DATE: March 18, 2021

TO: Recipients of the State Environmental Policy Act Determination of Nonsignificance (SEPA DNS) for Schmitz Park School Placement of Portables

FROM: Fred Podesta, SEPA official

Seattle Public Schools (SPS) has determined that the final SEPA checklist dated March 2021, meets our environmental review needs for the current proposal to place portables at Schmitz Park School. The proposal is funded by the Building Excellence (BEX) V Capital Levy. SPS plans to place the portables in summer 2021 with the use of the new classrooms beginning in the fall of 2021.

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 DNS.

The final SEPA checklist discusses the potential environmental impacts that could result from construction of the project. The draft SEPA checklist was released for public comment from Dec. 10, 2020 to Jan. 11, 2021. 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 with the SEPA checklist.

Thank you for your participation in the SPS SEPA process. Your involvement has helped to make the Schmitz Park School proposal a much better project.

Fred Podesta, Chief Operations Officer
P.O. Box 34165, MS 22-183, Seattle WA 98124 * 206-252-0102

WAC 197-11-970 Determination of Nonsignificance (DNS)

STATE ENVIRONMENTAL POLICY ACT
DETERMINATION OF NONSIGNIFICANCE (DNS)
SCHMITZ PARK SCHOOL PLACEMENT OF PORTABLES PROJECT

Date of issuance: March 25, 2021
Lead agency: Seattle Public Schools
Location of proposal: Schmitz Park School, 5000 SW Spokane St., Seattle, WA (Section 14/15, Township 24N, Range 03E)

Description of proposal – Schmitz Park School has historically operated as an all-classroom portable school facility since its origination in the early 1950s. In 2016, it was operating as Schmitz Park Elementary with up to 20 classroom portables and an enrollment capacity of 680 students. The school closed in 2016. Today, two portable buildings and a 35,258-square-feet school building remain. The proposal is to remove the two existing portables and add 17 new portables to the site (16 classrooms and one restroom) with a 500-student capacity. The school would be used as an interim school site for West Seattle Elementary School in the 2021-2022 school year and Alki Elementary School during the 2023-2024 and 2024-2025 school years while those schools undergo renovations. The portables will be secured to new foundations on the existing paved area. The net new square footage added to the site will be 19,964 square feet.

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: David Jackson, Phone 206-735-8957 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 April 9, 2021 (at least 15 days from the issuance date listed above). Comments and appeals (appealed by written notice setting forth specific factual objections) are to be received no later than April 9, 2021 (15 days) and sent to:

Superintendent
Seattle Public Schools
P.O. 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: March 18, 2021 **Signature:** Fred Podesta

Placement of Portables at Schmitz Park School

SEPA Checklist

Seattle Public Schools is committed to making its online information accessible and usable to all people, regardless of ability or technology. Meeting web accessibility guidelines and standards is an ongoing process that we are consistently working to improve.

While Seattle Public Schools endeavors to only post documents optimized for accessibility, due to the nature and complexity of some documents, an accessible version of the document may not be available. In these limited circumstances, the district will provide equally effective alternate access.

For questions and more information about this document, please contact the following:

David Jackson
Project Manager
dljackson2@seattleschools.org

While the Placement of Portables at Schmitz Park School State Environmental Policy Act (SEPA) Checklist is accessible and Americans with Disabilities Act (ADA) compliant, the attached figures and appendices, which support the checklist contain complex material that is

not accessible. The following is a description of what is contained in the figures and appendices:

- Figure 1, Project Vicinity
  Figure 1 is a road map of the Schmitz Park School site and its surrounding neighborhood. The school property is indicated with a star icon and a text box reading "Schmitz Park Elementary School." The school property is bounded by SW Hinds Street to the north, residences to the east, SW Spokane Street to the south, and Schmitz Preserve Park to the west. The school's main entrance faces SW Spokane Street.

- Figure 2, Project Site
  Figure 2 is an aerial map of the Schmitz Park School project site and an approximately one block radius. The school building is located at the southwest corner of the site, adjacent to SW Spokane Street to the south and Schmitz Preserve Park to the west. A parking lot is located to the east of the school building, and hard top play areas are located to the east, north, and west of the school building. The aerial photograph (taken in 2018) shows several portables located on the site.

- Figure 3, Site Plan
  Figure 3 is a site plan for the proposed project. It shows five new portables located to the west of the existing school building and 12 new portables located to the north of the existing school building. It also shows the removal of two existing portables. Figure 3 also shows no changes to the parking lot, two existing soft-surface play areas, or the existing grass play area.

- Appendix A: Transportation Technical Report
  Appendix A is a Transportation Technical Report prepared by Heffron Transportation Inc. dated Nov. 25, 2020. This report documents the existing conditions in the site vicinity, presents estimates of project-related traffic, and evaluates the anticipated impacts to the surrounding transportation system including transit, parking, safety, and non-motorized facilities. There are figures and tables throughout this document, including in the appendices, which graphically depict and organizes data to support the findings in the report. Attached to the end of the report are Appendix A, Level of Service Definitions, and Appendix B, Parking Utilization Study Data.

This concludes a description of the figures and appendices of the SEPA checklist.

Placement of Portables at Schmitz Park School

SEPA Checklist

March 2021

Revised June 2021

PREPARED FOR:

SEATTLE PUBLIC SCHOOLS

2445 THIRD AVENUE SOUTH

SEATTLE, WA 98134

PREPARED BY:

ESA

5309 SHILSHOLE AVENUE NW,
STE. 200

SEATTLE, WA 98107

PREFACE

The purpose of this Final Environmental Checklist is to identify and evaluate probable environmental impacts that could result for the *Placement of Portables at Schmitz Park School* project and to identify measures to mitigate those impacts. The *Placement of Portables at Schmitz Park School* project would place up to 17 portables on the site and reopen the school as an interim school building location.

The State Environmental Policy Act (SEPA) (Chapter 43.21C of the Revised Code of Washington) requires that all governmental agencies consider the environmental impacts of a proposal before the proposal is decided upon. A Draft SEPA Environmental Checklist was prepared in December 2020 and included a public comment period from December 10, 2020 to January 11, 2021. This Final SEPA 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 of the Washington Administrative Code); Seattle Public Schools SEPA Policy No. 6890; and the Seattle City Code (25.05), which implements SEPA.

This document is intended to serve as SEPA review for the *Placement of Portables at Schmitz Park School* project. Analysis associated with the proposed project contained in this Environmental Checklist is based upon the design plans for the project, which are on-file with Seattle Public Schools. The design plans accurately represent 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 4) contains the analysis of environmental impacts that could result from implementation of the proposed project, based upon review of major environmental parameters. This section also identifies possible mitigation measures. Section C (page 29) contains the signature of the proponent, confirming the completeness of this checklist.

Attached to this Environmental Checklist is the Draft SEPA Checklist Comments and Responses. Appended to this Environmental Checklist include is the Transportation Technical Report (Heffron Transportation, Inc., November 2020). Copies of the appendices are available from Seattle Public Schools upon request at SEPAComments@seattleschools.org or calling 206-252-0990.

The original version of this document, published in March 2021, included an error in the preface that was corrected on June 23, 2021.

TABLE OF CONTENTS

ENVIRONMENTAL CHECKLIST

A. BACKGROUND

1. Name of the proposed project, if applicable:

Placement of Portables at Schmitz Park School

2. Name of Applicant:

Seattle Public Schools (SPS)

3. Address and phone number of applicant and contact person:

David L. Jackson
Seattle Public Schools
2445 3rd Ave S
Seattle, WA 98134
206-735-8957

4. Date checklist prepared:

March 2021

5. Agency requesting checklist:

Seattle Public Schools (SPS)

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

Placement of portables would occur in Summer 2021. The school would be open to students as an interim site in Fall 2021.

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

There are no other plans connected with this proposal at this time.

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

Building Excellence V Program Final SEPA Programmatic Environmental Impact Statement, ESA, June 2018.

Transportation Technical Report, Heffron Transportation, Inc., November 2020.

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 other applications known to be pending for the subject property.

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

Permits and approvals that will be needed for the project include:

- Master Use Permit
- Demolition Permit
- Building Permit
- Electrical Permit
- Plumbing Permit
- Puget Sound Clean Air Agency (PSCAA) Permit

11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page.

Project Background

Schmitz Park School was originally developed in the early 1950s as an all-classroom portable school facility to help alleviate overcrowding at the Genesee Hill and Lafayette schools (Thompson and Marr, 2002). Three months after the Schmitz Park School closed in 1962, Schmitz Park Elementary School opened again as the first permanent single-story structure built on the site (Thompson and Marr, 2002). Schmitz Park Elementary School was in use as a school from the early 1950s until 2016 with up to 20 classroom portables at the site, with an enrollment capacity of up to 680 students. Only 2 of those 20 classroom portables are left on the site. The building is currently rented to the West Seattle YMCA Preschool at Schmitz Park Child Care Center and serves a maximum capacity of 100 children. The child care center provides care for children in the age range of 2 years and 6 months to 6 years old.

Since 2016, Seattle Public Schools (SPS) has continued to experience increased demand for upgrades to existing school buildings and the need for new buildings. The Building Excellence V (BEX V) Capital Levy was approved by voters in February 2019, allowing for funding to be available to provide for programming and structures to meet the increased demand.

SPS now proposes to reopen the Schmitz Park School building for public school students to serve as an interim school site. SPS will also add back up to 17 of the 20 portables that were on site when the school closed in 2016. Classroom portables are stand-alone temporary units that add one usable classroom space to

the school. SPS often uses portable classrooms to address the need for more classroom space at district schools. Usually referred to simply as "portables," these transportable buildings provide flexible options for accommodating students and programming. Portables can be installed quickly and then removed if they are no longer needed due to construction or lower enrollment. If some of the portables are moved from one location to another, the move requires a city permit and City of Seattle Commercial Vehicle Enforcement escorts. Portable units can be moved through the city streets only in early morning hours. The portables are placed on a foundation on the pavement with seismic hold downs, meeting the local building code requirements.

Up to 17 portables are proposed to be added to the Schmitz Park School site to support overall school capacity. This would include 16 portable classrooms and one portable restroom unit.

Project Proposal

SPS is proposing to use the Schmitz Park School as in interim school building location. When re-opened for interim use, the site is expected to have total capacity for up to 500 students, considering the existing permanent building and capacity provided by the 16 added portable classrooms. The site would be used for students at West Seattle Elementary while their school structure is renovated during the 2021-2022 school year. West Seattle Elementary had enrollment of 465 students in October 2019, but enrollment has declined in October 2020. The site would next be used as an interim location for students from Alki Elementary during their school structure renovation proposed during the 2023-2024 and 2024-2025 school years. Alki Elementary had enrollment of 359 students in October 2019, but its enrollment has also declined in October 2020.

In order to accommodate the students during their interim school site placement, up to 17 additional portables would be required to be placed on the site to provide the additional capacity needed (consisting of 16 portable classrooms and one portable restroom unit). The portables would be placed in the existing fenced paved area and would not displace parking or grass play fields. The footprint of the portables would total approximately 21,500 square feet. SPS would demolish the two older existing portables (P1 and P2) on the site that originated in the late 50s or early 60s. The two portables to be demolished have a total square footage of 1,536. Therefore, the net new square footage would be 19,964 square feet.

The demolition of the two existing portables and the placement of the new 17 portables is not expected to require grading or require an extensive construction time period, and only minimal excavation would be necessary. The new portables would be secured to new foundations on an existing paved area, including furnishing and installing access stairs, landings, and ramps compliant with ADA regulations.

School bus transportation would be available to eligible students attending the Schmitz Park School on an interim basis. Since West Seattle Elementary School

and its entire attendance area is located more than 2.4 miles from the Schmitz Park School site, all students are expected to be eligible for bus transportation.

Some of the attendance and walk area for students from the Alki Elementary School would overlap the expected walk area for the Schmitz Park School site. Therefore, not all Alki Elementary students are anticipated to be eligible for bus transportation during the interim construction period.

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

The project site is located at 5000 SW Spokane Street, 98116 in Seattle, Washington (Section 14/15, Township 24 North, Range 3 East) as shown on Figure 1 (Project Vicinity). The project site is located adjacent to Schmitz Preserve Park in the West Seattle neighborhood. The legal descriptions and King County Parcels for the site are:

Parcel Number	Legal Description
6318000005	N 300 FT OF S 400 FT OF E 150 FT OF NE 1/4 OF NE 1/4
5014000005	MADISON JAMES 2ND ADD & POR VAC ST
5014000049	MADISON JAMES 2ND ADD W 1/2 & POR VAC ST
5014000054	MADISON JAMES 2ND ADD E 1/2
524039008	N 300 FT OF S 400 FT OF E 150 FT OF NE 1/4 OF NE 1/4

Figure 1 shows the project vicinity. Figure 2 shows the project area. Figure 3 shows the site plan.

B. ENVIRONMENTAL ELEMENTS

1. Earth

a. General description of the site (underline):

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

The site was graded to its current configuration during previous site development and is flat and sloping generally to the southeast. Forested

steep slope areas are located at the northwest and southwest corners of the site. Schmitz Preserve Park is located to the west of the site with hilly steep slopes directed downward from the school site.

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

The steepest slopes (approximately 40 percent) are at the northwest corner of the site (City of Seattle, 2019). These slopes meet the definition of a Steep Slope area in accordance with Seattle Municipal Code (SMC) Section 25.09.020.

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.

Soil conditions in the site vicinity are considered urban land Alderwood complex, 5 to 12 percent slopes and Alderwood-Kitsap complex, 12 to 60 percent slopes. The Alderwood series consists of moderately deep, moderately well drained soils formed in glacial till. Alderwood soils are on glacially modified foothills and valleys (USDA, 2019).

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

A large portion of Schmitz Preserve Park to the west of the school is mapped as a Potential Slide Area. There are no known slides or liquefaction areas mapped by the City of Seattle on the project site (City of Seattle, 2019).

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

No filling or grading is proposed as part of the project. A limited amount of shallow excavation would be required for electrical trenches (approximately 90 cubic yards) and shallow plumbing bore pits (approximately 25 cubic yards).

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

There is no clearing anticipated as part of the project. Demolition of existing portables is unlikely to result in erosion because they are located on existing pavement.

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

Approximately 65 percent of the site is currently covered with impervious surfaces and no change to impervious surface is anticipated.

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

No erosion control measures are expected to be needed for the placement of the portable classrooms at the site or for the demolition of the two portables at the site. However, temporary erosion and sedimentation control BMPs and construction water quality treatment measures may be installed, if needed, to minimize erosion and to treat stormwater runoff. BMPs specific to the site and project would be specified by SPS in the construction contract documents that the construction contractor would be required to implement.

2. Air

a. What types of emissions to the air would result from the proposal during construction, operation, and maintenance when the project is completed? If any, generally describe and give approximate quantities if known.

There would be a small increase in exhaust emissions from vehicles and equipment and a temporary increase in fugitive dust during placement of the new portables and demolition of the existing two portables. The most noticeable increase in emissions and fugitive dust would occur during demolition of the two portables because of equipment use. Construction employee and equipment traffic to and from the site would also generate minor increases in exhaust emissions.

During school operations, there would be emissions from vehicles picking up and dropping off students and staff at the interim site. However, there is not expected to be an identifiable increase in emissions over the current emissions from the proposed project.

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

There are no off-site sources of emissions or odors that would affect the proposed project.

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

The contractor for the proposed project would be required to comply with applicable Puget Sound Clean Air Agency (PSCAA) regulations. Regulations that apply to the proposed project include Regulation I, Section 9.11 prohibiting the emission of air contaminants that would or could be injurious to human health, plant or animal life, or property; and Regulation I, Section 9.15 prohibiting the emission of fugitive dust, unless reasonable precautions are employed to minimize the emissions.

The contractor may be required to establish dust control measures as appropriate to reduce fugitive dust emissions from construction vehicles leaving the site. If necessary, the streets would be swept regularly to remove dust and debris from construction vehicles.

SPS will implement an anti-idling policy to reduce the impacts of idling school buses. Neighbors who observe school buses idling on-site can report them to SPS Transportation at 206-252-0900.

3. Water

a. Surface Water:

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

Schmitz Creek runs through Schmitz Preserve Park and is mapped as a riparian corridor with associated wetlands (City of Seattle, 2019). A tributary of the creek flows downhill into Schmitz Preserve Park from northwest of the Schmitz Preserve Park School parcel. No portion of the creek is located on the Schmitz Preserve Park School parcel.

Schmitz Creek is located northwest of the proposed work area and flows generally to the northwest away from the project. No work would occur within the riparian buffers of Schmitz Creek or its tributaries.

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 project would not require any work over, in, or adjacent to any surface water bodies. The tributary to Schmitz Creek is located

approximately 240 feet from the edge of the pavement of the school site.

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.

The proposed project would not require any work in or near surface water and would not involve placement of any amount of fill or dredge material in surface waters or associated wetlands.

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 proposal is not located within a 100-year floodplain.

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.

The project would not involve the discharge of waste materials to any surface waters. All waste materials from the project, including demolition debris, would be transported off-site to appropriate disposal facilities. A Waste Diversion Report would be provided for the City of Seattle as part of the permit process.

b. Ground Water:

1. Will groundwater be withdrawn from a well for drinking water or other purposes? 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 as part of the project and no water would be discharged to groundwater.

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

No waste material would be discharged into the ground. The project site would not utilize septic tanks.

c. Water Runoff (including stormwater)

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.

The existing site runoff is from impermeable surfaces and the building roof and is currently collected in an underground storm drain system and conveyed to the City's main drainage system. The stormwater requirements for discharging to the combined sewer overflow include flow control and on-site stormwater management. The addition of portables to the site would not require alterations to the existing stormwater management.

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

During demolition, hazardous materials or debris could enter surface waters. Measures to control the spread of hazardous materials or debris from entering surface waters are discussed below in Section 3.d.

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

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

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

Only minimal shallow excavation required for the project, and runoff from the project would be limited. During demolition of the existing two portables, Best Management Practices (BMPs) may be implemented, if needed. BMPs could include installation of catch basin filters, interceptor swales, hay bales, sediment traps, and other appropriate cover measures.

BMPs specific to the site and project would be specified by SPS in the construction contract documents that the construction contractor would be required to implement.

4. Plants

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

_X_deciduous tree: alder, maple, aspen, other

_X_evergreen tree: fir, cedar, pine, other

_X_shrubs

_X_grass

____pasture

____crop or grain

____ orchards, vineyards or other permanent crops.

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

____water plants: water lily, eelgrass, milfoil, other

____other types of vegetation

Vegetation on the developed portion of the site is limited to trees, grass, and landscaping associated with the school and its field. Additionally, the west side of the site is forested. Native species include bigleaf maple (*Acer macrphylum*), western red cedar (*Thuja plicata*), and Douglas Fir (*Pseudotsuga menziesii*), with invasive blackberries (*Rubus armeniacus*), and English Ivy (*Hedera helix*).

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

No trees would be removed as part of the project and impacts to trees are not anticipated because the location of the placement of the portables is on existing pavement. However, tree preservation measures would be implemented during demolition of the two portables and placement of up to 17 portables, if necessary.

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

No threatened or endangered plant species or critical habitat are known to be on or near the site (WDFW, 2019; WDNR, 2019).

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

No ground disturbance or change to existing vegetation is anticipated. Although not expected to be needed, existing trees that may be near the paved surfaces where the portables will be located would be protected using tree protection measures including, but not limited to, use of tree protection fences.

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

No noxious weeds or invasive species are known to be on or near the site. The closest known noxious weeds are policeman's helmet (*Impatiens glandulifera*) which is 0.2-mile to the southeast, and Giant Hogweed (*Heracleum mantegazzianum*), which is located 0.7-mile to the northwest (King County, 2019).

5. Animals

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

Animals and birds on or near the site are typical to those found in urban settings.

Fish: not applicable

Amphibians: none known

Reptiles: none known

Birds: species adapted to urban areas such as gulls, American crow, rock pigeon, chickadee, robin, Steller's jay.

Mammals: species adapted to urban areas such as Norway rat, raccoon, opossum.

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

The Washington State Department of Fish and Wildlife (WDFW) Priority Habitats and Species (PHS) database lists all known occurrences of threatened or endangered species and critical habitat. The database does not indicate any threatened or endangered species or critical habitat in the project area (WDFW, 2019).

Schmitz Preserve Park is located adjacent to the school boundary to the west and is mapped as a biodiversity area and corridor and also contains wetlands.

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

The project site is located within the Pacific Flyway, which is a flight corridor for migrating waterfowl and other avian fauna. The Pacific Flyway extends from Alaska south to Mexico and South America. No portion of the proposed project would interfere with or alter the Pacific Flyway.

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

The project is not expected to have any negative impacts on animals within or near the project site; therefore, no mitigation is required. Some birds and animals may be disturbed during demolition, but would likely return following construction because they are adapted to urban areas.

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

Invasive animal species likely to be in the area include rats and opossums, typical of an urban area. SPS would comply with its policy and hire a contractor to implement pest control measures prior to demolition of the two portables.

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 would be required to operate the existing school building and the new portables.

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 potential use of solar energy by adjacent properties.

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

The portables meet the energy requirements at the time of manufacturing and licensing. No additional energy conservation features are proposed.

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.

Accidental spills of hazardous materials from equipment and vehicles could occur during demolition of the two existing portables or the placement of the 17 portables at the site. However, a spill prevention and control plan would be developed, if required, to prevent the accidental release of contaminants into the environment.

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

According to the Department of Ecology Facility/Site(s) database, no known contaminated sites are located on the Schmitz Park School site (Ecology, 2019).

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.

Hazardous materials, such as asbestos-containing material, lead-containing paint/components, PCB light ballasts, and mercury-containing light tubes may be present in the two existing portables proposed for demolition.

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.

Chemicals stored and used during demolition of the two existing portables and placement of the new portables would be limited to gasoline and other petroleum-based products required for maintenance and operation of construction equipment and vehicles.

During operation of the elementary school, chemicals stored and used on site would be limited to cleaning supplies. These chemicals would be stored in safe locations.

4. Describe special emergency services that might be required.

No special emergency services would be required.

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

Site-specific pollution prevention plans and spill prevention and control plans would be developed, if required, to prevent or minimize impacts from hazardous materials.

Where hazardous materials, such as asbestos-containing materials, lead-containing paint/components, PCB light ballasts, and mercury-containing light tubes, are present, construction would comply with applicable regulations for removal and disposal.

b. Noise

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

There are no existing sources of noise in the area that would adversely affect the proposal.

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

Construction Noise

Vehicle and equipment operation during demolition of existing portables and placement of new portables could cause temporary noise impacts to nearby residents. Demolition and installation hours and noise levels would comply with the City of Seattle noise standards (SMC 25.08.425).

Maximum permissible sound levels in residential communities are not to exceed 55 A-weighted decibels (dB(A)s). However, construction activities are permitted to exceed the established maximum level by 25 dB(A) by the Seattle Noise Control Ordinance (SMC 25.08.425). Maximum permissible sound levels established in SMC 25.08.425 may be exceeded by construction activities between 7:00 a.m. and 10:00 p.m. on weekdays, and between the hours of 9:00 a.m. and 10:00 p.m. on weekends.

Operation Noise

The school has been renting to a childcare facility over the last few years so there is currently some operational noise. The utilization of Schmitz Park School as an interim school would return noise to

levels similar to those that were experienced when the school was in operation in 2016 and before. The noise from school operation will result in a minor increase from current levels from student and staff conversations, and from school buses, parent, student, and staff vehicles that are dropping off and picking up students in the immediate vicinity during daytime hours. If evening events are held at the school, additional noise would be generated as people arrive to and depart from the site. This increased noise is expected to be minor and no events are expected to be scheduled that would end after approximately 10:00 p.m. These minor increases in noise would be well below those allowed by City of Seattle noise standards and would comply with those standards.

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

While construction noise is permitted during evenings and weekends, construction would generally occur between 7:00 a.m. and 5:00 p.m. on weekdays. Demolition and installation activities would be restricted to hours and levels designated by SMC 25.08.425. If needed, SPS would instruct the contractor to implement measures to reduce noise impacts to comply with the Noise Control Ordinance, which could include additional muffling of equipment. In addition, SPS's anti-idling policy for school buses would be enforced.

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 Schmitz Park School site was used as a school from the early 1950s until 2016. The first permanent school building was constructed in 1962. The site currently includes the single-story school building, a grass field, a basketball court, paved play areas, two wood-chip play areas, two existing portables, and a surface parking lot, which is located on the southeast corner of the site. The school building and site are currently used as a preschool child care center operated by the YMCA to provide day care for children.

The Schmitz Park School site consists of five parcels bounded by SW Spokane Street to the south, SW Hinds Street to the north, and an alley to the east. Schmitz Preserve Park, a 53-acre City of Seattle park, is located adjacent to the west and northwest of the school. Other surrounding land uses include single-family residential primarily comprised of low-rise housing.

The proposed project would not affect current land uses. The site has been used as a school in the past and would continue to be used as a school.

b. Has the project 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?

Prior to 1962, when the property began to be developed into a school site, it was part of the original 38-acres of untouched forest donated to the city by Ferdinand and Emma Schmitz 1908 and 1912 (Historic Aerials, 1968; Thompson and Marr, 2002). The site has not been known to be used for working farmlands or working forest lands. It was developed and used as a school site since the late 1950s. No agricultural or forest land would be converted to other uses.

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:

No working farm or forest lands are located near the proposed project. The project would not affect or be affected by farm or forest land operations.

c. Describe any structures on the site.

Structures on the project site include a single-story school building (35,258 square feet), two existing portables (1,536 square feet total), and playground equipment.

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

The two existing portables on the site would be demolished.

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

The current zoning classification of the school site is Single Family Residential, 5,000 square-foot lots (SF 5000) (City of Seattle, 2019). Public schools are a permitted use in this zone.

The Seattle Municipal Code contains development standards for public schools in residential zones in SMC 23.51B.002.

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, 2016).

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

The project site is not within a shoreline jurisdiction.

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

Schmitz Creek is located in the adjacent Schmitz Preserve Park and is mapped by the City of Seattle as a riparian corridor and as a wetland (City of Seattle, 2019). A tributary of this creek is mapped and extends to the northwest corner of the Schmitz Park School site, with the buffer extending onto the project site. The proposed project would not affect the tributary or its buffer.

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

No people would reside in the completed project. The enrollment of the school could increase up to approximately 500 students and up to approximately 80 employees.

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

The project would require the relocation of the current tenant childcare facility which houses approximately 100 children and associated staff. However, the lease with SPS ends June 30, 2021, and the proposed project would not request that the tenant leave prior to the scheduled end of the lease.

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

No measures to avoid or reduce displacement impacts are anticipated to be needed.

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

The project is consistent with existing land use regulations and plans.

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

The project is not located near any agricultural or working forest lands, so no measures to ensure compatibility are required.

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 project.

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

No housing units would be eliminated.

c. Describe proposed measures to reduce or control housing impacts, if any.

The project would not cause housing impacts; therefore, mitigation measures to control housing impacts would not be required.

10. Aesthetics

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

The existing school building varies in height, with the tallest part of the building (the gymnasium) reaching approximately 27 feet. The highest point of the new portable structures would be approximately 17 feet tall, with a maximum of 20 feet.

The existing exterior school building material is primarily painted masonry. The exterior building material of the portables would be painted wood.

The portables anticipated to be placed on the site would have the same or similar height and exterior building material as the portables that were located on the site prior to 2016.

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

No views listed in the City of Seattle View Protection policy would be altered or obstructed.

Portables previously placed on the site prior to 2016 were located to the east and west of the Schmitz Creek School. The proposed portables would be placed to the north and west of the school. Although this is a slightly different configuration, the placement would be consistent with the current use of the site, so views would not be substantially altered. Views of a forested area on the school property from the north side of the school would be obscured by the new portables. Views from private residences to the east of the school would be slightly altered due to the presence of the portables. However, views from private residences are not protected under the City of Seattle's Public View Protection policy (SMC 25.05.675.).

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

The project would not cause adverse aesthetic impacts and no mitigation measures would be required. The new portables would comply with zoning requirements for schools in residential zones.

11. Light and Glare

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

Lighting on the site would remain similar to present conditions. Additional lighting may be added for security or safety purposes as needed for the portables.

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

Exterior building and property lighting from the new portables would not be a safety hazard and would not be expected to 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 would affect this proposal.

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

It is anticipated that both exterior and interior lighting would be scheduled by an automated system so that the site lighting could be adjusted when the building is not in use. Evening activities and events could cause increased light, but impacts on adjacent structures are anticipated to be minor. Exterior light fixtures installed at the portables would be designed to comply with City code requirements.

12. Recreation

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

Recreational opportunities on the project site currently include a grass field, a basketball court, a paved play area, and two wood-chip play areas. Schmitz Preserve Park is a 53-acre City of Seattle park located immediately to the west of the school. Schmitz Preserve Park is forested with walking trails.

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

Up to 17 portables would be placed on a paved area to the north of the existing school building (see Figure 3). Therefore, the amount of paved area on the site available for play would be reduced by approximately one-quarter. However, the paved area with the proposed portables would be equal to or more than the paved area provided for play when the 20 portables were on site in 2016 when the site was last operated as an elementary school. The wood-chip and grass play areas would not be affected.

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

The amount of available paved play area would be similar to the area provided when the site was last operated as an elementary school in 2016. Prior to the closure of Schmitz Park Elementary School in 2016, there were up to 20 portables on-site. Those portables used approximately the same (or more) area as the proposed new portables would require.

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.

Originally an all-portable classroom facility, the Schmitz Park School was developed to alleviate overcrowding at the Genesee Hill and Lafayette schools (Thompson and Marr, 2002). Three months after the Schmitz Park School closed, the Schmitz Park Elementary School opened in 1962 as the first single-story permanent structure built on the site (Thompson and Marr, 2002). The building is 57 years old, was designed by architects Durham, Anderson & Freed, and was built with laminated beams and flame resistant materials (Thompson and Marr, 2002). The existing school meets the minimum age threshold for consideration of its potential

eligibility to a national, state, or local preservation register. To date, it has not been inventoried or evaluated for its eligibility.

There are no aboveground buildings or structures in or near the Schmitz Park School site that are listed in or eligible for listing in national, state, or local preservation registers (Department of Archaeology and Historic Preservation, 2019; King County Historic Preservation Program, 2018; Seattle Landmarks Preservation Board, 2019).

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.

No archaeological sites, cemeteries or traditional cultural places are recorded within or adjacent to the Schmitz Park School site (DAHP, 2019; Hilbert et al., 2001; Thrush, 2007). No professional cultural resource studies have been conducted within or adjacent to the Schmitz Park School site.

The Statewide Predictive Model for encountering precontact-era sites classifies the Project Area as High to Very High Risk- Survey Highly Advised (DAHP, 2010). This model does not take into account potential impacts from development or the potential for historic-era archaeological resources. The portables would be located in paved areas that have already been disturbed, and ground disturbance would be minimal (limited to approximately 115 cubic yards of shallow excavation for electrical trenches and shallow plumbing bore pits).

Historic aerial photos from 1936 show the Schmitz Park School site as forested, undeveloped, and rural. Prior to 1962, when the property began to be developed into a school site, it was part of the original 38-acres of untouched forest donated to the city by Ferdinand and Emma Schmitz 1908 and 1912 (Historic Aerials, 1968; Thompson and Marr, 2002).

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 following documents and databases were reviewed in order to identify any potential cultural resources in the project vicinity: Department of Archaeology and Historic Preservation's Statewide Predictive Model and Washington Information System for Architectural and Archaeological

Records Data (WISAARD), historic aerial photography, historic preservation registers review, published histories, and historical maps.

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.

No impacts to historic or cultural resources are anticipated. The existing Schmitz Park School building would not be altered. Installing portables at this existing school site would require a low degree of ground disturbance. Therefore, this project type has a low potential for impacting subsurface cultural resources, if present. Although the ground disturbance at the site is expected to be minimal, SPS will develop an inadvertent discovery plan (IDP) that will set forth procedures and protocols to follow in the event of an archaeological resources discovery, including discovery of human remains. The IDP stipulates pre-construction briefings and on-call response if required.

14. Transportation

A Transportation Technical Report (Heffron Transportation, Inc., 2020) has been prepared for the proposed project and the results of the report are summarized in this section. For further details on the Transportation Technical Report, please refer to Appendix A of this Checklist.

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

The Schmitz Park School site consists of five parcels bounded by SW Spokane Street to the south, SW Hinds Street to the north, an alley to the east, and Schmitz Park to the west. A surface parking lot is located on the southeast corner of the site with an access driveway on SW Spokane Street. Automobile load/unload historically occurred within the main parking lot; school-bus load unload occurred along the site frontage of SW Spokane Street, a portion of which has a pull-out area. The project would not change access to the school site.

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

Yes, King County Metro Transit (Metro) provides bus service in the site vicinity. The closest bus stops are located about 260 feet away to the east on 49th Avenue SW at SW Spokane Street (northbound stop just north of the intersection and southbound just south). These stops are served by Metro Route 57, which provides weekday, peak period service between the Alaska Junction and Downtown Seattle with stops at Genesee Hill, Alki, and Admiral District. On weekdays, the route operates with five trips

inbound to Downtown Seattle in the morning from 6:30 to 7:50 A.M.; it operates with five trips outbound from Downton in the afternoon from about 3:00 to 5:50 P.M. There are also stops located about 0.4 mile to the east on California Avenue SW at SW Spokane Street served by Routes 50, 55, and 128.

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

A surface parking lot with 43 striped parking spaces is located on the southeast corner of the site. The project would not add or eliminate any parking spaces.

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).

No, the project would not require any 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?

When re-opened, the school would provide capacity for up to 500 students. In October 2019 when study area traffic counts were performed for the transportation analysis, West Seattle Elementary had a total enrollment of 465 students and Alki Elementary had enrollment of 359 students. Enrollments in both schools have declined as of October 2020. The re-opened interim school would have less capacity and enrollment than its most recent prior use when there were 20 portable classrooms and a total enrollment of 643 students for the 2015-16 school year.

Based on daily trip generation rates published for elementary schools by the Institute of Transportation Engineers and the planned capacity of up to 500 students, the re-opened Schmitz Park School could generate up to about 950 trips per day (475 in, 475 out). This estimate is likely

conservatively high since all students at West Seattle Elementary would be eligible for bus transportation when they are temporarily relocated to the site. The operations analysis accounted for this conservatively high trip estimate and travel patterns to and from the enrollment area served by West Seattle Elementary School. As a result, the analysis evaluated the potential worst-case impacts of school-related trips that could be returned to local roadways and intersections near the Schmitz Park School site, when it is re-opened as an interim site. 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.).

According to SPS staff, when re-opened for interim use by West Seattle Elementary, the site is expected to be served by up to 10 full-size buses; when occupied by Alki Elementary, the site is expected to be served by three full-size buses and one SPED bus. Other truck trips expected to serve the site include deliveries of food and supplies, trash and recycling pick-up, and occasional maintenance. Overall, school buses and small trucks are likely to represent about 4% of the total daily traffic.

For more information about the anticipated school traffic generation, refer to Appendix A – *Transportation Technical Report* (Heffron Transportation, Inc., December, 2020).

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.

The proposal would not interfere with the movement of agricultural or forest products on streets in the area because no agricultural or working forest lands are located within the vicinity of the project site.

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

The proposed project would not result in significant adverse impacts to traffic or parking within the study area. Prior to re-opening, SPS would coordinate with the Seattle Schools Traffic Safety Committee to review safety elements around the site such as school-zone speed limits and crossing guard locations to determine if any changes are needed.

15. Public Services

a. Would the project result in an increased need for public services (for example: fire protection, police protection, public transit, health care, schools, other)? If so, generally describe.

The return to full use of the school building and use of the new portables for public school students would result in an increase in the number of

students and staff using the site. However, the historical school attendance from 2016 is not expected to be exceeded. Public services were able to meet the demands of the school population on the site up through 2016, and are not expected to need to be expanded to meet the similar size student population for the interim school site.

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

An increased need for public services is not anticipated; therefore, mitigation to reduce impacts to public services is not proposed.

16. Utilities

a. Underline utilities currently available at the site:

Electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other

In addition to those utilities indicated above, cable and internet services are also available at the site.

b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.

Electricity, telephone, and natural gas would continue to be provided to the school. SPS would work with Seattle City Light, Puget Sound Energy, its telephone and internet provider, and other utilities to coordinate the extension of utilities to the portables, as needed. The new portables would include at least one portable that provides restrooms for the students and staff. Other utility repairs, upgrades, or additions would be provided as needed to ensure that the structures function for school programs.

C. SIGNATURE

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

Signature:	David L. Jackson
Name of signee:	David L. Jackson
Position and Agency/Organization:	Project Manager
Date Submitted:	March 10, 2021

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FIGURES

Source: DigitalGlobe 2018, ESA 2019

D180580 Schmitz Park Portables

Figure 1
Project Vicinity

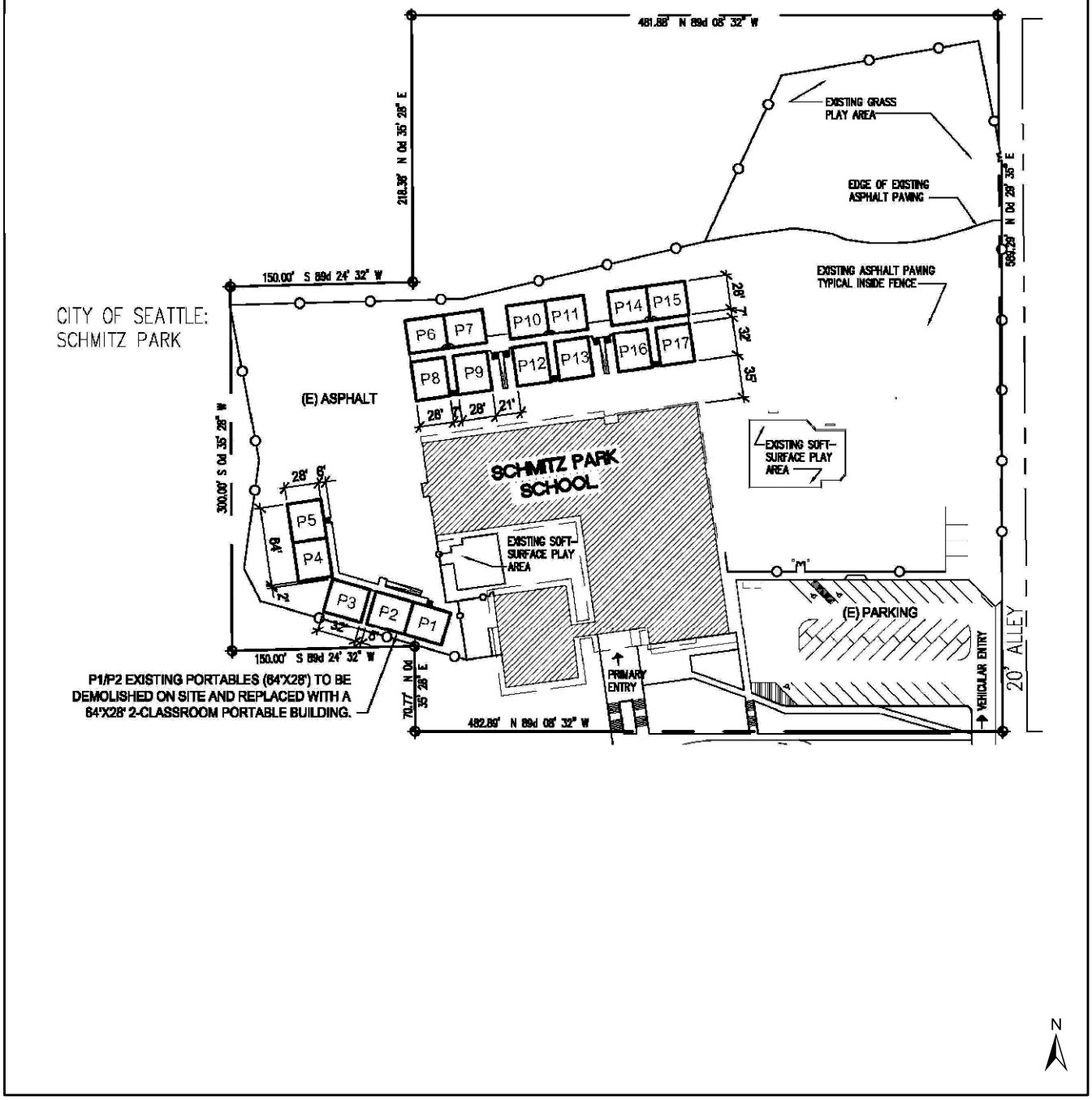
ESA

Source: DigitalGlobe 2018, ESA 2019

D180580 Schmitz Park Portables

Figure 2
Project Site

ESA



Source: Rolluda, 2020

D180580 Schmitz Park Portables

Figure 3
Site Plan

ATTACHMENT 1: SEPA PUBLIC COMMENTS AND SEATTLE PUBLIC SCHOOLS RESPONSES

Placement of Portables at Schmitz Park School Project
SEPA Public Comments and Seattle Public Schools Responses

SEPA regulations recommend that public comments on draft Checklists be considered and responded to, but provides flexibility in how the comments are presented. The comment period on the Draft SEPA Checklist for the Placement of Portables at Schmitz Park Elementary School was from December 10, 2020 to January 11, 2020. Individual comment letters, emails, or postcards were received from the 5 individuals listed below.

1. Chris Jackins, Seattle Committee to Save Schools
2. Christine Jones (postcard)
3. Megan L. Erb Ohmstede (postcard, received after comment period ended)
4. Benhgt Mansour (postcard)
5. Diane Niemi (postcard)

For efficiency, the comments have been summarized and similar comments have been grouped together and responded to below. Following each comment, the numbers in brackets refer to the commenter number (above) who submitted a similar comment. Any person interested in reading the individual comments may contact SPS for access to them.

1. **<u>Determination of Significance (DS)/EIS Preparation.</u> Project has significant adverse environmental impacts. Further detailed environmental review should be provided through an Environmental Impact Statement (EIS). An EIS would also provide more review to look at alternatives. [Commenter 1, 2, 3, 4, 5]**

   The SPS SEPA Responsible Official is reviewing the revised SEPA Checklist and taking all comments received on the Draft SEPA Checklist into consideration in making a determination of the significance of impacts from the Schmitz Park School project.

2. **<u>Future notification</u>. Please include me on the list of people to be notified about the status of the environmental review of this project. [Commenter 2, 3, 4, 5]**

   SPS will provide future notifications to all parties who live within an approximately two block radius of the project and those who have requested to be included on future notifications.

3. **<u>No Public Meeting.</u> SPS has held public meetings for other similar projects. Why was no public meeting held? [Commenter 1]**

   Public meetings are not required for SEPA Checklists and DNS processes. The public will be given another opportunity to comment as part of the City Master Use Permit process for this project. Post cards will be sent to residences within a two block radius.

4. **<u>Comment Period.</u> Please extend the comment period. [Commenter 1].**

   The comment period for the Draft SEPA checklist was from December 10, 2020 to Jan 11, 2021. As is standard practice, SPS mailed postcards to all residences within a two block radius of the school. This is the District's standard protocol for project and document release notification. The cards were mailed on December 2, 2020 to notify recipients of document availability.

5. **<u>SEPA Review.</u> The environmental reviews for the Schmitz Park Elementary, Alki Elementary, and West Seattle Elementary projects are being done separately: the combined impacts should be considered in the same document, under WAC 197-11-060.3(b)(I), which requires that the projects are discussed in the same environmental document because the West Seattle Elementary and Alki Elementary projects cannot proceed without the Schmitz Park Elementary project. WAC 197-11-060(1) notes that it applies to "all environmental documents required under SEPA". WAC 197-11-060.3.(b)(i) states that proposals or parts of proposals that are closely related shall be discussed in the same environment document, if they:…(i) Cannot or will not proceed unless the other proposal (or parts of the proposals) are implemented simultaneously with them." [Commenter 1]**

   The proposed projects at Alki Elementary, West Seattle Elementary, and Schmitz Park School have independent utility and accordingly are not required to be reviewed together as one project. Nevertheless, the Schmitz Park School checklist analyzes the use of the school as the interim location for West Seattle Elementary, which is anticipated to have greater enrollment than Alki. So, all relevant elements of the projects were analyzed together. In addition, even if they were reviewed together, the potential for impacts from the projects would not be cumulative. Any impacts from each project would be limited to the school site, with the exception of transportation impacts, which are also highly localized. For transportation, the influence area for an elementary school is relatively compact and focused on the roadways and intersections immediately surrounding the school. Additionally, the impacts of the projects would occur at different times and in different locations. Construction periods would not overlap, and only two of the three schools would be in operation at any given time. No cumulative impacts would be anticipated due to the separation between the three projects in both location and time. This commenter has also raised this same concern in a recent appeal challenging the DNS for the West Seattle Elementary School project. That DNS was upheld by Superintendent, as recommended by the Hearing Examiner.

6. **<u>Project Proposal</u>. SPS seems to want things two different ways. (1) When the District wanted to close Schmitz Park Elementary and move it to Genesee Hill a few years ago, the District stated there were unacceptable impacts from having a large school at the Schmitz Park site, and the previous existing buildings at Genesee (the site to be occupied) had to be relocated. (2) Now when the District wants to put a large school like West Seattle Elementary at the Schmitz site, the**

District argues that there are supposedly not going to be large impacts, and that the existing buildings at Schmitz Park (the site to be occupied) can be used. [Commenter 1]

The Checklist describes the Schmitz Park School project and the anticipated environmental impacts. This comment does not raise concerns about potential impacts of reopening Schmitz Park School on an interim basis, and accordingly this is not the appropriate forum to comment on the accuracy of the commenter's statements. However, it should be noted that the proposed interim Schmitz Park Elementary site will be reopened as an interim site, not a permanent school, and will have a maximum capacity of 500 students. This is in contrast to the enrollment of over 630 students when Schmitz Park Elementary was closed in 2016.

7. **Transportation. The transportation analysis makes no mention of the upper West Seattle bridge closure. The closure of the bridge has had cascading transportation and parking impacts throughout West Seattle, including transportation delays. [Commenter 1]**

The operational analyses for all study-area intersections, including two along California Avenue SW, forecasted 2021 operations at LOS B or better overall with all movements operating at LOS D or better during the worst-case (highest enrollment) occupancy by West Seattle Elementary School. Those forecasts and analyses were based on counts conducted prior to the COVID-19 pandemic and before the temporary closure of the West Seattle High-Rise Bridge. Therefore, those analyses reflect normal operations unaffected by the pandemic or bridge closure.

The influence area for an elementary school is relatively compact and focused on the roadways and intersections immediately surrounding the school. Those roadways and intersections are affected by family drivers making trips between their homes and school. Beyond the immediate vicinity, school-related trips are typically not noticeable. However, morning and PM peak hour video turning-movement counts performed on California Avenue SW at SW Edmonds Street (midway between West Seattle Elementary School and the Schmitz Park School site) in April 2019 and October 2020 were compared to identify the types and magnitude of changes that appear to be results of the pandemic and bridge closure. The morning peak hour volume on California Avenue SW has declined by about 30%, while the PM peak hour volume has declined by about 10%. The larger decline in the morning volumes may be explained in part by the reduction in school-related trips, which typically overlap that hour but do not typically occur in the PM peak hour (since schools are typically dismissed prior to 4:00 P.M.). In addition to the reduced traffic volumes resulting from the COVID-19 pandemic, the volumes were examined to estimate how the West Seattle High-Rise Bridge closure may be changing patterns on California Avenue SW. The Google Maps predictive travel route and travel time mapping resource was used estimate how travel patterns in the vicinity may have been changed for a variety

of origin-destination pairings during each peak hour. Overall, the reductions in traffic volumes appear to be mostly related to COVID-19, and reduced trips generated by the commercial area along California Avenue SW. Because there are more convenient routes to access the bridge, closure of the bridge does not appear to have substantially affected through volumes on California Avenue SW. During the peak commute periods, the West Seattle Bridge detour routes do not use California Avenue SW, and instead direct traffic to use the W Marginal Way SW interchange (to the north) or S Cloverdale Street interchange (to the south). Trips from locations north of the study area have detoured north, while trips from locations south of the study area have detoured south.

Based on the available data, the analyses prepared assuming normal traffic conditions (without COVID-19 and with the West Seattle High-Rise Bridge open) reflect worst-case conditions. Some future traffic increases may occur prior to the bridge re-opening as the COVID-19 pandemic conditions subside. But volumes are likely to remain below the normal conditions evaluated and operations in the study area are expected to remain at or better than those evaluated for the period when West Seattle Elementary occupies the Schmitz Park School site. Subsequently, when the site is occupied by other schools, COVID-19 pandemic conditions are expected to have ended and the West Seattle High-Rise Bridge would be repaired and re-opened (bridge repair is planned to be complete by mid-2022).

8. **<u>Transportation.</u> People have noted that the streets in the area are already narrow which would likely create more parking and traffic problems. Traffic and parking impacts tend to be concentrated on nearby neighbors, who correctly feel that these impacts are significant. [Commenter 1]**

   The neighborhood residential streets that provide access to and from the Schmitz Park School site are generally 25-feet wide (curb-to-curb), which is identical to residential streets throughout Seattle and adjacent to most school sites. North of the school, SW Hinds Street has 22 feet of pavement with no curbs and wide grass/gravel shoulders that are used for resident parking in some locations. Along the north side SW Spokane Street west of 49th Avenue SW, parking restrictions (7:00 to 10:00 A.M. and 1:00 to 4:00 P.M.) provide additional circulation width for the periods when school arrival and dismissal would occur. In addition, a portion of SW Spokane Street west of 50th Avenue SW has a widened curb pullout section for school-bus load/unload (providing 32 feet of pavement), which also provides added circulation width for the periods when school arrival and dismissal would occur. Just south of the school site, SW Charlestown Street is 36 feet wide. These conditions are identical to those that were in place when the school was last occupied as an elementary school with 643 students during the 2015-16 school year. Given the historic conditions at this and other schools in Seattle, the street widths are not expected to result in adverse traffic operations.

9. **<u>Open Space.</u> The Checklist does not mention the COVID-19 pandemic. This project will take away outdoor space and replace it with enclosed building**

space. The School Board recently passed a resolution supporting outdoor learning. Outdoor classrooms may be more important than enclosed spaces. [Commenter 1]

COVID-19 is a not a SEPA issue. SPS and the Seattle School Board are implementing the operational response to the COVID-19 pandemic. Impacts to open space are described in Section B.12 of the Checklist. Educational programming is determined at each school by SPS and the school principal to best meet the needs of students and is not a SEPA issue. "Outdoor classrooms" can provide supplementary educational opportunities but are not appropriate year-round replacements for indoor classrooms. The proposed portables would replace portables that were on site prior to the closure of Schmitz Park Elementary School in 2016. After the placement of portables, the amount of open space on site would be comparable to the amount of open space prior to 2016.

10. **Steep Slopes. There is a "Steep Slope" as defined by the City Code in the NW corner of the site. [Commenter 1]**

    As stated in the SEPA Checklist the steepest slopes (approximately 40 percent) are at the northwest corner of the site (City of Seattle, 2019). These slopes meet the definition of a Steep Slope area in accordance with Seattle Municipal Code (SMC) Section 25.09.020. There would be no construction activities on or adjacent to the slope.

    SEPA Document Reference: B.1.b

11. **Critical Areas. Large portions of Schmitz Preserve Park to the west are mapped as a potential slide area. [Commenter 1]**

    As stated in the SEPA Checklist a large portion of Schmitz Preserve Park to the west of the school is mapped as a potential slide area. There are no known slides or liquefaction areas mapped by the City of Seattle on the project site (City of Seattle, 2019).

    SEPA Document Reference: B.1.d.

12. **Air. The Checklist references an anti-idling policy for school buses and a phone number the public can call to report violations. Neighbors at Queen Anne Elementary have waged a years-long battle about school bus fumes permeating their residence. [Commenter 1]**

    Section B.2 describes proposed measures to minimize impacts from idling. Queen Anne Elementary School is not related to the Schmitz Park School project.

    SEPA Document Reference: B.2.

13. **<u>Water.</u> The Checklist notes that debris from demolishing two existing portables could enter surface waters and that a tributary of Schmitz Creek to the NW of the school is 240 feet from the edge of the school site pavement. [Commenter 1]**

    Though unlikely, the potential for hazardous materials or debris to enter surface waters is acknowledged in Section B.3.c.2 of the Checklist. As stated in Section B.3.d, Best Management Practices would be implemented to control the spread of hazardous materials or debris across the site.

    <u>SEPA Document Reference: B.3.c.2, B.3.d.</u>

14. **<u>Animals.</u> The checklist provides a short list of animals on or adjacent to the site. At Viewlands Elementary, which is adjacent to Carkeek Park, the Final SEPA Checklist greatly expanded its list of animals from the Draft Checklist. A similar expansion of the animals list should be expanded in the Schmitz Park School Checklist as it is adjacent to Schmitz Preserve Park and it is not clear whether the assertion that there are no threatened or endangered species present might need to change. The Checklist notes that "Some birds and animals may be disturbed during demolition." [Commenter 1]**

    As discussed in the SEPA Checklist, the WDFW Priority Habitats and Species program maps indicate that no threatened or endangered species are known to be on or near the site. In addition, the U.S. Fish and Wildlife Service (USFWS) Environmental Conservation Online System (ECOS) Information for Planning and Consultation (IPaC) online tool does not designate critical habitat for threatened or endangered species on or near the site. The portables would be added to areas of the site that are already paved and would replace portables that were on the site as recently as 2016. The SEPA Checklist states that the project is not expected to have any negative impact on animals and that any birds disturbed during construction would likely return after project completion because they are adapted to urban conditions.

    <u>SEPA Document Reference B.5.b.</u>

15. **<u>Noise.</u> The Checklist states that "demolition of existing portables and placement of new portables could cause temporary noise impacts to residents" and that noise levels during operation of the school would return to louder noise levels as in 2016. The Checklist states that construction activities are allowed to exceed the maximum noise levels between 7am and 10pm on weekdays and 9am to 10pm on weekends. [Commenter 1]**

    As stated in the checklist, construction noise is permitted during evenings and weekends and that construction would generally occur between 7:00 a.m. and 5:00 p.m. on weekdays. Demolition and installation activities would be restricted to hours and levels designated by SMC 25.08.425. If needed, SPS would instruct the contractor to implement measures to reduce noise impacts to comply with the Noise Control Ordinance, which could include additional muffling of equipment.

Operational noise levels would be similar to those that were experienced when the school was in operation in 2016 and before. The noise from school operation will result in a minor increase from current levels from student and staff conversations, and from parent, student, and staff vehicles that are dropping off and picking up students in the immediate vicinity during daytime hours. These minor increases in noise would be well below those allowed by City of Seattle noise standards and would comply with those standards.

SEPA Document Reference: B.7.b.3

16. **Views. The Checklist states that "Views of a forested area on the school property from the north side of the school would be obscured by the new portables, but then also states "The project would not cause adverse aesthetic impacts." [Commenter 1]**

    As discussed in the SEPA Checklist views of a forested area on the school property from the north side of the school would be obscured, however, no protected views would be altered or obstructed. Additionally, prior to 2016, portables were located to the east and west of the school. The proposed portables would be placed to the north and west of the school. Although this is a slightly different configuration, the placement of portables would be consistent with existing land uses, so views would not be substantially altered and would not result in adverse aesthetic impacts.

    SEPA Document Reference: B.10. a-c

17. **Recreation. The Checklist states "the amount of paved area on the site available for play would be reduced by approximately one quarter." [Commenter 1]**

    As stated in the SEPA Checklist the amount of available play area would be similar to the area provided when the site was previously operated as an elementary school in 2016.

    SEPA Document Reference: B.12.c

18. **Archeological Resources. The Checklist states that this site is classified as "High to Very High Risk" for precontact-era cultural resources, and states that "No professional cultural resources studies have been conducted within or adjacent to the Schmitz Park School site." The Duwamish Tribe is not mentioned, but should be explicitly mentioned for notification. We appreciate that the District will develop an Inadvertent Discovery Plan (IDP). [Commenter 1]**

    As described in Section B.13.b, the site is classified as "High to Very High Risk" in DAHP's Statewide Predictive Model, which does not take into account potential impacts from site development or the potential for historic-era archaeological resources. The portables would be located in paved areas that have already been disturbed, and ground disturbance would be minimal (limited to approximately 115 cubic yards of shallow excavation for electrical trenches

and shallow plumbing bore pits). The Duwamish Tribe is explicitly mentioned for notification in the IDP.

SEPA Document Reference: B.12.c

19. **Site History. The Checklist's discussion of the school history with respect to the Schmitz family and their donation of the land for the school seems inadequate and incorrectly relegated to a more distant past. The Checklist described the schools land prior to 1962 as simply part of the original forest land donated to the City in 1908 and 1912 for the adjacent Schmitz Preserve Park, but previously there seems to have been discussion of documents and understanding with the Schmitz family that the specific school site land would be used for a school, which would have taken place more recently than 1908 and 1912. And the school for many years held an annual opening of school ceremony at which members of the Schmitz family were honored for their contributions to the school. It is not clear that the Schmitz family had been appropriately informed and consulted about current plans for the school site. [Commenter 1]**

    The history of Schmitz Park School is described in *Buildings for Learning* (Thompson and Marr, 2002) and other historical sources. Section B.13 of the Checklist describes the historic resources at the Schmitz Park School site at an appropriate level for SEPA review.

    SEPA Document Reference: B.13.

APPENDIX A: TRANSPORTATION TECHNICAL REPORT

TRANSPORTATION TECHNICAL REPORT

for

Schmitz Park School Re-Opening for Interim Use

PREPARED FOR:

Seattle Public Schools

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November 25, 2020

TABLE OF CONTENTS

LIST OF FIGURES

LIST OF TABLES

1. INTRODUCTION

This report presents the transportation impact analyses for the Seattle Public Schools' (SPS) proposed re-opening of Schmitz Park School for use as an interim school site. The scope of analysis and approach were based on extensive past experience performing transportation impact analyses for projects throughout the City of Seattle, including numerous analyses prepared for Seattle Public Schools projects. This report documents the existing conditions in the site vicinity, presents estimates of project-related traffic, and evaluates the anticipated impacts to the surrounding transportation system including transit, parking, safety, and non-motorized facilities. These analyses were prepared to support the SEPA Checklist for this project.

1.1. Project Description

Seattle Public Schools is proposing to re-open Schmitz Park School to serve as an interim school site and would be used for West Seattle Elementary and Alki Elementary while those two sites are under construction for modernization, additions, and/or replacement. Schmitz Park School is located at 5000 SW Spokane Street in the West Seattle neighborhood of Seattle. The following sections describe the existing school site and the proposed project.

1.1.1. Existing School Site

The school site consists of five parcels bounded by SW Spokane Street to the south, SW Hinds Street to the north, an alley to the east, and Schmitz Park to the west. There is one main school building (about 39,200 square feet (sf) of floor area[1]) located on the south-central portion of the site. A surface parking lot (with 43 striped parking spaces) is located on the southeast corner of the site with an access driveway on SW Spokane Street. There is a mixed hard- and soft-surface play area that surrounds the northern portion of the building; a small natural-turf playfield is located at the northeast corner of the site. Automobile load/unload historically occurred within the main parking lot; school-bus load unload occurred along the site frontage of SW Spokane Street, a portion of which has a pull-out area. The project site location and vicinity are shown in Figure 1.

According to information published in *Building for Learning, Seattle Public Schools Histories, 1862-2000*,[2] the first iteration of the Schmitz Park School (name associated with adjacent park and Seattle Parks Commissioner Ferdinand Schmitz; son Dietrich Schmitz served on the Seattle School Board from 1928 to 1962) was as "*an all-portable facility developed in the early 1950s to relieve crowding at Genesee Hill and Lafayette.*" A permanent single-story building was constructed in 1962. The school served grades K-3 from 1978 to 1988 as a component of the District's desegregation plan. In 1979, parents disapproved of a District proposal to eliminate the regular school program at Schmitz Park, and instead suggested it be enlarged while closing nearby Genesee Hill. Schmitz Park remained open and Genesee Hill was closed in 1989, then later reopened as an alternative school site.

In 2016, the Genesee Hill School was replaced with a new building. Schmitz Park School was closed and students were relocated to the new Genesee Hill Elementary. Prior to its closure, there were 20 portable classrooms located on the Schmitz Park site and the school had a total enrollment of 643 students for the 2015-16 school year. After the school closure, nearly all of the portable classrooms were relocated off-site.

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1 Existing building areas from King County Assessor, *eReal Property*, accessed November 2019.
2 Nile Thompson and Carolyn J. Marr; *Building for Learning, Seattle Public Schools Histories, 1862-2000;* 2002.

SCHMITZ PARK SCHOOL
Re-Opening for Interim Use

Figure 1
Site Location and Vicinity

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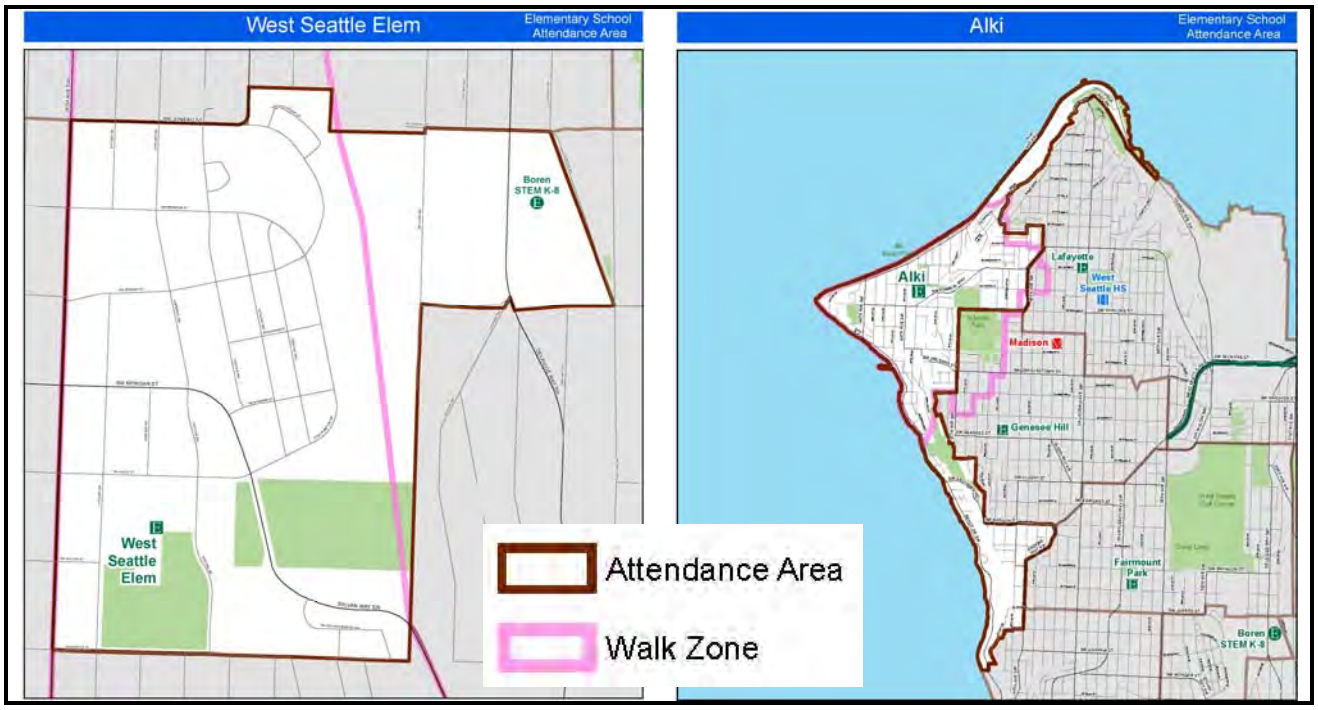
1.1.2. Proposed Site Changes

The proposed project would demolish the four existing portable classrooms (in buildings P1 and P2) located southeast of the permanent school building and replace them with four new portables. The project would add another 13 portables (12 classrooms and one restroom building) on hard surface areas north of the main school building for a total of 17 portables at the site. The school would be re-opened for interim occupancy while other schools in the area are renovated or replaced. Current planning would have the site occupied as an interim school for one year by West Seattle Elementary beginning in fall 2021 until fall 2022. After being unoccupied for a year, the site is expected to serve as a two-year interim location for Alki Elementary from fall 2023 to 2025 while that school is replaced. The locations and attendance areas for both schools are shown in Figure 2. No other specific use of the site is planned at this time. The portable placement is planned to begin in summer 2021. Future analyses (without and with the project) presented in this report reflect year 2021 conditions to reflect the period when the highest level of interim enrollment (associated with West Seattle Elementary) is expected.

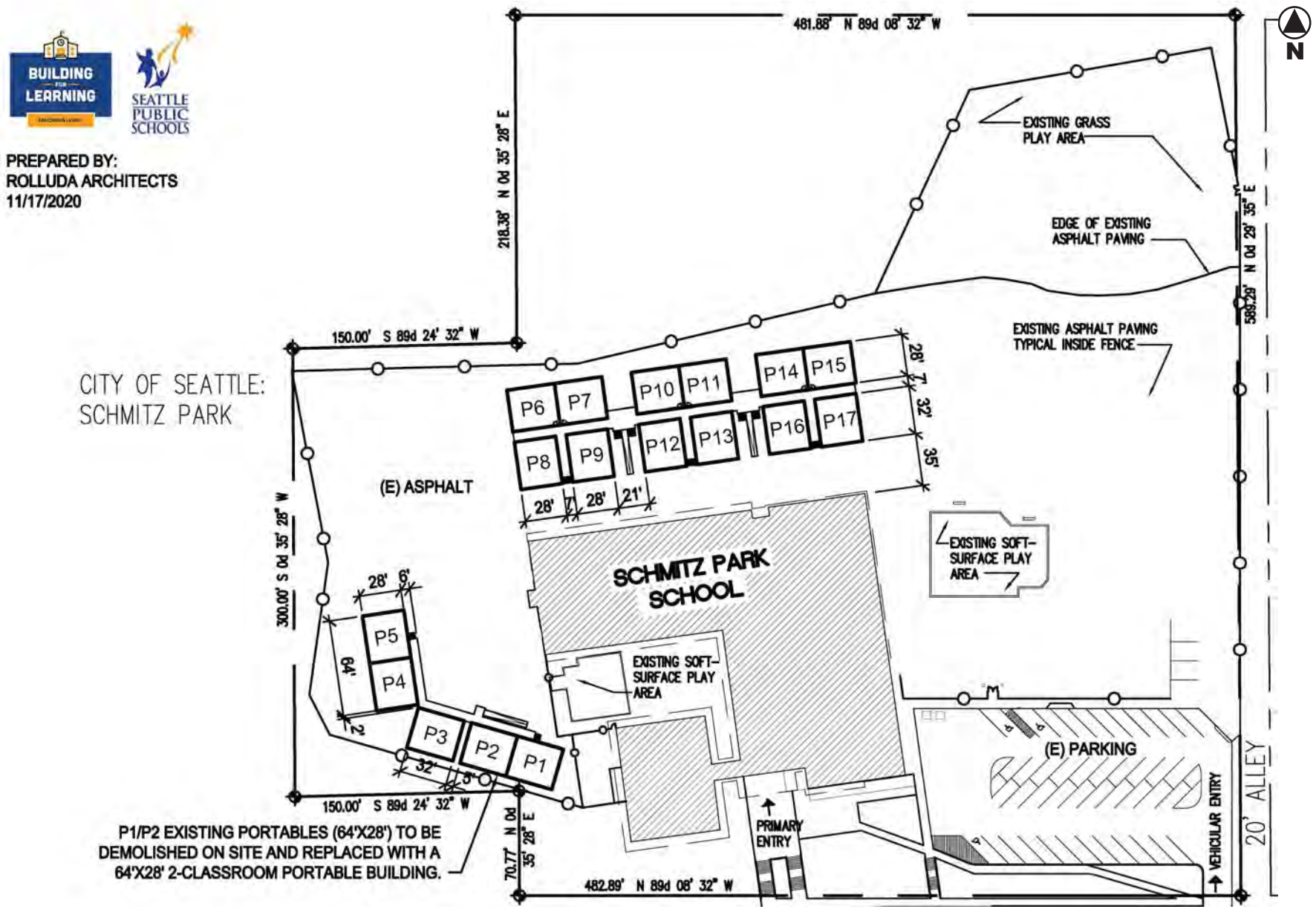
Figure 2. Attendance Areas and Walk Zones – West Seattle & Alki Elementary Schools



Source: Seattle Public Schools, Maps last revised December 16, 2019.

In October 2019 when study area traffic counts were performed for this analysis, West Seattle Elementary had a total enrollment of 465 students (including 35 in the pre-K program) and a total of 77 employees[3]; Alki Elementary had enrollment of 359 students[4] and 47 employees.[5] Enrollments in both schools have declined as of October 2020. When Schmitz Park School is re-opened for interim use, the site is expected to have total capacity for up to 500 students, considering the existing permanent building and capacity provided by the 16 added portable classrooms. No other changes are proposed to the overall site, assembly spaces, buildings, on-site parking lot, or the site access driveway on SW Spokane Street. The school-bus load/unload zone adjacent to the school on SW Spokane Street and the west side of 51st Avenue SW would remain; the passenger-car load/unload area within the main lot would also remain. The site and planned portable placement are shown in Figure 3.

3 West Seattle Elementary website, Staff Directory, accessed November 2019.
4 Seattle Public Schools, *P223 Enrollment Report*, October 1, 2019.
5 Alki Elementary website, Staff Directory, accessed November 2019.



SCHMITZ PARK SCHOOL
Re-Opening for Interim Use

Figure 3
Site Plan

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2. BACKGROUND CONDITIONS

This section presents the existing and future conditions without the proposed project. The impacts of the proposed project were evaluated against these base conditions. For comparison, and to provide an analysis of potential new traffic and parking impacts, year 2021 without-project conditions assume the existing Schmitz Park School would remain closed and unused. However, it is important to note that the school was occupied as recently as 2016 with enrollment of 643 students, which is more than is currently expected for the site during its use as an interim facility. The following sections describe the existing roadway network, traffic volumes, traffic operations (in terms of levels of service), traffic safety, transit facilities, non-motorized facilities, and parking.

Seven off-site intersections plus the site access driveway were selected for study based on travel routes expected to be used by family drivers, buses, and staff to access and egress the site area. The following study area intersections were identified for analysis for both the morning and afternoon peak hours.

Signalized Intersection
- SW Charlestown Street / California Avenue SW

All-Way-Stop-Controlled Intersections
- SW Spokane Street / 45th Avenue SW

Site Access
- SW Spokane Street / Site Access

One- / Two-Way Stop-Controlled Intersections
- SW Charlestown Street / 51st Avenue SW
- SW Charlestown Street / 49th Avenue SW
- SW Spokane Street / 49th Avenue SW
- Spokane Street / California Avenue SW
- SW Hinds Street / 49th Avenue SW

2.1. Roadway Network

The following describes key roadways in the site vicinity. Roadway classifications are based on the City's Street Classification Map.[6]

California Avenue SW is a Minor Arterial between SW Admiral Way and Fauntleroy Way SW, and a Collector Arterial to the north and south of that section. It has one travel lane in each direction and a center two-way left-turn lane. There are sidewalks, curbs, and gutters on both sides. Parking is generally allowed on both sides; some sections adjacent to the commercial development have time restrictions or are signed as loading zones.

49th Avenue SW provides a north-south connection through West Seattle. In the vicinity of the site, between SW Admiral Way and SW Charlestown Street, it is a Collector Arterial. It has sidewalk, curb, and gutter on both sides and a posted speed limit of 30 miles per hour (mph). Parking is allowed on the west side of the street.

SW Charlestown Street is an east-west roadway that connects between 55th Avenue SW and California Avenue SW. To the west of California Avenue SW, it is a Collector Arterial; to the east it is a local access street. It has sidewalk, curb, gutter, and parking on both sides and a posted speed limit of 30 mph. In the vicinity of the school (between 49th and 51st Avenues SW) it is signed as a School Zone with speed limit of 20 mph when children are present. There is a signed and marked school crosswalk on the east leg of the intersection with 50th Avenue SW.

SW Spokane Street is an east-west local access street that connects between 42nd Avenue SW and 51st Avenue SW. It has sidewalks, curbs, and gutters on both sides. With the exception of two wider segments (one adjacent to Schmitz Park School and one adjacent to Madison Middle School), the travel way along its length is effectively restricted to one lane for both directions of travel when on-street

[6] Seattle Department of Transportation (SDOT), Street Classification Maps, accessed March 2019.

parking occurs on both sides. In the vicinity of the school it is signed as a School Zone with speed limit of 20 mph when children are present.

51st Avenue SW is a north-south local access street that connects between SW Oregon Street and SW Spokane Street. Near the site, it has sidewalks, curbs, and gutters on both sides. The travel way along its length is effectively restricted to one lane for both directions of travel when on-street parking occurs on both sides. In the vicinity of the school it is signed as a School Zone with speed limit of 20 mph when children are present.

SW Hinds Street is an east-west local access street that connects from west of 49th Avenue SW to California Avenue SW. West of 49th Avenue SW, the roadway is mostly unimproved with no curbs and only a short segment of sidewalk on the south side between 49th Avenue SE and the alley on the east side of the school site. East of 49th Avenue SW, it has sidewalk on both side; there are no curbs on either side between 47th and 49th Avenues SW. Due to its width, the travel way can be limited to one lane for both directions of travel if on-street parking occurs on both sides.

Several documents were reviewed to determine if any planned transportation improvements could affect the roadways and intersections near Schmitz Park School by 2021 when the interim re-opening would occur. These documents are listed below. Plan details are described in greater detail in their respective report sections.

City of Seattle's Proposed 2020-2025 Proposed Capital Improvement Program (CIP)[7] – No improvements to the transportation network were identified in the site vicinity.

Adopted Seattle Bicycle Master Plan (BMP)[8] – The plan proposes future improvements along several roadways within the site vicinity. Neighborhood greenways (low-speed, low-volume streets that are designed to be shared by pedestrian, bicycle, and vehicular traffic) are recommended along SW Hinds Street, 48th Avenue SW, and 45th Avenue SW; an in-street local connector (a bicycle facility with minor separation) is recommended along SW Charlestown Street, and California Avenue SW is identified as an existing shared-street. The *Seattle Bicycle Master Plan – 2019-2024 Proposed Implementation Plan*,[9] which defines the priorities of the projects, does not identify any of these projects for implementation by 2021 when the re-opened school would be occupied.

Neighborhood Greenway Work Plan[10] – Neighborhood greenway information provided by SDOT indicates no additional greenways currently in design or planning stages beyond those identified in the *BMP*, planned in the site vicinity.

Levy to Move Seattle – Workplan Report[11] – This document outlines the Seattle Department of Transportation's (SDOT's) workplan to deliver citywide transportation projects and services funded in part or in full by the *Levy to Move Seattle* (approved by voters in 2015). The nine-year workplan (2016-2024) documents achievements and challenges and sets the agency's plan for future years. There are no projects defined in the site vicinity.

Your Voice, Your Choice[12] – SDOT's participatory budgeting initiative, in which Seattle residents decide how to spend a portion of the City's budget on small-scale park and street improvements, does not list any planned improvements in the vicinity of the project study area.

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7 City of Seattle, 2019.
8. City of Seattle, March 2015.
9 SDOT, June 13, 2019.
10 https://www.seattle.gov/transportation/projects-and-programs/programs/greenways-program, Map updated January 24, 2020, Accessed November 2020.
11 SDOT, November 2018.
12 City of Seattle, Your Voice, Your Choice, https://www.seattle.gov/transportation/projects-and-programs/programs/pedestrian-program/yvyc-program, accessed November 2020.

None of the planning documents included any transportation improvements that would affect the roadway network operations or intersection capacity within the study area by 2021. Therefore, the existing roadway and intersection configurations were assumed to remain unchanged the 2021 analysis presented in this report.

2.2. Traffic Volumes

2.2.1. Existing Conditions

At the time of this analysis, the school day at both West Seattle Elementary and Alki Elementary (the two schools planned to occupy the Schmitz Park School on an interim basis) started at 7:55 A.M. and ended at 2:25 P.M. (with early release at 1:10 P.M. on Wednesdays). Those times are assumed to remain in effect when each school is temporarily housed at the Schmitz Park School site. To capture the existing traffic conditions during the current arrival and dismissal peak periods, traffic counts were performed at the study area intersections from 7:00 to 9:00 A.M. and from 1:30 to 3:30 P.M. on Thursday, October 31, 2019. Counts were conducted prior to the COVID-19 pandemic that resulted in statewide school closures. It is noted that Madison Middle School is located within the study area (at 3429–45th Avenue SW); at the time of the counts, its school hours were 8:55 A.M. to 3:45 P.M. (with early release at 2:30 P.M. on Wednesdays). Based on extensive past experience with school traffic analyses throughout Seattle and on the school hours for West Seattle and Alki Elementary Schools, the morning arrival peak hour is expected to occur from 7:15 to 8:15 A.M.; the afternoon dismissal peak hour is expected to occur from 2:00 to 3:00 P.M. The existing traffic volumes for the anticipated school peak hours are shown on Figure 4. It is acknowledged that the counts were collected on Halloween day, which can experience higher volumes of automobile and pedestrian traffic in the afternoon. As a result, the afternoon peak hour volumes may reflect a conservatively high condition for the site vicinity.

2.2.2. Future Without-Project Conditions

The Seattle Department of Construction & Inspection's (SDCI's) Property and Building Activity permit map was reviewed to determine if any large future development projects are planned that could potentially generate additional traffic in the project study area. Although a number of developments have been completed in the last several years (particularly along California Avenue SW), no development projects were identified that are expected add noticeable traffic during the analysis peak hours by 2021 within the immediate project study area. For example, a proposed development located at 4508 California Avenue SW (SDCI Project #3031518) plans 75 multifamily apartment units and 4,660 sf of commercial spaces. The traffic analysis for that project indicates it would generate 21 AM peak hour trips and 4 or fewer through the two study-area intersections on California Avenue SW.[13]

Therefore, future traffic volume forecasts for 2021 conditions without the project were developed using a compound annual growth rate. Review of historical morning peak hour traffic counts on California Avenue SW north of SW Charlestown Street between early 2018 and October 2019 found that volumes have grown by just under 1%. Over the longer-term, volumes have been relatively stable with a spike in 2013. Although trends indicate relatively stable volumes, a 1.0% compound annual growth rate was applied to the existing traffic volumes. This is consistent with rates used for traffic analyses of other developments in the vicinity and throughout Seattle and would account for planned development projects such as the one described above. The forecast 2021-without-project morning and afternoon peak hour traffic volumes are shown on Figure 5.

[13] Transportation Engineering NorthWest, Transportation and Parking Analysis – 4508 California Ave (DCI Project #3031518), April 24, 2019.

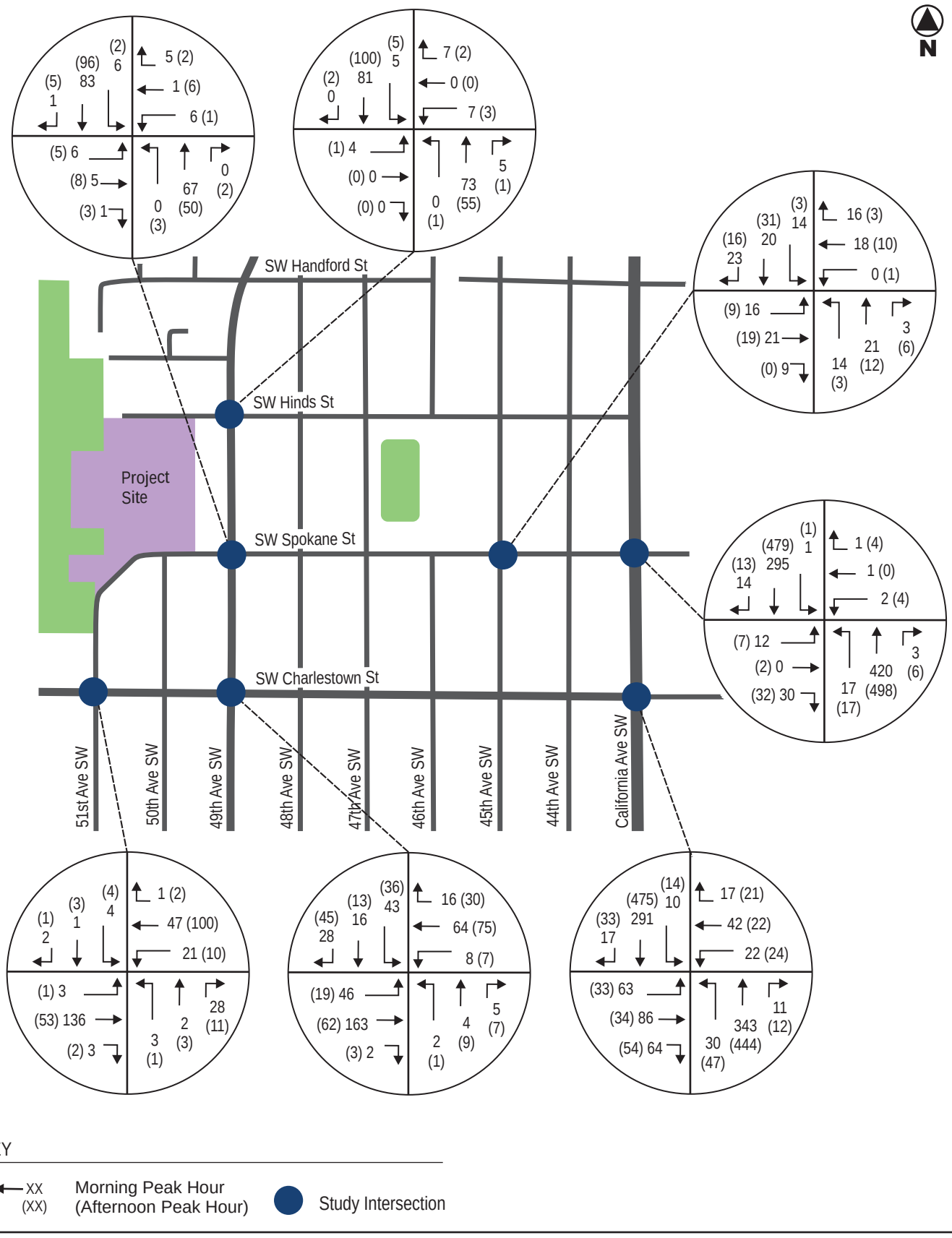

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Figure 4
Existing Traffic Volumes
Morning and Afternoon Peak Hours

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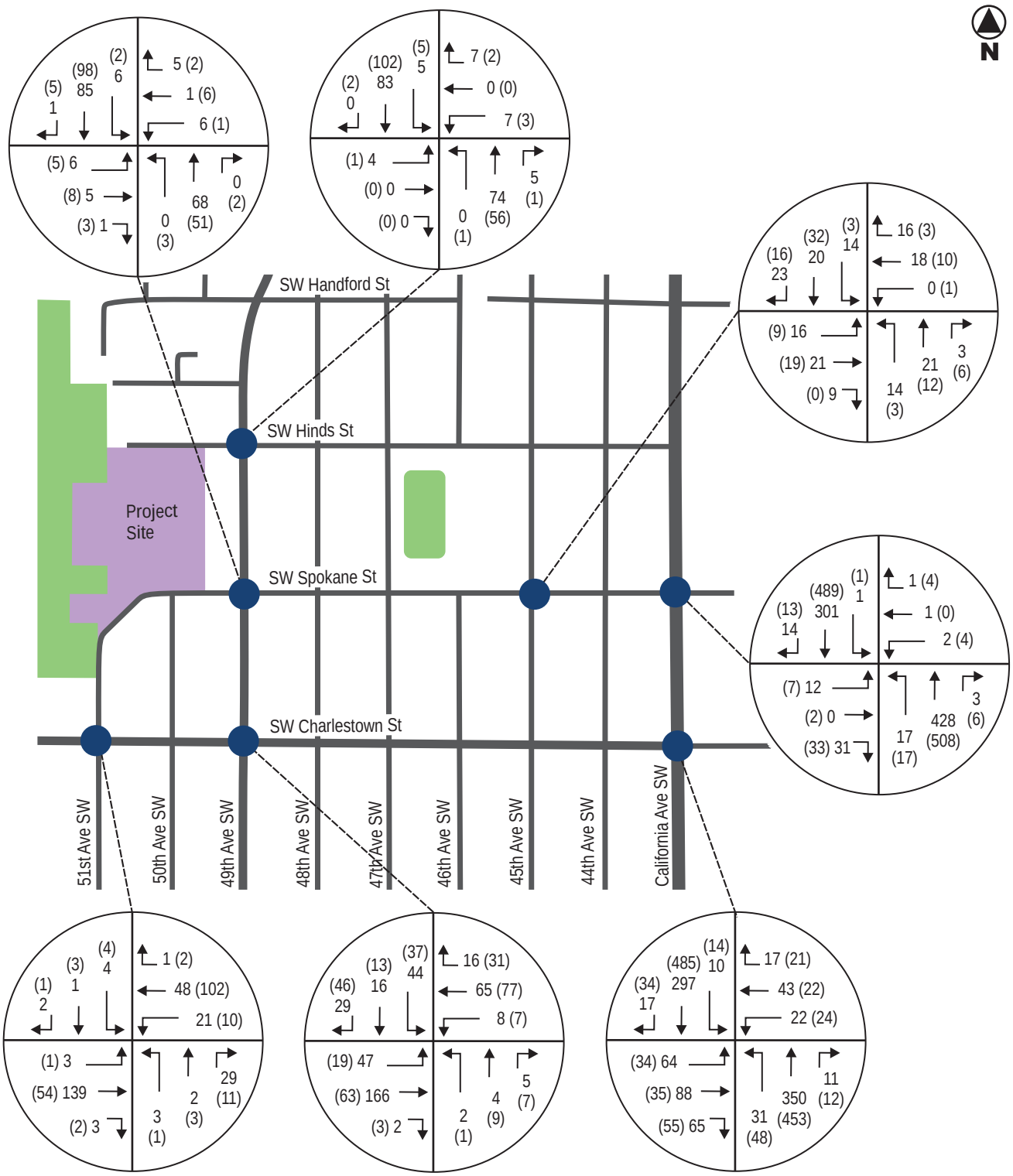

SCHMITZ PARK SCHOOL
Re-Opening for Interim Use

Figure 5
Forecast 2021-Without-Project Traffic Volumes
Morning and Afternoon Peak Hours

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2.3. Traffic Operations

2.3.1. Off-Site Study Area Intersections

Traffic operations are evaluated based on level-of-service (LOS), which is a qualitative measure used to characterize intersection operating conditions. Six letter designations, "A" through "F," are used to define level of service. LOS A is the best and represents good traffic operations with little or no delay to motorists. LOS F is the worst and indicates poor traffic operations with long delays. The City of Seattle does not have adopted intersection level of service standards; however, project-related intersection delay that causes a signalized intersection to operate at LOS E or F, or increases delay at a signalized intersection that is projected to operate at LOS E or F without the project, may be considered a significant adverse impact, if increases are greater than 5 seconds. The City may tolerate LOS E/F conditions at unsignalized locations where traffic control measures (such as conversion to all-way-stop-control or signalization) are not applicable or desirable.

Levels of service for the study area intersections were determined using methodologies established in the *Highway Capacity Manual (HCM), 6th Edition.*[14] Appendix A summarizes HCM level of service thresholds and definitions for unsignalized intersections. Levels of service for the study area intersections were determined using the *Synchro 10.1* analysis software and reported using the *Synchro* module for signalized intersections and the *HCM 6* module for unsignalized intersections. The models reflect existing intersection geometries and channelization; these characteristics were assumed to remain unchanged for future 2021 conditions.

One of the seven study-area intersections is signalized and one is all-way-stop controlled; the remaining five are two-way stop controlled. Table 1 summarizes existing and forecast 2021 levels of service without the proposed project for both the morning and afternoon peak hour conditions. As shown, all study-area intersections operate at LOS A overall and all movements currently operate at LOS D or better during the morning and afternoon peak hours. The projected increases in background traffic is forecast to add some delay (less than 1.5 seconds per vehicle) to the study-area intersections by 2021.

It should be noted that, based on previous observations of school traffic at Schmitz Park School prior to its closure in 2016, during morning arrival and afternoon dismissal, passenger vehicles arrive from all directions and short-term parking for load/unload activities occurred primarily along SW Spokane Street in front of the school and along some other nearby streets including 51st and 50th Avenues SW. During the periods of peak load/unload activity, on-street parking and maneuvering into and out of the parking spaces slowed travel around the school.

[14] Transportation Research Board 2016.

Table 1. Level of Service Summary – Existing and 2021-Without-Project Conditions

Intersections	Morning Peak Hour				Afternoon Peak Hour			
	Existing		Without Project		Existing		Without Project	
Signalized	LOS [1]	Delay [2]	LOS	Delay	LOS	Delay	LOS	Delay
California Ave SW / SW Charlestown St	B	10.7	B	10.9	A	8.6	A	8.7
All-Way-Stop Controlled	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
45th Ave SW / SW Spokane St	A	7.6	A	7.6	A	7.3	A	7.3
Two-Way Stop Controlled	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
49th Ave SW / SW Hinds St	A	1.2	A	1.2	A	0.9	A	0.9
Northbound Left Turn	A	0.0	A	0.0	A	7.6	A	7.6
Southbound Left Turn	A	7.5	A	7.5	A	7.4	A	7.4
Eastbound Movements	B	10.3	B	10.3	A	10.0	A	10.0
Westbound Movements	A	9.6	A	9.6	A	9.5	A	9.5
49th Ave SW / SW Spokane St	A	1.9	A	1.8	A	1.9	A	1.8
Northbound Left Turn	A	0.0	A	0.0	A	7.6	A	7.6
Southbound Left Turn	A	7.5	A	7.5	A	7.4	A	7.4
Eastbound Movements	B	10.9	B	11.0	B	10.3	B	10.3
Westbound Movements	A	10.0	A	10.0	A	10.0	A	10.0
California Ave SW / SW Spokane St	A	1.3	A	1.4	A	1.5	A	1.5
Northbound Left Turn	A	8.2	A	8.2	A	8.8	A	8.9
Southbound Left Turn	A	8.7	A	8.7	A	9.0	A	9.1
Eastbound Movements	C	15.4	C	16.0	C	19.4	C	19.8
Westbound Movements	C	19.7	C	20.3	D	26.9	D	28.1
SW Charlestown St / 51st Ave SW	A	2.9	A	2.9	A	2.5	A	2.5
Eastbound Left Turn	A	7.4	A	7.4	A	7.5	A	7.5
Westbound Left Turn	A	7.8	A	7.8	A	7.4	A	7.4
Northbound Movements	A	10.0	B	10.1	A	9.4	A	9.4
Southbound Movements	B	10.9	B	10.9	B	10.6	B	10.6
SW Charlestown St / 49th Ave SW	A	4.3	A	4.3	A	4.9	A	4.9
Eastbound Left Turn	A	7.6	A	7.6	A	7.5	A	7.5
Westbound Left Turn	A	7.8	A	7.8	A	7.4	A	7.4
Northbound Movements	B	12.7	B	12.8	B	10.5	B	10.5
Southbound Movements	B	14.4	B	14.6	B	10.7	B	10.8

Source: Heffron Transportation, Inc., November 2020.

1. *LOS = Level of service.*
2. *Delay = Average seconds of delay per vehicle.*

2.3.2. Site Access

Access to the school's on-site parking lot, with 43 spaces, is located on SW Spokane Street about midway between 49th and 50th Avenues SW. Since the site is currently occupied by a YMCA childcare tenant, no analyses of driveway operations were performed for existing or without-project conditions.

2.4. Parking Supply & Occupancy

On-street parking at and around the Schmitz Park School site was surveyed to determine the existing parking supply and occupancy. This information was then used to estimate how parking utilization could be affected by new parking demand generated when the school is re-occupied by the interim schools (which is presented later in Section 0). The following sections describe the on-street parking supply as well as the current parking occupancy and utilization rates.

2.4.1. Methodology and Study Area

A detailed on-street parking study was performed and supply was documented according to the methodology outlined in the City of Seattle's Tip #117.[15] Although Tip #117 was created for another purpose, it outlines the City's preferred methodology to determine the number and type of on-street parking spaces that may exist within a defined study area, and how much of that supply is currently utilized at different times of the day. This analysis was completed to document the existing supply and how it is currently utilized.

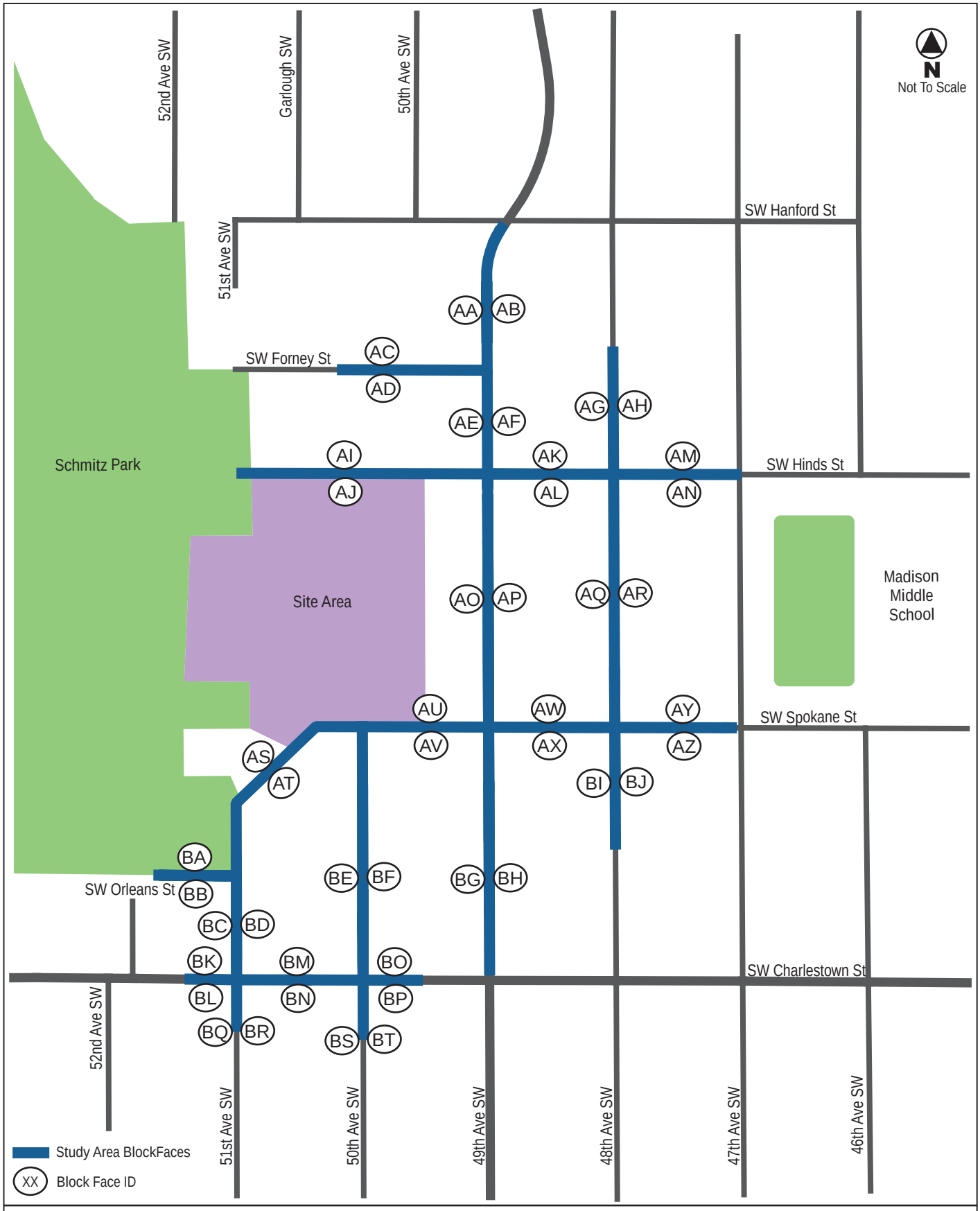
The study area for the on-street parking analysis included all roadways within an 800-foot *walking* distance from the school site, as is typically required by the City of Seattle for evaluations of new development for SEPA review. The 800-foot walking distance results in a study area that extends just west of 51st avenue SW, north to SW Hanford Street, just south of SW Charlestown Street, and east to 47th Avenue SW. Details about parking supply and occupancy are provided in the following sections. The study area consists primarily of single-family residences. Many of the residential garages and driveways in the vicinity are accessed via alleys; area residents also use on-street parking.

Existing On-Street Parking Supply

Within the study area, the majority of local access roads are 25-feet wide with curbs and gutters on both sides. Along these streets, parking supply was considered to exist on both sides unless otherwise signed. There are some streets in the study area that do not have curbs—SW Forney Street (west of 49th Avenue SW), SW Hinds Street (west of 47th Avenue SW), 48th Avenue SW (between SW Hinds and SW Hanford Streets), and SW Orleans Street (west of 51st Avenue SW). On-street parking capacity for these streets was evaluated based on the street and shoulder width. The study area was separated into individual block faces. A block face consists of one side of a street between two cross-streets. For example, the north side of SW Charlestown Street, between 51st and 50th Avenues SW is one block face (identified as 'BM' for this study). The study area and block face designations are shown on Figure 6.

Each block face was measured and analyzed to determine the number of legal on-street parking spaces. First, common street features—such as driveways, fire hydrants, and special parking zones—and their buffer requirements were identified. No on-street parking capacity was assumed within 30 feet of a signalized or marked intersection, within 20 feet of an uncontrolled intersection, within 15 feet on either side of a fire hydrant, or within 5 feet on either side of a driveway or alley. The remaining unobstructed lengths between street features were converted to legal on-street parking spaces using values in the City's Tip #117.

[15] Seattle Department of Planning and Development, Tip 117, *Parking Waivers for Accessory Dwelling Units*, Updated May 12, 2011.



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Re-Opening for Interim Use

Figure 6
Study Area for On-Street Parking Utilization Surveys

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It should be noted that the curb-face values in Tip #117 reflect space lengths that range from about 18.5 feet to 26.5 feet per space. Based on extensive past experience of Heffron Transportation preparing on-street parking studies, it has been observed that increased use of smaller cars and the tendency for drivers to park closer together in areas with higher utilization can result in more parking supply than would be suggested by the Tip #117 guidance. Detailed parking supply by block face is provided in Appendix B.

The parking supply survey determined that there are 426 on-street parking spaces within the study area and 400 have no restrictions. After accounting for school-bus and time-dependent no parking zones along the school frontage (totaling 25 spaces), the total supply is 401 spaces during the early morning, 426 spaces during mid-morning, and 426 spaces during evenings.

Existing On-Street Parking Occupancy

Existing parking occupancy counts within the study area were performed in November 2019. School-day occupancy counts were performed during times when the future occupancy of the school could have peak parking conditions. Counts were performed early morning (between 7:00 and 7:45 A.M.) to reflect conditions when some staff may be arriving at the school and using on-street supply and mid-morning (between 10:30 and 11:15 A.M.) to reflect conditions when school-day parking is typically highest. Evening counts were performed (between 7:30 and 8:15 P.M.) to reflect conditions when occasional school events could occur. The counts were performed on Tuesday, November 19, and Thursday November 21, 2019. The counts for each day were compiled and averaged. The results of the parking occupancy surveys are summarized in Table 2. Detailed summaries of the on-street parking occupancy by block face for all counts are provided in Appendix B.

On-street parking utilization was calculated using the methodology described in Tip #117 and is the number of vehicles parked on-street divided by the number of legal on-street parking spaces within the study area or on a specific block face. The study area utilization totals are also summarized in Table 2. As shown, on-street parking in the study area during the early morning period was observed to be 25% utilized (an average of 101 vehicles) and in the mid-morning, was observed to be 17% utilized (an average of 73 vehicles). In the evening, the utilization averaged 26% (111 vehicles). For the purpose of evaluating the potential on-street parking impacts associated with new development, the City considers utilization rates of 85% or higher to be effectively full. Within the study area, unused parking averaged between 300 and 353 spaces over the three observation periods.

Table 2. Parking Occupancy Survey Results – November 2019

Time Period Surveyed	Parking Supply	Total Vehicles Parked	% Utilization
Weekday Early Morning (7:00 to 7:45 A.M.)			
Tuesday, November 19, 2019	401 [a]	100	25%
Thursday, November 21, 2019	401	101	25%
Average	401	*101*	25%
Weekdays Mid-Morning (10:30 to 11:15 A.M.)			
Tuesday, November 19, 2019	426	75	18%
Thursday, November 21, 2019	426	70	16%
Average	426	*73*	*17%*
Weekday Evenings (7:30 to 8:15 P.M.)			
Tuesday, November 19, 2019	426	108	25%
Thursday, November 21, 2019	426	114	27%
Average	*426*	*111*	*26%*

Source: Heffron Transportation, Inc., November 2020.

a. School-bus only (7-10 A.M. & 1-4 P.M.) and No Parking Zone (7-10 A.M. & 1-4 P.M.) along frontage excluded from total supply this period.

2.5. Traffic Safety

Collision data for the study area intersections and roadway segments were obtained from SDOT's Open Data Portal for the period between January 1, 2016 and the most recent records available as of November 1, 2020 (4.8 years). The data were examined to determine if there are any unusual traffic safety conditions that could impact or be impacted by the proposed project. Table 3 below summarizes the collision data.

Table 3. Collision Summary (January 1, 2016 through November 1, 2020)

Intersections	Rear-End	Side-Swipe	Right Turn	Left Turn	Right Angle	Ped / Cycle	Other	Total for 4.8 Years	Average/ Year
Signalized Intersections									
SW Charlestown St / California Ave SW	0	0	0	2	2	2	0	6	1.3
Unsignalized Intersections									
SW Hinds St / 49th Ave SW	0	1	0	0	0	0	0	1	0.2
SW Spokane St / 49th Ave SW	0	0	0	0	4	0	0	4	0.8
SW Spokane St / 45th Ave SW	0	0	0	0	0	0	0	0	0.0
SW Spokane St / California Ave SW	1	0	0	0	0	0	0	1	0.2
SW Charlestown St / 51st Ave SW	0	0	0	0	0	0	0	0	0.0
SW Charlestown St / 49th Ave SW	0	0	0	0	1	0	0	1	0.2

Source: City of Seattle Department of Transportation, https://data-seattlecitygis.opendata.arcgis.com/datasets/collisions, Nov. 13, 2020.

Unsignalized intersections with five or more collisions per year and signalized intersections with 10 or more collisions per year are considered high collision locations by the City. As shown, all of the study area intersections averaged fewer than two collisions per year, and none meet the criteria for a high collision location for the period of time evaluated. None of the reported collisions resulted in fatalities. Overall, these data do not indicate any unusual traffic safety conditions.

2.6. Transit Facilities and Service

King County Metro Transit (Metro) provides bus service in the site vicinity. The closest bus stops are located about 260 feet away to the east on 49th Avenue SW at SW Spokane Street (northbound stop just north of the intersection and southbound just south). These stops are served by Metro Route 57, which provides weekday, peak period service between the Alaska Junction and Downtown Seattle with stops at Genesee Hill, Alki, and Admiral District. On weekdays, the route operates with five trips inbound to Downtown Seattle in the morning from 6:30 to 7:50 A.M.; it operates with five trips outbound from Downton in the afternoon from about 3:00 to 5:50 P.M. There are also stops located about 0.4 mile to the east on California Avenue SW at SW Spokane Street served by Routes 50, 55, and 128.

In January 2017, King County Metro adopted 'Metro Connects,'[16] the 25-year vision plan that will serve as the guiding policy framework for future improvements to the transit network. The plan identifies some changes to routes serving the study area, but none are expected to be in place by 2021 when the school re-opening occurs.

[16] King County Metro, adopted January 2017.

School bus transportation is available to transportation-eligible students attending West Seattle Elementary and Alki Elementary. According to District staff, West Seattle Elementary is currently served by one full-size and two special education (SPED) school buses; Alki Elementary is currently served by two full-size buses and one smaller SPED school bus.[17]

2.7. Non-Motorized Transportation Facilities

As described in the *Roadway Network* section, most roadways in the study area have sidewalks on both sides; intersections in the site vicinity with marked crosswalks are listed below.

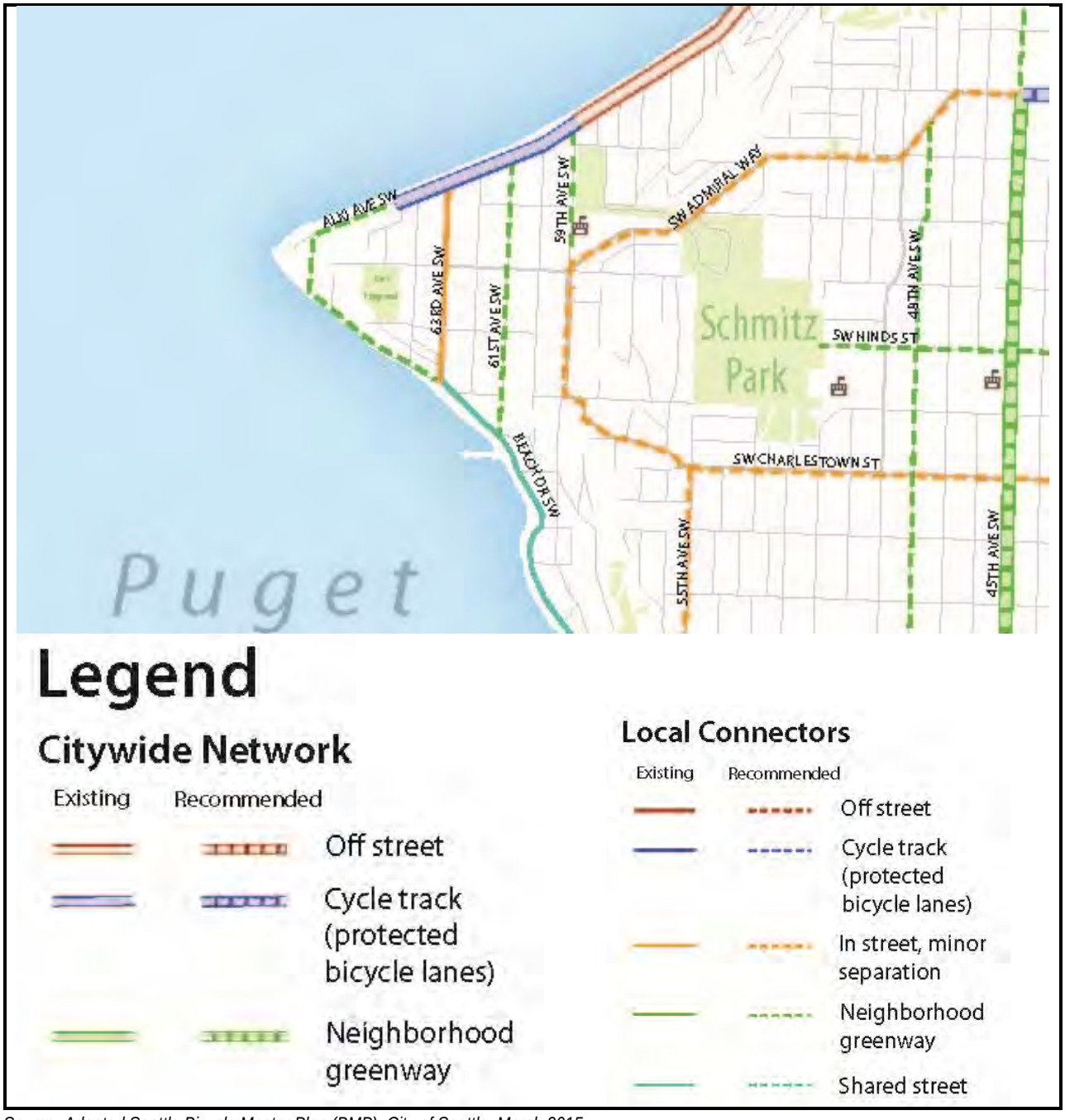
- SW Spokane Street / 50th Avenue SW: *crossing east leg*
- SW Spokane Street / 49th Avenue SW: *crossing north and east legs*
- SW Hinds Street / 49th Avenue SW: *crossing south and east legs*
- SW Spokane Street / 45th Avenue SW: *crossing all legs*
- SW Spokane Street / California Avenue SW: *crossing north leg*
- SW Charlestown Street / California Avenue SW: *crossing all legs*
- SW Charlestown Street / 45th Avenue SW: *crossing east leg*
- SW Charlestown Street / 50th Avenue SW: *crossing east leg*

The City of Seattle's currently adopted *CIP* and the *Safe Routes to School 5-Year Action Plan for Seattle*[18] were reviewed to determine if any pedestrian facility improvements are planned in the area. The proposed *2020-2025 CIP* includes funding over the next five years to advance the *Pedestrian Master Plan*[19] (PMP) recommendations. Although most of the roadways that surround the project site are identified in the PMP as part of the Priority Investment Network (PIN), none are identified as missing sidewalk[20] (some streets have sidewalks, but no curbs) and no specific planned non-motorized facility improvements are listed for the study area roadways or intersections in the *CIP* or the *Seattle Pedestrian Master Plan 2019-2024 Implementation Plan and Progress Report.*[21] The 2015 SDOT action plan identified the priority of improvements for Seattle schools. At that time, Schmitz Park School was ranked 74th for crosswalk projects and 98th for walkway projects.

As previously mentioned, within the study area, the *BMP* identifies planned bicycle infrastructure improvements that would connect to the citywide bicycle network. The *BMP* recommended network is shown on Figure 7. None of the recommended improvements in the vicinity are included in the City's *BMP 2019-2024 Proposed Implementation Plan*.

17 Email communication, M. Barrett – Project Manager, Capital Projects and Planning, Seattle Public Schools, Nov. 2019.
18 Seattle Department of Transportation; *Safe Streets, Healthy Schools and Communities*; Fall 2015.
19 SDOT, June 2017.
20 Ibid, Figure 4-6.
21 SDOT, May 2019.

Figure 7. Bicycle Master Plan Recommended Network



Source: Adopted Seattle Bicycle Master Plan (BMP), City of Seattle, March 2015

3. PROJECT IMPACTS

This section describes the conditions that would exist with the Schmitz Park School re-opened for interim use at an enrollment capacity of up to 500 students. Vehicle trip estimates associated with the interim school use were added to the 2021-without-project traffic volume forecasts. Level of service analyses were performed to determine the proposed project's impact on traffic operations in the study area. Parking demand and the potential change to on-street parking utilization was also estimated.

3.1. Roadway Network

No changes to the surrounding roadway network, site frontages or site access are proposed.

3.2. Traffic Volumes

The proposed project is expected to generate new vehicular, pedestrian, and bicycle activity on the surrounding transportation network. With the re-opening and interim use, the school is expected to have an enrollment capacity of up to 500 students. The school is expected to generate an increase in daily and peak hour traffic compared to existing conditions with a vacant school; however, it is noted that the school operated most recently in 2016 with an enrollment of 643 students. The following describes the method used to estimate project-generated traffic.

3.2.1. School Trip Generation

Traffic generation for development projects, including schools, is typically estimated from rates and equations published in the latest edition of the Institute of Transportation Engineers' (ITE) *Trip Generation Manual.*[22] For schools, ITE has compiled surveys of vehicle trip generation for existing sites throughout the United States, and has developed rates and equations based on variables such as number of students and school-building sizes. However, ITE's trip generation rates likely include suburban school sites with substantial on-site parking and little public transit use. As a result, they may not reflect the urban conditions of this school site. For recent past analyses of modernizations, replacements, and redevelopments of Seattle schools, site-specific traffic generation rates have been developed based on traffic counts conducted at many existing school sites and compared to the published ITE rates.

For this analysis, average morning arrival and afternoon dismissal peak hour trip generation rates were derived from video trip generation counts at five existing Seattle Schools: Schmitz Park (before it was closed), Arbor Heights, Loyal Heights, Olympic Hills, and Thornton Creek. The average morning peak hour trip generation rate was found to be 0.65 trips per student; the afternoon peak hour rate was found to be 0.47 trips per student. These derived rates are comparable to or higher than average rates published for Elementary Schools (Land Use 520) in ITE's *Trip Generation Manual*, which are 0.67 trips per student in the morning peak hour and 0.34 trips per student in the afternoon peak hour. Since the rates derived from counts were collected specifically for Seattle area schools (including the Schmitz Park School in 2013) and reflect current trends related to student drop-off and pick-up patterns, they are most appropriate for use in evaluating future conditions with Schmitz Park School re-opened for interim use.

It is acknowledged that the rates applied reflect higher levels of family-vehicle transport at other schools in the District. When Schmitz Park School is occupied by the larger of the two planned interim school uses—West Seattle Elementary—all students are expected to be eligible for transportation and a larger proportion may use school buses. Alki Elementary is expected to have a lower enrollment than assumed for this analysis. As a result, the trip estimates may be conservatively high for both West Seattle and Alki Elementary Schools for their interim use at this location.

[22] ITE, 10th Edition, September 2017.

The derived rates were applied to the anticipated enrollment capacity of the interim Schmitz Park School (500 students). Table 4 presents the resulting trip estimates for the re-opened interim Schmitz Park School with the largest level of expected enrollment. These estimates include school bus trips, employee trips, and family-vehicle trips. When re-opened for interim use by West Seattle Elementary, the site is expected to be served by up to 10 full-size buses; when occupied by Alki Elementary, the site is expected to be served by three full-size buses and one SPED bus.[23]

Table 4. Schmitz Park School Interim Use – Trip Generation Estimates

	Morning Peak Hour (7:15 to 8:15 A.M.)			Afternoon Peak Hour (2:00 to 3:00 P.M.)		
	In	Out	Total	In	Out	Total
Trip generation Rates (trips per student) [a]	55%	45%	0.65	49%	51%	0.47
Vehicle Trips for Re-Opened Schmitz Park School [b]	180	145	325	115	120	235

Source: Heffron Transportation, Inc., November 2020.

a. Trip generation rates derived from vehicle trip counts at five existing elementary schools in Seattle (Schmitz Park, Arbor Heights, Loyal Heights, Olympic Hills, and Thornton Creek).

b. Trips based on an enrolment capacity of 500 students (Seattle Public Schools, November 2020).

3.2.2. Trip Distribution & Assignment

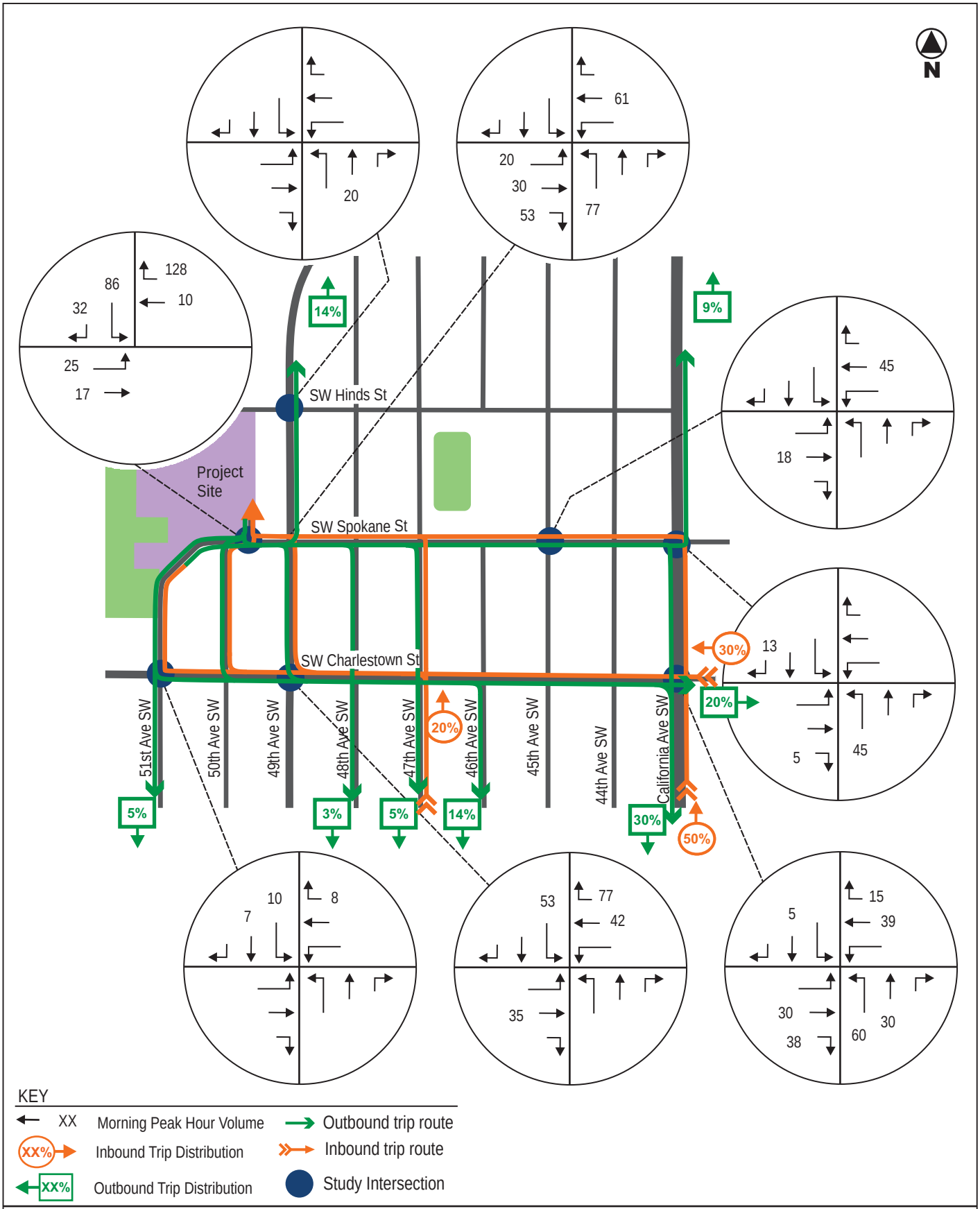
The traffic estimates presented in Table 4 were assigned to the local roadway network based on the location of the attendance area for West Seattle Elementary School—the larger of the planned schools to be housed at the site on an interim basis (shown previously on Figure 2). The distribution patterns also account for the locations of passenger-vehicle load/unload (expected to occur primarily within the on-site parking lot and some on-street), school bus load/unload zones (along SW Spokane Street and 51st Avenue SW), the locations of on-street parking near the school, and typical patterns of some family drivers linking school drop-off and pick-up trips with work trips. Most of the morning and afternoon peak hour trips are expected to consist of family drivers (for student drop-off and pick-up) and school buses. Some trips also would likely be generated by teachers or staff.

With the school-bus load/unload zone on SW Spokane Street and 51st Avenue SW, buses are likely to approach the site from the east using SW Spokane Street and 49th Avenue SW. After unloading or loading at the bus zone, buses would depart to the west/southwest along 51st Avenue SW. Family drivers dropping off and picking up students are likely to arrive from all directions, but primarily would arrive from the southeast and would use the on-site load/unload zone and available nearby curb-side parking areas such as along SW Spokane Street and 50th and 51st Avenues SW.

The traffic distribution patterns and assignments of new trips for the morning and afternoon peak hours are shown on Figure 8 and Figure 9, respectively.

The peak hour school trips were added to the forecast 2021 without-project traffic volumes to reflect future conditions with the re-opened school. The forecast 2021 with-project morning and afternoon peak hour traffic volumes are shown on Figure 10.

[23] Email communication, M. Barrett – Project Manager, Capital Projects and Planning, Seattle Public Schools, Nov. 2019.



SCHMITZ PARK SCHOOL
Re-Opening for Interim Use

Figure 8
Project Trip Distribution and Assignment
Morning Peak Hour

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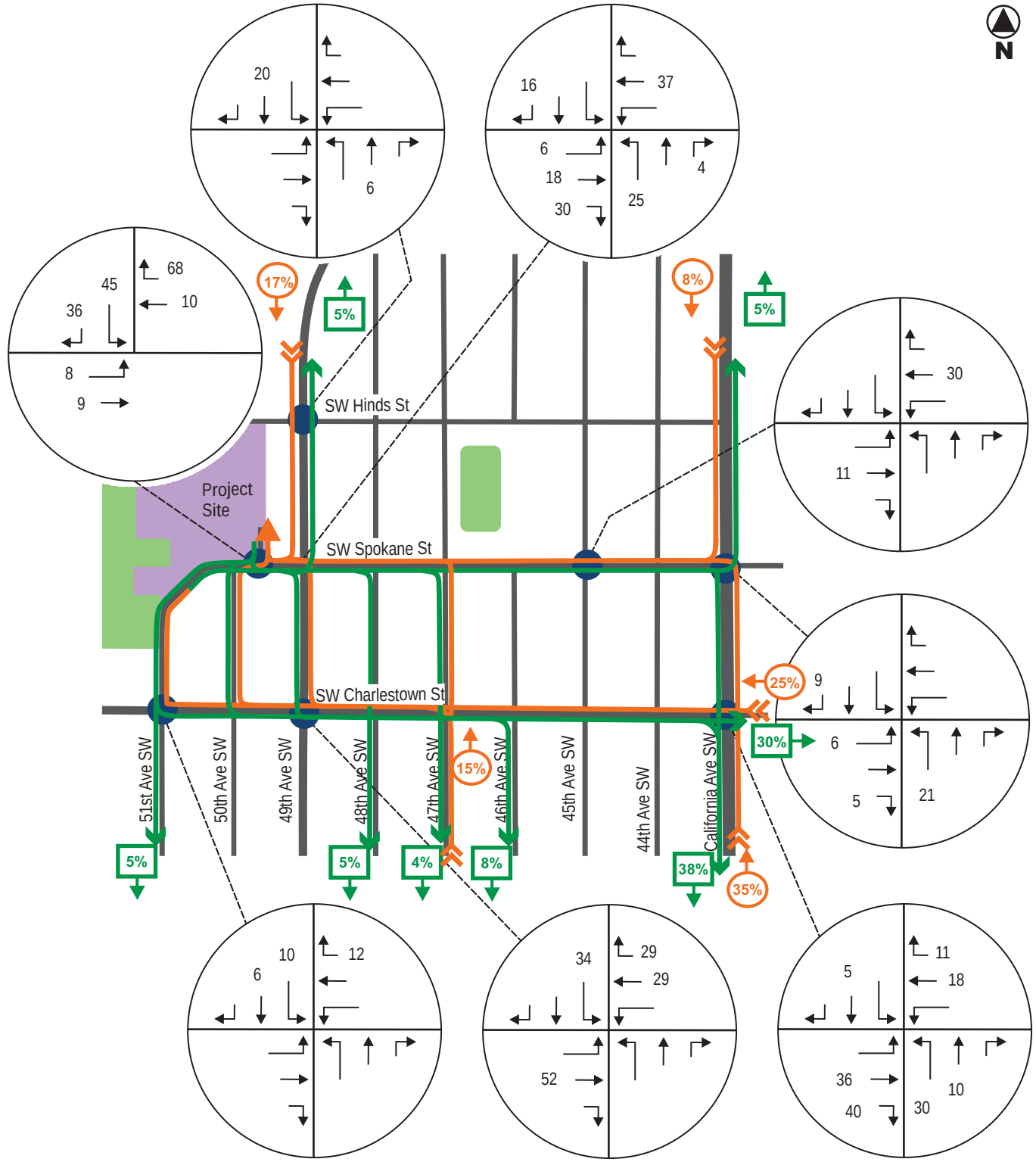

SCHMITZ PARK SCHOOL
Re-Opening for Interim Use

Figure 9
Project Trip Distribution and Assignment
Afternoon Peak Hour

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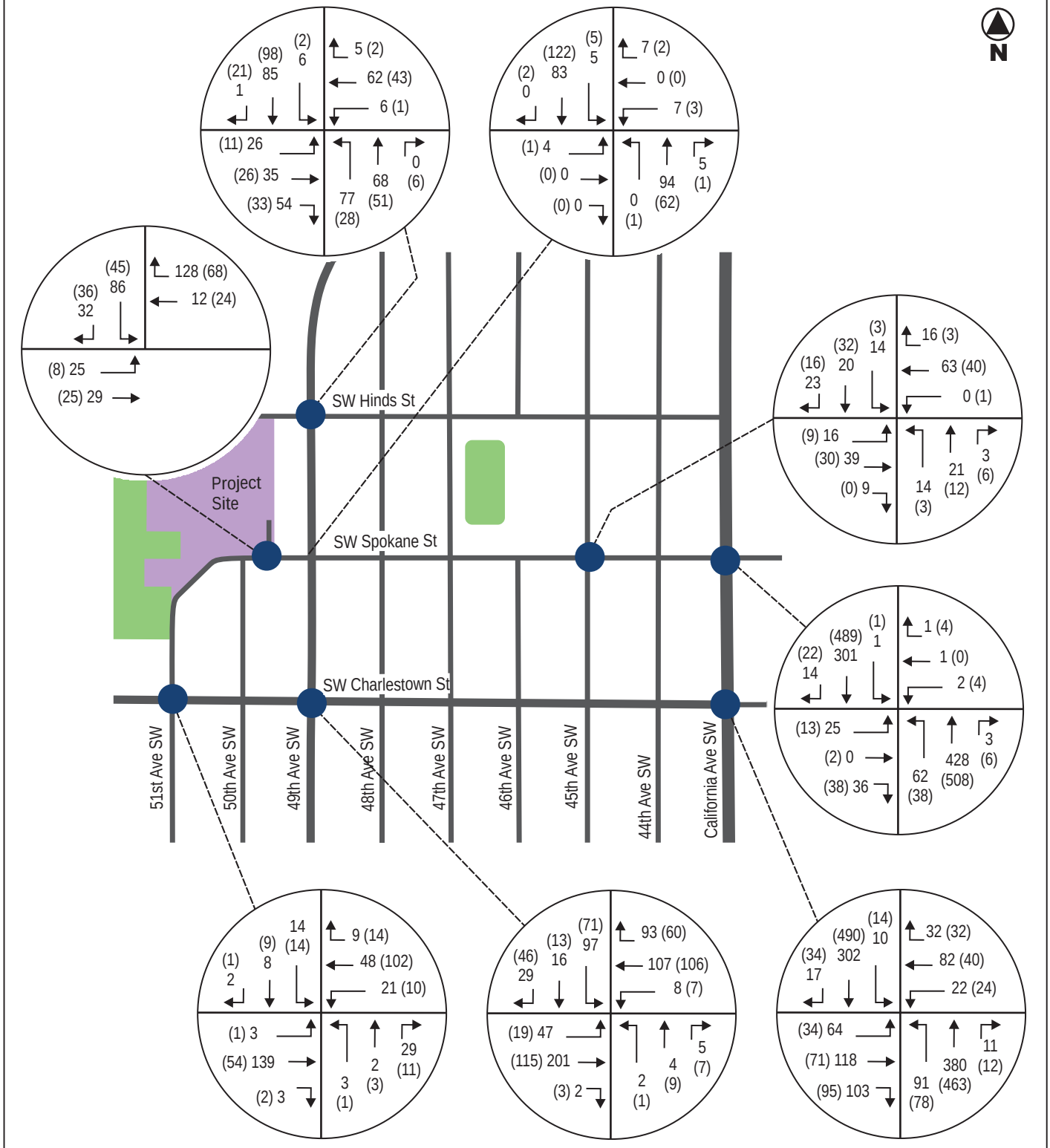

SCHMITZ PARK SCHOOL
Re-Opening for Interim Use

Figure 10
Forecast 2021 With-Project Traffic Volumes
Morning and Afternoon Peak Hours

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3.3. Traffic Operations

Intersection levels of service for future with-project conditions were evaluated using the same methodology described previously. The school reopening for interim use would re-introduce vehicular and non-motorized trips at and around the school. The operational analyses accounted for potential increases in pedestrian crossing activity, peaking characteristics of school traffic (school drop-off and pick-up primarily occurs during about 20 minutes in the peak hour), and the added school bus trips projected to result from the project.

3.3.1. Off-Site Study Area Intersections

Levels of service for the off-site study area intersections were calculated using the 2021-with-project traffic volumes and the same methodology described previously. Table 5 shows the results of the analysis; levels of service for the 2021-without-project conditions are provided for comparison.

As shown, the additional traffic and pedestrian activity generated by the interim re-opening of the school is expected to add some delay to the study area intersections and turning movements during both the morning and afternoon peak hours. However, the study area intersections would continue to operate at LOS B overall with the project during both morning and afternoon peak hours. The two-way-stop controlled intersections are forecast to operate at LOS A overall with all movements operating at LOS D or better with the project.

The largest predicted increase in delay (12.4 seconds) is forecast for the southbound movements from 49th Avenue SW to SW Charlestown Street during the morning peak hour. This is expected to serve the portion of school trips leaving the area after dropping students off and returning to neighborhood near West Seattle Elementary School. The added delay conditions are expected to occur for about 20 minutes during the one-year interim occupancy by West Seattle Elementary. The operations analysis accounted for conservatively high trip estimates and travel patterns to and from the enrollment area served by West Seattle Elementary School. As a result, the analysis evaluated the potential worst-case impacts of school-related trips that could be returned to local roadways and intersections near the Schmitz Park School site, when it is re-opened as an interim site. During occupancy by Alki Elementary, added delays are expected to be lower due to lower enrollment, more walk trips, and a distribution of trips oriented more to the north and west.

All intersections and turning movements are expected to operate at levels that are acceptable to the City of Seattle and the project would not result in significant adverse impacts to traffic operations.

3.3.2. Site Access

Analysis of the site access driveway indicate it would operate at LOS A overall, with all movements operating at LOS A during both the morning and afternoon peak hours.

Table 5. Level of Service Summary – 2021-Without and With-Project Conditions

Intersections	Morning Peak Hour				Afternoon Peak Hour			
	Without Project		With Project		Without Project		With Project	
Signalized	LOS [1]	Delay [2]	LOS	Delay	LOS	Delay	LOS	Delay
California Ave SW / SW Charlestown St	B	10.9	B	12.4	A	8.7	A	8.7
All-Way-Stop Controlled	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
45th Ave SW / SW Spokane St	A	7.6	A	8.0	A	7.3	A	7.5
Two-Way Stop Controlled	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
49th Ave SW / SW Hinds St	A	1.2	A	1.1	A	0.9	A	0.8
Northbound Left Turn	A	0.0	A	0.0	A	7.6	A	7.6
Southbound Left Turn	A	7.5	A	7.6	A	7.4	A	7.4
Eastbound Movements	B	10.3	B	10.5	A	10.0	B	10.3
Westbound Movements	A	9.6	A	9.8	A	9.5	A	9.7
49th Ave SW / SW Spokane St	A	1.8	B	10.5	A	1.8	A	5.5
Northbound Left Turn	A	0.0	A	7.8	A	7.6	A	7.8
Southbound Left Turn	A	7.5	A	7.5	A	7.4	A	7.4
Eastbound Movements	B	11.0	C	18.6	B	10.3	B	11.5
Westbound Movements	A	10.0	C	19.2	A	10.0	B	11.9
California Ave SW / SW Spokane St	A	1.4	A	2.9	A	1.5	A	2.3
Northbound Left Turn	A	8.2	A	8.4	A	8.9	A	9.0
Southbound Left Turn	A	8.7	A	8.7	A	9.1	A	9.1
Eastbound Movements	C	16.0	C	24.0	C	19.8	D	25.9
Westbound Movements	C	20.3	C	23.8	D	28.1	D	31.2
SW Charlestown St / 51st Ave SW	A	2.9	A	3.6	A	2.5	A	3.4
Eastbound Left Turn	A	7.4	A	7.4	A	7.5	A	7.5
Westbound Left Turn	A	7.8	A	7.8	A	7.4	A	7.4
Northbound Movements	B	10.1	B	10.1	A	9.4	A	9.4
Southbound Movements	B	10.9	B	13.0	B	10.6	B	11.7
SW Charlestown St / 49th Ave SW	A	4.3	A	6.6	A	4.9	A	5.0
Eastbound Left Turn	A	7.6	A	8.1	A	7.5	A	7.7
Westbound Left Turn	A	7.8	A	7.9	A	7.4	A	7.5
Northbound Movements	B	12.8	C	15.1	B	10.5	B	11.5
Southbound Movements	B	14.6	D	27.0	B	10.8	B	13.1

Source: Heffron Transportation, Inc., November 2020.

1. *LOS = Level of service.*
2. *Delay = Average seconds of delay per vehicle.*

3.4. Parking Supply and Demand

The project does not propose any changes to the existing on-site or nearby on-street parking supply.

3.4.1. School Day Parking

School-day parking at elementary schools is primarily influenced by staffing levels and family-volunteer activity. With the school's re-opening for interim use by West Seattle Elementary, the site could have about 77 employees. Future parking demand estimates were developed based on studies at similar elementary schools in the area and rates published by ITE. Observations performed by Heffron Transportation at numerous Seattle elementary schools indicate school-day parking demand rates ranging from 1.06 to 1.23 vehicles parked per employee; however, the range is dependent on the number of part-time employees and frequency of days worked. ITE's *Parking Generation*[24] includes rates of 0.13-vehicles-per-student and 0.95-vehicles-per-employee. Based on the range of rates available, the interim use could generate peak school-day parking demand of 65 to 95 vehicles. The higher end of the demand range represents conditions with higher numbers of family volunteers, which often occurs midday.

The existing on-site parking lot has 43 spaces. School day parking demand generated by the site along nearby roadways could range from 22 to 52 vehicles. As documented previously, on-street parking within the site vicinity averages 17% to 25% occupied with 300 to 353 unused spaces during the school day. Some of the unused supply is restricted to school buses only during parts of the school day, but may be available for midday use by family volunteers. Based on the data and analyses presented, the unused on-street spaces can accommodate the range of possible school-day demand. It should be noted that the midday on-street parking demand generated by the re-opened school will likely occur along block faces that are closest to the school building. With the project, these block faces could have demand that is at or near capacity, while roadways further from the site may not experience any noticeable increases in demand.

3.4.2. Evening Event Parking

The site is expected to host events periodically throughout the school year. The two schools that would occupy the site on an interim basis currently host family and parent involvement meetings (PTA and parent booster club) and events throughout the school year. Typical events include school tours and Open Houses, annual Curriculum Nights, Science Fairs, and other activities such as Literacy Night, Family Health and Fitness Night, and Multicultural Night and Potlucks. However, large events happen relatively infrequently (once per month or every other month on average). The Schmitz Park School building has a small gymnasium and a cafeteria/lunchroom but does not have other assembly spaces to accommodate larger events more commonly held by some schools. Some of the larger events, such as Alki Elementary School's fundraising auction and musical performances are already held at off-site locations—The Hall at Fauntleroy and West Seattle High School, respectively.

3.5. Traffic Safety

The collision data provided for the study area did not indicate any unusual collision patterns that would impact or be impacted by the proposed project. The school re-opening for interim use is expected to increase traffic and pedestrian traffic activity around the school site. However, prior to re-opening, SPS would coordinate with the Seattle Schools Traffic Safety Committee to review safety elements around the site such as school-zone speed limits and crossing guard locations to determine if any changes are needed. These measures enhance safety during peak arrival and dismissal periods and the project is not expected to result in any adverse safety impacts.

[24] ITE, 5th Edition, January 2019.

3.6. Transit

A small number of transit trips may be generated by the teachers or staff at the site; however, the traffic estimates do not rely on reductions in auto trips to account for any staff transit usage. The closest bus stops are located about 260 feet away to the east on 49th Avenue SW at SW Spokane Street. The project is not expected to result in adverse impacts to transit facilities or service.

School bus transportation would be made available to eligible students that would occupy the Schmitz Park School on an interim basis. Since West Seattle Elementary School and its entire attendance area is located more than 2.4 miles from the Schmitz Park School site, all students are expected to be eligible for bus transportation. Some of the attendance and walk area for Alki Elementary School would overlap the expected walk area for the Schmitz Park School site. Therefore, not all Alki Elementary students are anticipated to be eligible for bus transportation during the interim construction period while at the Schmitz Park School site. As noted previously, the District estimates the interim use by West Seattle Elementary would require up to 10 full-size buses and that the interim use by Alki Elementary would require three full-size buses and one SPED bus.

3.7. Non-Motorized Transportation Facilities

The project would provide long-term and short-term bicycle parking as required by Seattle Municipal Code. The re-opening of Schmitz Park School for interim use is expected to re-introduce pedestrian trips within the site vicinity. It is anticipated that the largest increases in pedestrian activity would occur along SW Spokane Street adjacent to the school, when students are arriving or departing the site before and after school. There may also be increases in bicycle trips within the site vicinity due to the proposed project. The frontage of the site has sidewalks and there are marked crosswalks along primary school walking routes. Prior to re-opening, SPS would coordinate with the Seattle Schools Traffic Safety Committee to review walk routes (likely for the period when Alki Elementary would occupy the site). No significant adverse impacts to non-motorized access or facilities is expected, and no improvements to non-motorized facilities are anticipated.

3.8. Short-term Impacts from Construction

The school would be available for interim use by West Seattle Elementary School by fall 2021. The re-opening effort would include demolition of the existing portables located southwest of the main building and placement of 16 portable classrooms plus one restroom portable. The placement of portables would not require excavation for foundations; the restroom portable would require a small plumbing bore pit for installation of waste treatment equipment. Electrical trenches would also be required. Soils from the bore pit (~25 cubic yards (cy)) and trenches (~90 cy) are expected to be stored on-site temporarily and replaced with no planned transport. If excess soils are generated, they are expected to be less than one truck load (generating one truck in and one out). The placement and preparation of the portables is expected to require 8 to 12 weeks during summer 2021.

The placement of the portables would require a relatively small number of employee and equipment trips to and from the site to place and assemble the portables and connect utilities and services. It is anticipated that workers would arrive at the 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 time would vary based on the tasks being implemented. Workers are expected to park within the on-site parking lot, but some may choose to park on-street adjacent to the site.

4. FINDINGS AND RECOMMENDATIONS

The following sections summarize the findings and recommendations of the analysis.

- The proposal would re-open Schmitz Park School for interim use while other schools in the area are renovated or replaced. It would be occupied for one year by West Seattle Elementary beginning in fall 2021; after being unoccupied for a year, it would serve as a two-year interim location for Alki Elementary from fall 2023.

- When re-opened, the school would provide capacity for up to 500 students. In fall 2019, West Seattle Elementary had enrollment of 465 students and Alki Elementary had enrollment of 359 students; enrollments at both schools were lower as of fall 2020. The re-opened interim school would have less capacity and enrollment than its most recent prior use when there were 20 portable classrooms and a total enrollment of 643 students for the 2015-16 school year.

- At the proposed capacity of 500 students, interim use by West Seattle Elementary is projected to generate up to 325 trips (180 in, 145 out) during the morning peak hour (from 7:15 to 8:15 A.M.) and 235 trips during the afternoon peak hour (from 2:00 to 3:00 P.M.). These estimates are likely conservatively high since all students at West Seattle Elementary would be eligible for bus transportation when they are temporarily relocated to the site.

- Similar to prior conditions when the school was last open, some traffic congestion is expected during morning arrival and afternoon dismissal periods along the roadways that surround the site, especially along SW Spokane Street.

- The additional traffic and pedestrian activity generated by the interim school use is expected to add some delay to study area intersections and turning movements during morning and afternoon peak hours. However, the study area intersections would operate at LOS B or better overall and all movements at two-way-stop controlled intersections are forecast to operate at LOS D or better with the project.

- School-day parking demand would be partly accommodated on site within the school parking lot. Some parking demand overspill is likely to occur on-street on roadways surrounding the site. There is adequate unused on-street supply to accommodate the added demand.

- Evenings events could be held at the school, but would occur relatively infrequently (typically once per month or once every other month). On nights with larger events, on-street parking demand surrounding the school is expected to be well utilized. Due to the relative infrequency of large events, associated parking impacts would not be considered significant.

Based the above findings, the re-opening for interim use of Schmitz Park School would not result in significant adverse impacts to traffic operations or parking.

4.1. Recommendation

Prior to re-opening, SPS should coordinate with the Seattle Schools Traffic Safety Committee to review safety elements around the site such as school-zone speed limits and crossing guard locations to determine if any changes are needed.

APPENDIX A
Level of Service Definitions

Levels of service (LOS) are qualitative descriptions of traffic operating conditions. These levels of service are designated with letters ranging from LOS A, which is indicative of good operating conditions with little or no delay, to LOS F, which is indicative of stop-and-go conditions with frequent and lengthy delays. Levels of service for this analysis were developed using procedures presented in the *Highway Capacity Manual, Sixth Edition* (Transportation Research Board, 2016).

Signalized Intersections

Level of service for signalized intersections is defined in terms of average delay for all vehicles that travel through the intersection. Delay can be a cause of driver discomfort, frustration, inefficient fuel consumption, and lost travel time. Specifically, level-of-service criteria are stated in terms of the average delay per vehicle in seconds. Delay is a complex measure and is dependent on a number of variables including: number and type of vehicles by movement, intersection lane geometry, signal phasing, the amount of green time allocated to each phase, transit stops and parking maneuvers. Table A-1 shows the level of service criteria for signalized intersections from the *Highway Capacity Manual, Sixth Edition.*

Table A-1. Level of Service for Signalized Intersections

Level of Service	Average Control Delay Per Vehicle
A	≤ 10 seconds
B	> 10 – 20 seconds
C	> 20 – 35 seconds
D	> 35 – 55 seconds
E	> 55 – 80 seconds
F	> 80 seconds

Source: Transportation Research Board, Highway Capacity Manual, Exhibit 19.8, 2016.

Unsignalized Intersections

For unsignalized intersections, level of service is based on the average delay per vehicle for each turning movement. The level of service for all-way stop or roundabout-controlled intersections is based upon the average delay for all vehicles that travel through the intersection. The level of service for a one- or two-way, stop-controlled intersection, delay is related to the availability of gaps in the main street's traffic flow, and the ability of a driver to enter or pass through those gaps. Table A-2 shows the level of service criteria for unsignalized intersections from the *Highway Capacity Manual, Sixth Edition*.

Table A-2. Level of Service Criteria for Unsignalized Intersections

Level of Service	Average Control Delay per Vehicle
A	0 – 10 seconds
B	> 10 – 15 seconds
C	> 15 – 25 seconds
D	> 25 – 35 seconds
E	> 35 – 50 seconds
F	> 50 seconds

Source: Transportation Research Board, Highway Capacity Manual, Exhibit 20.2, 2016.

APPENDIX B
Parking Utilization Study Data

Project **Schmitz Park School - Re-Opening for Interim Use**

				Parking Supply						
Block Face ID	Street Name	Street Segment	Side of Street	Unrestricted Parallel Parking	No Parking 7A-10A,1P-4P EXC SAT/SUN/HOL	DISABLED	School Bus Only 7-10a, 1-4p exc Sat, Sun, & Hol	**Total Parking Spaces Between 7a-8a**	**Total Parking Spaces Between 10a-1p**	**Total Parking Spaces After 4p**
AA	49TH AVE SW	SW HANFORD ST AND SW FORNEY ST	W	13	0	0	0	**13**	**13**	**13**
AB	49TH AVE SW	SW HANFORD ST AND SW FORNEY ST	E	0	0	0	0	**0**	**0**	**0**
AC	SW FORNEY ST	49TH AVE SW AND DEAD END	N	9	0	0	0	**9**	**9**	**9**
AD	SW FORNEY ST	49TH AVE SW AND DEAD END	S	14	0	0	0	**14**	**14**	**14**
AE	49TH AVE SW	SW FORNEY ST AND SW HINDS ST	W	6	0	0	0	**6**	**6**	**6**
AF	49TH AVE SW	SW FORNEY ST AND SW HINDS ST	E	0	0	0	0	**0**	**0**	**0**
AG	48TH AVE SW	SW HANFORD ST AND SW HINDS ST	W	8	0	0	0	**8**	**8**	**8**
AH	48TH AVE SW	SW HANFORD ST AND SW HINDS ST	E	8	0	0	0	**8**	**8**	**8**
AI	SW HINDS ST	49TH AVE SW AND DEAD END 3	N	7	0	0	0	**7**	**7**	**7**
AJ	SW HINDS ST	49TH AVE SW AND DEAD END 3	S	5	0	0	0	**5**	**5**	**5**
AK	SW HINDS ST	48TH AVE SW AND 49TH AVE SW	N	10	0	0	0	**10**	**10**	**10**
AL	SW HINDS ST	48TH AVE SW AND 49TH AVE SW	S	10	0	0	0	**10**	**10**	**10**
AM	SW HINDS ST	47TH AVE SW AND 48TH AVE SW	N	8	0	0	0	**8**	**8**	**8**
AN	SW HINDS ST	47TH AVE SW AND 48TH AVE SW	S	9	0	0	0	**9**	**9**	**9**
AO	49TH AVE SW	SW HINDS ST AND SW SPOKANE ST	W	26	0	0	0	**26**	**26**	**26**
AP	49TH AVE SW	SW HINDS ST AND SW SPOKANE ST	E	0	0	0	0	**0**	**0**	**0**
AQ	48TH AVE SW	SW HINDS ST AND SW SPOKANE ST	W	29	0	0	0	**29**	**29**	**29**
AR	48TH AVE SW	SW HINDS ST AND SW SPOKANE ST	E	15	0	0	0	**15**	**15**	**15**
AS	51ST AVE SW	50TH AVE SW AND SW ORLEANS ST	NW	7	0	0	17	**7**	**24**	**24**
AT	51ST AVE SW	50TH AVE SW AND SW ORLEANS ST	SE	27	0	0	0	**27**	**27**	**27**
AU	SW SPOKANE ST	49TH AVE SW AND 50TH AVE SW	N	0	8	0	0	**0**	**8**	**8**
AV	SW SPOKANE ST	49TH AVE SW AND 50TH AVE SW	S	6	0	0	0	**6**	**6**	**6**
AW	SW SPOKANE ST	48TH AVE SW AND 49TH AVE SW	N	7	0	0	0	**7**	**7**	**7**
AX	SW SPOKANE ST	48TH AVE SW AND 49TH AVE SW	S	9	0	0	0	**9**	**9**	**9**
AY	SW SPOKANE ST	47TH AVE SW AND 48TH AVE SW	N	10	0	0	0	**10**	**10**	**10**
AZ	SW SPOKANE ST	47TH AVE SW AND 48TH AVE SW	S	8	0	0	0	**8**	**8**	**8**
BA	SW ORLEANS ST	51ST AVE SW AND DEAD END 3	N	5	0	0	0	**5**	**5**	**5**

Project **Schmitz Park School - Re-Opening for Interim Use**

				Parking Supply						
Block Face ID	Street Name	Street Segment	Side of Street	Unrestricted Parallel Parking	No Parking 7A-10A,1P-4P EXC SAT/SUN/HOL	DISABLED	School Bus Only 7-10a, 1-4p exc Sat, Sun, & Hol	**Total Parking Spaces Between 7a-8a**	**Total Parking Spaces Between 10a-1p**	**Total Parking Spaces After 4p**
BB	SW ORLEANS ST	51ST AVE SW AND DEAD END 3	S	0	0	0	0	**0**	**0**	**0**
BC	51ST AVE SW	SW ORLEANS ST AND SW CHARLESTOWN ST	W	7	0	0	0	**7**	**7**	**7**
BD	51ST AVE SW	SW ORLEANS ST AND SW CHARLESTOWN ST	E	12	0	0	0	**12**	**12**	**12**
BE	50TH AVE SW	SW SPOKANE ST AND SW CHARLESTOWN ST	W	27	0	1	0	**28**	**28**	**28**
BF	50TH AVE SW	SW SPOKANE ST AND SW CHARLESTOWN ST	E	17	0	0	0	**17**	**17**	**17**
BG	49TH AVE SW	SW SPOKANE ST AND SW CHARLESTOWN ST	W	17	0	0	0	**17**	**17**	**17**
BH	49TH AVE SW	SW SPOKANE ST AND SW CHARLESTOWN ST	E	0	0	0	0	**0**	**0**	**0**
BI	48TH AVE SW	SW SPOKANE ST AND SW CHARLESTOWN ST	W	13	0	0	0	**13**	**13**	**13**
BJ	48TH AVE SW	SW SPOKANE ST AND SW CHARLESTOWN ST	E	12	0	0	0	**12**	**12**	**12**
BK	SW CHARLESTOWN ST	51ST AVE SW AND 52ND E AVE SW	N	1	0	0	0	**1**	**1**	**1**
BL	SW CHARLESTOWN ST	51ST AVE SW AND 52ND E AVE SW	S	5	0	0	0	**5**	**5**	**5**
BM	SW CHARLESTOWN ST	50TH AVE SW AND 51ST AVE SW	N	10	0	0	0	**10**	**10**	**10**
BN	SW CHARLESTOWN ST	50TH AVE SW AND 51ST AVE SW	S	5	0	0	0	**5**	**5**	**5**
BO	SW CHARLESTOWN ST	49TH AVE SW AND 50TH AVE SW	N	4	0	0	0	**4**	**4**	**4**
BP	SW CHARLESTOWN ST	49TH AVE SW AND 50TH AVE SW	S	5	0	0	0	**5**	**5**	**5**
BQ	51ST AVE SW	SW CHARLESTOWN ST AND SW ANDOVER ST	W	4	0	0	0	**4**	**4**	**4**
BR	51ST AVE SW	SW CHARLESTOWN ST AND SW ANDOVER ST	E	1	0	0	0	**1**	**1**	**1**
BS	50TH AVE SW	SW CHARLESTOWN ST AND SW ANDOVER ST	W	3	0	0	0	**3**	**3**	**3**
BT	50TH AVE SW	SW CHARLESTOWN ST AND SW ANDOVER ST	E	1	0	0	0	**1**	**1**	**1**
			TOTAL	**400**	**8**	**1**	**17**	**401**	**426**	**426**

Project **Schmitz Park School - Re-Opening for Interim Use**

				Parking Supply			Parking Occupancy								
							Morning			Midday			Evening		
Block Face ID	Street Name	Street Segment	Side of Street	Total Parking Spaces Between 7a-8a	Total Parking Spaces Between 10a-1p	Total Parking Spaces After 4p	Tuesday 11/19 7:00AM	Thursday 11/21 7:00AM	Average	Tuesday 11/19 10:30AM	Thursday 11/21 10:30AM	Average	Tuesday 11/19 7:00PM	Thursday 11/21 7:00PM	Average
AA	49TH AVE SW	SW HANFORD ST AND SW FORNEY ST	W	**13**	**13**	**13**	3	2	3	4	0	2	2	1	2
AB	49TH AVE SW	SW HANFORD ST AND SW FORNEY ST	E	**0**	**0**	**0**	0	0	0	0	0	0	0	0	0
AC	SW FORNEY ST	49TH AVE SW AND DEAD END	N	**9**	**9**	**9**	5	4	5	5	2	4	3	5	4
AD	SW FORNEY ST	49TH AVE SW AND DEAD END	S	**14**	**14**	**14**	7	5	6	2	4	3	6	6	6
AE	49TH AVE SW	SW FORNEY ST AND SW HINDS ST	W	**6**	**6**	**6**	2	2	2	0	2	1	2	1	2
AF	49TH AVE SW	SW FORNEY ST AND SW HINDS ST	E	**0**	**0**	**0**	0	0	0	0	0	0	0	0	0
AG	48TH AVE SW	SW HANFORD ST AND SW HINDS ST	W	**8**	**8**	**8**	3	4	4	3	3	3	4	6	5
AH	48TH AVE SW	SW HANFORD ST AND SW HINDS ST	E	**8**	**8**	**8**	1	3	2	1	2	2	2	4	3
AI	SW HINDS ST	49TH AVE SW AND DEAD END 3	N	**7**	**7**	**7**	0	0	0	3	0	2	2	0	1
AJ	SW HINDS ST	49TH AVE SW AND DEAD END 3	S	**5**	**5**	**5**	2	2	2	2	2	2	0	2	1
AK	SW HINDS ST	48TH AVE SW AND 49TH AVE SW	N	**10**	**10**	**10**	1	1	1	0	0	0	1	1	1
AL	SW HINDS ST	48TH AVE SW AND 49TH AVE SW	S	**10**	**10**	**10**	1	1	1	0	0	0	1	0	1
AM	SW HINDS ST	47TH AVE SW AND 48TH AVE SW	N	**8**	**8**	**8**	2	3	3	1	1	1	2	2	2
AN	SW HINDS ST	47TH AVE SW AND 48TH AVE SW	S	**9**	**9**	**9**	3	3	3	4	3	4	2	2	2
AO	49TH AVE SW	SW HINDS ST AND SW SPOKANE ST	W	**26**	**26**	**26**	8	5	7	5	4	5	11	6	9
AP	49TH AVE SW	SW HINDS ST AND SW SPOKANE ST	E	**0**	**0**	**0**	0	0	0	0	0	0	0	0	0
AQ	48TH AVE SW	SW HINDS ST AND SW SPOKANE ST	W	**29**	**29**	**29**	10	9	10	10	7	9	10	8	9
AR	48TH AVE SW	SW HINDS ST AND SW SPOKANE ST	E	**15**	**15**	**15**	10	9	10	7	5	6	10	10	10
AS	51ST AVE SW	50TH AVE SW AND SW ORLEANS ST	NW	**7**	**24**	**24**	1	0	1	1	0	1	1	3	2
AT	51ST AVE SW	50TH AVE SW AND SW ORLEANS ST	SE	**27**	**27**	**27**	2	3	3	1	2	2	3	3	3
AU	SW SPOKANE ST	49TH AVE SW AND 50TH AVE SW	N	**0**	**8**	**8**	0	0	0	0	0	0	0	0	0
AV	SW SPOKANE ST	49TH AVE SW AND 50TH AVE SW	S	**6**	**6**	**6**	2	2	2	1	2	2	3	5	4
AW	SW SPOKANE ST	48TH AVE SW AND 49TH AVE SW	N	**7**	**7**	**7**	0	0	0	0	0	0	0	0	0
AX	SW SPOKANE ST	48TH AVE SW AND 49TH AVE SW	S	**9**	**9**	**9**	0	0	0	0	0	0	1	1	1
AY	SW SPOKANE ST	47TH AVE SW AND 48TH AVE SW	N	**10**	**10**	**10**	2	2	2	1	1	1	1	2	2
AZ	SW SPOKANE ST	47TH AVE SW AND 48TH AVE SW	S	**8**	**8**	**8**	0	1	1	0	0	0	0	0	0
BA	SW ORLEANS ST	51ST AVE SW AND DEAD END 3	N	**5**	**5**	**5**	0	0	0	0	0	0	0	0	0
BB	SW ORLEANS ST	51ST AVE SW AND DEAD END 3	S	**0**	**0**	**0**	0	0	0	0	0	0	0	0	0
BC	51ST AVE SW	SW ORLEANS ST AND SW CHARLESTOWN ST	W	**7**	**7**	**7**	5	4	5	2	4	3	5	5	5

Project **Schmitz Park School - Re-Opening for Interim Use**

				Parking Supply			Parking Occupancy								
							Morning			Midday			Evening		
Block Face ID	Street Name	Street Segment	Side of Street	Total Parking Spaces Between 7a-8a	Total Parking Spaces Between 10a-1p	Total Parking Spaces After 4p	Tuesday 11/19 7:00AM	Thursday 11/21 7:00AM	Average	Tuesday 11/19 10:30AM	Thursday 11/21 10:30AM	Average	Tuesday 11/19 7:00PM	Thursday 11/21 7:00PM	Average
BD	51ST AVE SW	SW ORLEANS ST AND SW CHARLESTOWN ST	E	**12**	**12**	**12**	5	5	5	4	5	5	6	5	6
BE	50TH AVE SW	SW SPOKANE ST AND SW CHARLESTOWN ST	W	**28**	**28**	**28**	13	12	13	9	6	8	16	13	15
BF	50TH AVE SW	SW SPOKANE ST AND SW CHARLESTOWN ST	E	**17**	**17**	**17**	3	3	3	2	4	3	5	7	6
BG	49TH AVE SW	SW SPOKANE ST AND SW CHARLESTOWN ST	W	**17**	**17**	**17**	4	9	7	2	5	4	1	9	5
BH	49TH AVE SW	SW SPOKANE ST AND SW CHARLESTOWN ST	E	**0**	**0**	**0**	0	0	0	0	0	0	0	0	0
BI	48TH AVE SW	SW SPOKANE ST AND SW CHARLESTOWN ST	W	**13**	**13**	**13**	2	3	3	3	3	3	3	3	3
BJ	48TH AVE SW	SW SPOKANE ST AND SW CHARLESTOWN ST	E	**12**	**12**	**12**	1	1	1	1	1	1	1	1	1
BK	SW CHARLESTOWN ST	51ST AVE SW AND 52ND E AVE SW	N	**1**	**1**	**1**	0	0	0	0	0	0	0	0	0
BL	SW CHARLESTOWN ST	51ST AVE SW AND 52ND E AVE SW	S	**5**	**5**	**5**	0	1	1	0	1	1	0	0	0
BM	SW CHARLESTOWN ST	50TH AVE SW AND 51ST AVE SW	N	**10**	**10**	**10**	0	0	0	0	0	0	0	1	1
BN	SW CHARLESTOWN ST	50TH AVE SW AND 51ST AVE SW	S	**5**	**5**	**5**	0	0	0	0	0	0	0	0	0
BO	SW CHARLESTOWN ST	49TH AVE SW AND 50TH AVE SW	N	**4**	**4**	**4**	0	0	0	0	0	0	0	0	0
BP	SW CHARLESTOWN ST	49TH AVE SW AND 50TH AVE SW	S	**5**	**5**	**5**	0	0	0	0	0	0	0	0	0
BQ	51ST AVE SW	SW CHARLESTOWN ST AND SW ANDOVER ST	W	**4**	**4**	**4**	0	0	0	0	0	0	0	0	0
BR	51ST AVE SW	SW CHARLESTOWN ST AND SW ANDOVER ST	E	**1**	**1**	**1**	0	0	0	0	0	0	0	0	0
BS	50TH AVE SW	SW CHARLESTOWN ST AND SW ANDOVER ST	W	**3**	**3**	**3**	1	0	1	0	0	0	2	1	2
BT	50TH AVE SW	SW CHARLESTOWN ST AND SW ANDOVER ST	E	**1**	**1**	**1**	1	2	2	1	1	1	2	1	2
			TOTAL	**401**	**426**	**426**	**100**	**101**	**101**	**75**	**70**	**73**	**108**	**114**	**111**

Project **Schmitz Park School - Re-Opening for Interim Use**

				Parking Supply			Parking Utilization								
							Morning			Midday			Evening		
Block Face ID	Street Name	Street Segment	Side of Street	Total Available Parking Spaces Between 7a-8a	Total Available Parking Spaces Between 10a-3p	Total Available Parking Spaces After 4p	Tuesday 11/19 7:00AM	Thursday 11/21 7:00AM	Average	Tuesday 11/19 10:30AM	Thursday 11/21 10:30AM	Average	Tuesday 11/19 7:00PM	Thursday 11/21 7:00PM	Average
AA	49TH AVE SW	SW HANFORD ST AND SW FORNEY ST	W	**13**	**13**	**13**	23%	15%	19%	31%	0%	15%	15%	8%	12%
AB	49TH AVE SW	SW HANFORD ST AND SW FORNEY ST	E	**0**	**0**	**0**	NS	NS	NS	NS	NS	NS	NS	NS	NS
AC	SW FORNEY ST	49TH AVE SW AND DEAD END	N	**9**	**9**	**9**	56%	44%	50%	56%	22%	39%	33%	56%	44%
AD	SW FORNEY ST	49TH AVE SW AND DEAD END	S	**14**	**14**	**14**	50%	36%	43%	14%	29%	21%	43%	43%	43%
AE	49TH AVE SW	SW FORNEY ST AND SW HINDS ST	W	**6**	**6**	**6**	33%	33%	33%	0%	33%	17%	33%	17%	25%
AF	49TH AVE SW	SW FORNEY ST AND SW HINDS ST	E	**0**	**0**	**0**	NS	NS	NS	NS	NS	NS	NS	NS	NS
AG	48TH AVE SW	SW HANFORD ST AND SW HINDS ST	W	**8**	**8**	**8**	38%	50%	44%	38%	38%	38%	50%	75%	63%
AH	48TH AVE SW	SW HANFORD ST AND SW HINDS ST	E	**8**	**8**	**8**	13%	38%	25%	13%	25%	19%	25%	50%	38%
AI	SW HINDS ST	49TH AVE SW AND DEAD END 3	N	**7**	**7**	**7**	0%	0%	0%	43%	0%	21%	29%	0%	14%
AJ	SW HINDS ST	49TH AVE SW AND DEAD END 3	S	**5**	**5**	**5**	40%	40%	40%	40%	40%	40%	0%	40%	20%
AK	SW HINDS ST	48TH AVE SW AND 49TH AVE SW	N	**10**	**10**	**10**	10%	10%	10%	0%	0%	0%	10%	10%	10%
AL	SW HINDS ST	48TH AVE SW AND 49TH AVE SW	S	**10**	**10**	**10**	10%	10%	10%	0%	0%	0%	10%	0%	5%
AM	SW HINDS ST	47TH AVE SW AND 48TH AVE SW	N	**8**	**8**	**8**	25%	38%	31%	13%	13%	13%	25%	25%	25%
AN	SW HINDS ST	47TH AVE SW AND 48TH AVE SW	S	**9**	**9**	**9**	33%	33%	33%	44%	33%	39%	22%	22%	22%
AO	49TH AVE SW	SW HINDS ST AND SW SPOKANE ST	W	**26**	**26**	**26**	31%	19%	25%	19%	15%	17%	42%	23%	33%
AP	49TH AVE SW	SW HINDS ST AND SW SPOKANE ST	E	**0**	**0**	**0**	NS	NS	NS	NS	NS	NS	NS	NS	NS
AQ	48TH AVE SW	SW HINDS ST AND SW SPOKANE ST	W	**29**	**29**	**29**	34%	31%	33%	34%	24%	29%	34%	28%	31%
AR	48TH AVE SW	SW HINDS ST AND SW SPOKANE ST	E	**15**	**15**	**15**	67%	60%	63%	47%	33%	40%	67%	67%	67%
AS	51ST AVE SW	50TH AVE SW AND SW ORLEANS ST	NW	**7**	**24**	**24**	14%	0%	7%	4%	0%	2%	4%	13%	8%
AT	51ST AVE SW	50TH AVE SW AND SW ORLEANS ST	SE	**27**	**27**	**27**	7%	11%	9%	4%	7%	6%	11%	11%	11%
AU	SW SPOKANE ST	49TH AVE SW AND 50TH AVE SW	N	**0**	**8**	**8**	NS	NS	NS	0%	0%	0%	0%	0%	0%
AV	SW SPOKANE ST	49TH AVE SW AND 50TH AVE SW	S	**6**	**6**	**6**	33%	33%	33%	17%	33%	25%	50%	83%	67%
AW	SW SPOKANE ST	48TH AVE SW AND 49TH AVE SW	N	**7**	**7**	**7**	0%	0%	0%	0%	0%	0%	0%	0%	0%
AX	SW SPOKANE ST	48TH AVE SW AND 49TH AVE SW	S	**9**	**9**	**9**	0%	0%	0%	0%	0%	0%	11%	11%	11%
AY	SW SPOKANE ST	47TH AVE SW AND 48TH AVE SW	N	**10**	**10**	**10**	20%	20%	20%	10%	10%	10%	10%	20%	15%
AZ	SW SPOKANE ST	47TH AVE SW AND 48TH AVE SW	S	**8**	**8**	**8**	0%	13%	6%	0%	0%	0%	0%	0%	0%
BA	SW ORLEANS ST	51ST AVE SW AND DEAD END 3	N	**5**	**5**	**5**	0%	0%	0%	0%	0%	0%	0%	0%	0%
BB	SW ORLEANS ST	51ST AVE SW AND DEAD END 3	S	**0**	**0**	**0**	NS	NS	NS	NS	NS	NS	NS	NS	NS
BC	51ST AVE SW	SW ORLEANS ST AND SW CHARLESTOWN ST	W	**7**	**7**	**7**	71%	57%	64%	29%	57%	43%	71%	71%	71%

Project **Schmitz Park School - Re-Opening for Interim Use**

				Parking Supply			Parking Utilization								
							Morning			Midday			Evening		
Block Face ID	Street Name	Street Segment	Side of Street	Total Available Parking Spaces Between 7a-8a	Total Available Parking Spaces Between 10a-3p	Total Available Parking Spaces After 4p	Tuesday 11/19 7:00AM	Thursday 11/21 7:00AM	Average	Tuesday 11/19 10:30AM	Thursday 11/21 10:30AM	Average	Tuesday 11/19 7:00PM	Thursday 11/21 7:00PM	Average
BD	51ST AVE SW	SW ORLEANS ST AND SW CHARLESTOWN ST	E	**12**	**12**	**12**	42%	42%	42%	33%	42%	38%	50%	42%	46%
BE	50TH AVE SW	SW SPOKANE ST AND SW CHARLESTOWN ST	W	**28**	**28**	**28**	46%	43%	45%	32%	21%	27%	57%	46%	52%
BF	50TH AVE SW	SW SPOKANE ST AND SW CHARLESTOWN ST	E	**17**	**17**	**17**	18%	18%	18%	12%	24%	18%	29%	41%	35%
BG	49TH AVE SW	SW SPOKANE ST AND SW CHARLESTOWN ST	W	**17**	**17**	**17**	24%	53%	38%	12%	29%	21%	6%	53%	29%
BH	49TH AVE SW	SW SPOKANE ST AND SW CHARLESTOWN ST	E	**0**	**0**	**0**	NS	NS	NS	NS	NS	NS	NS	NS	NS
BI	48TH AVE SW	SW SPOKANE ST AND SW CHARLESTOWN ST	W	**13**	**13**	**13**	15%	23%	19%	23%	23%	23%	23%	23%	23%
BJ	48TH AVE SW	SW SPOKANE ST AND SW CHARLESTOWN ST	E	**12**	**12**	**12**	8%	8%	8%	8%	8%	8%	8%	8%	8%
BK	SW CHARLESTOWN ST	51ST AVE SW AND 52ND E AVE SW	N	**1**	**1**	**1**	0%	0%	0%	0%	0%	0%	0%	0%	0%
BL	SW CHARLESTOWN ST	51ST AVE SW AND 52ND E AVE SW	S	**5**	**5**	**5**	0%	20%	10%	0%	20%	10%	0%	0%	0%
BM	SW CHARLESTOWN ST	50TH AVE SW AND 51ST AVE SW	N	**10**	**10**	**10**	0%	0%	0%	0%	0%	0%	0%	10%	5%
BN	SW CHARLESTOWN ST	50TH AVE SW AND 51ST AVE SW	S	**5**	**5**	**5**	0%	0%	0%	0%	0%	0%	0%	0%	0%
BO	SW CHARLESTOWN ST	49TH AVE SW AND 50TH AVE SW	N	**4**	**4**	**4**	0%	0%	0%	0%	0%	0%	0%	0%	0%
BP	SW CHARLESTOWN ST	49TH AVE SW AND 50TH AVE SW	S	**5**	**5**	**5**	0%	0%	0%	0%	0%	0%	0%	0%	0%
BQ	51ST AVE SW	SW CHARLESTOWN ST AND SW ANDOVER ST	W	**4**	**4**	**4**	0%	0%	0%	0%	0%	0%	0%	0%	0%
BR	51ST AVE SW	SW CHARLESTOWN ST AND SW ANDOVER ST	E	**1**	**1**	**1**	0%	0%	0%	0%	0%	0%	0%	0%	0%
BS	50TH AVE SW	SW CHARLESTOWN ST AND SW ANDOVER ST	W	**3**	**3**	**3**	33%	0%	17%	0%	0%	0%	67%	33%	50%
BT	50TH AVE SW	SW CHARLESTOWN ST AND SW ANDOVER ST	E	**1**	**1**	**1**	100%	200%	150%	100%	100%	100%	200%	100%	150%
			TOTAL	**401**	**426**	**426**	**25%**	**25%**	**25%**	**18%**	**16%**	**17%**	**25%**	**27%**	**26%**