Eckstein Middle School Athletic Field Lighting Project

Draft State Environmental Policy Act Checklist

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

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While the Eckstein Middle School Athletic Field Lighting Project Draft State Environmental Policy Act (SEPA) Checklist is accessible and compliant with the Americans with Disabilities Act, the attached figures and appendices that support the checklist contain complex material that are not accessible. The following is a description of what is contained in the figures and appendices:

- **Figure 1, Vicinity Map - Eckstein Middle School, Seattle, Washington**
  Figure 1 is an aerial map of the Eckstein Middle School site and the surrounding neighborhood within an approximately one half-mile radius. The project area is outlined in blue.

- **Figure 2, Site Plan – Eckstein Middle School, Seattle, Washington**
  Figure 2 consists of a site plan showing the work proposed. The plan shows the location of the four light poles, numbered S1 to S4.

- **Appendix A: Environmental Noise Assessment**
  Appendix A is an environmental noise assessment prepared by The Greenbusch Group, dated June 11, 2026. The assessment documents existing evening noise conditions and presents the results of noise monitoring and technical analysis of potential environmental noise impacts associated with implementation of the athletic field lighting project. It includes the methodology used to gather information, a description of the existing noise environment, anticipated noise and potential effects, and concludes with the results of the noise assessment. The report includes tables which organize noise measurement data that illustrate the report's findings. Figures and photos show the locations of monitoring collection sites.

- **Appendix B: Light and Glare Report**
  Appendix B is the Light and Glare Report, prepared by Stantec, dated March 6, 2026. The report describes existing conditions, existing sources of light and glare in and around the Eckstein Middle School area, as well as the lighting equipment proposed for this project. It discusses glare, spill light, and skyglow and their potential environmental impacts, and explains how the proposed lighting will be controlled. The report includes photographs to illustrate and support discussions in the text portion of the report.

- **Appendix C: Transportation Technical Report**
  Appendix C consists of a report titled, "Transportation Technical Report for Eckstein Middle School Athletic Field Lighting" prepared by Heffron Transportation, Inc., dated March 25, 2026. The report provides a project description; background conditions related to the transportation network, traffic volumes, level of services, parking, traffic safety, transit facilities, and non-motorized facilities. It evaluates potential impacts of the proposed lighting project and concludes with a summary and recommendations. The report includes Appendix A, "Level of Service Definitions," and Appendix B, "Parking Utilization Study Data." Figures and tables throughout this report and appendices visually present and organize data supporting report's findings.

This concludes the Draft SEPA checklist.

DRAFT ENVIRONMENTAL CHECKLIST

for the proposed

Eckstein Middle School Athletic Field Lighting Project

prepared by

JULY 2026

Confluence Environmental Company
Heffron Transportation, Inc.
Stantec
Willamette Cultural Resources Associates, LTD
The Greenbusch Group, Inc.

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A. Background

1. **Name of proposed project, if applicable:**

   Eckstein Middle School Athletic Field Lighting Project

2. **Name of applicant:**

   Seattle Public Schools

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

   Conrad Plyler, PLA
   Project Manager
   Capital Projects and Planning
   Seattle Public Schools
   MS 22-332
   2445 3rd Ave S
   Seattle, WA 98134
   Phone: 206.252.0662

4. **Date checklist prepared:**

   July 1, 2026

5. **Agency requesting checklist:**

   Seattle Public Schools

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

   The Eckstein Middle School Athletic Field Lighting Project site preparation and construction could begin in Summer 2027 with operation in Fall 2027.

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

   No plans for future additions, expansion, or further activity are related to this proposal.

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

   The following environmental information has been prepared for the project:

- *Athletic Lighting at Eckstein Middle School* (DA Hogan, May 5, 2026)
- *Subsurface Exploration and Limited Geotechnical Engineering Study* (Associated Earth Sciences, Inc. (AESI), January 21, 2026)
- *Eckstein Middle School Field Lighting Light and Glare Report* (Stantec, March 6, 2026)
- *Cultural Resources Review Technical Memorandum* (Willamette Cultural Resources, February 18, 2026)
- *Transportation Technical Report* (Heffron Transportation, Inc., March 25, 2026)
- *Eckstein Middle School Athletic Field Lighting Project–Environmental Noise Assessment* (The Greenbusch Group, June 11, 2026)

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

No pending governmental approvals of other proposals are affecting the property.

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

City of Seattle – Department of Construction and Inspections permits/approvals:

- Master Use Permit and Special Exception for Lighting Pole Height
- Building Permit
- Electrical Permits

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. (Lead agencies may modify this form to include additional specific information on project description.)

The proposed Eckstein Middle School Athletic Field Lighting Project would install new fielding lighting at the existing Eckstein Middle School Athletic Field which is located in the southern portion of the school campus. The school campus is located at 3003 NE 75th Street, in the Ravenna neighborhood of Seattle (see Figures 1 and 2).

The proposed lighting would allow for extended use of the existing athletic field in the late fall, winter, and early spring by Seattle Public Schools, as well as Seattle Parks and Recreation, and other community groups. Informal use of the field would also continue to be permitted during times when scheduled activities are not taking place.

<u>Existing Site</u>

The existing Eckstein Middle School Athletic Field is comprised of a synthetic turf field that is surrounded by a narrow, rubberized running track. Historically, the athletic field has been utilized by the school for recreation activities and as part of their physical education programs and athletic programs. Pursuant to the 2022-2027 joint-use agreement (JUA) between Seattle Public Schools (SPS) and Seattle Parks and Recreation (Parks), Seattle Public Schools-identified fields are prioritized for school athletic programs on weekdays after school until 7:00 PM throughout the school year. On Saturdays, this priority continues for school programs from 8:00AM to 12:00 PM; middle school activities have Saturday priority from 8:00 AM to 4:00 PM. In accordance with the joint-use

agreement, Seattle Parks and Recreation and other community organizations have also historically used the athletic field for soccer, football, and ultimate practices and games for a variety of age levels.

The site currently includes onsite parking in two existing parking lots, accessible from NE 75th Street and 30th Ave NE. A total of 190 parking spaces are included within these onsite parking lots.

Proposed Project

The proposed project would consist of four, 80-foot-tall lighting poles and associated mountings that would illuminate the existing field. The galvanized steel lighting poles would be installed with two poles on the north side and two poles on the south side of the field edge. Each of the poles would contain shielded LED floodlights mounted to the top of the poles, as well as one additional lower wattage area light on the two north poles mounted at 20-feet above grade. The proposed lighting design would meet the requirements for a Class IV level of play which is the lowest recommended level listed by the Illuminating Engineering Society of North America. The field is designed to an average maintained lighting level of 28-foot candles using a 0.9 design factor to achieve initial lighting levels.

Current City of Seattle guidelines recommend that athletic field lighting systems minimize light and glare impacts and spill light not exceed 0.8 foot-candles initial at residential property lines. To meet this requirement a special exception to the 30' height limit is required per SMC 23.51B. This exception will ensure adequate illumination for safe play and reduce the impacts from light and glare into the neighborhood.

With the completion of the project, historic uses of the field would continue from SPS, Parks and other community organizations, including school-related athletic programs such as soccer, lacrosse, ultimate frisbee ("ultimate"), and track. Lighting of the field could allow for extended use of the field for scholastic activities including girls' soccer, co-ed ultimate, boys' soccer, and co-ed track. The primary use of the lighted fields is likely to be private-school and non-SPS recreational athletics (soccer, ultimate, and/or lacrosse) that would occur after SPS use.

SPS and Parks propose to schedule events at the lighted field from dusk until 10 PM. The proposal would not change the school enrollment or any other facilities on the site, but would allow increased use of the athletic fields for scholastic and non-scholastic recreational activities schedules to end by 9:45 PM, with lights automatically turned off at 10:00 PM. In setting the cutoff time for lights, SPS considered the following:

Parks has adopted Policy # 060-P 7.1.1, Use and Scheduling of Outdoor Athletic Facilities, which became effective on July 1, 2002. For lighted fields, Parks' policy is to schedule play until 10:45 PM, except on fields where residences adjoin the length of the field on two or more sides (unless arterials, significant topography, and/or other buffers are found between the field and adjacent residences on one or both sides). Fields that meet these criteria are scheduled until 10:00 PM. Unless security lighting is available, lights at all fields will be turned off 15 minutes after the end of scheduled play to allow players to leave the site safely (Policy # 060-P 7.7.1, Section 4.3.3). Because residences adjoin Eckstein Middle School on two sides, events at those fields would be scheduled until 9:45 PM.

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

Eckstein Middle School is located at 3003 NE 75th Street, Seattle, Washington, 98115. The athletic field is located on the southern portion of the campus. A single family residential neighborhood is located adjacent to the southern and eastern boundaries of the site. The proposal is located in Township 25N and Range 4E. See the attached site plan (Figure 2).

B. Environmental Elements

1. Earth

a. General description of the site:

The athletic field portion of the site is flat. Grassy and wooded steep slopes are present along a portion of its southwestern and western edges.

Underline one: <u>Flat</u>, rolling, hilly, steep slopes, mountainous, other:

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

The steepest slopes on the site are located on the grassy and wooded slopes on portions of the western and southwestern edges. These slopes are approximately 20 to 40 percent or greater.

In accordance with SMC 25.09.080 and 25.09.090, a steep slope buffer of 15 feet would extend from the top of the slope to the east and onto the school campus. Based on the proposed plans for the project, the proposed light pole locations would be located more than 15 feet from the campus site boundary and outside of the steep slope buffer.

c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them, and note any agricultural land of long-term commercial significance and whether the proposal results in removing any of these soils.

A geotechnical report was completed by Associated Earth Sciences, Inc. (AESI) as a part of the field lighting project. The report included four site exploration borings as part of the onsite investigations. Borings were completed to a depth of 16.5 feet deep. Soils encountered on the site consisted of fill of loose to medium thickness overlaying medium dense to very dense Vashon advance outwash (*Associated Earth Sciences, Inc., 2026)*.

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

According to the City of Seattle GIS database, no areas in the immediate vicinity including the project site are identified as known landslide locations. There is also no evidence of unstable soils on or near the site. This database does identify portions of the western and eastern edges of the site as steep slope critical areas requiring SEPA review; however no site work is occurring in these areas as part of the project.

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

No grading would be required as a part of the project. A minimal amount of excavation would be required to install the foundations for each of the four proposed light poles.

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

Erosion is possible as a part of any construction activity. Site work would expose soils, but the implementation of a Temporary Erosion Sedimentation Control Plan (TESC) plan would mitigate 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)?

Each light pole footing would add no more than 10 square feet of impervious surface area (36 inch diameter borings), for a total of approximately 40 square feet (10 square feet x 4 light poles) of impervious surface added to the site after project construction.

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

No significant erosion is anticipated with the construction of the proposed project. 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).

2. Air

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

During construction, the Eckstein Middle School Athletic Field Lighting Project could result in temporary increases in localized air emissions associated with particulates and construction-related vehicles and equipment. It is anticipated that the primary source of temporary, localized increases in air quality emissions would result from particulates and emissions associated with the proposed light

pole installation. However, minimal amounts of excavation would be required for the project and air quality emission impacts are not anticipated to be significant.

Upon completion of the project, the primary source of emissions would be from vehicles travelling to and from the site. Increases in vehicle traffic are expected to be minimal and emissions from such vehicles would not be anticipated to result in a significant adverse air quality impact.

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

No off-site sources of emissions or odor exist that may affect the proposal.

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

No significant air quality impacts are anticipated as a result of the construction or operation of the proposed project. 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).

3. Water

a. Surface Water:

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

No surface water bodies are located on or in the immediate vicinity of the site.

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.

No surface water bodies are located on or in the immediate vicinity of the site; therefore, no work will occur within any surface water bodies.

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 and dredge material will be placed in or removed from surface water or wetlands.

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

No surface water withdrawals or diversions are proposed.

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

   No. The proposal does not lie within a 100-year floodplain.

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

   No discharges of waste materials to surface waters are proposed for the project.

b. Ground Water:

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

   No groundwater will be withdrawn from a well.

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

   No waste materials will be discharged into the ground.

c. Water Runoff (including stormwater):

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

   The principal source of runoff will be rainwater and snow melt from the site's semi-pervious and impervious surfaces including the athletic field and related paved areas. Stormwater from the athletic fields and impervious areas will be collected in the existing drainage system present under the turf and directed to the existing storm drains downstream of the site, and will then be discharged into a City of Seattle dedicated storm system. All inlets downstream of the site within 300 feet of the project limits would have catch basin protection installed during construction per the TESC plan (DA Hogan, May 5, 2026).

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

   During construction, accidental spills of hazardous materials could enter into ground or surface waters. Existing catch basins downstream of the site within 300 feet of the project limits would have protection installed to filter potential waste materials entering these waters. Due to the minimal amount of new impervious surface added to the site, the stormwater system will remain unchanged after the project is completed.

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

No, the proposal would not alter or affect drainage patterns in the vicinity of the site due to the limited site modifications and small amount of additional impervious surface area.

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

No impacts to surface, groundwater and runoff water are anticipated. The amount of impervious surfaces would not substantially change on the site with the project and the existing stormwater management system would continue to serve the field area.

4. Plants

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

- ☒ **deciduous tree: alder, maple, aspen, other**
- ☒ **evergreen tree: fir, cedar, pine, other**
- ☒ **shrubs**
- ☒ **grass**
- ☐ **pasture**
- ☐ **crop or grain**
- ☐ **orchards, vineyards, or other permanent crops.**
- ☐ **wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other**
- ☐ **water plants: water lily, eelgrass, milfoil, other**
- ☐ **other types of vegetation**

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

Light pole installation are expected to generate no more than 10 square feet of disturbance per pole (4 total). To the extent feasible, existing grass areas will be returned to their original conditions upon the completion of the proposed project. Additional vegetation would be added at the time of construction should additional disturbance be measured on site. There are no existing trees that would be affected by the installation of the proposed lighting poles.

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

No threatened or endangered plant species are known to occur in the project area.

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

While disturbance from construction is expected to be minimal, any existing grass areas disturbed during construction will be replanted in-kind.

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

Noxious weeds or invasive species that may be present in the vicinity of the site include giant hogweed, policeman's helmet, rush broom, English Ivy, and Himalayan blackberry.

5. Animals

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

A site survey has not been conducted for the project, but the following species are likely to be on or near the site as they are typical urban Puget Sound species:

- Reptiles: typical urban Puget Sound area small reptiles including garter snakes and lizards.
- Birds: robins and other songbirds, crows, seagulls, finches, wrens, starlings, pigeons and other typical urban Puget Sound area bird species.
- Mammals: typical urban Puget Sound area small mammals including squirrels, racoons, mice, shrews, gophers, moles and opossum.

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

The following are federally-listed threatened, endangered or candidate species are listed as potentially being present in the vicinity based on data from the U.S. Fish and Wildlife Service: marbled murrelet, yellow-billed cuckoo, Northwestern pond turtle, bull trout, monarch butterfly, and Suckley's cuckoo bumble bee (U.S. Fish and Wildlife, 2026). 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 and lack of habitat, it is unlikely that any of these species are present on or near the site.

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

No, the proposed project site is not within a specific migration route. However, the entire Puget Sound basin is located within the Pacific Flyway for migrating waterfowl.

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

Because the proposed project is not anticipated to result in any adverse impacts to wildlife or wildlife habitat, no mitigation measures are proposed.

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

Common invasive animal species in King County that are likely to be on or near the site include European starling, house sparrow, and eastern gray squirrel. Other invasive species in King County that are less widespread in urban environments, but could be present on the site, include American bullfrog (U.S. Fish and Wildlife, 2026).

6. Energy and Natural Resources

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

   Electricity is the primary source of energy that would serve the proposed lighting project.

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

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

3. **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.**

   No significant energy impacts are anticipated with the proposed project. However, the project includes the following measures would be provided to conserve energy and minimize energy impacts.

   - The proposed field lighting for the project would utilize LED lighting fixtures specifically designed for athletic fields which are more efficient with delivering light to the athletic field when compared with traditional LED light fixtures.
   - The proposed field lighting system would be connected to a fully programmable control system with remote operation to allow field lights to be turned off after play is completed and area lights would remain on for a short period of time to allow for ample light for safe egress from the site.
   - The programmable control system would allow the lights to remain off if the field is not scheduled for use in advance through Seattle Public Schools or Seattle Parks and Recreation.

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 because of this proposal? If so, describe.**

   Accidental spills of hazardous materials from equipment or vehicles could occur in conjunction with any construction activity. However, the construction activities for the proposed project would require limited excavation and few vehicles/equipment, so the potential for spills would be limited. The construction contractor would develop a spill prevention/control plan to prevent the accidental release of hazardous materials to the environment.

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

      The Washington State Department of Ecology website was reviewed to identify any potential contaminated soils on or in the vicinity of the site, as well as potential issues related to the former Tacoma Asarco Smelter Plume. There are no records of any contaminated soils on the project site

and the site is located in an area where levels of arsenic and lead associated with the smelter plume are anticipated to be below state cleanup levels.

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.**

   No existing hazardous chemicals/conditions are located within the project area that would affect the proposed project.

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

   Chemicals stored and used during construction would be limited to gasoline and other petroleum products that are utilized by construction equipment and vehicles. No other toxic or hazardous chemicals are anticipated to be stored, used, or produced during the project's development or operation.

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

   No special emergency services beyond standard police, fire, and medical emergency services from the City of Seattle would be needed for either construction or operation of the project.

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

   No significant environmental health hazards are anticipated as part of the project and no mitigation measures would be required. 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.

b. Noise

An *Environmental Noise Assessment* was prepared by The Greenbusch Group (June 11, 2026) for this project and the results are summarized in this section. For further details on the *Environmental Noise Assessment*, please refer to Appendix A of this Checklist.

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

   Traffic noise generated on NE 75th Street is noticeable from the project site. However, no significant types of noise exist in the surrounding area that may affect the 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 the site)?**

Short-Term Noise

During the construction process, minor, short-term noise impacts could occur from construction vehicles and equipment while the lighting poles are installed. Pursuant to Seattle's Noise Code (SMC, Chapter 25.08), maximum sound levels in residential communities shall not exceed 55 dBA. However, per SMC 25.08 and based on the Neighborhood Residential 3 zoning for the site, construction activities are allowed to exceed the maximum noise levels between 7 AM and 10 PM on weekdays and 9 AM to 10 PM on weekends. Construction equipment may exceed the sound level limits during construction periods by 25 dB(A) and portable powered equipment may exceed the limits by 20 dB(A). The proposed project would comply with provisions of Seattle's Noise Code (SMC, Chapter 25.08) as it relates to construction-related noise to reduce noise impacts during construction. Contractors are aware of the City of Seattle Noise Ordinance requirements and are contractually required by Seattle Public Schools to abide by them.

Long-Term Noise

The project will not change the uses of the site, but the new field lighting will enable expanded use of the field in the evenings during the winter months. The project will comply with the adopted policy that allows for field activities until 9:45 PM. As described above, the site is located in a residential zone and pursuant to the Seattle Noise Code (SMC 25.08), the applicable sound level limits are L_{eq} 55 dBA during daytime hours and L_{eq} 45 dBA during nighttime hours. Unamplified sounds originating from officially sanctioned parades and other public events are exempt from SMC sound limits during daytime hours (7 AM to 10 PM on weekdays and 9 AM to 10 PM on weekends and legal holidays) under SMC 25.08.540.A.2. Because the field lights would only be active during daytime hours, sounds created by the project are exempt from the sound limits identified in the SMC. Since amplified music is prohibited during events held at the project site, field lights will be turned off prior to 10 PM, and unamplified voices are exempt from SMC sound limits, the project will not be considered a public disturbance and will comply with the SMC. Residents on the east and south sides of the field are likely to experience increased noise levels during the darker months from dusk to approximately 10 PM when the fields are in use as a result of the field lighting, however, these noise levels are consistent with existing uses.

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

No significant noise impacts are anticipated with the proposed project. However, the project includes the following measures would be provided to minimize noise from construction and operation of the athletic field.

- Construction of 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 7:00 AM to 10:00 PM and Saturdays and Sundays from 9:00 AM to 10:00 PM. However, similar to other SPS projects, construction would generally occur between 7 AM and 5 PM on weekdays. The use of the field would comply with City of Seattle Parks and Recreation Department Policy #060-P7.1.1, which allows for activities until 9:45 PM. Field security lighting could remain on until 10:00 PM to allow users to safely leave the field.

- The proposed project would not include the provision of any permanent public address system. Amplified sound through the use of portable systems is restricted per SMC 18.12.170.
- In the event that specific individual activities may cause noise issues, the City of Seattle maintains a 24-hour noise complaint hotline ((206) 625-5011) that can be used by the community surrounding the project site.

8. Land and Shoreline Use

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

The site is currently an actively used, multi-purpose athletic field facility. Its main athletic field is used for soccer, lacrosse, and ultimate. An adjoining area contains court facilities used for basketball. The perimeter running track and adjoining areas are used as track and field event practice areas. Both scheduled and unscheduled games and practice activities occur on the site.

Eckstein Middle School and the associated field site are located in a single family residential neighborhood. The site is bordered by NE 75th Street on the north, 33rd Avenue NE on the east, 30th Avenue NE on the west, and by the street ends of 31st Avenue NE and 32nd Avenue NE to the south.

b. Has the project site been used as working farmlands or working forest lands? If so, describe. How much agricultural or forest land of long-term commercial significance will be converted to other uses because 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 site has been used for athletic field related purposes for many decades. There is no evidence of prior agriculture or forestry use.

a. 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.

There are no existing buildings or significant structures on the field site. Minor structures include perimeter fencing and goal posts.

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

No structures will be demolished as a part of the project.

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

The current zoning is Neighborhood Residential 3 (NR3) (City of Seattle, 2026).

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

The current comprehensive plan designation is Neighborhood Residential (City of Seattle, 2026).

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

Not applicable. The site is not within a shoreline environment.

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

Yes. The City of Seattle's GIS database has designated portions of the eastern and western steep sloped edges of the site as critical areas requiring SEPA review (City of Seattle, 2026). Field lighting at the site will not occur in the steep slopes or any critical areas.

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

No people would reside in the completed project or specifically work in the completed project.

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

The project would not displace any people.

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

The project would not displace any people, therefore no mitigation measures are proposed.

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

The proposed project would be compatible with existing land uses and plans. Seattle Municipal Code (SMC) limits the height of light poles to 30 feet in residential areas. However, SMC 23.51B.002(D)(6) provides provisions to allow light poles for athletic fields on new and existing schools sites to exceed the maximum permitted height, up to 100 feet if it is determined that the additional height is necessary to ensure adequate illumination and impacts from light and glare are minimized to the greatest extent practicable. The proposed project includes lighting poles that would be approximately 80 feet in height and a special exception to the height limit would be requested to comply with existing codes and ensure adequate field illumination and minimize light and glare impacts. A further discussion of light and glare is provided in Subsection B.11.

m. Proposed measures to reduce or control impacts to 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 would be provided by this proposal.

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

No housing would be eliminated by this proposal.

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

Impacts to housing are not anticipated, therefore mitigation measures are not proposed.

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?

Each of the four light poles would be 80 feet tall. The principal material of the poles, brackets and floodlights is galvanized steel.

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

The proposed lighting poles would be visible on the site but would not obstruct any views. Views across the athletic field site would change to reflect the four new lighting poles on the site; however, this change would be minor and would not represent a significant aesthetic impact.

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

No significant impacts are anticipated with regard to aesthetic impacts. The proposed lighting poles are designed to minimize size and bulk, and the floodlights are designed to reduce quantity and size. No other measures are necessary.

11. Light and Glare

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

A Light and Glare Report for the Eckstein Middle School Athletic Field Lighting Project was prepared by Stantec (Stantec, March 2026) and is included as Appendix B to this SEPA Checklist.

The proposed lighting for the field would include twenty-eight 900 watt shielded LED floodlights mounted on four galvanized steel poles. The poles would be 80 feet tall. The two poles on the north side of the field would have one additional lower wattage area light mounted at 20 feet above grade.

The sports field lighting would be designed to a Class IV lighting level, as prescribed by the Illuminating Engineering Society of North America (IESNA) standard Recommended Practice for Sports Lighting (RP)-8. The field would be lit to an average-maintained lighting level of 28 foot-candles using a 0.9 Light Loss Factor.

The lighting system would operate from dusk to the pre-set curfew time. The lighting system would be operated by a fully programmable control system with remote operation. The area lights would be on a separate zone and would remain on for a short time after each event to provide ample light for egress from the site following the completion of scheduled field use each evening.

The new lighting system would increase the overall light and glare in the area during evening hours. The proposal would produce direct glare, reflected glare, spill light (light trespass) and sky glow. A definition of the terms used is as follows:

glare is the sensation produced by luminance within the visual field that is sufficiently greater than the luminance to which the eyes are adapted to, causing annoyance, discomfort, or loss in visual performance and visibility.

direct glare describes when an observer can see directly into a luminaire's light source, where the lamp or the reflector are visible.

foot candles is a measurement of the light intensity, the illuminance being a one-square foot surface from a uniform source of light.

luminance refers to direct glare and reflected glare.

reflected glare describes when light reflected from a surface causes disability glare. It is assumed that the surface is not intentionally a light source. Surfaces attributable to reflected glare will have a higher luminance than adjacent or nearby surfaces.

spill light is light from a source, which does not strike the area intended for illumination. Spill light can be characterized by foot-candles (fc) calculated or measured in a horizontal or vertical plane.

light trespass is when spill light extends beyond the property line of the owner of a light source, and onto or above another owner's property.

sky glow is the haze or glow of light emitted above the lighting installation and reduces the ability to view the darkened night sky. This is a combination of light emitted directly from the light source, light reflected upward from the illuminated surface, and light reflected from airborne particles between the light source and the illuminated surface.

Depending on the viewpoint location, direct glare could be visible from all directions overlooking the field. Due to their proximity to the field, the adjacent properties to the south and east of the field would be exposed to low levels of direct glare. These properties are close to the fields with direct exposure to the light poles and floodlight assemblies. The direct glare visible at these residences would primarily be from a small amount of light exposure off the surface of the floodlights. The residences located further away would have minimal to no exposure to direct glare because of the greater setbacks eliminating direct views of the floodlight optical assemblies. Residential properties that do not border the site are located farther away from the field and would have minimal to no direct glare impacts.

Exposure to reflected glare would primarily affect the adjacent properties to the south and east of the field. The greatest contribution to reflected glare would be from the synthetic turf field. These properties are close to the field with potential direct views of the soccer field and surrounding surfaces. There is significant fence and vegetative screening along these property lines that block views of the synthetic turf surface. The residences located to the west are at a lower elevation and have no view of the field and would have minimal exposure to reflected glare. The residences located further away would also have minimal to no exposure to reflected glare because of the greater setbacks eliminating direct views of the field surfaces. The minor impacts at greater distances would be from light reflecting off the poles and floodlights. See Appendix B for additional discussion and nighttime site photos.

The lighting system complies with the maximum allowable spill light requirement at a pole height of 80' with a maximum calculated light level of 0.57 foot-candles at the residential property line south of the field. The increased mounting height will dramatically reduce the maximum spill light at the residential property lines as compared to using 30' pole height. Increased mounting height also reduces spill light to meet the recommended practice of a maximum of 0.8 foot-candles set by the City of Seattle. The project would comply with the

conditions set forth in SMC Chapter 23.51B.002. Refer to Appendix B for the Electrical Spill Light Plan.

The athletic field lighting system would generate a minimal amount of "sky glow" at locations in close proximity to the fields. Sky glow would be very minor during heavy low overcast skies and small amounts of sky glow would be evident during conditions of low to heavy fog.

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

The proposed lighting system would not create a safety hazard or interfere with views in the vicinity of the project site.

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

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

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

The lighting systems selected for the proposed athletic fields are designed to minimize light and glare impacts. To reduce the amount of glare, spill light and sky glow that is visible off-site the floodlights would need to be mounted higher than the 30 feet permitted by City code (SMC 23.76). The increased mounting height to 80 feet would reduce the maximum spill light at the residential property lines and meet recommended practice of maximum of 0.8 foot-candles set by the City of Seattle.

12. Recreation

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

In addition to the previously described recreational uses provided by the site itself, Dahl Playfield located northwest of the site includes designated recreational facilities including a playground, wading pool, skateboard park, basketball court, and several baseball and soccer fields.

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

No permanent displacement of any significant existing recreational use on the site would occur.

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

The proposal's installation of field lighting would provide enhanced recreational opportunities for the local community. New field lighting would provide opportunities for greater use of the field for recreation purposes.

13. Historic and Cultural Preservation

Willamette Cultural Resources Associates, Ltd. (WillametteCRA) prepared a *Cultural Resources Review for the Eckstein Middle School Athletic Field Lighting Project Technical Memorandum* (Alsobrook and Kunas 2026) and the results have been summarized in this section.

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? If so, specifically describe.

There are no buildings in the Project Area. The Nathan Eckstein Middle School, more commonly referred to as the Eckstein Middle School, is located to the north of the Project Area. Completed in 1950 as the Nathan Eckstein Junior High School, the school was renamed as the Nathan Eckstein Middle School in 1971. The school was designated as a City of Seattle Landmark on June 17, 1981. The school is recorded on historic property inventory form 46489 but the building has not been evaluated for its potential eligibility to be listed in the National Register of Historic Places (Alsobrook and Kunas, 2026). SPS is currently negotiating a Seattle Landmark controls and incentives (C&I) agreement that will allow the installation of the field lighting. Final approval is pending.

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 Area is within the traditional lands of the Duwamish, a Southern Coast Salish group. The Duwamish are part of the group of tribes that speak the Lushootsheed language, which was spoken by groups ranging from Samish Bay in the north to the Puget Sound and its river basins. The nearest ethnographic place name recorded near the Project Area is *dxʷtLEc*, which refers to Green Lake (1.5 miles west). There are no ethnographic place names recorded within the Study Area (Alsobrook and Kunas, 2026).

No previously recorded archaeological sites, cemeteries, or traditional cultural properties are located within the Project Area. WillametteCRA considers the Project Area to have low risk for containing subsurface precontact-era archaeological resources due to past development of the Project Area (Alsobrook and Kunas, 2026).

The construction of four athletic field lighting poles near the Eckstein Middle School would not alter or destroy the integrity of significant historic character defining features of the landmarked building. Additionally, a review of the light spread analysis report prepared by Stantec (March 6, 2026) indicates that there would be no increase in ambient light intensity levels at the portion of the landmarked school building closest to the athletic fields. Therefore, the proposed installation of the athletic field lighting would have no impacts on the landmarked school building.

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.

Work proposed at the site includes very limited excavation on a site that has been previously disturbed. WillametteCRA completed a literature review and reviewed the geotechnical report. The Study Area examined for this literature review included the tax parcel containing the Eckstein Middle School and athletic field and also included the immediately adjacent tax parcels. Information reviewed included any previous archaeological survey reports, ethnographic studies, historic maps, government landowner records, aerial photographs, regional histories, geological maps, soils surveys, and environmental reports. These records were reviewed in order to determine if there were any potentially significant cultural resources, including Traditional Cultural Properties (TCPs), within the Project Area. Relevant documents were reviewed on the Department of Archaeology and Historic Preservation (DAHP) Washington Information System for Architectural and Archaeological Records Data (WISAARD), online, and within the WillametteCRA research library (Alsobrook and Kunas, 2026).

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

No impacts to historic or cultural resources are anticipated. WillametteCRA recommends that SPS's standard use of an Inadvertent Discovery Plan (IDP) is appropriate to address the low potential for encountering archaeological resources during construction. The IDP sets forth procedures and protocols to follow in the event of an archaeological resources discovery, including discovery of human remains. The IDP stipulates pre-construction briefings and on-call response if required. SPS would provide tribal representatives, including those of the Duwamish Tribe, with one-week advance notification of the project schedule and invite them to observe construction. Based on the results of the cultural resources technical memorandum, no on-site archaeological monitoring is recommended during project construction.

14. Transportation

A *Transportation Technical Report* (Heffron Transportation, Inc., 2026) has been prepared for the proposed project and the results of the report are summarized in this section. For further details on the *Transportation Technical Report*, please refer to Appendix B of this Checklist.

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

The Eckstein Middle School site consists of one parcel bounded on the north by NE 75th Street, on the west by 30th Avenue NE, and on the south and east by single-family residential parcels. The athletic field has a synthetic surface and occupies the southeast portion of the site.

Eckstein Middle School has a primary access driveway on NE 75th Street located about 90 feet east of the 32nd Avenue NE intersection. This driveway connects to a large paved

surface that currently has four marked ADA parking stalls near the main school building. Another 28 stalls have historically been marked on the east side of the building in the center of this area; however, striping has faded and/or is no longer visible. Based on field observations and reviews of historical aerial imagery, the hard-surface area has accommodated 190 or more parked vehicles for events or after-hours use of the site and playfield. In addition, there are two paved parking areas located along the western portion of the site adjacent to 30th Avenue NE. Those two areas each have one-way circulation loops with entry at the south and exit to the north. The northwestern lot has 25 marked angled spaces, while the southwestern lot is unstriped, but can accommodate up to 26 angle-parked vehicles. These western parking lots are located at a lower grade than the main school building and athletic field. Those who park here use stairs to access the school and field.

The proposed field lighting project would not change access to the site.

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

King County Metro Transit (Metro) provides bus service directly to the Eckstein Middle School site. There are Metro bus stops serving both directions at the NE 75th Street / 31st Avenue NE intersection (the westbound stop is east of the intersection and the eastbound stop is west of the intersection). These stops are served by Metro's Route 79, which provides weekday service between the Green Lake Park-and-Ride, Roosevelt, Wedgwood, Hawthorne Hills, Ravenna, and the University District. It operates from about 5:30 AM to 10:00 PM with headways (time between consecutive buses) of about 60 minutes for most of the day. It allows for transfers to numerous other routes including Route 65, 75, as well as twelve other routes and the 1 Line (light rail) at the U-District Station.

About 0.15-mile to the east at the NE 75th Street / 35th Avenue NE intersection, there are stops serving both directions of Metro's Route 65. It operates with all day service seven days per week between Shoreline Station / 148th Station and the University District (with stops at Lake City, Wedgwood, and Laurelhurst). It operates from 5:00 AM to 3:00 AM with headways of about 15 minutes. About ¼-mile to the west at the NE 75th Street / 25th Avenue NE intersection, there are stops serving both directions of Metro's Route 372. It operates with all day service seven days per week between Bothell and the University District (with stops at Kenmore, Lake Forest Park, and Lake City). It operates from 5:00 AM to 1:40AM with headways of about 10 to 30 minutes.

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

The project would not add or eliminate any parking spaces.

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

No, the project would not require any new or improvements to existing roads, streets, pedestrian, bicycle or state transportation facilities.

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

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

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

The field lighting project could generate between 240 to 300 additional trips per day for part of the year—primarily from about October until early March. Peak volumes (estimated at about 85 trips per hour associated with scholastic athletics) added due to the field lights could occur in PM peak hour as a middle school athletic practice or game ends (up to 55 outbound trips) and the spectators and participants of a recreational game arrive (estimated at 25 trips in and 5 trips out). During the remainder of the year, natural lighting conditions allow for field use during these times without the need for field lights.

Based on observations of traffic at other athletic fields, none of the new trips are expected to be trucks (commercial or non-passenger vehicles). However, participants and/or spectators of some scholastic athletics may be transported to and from the site in buses (e.g. school buses).

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

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

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

The proposed project would not result in significant adverse impacts to traffic within the study area. Based on the analyses presented in the referenced *Transportation Technical Report*, the project would not result in significant adverse impacts to traffic within the study area. It is recommended that the District ensure that the off-street parking lots are open and available for users during times that the field is scheduled for use. No mitigation would be required to accommodate the project.

15. Public Services

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

The completed project would not result in an increased need for public services.

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

No measures to reduce or control direct impacts on public services are proposed, as the completed project would not result in an increased need for public services.

16. Utilities

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

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

The proposed field lighting system would require additional electricity for operation. Seattle City Light provides electrical service to the site.

C. Signature

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

X Conrad Plyler

Type name of signee: Conrad Plyler

Position and agency/organization: Project Manager, Seattle Public Schools

Date submitted: July 1, 2026

REFERENCES

Adam S. Alsobrook and Julia Kunas. *Cultural Resources Review for the Eckstein Middle School Athletic Field Lighting Project Technical Memorandum.* February 18, 2026.

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DA Hogan. *Athletic Field Lighting at Eckstein Middle School*. May 5, 2026).

Heffron Transportation, Inc. *Transportation Technical Report for Eckstein Middle School Athletic Field Lighting.* March 25, 2026.

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U.S. Fish and Wildlife Service. *IPaC.* https://ecos.fws.gov/ipac/location/index. Accessed February 2026.

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Washington State Noxious Weed Control Board. *Noxious Weed List. https://www.nwcb.wa.gov/printable-noxious-weed-list.* Accessed February 2026.

FIGURES

Figure 1. Vicinity Map

Source: OpenStreetMap, 2026; Confluence, 2026

Figure 2. Site Plan

Source: DA Hogan, 2026

APPENDIX A: Environmental Noise Assessment

THE GREENBUSCH GROUP, INC.

Memorandum

DATE: *June 11, 2026*

TO: *Lisa Adolfson – Confluence*

FROM: *Justin Morgan, INCE*

RE: *Eckstein Middle School Athletic Field Lighting Project–Environmental Noise Assessment*

INTRODUCTION

The intent of this memorandum is to provide an assessment of potential noise effects resulting from the Eckstein Middle School Athletic Field Lighting Project (Project), located at 3003 Northeast 75th Street in Seattle, Washington. The Project would install lights at the existing Eckstein Middle School Athletic Field, allowing for athletic events to occur after sunset.

REGULATORY CRITERIA

The Project is located within the City of Seattle, therefore sounds produced by the Project are regulated by the Seattle Municipal Code (SMC). The SMC identifies maximum permissible sound levels independent of existing sound levels. In addition to identifying sound limits, the SMC also lists specific types of noises and activities which are considered a public disturbance. For the purposes of this evaluation, potential noise impacts are evaluated based on compliance with the SMC.

In addition to assessing compliance with the SMC, guidelines presented in the document entitled "Environmental Impact Statement Guidelines" (Environmental Protection Agency (EPA) Region X, 1973) were used to assess the potential noise effects within the community.

Seattle Municipal Code

SMC Section 25.08.410 specifies permissible sound levels within the City of Seattle based on the noise districts of the sound source and receiver. SMC 25.08.100 defines noise districts based on land use zones, including Residential, Commercial, and Industrial.

The Project and all nearby properties are within Residential noise districts. Modifications to the SMC sound limits are outlined in SMC 25.08.420 and include a 10 dB reduction at properties within Residential districts between the hours of 10 p.m. and 7 a.m. on weekdays and 10 p.m. and 9 a.m. on weekends and legal holidays. Since the field lights will turn off before 10 p.m., the resulting hourly L_{eq} sound limit for the Project would be 55 dBA. During any measurement interval, L_{max} sound levels may exceed the exterior sound level limits by no more than 15 dBA, resulting in an L_{max} sound limit of 70 dBA.

In addition to specifying sound limits, SMC 25.08.500 lists activities and noises which are considered a public disturbance. Activities identified in SMC 25.08.500 which could be applicable to the Project include:

- SMC 25.08.500.D prohibits loud, raucous, frequent, repetitive, or continuous sounds created by a musical instrument, or other device capable of producing sound when struck by an object, a whistle, or a sound amplifier or other device capable of producing, or amplifying, or reproducing sound.
- SMC 25.08.500.E – prohibits loud, raucous, frequent, repetitive, or continuous sounds made by the amplified or unamplified human voice between the hours of 10 p.m. and 7 a.m.

Since amplified music is prohibited during events held at the Project site and field lights will be turned off prior to 10 p.m., the Project will not be considered a public disturbance under the SMC.

Environmental Protection Agency

To assess the potential noise effects within the community, this analysis relies on guidelines presented in the document entitled "Environmental Impact Statement Guidelines" (EPA Region X, 1973.) In this document, increases in noise are discussed in relation to expected community response to the introduced sound source. These responses are described as follows:

- Up to a 5 dB increase – few complaints, if gradual increase
- 5 to 10 dB increase – more complaints, especially during sleeping hours
- Over 10 dB increase – substantial number of complaints

The EPA guidelines are not standards and do not have the force of law but do serve as useful indicators for potential noise effects.

METHODOLOGY

To assess potential noise effects within the community, existing sound levels were measured at two locations near the Project. Measurements were also made of athletic events held during daytime hours at the Eckstein Middle School Athletic Field to assess sound levels within the community from athletic events.

SOUND LEVEL MEASUREMENTS

Sound levels were measured near the east and south property lines of the Eckstein Middle School Athletic Field to document existing sound levels and measure athletic events. Measurements were made at the east property line between Tuesday April 7, 2026, and Wednesday April 8, 2026, as well as the south property line between Thursday April 2, 2026, and Sunday April 6, 2026.

Temperatures during the measurements at the east property line ranged between 36 and 60 degrees Fahrenheit and wind conditions were calm. During the measurements at the south property line temperatures ranged between 40 and 69 degrees Fahrenheit and wind speeds were typically calm. There was no precipitation during the measurements.

Equipment used during the measurements are listed in Table 1. All equipment was calibrated at a certified laboratory within one year of the measurement dates. Field calibrations were also made before and immediately after the measurements were completed. The locations of the measurements are shown in Figure 1. Photos of the measurement equipment are shown in Figure 2 and Figure 3.

Table 1. Measurement Equipment

Location	Make and Model	Description	Serial Number
East Property Line	Svantek 979	Sound Level Analyzer	46177
	Svantek SV17	Preamplifier	57824
	G.R.A.S. 40AE	Microphone	575378
	Larson Davis CAL200	Acoustic Calibrator	16828
South Property Line	Svantek 971	Sound Level Analyzer	72542
	Svantek SV18	Preamplifier	72239
	Aco Pacific 7052E	Microphone	68284
	Larson Davis CAL200	Acoustic Calibrator	16827

Figure 1. Locations of Sound Level Measurements

Figure 2. East Property Line

Figure 3. South Property Line

The range of existing ambient hourly L_{eq} sound levels at the Eckstein Middle School between 8 p.m. and 10 p.m., during athletic events, and ambient sound levels at the same times as athletic events (but when events were not occurring) are shown in Table 2. Sound levels reported between 8 p.m. and 10 p.m. are used to represent sound levels after sunset, when field lights could affect future sound levels.

Ambient sound sources present during the measurements between 8 p.m. and 10 p.m. at the Eckstein Middle School included vehicle traffic on nearby roadways, nature sounds, and aircraft noise. Aircraft flyovers were the most prevalent sound source during the measurements and resulted in approximately 1-minute of elevated sound levels during each flyover. Vehicle noise was constant and quieter than aircraft noise. Children were also playing on the field during the 8 p.m. hour the evenings of April 5th through April 7th. Elevated sound levels from children yelling typically lasted approximately 1-second but would often occur several times in close succession.

Soccer games held at the Eckstein Middle School field were measured at the south property line between 5 p.m. and 5:30 p.m. on Thursday April 2, 2026, between 9 a.m. and 1 p.m. on Saturday April 4, 2026, and 8 a.m. to 9 a.m. on Sunday April 5, 2026. Events were also measured at the east property line between 4:30 p.m. and 5:30 p.m. on Tuesday April 7, 2026. Dominant sound sources from athletic events were shouting, cheering, and referee whistles. These sound sources were all transient in nature, occurring for a few seconds at a time.

Sound levels were also assessed during similar times of athletic events on days events were not occurring. To minimize the variability in sound levels from outside sound sources, such as traffic, sound levels were used from similar days and times as the athletic events.

Table 2. Measured Sound levels, Hourly L_{eq}, dBA

Type of Measurement	Location	Time Range	Range of Sound Levels, Low – High (Median)
Evening Sound Levels without Athletic Events	East Property Line	8 p.m. to 10 p.m.	39 – 49 (44)
	South Property Line	8 p.m. to 10 p.m.	44 – 52 (46)
Daytime Sound Levels without Athletic Events	South Property Line	Weekdays 4 p.m. – 6 p.m.	51 – 51 (51)
		Weekend 10 a.m. – 1 p.m.	43 – 46 (46)
		Weekend 8 a.m. – 9 a.m.	49 – 49 (49)
Daytime Sound Levels from Athletic Events	East Property Line	4:30 p.m. – 5:30 p.m.	51 – 51 (51)
	South Property Line	Weekday 5 p.m. – 5:30 p.m.	56 – 56 (56)
		Weekend 10 a.m. – 1 p.m.	51 – 55 (54)
		Weekend 8 a.m. – 9 a.m.	50 – 50 (50)

ASSESSMENT AND RESULTS

Measurements of athletic events currently held at the Eckstein Middle School Athletic Field indicate athletic events are typically in compliance with the SMC sound limits, with only a single hour exceeding the SMC by less than 1 dB at the south property line. Although sound levels from athletic events are expected to typically comply with SMC sound limits, there would be short term, transient events, lasting a few seconds, that may exceed SMC limits.

The potential increase to existing sound levels near the project from future nighttime athletic events were evaluated by combining the existing sound levels between 8 p.m. and 10 p.m. and sound levels measured during athletic events. The sound levels from athletic events, combined sound levels from the events and ambient sound levels, and the resulting increase to sound levels are shown in Table 3.

Table 3. Increase to Existing Sound Levels between 8 p.m. and 10 p.m., dBA

Location	Sound Levels, minimum-maximum (median)			
	Existing[1]	Event	Combined[2]	Increase
East	44	51 – 51 (51)	52 – 52 (52)	8 – 8 (8)
South	46	50 – 56 (54)	52 – 56 (55)	6 – 10 (8)

1. Median existing hourly L_{eq} sound levels between 8 p.m. and 10 p.m.
2. Combined levels are calculated from the median existing hourly L_{eq} between 8 p.m. and 10 p.m. and range of hourly L_{eq} sound levels measured during athletic events.

As shown in Table 3, athletic events are anticipated to increase sound levels between 8 p.m. and 10 p.m. by between 6 and 10 dB with a median increase of 8 dB using the median sound levels from athletic events. However, the expected community response used in the EPA guidelines is based on a new source being introduced into the community. The Project would not introduce new noise sources but would extend the hours the field would be in use. Sound levels produced by athletic events held at the field after sunset are expected to be consistent with those already occurring during daytime hours. Furthermore, at the time of this report, there have been no complaints received from the community regarding noise created from athletic events held at Eckstein Middle School.

Adult soccer matches are expected to be the primary athletic events occurring after 8 p.m. Fewer spectators typically attend adult athletic events, which may reduce sound levels produced during these games. This may result in quieter events than those measured during daytime hours and shown in Table 2, therefore reducing the increase to sound levels resulting from evening events.

As shown in Table 2, sound levels measured during evening hours (8 p.m. to 10 p.m.) are similar to those during daytime hours, when athletic events are not occurring. Because these sound levels are similar, the increase in sound levels created by athletic events after sunset is anticipated to be equivalent to the increase in sound levels currently occurring during daytime hours.

Although sound levels are likely to increase after sunset and changes to the types of sounds in the area may be perceptible at nearby residences, sound levels would be consistent with those already received from athletic events currently held at the field. These levels are expected to typically comply with SMC sound limits, with the exception of specific, transient, short-term events, which are typically a few seconds in duration. Because sound levels from athletic events are anticipated to generally comply with SMC sound limits, noise impacts are not anticipated at nearby residences as a result of the Project.

APPENDIX B: Transportation Technical Report

TRANSPORTATION TECHNICAL REPORT

for

Eckstein Middle School Athletic Field Lighting

PREPARED FOR:

Seattle Public Schools

PREPARED BY:

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March 25, 2026

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1. INTRODUCTION

This report presents the transportation impact analysis for the Seattle Public Schools' (SPS) proposed field lighting project at Eckstein Middle School. The scope of analysis and approach were based on extensive past experience performing transportation impact analyses for numerous SPS projects including athletic-facility improvements and field-lighting projects in Seattle and throughout Western Washington.

This Transportation Technical Report was prepared to support the SEPA Checklist and review of the Special Exception required for over-height light poles on school property. The Special Exception involves a Type II Master Use Permit (MUP) process and its analysis requirements are outlined in Seattle Municipal Code (SMC) §23.51B.002.D.6.b.1. Those require that the applicant address and mitigate potential impacts, including but not limited to, increased traffic and parking demand. This report documents the existing transportation conditions in the site vicinity, presents estimates of project-related traffic, and evaluates the anticipated impacts to the surrounding transportation system.

1.1. Project Description

SPS plans to install lights at the existing athletic field at Eckstein Middle School (located at 3003 NE 75th Street) in the Ravenna neighborhood of Seattle. The following sections describe the existing site, field location, and the proposed project.

1.1.1. Existing Site

The Eckstein Middle School site is bounded on the north by NE 75th Street, on the west by 30th Avenue NE, and on the south and east by single-family residential parcels. The athletic field has a synthetic surface and occupies the southeast portion of the site.

Eckstein Middle School has a primary access driveway on NE 75th Street located about 90 feet east of the 32nd Avenue NE intersection. This driveway connects to a large paved surface that currently has four marked ADA parking stalls near the main school building. Another 28 stalls have historically been marked on the east side of the building in the center of this area; however, striping has faded and/or is no longer visible. Based on field observations and reviews of historical aerial imagery, the hard-surface area has accommodated 190 or more parked vehicles for events or after-hours use of the site and playfield. In addition, there are two paved parking areas located along the western portion of the site adjacent to 30th Avenue NE. Those two areas each have one-way circulation loops with entry at the south and exit to the north. The northwestern lot has 25 marked angled spaces, while the southwestern lot is unstriped, but can accommodate up to 26 angle-parked vehicles. The two western parking lots are located at a lower grade than the main school building and athletic field and users must climb stairs to access the school and field. In total, the Eckstein Middle School site can accommodate 240 or more parked vehicles in the three off-street parking areas.

1.1.2. Proposed Changes

SPS proposes to install lights at the Eckstein Middle School athletic field and plans to complete the project for use by fall 2027. Figure 1 shows the site plan with the location of the proposed lights. This proposal would allow increased use of the field for scholastic and non-scholastic recreational activities scheduled to end by 9:45 P.M., with lights automatically turned off at 10:00 P.M. The lights will be off if the field is not scheduled for use. Usage of the field is expected to increase with the added ability to hold practices and some competitive games later in the day during the school year. Although not currently planned, the lights could be used in the morning (after 7:00 A.M.) for scholastic practices.

Source: DA Hogan, March 2026.

ECKSTEIN MIDDLE SCHOOL
Field Lighting Project

Figure 1

Overall Site and Lighting Plan

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Based on the joint-use agreement[1] between SPS and Seattle Parks and Recreation (SPR), District priority scheduling times for all athletic fields, including Eckstein Middle School, are Monday through Friday until 7:00 P.M. and Saturdays from 8:00 A.M. to noon for Washington Interscholastic Activities Association (WIAA) field sports and until 4:00 P.M. for middle school field sports. Based on the typical schedules for middle school outdoor athletics, scholastic activities that could make use of the extended field hours are limited, but could include girls' soccer and co-ed ultimate (Frisbee) in the fall season and boys' soccer and co-ed track in the spring season. The primary use of the lighted fields is likely to be private-school and non-SPS recreational athletics (soccer, ultimate, and/or lacrosse) that would occur after SPS school-use and until 9:45 P.M.

2. BACKGROUND CONDITIONS

This section presents the existing and future conditions without the proposed field lighting project. The impacts of the proposed project were evaluated against these base conditions. Year 2027 was selected as the future horizon year for the analyses because the field lighting is scheduled to be completed by fall 2027 and athletic activities under lights would be new in late 2027. For comparison, and to provide an analysis of potential new traffic and parking impacts, year-2027-without-project conditions assume the existing field would remain unlit. The following sections describe the existing roadway network, traffic volumes, traffic operations (in terms of levels of service), traffic safety, transit facilities, non-motorized facilities, and parking.

The selection of the study area intersections was based on the travel routes used to access the on-site parking and nearby on-street parking. Study-area intersections include:

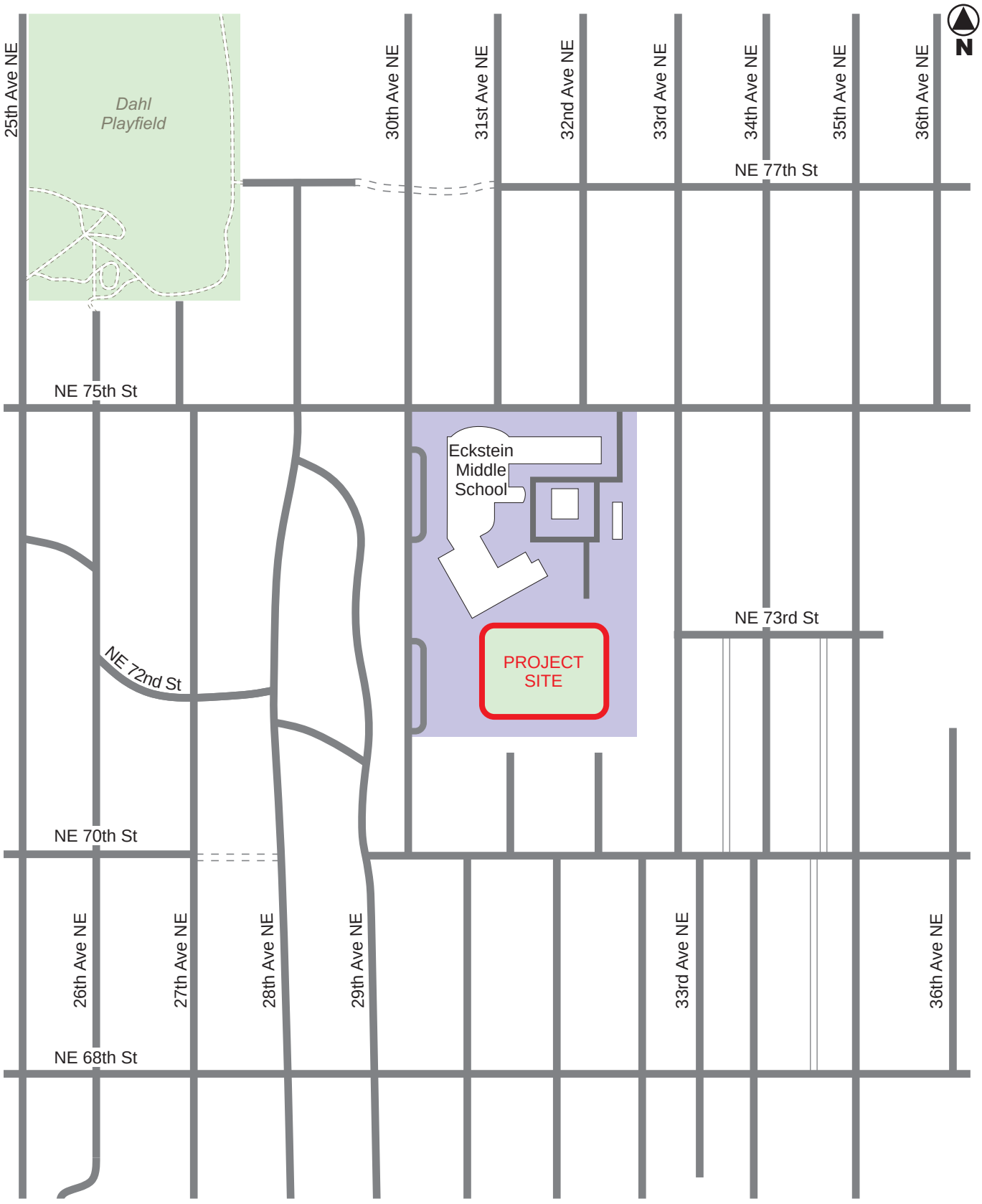
- NE 75th Street / 25th Avenue NE;
- NE 75th Street / 30th Avenue NE;
- NE 75th Street / 31st Avenue NE;
- NE 75th Street / 35th Avenue NE;
- NE 75th Street / Eckstein MS Driveway;
- Eckstein MS North Lot Exit / 30th Avenue SW;
- Eckstein MS North Lot Entry / 30th Avenue SW;
- Eckstein MS South Lot Exit / 30th Avenue SW; and
- Eckstein MS South Lot Entry /30th Avenue SW.

2.1. Transportation Network

2.1.1. Existing Network

The surrounding area consists of single-family residences with commercial uses along the 35th Avenue NE corridor. Key roadways that serve the site vicinity are described below. Roadway classifications were obtained from the City of Seattle's (City's) *Street Classification Maps*.[2] Speed limits are 25 miles per hour (mph) on arterials (unless otherwise marked) and 20 mph on local access streets. Figure 2 shows the site location and vicinity.

[1] *An Agreement for the Joint Use of Facilities between The Seattle School District No.1 and Seattle Parks and Recreation 2022 – 2027*, Jointly prepared by: Seattle Parks and Recreation and the Seattle School District No. 1, October 3, 2022.
[2] Seattle Department of Transportation (SDOT), online Street Classification Maps, accessed December 2025.



ECKSTEIN MIDDLE SCHOOL
Field Lighting Project

Figure 2

Site Location and Vicinity

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NE 75th Street is an east-west arterial that extends from 8th Avenue NE on the west to 55th Avenue NE on the east. Close to the school, the segment between 25th and 35th Avenues NE is designated as a Minor Arterial. West of 25th Avenue NE, it is a Principal Arterial, and east of 35th Avenue NE, it is a Collector Arterial. For most of the segment between 25th and 35th Avenues NE, the roadway has two travel lanes (one in each direction), a center-two-way-left-turn lane, and bike lanes on both sides. Adjacent to the school (between about 30th and 33rd Avenues NE), the roadway has no center turn lane. Instead, the south curb-side area is designated for five-minute school-load only from 8:00 to 10:00 A.M. and 3:00 to 5:00 P.M.; it is used for unrestricted parking at other times. The inside portion of this curbside area is shared with eastbound bicycles. NE 75th Street has curbs, gutters, and paved sidewalks on both sides. Traffic signals control its intersections with 25th and 35th Avenues NE, and both of those intersections have signalized pedestrian crosswalks on all legs of the intersection. A marked crosswalk across NE 75th Street just east of 31st Avenue NE is controlled by a pedestrian signal. There is also a marked crosswalk (unsignalized) crossing NE 75th Street at 28th Avenue NE. A photo-enforced school zone (20 miles per hour (mph)) near the school is in effect when beacons flash.

25th Avenue NE is a Principal Arterial that provides north-south access between Montlake Boulevard NE on the south and Ravenna Avenue NE on the north. In the vicinity, the roadway has two travel lanes (one in each direction) and parallel on-street parking on both sides along most of the street. Approaching the NE 75th Street intersection, it has five lanes (two in each direction and center-left-turn lanes). 25th Avenue NE has curbs, gutters, and paved sidewalks on both sides. A traffic signal controls its intersection with NE 75th Street, where there are marked crosswalks with pedestrian signals on all legs.

35th Avenue NE is a Principal Arterial that provides north-south access between NE 45th Place on the south and NE 135th Street on the north. In the site vicinity, the roadway has two travel lanes (one in each direction) with a center-two-way-left-turn lane and parallel on-street parking on the east side. Approaching the NE 75th Street intersection, there are left-turn lanes in both directions. 35th Avenue NE has curbs, gutters, and paved sidewalks on both sides. A traffic signal controls its intersection with NE 75th Street, where there are marked crosswalks with pedestrian signals on all legs.

30th Avenue NE is a north-south residential access street that extends from NE 70th Street (the southwest corner of the Eckstein site) north to just beyond NE 95th Street. Its approaches to NE 75th Street are stop-sign controlled; its intersection at NE 70th Street is uncontrolled. Near the school site, it has curbs on both sides and paved sidewalk on the east side. Adjacent to the school, the east curb area is designated for school bus only from 7:00 to 10:00 A.M. and 3:00 to 5:00 P.M.; it is used for unrestricted parking at other times. The west side of this street segment is signed for "No Stops" at all times. The speed limit is 20-mph, with additional 20-mph school zone signs. The street also has several speed humps.

31st Avenue NE is a north-south residential access street that extends north of NE 75th Street to NE 85th Street. While there is a segment of 31st Avenue NE south of the school site, it is a dead-end and has no connection to the site. North of the school, 31st Avenue NE has curbs, gutters, and paved sidewalks on both sides. Unrestricted parking occurs on the west side; no parking is permitted on the east side. The speed limit is 20-mph, with additional 20-mph school zone signs. There is a signalized pedestrian crossing of NE 75th Street on the east leg of the intersection; however, southbound vehicular traffic is stop-sign controlled. Eastbound left turns are prohibited (by an overhead sign) from 7:00 to 9:00 A.M. and from 4:00 to 6:00 P.M.

2.1.2. Planned Improvements

Several documents were reviewed to determine if any planned transportation improvements could affect access or roadway capacity near Eckstein Middle School by 2027 when the field lighting project is expected to be completed and in use. In 2024, the City adopted the *Seattle Transportation Plan (STP)*,[3]

[3] Adopted April 23, 2024.

which outlines the City's 20-year vision plan. The *STP* replaces the City's earlier individual modal plans (including walking/rolling, biking, transit, and freight). The following describes the *STP* elements and other long-range planning documents reviewed.

STP Pedestrian Element – The *STP* notes that the Seattle Department of Transportation (SDOT) seeks to "*…implement the Safe Routes to School program to deliver engineering improvements that improve pedestrian safety within school walksheds as well as education and encouragement campaigns at public and private schools throughout Seattle.*" However, there are no specific projects identified within the immediate site vicinity.

STP Bicycle and E-Mobility Element – The *STP* identifies the City's proposed Bike+ network which consists of bikeways suitable for people of all ages and abilities (AAA), including protected bike lanes, Neighborhood Greenways, Healthy Streets, and bike lanes where vehicle speeds and volumes are sufficiently low. No facilities near the project site are specifically identified for improvements.

STP Transit Element – No specific improvements to the transit network or facilities were identified in the site vicinity.

City of Seattle's Adopted 2025-2030 Capital Improvement Program (CIP) [4] – No specific improvements to the transportation network were identified in the site vicinity.

City of Seattle's Proposed 2026-2031 Capital Improvement Program (CIP) [5] – No specific improvements to the transportation network were identified in the site vicinity.

2024 Seattle Transportation Levy[6] – This levy, approved by voters in November 2024, is an eight-year $1.55 billion levy to maintain and modernize the City's transportation infrastructure. The levy has $111 million for city-wide sidewalk improvements. No vicinity improvements were identified in in SDOT's *2025 Annual Delivery Plan.*[7]

Based on the above listed plans, no changes to the roadway channelization or traffic control were assumed for future (2027) conditions in the traffic operations models.

2.2. Traffic Volumes

2.2.1. Historical Traffic Volumes

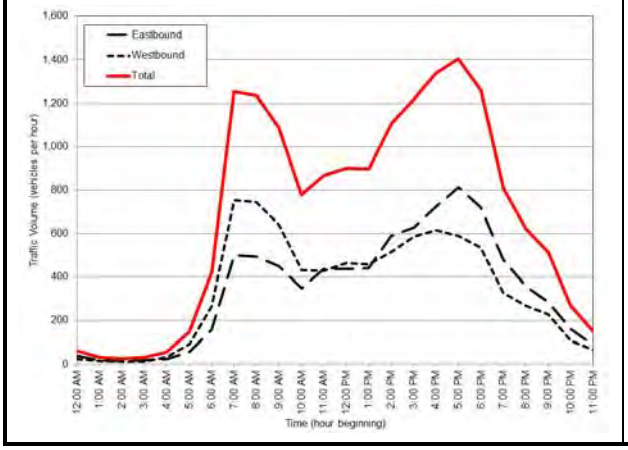
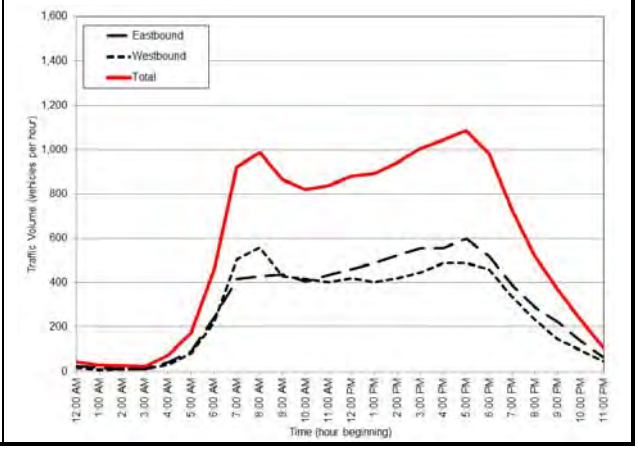
SDOT conducted traffic counts on NE 75th Street in the site vicinity in March 2011 and March 2025. These counts were compiled to determine how volumes have changed over the past 14 years. The counts indicate that total daily traffic has declined by about 15% and peak hour volumes (AM and PM) have declined by about 20%. It is noted that NE 75th Street was re-channelized in 2013 from its former four-lane configuration to three lanes.

The traffic count data on NE 75th Street were also compiled to determine how volumes change by time of day. Figure 3 shows that the 24-hour patterns in 2011 and 2025 are typical of most arterials in Seattle with distinct morning and afternoon peak periods that correspond to peak commuter travel. However, the directional peaks in 2025 are less pronounced than they were in 2011. Note that traffic volumes decrease substantially following the commuter PM peak hour, which occurs on NE 75th Street from 5:00 to 6:00

4 City of Seattle, December 2024.
5 City of Seattle, September 2025.
6 Seattle Department of Transportation, *2024 Seattle Transportation Levy,* August 2024.
7 SDOT, January 31, 2025.

P.M. In 2025, the traffic volume from 6:00 to 7:00 P.M. was about 10% lower than the peak hour volume, while the 7:00 to 8:00 P.M. volume was 33% lower.

Figure 3. Hourly Traffic Volumes on NE 75th Street (2011 and 2025)

March 2011 [a]	March 2025
	

Source: SDOT Traffic Count Database, accessed November 2025.

a. SDOT, Count of NE 75th Street between 27th and 28th Avenues NE conducted March 24 -30, 2011. Data reflect average of Tuesday through Thursday.

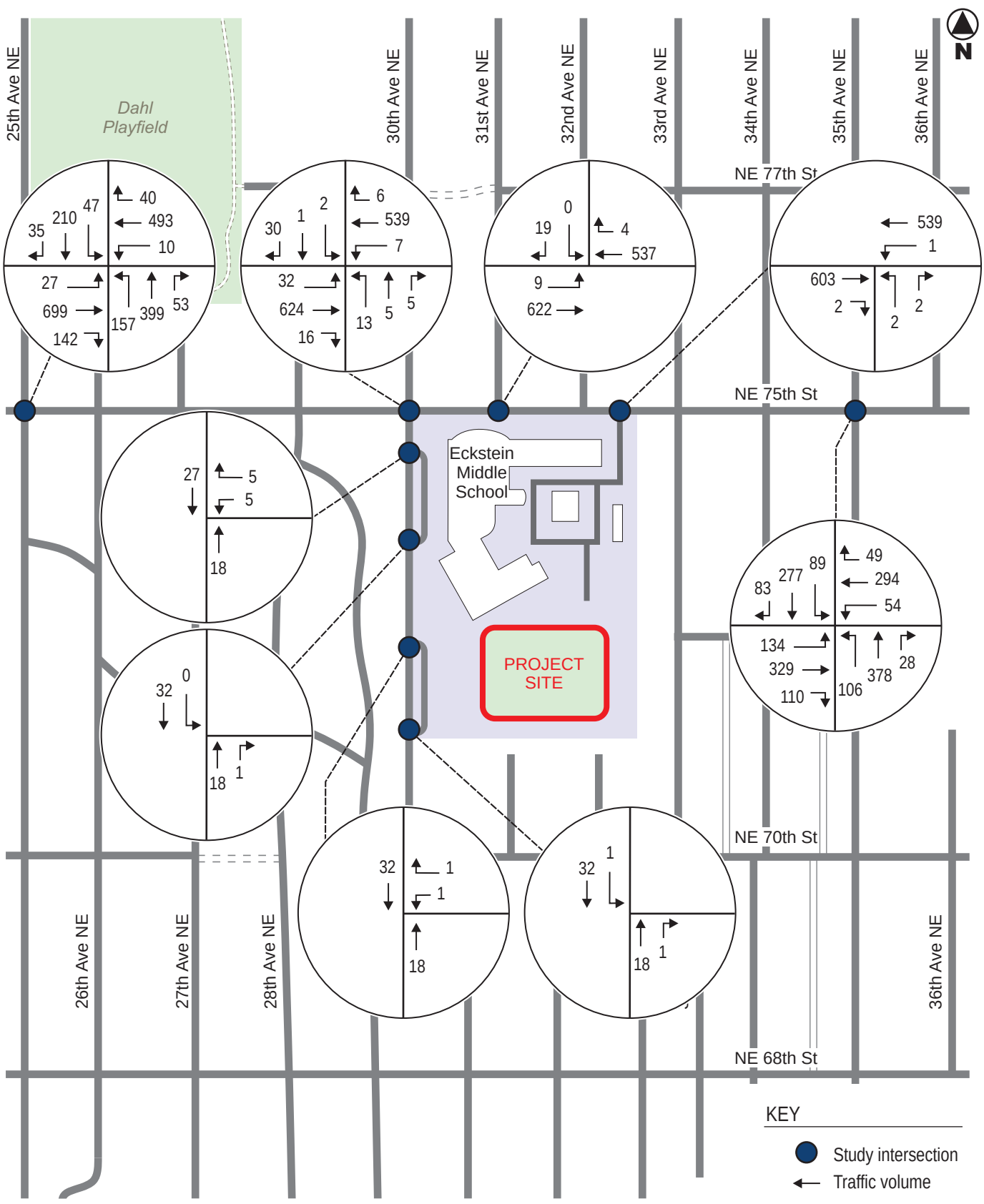
b. SDOT, Count of NE 75th Street between 32nd and 33rd Avenues NE conducted March 22 -28, 2025. Data reflect average of Tuesday through Thursday.

2.2.2. Existing Background Traffic Volumes

Weekday PM peak hour and evening turning movement traffic counts were conducted on Wednesday, December 3, 2025, at the off-site study area intersections and all school site driveways (one on NE 75th Street and four on 30th Avenue NE). All counts were performed from 4:00 to 8:00 P.M. and include the period in which the proposed field lights could result in increased traffic at Eckstein Middle School. The count data indicate that the peak hourly volumes during this four-hour count period occurs from 4:45 to 5:45 P.M. Similar to the hourly data presented in the previous section, the turning movement counts confirm that volumes decline considerably after the commuter PM peak hour.

Based on observed traffic patterns and schedules for other lighted athletic fields on SPS sites in Seattle, participants and spectators at the fields often arrive or depart the site during both the commuter PM peak hour and the 6:00 to 7:00 P.M. hour. These are often the time periods when scholastic athletics (e.g., middle school soccer practices) finish and non-scholastic community uses begin. Therefore, based on the count data collected for this analysis and typical lighted athletic field usage patterns, the commuter PM peak hour and the 6:00 to 7:00 P.M. hour were selected for detailed operational analysis. As noted previously, it is possible that the field lights could be used in the morning for scholastic practices; however, there are no current plans for this use. Potential traffic impacts of morning field use were not evaluated since they are expected to be minimal because of the limited participants (students only, no spectators) and limited number of days that lights would be needed.

Figure 4 presents the existing (2025) PM peak hour traffic volumes within the study area; Figure 5 presents the existing evening (6:00 to 7:00 P.M.) traffic volumes.



ECKSTEIN MIDDLE SCHOOL
Field Lighting Project

Figure 4
Existing (2025) Traffic Volumes
PM Peak Hour

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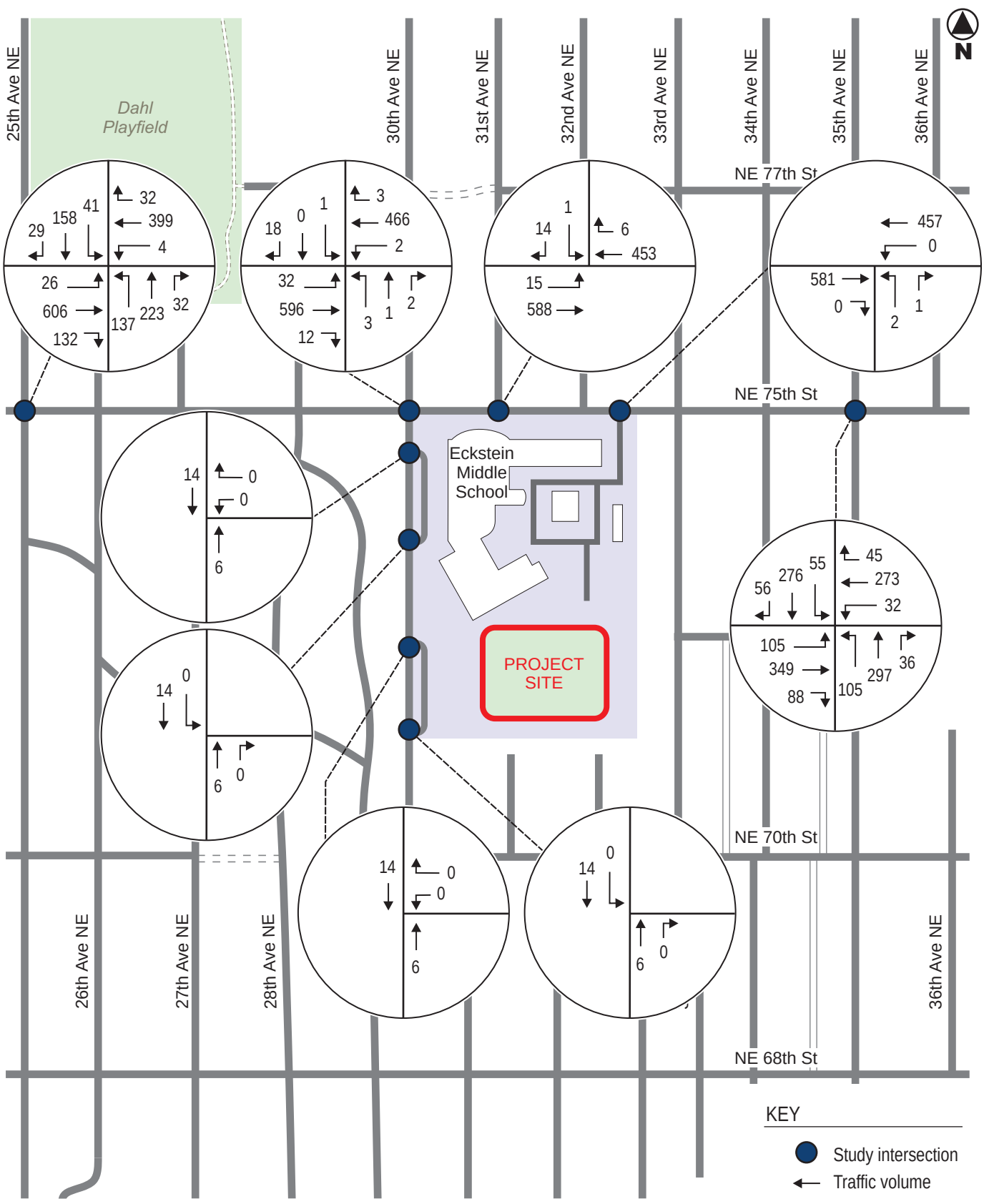

ECKSTEIN MIDDLE SCHOOL
Field Lighting Project

Figure 5
Existing (2025) Traffic Volumes
Early Evening Hour (6:00 - 7:00 PM)

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2.2.3. Existing Site-Related Traffic Volumes

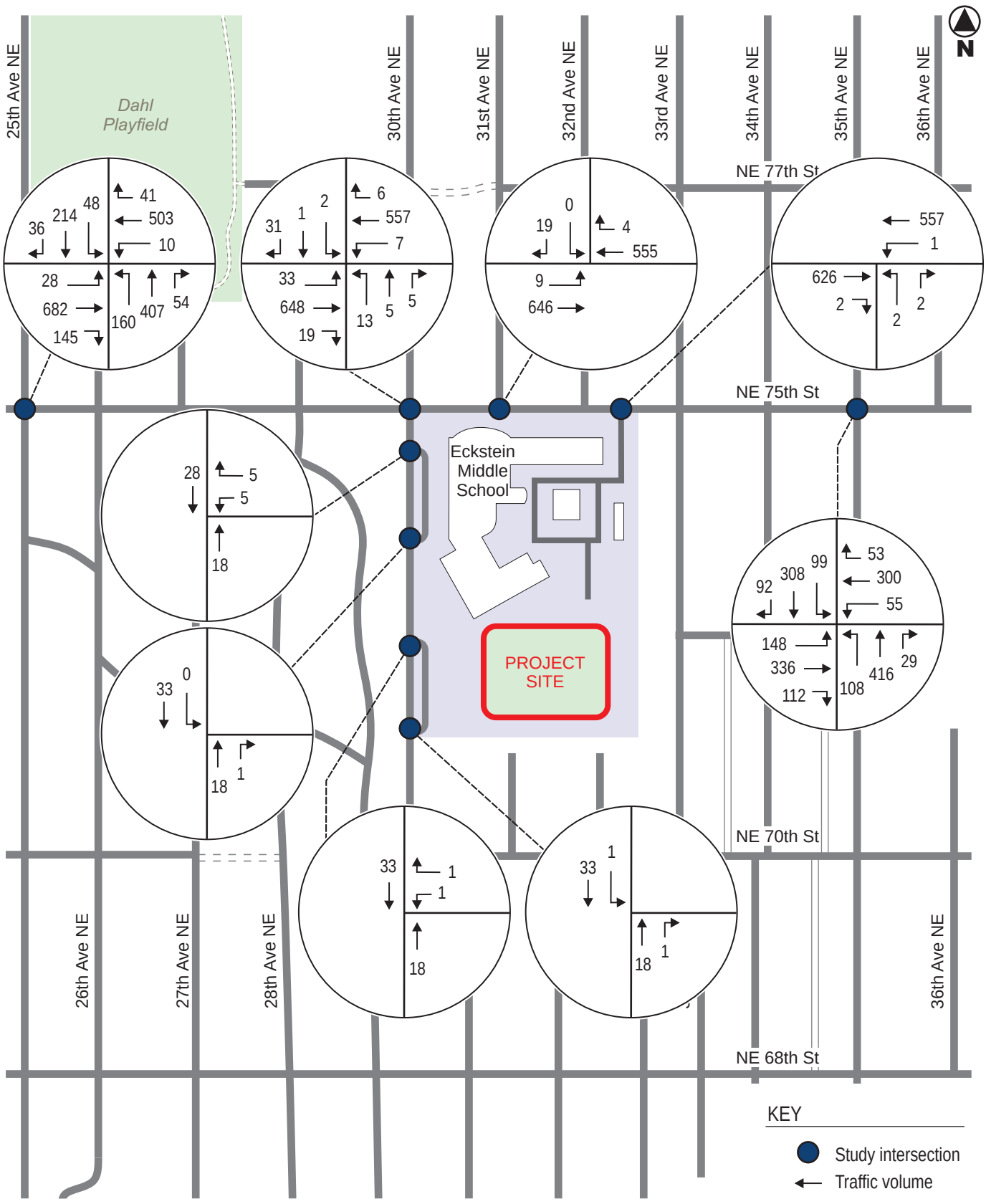
Eckstein Middle School currently generates traffic during the PM peak hour and evening hour with some after school activities and use of the site facilities. Counts of the site driveways (included as part of the data collection effort described previously) reflect typical conditions with no large events at the school, but with some site activity. During the analysis hours, counts at the Eckstein Middle School site access driveways totaled 22 trips (6 in, 16 out) during the PM peak hour and 3 trips (0 in, 3 out) during the evening (6:00 to 7:00 P.M.) hour. Between 7:00 and 8:00 P.M., there were 18 trips (11 in, 7 out); however, background traffic on NE 75th Street is 37% lower during this hour compared to the PM peak hour.

2.2.4. Forecast Without-Project Traffic Volumes

The Eckstein Middle School field lighting project is expected to be completed by fall 2027. As described in the previous section, vicinity traffic counts conducted in 2025 indicate declines in traffic compared to prior years; however, to account for potential vicinity traffic growth and consistent with other analyses performed in the area, a compound annual growth rate of 1% was applied for two years to estimate volumes in 2027. Although traffic increases are primarily expected to occur along nearby arterials, including NE 75th Street, 25th Avenue NE, and 35th Avenue NW, this assumption was applied to all traffic at all of the study area intersections. This rate accounts for possible general background traffic increases as well as traffic that could be generated by new development in the vicinity.

Based on review of the Seattle Department of Construction and Inspections' (SDCI) Property and Building Activity portal, one specific development project being reviewed could contribute increases in traffic at study-area intersections by year 2027. That project, known as the Wedgwood Redevelopment (at 8400 35th Avenue NE), proposes to replace an existing retail strip mall (~30,000 square feet (sf)) with a mixed-use development containing up to 321 apartment units, a 36,100-sf grocery store, a day care center, and 18,385-sf of neighborhood retail space. Study period traffic estimates for that development were derived from the *Traffic Impact Analysis Wedgwood Redevelopment*[8] and added to the forecast-2027 traffic volumes. Figure 6 and Figure 7 show the 2027-without-project PM peak hour and evening hour traffic volumes, respectively.

[8] Transpo Group, January 2025.



ECKSTEIN MIDDLE SCHOOL
Field Lighting Project

Figure 6
Forecast-2027-Without-Project
Traffic Volumes - PM Peak Hour

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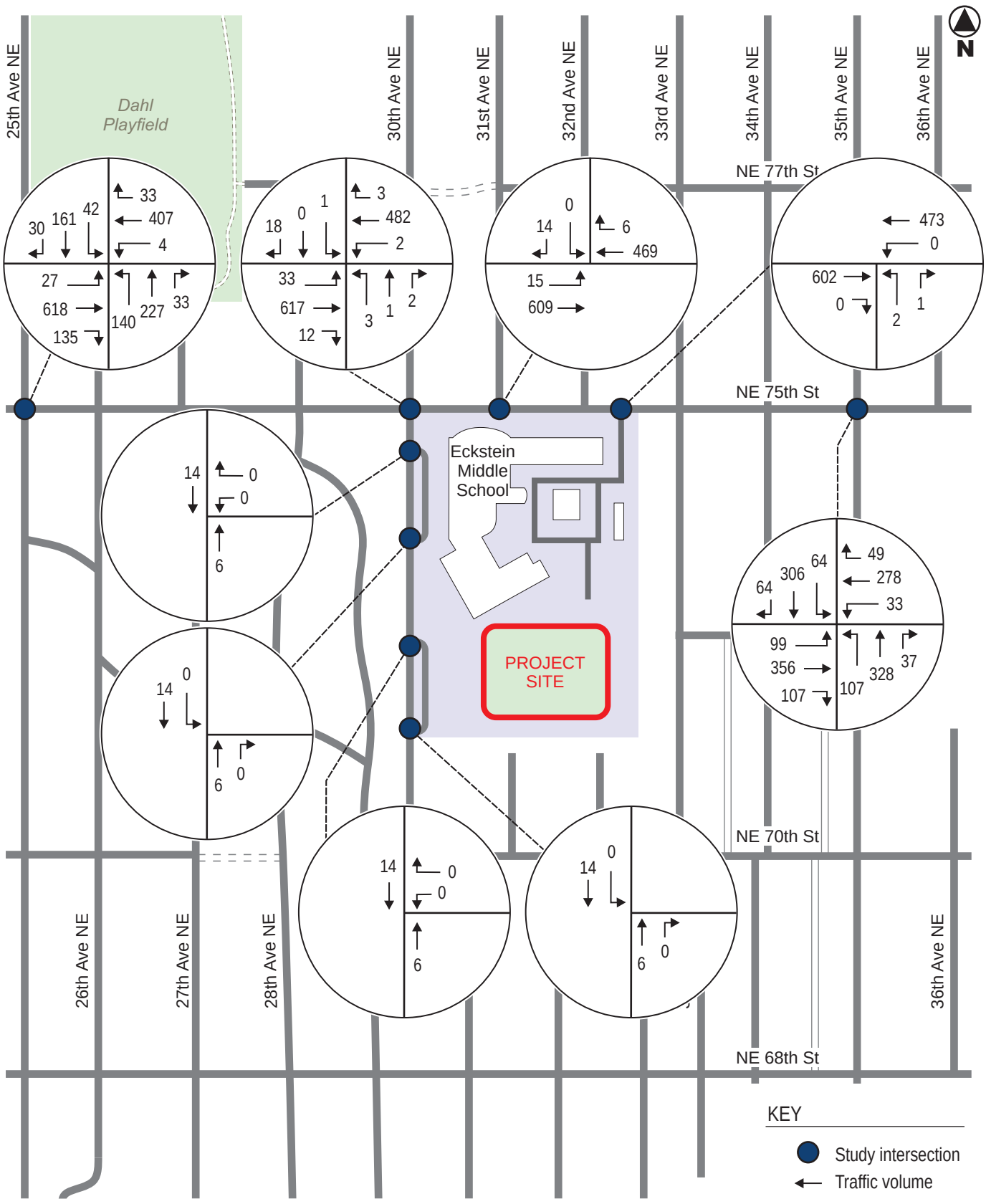

ECKSTEIN MIDDLE SCHOOL
Field Lighting Project

Figure 7
Forecast-2027-Without-Project
Traffic Volumes
Early Evening Hour (6:00 - 7:00 PM)

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2.3. Level of Service

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

Levels of service for the study area intersections were determined using methodologies established in the *Highway Capacity Manual (HCM), 7th Edition*[9] using the *Synchro 12* analysis software. Appendix A summarizes level of service thresholds and definitions for signalized and unsignalized intersections.

The modeling assumptions for existing conditions, including signal timing and phase splits for study-area intersections were provided by SDOT.[10] No changes to signal timing were assumed for the 2027-without-project-conditions analysis of signalized intersections.. Table 1 summarizes existing and forecast-2027-without-project levels of service at the study-area intersections for both the PM peak hour and evening hour conditions. As shown, the three signalized intersections currently operate at LOS D or better during both hours and would remain at those levels in 2027 without the project. The unsignalized intersections currently operate at LOS A overall with all movements operating at LOS C or better with no changes forecast by 2027 without the project. The projected growth in background traffic is expected to result in negligible increases in average delays (0.0 to 1.9 seconds) by 2027.

[9] Transportation Research Board 2022.
[10] Email communication, Valentina Castellanos Ramirez, SDOT, January 15, 2026.

Table 1. Level of Service Summary – Existing (2025) and 2027-Without-Project Conditions

Intersection / Control Type	PM Peak Hour (various [1])				Evening Peak Hour (6:00–7:00 P.M.)			
	Existing (2025)		2027 w/o Project		Existing (2025)		2027 w/o Project	
Signalized	LOS [2]	Delay [3]	LOS	Delay	LOS	Delay	LOS	Delay
NE 75th St / 25th Ave NE	C	27.5	C	27.9	C	22.3	C	22.6
NE 75th St / Ped Signal at 31st Ave NE	A	3.3	A	3.4	A	1.9	A	1.9
NE 75th St / 35th Ave NE	D	48.5	D	50.4	D	49.0	D	50.5
Side-Street Stop-Controlled	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
NE 75th St / 30th Ave NE	A	1.4	A	1.4	A	0.8	A	0.8
Northbound Movements	C	20.8	C	21.6	C	16.9	C	17.4
Eastbound Left Turns	A	8.7	A	8.8	A	8.5	A	8.6
Westbound Left Turns	A	8.9	A	9.0	A	8.8	A	8.9
Southbound Movements	C	15.2	C	15.7	B	12.9	B	13.2
NE 75th St / 31st Ave NE	A	0.3	A	0.3	A	0.3	A	0.3
Eastbound Left Turns	A	8.7	A	8.7	A	8.4	A	8.4
Southbound Movements	B	12.4	B	12.6	B	12.2	B	11.5
NE 75th St / Eckstein MS Dwy	A	0.2	A	0.2	A	0.1	A	0.1
Northbound Movements	C	16.1	C	16.6	C	16.6	C	17.1
Westbound Left Turns	A	8.9	A	8.9	A	0.0	A	0.0
30th Ave NE / Eckstein MS NW Lot Exit	A	1.8	A	1.8	A	0.0	A	0.0
Westbound Movements	A	8.7	A	8.7	A	0.0	A	0.0
30th Ave NE / Eckstein MS NW Lot Entry	A	0.0	A	0.0	A	0.0	A	0.0
Southbound Left Turns	A	0.0	A	0.0	A	0.0	A	0.0
30th Ave NE / Eckstein MS SW Lot Exit	A	0.7	A	0.7	A	0.0	A	0.0
Westbound Movements	A	8.7	A	8.7	A	0.0	A	0.0
30th Ave NE / Eckstein MS SW Lot Entry	A	0.3	A	0.3	A	0.0	A	0.0
Southbound Left Turns	A	7.3	A	7.3	A	0.0	A	0.0

Source: Heffron Transportation, Inc., January 2026.

1. *The PM peak hour for each individual intersection was evaluated.*
2. *Level of service.*
3. *Average seconds of delay per vehicle.*

2.4. Parking

The State of Washington adopted SEPA-related amendments on January 20, 2023 which removed parking as an element of the environment in WAC 197-11-444(2)(c)(iv) and removed the parking-related question from the environmental checklist in WAC 197-11-960(B)(14)(c). Pursuant to these amendments, the City of Seattle no longer identifies or requires analysis of parking impacts for SEPA review. However, the City relies on detailed parking analysis to support review of the Special Exception required for over-height light poles on school property. The Special Exception involves a Type II Master Use Permit (MUP) process and its analysis requirements are outlined in Seattle Municipal Code (SMC) §23.51B.002.D.6.b.1. Those require that the applicant address and mitigate potential impacts, including but not limited to, increased traffic and parking demand. Therefore, parking at and around the Eckstein Middle School site was surveyed in December 2025 to determine the existing parking supply and occupancy. The results of those surveys were used to estimate how parking occupancy is currently affected by the school and how it could be affected by the proposed field lighting project (which is presented later in Section 3.7).

The following sections describe the on-street and off-street parking supply as well as the observed parking occupancy and utilization rates. According to the City's curbside management performance measures, SDOT may examine the potential need for added parking management measures if on-street occupancy rates reach 85% or higher.[11]

2.4.1. Methodology and Study Area

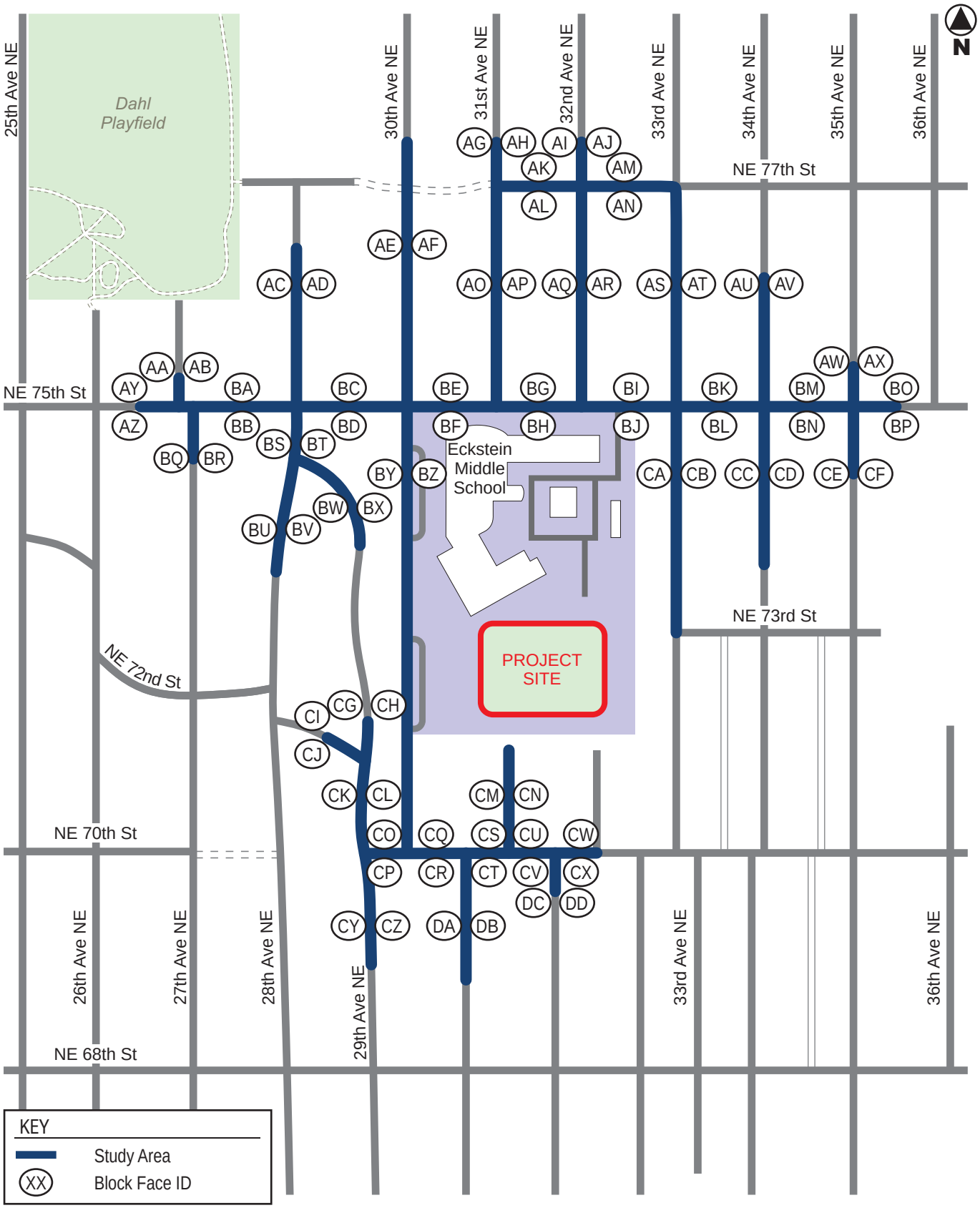
A detailed on-street parking study was performed according to the City's Tip #135,[12] which outlines the City's preferred methodology to determine the number and type of on-street parking stalls that may exist within a defined study area, and how much of that supply is currently utilized.

The study area for the on-street parking analysis consists of all roadways within an 800-foot *walking* distance from the project site, as typically required by the City of Seattle. The study area was measured from the edge of the Eckstein Middle School parcel, and includes all streets within an 800-foot walking distance.[13] It extends to just west of 27th Avenue NE, just north of NE 77th Street, just east of 35th Avenue NE, and just north of NE 68th Street. The overall study area consists of primarily of single-family residential land uses. Most residential properties have street facing driveways and some use on-street parking. Parking occupancy counts (the number of vehicles parked in the area) were collected at two times (late afternoon and evening) on two typical weekdays to show how parking is used during periods when the field lights could affect parking. Parking was also surveyed on a day when there was a school event at Eckstein Middle School.

2.4.2. Existing On-Street Parking Supply

The study area was separated into individual block faces. A block face consists of one side of a street between two cross-streets. For example, the north side of NE 75th Street, between 28th Avenue NE and 29th Avenue NE is one block face (identified as block face 'BC' for this study). Figure 8 shows the study area and block face designations.

[11] SDOT, Seattle Transportation Plan – Curbside Management Element, parking management occupancy goals, May 2024.
[12] SDCI, October 5, 2022.
[13] No access was assumed from the south side of the school site from the dead-end segments of 31st and 32nd Avenues NE.



ECKSTEIN MIDDLE SCHOOL
Field Lighting Project

Figure 8
Study Area for On-Street
Parking Occupancy Surveys

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Each block face was measured and analyzed to determine the number of legal on-street parking spaces. First, common street features—such as driveways, fire hydrants, and special parking zones— and their buffer requirements were identified according to Seattle's Municipal Code Regulations. The remaining unobstructed lengths between street features were converted to legal on-street parking spaces using values in the City's Tip #135. Detailed parking supply by block face is provided in Appendix B.

The parking supply survey determined there are 488 on-street parking stalls in the study area; 463 stalls have no restrictions, 10 stalls have school loading restrictions during parts of the day, 11 have school bus loading restrictions during parts of the day, and 4 stalls are signed for disabled parking.

2.4.3. On-Street Parking Occupancy

Parking occupancy counts were performed during times when the future use of the lighted athletic field could generate added parking demand. The counts were conducted in the late afternoon (beginning at 5:45 P.M.) and evening (beginning at 8:15 P.M.) to reflect conditions that could be affected by new activities under the lights. Counts were performed on typical school day evenings on Tuesday December 2, and Wednesday, December 10, 2025. In addition, conditions with a school-event (band concert) were captured on Thursday, December 11, 2025. These conditions provide a comparable conditions to analyze the potential parking impacts generated by added use of the lighted field.

The counts for each period were compiled, and on-street parking utilization was calculated using the methodology described in Tip #135, which is the number of vehicles parked on-street divided by the number of legal on-street parking stalls. Table 2 summarizes the findings; detailed parking occupancy results by block face are provided in Appendix B.

Table 2. On-Street Parking Utilization Survey Results

Time Period Surveyed	On-Street Parking Supply	Total Vehicles Parked	Utilization Rate % Stalls Occupied
School Day Late Afternoon (beginning at 5:45 P.M.)			
Tuesday, December 2, 2025	488	188	39%
Wednesday December 10, 2025	488	179	37%
Average	488	184	38%
Thursday, December 11, 2025 (Prior to event start) [a]	*488*	*182*	*37%*
School Day Evening (beginning at 8:15 P.M.)			
Tuesday, December 2, 2025	488	196	40%
Wednesday December 10, 2025	488	192	39%
Average	488	194	40%
Thursday, December 11, 2024 (During event) [a]	*488*	*276*	*57%*

Source: Heffron Transportation, Inc., October 2025

a. On December 11, 2025, Eckstein Middle School held its "All-Band Winter Concert," which began at 7:30 P.M.

The surveys determined that fewer than 40% of the on-street parking spaces were occupied during the non-event periods surveyed with between 292 and 309 spaces unused. During the event, on-street occupancy was slightly higher with 57% of the on-street parking spaces occupied leaving 212 spaces unused. It should also be noted that 54 vehicles (likely generated by the event) parked along the curb adjacent to the school on blockfaces 'BZ', 'BH', and 'BJ'. The occupancy rates are well below the 85% threshold that the City would use to consider parking management measures.

2.4.4. Off-Street Parking

Eckstein Middle School has three designated parking areas with a total of approximately 83 stalls. The school has two small lots with angled parking each accessed from driveways on 30th Avenue NE. The northwestern lot has 25 marked angled spaces, while the southwestern lot is unstriped, but can accommodate up to 26 angle-parked vehicles. The large hard-surface area that is accessed from a driveway on NE 75th Street currently has four marked ADA stalls near the main school building. Another 28 stalls have historically been marked on the east side of the building in the center of this area; however, striping has faded and/or is no longer visible. Based on field observations and reviews of historical aerial imagery, the hard-surface area has accommodated 190 or more parked vehicles could be accommodated for events or after-hours use of the site and playfield. In total, the Eckstein Middle School site can accommodate 240 or more parked vehicles in the three off-street parking areas.

Parking occupancy counts in the school's parking lots were conducted on the same dates and times described previously for the on-street parking surveys. During the non-event counts, total occupancy of all three school lots ranged from 6 to 19 vehicles. During the band concert event on the evening of December 11, there were 165 vehicles parked on site (26 in the northwestern lot, 11 in the southwestern lot, and 128 in the large hard-surface area). During the field observations, it was noted that the southern portion of the hard surface area could have accommodate more vehicles even with the event demand.

2.5. Traffic Safety

Collision data for the study area intersections and roadway segments were obtained from SDOT's Open Data Portal for the period between January 1, 2020 and the most recent records available as of November 24, 2025 (5.9 years). The available data were examined to determine if there are any unusual traffic safety conditions that could impact or be impacted by the proposed project. Table 3 summarizes the collision data.

Table 3. Collision Summary (January 1, 2020 through November 24, 2025)

Intersection	Rear-End	Side-Swipe	Left Turn	Angle	Ped / Cycle	Other [a]	Total for 5.9 Years	Average/ Year
NE 75th St / 25th Ave NE	1	0	4	5	1	0	11	1.9
NE 75th St / 30th Ave NE	0	0	0	0	1	0	1	0.2
NE 75th St / 31st Ave NE	0	0	0	0	0	0	0	0.0
NE 75th St / Eckstein MS Access	1	0	0	0	1	0	2	0.3
NE 75th St / 35th Ave NE	1	0	0	1	0	1	3	0.5
Roadway Segment	**Rear-End**	**Side-Swipe**	**Left Turn**	**Angle**	**Ped / Cycle**	**Other**	**Total for 5.9 Years**	**Average/ Year**
NE 75th St, between 28th Ave NE and 33rd Ave NE	0	0	0	0	0	0	0	0.0
30th Ave NE, between NE 75th St and NE 70th St	0	0	0	0	0	0	0	0.0

Source: SDOT, (https://data-seattlecitygis.opendata.arcgis.com), accessed November 2025.

a. *'Other' collision was vehicle striking fixed object off the roadway.*

Unsignalized intersections with five or more collisions per year and signalized intersections with 10 or more collisions per year are considered high collision locations by the City. As shown, all of the study area intersections had fewer than two collisions per year—none were reported at the four access driveways along 30th Avenue NE. The highest number of collisions occurred at the signalized NE 75th Street / 25th Avenue NE intersection. Three reported collisions within the study area involved moving vehicles and pedestrians—one each in 2022, 2023, and 2024—at three separate locations.

None of the studied locations meet the criteria for a high-collision location, and none of the reported collisions resulted in fatalities. Overall, these data do not indicate unusual traffic safety conditions.

2.6. Transit Facilities & Service

King County Metro Transit (Metro) provides bus service directly to the Eckstein Middle School site. There are Metro bus stops serving both directions at the NE 75th Street / 31st Avenue NE intersection (the westbound stop is east of the intersection and the eastbound stop is west of the intersection). These stops are served by Metro's **Route 79**, which provides weekday service between the Green Lake Park-and-Ride, Roosevelt, Wedgwood, Hawthorne Hills, Ravenna, and the University District. It operates from about 5:30 A.M. to 10:00 P.M. with headways (time between consecutive buses) of about 60 minutes for most of the day. It allows for transfers to numerous other routes including Route 65, 75, as well as 12 other routes and the 1 Line (light rail) at the U-District Station.

About 0.15-mile to the east at the NE 75th Street / 35th Avenue NE intersection, there are stops serving both directions of Metro's **Route 65**. It operates north-south on 35th Avenue NE with all day service seven days per week between Shoreline Station / 148th Station and the University District (with stops at Lake City, Wedgwood, and Laurelhurst). It operates from 5:00 A.M. to 3:00 A.M. with headways of about 15 minutes. About ¼-mile to the west at the NE 75th Street / 25th Avenue NE intersection, there are stops serving both directions of Metro's **Route 372**. It operates with north-south on 25th Avenue NE with all day service seven days per week between Bothell and the University District (with stops at Kenmore, Lake Forest park, and Lake City). It operates from 5:00 A.M. to 1:40 A.M. with headways of about 10 to 30 minutes.

2.7. Non-Motorized Facilities

As described in the *Roadway Network* section, nearly all streets in the school vicinity have sidewalks. The exception is the west side of 30th Avenue NE between NE 70th Street and NE 75th Street (the opposite side of the street from the school). There are also several marked and signed pedestrian crosswalks on NE 75th Street near Eckstein Middle School. The crosswalk at 31st Avenue NE has a pedestrian-actuated half signal. There are bicycle lanes in both directions along NE 75th Street that extend from west of 25th Avenue NE to 35th Avenue NE.

A review of planned improvements described previously in Section 2.1.2 did not indicate any changes to non-motorized facilities are anticipated by 2027.

3. IMPACTS

This section describes the conditions that would exist with the Eckstein Middle School field lighting project. The forecast-2027-without-project traffic volumes were increased to account for new trips that could be generated by activities associated with the proposed field lighting project. Level-of-service analyses were performed to determine the proposed project's impact on traffic operations in the study area. Potential impacts to parking, safety, and transit are also addressed.

3.1. Transportation Network

No changes to the roadway network are proposed as part of the field lighting project.

3.2. Traffic Volumes

This section describes the estimated increases in traffic that could occur as a result of increased use of the Eckstein Middle School field made possible by the lighting project. As noted previously, the joint-use agreement between SPS and SPR allows for the shared use of school and park facilities throughout Seattle. Under this agreement, District priority scheduling times are Monday through Friday until 7:00 P.M. and Saturdays from 8:00 A.M. to noon for WIAA field sports and until 4:00 P.M. for middle school field sports. Activities scheduled through SPR may occur outside of those periods.

3.2.1. Scholastic Athletics Activities

Typical Event Types, Frequency, Times, and Participation

Currently, the Eckstein Middel School field is used by Eckstein students for daytime physical education classes Monday through Friday, as well as for athletic practices and games after school until about 5:45 P.M. During the fall season (September to November), the field is used for girls' soccer and co-ed Ultimate (Frisbee); and in the spring season (March to June), the filed is used for boys' soccer and co-ed track. Games are typically scheduled at other sites on Saturdays and there are no outdoor sports during winter months. The proposed field lights could allow middle school activities to extend to between 5:30 and 7:00 P.M. in late fall and early spring, which natural lighting does not currently allow.

Participation levels and attendance for scholastic athletic activities fluctuate based on the sport and day of week. In Spring 2015, Heffron Transportation performed observations of participants and spectators for several high-school-level games/matches for another field lighting project. Table 4 summarizes the observed scholastic sports competitions, locations, opponents, date, time, numbers of participants (total from all sites), and ranges in numbers of spectators. As shown, most activities have between 30 and 60 participants (athletes, coaches, trainers, and support staff) with between about 10 and 135 spectators. Middle school athletics tend to have lower levels of participation and attendance than high school sports and do not hold games at the site; however, traffic and parking generation was estimated using the data collected for a high school field to reflect the potential worst-case impacts of the project.

Table 4. Scholastic Athletic Events Observed

Activity / Location / Teams	Date/Time of Observation	Participants [1]	Spectators [2]	Total
Varsity Baseball / Kennedy-Tyee	April 6, 2015; 4:00-6:00 P.M.	38	55 to 69	93 to 107
Varsity Soccer / Starfire-Hazen	April 6, 2015; 6:00 -7:00 P.M.	53	104 to 133	157 to 186
Varsity Soccer / Kennedy-Highline	April 16, 2015; 4:30 -6:00 P.M.	49	75 to 125	124 to 174
Lacrosse / Kennedy-Seattle Academy	April 25, 2015; 1:00-3:00 P.M.	57	78 to 80	135 to 137
Baseball C-Team / Kennedy-Nathan Hale	April 25, 2015; 1:00-3:00 P.M.	43	33 to 38	76 to 81
Varsity Soccer / Starfire / Kennedy-Tyee	April 28, 2015; 6:00-7:00 P.M.	49	74 to 75	123 to 124
Varsity Softball / SWAC / Squalicum	October, 2, 2025 4:00 P.M.	35	15 to 20	50 to 55
Varsity Softball / SWAC / Squalicum	October, 2, 2025 5:30 P.M.	35	15 to 20	50 to 55
Junior Varsity Soccer / SWAC / Nathan Hale	October, 2, 2025 4:00 P.M.	50	15 to 20	60 to 65
Average of Observations		45	52 to 64	96 to 110

Source: Heffron Transportation, Inc., April 2015 and October 2025.

1. *Participants include players, substitutes, coaches, support staff (e.g. trainers), referees, ticket staff, press-box personnel, and concession staff.*
2. *Range of spectators observed during several counts during game.*

Traffic Generation

The field has been and would continue to be used for scholastic athletics including soccer, ultimate, and track practice activities. However, the proposed lights would extend the hours in which the field could be used in the late fall and early spring when lack of daylight would preclude use between sunset and 7:00 P.M. During these shoulder seasons, the extended field use times could result in new trips being generated during the commuter PM peak hour as a practice or game could begin or end during that time and participants and spectators would arrive at or leave the site.

The potential impact of added scholastic athletics (e.g., soccer, ultimate, or track practices) that would generate traffic during the commuter PM peak hour was evaluated. Traffic generation observations performed at Kennedy Catholic High School during and after the games confirmed the typical range of traffic generated by these types of events. Observations of traffic flows at Kennedy High School after games indicated that the athletic events generated trips at rates ranging from about 0.30 to 0.58 trips per person (participant plus spectator). For a typical soccer or ultimate event, this relates to between 25 and 55 trips leaving the site during the hour after a game or practice, which could occur during the commuter PM peak hour. It is noted that this potential increase in activity and traffic due to the field lights would be limited to about two to four months per year, since natural lighting conditions during the remainder of the fall and spring do not require use of field lights until after most scholastic activities end.

3.2.2. Recreational (Non-Scholastic) Athletics Activities

Typical Event Types, Frequency, Times, and Participation

During times when the field is not reserved for use by Eckstein Middle School or other SPS activities, it would continue to be available to community users and would be scheduled through the SPR. Private-school (Lakeside and Seattle Prep) and non-scholastic practices and games that currently occur include adult (ECS Pub League Soccer), youth recreational soccer and lacrosse (LVR Soccer Club, North Seattle Lacrosse, Seattle Celtic Soccer Club, and Seattle Youth Soccer Association).. The field is expected to continue to be used for these types of games and practices in the spring and summer. Weekday practices and games currently take place from 4:30 until about 7:45 P.M. in the early spring and extend until 6:00 P.M. in February, and by May extend until as late as 9:00 P.M. in late May and June. Weekend games also take place on the existing field beginning at 9:00 A.M. and lasting until 6:00 P.M. in early spring, and can extend as late as 9:00 P.M. by May and June.

The field lighting project is expected to result in increased usage for recreational activities. Youth and adult athletics could be added during late fall, winter, and spring months and scheduled after SPS use until 9:45 P.M. Some of these activities would be new to the site. The majority of the added activities are expected to be adult or older youth games and practices since younger children's games and practices typically end by 7:30 or 8:00 P.M. It is estimated that one youth and/or one or two adult athletic activities could be added to the field on an average weekday or weekend evening during times when natural lighting conditions do not currently allow them.

Historical spectator and participant counts performed for youth and adult athletic activities were used to estimate potential traffic generation for these activities. Counts were performed at four youth baseball games and three youth soccer matches in 2000. These counts were supplemented with counts performed at Ingraham High School in January 2017. The number of adult participants (driving age) was between 30 and 60. Based on numerous observations, adult recreational athletics (men's and co-rec soccer games) typically draw between 23 and 30 people (including participants, spectators, and referee). The observations found that youth and adult recreational athletics had an average of 44 to 48 participants and about 20 spectators with totals ranging from 50 to 60 at each activity. These results also indicate higher levels of spectators for youth games and lower levels for youth practices and adult games.

Traffic Generation

On an average day, the proposed field lighting project could allow for up to two additional recreational athletic activities on the field between 5:30 and 9:45 P.M. Based on data collected for adult and youth athletics, an average game or practice is estimated to generate approximately 60 vehicle trips (30 inbound and 30 outbound). This estimate assumes most adults drive to these activities in separate vehicles, which is typical for adult recreational sports and is likely conservatively high for most youth sports activities. On an average day, the project could result in approximately 120 new trips (60 inbound, 60 outbound) for the Eckstein Middle School field. The hourly trip generation (estimated at 60 trips) would likely occur during the times between consecutively scheduled activities. For example, if soccer practices or games were scheduled consecutively with the first beginning at 5:30 P.M. and the next at 7:00 P.M., the highest traffic generation would be expected during the 6:00 to 7:00 P.M. hour when participants and spectators from the first activity would leave the site and the spectators and participants from the next would arrive.

3.2.3. Combined Project Trip Generation for Analysis

Based on the analysis presented in the previous sections, the field lighting project could generate between 240 and 300 additional trips per day for part of the year—primarily from about October until early March. The estimated worst case for traffic generation during the two analysis periods—the commuter PM peak hour and the evening hour—were estimated. The worst-case increase in traffic during the commuter PM

peak hour is expected to occur as a scholastic athletic practice or game ends (up to 55 outbound trips) and the spectators and participants of a recreational game arrive (estimated at 25 in and 5 out). In total, this would result in an estimated 85 trips during the commuter PM peak hour. During the evening hour between 6:00 and 7:00 P.M., consecutive recreational activities on the field are estimated to generate a total of 60 trips (30 in, 30 out).

Table 5 presents the estimated trips associated with the field-lighting project. It is noted that these estimated increases in trips would only be new to the site and local roadways for part of the year—primarily from about October until early March. During the remainder of the year, natural lighting conditions allow for field use during these times without the need for field lights. As a result, this analysis evaluates potential impacts that are already occurring (or that could occur without the project), but would occur more frequently with the project. For the purpose of this analysis, these trips were assumed to be net new trips during those winter and shoulder months, and were assigned to the local roadway network based on existing traffic patterns derived from the traffic counts during each period and the locations of the most proximate off-street parking near the field. Figure 9 shows the resulting trip assignments.

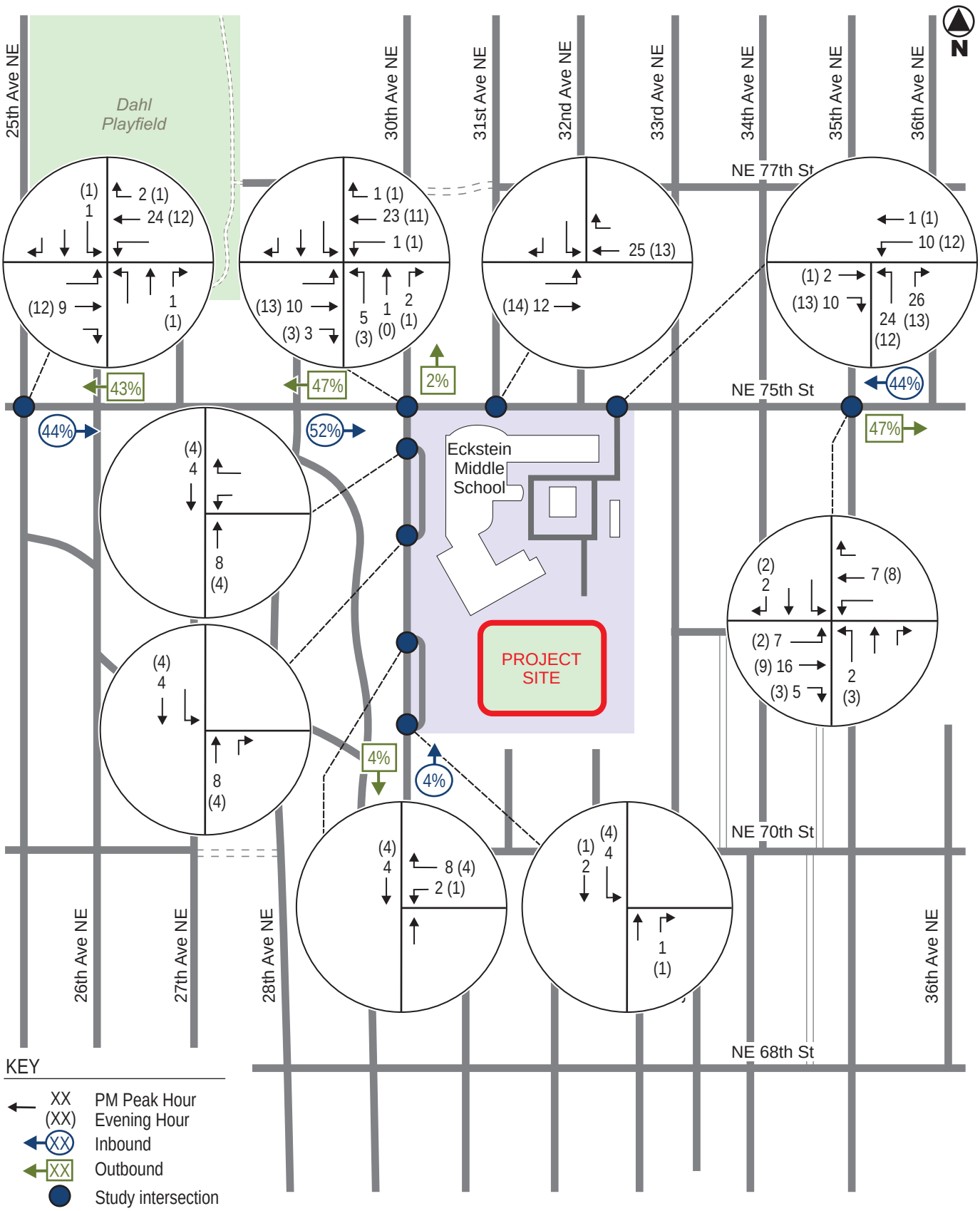
Table 5. Trip Generation from Eckstein Middle School Field Lighting Project

	Commuter PM Peak Hour			Evening Hour (6:00 to 7:00 P.M.)		
Field	In	Out	Total	In	Out	Total
Total	25	60	85	30	30	60

Source: Heffron Transportation, Inc., December 2025.

3.2.4. Forecast With-Project Traffic Volumes

The project trips described in the previous section were added to the forecast without-project traffic volumes to estimate volumes with the project for each analysis hour. Figure 10 and Figure 11 show the resulting with-project traffic forecasts for the commuter PM peak hour and the evening hour (between 6:00 and 7:00 P.M.), respectively.



ECKSTEIN MIDDLE SCHOOL
Field Lighting Project

Figure 9
Project Trip Assignments
PM Peak Hour and Evening Hour

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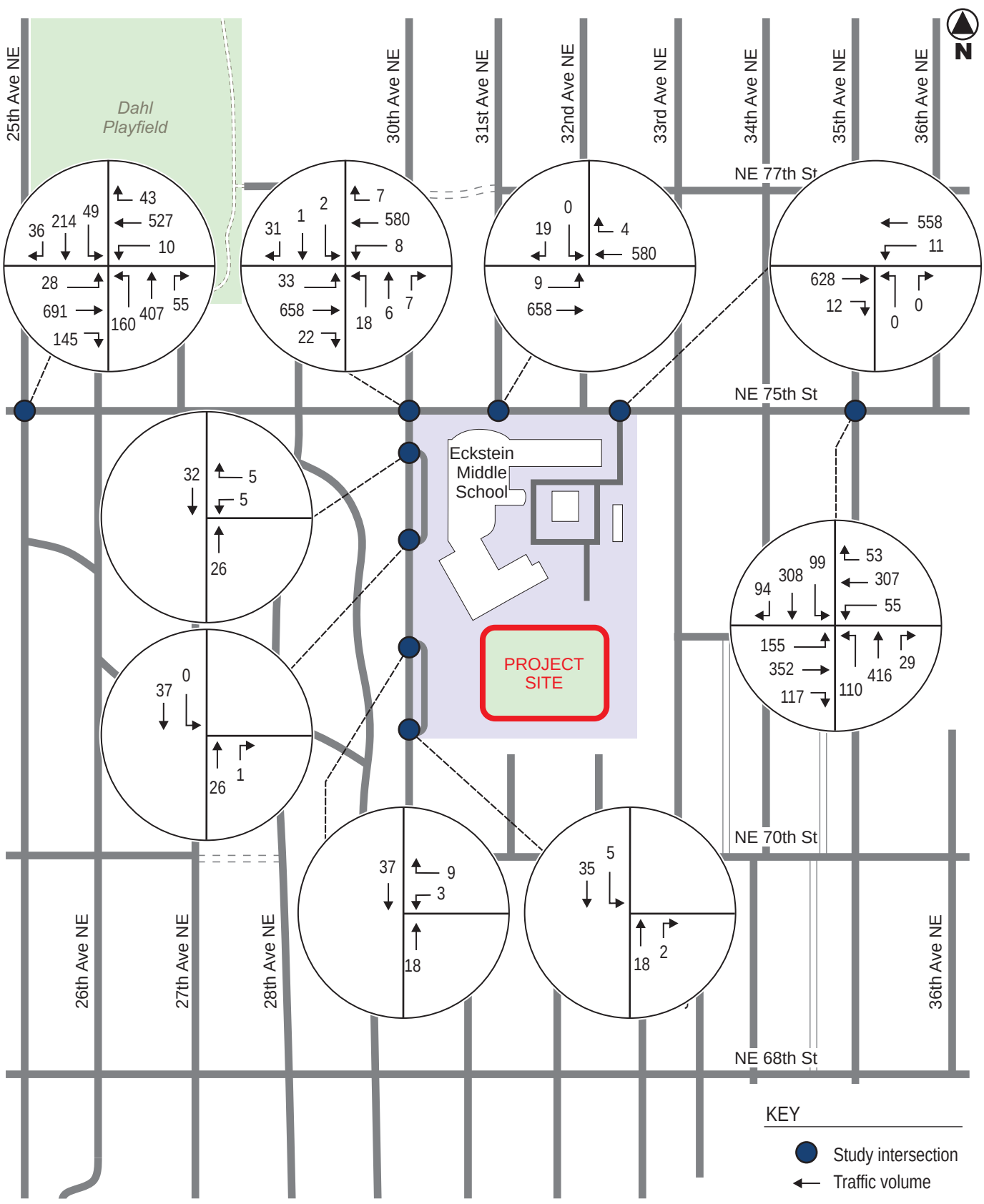

ECKSTEIN MIDDLE SCHOOL
Field Lighting Project

Figure 10
Forecast-2027-With-Project
Traffic Volumes - PM Peak Hour

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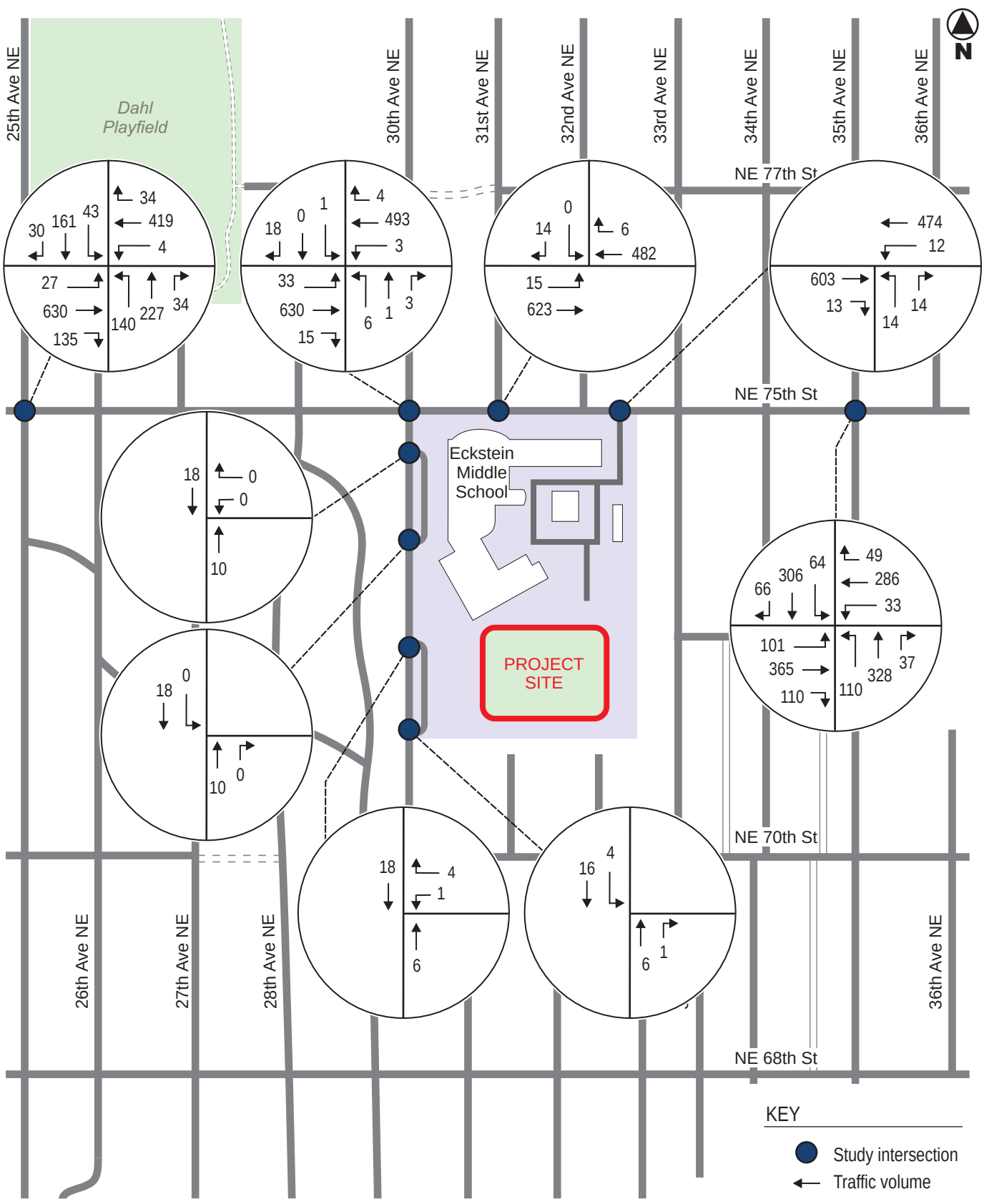

ECKSTEIN MIDDLE SCHOOL
Field Lighting Project

Figure 11
Forecast-2027-With-Project
Traffic Volumes
Earlyt Evening Hour (6:00 - 7:00 PM)

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3.3. Traffic Operations Impacts

Intersection levels of service for future with-project conditions were determined using the same methodology described previously for existing and future without-project conditions. Table 6 shows the results of the analysis of the study area intersections; levels of service for the without-project conditions are shown for comparison.

Table 6. Level of Service Summary – Forecast 2027 Conditions Without- and With-Project

Intersection / Control Type	PM Peak Hour (various [1])				Evening Peak Hour (6:00–7:00 P.M.)			
	Without Project		With Project		Without Project		With Project	
Signalized	LOS [2]	Delay [3]	LOS	Delay	LOS	Delay	LOS	Delay
NE 75th St / 25th Ave NE	C	27.9	C	27.9	C	22.6	C	22.6
NE 75th St / Ped Signal at 31st Ave NE	A	3.4	A	3.5	A	1.9	A	2.0
NE 75th St / 35th Ave NE	D	50.4	D	53.2	D	50.5	D	53.0
Side-Street Stop-Controlled	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
NE 75th St / 30th Ave NE	A	1.4	A	1.6	A	0.8	A	0.9
Northbound Movements	C	21.6	C	23.3	C	17.4	C	18.4
Eastbound Left Turns	A	8.8	A	8.9	A	8.6	A	8.6
Westbound Left Turns	A	9.0	A	9.1	A	8.9	A	9.0
Southbound Movements	C	15.7	C	16.2	B	13.2	B	13.4
NE 75th St / 31st Ave NE	A	0.3	A	0.3	A	0.3	A	0.3
Eastbound Left Turns	A	8.7	A	8.8	A	8.4	A	8.5
Southbound Movements	B	12.6	B	12.9	B	11.5	B	11.6
NE 75th St / Eckstein MS Dwy	A	0.2	A	3.2	A	0.1	A	1.2
Northbound Movements	C	16.6	D	28.4	C	17.1	C	19.6
Westbound Left Turns	A	8.9	A	9.0	A	0.0	A	9.1
30th Ave NE / Eckstein MS NW Lot Exit	A	1.8	A	1.5	A	0.0	A	0.0
Westbound Movements	A	8.7	A	8.8	A	0.0	A	0.0
30th Ave NE / Eckstein MS NW Lot Entry	A	0.0	A	0.0	A	0.0	A	0.0
Southbound Left Turns	A	0.0	A	0.0	A	0.0	A	0.0
30th Ave NE / Eckstein MS SW Lot Exit	A	0.7	A	2.9	A	0.0	A	1.5
Westbound Movements	A	8.7	A	8.7	A	0.0	A	8.5
30th Ave NE / Eckstein MS SW Lot Entry	A	0.3	A	1.2	A	0.0	A	1.1
Southbound Left Turns	A	7.3	A	7.3	A	0.0	A	7.2

Source: Heffron Transportation, Inc., January 2026.

1. *The PM peak hour for each individual intersection was evaluated.*
2. *Level of service.*
3. *Average seconds of delay per vehicle.*

As shown, the proposed project is expected to add some delay to several of the study-area intersections. However, all three signalized intersections would operate at the same without-project levels—LOS D or better and all unsignalized study-area intersections, including site access driveways, are expected to continue operating at LOS A overall with all movements operating at LOS D or better. The analysis shows that the project would not adversely affect traffic operations in the study area.

3.4. Traffic Safety

The project would increase traffic at the study area intersections and statistically, the potential for collisions could increase as traffic increases. However, the project does not include any changes to the roadway network that are expected to result in new safety concerns.

3.5. Transit

Although it is possible that some of the new trips generated as a result of the field lighting project could occur by transit, the number is likely to be very low and the project is not expected to adversely impact transit service or facilities in the vicinity.

3.6. Non-Motorized Facilities

Participants and spectators of scholastic athletics (such as parents or friends), typically arrive via automobile. Similarly, most of the new participants and spectators using the site for non-scholastic recreational activities are expected to arrive via automobile. However, some could arrive on foot or bicycle from the local neighborhood or nearby transit stops. As a result, the field lighting project proposed may result in small increases in pedestrian or bicycle activity to the site beyond what occurs at the site today. The school site vicinity has pedestrian walkways and crosswalks used by students; therefore, no adverse impacts are expected for the small number of pedestrians that could walk to the fields.

3.7. Parking Demand and Supply

Scholastic use of the field, including physical education classes during the school day and practices and/or games after school, would continue to occur during fall and spring seasons. However, those activities typically end by 6:30 or 7:00 P.M. and natural lighting conditions allow them for much of the spring and fall seasons. Generally, there are no outdoor scholastic sports during winter months.

The additional on-site SPS middle-school athletics made possible by the field lighting project could extend the period of time when vehicles are parked at the site, but are not expected to substantially increase the number of vehicles parked.

Private-school use during the school year and recreational athletics that occur year-round and are expected to be the types of activities that occur more frequently due to the field lighting project. Adult and youth recreational sports scheduled by SPR may occur in the evenings after SPS use ends. Similar to the trip generation impacts described previously, the peak parking demand is expected to occur during the transition period between the end of a late afternoon scholastic activity, and the beginning of a private-school or recreational activity that follows. These activities could generate some additional parking demand that is not currently occurring at the site for parts of the year—mostly concentrated in late fall and early spring. For private-school athletics, participants (including students, coaches, trainers, and sometimes spectators) may be transported to the site by bus. In those cases, buses are expected to be parked either in the large on-site hard-surface area or on-street along 30th Avenue NE. Spectator parking is expected to occur on-site in the lots described. The most convenient and visible parking for would be the main hard-surface area immediately north of the field or the southwestern lot that is accessed from 30th Avenue NE.

Average attendance/participation is expected to range from 40 to 110 persons per scholastic athletic event and 50 to 60 for non-scholastic athletic activities. The combined peak number of added attendees and participants on site that would occur for a short time between consecutive activities is estimated to range from 90 to 170 persons. Observations for the Kennedy High School field improvements project in spring

2015 indicated that the athletic events generate parking demand at rates ranging from about 0.6 to 0.7 vehicle per participant/spectator. At these rates, the peak demand is estimated to range from about 54 to 120 vehicles during the short 15- to 20-minute period at the end of one activity and beginning of the next (assuming consecutive scheduling). Outside of these short peak times, total demand is expected to range from 25 to about 80 vehicles. These parking demand estimates reflect parked vehicles of spectators as well as some participants (e.g., coaches, students, referees/umpires, trainers, support staff, etc.).

As described in Section 2.4.4, the off-street parking areas at Eckstein Middle School can accommodate 240 or more vehicles and fewer than 20 vehicles were observed to be parked in these areas on a typical non-event evening. The on-street parking averaged about 300 unused stalls. On most occasions, the most proximate and convenient parking for users of the field will be the off-street parking areas on the Eckstein Middle School site. On infrequent occasions when there are well-attended school events, the on-site parking areas may have fewer stalls available. However, observations during the band concert event in December indicate unused capacity for 75 or more vehicles on-site. It is possible that a limited number of participants or spectators may choose to park on-street for convenience or out of habit. Due to the location of the field, it is likely that such demand, if any, would occur on-street along 30th Avenue NE or NE 75th Street along the school frontage. Based on review of the on-street parking utilization around the site, there is unused parking capacity to accommodate added demand, even with a large school event.

Parking demand often occurs closest to the event locations and/or access point(s). For the Eckstein Middle School athletic field, these would be the off-street lots. Even if all new demand generated by the lighted field occurs on-street rather than in the off-street lots, the overall study area required for analysis by the City is expected to have average utilization of 65% or lower on non-event nights and remain below 85% on nights with large events. Some streets closest to the school site would be expected to have higher utilization while those farther away from the site would have lower utilization and no added demand from the field. Based on these results the field lighting project would not result in significant adverse impacts to on-street parking.

4. SUMMARY AND RECOMMENDATIONS

SPS would install field lights at the existing Eckstein Middle School athletic field and are expected to be available for use by fall 2027. The project would allow increased use of the field for scholastic and non-scholastic recreational activities. Usage levels of the facility are expected to increase with the added ability to hold practices and games later in the day during the school year. However, the primary increase in field use due to the lighting project would likely be recreational athletics scheduled through SPR such as adult soccer and ultimate, and youth lacrosse, ultimate, and soccer. The field lights could increase weeknight and weekend use during winter months from sunset until 9:45 P.M. (lights would be scheduled to turn off at 10 P.M.; the lights would be off if the field is not scheduled for use).

The potential increase in traffic during the commuter PM peak hour is estimated at 85 trips (25 in, 60 out). During the evening hour between 6:00 and 7:00 P.M., consecutive recreational activities on the field are estimated to generate a total of 60 trips (30 trips in, 30 trips out). These estimated increases in trips would only be new to the site and local roadways for part of the year—primarily from about October until early March. The increases during the commuter PM peak hour reflect traffic associated with school sports, which would only be expected to occur under the lights from October to early November and February to early March (there are no outdoor scholastic athletics during the winter season from mid-November to mid-February). Increases in volume during winter months are expected to be lower. During the remainder of the year, natural lighting conditions allow for field use during these times without the need for field lights. As a result, these are already occurring or could occur without the project, but would simply occur more frequently with the project.

The proposed project is expected to add negligible delay to the off-site study area intersections during part of the year and all intersections are expected to operate at without-project levels—LOS D or better during both analysis periods.

The project is expected to generate some additional parking demand that is not currently occurring at the site. The peak demand is estimated to range from about 54 to 120 vehicles during the short 15- to 20-minute period at the end of one activity and beginning of the next (assuming consecutive scheduling). Outside of these short peak times, total demand is expected to range from 25 to about 80 vehicles. The off-street parking areas at Eckstein Middle School have 220 or more unused stalls on a typical non-event evening, and there were about 300 unused on-street parking stalls in the neighborhood in the evening. The field lighting project is not expected to generate added on-street parking demand; however, there is unused parking capacity to accommodate added demand, if it occurs.

Based on the analyses presented in this report, the project would not result in significant adverse impacts to traffic within the study area. It is recommended that SPS ensure that the off-street parking lots are open and available for users during all times that the field is being used. No mitigation would be required to accommodate the project.

APPENDIX A

LEVEL OF SERVICE DEFINITIONS

Levels of service (LOS) are qualitative descriptions of traffic operating conditions. These levels of service are designated with letters ranging from LOS A, which is indicative of good operating conditions with little or no delay, to LOS F, which is indicative of stop-and-go conditions with frequent and lengthy delays. Levels of service for this analysis were developed using procedures presented in the *Highway Capacity Manual 7th Edition* (Transportation Research Board, 2022).

Unsignalized Intersections

For intersections controlled by stops signs on one or two approaches, level of service is based on the average delay per vehicle for each turning movement, which is related to the availability of gaps in the main street's traffic flow, and the ability of a driver to enter or pass through those gaps. For intersections controlled by an all-way stop or roundabout, level of service is based upon the average delay for all vehicles that travel through the intersection. Table A-2 shows the level of service criteria for unsignalized intersections from the *Highway Capacity Manual, 7th Edition*.

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

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

Source: Transportation Research Board, Highway Capacity Manual 7th Edition, 2022, Exhibit 20-2.

APPENDIX B

PARKING UTILIZATION STUDY DATA

Parking Utilization Study Data

				Parking Supply					Parked Vehicles								Parking Utilization							
									5:45 PM				8:15 PM				5:45 PM				8:15 PM			
Block Face ID	Street Name	Street Segment	Side of Street	Unrestricted	5min School Load Only 8-10a, 3-5p Exc Sat/Sun/Hol	School Bus Only 7-10a 3-5p (Exc Sat/Sun/Hol)	Disabled	Total Parking Spaces	Tuesday 12/2/25	Wednesday 12/10/25	Average	Pre-Event - Thurday 12/11/25	Tuesday 12/2/25	Wednesday 12/10/25	Average	During-Event - Thurday 12/11/25	Tuesday 12/2/25	Wednesday 12/10/25	Average	Pre-Event - Thurday 12/11/25	Tuesday 12/2/25	Wednesday 12/10/25	Average	During-Event - Thurday 12/11/25
AA	27TH AVE NE	NE 75TH ST AND 800' BOUNDARY	W	0	0	0	0	**0**	0	0	0	0	0	0	0	0	NA	NA	NA	NA	NA	NA	NA	NA
AB	27TH AVE NE	NE 75TH ST AND 800' BOUNDARY	E	0	0	0	0	**0**	0	0	0	0	0	0	0	0	NA	NA	NA	NA	NA	NA	NA	NA
AC	28TH AVE NE	NE 75TH ST AND 800' BOUNDARY	W	9	0	0	0	**9**	3	6	5	5	4	5	5	5	33%	67%	50%	56%	44%	56%	50%	56%
AD	28TH AVE NE	NE 75TH ST AND 800' BOUNDARY	E	10	0	0	1	**11**	4	5	5	5	6	5	6	5	36%	45%	41%	45%	55%	45%	50%	45%
AE	30TH AVE NE	NE 75TH ST AND 800' BOUNDARY	W	20	0	0	0	**20**	5	4	5	5	4	4	4	6	25%	20%	23%	25%	20%	20%	20%	30%
AF	30TH AVE NE	NE 75TH ST AND 800' BOUNDARY	E	23	0	0	0	**23**	12	8	10	11	11	10	11	11	52%	35%	43%	48%	48%	43%	46%	48%
AG	31ST AVE NE	NE 77TH ST AND 800' BOUNDARY	W	2	0	0	0	**2**	2	2	2	2	2	2	2	2	100%	100%	100%	100%	100%	100%	100%	100%
AH	31ST AVE NE	NE 77TH ST AND 800' BOUNDARY	E	3	0	0	0	**3**	0	0	0	0	0	0	0	0	0%	0%	0%	0%	0%	0%	0%	0%
AI	32ND AVE NE	NE 77TH ST AND 800' BOUNDARY	W	2	0	0	0	**2**	2	0	1	0	2	0	1	0	100%	0%	50%	0%	100%	0%	50%	0%
AJ	32ND AVE NE	NE 77TH ST AND 800' BOUNDARY	E	3	0	0	0	**3**	0	0	0	0	0	0	0	0	0%	0%	0%	0%	0%	0%	0%	0%
AK	NE 77TH ST	31ST AVE NE AND 32ND AVE NE	N	8	0	0	0	**8**	0	0	0	1	2	0	1	2	0%	0%	0%	13%	25%	0%	13%	25%
AL	NE 77TH ST	31ST AVE NE AND 32ND AVE NE	S	10	0	0	0	**10**	2	1	2	1	2	1	2	4	20%	10%	15%	10%	20%	10%	15%	40%
AM	NE 77TH ST	32ND AVE NE AND 33RD AVE NE	N	6	0	0	0	**6**	0	0	0	0	0	0	0	0	0%	0%	0%	0%	0%	0%	0%	0%
AN	NE 77TH ST	32ND AVE NE AND 33RD AVE NE	S	7	0	0	0	**7**	0	1	1	1	0	1	1	2	0%	14%	7%	14%	0%	14%	7%	29%
AO	31ST AVE NE	NE 75TH ST AND NE 77TH ST	W	18	0	0	1	**19**	14	10	12	10	11	11	11	21	74%	53%	63%	53%	58%	58%	58%	111%
AP	31ST AVE NE	NE 75TH ST AND NE 77TH ST	E	0	0	0	0	**0**	0	0	0	0	0	0	0	0	NA	NA	NA	NA	NA	NA	NA	NA
AQ	32ND AVE NE	NE 75TH ST AND NE 77TH ST	W	14	0	0	0	**14**	8	13	11	10	8	10	9	15	57%	93%	75%	71%	57%	71%	64%	107%
AR	32ND AVE NE	NE 75TH ST AND NE 77TH ST	E	16	0	0	0	**16**	8	8	8	5	7	7	7	14	50%	50%	50%	31%	44%	44%	44%	88%
AS	33RD AVE NE	NE 75TH ST AND NE 77TH ST	W	17	0	0	0	**17**	5	4	5	5	6	8	7	8	29%	24%	26%	29%	35%	47%	41%	47%
AT	33RD AVE NE	NE 75TH ST AND NE 77TH ST	E	16	0	0	0	**16**	8	8	8	10	9	9	9	11	50%	50%	50%	63%	56%	56%	56%	69%
AU	34TH AVE NE	NE 75TH ST AND 800' BOUNDARY	W	7	0	0	0	**7**	2	1	2	2	2	1	2	2	29%	14%	21%	29%	29%	14%	21%	29%
AV	34TH AVE NE	NE 75TH ST AND 800' BOUNDARY	E	12	0	0	0	**12**	6	9	8	6	6	8	7	6	50%	75%	63%	50%	50%	67%	58%	50%
AW	35TH AVE NE	NE 75TH ST AND 800' BOUNDARY	W	0	0	0	0	**0**	0	0	0	0	0	0	0	0	NA	NA	NA	NA	NA	NA	NA	NA
AX	35TH AVE NE	NE 75TH ST AND 800' BOUNDARY	E	0	0	0	0	**0**	0	0	0	0	0	0	0	0	NA	NA	NA	NA	NA	NA	NA	NA
AY	NE 75TH ST	800' BOUNDARY AND 27TH AVE NE	N	0	0	0	0	**0**	0	0	0	0	0	0	0	0	NA	NA	NA	NA	NA	NA	NA	NA
AZ	NE 75TH ST	800' BOUNDARY AND 27TH AVE NE	S	0	0	0	0	**0**	0	0	0	0	0	0	0	0	NA	NA	NA	NA	NA	NA	NA	NA
BA	NE 75TH ST	27TH AVE NE AND 28TH AVE NE	N	0	0	0	0	**0**	0	0	0	0	0	0	0	0	NA	NA	NA	NA	NA	NA	NA	NA
BB	NE 75TH ST	27TH AVE NE AND 28TH AVE NE	S	0	0	0	0	**0**	0	0	0	0	0	0	0	0	NA	NA	NA	NA	NA	NA	NA	NA
BC	NE 75TH ST	28TH AVE NE AND 30TH AVE NE	N	0	0	0	0	**0**	0	0	0	0	0	0	0	0	NA	NA	NA	NA	NA	NA	NA	NA
BD	NE 75TH ST	28TH AVE NE AND 30TH AVE NE	S	0	0	0	0	**0**	0	0	0	0	0	0	0	0	NA	NA	NA	NA	NA	NA	NA	NA
BE	NE 75TH ST	30TH AVE NE AND 31ST AVE NE	N	0	0	0	0	**0**	0	0	0	0	0	0	0	0	NA	NA	NA	NA	NA	NA	NA	NA
BF	NE 75TH ST	30TH AVE NE AND 31ST AVE NE	S	0	0	0	0	**0**	0	0	0	0	0	0	0	0	NA	NA	NA	NA	NA	NA	NA	NA
BG	NE 75TH ST	31ST AVE NE AND 32ND AVE NE	N	0	0	0	0	**0**	0	0	0	0	0	0	0	0	NA	NA	NA	NA	NA	NA	NA	NA
BH	NE 75TH ST	31ST AVE NE AND 32ND AVE NE	S	0	8	0	0	**8**	0	0	0	0	0	0	0	10	0%	0%	0%	0%	0%	0%	0%	125%
BI	NE 75TH ST	32ND AVE NE AND 33RD AVE NE	N	0	0	0	0	**0**	0	0	0	0	0	0	0	0	NA	NA	NA	NA	NA	NA	NA	NA
BJ	NE 75TH ST	32ND AVE NE AND 33RD AVE NE	S	0	2	0	0	**2**	0	0	0	0	0	0	0	4	0%	0%	0%	0%	0%	0%	0%	200%
BK	NE 75TH ST	33RD AVE NE AND 34TH AVE NE	N	0	0	0	0	**0**	0	0	0	0	0	0	0	0	NA	NA	NA	NA	NA	NA	NA	NA
BL	NE 75TH ST	33RD AVE NE AND 34TH AVE NE	S	0	0	0	0	**0**	0	0	0	0	0	0	0	0	NA	NA	NA	NA	NA	NA	NA	NA
BM	NE 75TH ST	34TH AVE NE AND 35TH AVE NE	N	0	0	0	0	**0**	0	0	0	0	0	0	0	0	NA	NA	NA	NA	NA	NA	NA	NA

				Parking Supply					Parked Vehicles								Parking Utilization							
									5:45 PM				8:15 PM				5:45 PM				8:15 PM			
Block Face ID	Street Name	Street Segment	Side of Street	Unrestricted	5min School Load Only 8-10a, 3-5p Exc Sat/Sun/Hol	School Bus Only 7-10a 3-5p (Exc Sat/Sun/Hol)	Disabled	Total Parking Spaces	Tuesday 12/2/25	Wednesday 12/10/25	Average	Pre-Event - Thurday 12/11/25	Tuesday 12/2/25	Wednesday 12/10/25	Average	During-Event - Thurday 12/11/25	Tuesday 12/2/25	Wednesday 12/10/25	Average	Pre-Event - Thurday 12/11/25	Tuesday 12/2/25	Wednesday 12/10/25	Average	During-Event - Thurday 12/11/25
BN	NE 75TH ST	34TH AVE NE AND 35TH AVE NE	S	0	0	0	0	**0**	0	0	0	0	0	0	0	0	NA	NA	NA	NA	NA	NA	NA	NA
BO	NE 75TH ST	35TH AVE NE AND 800' BOUNDARY	N	0	0	0	0	**0**	0	0	0	0	0	0	0	0	NA	NA	NA	NA	NA	NA	NA	NA
BP	NE 75TH ST	35TH AVE NE AND 800' BOUNDARY	S	0	0	0	0	**0**	0	0	0	0	0	0	0	0	NA	NA	NA	NA	NA	NA	NA	NA
BQ	27TH AVE NE	800' BOUNDARY AND NE 75TH ST	W	4	0	0	0	**4**	5	3	4	4	5	3	4	2	125%	75%	100%	100%	125%	75%	100%	50%
BR	27TH AVE NE	800' BOUNDARY AND NE 75TH ST	E	4	0	0	0	**4**	3	2	3	3	3	3	3	2	75%	50%	63%	75%	75%	75%	75%	50%
BS	28TH AVE NE	29TH AVE NE AND NE 75TH ST	W	2	0	0	0	**2**	1	1	1	1	1	1	1	1	50%	50%	50%	50%	50%	50%	50%	50%
BT	28TH AVE NE	29TH AVE NE AND NE 75TH ST	E	4	0	0	0	**4**	2	3	3	0	3	3	3	1	50%	75%	63%	0%	75%	75%	75%	25%
BU	28TH AVE NE	800' BOUNDARY AND 29TH AVE NE	W	9	0	0	0	**9**	6	5	6	5	7	6	7	5	67%	56%	61%	56%	78%	67%	72%	56%
BV	28TH AVE NE	800' BOUNDARY AND 29TH AVE NE	E	8	0	0	0	**8**	3	5	4	5	3	4	4	5	38%	63%	50%	63%	38%	50%	44%	63%
BW	29TH AVE NE	800' BOUNDARY AND 28TH AVE NE	W	11	0	0	0	**11**	7	4	6	3	7	5	6	4	64%	36%	50%	27%	64%	45%	55%	36%
BX	29TH AVE NE	800' BOUNDARY AND 28TH AVE NE	E	4	0	0	0	**4**	2	2	2	1	2	3	3	3	50%	50%	50%	25%	50%	75%	63%	75%
BY	30TH AVE NE	NE 70TH W ST AND NE 75TH ST	W	0	0	0	0	**0**	0	0	0	0	0	0	0	0	NA	NA	NA	NA	NA	NA	NA	NA
BZ	30TH AVE NE	NE 70TH W ST AND NE 75TH ST	E	37	0	11	0	**48**	3	4	4	6	3	4	4	40	6%	8%	7%	13%	6%	8%	7%	83%
CA	33RD AVE NE	NE 73RD ST AND NE 75TH ST	W	16	0	0	2	**18**	5	5	5	8	5	6	6	12	28%	28%	28%	44%	28%	33%	31%	67%
CB	33RD AVE NE	NE 73RD ST AND NE 75TH ST	E	15	0	0	0	**15**	6	10	8	9	7	9	8	11	40%	67%	53%	60%	47%	60%	53%	73%
CC	34TH AVE NE	800' BOUNDARY AND NE 75TH ST	W	10	0	0	0	**10**	13	10	12	11	13	11	12	11	130%	100%	115%	110%	130%	110%	120%	110%
CD	34TH AVE NE	800' BOUNDARY AND NE 75TH ST	E	13	0	0	0	**13**	13	7	10	12	13	12	13	11	100%	54%	77%	92%	100%	92%	96%	85%
CE	35TH AVE NE	800' BOUNDARY AND NE 75TH ST	W	0	0	0	0	**0**	0	0	0	0	0	0	0	0	NA	NA	NA	NA	NA	NA	NA	NA
CF	35TH AVE NE	800' BOUNDARY AND NE 75TH ST	E	0	0	0	0	**0**	0	0	0	0	0	0	0	0	NA	NA	NA	NA	NA	NA	NA	NA
CG	29TH AVE NE	NE 72ND ST AND 800' BOUNDARY	W	1	0	0	0	**1**	0	0	0	0	0	0	0	0	0%	0%	0%	0%	0%	0%	0%	0%
CH	29TH AVE NE	NE 72ND ST AND 800' BOUNDARY	E	2	0	0	0	**2**	0	0	0	0	1	0	1	0	0%	0%	0%	0%	50%	0%	25%	0%
CI	NE 72ND ST	28TH S AVE NE AND 800' BOUNDARY	N	2	0	0	0	**2**	0	1	1	1	0	0	0	1	0%	50%	25%	50%	0%	0%	0%	50%
CJ	NE 72ND ST	28TH S AVE NE AND 800' BOUNDARY	S	3	0	0	0	**3**	1	1	1	1	0	2	1	1	33%	33%	33%	33%	0%	67%	33%	33%
CK	29TH AVE NE	NE 70TH ST AND NE 72ND ST	W	9	0	0	0	**9**	1	1	1	0	1	1	1	0	11%	11%	11%	0%	11%	11%	11%	0%
CL	29TH AVE NE	NE 70TH ST AND NE 72ND ST	E	9	0	0	0	**9**	1	2	2	2	1	3	2	3	11%	22%	17%	22%	11%	33%	22%	33%
CM	31ST AVE NE	NE 70TH W ST AND DEAD END 1	W	8	0	0	0	**8**	6	5	6	5	7	5	6	6	75%	63%	69%	63%	88%	63%	75%	75%
CN	31ST AVE NE	NE 70TH W ST AND DEAD END 1	E	8	0	0	0	**8**	3	3	3	0	3	3	3	2	38%	38%	38%	0%	38%	38%	38%	25%
CO	NE 70TH ST	29TH AVE NE AND 30TH W AVE NE	N	1	0	0	0	**1**	0	0	0	0	0	0	0	0	0%	0%	0%	0%	0%	0%	0%	0%
CP	NE 70TH ST	29TH AVE NE AND 30TH W AVE NE	S	4	0	0	0	**4**	0	0	0	0	0	0	0	0	0%	0%	0%	0%	0%	0%	0%	0%
CQ	NE 70TH ST	30TH W AVE NE AND 30TH E AVE NE	N	4	0	0	0	**4**	2	1	2	0	2	1	2	1	50%	25%	38%	0%	50%	25%	38%	25%
CR	NE 70TH ST	30TH W AVE NE AND 30TH E AVE NE	S	4	0	0	0	**4**	0	0	0	0	0	0	0	0	0%	0%	0%	0%	0%	0%	0%	0%
CS	NE 70TH ST	30TH E AVE NE AND 31ST W AVE NE	N	3	0	0	0	**3**	0	0	0	0	0	0	0	0	0%	0%	0%	0%	0%	0%	0%	0%
CT	NE 70TH ST	30TH E AVE NE AND 31ST W AVE NE	S	3	0	0	0	**3**	0	1	1	0	0	1	1	0	0%	33%	17%	0%	0%	33%	17%	0%
CU	NE 70TH ST	31ST W AVE NE AND 31ST E AVE NE	N	4	0	0	0	**4**	0	0	0	0	0	0	0	0	0%	0%	0%	0%	0%	0%	0%	0%
CV	NE 70TH ST	31ST W AVE NE AND 31ST E AVE NE	S	4	0	0	0	**4**	0	0	0	0	0	0	0	0	0%	0%	0%	0%	0%	0%	0%	0%
CW	NE 70TH ST	31ST E AVE NE AND 32ND W AVE NE	N	3	0	0	0	**3**	0	0	0	0	0	0	0	0	0%	0%	0%	0%	0%	0%	0%	0%
CX	NE 70TH ST	31ST E AVE NE AND 32ND W AVE NE	S	3	0	0	0	**3**	0	0	0	0	0	0	0	0	0%	0%	0%	0%	0%	0%	0%	0%
CY	29TH AVE NE	800' BOUNDARY AND NE 70TH ST	W	11	0	0	0	**11**	3	6	5	6	5	6	6	6	27%	55%	41%	55%	45%	55%	50%	55%
CZ	29TH AVE NE	800' BOUNDARY AND NE 70TH ST	E	12	0	0	0	**12**	7	4	6	6	7	5	6	8	58%	33%	46%	50%	58%	42%	50%	67%

Parking Utilization Study Data

Block Face ID	Street Name	Street Segment	Side of Street	Parking Supply					Parked Vehicles								Parking Utilization							
									5:45 PM				8:15 PM				5:45 PM				8:15 PM			
				Unrestricted	5min School Load Only 8-10a, 3-5p Exc Sat/Sun/Hol	School Bus Only 7-10a 3-5p (Exc Sat/Sun/Hol)	Disabled	**Total Parking Spaces**	Tuesday 12/2/25	Wednesday 12/10/25	Average	Pre-Event - Thurday 12/11/25	Tuesday 12/2/25	Wednesday 12/10/25	Average	During-Event - Thurday 12/11/25	Tuesday 12/2/25	Wednesday 12/10/25	Average	Pre-Event - Thurday 12/11/25	Tuesday 12/2/25	Wednesday 12/10/25	Average	During-Event - Thurday 12/11/25
DA	30TH AVE NE	800' BOUNDARY AND NE 70TH E ST	W	13	0	0	0	**13**	7	6	7	5	7	6	7	5	54%	46%	50%	38%	54%	46%	50%	38%
DB	30TH AVE NE	800' BOUNDARY AND NE 70TH E ST	E	9	0	0	0	**9**	6	5	6	8	6	5	6	6	67%	56%	61%	89%	67%	56%	61%	67%
DC	31ST AVE NE	800' BOUNDARY AND NE 70TH E ST	W	2	0	0	0	**2**	0	1	1	1	1	1	1	1	0%	50%	25%	50%	50%	50%	50%	50%
DD	31ST AVE NE	800' BOUNDARY AND NE 70TH E ST	E	1	0	0	0	**1**	1	1	1	0	1	1	1	0	100%	100%	100%	0%	100%	100%	100%	0%
			TOTAL	**463**	**10**	**11**	**4**	**488**	**188**	**179**	**184**	**182**	**196**	**192**	**194**	**276**	**39%**	**37%**	**38%**	**37%**	**40%**	**39%**	**40%**	**57%**

APPENDIX C: Light and Glare Report

Eckstein Middle School
Field Lighting

Light and Glare Report

March 6, 2026

Prepared for:

Seattle Public Schools
Capital Projects
Seattle, Washington

Consultant:

Stantec

Proposal

The existing field located within the running track at Eckstein Middle School is proposed to be lighted.

The design levels for the field lighting are proposed at a Class IV level of play. Class IV is the lowest recommended level listed in RP-8 (Recommended Practice for Sports Lighting) by the illuminating Engineering Society of North America. The soccer\football field is designed to an average maintained lighting level of 29 foot-candles. The lighting system is designed using a .95 design factor to achieve the initial lighting levels.

These lighting design levels meet current practices for both the City of Seattle and Seattle School District for the lighting of athletic fields. The proposed lighting levels will be consistent with recently lighted fields at Van Asselt.

Existing Codes and Policies

Section 23.51B.002 (Public schools in residential zones) of the Seattle Municipal Code limits the height of lighting standards in Single Family and Lowrise zones. Section D-6-a permits light standards up to a maximum height of 100 feet, "if the Director determines that the additional height is necessary to ensure adequate illumination and that impacts from light and glare are minimized to the greatest extent practicable". In addition, Section 23.46.020 (Light and glare standards) paragraph A of the Seattle Municipal Code also requires that "Exterior lighting be shielded or directed away from adjacent uses". Additional City of Seattle guidelines recommend that athletic field spill light not exceed 0.8 foot-candles initial at residential property lines.

To comply with existing codes an exemption to the height limit is requested. This exemption will ensure adequate illumination and reduce the amount of impacts from light and glare into the neighborhood.

Existing Conditions

A survey of the existing site was conducted on January 28th, 2026. The school site is located within a residential community south of NE 75th Street between 30th Avenue NE and 33rd Avenue NE. The field is located adjacent to residential homes on the west side of 33rd Avenue NE and homes located at the dead end of 31st Ave NE and 32nd Avenue NE.

The area surrounding site slopes down to the west. The adjacent homes to the east and south are at the same elevation of the field. The homes to the west are at a lower elevation than the field. There is some tree and vegetative screening along with screening from existing fences to the south and east sides of the field. The existing school building provides screening from the field to the north of the site.


View looking east from the field


View looking south from the field

View looking west from the field

View looking north from the field

Existing Light and Glare

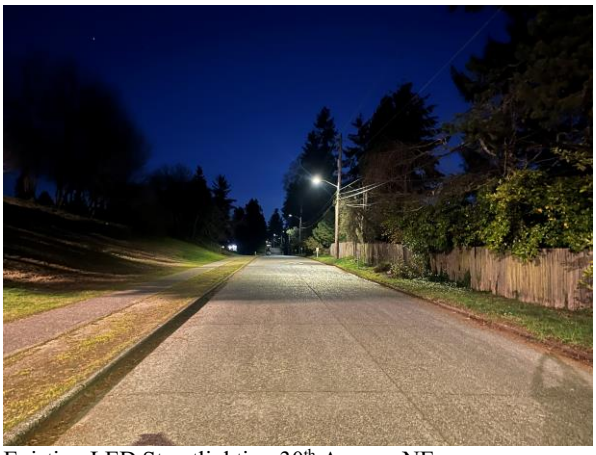
A survey of the existing lighting on site and in the surrounding area was conducted on March 1st, 2026. Light readings were taken on site and on several streets surrounding the field.

The existing light sources on the school site primarily consist of school building entry lighting and parking lot light poles located on the west side of the site.

Existing HID building lighting

Existing LED pole mounted parking lot lighting

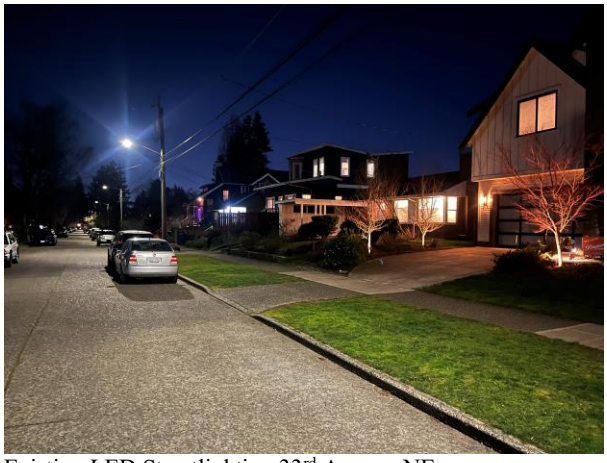
The existing light sources surrounding the site are typical for an urban\suburban residential area. The primary component of the lighting is associated with streetlights surrounding the school. The streetlights are LED cobra head style mounted to existing utility poles at an approximate height of 25’ to 30’ above grade. The balance of the lighting immediately adjacent to the site is associated with adjacent residential properties with porch\yard lights and interior lighting visible through windows.



Existing LED Streetlighting 30th Avenue NE

Existing LED Streetlighting 30th Avenue NE

Existing LED Streetlighting NE 75th Street



Existing LED Streetlighting 33rd Avenue NE

Various measured lighting levels onsite and surrounding the site are as follows (Foot-Candles).

School Door Entry Lighting	4.0 ft-c (Max Horizontal)
Parking Lot Pole Lighting	50.0 ft-c (Max Horizontal)
Streetlight – NE 75th Street	4.5 ft-c (Max Horizontal)
Streetlight – 30th Avenue NE	6.0 ft-c (Max Horizontal)

Proposed Equipment

The proposed lighting for the football field consists of 28 watt shielded LED floodlights. The floodlights will be mounted on four galvanized steel poles surrounding the field. The poles will be 80' tall. The two poles on the north side of the field will have one additional low wattage "full cutoff" area light mounted at a height of 30' above grade.

Seattle Public Schools has proposed to use an athletic field lighting system designed to mitigate the negative impacts of light and glare. The proposed system consists of the latest technology available on the market for shielded LED floodlights designed for the lighting of athletic fields.

The use of high efficiency LED arrays provides more precise control of light to be delivered to the field. The reflector and shielding design further reduce the amount of light transmitted off site and into the atmosphere. The floodlights utilize an additional external visor mounted to the floodlight that extends in front of the floodlight. The floodlight design is similar to "full cutoff" style lights as they dramatically limit the amount of light that is emitted above the plane of the floodlight. The proposed lighting system is similar to the recently lighted field at Roosevelt High School.

LED Floodlight used at Roosevelt High School

Analysis

The proposed lighting system will increase the amount of light in the area during evening hours. The primary impacts of the lighting system are direct glare, reflected glare, spill light (light trespass), and "sky glow".

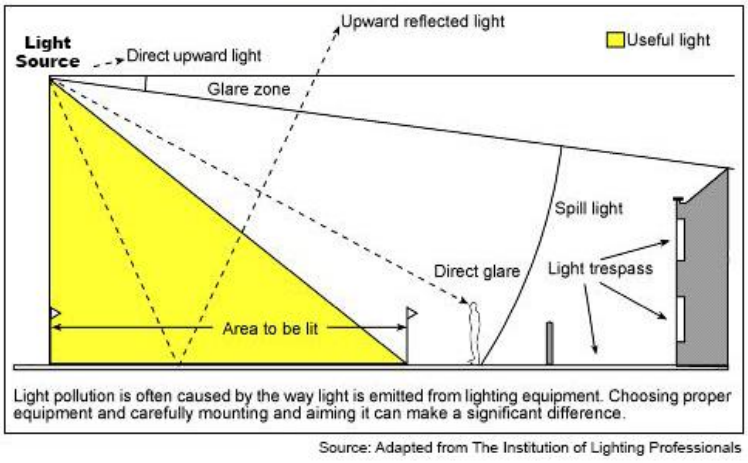


Diagram illustrating Direct-Glare, Spill Light and Light Trespass

GLARE

The athletic field lighting system will generate visible glare. The primary sources of glare from the proposed lighting system consist of direct glare from the floodlights and reflected glare (luminance) off the poles, floodlights, and surfaces around the playing fields.

The amount of glare that is present correlates directly to how much of the floodlight lamp and reflector can be observed. The intent of Seattle Municipal Code Section 23.24.020 is to have floodlight luminaires directed as far down as possible to reduce the amount of glare that is visible from off-site locations.

To reduce the amount of glare that is visible off-site the floodlights will need to be mounted higher than 30 feet. At a height of 30 feet the visibility of the high wattage LED's and reflectors from the adjacent residences is excessive. With the increased mounting heights floodlights will have steeper aiming angles resulting in more effective use of the floodlight shields. A significantly smaller portion of the floodlight reflectors and LED diodes will be visible off site with the increased height.

Direct glare would be visible from all directions overlooking the site, depending on the distance of the observer from the field, orientation of the floodlights, distribution of intervening buildings, terrain or vegetation that would block the glare. The impacts of direct glare are extremely difficult to quantify, as varying conditions such as existing ambient light levels and current atmospheric conditions will vary the impact. Elevation differences between the level of the sports field lights and the viewpoint is a key determinant in the existence of glare at any given viewing location.

To maximize glare reduction, the owner is providing additional mitigation with the use of "full cutoff" style LED floodlights that provide the most advanced light control and shielding currently available in the sports lighting industry. Additional reduction in direct glare is also provided by internal shielding of the LED diodes. The additional shielding nearly eliminates direct view of the very bright LED's from off-site viewing locations.

Off-site exposure to low levels of direct glare is primarily to the adjacent residential properties located directly east and directly south of the field. These properties are close to the fields with direct exposure to the floodlight assemblies. The direct glare visible at these residences is primarily from light bouncing off the internal polished reflecting surface of the floodlights. There is existing evergreen and deciduous trees and vegetation located between the field and these properties that will provide additional reduction in visible direct glare.

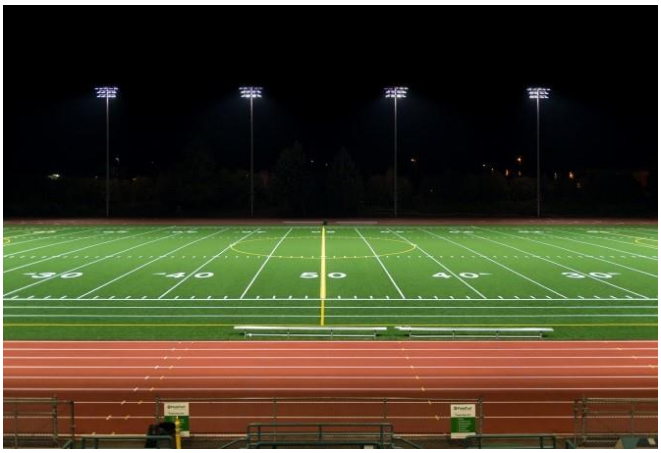
Residential properties that are not adjacent to the field and properties located farther away from the field will have minimal to no direct glare impacts.

Reflected glare would be visible from all directions overlooking the site, depending direct views into the site, elevation\exposure in relation to the field and track surfaces, exposure to poles\floodlights, distribution of intervening buildings, terrain or vegetation that would block the glare. Of the surfaces that are visible from off site locations, the synthetic athletic field and rubberized track surfaces would be the greatest contributor to reflected glare. The reflected light off the floodlight housings, floodlight visors and poles would be a lesser contributor.

The residential properties to the east and south overlooking the site will have low to minor exposure to reflected glare. Reflected glare will be evident to these properties that have direct exposure to the field\track surfaces, adjacent grass\pavement surfaces, light poles, and floodlight assemblies. The main component of the impact is the light reflected off the synthetic turf field surface and adjacent pavement surfaces. The existing vegetative screening and existing fence screening between the field and these properties limit direct views of the field from these locations.

Residential properties that are located farther away from the field or situated below the field will have low to minimal reflected glare impacts. These properties will have very limited to no direct views of the playing surface due to their location away from the fields. The reflected glare impact associated with the poles and floodlights is much less from more remote viewing points, as the impact is reduced at greater distances. This is true even though reflected glare from the floodlights and tops of the poles will be visible at greater distances due to their elevation above the field.

Using a pole height of 30' tall the direct glare impacts are excessive and intolerable. The max candela exposure from the floodlights increases from a low level of 3,790 candelas at the property line to a maximum of 244,000 candela. Vehicular high beam floodlights have a maximum approximate value up to approximately 75,000 candela.

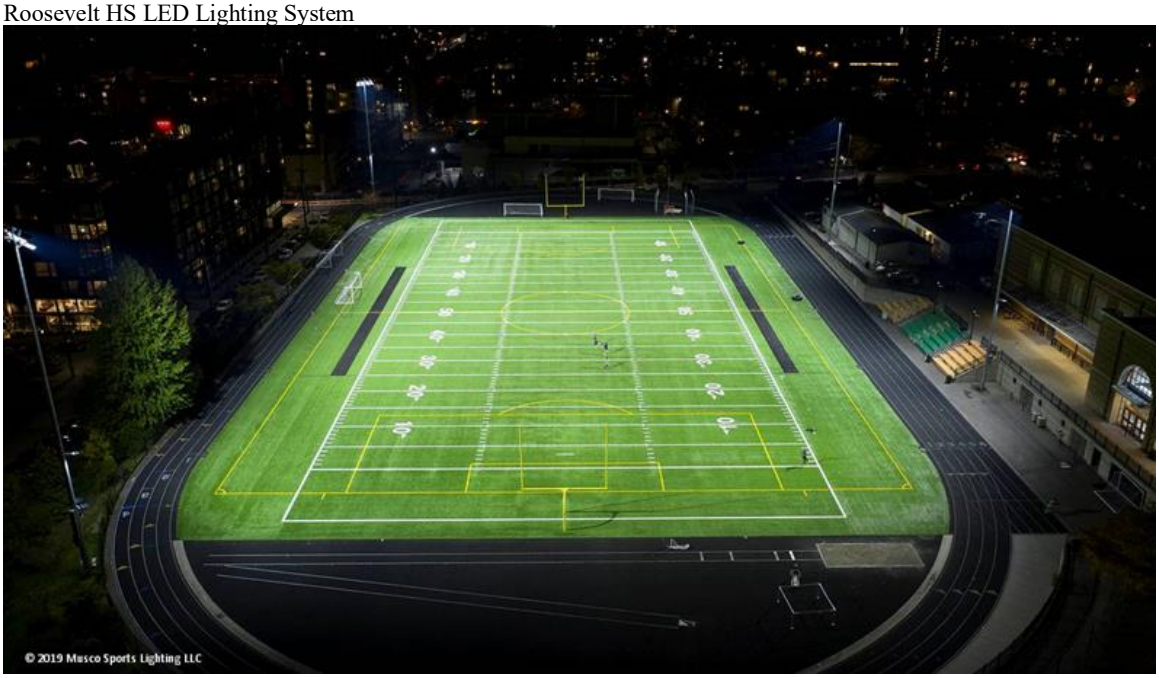


Direct glare reduction with use of advance shielded LED floodlights

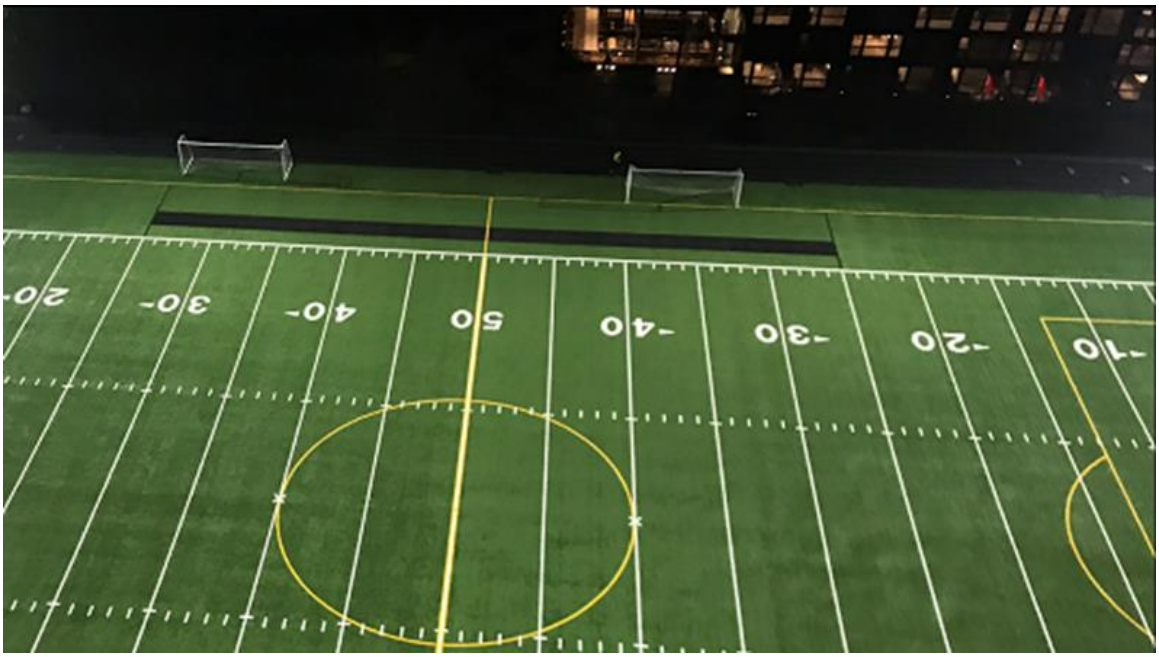
The photos below show the athletic field lighting system recently installed at Roosevelt HS. The use of the highly shielded LED floodlights dramatically minimizes lighting impacts to the surrounding properties. The shielding was adjusted post installation to further reduce spill and glare impacts into the ROW and condominiums located south of the football field.

Roosevelt HS LED Lighting System

Roosevelt HS LED Lighting System



Roosevelt HS LED Lighting System


Roosevelt HS LED Lighting System

The increased mounting heights for the field light poles will dramatically decrease the overall amount of glare visible from off-site locations as compared to using 30' pole height. The use of the latest generation of shielded floodlights will dramatically reduce the amount of visible glare compared to standard shielded and unshielded LED floodlighting systems. It is critical that taller poles are used to minimize glare as much as practical. At 30-foot mounting heights the surrounding residences will be more fully exposed to excessive levels of direct glare from the floodlights. Glare impacts will be evaluated after construction of the lighting system and adjustments to the shielding and aiming of the new floodlights will be implemented as necessary.

SPILL LIGHT

The athletic field lighting system will generate minimal amounts of spill light.

The increase in pole height from 30 feet to 80 feet above the playing field will dramatically reduce the amount of spill light generated by the lighting system. The higher pole heights allow the floodlights to be aimed down to the athletic field and away from the adjacent properties. This height also provides for greater effectiveness of the internal\external shielding on the floodlights to control the emitted light and prevent light escaping beyond the site. The additional pole height is also necessary to comply with the recommended maximum spill light of 0.8 vertical foot-candles.

The increased mounting heights increase the angle of aiming below the horizontal level of the floodlights. At a mounting height of 30 feet this project would require aiming angles of 10.0 degrees (worst case) and 31.00 degrees (best case) below the horizontal plane of the floodlight. The increased mounting height to 80 feet will provide for aiming angles of 23.0 degrees (worst case) and 57.0 degrees (best case) below the horizontal plane of the floodlight.

The use of steeper aiming angles allows for less direct light to be delivered beyond the boundaries of the playing the surface. The external shielding blocks more direct light and more light is delivered to the field with the use of increased mounting heights. The proposed taller mounting heights are typical for this application and like many existing installations throughout the City. The use of shorter mounting heights is typical to the lighting of driving ranges which requires that light is delivered over hundreds of feet down range to light the back of a golf ball to distances over 300 feet.

The vertical spill light from the field lighting has been calculated along the adjacent residential property lines on the east and south sides of the site. The values are calculated at a height of three feet above field grade and are calculated in foot-candles. The calculated light readings do not account for limited quantity of existing fencing, trees and vegetation on site that will provide some screening to reduce spill light at the property lines.

At the standard mounting height of 80 feet above the field the maximum amount of measurable light delivered along the property lines is 0.57 foot-candles. At the non-standard mounting height of 30 feet above the field the maximum amount of measurable light delivered along the property lines is 6.33 foot-candles.

The increased mounting height will dramatically reduce the maximum spill light at the residential property lines as compared to using 30' pole height. Increased mounting height also reduces spill light to meet recommended practice of maximum of 0.8 foot-candles set by the City of Seattle.

SKY GLOW

The athletic field lighting system will generate a minimal amount of "sky glow". The "sky glow" impacts will be located at locations near the fields.

The amount of "sky glow" that is visible from a lighting system is difficult to quantify. There is no current method to calculate "sky glow" but it is recognized that there is a direct correlation to the amount of direct and reflected light that is emitted into the atmosphere. The amount of visible "sky glow" is dependent on a multitude of factors. Several factors include the amount of ambient light that exists, darkness of the night sky, amount of moonlight, atmospheric conditions, level of cloud ceiling, amount particulate matter, location of the observer and age of the observer.

To reduce the amount of "sky glow" that is visible the floodlights will need to be mounted higher than 30 feet. At a height of 30 feet the amount of direct light emitted into the atmosphere is excessive. With the increased mounting heights floodlights will have steeper aiming angles resulting in more effective use of the external shields. Most of the total light output will be directed down to the field with the increased mounting height.

To maximize "sky glow" reduction the owner is providing additional mitigation with the use of "full cutoff" style LED floodlights that provide the most advanced light control and shielding currently available in the sports lighting industry. The use of this equipment will also block a significant amount of direct light that is emitted into the atmosphere.

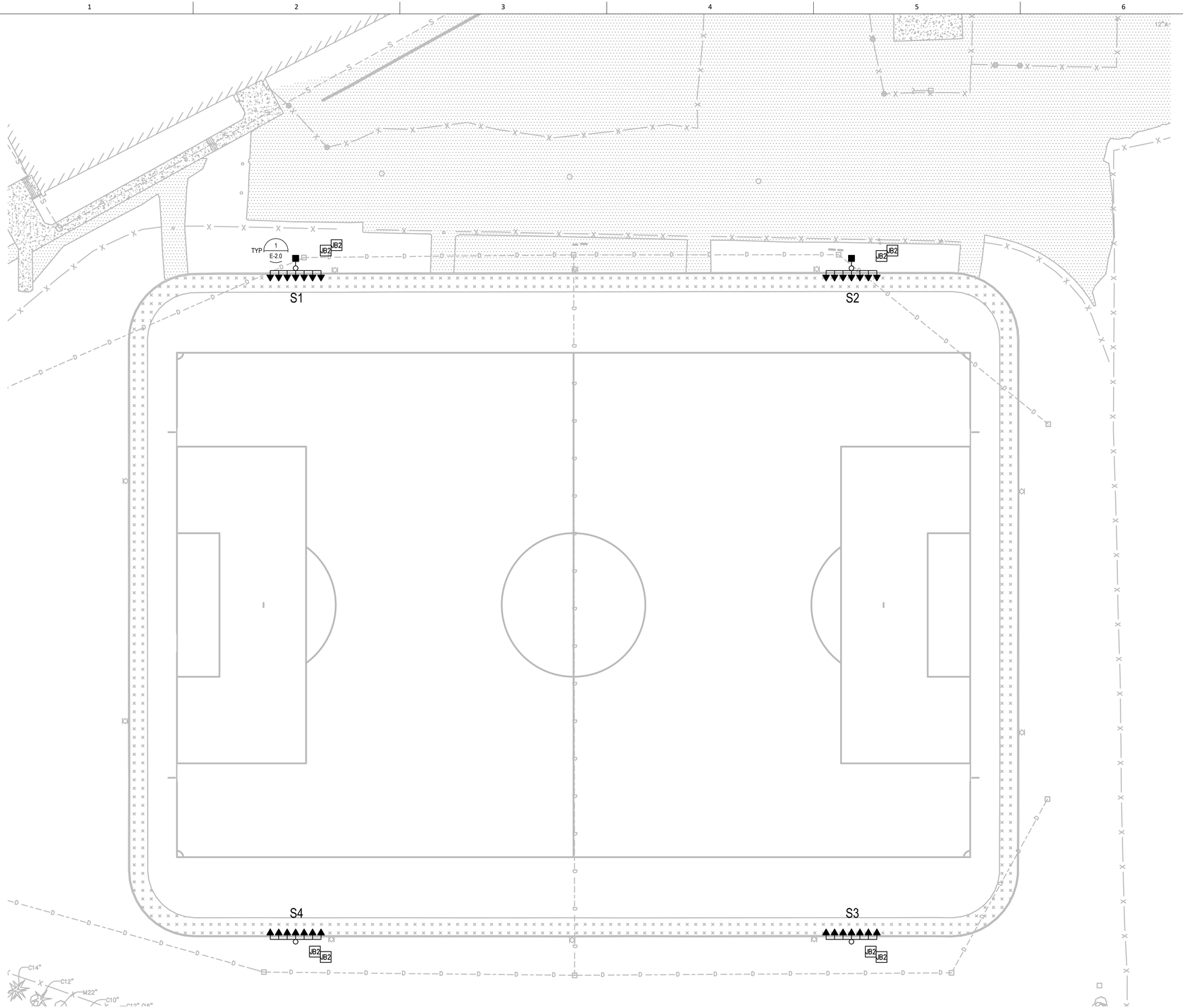
Based on the condition of existing moderate amounts of "sky-glow" currently evident in the general area and the limited impact expected for the project, the impact of the project on "sky-glow" in the surrounding area will be minimal. "The appearance of "sky-glow" will be very minor with heavy low overcast skies and be most prevalent during conditions of dense fog.

The increased mounting heights for the athletic field lighting poles will decrease the overall amount of "sky-glow" visible as compared to using 30' pole height. The use of the latest generation of shielded floodlights will dramatically reduce the amount of direct light emitted into the atmosphere compared to the older shielded floodlighting systems. It is critical that taller poles are used to minimize "sky-glow". The amount of "sky-glow" visible will be localized to the area above the field and immediate vicinity. The amount of "sky-glow" generated is typical of recently lighted fields using LED floodlights at Jane Addams Middle School and will be much less as compared to the amount generated using 30' poles.

Controls

The new athletic field lighting system will be connected to a fully programmable control system with remote operation. The field lights will be on a separate lighting zone with a separate switch. This will allow the field lights to be turned off after play is completed. The area lights are on a separate zone and will remain on for a short time after each event to provide ample light for egress from the site.

The athletic field lights will be only used when the fields are scheduled for use through either Seattle Public Schools or Seattle Parks and Recreation. When there are no reservations, the lights will not be on.



GENERAL NOTES:

1. JUNCTION BOX LOCATIONS AND CONDUIT ROUTING ARE SCHEMATIC. ALIGN JUNCTION BOXES WITH PAVEMENT EDGES. CONDUIT ROUTING SHALL AVOID TREES AND FENCING. SUBMIT CONDUIT AND JUNCTION BOX LAYOUT PLAN TO ENGINEER PRIOR TO INSTALLATION.
2. MAINTAIN AND PROTECT ALL EXISTING UNDERGROUND UTILITIES. CONTRACTOR TO PROVIDE LOCATE PRIOR TO ANY EXCAVATION. PRIOR TO STARTING CONSTRUCTION, CONTRACTOR SHALL CALL "ONE-CALL" FOR UTILITY LOCATIONS.
3. ALL SPARE/EMPTY CONDUIT TO BE PROVIDED WITH NYLON PULL STRINGS.
4. ALL JUNCTION BOXES AND CONDUITS ARE SHOWN IN APPROXIMATE LOCATIONS. VERIFY LOCATION OF PROPERTY LINE, EASEMENTS AND UTILITIES PRIOR TO PLACEMENT.
5. ALL CONDUITS LENGTHS ARE APPROXIMATE. REFER TO CIVIL FOR EXACT LENGTHS.
6. CAP ALL UNUSED CONDUITS. WHERE CONDUITS ARE CAPPED MARK LOCATION WITH AN ELECTRICAL MARKER.

KEY NOTES:

1. NOT USED.

LEGEND

- GALVANIZED STEEL FLOODLIGHT POLE
- SHIELDED LED FLOODLIGHT, 900 WATT, 4500K, 480 VOLT
- AREA LUMINAIRE, 550 WATT SHIELDED LED FLOODLIGHT, 4500K, 480 VOLT, DIMMED DOWN TO 25%
- UNDERGROUND RACEWAY
- JB2 TYPE 2 JUNCTION BOX, WSDOT WITH SLIP NOT BOLT DOWN LID
- JB3 TYPE 3 JUNCTION BOX, FOGTITE TYPE III SEATTLE

POLE AND FLOODLIGHT SCHEDULE

POLE	HEIGHT	FLOODLIGHTS	AREA LUMINAIRE
S1	80'-0"	7	1
S2	80'-0"	7	1
S3	80'-0"	7	1
S4	80'-0"	7	1
TOTAL		28	4

ELECTRICAL SITE PLAN
SCALE: AS INDICATED

0 10 20 40 60
1 inch plotted — Feet
If measurement is other than 1 inch then the plot is reduced.

REVISION	DATE

SEATTLE PUBLIC SCHOOLS

ECKSTEIN MIDDLE SCHOOL

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1450 114th Ave. SE, Suite 225
Bellevue, WA 98004
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3400 188th Street SW Suite 285
Lynnwood Washington 98037-4772
(206) 667-0555

CHRISTOPHER B. FOGTMAN — STATE OF WASHINGTON — 31353 — REGISTERED PROFESSIONAL ENGINEER
03/06/26

DESIGN DOCUMENTS

DATE	01-14-26
SCALE	AS INDICATED
DRAWN	AAU
CHECKED	CBF

ELECTRICAL SITE PLAN

SHEET
E-1.0

File: E10.dwg Plotted by: jwittmier Date: 05-Mar-26 1:06:58pm
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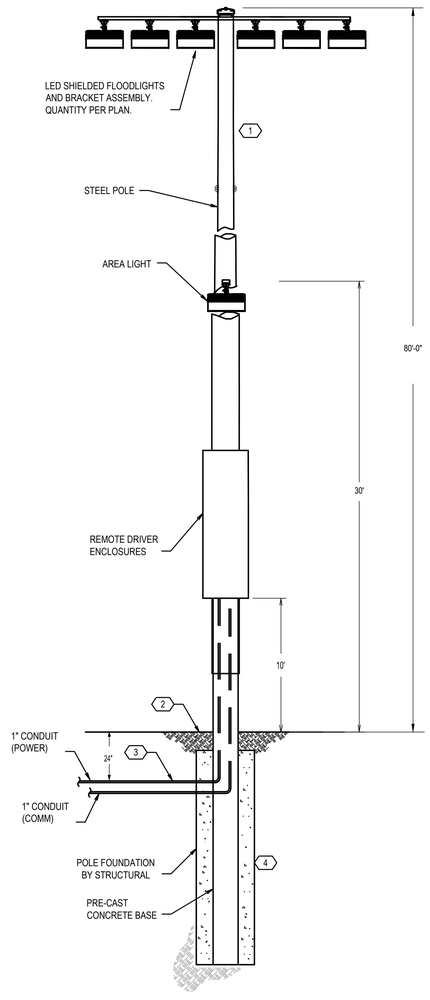

1 E-2.0 FLOODLIGHT POLE DETAIL
SCALE: NONE

KEY NOTES:

1. SUPPLIER OF GALVANIZED STEEL POLE TO PROVIDE STRUCTURAL CALCULATIONS FROM A LICENSED STRUCTURAL ENGINEER REGISTERED IN THE STATE OF WASHINGTON. CALCULATION TO INCLUDE WIND AND SEISMIC LOADS PER IBC LATEST EDITION
2. MATCH EXISTING GRADE.
3. PROVIDE NEW CONDUIT AND EXTEND TO ADJACENT JUNCTION BOX. (POWER AND COMM).
4. REFER TO STRUCTURAL DRAWINGS.

REVISION	DATE

SEATTLE PUBLIC SCHOOLS

ECKSTEIN
MIDDLE SCHOOL

DA HOGAN
1450 114th Ave. SE, Suite 225
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CHRISTOPHER B. FOLEY
STATE OF WASHINGTON
31353
REGISTERED
PROFESSIONAL ENGINEER
03/06/26

DESIGN DOCUMENTS

DATE	01-14-26
SCALE	AS INDICATED
DRAWN	AAU
CHECKED	CBF

DETAILS

SHEET
E-2.0

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KEY NOTES:

1. CALCULATED SPILL LIGHT READING SHOWN IN FOOT-CANDLES. LIGHT READING IS CALCULATED IN THE HORIZONTAL PLANE AT 3'-0" ABOVE FIELD ELEVATION.
2. ISO FOOT-CANDLE LINE SHOWING LIGHTING LIMIT OF 0.8 FOOT-CANDLES.
3. CALCULATED SPILL LIGHT READING SHOWN IN FOOT-CANDLES. LIGHT READING IS CALCULATED IN THE VERTICAL PLANE AT 3'-0" ABOVE FIELD ELEVATION.

LEGEND

- ▲ SHIELDED LED FLOODLIGHT, 900 WATT, 4500K, 480 VOLT
- ■ AREA LUMINAIRE, 550 WATT SHIELDED LED FLOODLIGHT, 4500K, 480 VOLT, DIMMED DOWN TO 25%

POLE AND FLOODLIGHT SCHEDULE

POLE	HEIGHT	FLOODLIGHTS	AREA LUMINAIRE
S1	80'-0"	7	1
S2	80'-0"	7	1
S3	80'-0"	7	1
S4	80'-0"	7	1
TOTAL		28	4

ELECTRICAL SPILL LIGHT PLAN
SCALE: AS INDICATED

0 20 40 80 120 Feet
1 inch plotted
If measurement is other than 1 inch then the plot is reduced.

REVISION	DATE

SEATTLE PUBLIC SCHOOLS

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03/06/26

DESIGN DOCUMENTS

DATE	01-14-26
SCALE	AS INDICATED
DRAWN	AAU
CHECKED	CBF

ELECTRICAL SPILL LIGHT PLAN

SHEET
ESP-1.0

KEY NOTES:

1. CALCULATED SPILL LIGHT READING SHOWN IN FOOT-CANDLES. LIGHT READING IS CALCULATED IN THE HORIZONTAL PLANE AT 3'-0" ABOVE FIELD ELEVATION.
2. ISO FOOT-CANDLE LINE SHOWING LIGHTING LIMIT OF 0.8 FOOT-CANDLES.
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- △ SHIELDED LED FLOODLIGHT, 550 WATT, 4500K, 480 VOLT
- ■ AREA LUMINAIRE, 550 WATT SHIELDED LED FLOODLIGHT, 4500K, 480 VOLT, DIMMED DOWN TO 25%

POLE AND FLOODLIGHT SCHEDULE

POLE	HEIGHT	FLOODLIGHTS	AREA LUMINAIRE
S1	30'-0"	8	1
S2	30'-0"	8	1
S3	30'-0"	7	1
S4	30'-0"	7	1
TOTAL		30	4

ELECTRICAL SPILL LIGHT PLAN

SCALE: AS INDICATED

0 20 40 80 120

1 inch plotted — Feet

If measurement is other than 1 inch then the plot is reduced.

REVISION	DATE

SEATTLE PUBLIC SCHOOLS

ECKSTEIN MIDDLE SCHOOL

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Stantec
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Lynnwood Washington 98037-4772
(206) 667-0555

FIRST LAST NAME — STATE OF WASHINGTON — 31353 — REGISTERED PROFESSIONAL ENGINEER
03/06/26

DESIGN DOCUMENTS

DATE	01-14-26
SCALE	AS INDICATED
DRAWN	AAU
CHECKED	CBF

ELECTRICAL SPILL LIGHT PLAN - 30'-0" POLE

SHEET

ESP-1.1

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