

**DATE:** Oct. 31, 2019

**TO:** Recipients of the State Environmental Policy Act Determination of Nonsignificance for Magnolia Elementary School Addition Project

**FROM:** Fred Podesta, SEPA Environmental Official



Seattle Public Schools (SPS) has determined that the final State Environmental Policy Act (SEPA) checklist dated Oct. 28, 2019, meets our environmental review needs for the current proposal to build an addition to Magnolia Elementary School using funding from a Distressed Schools Grant, which was awarded to Seattle Public Schools by the State of Washington in January 2018. Project construction is scheduled to begin in the summer of 2020 with building occupancy in the fall of 2021. The existing school will remain operational during the construction period.

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

The final SEPA checklist discusses the potential environmental impacts that could result from construction of the project. A draft of the checklist was released for public comment from July 8, 2019, through July 22, 2019. Comments received informed revisions to the final SEPA checklist on which the DNS is based. The responses to written comments received are summarized in the SEPA Public Comments and Seattle Public Schools Responses, included as Appendix E to the SEPA checklist.

Thank you for your participation in the SPS SEPA process. Your involvement has helped to make the classroom addition at Magnolia Elementary School a much better project.

**Fred Podesta, Chief Operations Officer**

**P.O. Box 34165, MS 22-183, Seattle WA 98124 \* 206-252-0102**

**STATE ENVIRONMENTAL POLICY ACT  
Determination of Nonsignificance (DNS)  
MAGNOLIA ELEMENTARY SCHOOL ADDITION PROJECT**

**Date of issuance:** Nov. 7, 2019

**Lead agency:** Seattle Public Schools

**Location of proposal:** Magnolia Elementary School, 2418 28<sup>th</sup> Ave. W, Seattle, Wash.  
(NW Qtr. of Section 23, Township 25, Range 3)

**Description of proposal** – The proposed Magnolia Elementary School Addition Project is intended to allow compliance with the McCleary decision, which mandated class size reductions in grades K-3. The proposed project would include a new, approximately 6,900-square-foot, two-story addition that would be located north of the existing southeast classroom wing. The addition would be funded by a Distressed Schools Grant, which was awarded to Seattle Public Schools by the State of Washington in January 2018. The project would consist of three new classrooms on each level of the new addition (total of six new classrooms), along with special education rooms (speech pathologist and psychologist), a small group collaboration area, restrooms and circulation areas. The proposed addition would increase the student capacity of the school from an existing capacity of approximately 500 students to a new capacity of approximately 615 students without class size reduction. The project also includes an option of a cover for a portion of the existing play area on the school campus. The potential covered play area would extend from the south portion of the existing gymnasium and provide approximately 3,000 square feet of covered, outdoor play space. Vehicle and bus access to the site would continue to remain the same as the current conditions for the reopened school, and there would be no changes to the existing onsite parking lot (six total parking spaces). Bus loading/unloading would occur along the east side of 28th Avenue West in front of the school building with special education bus loading/unloading on the south side of West Smith Street. Parent vehicle loading/unloading would occur along West Smith Street, as well as along the south portion of 28th Avenue West and/or the north side of West McGraw Street.

**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: Mike Skutack, Phone: 206-252-0669) 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 Nov. 22, 2019 (15 days from the issuance date listed above). This DNS may be appealed by written notice setting forth specific factual objections received no later than Nov. 22, 2019 (15 days), 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:** 10/31/2019

**Signature:** Fred Podesta

# FINAL ENVIRONMENTAL CHECKLIST

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*for the proposed*

## ***Magnolia Elementary School Addition Project***

*prepared by*



**October 2019**

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*EA Engineering, Science, and Technology, Inc., PBC  
GeoDesign, Inc.  
Heffron Transportation, Inc.*

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# ***PREFACE***

The purpose of this Final Environmental Checklist is to identify and evaluate probable environmental impacts that could result from the ***Magnolia Elementary School Addition Project*** and to identify measures to mitigate those impacts. The ***Magnolia Elementary School Addition Project*** would involve the development of a two-story, approximately 6,900 sq. ft. addition that would be located to the north of the existing southeast classroom wing. The project also includes an option for a potential cover over a portion of the existing play area which would extend from the south portion of the existing gymnasium and provide approximately 3,000 sq. ft. of covered, outdoor play space.

The State Environmental Policy Act (SEPA)<sup>1</sup> requires that all governmental agencies consider the environmental impacts of a proposal before the proposal is decided upon. A Draft Environmental Checklist was prepared on July 8, 2019 and included a public comment period from July 8, 2019 to July 22<sup>nd</sup>, 2019. This Final Environmental Checklist has been prepared in compliance with the State Environmental Policy Act; the SEPA Rules, effective April 4, 1984, as amended (Chapter 197-11, Washington Administrative Code); and the Seattle City Code (25.05), which implements SEPA.

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

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

Appendices to this Environmental Checklist include: the *Geotechnical Engineering Services Report* (GeoDesign, Inc., 2015)), *Summary of Construction Best Management Practices* (Seattle Public Schools, 2016), the *Greenhouse Gas Emissions Worksheet* (EA Engineering, 2019), the *Transportation Technical Report* (Heffron Transportation, Inc., 2019), and *Draft Checklist Public Comments and Responses*.

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<sup>1</sup> Chapter 43.21C. RCW

# Table of Contents

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<b>A. BACKGROUND .....</b>	<b>1</b>
1. Name of Proposed Project: .....	1
2. Name of Applicant: .....	1
3. Address and Phone Number of Applicant and Contact Person: .....	1
4. Date Checklist Prepared .....	1
5. Agency Requesting Checklist .....	1
6. Proposed Timing or Schedule (including phasing, if applicable):.....	1
7. Future Plans. ....	2
8. Additional Environmental Information.....	2
9. Pending Applications .....	2
10. Government Approvals or Permits .....	2
11. Project Description .....	3
12. Location of the Proposal. ....	4
<b>B. ENVIRONMENTAL ELEMENTS .....</b>	<b>5</b>
1. Earth.....	5
2. Air.....	8
3. Water.....	9
4. Plants .....	12
5. Animals.....	13
6. Energy and Natural Resources .....	14
7. Environmental Health.....	15
8. Land and Shoreline Use .....	18
9. Housing .....	21
10. Aesthetics.....	21
11. Light and Glare .....	23
12. Recreation .....	24
13. Historic and Cultural Preservation.....	25
14. Transportation .....	27
15. Public Services .....	31
16. Utilities.....	32
<b>C. SIGNATURES.....</b>	<b>33</b>
<b>REFERENCES .....</b>	<b>34</b>
<b>FIGURES.....</b>	<b>35</b>
<b>APPENDICES.....</b>	<b>39</b>

## **PURPOSE**

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

### **A. BACKGROUND**

#### **1. Name of Proposed Project:**

*Magnolia Elementary School Addition Project*

#### **2. Name of Applicant:**

Seattle School District No. 1 (Seattle Public Schools)

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

**Mike Skutack**  
Senior Project Manager  
Seattle Public Schools  
2445 – 3<sup>rd</sup> Ave. S.  
MS 22-332, P.O. Box 34165  
Seattle, WA 98124-1165  
206-252-0669

#### **4. Date Checklist Prepared**

October 28, 2019

#### **5. Agency Requesting Checklist**

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

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

The *Magnolia Elementary School Addition Project* that is analyzed in this Final Environmental Checklist involves site preparation work, construction, and operation of the project referred to as the *Magnolia Elementary School Addition Project*. Site preparation and construction could begin in approximately January 2020 with building occupancy in January 2021. It should be noted that the existing school would remain operational during the construction period.

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

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

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

- *Geotechnical Engineering Services Report* (GeoDesign, Inc., November 2015);
- *Addendum 1 Report of Additional Geotechnical Engineering Services* (GeoDesign, Inc., May 2016);
- *Summary of Construction Best Management Practices* (Seattle Public Schools, December 2016)
- *Greenhouse Gas Emission Worksheet* (EA Engineering, June 2019);
- *Transportation Technical Report* (Heffron Transportation, August 2019);
- *Draft Checklist Public Comments and Responses* (EA Engineering, September 2019).

These reports are included as appendices to this Checklist.

*A Cultural Resources Assessment* (SWCA, November 2016), *Landmark Designation Report* (City of Seattle, July 2015), and *Transportation Management Plan* (Seattle Public Schools, June 2019) were also prepared for the site as part of the prior project to reopen the school. These documents are on-file with Seattle Public Schools.

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

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

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

**City of Seattle**

- *Seattle Department of Construction and Inspections*

Permits/approvals associated with the proposed project, including:

- Demolition Permit
- Grading/Shoring Permit
- Building Permit
- Mechanical Permits
- Electrical and Fire Alarm Permits
- Drainage and Side Sewer Permit

- Comprehensive Drainage Control Plan Approval
- Drainage Control Plan with Construction Best Management Practices, Erosion and Sediment Control Approval
- Seattle Department of Transportation (SDOT)
  - Street Use and Construction Use Permit (temporary – construction related)
  - Street Use and Utility Permit
- Seattle Department of Neighborhoods – Landmark Preservation Board
  - Certificate of Approval
- Seattle Department of Parks and Recreation
  - Joint Use Agreement between the Seattle School District and Seattle Parks and Recreation 2016-2019 (Approved in 2016).

#### **King County**

- Plumbing Permit
- Sewer Treatment Capacity Charge Approval

#### **Puget Sound Clean Air Agency**

- Air Quality Permit – Demolition

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

#### **Existing Site Conditions**

The proposed ***Magnolia Elementary School Addition Project*** site is located within Seattle's Magnolia neighborhood (see **Figures 1 and 2**). The school campus is generally bounded by 28<sup>th</sup> Avenue W to the west, W Smith Street to the north, 27<sup>th</sup> Avenue W (vacated) and Ella Bailey Park to the east, and W McGraw Street to the south.

The existing two-story Magnolia Elementary School was recently renovated and reopened for the fall of 2019 school year<sup>2</sup>. Upon its reopening, the school includes approximately 64,000 sq. ft. of building space with 20 classrooms (including two special education classrooms), an art room, a music room, offices/administrative space, a library, a gymnasium, and a cafeteria. A playground and play areas are located to the east of the existing building. A parking lot with approximately six parking stalls (including two service loading stalls and four accessible stalls) is located to the northeast of the existing building. For the fall of 2019, Magnolia Elementary School would have a capacity for approximately 500 students.

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<sup>2</sup> SEPA Environmental Review for the renovation of Magnolia Elementary School was completed in 2016.



The site of the proposed ***Magnolia Elementary School Addition Project*** is located north of the southeast wing of the existing building and is comprised of a sloped informal play area with engineered wood fiber surface.

### **Proposed Project**

The proposed ***Magnolia Elementary School Addition Project*** is intended to allow compliance with the McCleary Decision which mandated class size reductions in grades K-3. The proposed project would include a new, approximately 6,900-square foot two-story addition that would be located north of the existing southeast classroom wing (See **Figure 3**). The addition would be funded by a Distressed Schools Grant that was awarded to Seattle Public Schools by the State of Washington in January 2018.

The addition would consist of three new classrooms on each level of the new addition (total of six new classrooms), along with special education rooms (speech pathologist and psychologist), a small group collaboration area, restrooms and circulation areas. The proposed addition would increase the student capacity of the school from an existing capacity of approximately 500 students to a new capacity of approximately 615 students without class size reduction.

The project also includes an option of a cover for a portion of the existing play area on the school campus. The potential covered play area would extend from the south portion of the existing gymnasium and provide approximately 3,000 sq. ft. of covered, outdoor play space.

Vehicle and bus access to the site would continue to remain the same as under the current conditions for the reopened school and there would be no changes to the existing onsite parking lot (six total parking spaces). Bus loading/unloading would occur along the east side of 28<sup>th</sup> Avenue W in front of the school building with special education bus loading/unloading on the south side of W Smith Street. Parent vehicle loading/unloading would occur along W Smith Street, as well as along the south portion of 28<sup>th</sup> Avenue W and/or the north side of W McGraw Street.

**12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any. If a proposal would occur over a range of area, provide the range or boundaries of the site(s).**

The proposed ***Magnolia Elementary School Addition Project*** site is located at 2418 28<sup>th</sup> Avenue W within Seattle's Magnolia neighborhood (NW Quarter of Section 23, Township 25, and Range 3). The school campus is generally bounded by 28<sup>th</sup> Avenue W to the west, W Smith Street to the north, 27<sup>th</sup> Avenue W (vacated) and Ella Bailey Park to the east, and W McGraw Street to the south (see **Figures 1 and 2**). The site of the proposed building addition is located north of the southeast classroom wing of the existing building.

## **B. ENVIRONMENTAL ELEMENTS**

### **1. Earth**

- a. **General description of the site (circle one):**  
Flat, rolling, hilly, steep slopes, mountainous,  
other: \_\_\_\_\_

The majority of the *Magnolia Elementary School Addition Project* site is relatively level, with its highest point in the central portion of the site at an elevation of approximately 300 feet (above sea level). The site slopes to the east along the eastern edge of the site and to the west along the western edge of the site.

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

According to the City of Seattle's Environmentally Critical Areas (ECA) Maps, a portion of the eastern edge of the site is classified as a steep slope hazard area. The overall gradient the slope along the eastern edge of the site is approximately 40 percent. The slope along the western edge of the site is approximately 40 to 45 percent as well. However, based on review of historical site imagery, the slope location, the consistent grade and location of existing sidewalks across the length of the slope, it is concluded that this slope is an engineered slope that was created during the construction of the school in the early 1920's. As stated in SMC 25.09.180(8) and DPD Client Assistance Memo #3217 (ECA Exemptions and Modifications to Submittal Requirements), steep slope development standards do not apply when developments are located on steep slopes areas created through previous legal grading activities. As a result, based on review of the site and geotechnical investigations, it is anticipated that the existing slopes that meet the City of Seattle steep slope criteria were created as a result of previous legal grading activities and would be exempt from the steep slope development standards (*GeoDesign, Inc., 2015*).

On April 7, 2016, the Seattle Department of Construction and Inspections (SDCI) agreed with the conclusion that the steep slopes appear to have been created by previous legal grading activities. An Environmentally Critical Areas (ECAs) Steep Slope Variance would not be required for the project, subject to the approval of subsequent building permit applications, for a design that demonstrates that the proposed development will be completely established in accordance with recommendations by the geotechnical engineer and provisions of the Seattle's ECA Code and Grading Code.

- 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.**

Eleven soil borings were conducted on-site as part of the geotechnical report (*GeoDesign, Inc., 2015*). Subsurface soil conditions are generally similar across the site and were consistent with the mapped geology which indicated that the site is underlain by Advanced Outwash deposits. The outwash deposits are composed of fine to coarse sand with a fine to coarse gravel that has been deposited in streams emanating from advancing ice sheets. Fill is located below the ground surface for the majority of the site and consists of locally derived sand with silt to silty sand similar in composition to the underlying dense glacial advance outwash deposits. The fill varies in thickness across the site, up to approximately 12 feet (see **Appendix A**).

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

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

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

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

Approximately 50 cubic yards of material would be excavated from the site during construction activities and approximately 325 cubic yards of structural fill would be imported to the site. The specific source of fill material is not known at this time but it would be obtained from a source approved by the City of Seattle

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

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

implementation of best management practices (BMPs) during construction would mitigate any potential impacts.

Once the project is operational, no erosion is anticipated.

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

Approximately 60 percent of the campus is covered with impervious surfaces, including buildings, paved play areas, walkways, parking areas and other impervious surfaces. The site of the proposed addition is comprised of paved areas, grass and shrubs and paved walkways.

With the completion of the addition project, approximately 64 percent of the campus would be covered with impervious surfaces. New impervious surfaces would primarily consist of the proposed building addition.

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

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

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

## 2. Air

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

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

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

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

Another consideration with regard to air quality and climate relates to Greenhouse Gas Emissions (GHG). In order to evaluate climate change impacts of the proposed project relative to the requirements of the City of Seattle, a Greenhouse Gas Emissions Worksheet has been prepared (see **Appendix C** of this Environmental Checklist). This Worksheet estimates the emissions from the following sources: embodied emissions; energy-related emissions; and, transportation-related emissions. In total, the estimated lifespan emissions for the proposed project would approximate 7,214 MTCO<sub>2</sub>e<sup>3</sup>. Based on an assumed building life of 62.5 years,<sup>4</sup> the proposed building addition would be estimated to generate approximately 115 MTCO<sub>2</sub>e annually.

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<sup>3</sup> MTCO<sub>2</sub>e is defined as Metric Ton Carbon Dioxide Equivalent and is a standard measure of amount of CO<sub>2</sub> emissions reduced or sequestered.

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

For reference, the Washington State Department of Ecology threshold for potential significant GHG emissions is 25,000 MTCO<sub>2</sub>e annually. Therefore, the proposed project would not be anticipated to generate a significant amount of GHG emissions.

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

The primary off-site source of emissions in the site vicinity is vehicle traffic on surrounding roadways, including 28<sup>th</sup> Avenue W, W Smith Street, and W McGraw Street. There are no known offsite sources of air emissions or odors that may affect the proposed project.

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

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

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

### **3. Water**

**a. Surface:**

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

There is no surface water body on or in the immediate vicinity of the ***Magnolia Elementary School Addition Project*** site. The nearest surface water body is Elliott Bay, which is located approximately 0.7 mile to the south of the project site (see **Figure 1**).

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

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

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

No fill or dredge material would be placed in or removed from any surface water body as a result of the proposed project.

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

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

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

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

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

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

**b. Ground:**

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

No groundwater would be withdrawn or water discharged to ground water as part of the proposed project. A two-inch diameter monitoring well was installed at a depth of 31.5 feet below the ground surface to monitor groundwater levels on the site, subsequent to geotechnical drilling investigations. Groundwater was not encountered in the monitoring well (*GeoDesign, Inc., 2015*). It is possible that limited zones of perched water could be encountered elsewhere on the site, particularly during wetter months. Construction dewatering may be required during development of the project and could be accomplished with ditches and sumps.

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

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

**c. Water Runoff (including storm water):**

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

Approximately 60 percent of the Magnolia Elementary campus is currently comprised of impervious surfaces, including existing buildings and paved surfaces (parking areas, play areas, walkways, etc.). The site of the proposed addition project on campus is generally comprised of a sloped informal play area with engineered wood fiber surface. Downspouts and stormwater pipes convey stormwater from the existing building to a bioretention area located north of the project area. An area drain is also located within the project area which discharges to the onsite stormwater system.

With the completion of the ***Magnolia Elementary School Addition Project***, approximately 64 percent of the campus would be comprised of impervious surfaces. As part of the project, a portion of the existing stormwater infrastructure will be removed where impacted by the improvements and replaced with new downspouts, conveyance pipe, and area drains. These new stormwater facilities will convey stormwater to a new bioretention planter on the north side of the proposed building expansion. The bioretention planter will provide On-site Stormwater Management for the new and replaced impervious surfaces and will discharge to the onsite stormwater system which eventually connects to the public stormwater system in W McGraw Street.

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

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



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

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

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

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

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

**4. Plants**

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

- ☒ deciduous tree:  
☒ evergreen tree:  
☒ shrubs  
☒ grass  
☐ pasture  
☐ crop or grain  
☐ wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other  
☐ water plants: water lily, eelgrass, milfoil, other  
☐ other types of vegetation

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

The ***Magnolia Elementary School Addition Project*** building footprint is currently comprised of a sloped informal play area that is covered with engineered wood fiber surface. No existing trees or vegetation would be removed from the project site area.

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

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

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

New landscaping would be provided on the site as part of the ***Magnolia Elementary School Addition Project***. New planter bed areas would be located adjacent to the proposed building addition to provide a buffer between the building and the existing courtyard area. Planting in this area would generally consist of evergreen shrubs that would be suitable for the Pacific Northwest climate.

In addition, a bioretention planter area would be provided to the north of the proposed building addition as part of the stormwater management system for the project. Plants within this area would be selected from the Seattle Public Utilities (SPU) Green Stormwater Infrastructure (GSI) recommended list.

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

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

## **5. Animals**

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

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

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

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

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

The following are listed threatened or endangered species that could be affected by development on the site or surrounding vicinity based on data from the U.S. Fish and Wildlife Service: marbled murrelet, streaked horned lark, yellow-billed cuckoo, bull trout, grey wolf and

north american wolverine<sup>5</sup>. However, it should be noted that none of these species have been observed at the site and due to the urban location of the site, it is unlikely that these animals are present on or near the site

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

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

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

Existing trees on the site would be retained. New landscaping would be provided adjacent to the proposed building addition, as well as within the bioretention planting area. The project is not anticipated to have a substantial impact on wildlife located in the vicinity of the site.

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

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

## **6. Energy and Natural Resources**

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

Electricity and natural gas are the primary source of energy that would serve the proposed ***Magnolia Elementary School Addition Project*** and would generally be utilized for lighting, electronics, and heating.

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

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

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

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

The proposed project would be required to meet or exceed the requirements of the City of Seattle Energy Code, as well as the Washington Sustainable Schools Protocol. The following features would be provided to conserve energy and minimize energy impacts:

- North-oriented classrooms in the addition to provide optimum daylighting and a reduction in electric lighting.
- Daylight controls to automatically dim lighting in areas adjacent to windows.
- Plug load controllers that automatically switch off 50 percent of the electrical outlets in classrooms and offices to reduce loads from printers, monitors, and desk lamps during off hours.
- Continuous air barrier and air leakage testing during construction to reduce infiltration and energy loss.
- Building ventilation air will be delivered with displacement ventilation which allows the most energy efficient ventilation air delivery to occupants while also providing a superior indoor air quality for the learning environment.
- 90% Heat Recovery at Air Handling Units
- Lighting design will use no more than 75 percent of the allowable wattage per the City of Seattle Energy Code lighting power density budget.
- The exterior lighting would be designed to result in no light pollution or light trespass.

## **7. Environmental Health**

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

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

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

No known sources of potential contamination are present on the site

**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.**

A renovation of Magnolia Elementary School was recently completed as part of the reopening of the school and it is anticipated that any hazardous materials that may have been located in the building would have been removed as part of the renovation construction process. In the event that any hazardous materials are still located within the building in the area of the proposed addition, appropriate provisions for removal, disposal and worker safety would be followed during construction.

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

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

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

**4) Describe special emergency services that might be required.**

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

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

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

If any hazardous materials are still located within the existing building, the construction contractor would comply with applicable regulations and standards for removal and disposal of such material.

**b. Noise**

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

Traffic noise associated with adjacent roadways (28<sup>th</sup> Avenue W, W Smith Street, and W McGraw Street) is the primary source of noise in the vicinity of the project site; activity at the adjacent Ella Bailey Park is also a source of noise in the area. Existing noise in the site vicinity is not anticipated to adversely affect the proposed ***Magnolia Elementary School Addition Project***.

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

Short-Term Noise

Temporary construction-related noise would occur as a result of on-site construction activities associated with the project. As noted previously, the existing school would remain operational during the construction process and noise from construction activity would be noticeable during the school day. Existing school uses and residential land uses (particularly those to the immediate south of the site) would be sensitive noise receptors and could experience occasional noise-related impacts throughout the construction process. Pursuant to Seattle's Noise Code (SMC, Chapter 25.08), maximum sound levels in residential communities shall not exceed 55 dBA. However, construction activities are allowed to exceed the maximum noise levels between 7 AM and 7 PM on weekdays and 9 AM to 7 PM on weekends. The proposed project would comply with provisions of Seattle's Noise Code (SMC, Chapter 25.08) as it relates to construction-related noise to reduce noise impacts during construction.

Long-Term Noise

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

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

The following measures would be provided to reduce noise impacts:

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

## **8. Land and Shoreline Use**

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

The Magnolia Elementary school campus is comprised of the existing two-story building which is located on the west side of the campus and extends along portions of the north and south areas of the campus (see **Figure 2** for an aerial photo of the site). As noted previously, the existing building was recently renovated and the school was reopened in the fall of 2019. An existing surface parking lot is located in the northeast corner of the campus and contains six parking stalls. Existing open space and play areas are located in the central and southeast portions of the campus.

The site of the proposed ***Magnolia Elementary School Addition Project*** is located adjacent to the southeast portion of the existing building. The site is currently comprised of a sloped informal play area that is covered with engineered wood fiber surface (see **Figure 2** for an aerial photo of the site and **Figure 3** for the site plan of the project).

Adjacent land uses north, south and west of the project site are generally comprised of one- to three-story single family residences. Land uses to the east of the site include Ella Bailey Park and single family residences.

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

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

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

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

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

**c. Describe any structures on the site.**

Magnolia Elementary School was recently renovated and contains approximately 64,000 sq. ft. of building space. The two-story building includes classrooms, a library, administrative and support space, and a gymnasium. The school would remain operational during the development of the proposed addition.

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

No structures would be demolished as a result of the proposed project. A portion of the existing building façade would be demolished to allow for interior connections between the existing building and the proposed addition.

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

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

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

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

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

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

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

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

As noted in Section 1b, a portion of the eastern edge of the site is classified as a steep slope hazard area by the City of Seattle's



environmental critical areas GIS database. The overall gradient of the slope along the eastern edge of the site is approximately 40 percent. The slope along the western edge of the site is approximately 40 to 45 percent as well. However, based on review of historical site imagery, the slope location, the consistent grade and location of existing sidewalks across the length of the slope, it is concluded that this slope is an engineered slope that was created during the construction of the school. As stated in SMC 25.09.180(8) and *DPD Client Assistance Memo #3217 (ECA Exemptions and Modifications to Submittal Requirements)*, steep slope development standards do not apply when developments are located on steep slopes areas created through previous legal grading activities. As a result, based on review of the site and geotechnical investigations, it is anticipated that the existing slopes that meet the City of Seattle steep slope criteria were created as a result of previous legal grading activities and would be exempt from the steep slope development standards (*GeoDesign, Inc., 2015*). In April 2016, SDCI agreed with the conclusion that the steep slopes appear to have been created by previous legal grading activities and that an Environmentally Critical Areas (ECAs) Steep Slope Variance would not be required.

No other environmentally critical areas are located on or adjacent to the project site (*City of Seattle, 2019*).

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

The proposed ***Magnolia Elementary School Addition Project*** would not provide any residential opportunities. Development of the project would create new classroom space that would increase the student capacity for the school to approximately 615 students (current capacity is approximately 500 students).

It is anticipated that the proposed addition would also provide space for up to approximately 13 new employees at the school.

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

The proposed project would not displace any people.

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

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

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

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

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

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

## **9. Housing**

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

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

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

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

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

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

## **10. Aesthetics**

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

The height of the existing two-story school is approximately 32 feet tall at its tallest point at the southeast portion of the building. The proposed addition would be two stories tall and would match the existing height of the building.

The exterior building materials for the proposed ***Magnolia Elementary School Addition Project*** would be intended to match as closely as possible to the existing building materials. The new building addition would be clad in fiber cement siding to match the recent renovation/addition, and as much material as possible would be reused from the existing building. The lower portion of the exterior would be clad in concrete up to the lower sill height. The remainder of the façade

would be aluminum curtain wall and storefront to match the recent renovation/addition, with the goal of reusing as much material as possible from the existing building.

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

Views of the site would generally remain similar to the existing conditions and would be reflective of the existing school uses on the site. The proposed addition would increase the amount of building area on the site, but as noted above, it would be the same height as the existing building. Proposed building materials would also be selected to closely match the existing building. Views of the proposed addition would be minimal from the surrounding area as the addition is located internal to the site on the north side of the southeast portion of the existing building (see **Figure 3** for a site plan).

The City's public view protection policies are intended to "protect public views of significant natural and human-made features: Mount Rainier, the Olympic and Cascade Mountains, the downtown skyline, and major bodies of water including Puget Sound, Lake Washington, Lake Union and the Ship Canal, from public places consisting of specified viewpoints, parks, scenic routes, and view corridors identified in Attachment 1" to the SEPA code<sup>6</sup>. The adjacent Ella Bailey Park<sup>7</sup> (immediately east of the project site) is designated as a public viewpoint by the City of Seattle. Views from this park include panoramic views to the east and southeast of the Downtown Seattle skyline, Puget Sound/Elliott Bay, the Cascade Mountains and Mount Rainier. Development of the proposed building addition would occur to the west of this public viewpoint and would not impact views from this location.

View protection from City-designated Scenic Routes is also encouraged<sup>8</sup> but there are no scenic routes in the vicinity of the site.

Views of designated historic structures are also a consideration<sup>9</sup>. Magnolia Elementary School itself is designated as a historic landmark by the City of Seattle. The proposed project would modify a portion the southeastern side of the building; however, views of the addition would be minimal from the surrounding area since it is located internal to the

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

<sup>7</sup> Seattle Municipal Code 25.05.675 P.2.a.i. and the accompanying *Seattle Views: An Inventory of 86 Public View Sites Protected under SEPA (May 2002)* document, identify the Magnolia Elementary School Playground as a protected viewpoint. However, the address of the viewpoint, location map, and view images/description within the *Seattle Views* document identify the site as the current Ella Bailey Park (immediately east of Magnolia Elementary School) which was once a former play area for Magnolia Elementary School but was since developed into a public park in 2007.

<sup>8</sup> Ord. #97025 (Scenic Routes Identified by the Seattle Engineering Department's Traffic Division) and Ord. #114057 (Seattle Mayor's Recommended Open Space Policies).

<sup>9</sup> Seattle Municipal Code Chapter 25.05.675 P.2.b.i.

site. Views from the second floor of the eastern portion of the building (towards the Downtown Seattle skyline, Elliott Bay and the Cascade Mountains) would be maintained with the proposed project. In addition, the primary western façade of the building, for which the building is commonly known for, would remain the same. The project would also require a Certificate of Approval from the City of Seattle Landmarks Preservation Board. As result, significant view impacts of the building would not be anticipated.

There are no designated views of the Space Needle on or adjacent to the project site<sup>10</sup>.

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

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

## **11. Light and Glare**

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

### Short-Term Light and Glare

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

### Long-Term Light and Glare

Under the proposed ***Magnolia Elementary School Addition Project***, there would be an increase in light and glare with the proposed building addition; however, light and glare on the site would remain similar to the existing conditions and would primarily consist of interior and exterior building lighting, as well as lights from vehicles travelling to and from the site. Exterior building lighting would be designed to focus light on the site and minimize impacts to adjacent properties.

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

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

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<sup>10</sup> Seattle Municipal Code Chap. 25.05.675 P. and Seattle DCLU, 2001

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

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

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

Interior and exterior building lighting would be programmed as part of the building facilities system to limit the amount of light utilized when the building is not in use. Evening activities/events currently occur periodically during the school year and increase light during the evening on those days; however, the number of evening events is not anticipated to change with the proposed addition and the amount of light would not be anticipated to result in a significant impact.

## **12. Recreation**

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

The Magnolia Elementary School campus includes recreation areas in the central and southeast portions of the campus, including paved open play space areas and other recreation areas.

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

- Ella Bailey Park is located immediately to the east of the site;
- West Magnolia Playfield is located approximately 0.25 miles to the west of the site;
- Bayview Playground is located approximately 0.25 miles to the northeast of the site; and,
- Magnolia Park is located approximately 0.40 miles to the southwest of the site.

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

The project would not displace any existing formal recreational uses at the school. The project site is comprised of a sloped informal play area that is covered with engineered wood fiber surface which would be removed to accommodate the construction of the proposed project.

During the construction process, construction staging on the school campus could temporarily limit the access to portions of the existing school play areas for students. Pursuant to the Joint Use Agreement between Seattle Public Schools and the City of Seattle Parks and

Recreation Department, during the construction process students would be able to utilize the adjacent Ella Bailey Park for recreation during school hours with staff supervision.

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

The proposed project would include an option to add a cover to a portion of the existing play area to the south of the gymnasium building. The covered play area would provide approximately 3,000 sq. ft. of covered play space for students which would allow for more usable outdoor play space during rainy days or other inclement weather periods.

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

### **13. Historic and Cultural Preservation**

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

In October 2015, the City of Seattle Landmarks Preservation Board approved the designation of Magnolia Elementary School as a Seattle Landmark, based upon satisfaction of the standards for designation outlined in SMC 25.12.350. The original building was constructed in 1927 and consisted of a two-story, concrete and brick structure. In 1931, a two-story addition to the north side of the original building was constructed to add new classroom space, a meeting room (multi-purpose space), platform and kitchen for the school. A two-story south addition to the original building was constructed in 1940 to provide additional classrooms, as well as an art room and science room. In 1969, a one-story addition was constructed to extend the 1931 addition and create space for a Learning Resources Center. A Certificate of Approval from the City of Seattle Landmarks Preservation Board would be required for this proposed project as part of the permit process.

According to the Washington State Department Archaeology and Historic Preservation's (DAHP) Washington Information System for Architectural and Archaeological Records Data (WISAARD), the closest listed structure is the Magnolia Public Library which is located approximately 0.5-mile northwest of the project site and is listed on the Washington Heritage Register (WHR) and the National Register of Historic Places (NRHP). The Admirals House – 13<sup>th</sup> Naval District is also located approximately 0.5-mile to the southeast of the project site and is listed on the WHR and NRHP.

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

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

A cultural resources assessment was completed for the school campus (SWCA, 2016) and included an analysis of the natural and cultural setting, a discussion of previous cultural resource investigations in the site vicinity, and an on-site investigation and exploration. Background research indicated that three archaeological sites have been recorded within a one mile radius of the site. Onsite investigations were conducted on the project site, including a total of five shovel probes were excavated as part of the cultural resources investigation. No significant historic or pre-contact archaeological material was encountered on the surface or in the shovel probes. In most probes, fine to coarse sandy fill with some silt and gravel was identified. The fill extends to at least 90 cm (approx. 35 inches) below the surface across the project site, and likely deeper in many areas. As a result, it is anticipated that there is a low potential for encountering archaeological materials in uninvestigated portions of the project site and no further archaeological assessments are recommended at this time (SWCA, 2016).

- 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.**

As described above, Magnolia Elementary School was designated as a Seattle Landmark in 2015; the Landmark Nomination Report and Landmark Designation Report were utilized as part of the historic and cultural resources assessment for the project. The DAHP website and WISAARD were also consulted to identify any potential historic or cultural sites in the surrounding area, as well as the potential for encountering archaeological resources in the area.

In addition, a cultural resources assessment was completed for the school site (SWCA, 2016). The assessment included a review of existing documentation on the natural, cultural and historic setting of the site and surrounding area; a review of previous studies that were conducted in the project area; on-site surface and sub-surface investigations/excavations.

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

The 2016 Cultural Resources Assessment (SWCA, 2016) included the preparation of an Inadvertent Discovery Plan (IDP) that would also be applicable for this project. Although no impacts to historic or cultural resources are anticipated with the proposed project, the following measure would be implemented to minimize impacts from a potential inadvertent discovery of cultural resources:

- Although archaeological resources are not anticipated on the site, it is possible that undiscovered pre-contact or historic cultural material could be present within the project area. In the event of an inadvertent discovery, King County, the Washington State Department of Archaeology and Historic Preservation (DAHP) and affected Tribes (including the Duwamish) would be contacted.

## **14. Transportation**

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

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

Magnolia Elementary School is located at 2418 – 28<sup>th</sup> Avenue W in the Magnolia neighborhood of Seattle. The site is bounded by 28<sup>th</sup> Avenue W to the west, W Smith Street to the north, W McGraw Street to the south, and (vacated) 27<sup>th</sup> Avenue W and Ella Bailey Park to the east. Site development as part of the current renovation includes on-site parking for six vehicles including two service stalls at a new service loading area and four accessible parking stalls in the northeast corner of the site. Access would occur from a driveway on W Smith Street.



No changes to site access or parking are proposed.

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

King County Metro Transit (Metro) provides bus service in the vicinity of the Magnolia Elementary School site. The closest bus stops are located on 28<sup>th</sup> Avenue W just south of W McGraw Street. The northbound stop is about 250 feet south of the site; the southbound stop is about 420 feet south of the site. These stops are served by Metro Route 24 which provides all-day service seven days per week between the Magnolia neighborhoods and Downtown Seattle. The route operates from about 5:15 a.m. to 12:15 a.m. with headways (time between consecutive buses) of about 30 minutes.

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

The school campus currently contains six on-site parking spaces and no additions or eliminations of on-site parking spaces are proposed. City of Seattle parking requirements for schools are based on assembly space (gymnasiums, auditoriums, etc.); since no changes to assembly space are proposed with this project, no additional parking is required and no departures from the City requirements would be necessary. An analysis of existing parking conditions and the expected change in parking demand due to the project was completed as part of the Transportation Technical Report for the project; the analysis was completed in accordance with the City's preferred methodology and requirements (see **Appendix D**). School-day parking demand may increase by approximately 11 to 15 vehicles with the project and there would be adequate onsite and on-street parking supply to accommodate the demand.

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

As part of the reopening of the school, a Transportation Management Plan (TMP) was developed and reviewed by the School Traffic Safety Committee (*Seattle Public Schools, June 2019*). The TMP includes directions and guidance for bus loading/unloading, parent drop-off and pick-up and parent/visitor parking; the principal has also instructed staff to park at least one block away from the school. This TMP would remain in effect and continue to be implemented by the school with the proposed project.

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

As part of a previous project to reopen Magnolia Elementary School, improvements were made to existing streets in the vicinity of the school, including new curb bulbs with pedestrian ramps at the W Smith Street/28<sup>th</sup> Avenue W intersection and installation of school zone flashing beacons on 28<sup>th</sup> Avenue W near the school.

The City of Seattle Department of Transportation determined that the proposed project would not require any new or additional improvements to existing roads, streets, pedestrian, bicycle or state transportation facilities.

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

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

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

The traffic analysis conducted for this SEPA Checklist reflected conditions with the classroom addition and associated increased enrollment capacity up to 615 students, an increase of 115 students compared to the capacity evaluated for the school's re-opening (500 students). Based on daily trip generation rates published for elementary schools by the Institute of Transportation Engineers, the proposed addition at Magnolia Elementary School is expected to generate a net increase of about 220 trips per day (110 in, 110 out). The peak traffic volumes are expected to occur in the morning just before classes begin (between 7:00 and 8:00 a.m.) and in the afternoon around dismissal (between 1:45 and 2:45 p.m.).

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

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

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

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

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

The school would be open and operating during construction of the proposed building addition, which is planned to start in January 2020, and end in January 2021 when the proposed addition is planned to be ready for occupancy. The construction effort would include a small amount of earthwork that would consist of excavation and fill for foundations and grading. It is estimated to require removal of about 50 cubic yards (cy) of material from the site and import of about 325 cy of fill for a total transport amount of about 375 cy. Assuming an average of 20-cubic yards per truck (truck/trailer combination), the excavation and fill would generate about 20 truckloads (20 trucks in and 20 trucks out). The earthwork activities are likely to occur over an eight-week period in January and February of 2020. Even if all earthwork were compressed into one week, it would correspond to about eight truck trips per day (four in, four out) and one truck trip per hour during the earthwork transport. This volume of truck traffic may be noticeable to residents living near the construction access point, but would not result in significant impacts to traffic operations in the site vicinity.

The construction of the project would also generate employee and equipment trips to and from the site. It is anticipated that construction workers would arrive at the construction site before the AM peak traffic period on local area streets and depart the site prior to the PM peak period; construction work shifts for schools are usually from 7:00 a.m. to 3:30 p.m., with workers arriving between 6:30 and 6:45 a.m., but work not starting until 7:00 a.m. Generally, it is preferred that construction employee arrival and departures as well as transport and delivery of materials for construction not occur during student arrival or dismissal times to avoid conflicts. The number of workers at the project site at any one time would vary depending upon the construction element being implemented.

The proposed new classroom addition would be constructed on the southern portion of the site with construction access occurring from W McGraw Street as currently occurs for construction associated with the re-opening. The curb-side frontage on W McGraw Street may be unavailable during construction. The school-bus load/unload zones and automobile load zones along 28<sup>th</sup> Avenue W and W Smith Street would remain and are not expected to be affected by construction.

During construction, pedestrians (including students) would be routed around or directed to avoid construction area using temporary walkways, fencing, and signage. Movements around the southern portion of the campus would likely be partially restricted.

Based on the above findings, the following measure is included as part of the proposal to reduce the traffic and parking impacts associated with the ***Magnolia Elementary School Addition Project***.

- **Construction Transportation Management Plan (CTMP):**  
The District will require the selected contractor to develop a CTMP that addresses traffic and pedestrian control during construction of the classroom addition. It would define truck routes, lane closures, walkway closures, and parking or load/unload area disruptions, as necessary. To the extent possible, the CTMP would direct trucks along the shortest route to arterials and away from residential streets to avoid unnecessary conflicts with resident and pedestrian activity. To the extent possible, truck movements (including earthwork transport and deliveries of materials to the site) would not occur during morning arrival or afternoon dismissal periods for the school. The CTMP may also include measures to keep adjacent streets clean on a daily basis at the truck exit points (such as street sweeping or on-site truck wheel cleaning) to reduce tracking dirt offsite. The CTMP should include direction to construction employees regarding appropriate locations for parking, including appropriate areas for legal on-street parking that will not interfere with school bus or automobile load/unload operations at the school or local neighborhood circulation.

In addition, a Transportation Management Plan (TMP) was developed as part of the reopening of the school and was reviewed by the School Traffic Safety Committee. This TMP would remain in effect and continue to be implemented by the school with the proposed project.

## **15. Public Services**

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

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

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

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

**16. Utilities**

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

All utilities are currently available at the site, including cable/internet services.

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

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

Water service, sewer service and stormwater are provided by Seattle Public Utilities. Water and sewer service connections for the ***Magnolia Elementary School Addition Project*** would be provided through internal connections within the existing building. Connections to the existing stormwater system would also be required for the proposed stormwater management facilities.

### **C. SIGNATURES**

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

**Signature:**



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**Name of Signee:**

Mike Skutack

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**Position and Agency/Organization:**

Senior Project Manager, Seattle Public Schools

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**Date:**

October 28, 2019

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## REFERENCES

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- GeoDesign, Inc. *Report of Geotechnical Engineering Report for Magnolia Elementary School*. November 16, 2015.
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- U.S. Fish and Wildlife Service. *IPaC*. <https://ecos.fws.gov/ipac/location/index>. Accessed May 2019
- Washington State Department of Archaeology and Historic Preservation. *Washington Information System for Architectural and Archaeological Records Data*. Accessed April 2019.

# **DRAFT CHECKLIST PUBLIC COMMENTS AND RESPONSES**



### Magnolia Elementary Addition Project – Public Comments and Responses

#	Comment	Response	Document Reference
<b>Public Comments</b>			
1	I believe that the Magnolia Elementary School project has probable significant adverse environmental impacts. Please provide further detailed environmental review through an EIS. Please include me on the list of people to be notified about the status of the environmental review of this project.	Seattle Public Schools considered these comments in making a final SEPA determination for the project. As SEPA lead agency, Seattle Public Schools reviewed the SEPA Environmental Checklist and supporting documentation (including mitigation measures), considered comments received during the SEPA process, and determined that no probable significant adverse environmental impacts would occur under the proposal. <sup>1</sup>	N/A
2	I received this late Thursday 7/18. That speaks loud and clear! You don't want responses. Parking (lack of) is the biggest problem. It has never been addressed.	The draft Checklist was published on July 8, 2019 on the Seattle Public School's website. Postcard notifications of availability were also mailed to residents in the vicinity of the school (within a two-block radius of the school).  Existing parking supply and parking demand and potential project impacts on parking, including on-street parking, were analyzed as part of the Transportation Technical Report (TTR) that was prepared for the project and included as Appendix D.	TTR section 2.4.3
3	I believe that the Magnolia Elementary School project has probable significant adverse environmental impacts. Please provide further detailed environmental review through an EIS. Please include me on the list of people to be notified about the status of the environmental review of this project.	Seattle Public Schools considered these comments in making a final SEPA determination for the project. As SEPA lead agency, Seattle Public Schools reviewed the SEPA Environmental Checklist and supporting documentation (including mitigation measures), considered comments received during the SEPA process, and determined that no probable significant adverse environmental impacts would occur under the proposal.	N/A
4	Concerns about evening activities/parking since decision was made to have zero parking – not even for teachers	City of Seattle parking requirements for schools are based on assembly space (gymnasiums, auditoriums, etc.); since no changes to assembly space are proposed with this project, no additional parking is required and no departures from the City requirements would be necessary. As outlined in section 2.4.3 of the Magnolia Elementary School Addition Updated Transportation Technical Report, on-street parking in the area surrounding the school site was found to be 26% utilized (with nearly 470 unused spaces) in the evenings at times when the school could hold events. As outlined in section 3.4.3, Magnolia Elementary School will host events periodically throughout the school year. The site is expected to host school- and PTA-sponsored events as well as PTA meetings (monthly board meetings and general membership meetings) throughout the school year. Events are likely to include school tours and open houses, annual Curriculum Night, science fairs, holiday events, and other activities. These events would occur without-or with	TTR, sections 2.4.3 (Table 2 pg 16) and section 3.4.3 (pg 29)

<sup>1</sup> Seattle Public Schools review conducted consistent with WAC 197-11-330

#	Comment	Response	Document Reference
<b>Public Comments</b>			
		<p>the proposed addition; however, with the larger enrollment capacity made possible by the addition, these events could draw proportionately larger attendance. With the largest school events (typically two or three times per year), the on-street supply could accommodate the overflow demand within the 800-foot parking area evaluated. However, the parking occupancy during these events would be noticeable (estimated at about 81% utilized) and would likely be full along the roadways closest to the school. For the other evening events (typically about once per month or once every other month and with smaller attendance), on-street parking nearest the site may be well-utilized, but roadways a block or more from the site may not experience added demand.</p> <p>It is noted that the on-site parking supply was approved through the Seattle Department of Construction and Inspections' (SDCI) process for a Development Standards Departure. The departure committee recommended several conditions related to this approval, including that the school prepare a Transportation Management Plan (TMP) that includes a staff parking management component. These requirements are detailed in Section 3.4.1 of the Magnolia Elementary School Addition Updated Transportation Technical Report. A TMP was developed together with the principal and reviewed with the School Traffic Safety Committee; the principal is instructing her staff to park at least one block away from the building.</p>	
5	The District should issue a Determination of Significance (DS) for the project and provide further detailed environmental review through and Environmental Impact Statement (EIS). I believe the project has probable significant adverse environmental impacts, and therefore SEPA regulations require a DS and an EIS	Seattle Public Schools considered these comments in making a final SEPA determination for the project. As SEPA lead agency, Seattle Public Schools reviewed the SEPA Environmental Checklist and supporting documentation (including mitigation measures), considered comments received during the SEPA process, and determined that no probable significant adverse environmental impacts would occur under the proposal.	N/A
6	Background: The proposed project would begin in January 2020 and end in January 2021, with the school site remaining operational during construction. The project "is intended to allow compliance with the McCleary Decision which mandated class size reductions in grades K-3. The proposed project would include a new, approximately 6,900 sq. ft. two-story addition that would be located north of the existing southeast classroom wing....The addition would consist of three new classrooms on each level of the new addition (total of six new classrooms), along with special education rooms, a small group collaboration area, restrooms, and circulation areas. The proposed addition would increased the student capacity of the school from an existing capacity of approximately 500 students to a new capacity of approximately 615 students. The project also includes an option of a cover for a portion of the existing play area on campus. The potential covered play area would extend from the south portion of the existing gymnasium and provide approximately 3,000 sq. ft. of covered, outdoor play space. There would be no change to existing onsite parking or offsite bus loading".	Seattle Public Schools considered these comments in making a final SEPA determination for the project.	N/A

#	Comment	Response	Document Reference
<b>Public Comments</b>			
7	Discussion of zoning code is missing – This seems potentially very misleading to the public and the decision-makers. The previous Magnolia project applied for multiple departures from City zoning code, including such things as greater lot coverage than allowed, less onsite parking than is required, and allowing school buses to load and unload on the street rather than onsite. Previous departures from code were granted based on the previous project and do not continue when the impacts change. For example, the new Checklist states “The proposed addition would increase the amount of building area on the site” and the Transportation Report states “Previous site planning assumed the school would reopen with a capacity of up to 500 students.	A discussion of land use is included in the Checklist. No departures from City zoning requirements are requested as part of this project.	Checklist page 18-21
8	Parking and traffic – There are no changes to onsite parking. Given the increased enrollment and staffing, “This could result in 15 additional parked vehicles during the school day. Since onsite parking would be limited to ADA permitted vehicles and service vehicles, it is anticipated that nearly all employee and visitor parking demand would occur on street near the school”. There would be an increase of 220 trips per day (110 in and 110 out).	<p>City of Seattle parking requirements for schools are based on assembly space (gymnasiums, auditoriums, etc.); since no changes to assembly space are proposed as part of this project, no additional parking is required and no departures from the City’s requirements would be necessary. As outlined in section 2.4.3 of the Magnolia Elementary School Addition Updated Transportation Technical Report, on-street parking in the area surrounding the school site was found to be 33% utilized (with 425 unused spaces) in the early morning and 27% utilized (nearly 460 unused spaces) mid-morning on school days. Potential additional parking demand from the addition—estimated at between 11 and 15 vehicles. Peak demand is expected mid-morning at times when all staff are on-site and some visitors and parent volunteers are also on site. Short-term visitor demand that occurs outside the morning arrival and afternoon dismissal periods could be accommodated in the on-street load/unload zones on 28<sup>th</sup> Avenue W and/or W Smith Street adjacent to the school.</p> <p>It is noted that the on-site parking supply was approved through the Seattle Department of Construction and Inspections’ (SDCI) process for a Development Standards Departure. The departure committee recommended several conditions related to this approval, including that the school prepare a Transportation Management Plan that includes a staff parking management component. These requirements are detailed in Section 3.4.1 of the Magnolia Elementary School Addition Updated Transportation Technical Report. A TMP was developed together with the principal and reviewed with the School Traffic Safety Committee; the principal is instructing her staff to park at least one block away from the building.</p>	TTR, sections 2.4.3 (Table 2 pg 16) and section 3.4.3 (pg 29)

#	Comment	Response	Document Reference
<b>Public Comments</b>			
9	Large evening events – The parking and traffic impacts from large evening events are not analyzed and this undercuts the conclusion that such impacts will not be significant. The current 500-student baseline conditions for such events are not provided and the resulting larger impacts are not projected. The Transportation Report notes “The added enrollment could increase the event-related demand” and concedes that “on-street parking demand surrounding the school is expected to be highly utilized. Due to the relative infrequency of large events (once per month or every other month) and the proportionally small project-related increase in demand, the event related parking impacts would not be considered significant”.	The potential for increased evening event parking due to the addition was analyzed and described in section 3.4.3 of the Updated Transportation Technical Report. As stated, with the largest school events (typically two or three times per year), the on-street supply could accommodate the demand within the 800-foot parking area evaluated. However, the parking occupancy during these events would be noticeable (estimated at about 81% utilized) and would likely be full along the roadways closest to the school. For the other evening events (typically about once per month or once every other month and with smaller attendance), on-street parking nearest the site may be well-utilized, but roadways a block or more from the site may not experience added demand. Due to the relative infrequency of the largest events and the proportionally small increase in demand that the expansion would generate, the event-related parking impacts of the addition would not be considered significant.	TTR section 3.4.3 (pg 29)
10	Noise – The Checklist notes that “construction activities are allowed to exceed the maximum noise levels between 7AM and 7PM on weekdays and 9AM to 7PM on weekends.	The City of Seattle Noise Ordinance (Seattle Municipal Code Section 25.08) identifies hours for construction-related noise as 7 AM to 7 PM on weekdays and 9 AM to 7 PM on weekends. However, construction workers typically work from 7 AM to 3:30 PM on weekdays. Contractors are aware of the City of Seattle Noise Ordinance requirements and are contractually required by Seattle Public Schools to abide by them.	Checklist page 17-18
11	Air quality – The Checklist states that “Seattle Public Schools maintains an anti-idling policy for buses which minimizes potential emissions. Neighbors of Coe Elementary have fought repeatedly and often with little District response, to stop idling buses whose fumes enter their homes.	This comment appears to refer to Coe Elementary School. Seattle Public Schools maintains their anti-idling policy for buses at all schools to minimize emissions on the school grounds and surrounding areas. If continued issues arise from idling buses, please contact the school and Seattle Public Schools.	N/A
12	Figures 1, 2, and 3 are omitted from the online document – Figures 1 and 2 are referenced on page 4 but are absent from the online document. Omitting Figure 3, the site plan, from the online document denies the online readers access to the layout of the plan.	As noted on the Seattle Public Schools website, figures and the appendices to the draft checklist are available upon request by contacting Seattle Public Schools.	N/A
13	Please extend the comment period to reference missing appendices – The District is continuing to mislead the public about its construction projects by not including the appendices in online versions of the Checklists. Please make an attempt to remedy this problem by extending the comment period for another two weeks and providing a new public notices that explicitly notes that the appendices are missing from the online version and that the public must take special steps to obtain them.	As noted on the Seattle Public Schools website, the appendices to the draft checklist are available upon request by contacting Seattle Public Schools.	N/A

#	Comment	Response	Document Reference
<b>Public Comments</b>			
14	Government approvals, racial imbalance – Should Section A.10, government approvals include the Superintendent of Public Instruction approval related to WAC 392-342-025? This issue ended up being a problem on the previous Magnolia Elementary project. A number of schools have received state matching funds and/or are applying for matching funds and must therefore continue to meet requirements to not create or aggravate racial imbalance in how the facilities are used in relation to the District’s student assignment plans. The project would add between 32 and 115 students to the school; previously planned capacity of 500, permanent capacity increasing between 532 and 615. The Checklist should include a demographic analysis of the projected changes in enrollment.	Racial imbalance and the specific boundaries of the school are separate from the SEPA process and outside of the scope of this environmental review.	N/A
15	Government approvals, landmarks – Should Section A.10, government approvals, include the Seattle Landmarks Preservation Board. The school is a landmark and changes to the view of the buildings must generally be approved by the Landmarks Board.	An application for a Certificate of Approval has been applied for from the City of Seattle Landmarks Preservation Board. See Section A.10 and Section B.13.a of the Final SEPA Environmental Checklist.	Checklist page 2
16	Recreation – The Checklist states “No impacts to recreation would occur”. Is the new building displacing any recreation area.	The site of the proposed addition is comprised of a gently sloped informal play area adjacent to the existing building that is covered with engineered wood fiber surface. The proposed project would include an option to add a cover to a portion of the existing play area to the south of the gymnasium building. The covered play area would provide approximately 3,000 sq. ft. of covered play space for students which would allow for more usable outdoor play space during rainy days or other inclement weather periods.	Checklist page 24
17	Duwamish Tribe – We appreciate that the Duwamish Tribe is included in the list of Tribes to be contacted in the event of an inadvertent discovery of pre-contact or historic cultural material.	Seattle Public Schools considered these comments in making a final SEPA determination for the project.	N/A
18	Archaeological Resources – The Checklist states that “the site and surrounding area are considered a high potential for archaeological resources.” The District should prepare an Inadvertent Discovery Plan.	The 2016 Cultural Resources Assessment (SWCA, 2016) included the preparation of an Inadvertent Discovery Plan (IDP) that would be applicable for this project. The Checklist also included the following measure which would be implemented to minimize impacts from a potential inadvertent discovery of cultural resources: <ul style="list-style-type: none"> <li>Although archaeological resources are not anticipated on the site, it is possible that undiscovered pre-contact or historic cultural material could be present within the project area. In the event of an inadvertent discovery, King County, the Washington State Department of Archaeology and Historic Preservation (DAHP) and affected Tribes (including the Duwamish) would be contacted.</li> </ul>	Checklist page 26
19	Cultural Resources – The Checklist references a 2016 “cultural resources assessment”. This should have been included as an Appendix as it was on the previous project.	The 2016 cultural resource assessment is noted in the reference page of the Checklist. Cultural resource assessments are not typically available for general distribution due to the confidential nature of materials noted in the assessments (archaeological site locations, etc.).	N/A

#	Comment	Response	Document Reference
<b>Public Comments</b>			
20	Impacts on Landmarks – The Checklist states “Views of designated historic landmarks are also a consideration. Magnolia Elementary itself is a designated historic landmark by the City of Seattle.” Views of the landmarked building would be blocked by the new building, which would also block views of downtown from the second floor of the original building.	As noted in the Checklist, the proposed project would modify a portion the southeastern side of the building; however, views of the addition would be minimal from the surrounding area since it is located internal to the site. Views from the second floor of the eastern portion of the building (towards the Downtown Seattle skyline, Elliott Bay and the Cascade Mountains) would be maintained with the proposed project. In addition, the primary western façade of the building, for which the building is commonly known for, would remain the same. An application for a Certificate of Approval has been applied for from the City of Seattle Landmarks Preservation Board.	Checklist page 22 and 25
21	Specification of the SEPA Official is missing – The documents do not specify the name of the School District’s SEPA Official, and state that comments should be submitted to Fred Podesta, Chief Operations Officer. The School Districts SEPA Official should be reviewing comments from the public. Who is the School District’s SEPA Official? The SEPA Official reviewing the environmental impacts of the project should not be someone directly involved with promoting the project.	Fred Podesta is the SEPA Official for Seattle Public Schools.	N/A
22	No public meeting – On other projects, the District has held a public meeting to discuss the Draft Checklist. Why did the Magnolia public notice not include an announcement of such a meeting?	Public meetings are not required for SEPA Checklists and are not required as part of the City permit process for this project.	N/A
23	Comments in Final Checklist – When publishing the final Checklists after public review of the draft Checklists, the District has been choosing not to reproduce actual public comments but rather summarizing the comments instead and responding to the summary of comments. Some of the summaries have been inaccurate. It would be better to have the Final Checklist include actual copies of public comments.	Seattle Public Schools considered these comments in making a final SEPA determination for the project and has reproduced the comments from each letter as part of this summary.	N/A
24	3/27/19 photos from parking and delivery truck on W Smith St and 27 <sup>th</sup> Ave W, looking east and north from the north edge of the school property. Parked vehicles included construction workers and residents. Construction workers that day were fewer than staff estimates	As noted in section 2.4.3 of the Updated Transportation Technical Report, parking occupancy counts were performed in December 2018 during construction efforts associated with the re-opening project. The existing occupancy during the early morning and mid-morning time period were found to be slightly higher than the occupancy identified in the prior 2016 analysis conducted for the school re-opening, while the evening rates were lower. Based on field observations, the primary cause of the morning increase appears to be demand generated by construction-related activities (workers) at Magnolia Elementary School. Based on the number of vehicles and block faces affected, it appears 25 or more construction-related vehicles were parked in vicinity of the project site during the morning counts.	TTR, section 2.4.3 (Table 2 pg 16)
25	My concern is that the SEPA impact of the school, when operating, on local parking and traffic is understated, and as presently planned could lead to collisions and/or injuries. I am also proposing actions to reduce those problems.	The Updated Transportation Technical Report and the analyses presented within were conducted consistent with those prepared for the prior school-reopening, which evaluated the traffic and parking impacts associated with its operation at a capacity of 500 students. Those analyses, as well as the more recent evaluation of the addition, were performed according to standard traffic and transportation engineering practice and are consistent with requirements of the City of	TTRs (2016 and 2019)



#	Comment	Response	Document Reference
<b>Public Comments</b>			
		<p>Seattle for new development.</p> <p>Section 3.5 of the most recent report states that, as part of the re-opening project and consistent with SEPA and permitting approval conditions, new curb-bulbs with pedestrian ramps have been constructed at the W Smith Street / 28<sup>th</sup> Avenue W intersection. These changes improved sightlines for drivers and pedestrians at the intersection, reduced the crossing distance for pedestrians, serve as a traffic calming measure by reducing the perceived travel-way width, and are expected to enhance intersection safety. Seattle Public Schools has also requested that SDOT install school zone flashing beacons on 28th Avenue W near the school site to emphasize the 20-mph speed limit when flashing; these beacons have been installed. Seattle Public Schools is also coordinating with Seattle Public Schools' Transportation staff to minimize traffic conflicts at the W Smith Street / 27<sup>th</sup> Avenue W intersection due to school operations and potential bus routes turning left at that intersection. Preliminary indications are that one Special Education (SPED) school bus, which are often the shorter 25-foot buses, would load and unload from W Smith Street and would egress the site using 27<sup>th</sup> Avenue W to the north.</p>	
26	References to the Draft SEPA are herein referred to by page number in the PDF document available on the School District website, and by internal document references. The PDF document is titled, "Environmental Checklist for the proposed Magnolia Elementary School Renovation and Addition," and is dated December 12, 2016, even though it was obtained last week.	This comment appears to refer to the 2016 Transportation Technical Report for the Re-Opening project for Magnolia Elementary. The current proposal being evaluated is the Addition for which a new Transportation Technical Report was prepared and is dated April 22, 2019.	N/A
27	<p>SEPA Section 14, "Transportation" SEPA pages 35 - 43 (pdf pages 42-50) summarizes the impacts of the construction and school usage on the surrounding transportation. It uses a survey of vehicles parked on neighboring streets done in February, 2016. (SEPA page 36, section 14.c) It concludes that within an 800 ft walking distance from the perimeter of the school, there are approximately 625 parking places available, and utilization by residents is about 22% (14 spaces) during the morning hours) and 27% (17 spaces) during the evening hours</p> <p>Mid-day peak Parking demand for the school staff and visitors was estimated at approximately 65 vehicles, which would all be accommodated in on-street, parallel parking.</p> <p>Problems with the above analysis:</p> <ol style="list-style-type: none"> <li>1. The study was done in February. People do not leave and return to their homes as much during that time of year as they do during better weather.</li> <li>2. The area around Magnolia Elementary is zoned for single family residential usage. Since the parking study, Seattle City Council has opened up those areas to allow auxiliary dwelling units with no additional off-street parking. That means that on-street parking could more than double for some residences.</li> <li>3. The conclusion from the study assumes that the distribution of vehicles will be uniform, blending into a uniform distribution of community vehicles. In fact, because of transit stops on 28th Ave W and fire hydrants on one side of the Avenues, existing parking there is <u>not</u> uniform. And the 65 school staff and visitors will definitely not be distributed</li> </ol>	<p>This comment appears to refer to the 2016 Transportation Technical Report for the Re-Opening project. The current proposal being evaluated is the Addition for which a new Transportation Technical Report was prepared and is dated April 22, 2019.</p> <p>On-street parking analyses were prepared for both reports and consisted of parking occupancy counts performed in February 2016, September 2016, and December 2018. The results of all counts were relatively consistent with occupancy rates ranging from 26% to 33%.</p> <p>The recent City Council action to allow Accessory Dwelling Units became effective on August 8, 2019. Its potential specific impacts to on-street parking within the site vicinity are unknown, speculative, and not quantifiable.</p> <p>The analysis does not assume parking generated by the school would be uniformly distributed within the study area. As noted in section 3.4.1 of The Transportation Technical Report prepared for the school's re-opening in 2016, <i>"It should be noted that the new midday on-street parking demand created by the school will likely occur along block faces that are closest to the school building. With the project, these block</i></p>	<p>2016 TTR, section 2.4 (pg 16)</p> <p>2019 TTR section 2.4 (pg 16)</p>

#	Comment	Response	Document Reference
<b>Public Comments</b>			
	<p>uniformly. People will fill up available parking closest to the school first, and some of those streets, because of the steepness of the hill, will not be chosen as much for parallel parking because of its difficulty. 26th Ave W, included in the survey, is especially inaccessible since its access to W Smith is via a stairway and to W McGraw by a very steep roadway.</p> <p>4. So the streets which will fill up first will be 27th Ave W north of the school, and 28th Ave W north and south of the school. What is the consequence of dense parking on both sides of those streets, where available?</p>	<p><i>faces could have demand that is at or near capacity, while roadways further from the site may not experience any increases in demand."</i></p> <p>Also, refer to the responses to Comments #4, #8, and #9.</p>	
28	<p><u>28th Ave W</u>: Today, Metro Transit, route # 24, travels both directions on 28th Ave W, a "two-lane collector arterial" (SEPA page 35, Section 14.a). Two Metro buses usually meet on 28th Ave W just north of the school. Because of the width of the street, they cannot meet where there are vehicles parked on both sides of the street. Nor can a bus meet an oncoming delivery truck, garbage truck, or other large vehicle where there is parking on both sides of the street. School buses for Magnolia Elementary will add to that large vehicle traffic, with more such meetings when they are running.</p>	<p>The primary additional large-vehicle traffic generated by Magnolia Elementary School would be school buses operating northbound along 28<sup>th</sup> Avenue W and stopping in front of the school to drop-off or pick up students. That activity would occur with or without the addition. The majority of the school's attendance area is within the school's walk zone and preliminary indications are that the school would be served by one full-size school bus loading/unloading on 28<sup>th</sup> Avenue W and one Special Education (SPED) school bus—usually shorter buses—loading/unload on W Smith Street. Based on observations at other Seattle elementary schools, school buses are typically stopped at sites for less than 15 minutes in the morning and up to 30 minutes in the afternoon, and only use the load zone on school days (180 days per year).</p> <p>28<sup>th</sup> Avenue W is 36-feet wide adjacent to the school. Buses stopped along the east curb may require other large vehicles on northbound 28<sup>th</sup> Avenue W to veer wide when passing; however, drivers who cross the centerline would be required to yield to oncoming vehicles. These passing maneuvers are expected to occur infrequently and cause very little additional delay to traffic on the street. During times when buses are not using the frontage, the curbside area is expected to be unused or intermittently used for passenger-vehicle parking.</p> <p>School buses and other larger vehicles already operate in both directions along 28<sup>th</sup> Avenue W. The proposed addition is not expected to increase the number of buses at the school or change the existing conditions.</p>	TTR sections 2.1, 3.3, and 3.5
29	<p><u>All other streets</u> in the 800 ft walking range, including 27th Ave W, are narrower than 28th Ave W, classified as "Local access roadways" (SEPA page 35, Section 14.a). As illustrated by the attached pictures, with vehicles parked on both sides of 27th Ave W or W Smith St no vehicles of any size can meet and pass each other, and a delivery truck (or school bus) can barely squeeze by the parked vehicles. Yet 27th Ave W and W Halladay St to the north are the only exit route for any vehicle, school bus or private, dropping off or picking up students on the north side of the school.</p> <p>4. Handicapped access to the main building is only provided from W Smith St, on the north facing wall. That means that all traffic for handicapped persons must be from W Smith, further concentrating traffic on Smith and 27th.</p>	<p>Local access residential streets are generally 25-feet wide (with some exceptions), which is identical to streets throughout the City, where parking is allowed on both sides. Solid waste pick-up, deliveries, school-bus trips, and emergency access is provided on 25-foot wide streets within the Magnolia neighborhood and in similar neighborhoods throughout the City.</p> <p>The traffic analysis considered the likely concentration of access to the site from W Smith Street and its potential impacts to the adjacent intersections at 27<sup>th</sup> and 28<sup>th</sup> Avenues W. As part of the prior re-opening project, Seattle Public Schools is coordinating with Seattle</p>	TTR section 3.3



#	Comment	Response	Document Reference
<b>Public Comments</b>			
		Public Schools' Transportation staff to minimize traffic conflicts at the W Smith Street / 27 <sup>th</sup> Avenue W intersection due to school operations and potential bus routes turning left at that intersection.	
30	<p>Recommendations:</p> <ol style="list-style-type: none"> <li>1. Immediately work with City of Seattle to modify two blocks of 27th Ave W north of the school, moving the curbs back into the planting strips so that the street will support parallel parking on both sides <u>and</u> two-way traffic.</li> <li>2. Redo the school side curbs on W Smith and W McGraw to allow parking without impeding traffic flow. For Smith, that should allow small buses for handicapped to be parked completely off the 2-way roadway. For W McGraw, consider making the school-side curb inset deep enough to support diagonal parking on the school side, where there is more room and it is presently labeled : "No Parking" for unknown reasons.</li> <li>3. Consider making 27th Ave W "One-Way" northbound, and W Smith between 28th W and 27th W "One-Way" eastbound. That would keep people from trying to go both ways on streets clogged with parked cars. It would, however, make people parallel park on the left side, a less common and more difficult maneuver.</li> <li>4. Make one side of 27th and Smith "No Parking" zones, at least during school hours. That would push staff and visitors further from the school, and would adversely impact the people living there, but would open up the roadway to traffic.</li> </ol> <p>Thanks for your consideration.</p>	<p>Based on past experience with Seattle Department of Transportation (SDOT) staff, the City of Seattle has not supported the types of modifications to local-access residential streets suggested in the comment. The City prefers to allow this configuration (two-way flow with parking permitted on both sides) as a traffic calming measure to maintain speeds at or below the 20-mph speed limit for those roadways.</p> <p>School bus and passenger load/unload zones are planned for the south side of W Smith Street for the morning arrival and afternoon dismissal periods. These areas will not allow parking during those times to better accommodate the flow of vehicles along that segment. The Transportation Management Plan (TMP) developed for the school directs drivers to use the load zone on 28<sup>th</sup> Avenue W. Use of the zone on W Smith Street may result in a one-way access pattern similar to that suggested in the comment, but would not formally establish one-way streets.</p> <p>The school principal is instructing staff to park a block or more from the school in order to minimize school-day parking impacts and to enhance traffic flow in the immediate vicinity.</p>	N/A
31	I believe that the Magnolia Elementary School project has probable significant adverse environmental impacts. Please provide further detailed environmental review through an EIS. Please include me on the list of people to be notified about the status of the environmental review of this project.	Seattle Public Schools considered these comments in making a final SEPA determination for the project. As SEPA lead agency, Seattle Public Schools reviewed the SEPA Environmental Checklist and supporting documentation (including mitigation measures), considered comments received during the SEPA process, and determined that no probable significant adverse environmental impacts would occur under the proposal.	N/A
32	Who is the SEPA Official replacing Pegi McEvoy? Has that person been trained in their responsibilities?	Fred Podesta is the SEPA Official for Seattle Public Schools.	N/A
33	When will the document move beyond a Draft?	Subsequent to issuance of the Draft Checklist, Seattle Public Schools reviews and considers comments on the Draft Checklist and then issues a SEPA determination for the project and the Final Checklist.	N/A

#	Comment	Response	Document Reference
<b>Public Comments</b>			
34	Where do I find the cited figures?	As noted on the Seattle Public Schools website, the figures to the Checklist are available upon request by contacting Seattle Public Schools.	N/A
35	How is existing onstreet parking availability considered “adequate” for the addition of 11-15 construction vehicles, in addition to the vehicles anticipated from the staff and employees of the then operational school? Having lived several doors from the current renovation, I find the characterization inaccurate. We have a fundamental concern that the increased parking demand from normal school operations will compromise resident parking in the immediate vicinity of our homes. Now you want us to think that 8 months of 11-15 more pickup trucks, flatbeds, and service vans can be added daily without consequence? What are your parking mitigation plans and avenues to address inaccurate projections when they occur?	<p>As outlined in section 2.4 of the Magnolia Elementary School Addition Updated Transportation Technical Report, a study of on-street parking conducted during construction activities at the site found average utilization of 33% during the early morning period, 27% during the mid-morning period, and 26% during the evening period. During all periods, there were 425 or more unused spaces. For the purposes 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.</p> <p>As also stated in the Technical Report, the District will require the selected contractor to develop a Construction Transportation Management Plan (CTMP) that addresses traffic and pedestrian control during construction of the classroom addition. The CTMP should include direction to construction employees regarding appropriate locations for parking, including appropriate areas for legal on-street parking that will not interfere with school-bus or automobile load/unload operations at the school or local neighborhood circulation.</p>	2019 TTR section 2.4 (pg 16); section 4.1 (pg 32)