

ENVIRONMENTAL CHECKLIST

NEW ALDERWOOD MIDDLE SCHOOL
SNOHOMISH COUNTY



October 2014
Revised December 2014
Prepared by Edmonds School District

Note: underlined text throughout this document indicates addendum language dated December 2014

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Please note: Not all computers are equipped to save information that is entered into a fillable form.

SNOHOMISH COUNTY ENVIRONMENTAL CHECKLIST

Purpose of Checklist:

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

Instructions for Applicants:

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

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

Some questions ask about governmental regulations, such as zoning, shoreline and landmark designations.

Answer these questions if you can. If you have problems, the governmental agencies can assist you.

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

A. BACKGROUND

1. Name of the proposed project:

Alderwood Middle School Replacement

2. Name of Applicant:

Taine Wilton, AIA | LEED AP
Design and Construction Manager
Edmonds School District

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

EDMONDS SCHOOL DISTRICT 15
Capital Projects Office
20420 68th Ave W
Lynnwood, WA 98036-7400

4. Date checklist prepared:

Original September 4, 2014, Addendum December 11, 2014

5. Agency requesting checklist:

Snohomish County Department of Planning & Development Services

Edmonds School District (District) is the Lead Agency for environmental review and SEPA compliance.

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

Design Phase commences this summer 2014 through next summer 2015 with the application for Conditional Use Permit this summer. The project will be completed using the General Contractor/Construction Manager Delivery. Construction will most likely be split into

two phases with an early site package to be completed Fall 2015, and the remainder revised for school opening January 2017, originally planned for September 2017.

7. Plans for future additions, expansion, or further activity related to or connected with this proposal:

None

8. Environmental information that has been prepared, or will be prepared, directly related to this project:

Site Plan Integrus Architecture
 Traffic Study Heffron Engineering
 Concurrency Traffic Study Heffron Engineering
 Geotechnical Report Shannon & Wilson, Inc.
 Wetlands Assessment Shannon & Wilson, Inc.
 Arborist Report Gilles Consulting

9. Applications that are pending for governmental approvals or other proposals directly affecting the property covered by the proposal:

None

10. List of governmental approvals or permits that will be needed for the proposal:

SEPA Threshold Determination Edmonds School District #15
 Conditional Use Permit Approval/Variance Snohomish County
 Building Permits Snohomish County
 Grading Permit/Other Public Works Permits Snohomish County
 Mechanical Permit Snohomish County
 EDDS Deviation Approval Snohomish County
 Electrical Permit State of Washington, Dept. of Labor & Industry
 Water & Sanitary Sewer Commitments Alderwood Water and Wastewater District
 Occupancy Permit Snohomish County
 Air Quality Permit Puget Sound Clean Air Agency
 NPDES..... Washington State Department of Ecology
 Application for General Permit to Discharge Stormwater Washington State DOE
 Health District Review Snohomish County Health District

11. Brief, complete description of the proposal, including the proposed uses and the size of the project and site:

Edmonds School District plans to replace the existing 1965 Alderwood Middle School by moving the program to a newly constructed facility sharing the current Martha Lake Elementary School site consisting of two parcels for a total of 26.7 acres. The proposal is for Conditional Use Permit (CUP) approval for the construction of the new middle school to be constructed on the 19 acre north “L” shape of the school site. The new Alderwood facility revised to approximately 112,000 square feet, (previously stated as 104,000 square feet) would have a two story main classroom, Administration and Library building adjacent to a one story Gymnasium, and Commons area and house approximately 800 students and 77 staff. The project includes relocation of existing sports fields, site improvements for new sports fields, parking, bus and auto circulation, emergency vehicle access, neighborhood pedestrian connections and significant new storm water management facilities. The existing elementary school facility would remain occupied during the entire construction period. The proposed middle school would be accessed from both 172nd St. SW and Larch Way. Students, visitors and some staff would enter from a new drive off of 172nd St. SW and park in the north parking lot. A limited number of staff would park in a new staff parking area accessed from the existing Martha Lake Elementary drive off Larch Way. Buses would access the site via the existing drive off Larch Way to Martha Lake Elementary School. Emergency vehicles and maintenance vehicles would access the site via a drive off 14th Ave. W. The north parking lot provides 53 parking stalls. Of these 2 would be designated ADA accessible stalls and van parking. Signage for the school would be

provided with a monument sign at the school entry and a digital sign at the corner of 172nd St. SW and Larch Way.

The project would accommodate future growth by locating (4) portables near the gym.

The District will conduct community meetings at Martha Lake Elementary School for discussions between citizens and District staff and consultants to vet concerns about the proposed project.

12. Location of the proposal, including street address, if any, and section, township, and range; legal description; site plan; vicinity map; and topographical map, if reasonably available:

The site is bounded by 172nd St. W. on the north side, Larch Way to the east, Martha Lake Elementary School to the south and 14th Ave. W. on the west side of the site. Two portions of the site border residential properties along 175th St. SW, to the south, and along 12th Pl W. at the northwest corner. The parcels are located in portions of the northeast quarter of the southeast quarter of Section 11, and the northwest quarter of the southwest quarter of Section 12, Township 27 North, Range 4 East Willamette Meridian Situated in Snohomish County, Washington.

Legal Description

Parcel I:

APN 27041100401200

The south 420 feet of the north 900 feet of the east half of the northeast quarter of the southeast quarter of Section 11, Township 27 North, Range 4 East of the Willamette Meridian, Snohomish County, Washington.

Except the west 20 feet lying within the boundaries of 14th Avenue West also except that portion conveyed to the County of Snohomish for widening of 14th Avenue West by quitclaim deed recorded November 3, 1971 as Recording Number 2221153.

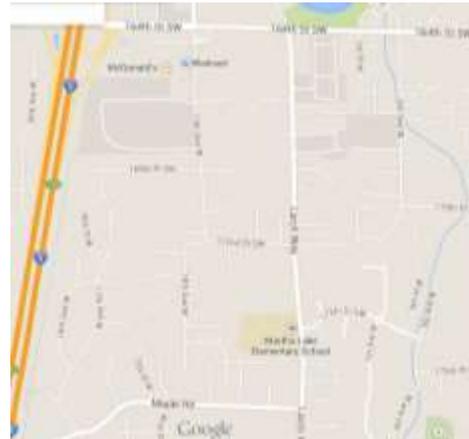


Figure 1. Vicinity Map

Parcel II:

APN 27041200300500

All that portion of the northwest quarter of the southwest quarter of Section 12, Township 27 North, Range 4 east of the Willamette Meridian, Snohomish County, Washington, lying westerly of Larch Way and southerly of 172nd Street Southwest.

B. ENVIRONMENTAL ELEMENTS

1. Earth

a. General description of the site (underline):

The site gently slopes to the east, south and west with the highest side along 172nd St SW. Two manmade soil piles exist on site creating artificial slopes.

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

The steepest slope on the project site is approximately 55 percent and is located along the east edge of the project site as an approximately 5 foot tall hill.

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

The project site is situated on a ridge underlain by Quaternary Vashon till (Qgt) that was observed at relatively shallow depths in previous explorations as well as during the current subsurface investigation. This geologic unit was found to be a very dense, gray deposit consisting of silty sand with variable gravel and cobble content. Above the till layer is a variable layer of fill soils (Hf), which were generally loose to medium dense, brown, silty sand with variable clay, gravel, cobble, construction debris, and organic content. Refer to the Geotechnical Report for additional information.

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

No. Seismic hazards such as liquefaction, slope stability and fault rupture are not present at the project site. Refer to the Geotechnical Report for additional information.

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

Grading is necessary to allow for new buildings, access roads, parking lots, pedestrian accessibility, and utilities.

The site design will minimize the need for exporting or importing soil materials. The project is expected to generate a cut volume of approximately 45,000 cubic feet and fill volume of approximately 25,000 cubic feet. Fill soils are planned to be from onsite excavations with the exception of imported specialty materials.

f. Could erosion occur as a result of clearing, construction, or use?

Construction activities can cause erosion if the site is not properly protected. The contractor will implement control measures and best management practices (BMP's) to control water runoff. A Temporary Erosion Control Plan (Plan) would be submitted to Snohomish County before commencement of construction activities. The Plan would be in accordance with the State Department of Ecology (DOE) Stormwater Management Manual. Measures taken could include diversion of surface water to detention ponds. Silt fences, and straw bales could be used to maintain water quality. Disrupted areas could be ballasted to increase soil stability during winter months. Areas without built facilities will be vegetated at the end of construction.

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

Approximately 39.8 percent of the total project site including Martha Lake Elementary School will be covered with impervious surfaces (buildings, asphalt, concrete) after construction is complete.

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

Typical erosion and sediment control measures will be employed during construction such as controlling surface runoff and protecting exposed soils with plastic covering, mulch, crushed rock or other. Additionally, phasing construction will allow the majority of the earthwork to occur during the dry season. Existing impervious surfaces and vegetated areas will be retained until the contractor is ready to work in those areas, thus keeping soil undisturbed to the maximum extent feasible. When construction is complete, all areas of exposed soils will be vegetated.

2. Air

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

During construction, temporary emissions may result from construction equipment and dust from construction activities. These would most likely be insignificant, though the contractor will follow regulations to minimize both emissions and control dust.

The main source of emissions would be from student dropoff and pick up via parent

vehicles and bus service on site and traffic on the adjacent roads. The schools would have a staggered start and dismissal time to reduce congestion and lower emissions. Parent vehicles and bus loop would be located at the center of the site away from residential property and through traffic, to minimize impact.

b. Are there any off-site sources of emissions or odors that may affect your proposal?

If so, generally describe.

None are anticipated to affect this project. The site is surrounded by residential communities and roads to access these communities. Emissions and odors would most likely be vehicle emissions and emissions from fireplaces and wood burning stoves.

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

During construction the contractors would comply with the Puget Sound Clean Air Agency's (PSCAA) Regulation I Article 9 Section 9.15. and Best Management Practices. Control measures could include wet or chemical suppression techniques, rip rap exit aprons and wheel wash and undercarriage wash before exit, covering or wetting truck loads and street cleaning on public roadways in the vicinity of the construction. Due to the temporary nature of construction, we expect minor, short-term emissions with minimal to no impact on the community.

Long term measures on site would include paving of pedestrian and vehicle circulation, and planting beds with natural planting areas outside of ball fields and building areas. Many of the original tree clusters are intended to be preserved.

Long-term emissions have been reduced by the high percentage of the School District's fleet of low emission buses. New model buses that are being ordered will operate at the lowest emissions. Further all buses within the fleet pass the opacity standards each year.

We can also presume that bus service to the new AMS location will be reduced if the student count remains the same because the new school location is more centrally located within the school boundary. The current AMS location is so far south within the school boundary that much of the one-mile walk from the school goes outside the school boundary.

3. Water

a. Surface:

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

An on-site Wetland Assessment was conducted. There are no category wetlands on site. Refer to the Wetland Assessment.

North of the site a little more than half a mile away sits Martha Lake. From Martha Lake flows Martha Lake Creek passing the site about a quarter mile to the east. A half mile to the west flows Swamp Creek.

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 the project would not require any work over, in or adjacent to the described waters.

3. Estimate the amount of fill and dredge material that could 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 materials.

No fill or dredging would be required.

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

No, the proposal would not require surface water withdrawals.

5. **Does the proposal lie within a 100 year flood plain? If so, note location on the site plan.**
No the proposal does not lie within a 100 year flood plain.
6. **Does the proposal involve discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.**
No waste water would be discharged to surface water. Parking areas and drive aisles could contain trace amounts of petroleum and other vehicle related substances that could sheet flow from paved areas during rain events. The drainage plan addresses these concerns. Refer to the Preliminary Stormwater Site Plan Report.

b. Ground

1. **Will ground water be withdrawn, or will water be discharged to ground water? Give general description, purpose, and approximate quantities if known.**
No the project would not withdraw groundwater, or discharged water.
2. **Describe waste material that will be discharged into the ground from septic tanks or other sources, if any. 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) is expected to serve.**
This site is served by sanitary sewer. No waste materials would be discharged into the ground as a result of this proposal.

c. Water Runoff (including storm water)

1. **Describe the source of runoff (including storm water) and method of collection and disposal, if any (including quantities if known).**

Runoff will occur from rain falling on impervious surfaces, and, to a lesser extent, athletic fields, lawns and landscape. This runoff will be collected using catch basins, pipes, and ditches and directed to flow control and water quality treatment facilities. Discharge from these facilities will be to the existing stormwater discharge locations on the south, east and west sides of the site.

Where will this water flow? Runoff from the northeast part of the site will be conveyed to a county owned storm drain system on the west side of Larch Way. This system continues south and then east on 175th Street SW eventually to Martha Lake Creek.

Runoff from the southeast part of the site drains to the county owned storm drain system on the west side of Larch Way. This storm drain system continues southerly and easterly to Martha Lake Creek.

Runoff from the westerly side of the site will be conveyed westerly to a county owned storm drain system along the east side of 14th Avenue West. This system continues westerly along the south side of 174th Place SW, through private properties and then beneath I-5 to Alder Creek.

All discharge from the project site eventually drains to Lake Washington.

Will this water flow into other waters? If so, describe.

Stormwater from the northeast and southeast portions of the site drain to the enclosed storm drain system along Larch Way that eventually drains to Martha Lake Creek.

Stormwater from the west part of the site drains to the enclosed storm drain system along 14th Avenue which continues west to Alder Creek.

All of the stormwater runoff from the site eventually drains to Lake Washington.

2. Could waste materials enter ground or surface waters? If so, generally describe.
 The project will be designed to prevent waste materials from entering ground or surface waters. All wastewater from the buildings will be connected to the sanitary sewer system and conveyed away from the site for treatment by the Alderwood Sanitary Sewer District. Chemical and hazardous materials (such as those used in middle school science labs) will be disposed of through the sanitary sewer system and will be stored inside, away from rainfall and stormdrains.

d. Describe proposed measures to reduce or control surface, ground, and runoff water impacts, if any.
 Storm water will be treated on-site in accordance with Snohomish County and Washington State Department of Ecology NPDES permits. Measures will consist of using flow control ponds and/or underground pipes or vaults to reduce runoff to the rate prescribed in the County and DOE permits. In addition, runoff from pollution-generating surfaces will be treated for water quality through a combination of above-ground and under-ground facilities such as bio-retention, StormFilters, and wetvaults. "Low Impact Development" BMPs will be used where feasible.

4. Plants (Nick)

a. Check the types of vegetation found on site:

- Deciduous trees:** Alder, Birch, Black Cottonwood, Cherry, Bigleaf Maple, Vine Maple, Red Maple, Pacific Dogwood, Sweetgum, Red Bud, Japanese Maple, Cascara
- Evergreen trees:** Western Red Cedar, Douglas Fir, Western Hemlock, Western White Pine, Noble Fir, Grand Fir, Dawn Redwood, Englemann Spruce
- Shrubs:** Sword Fern, Salal, Creeping Mahonia, Salmonberry, Blackberry
- Grass:**
- Pasture:**
- Wet Soil Plants:**
- Water Plants:**

b. What kind and amount of vegetation will be removed or altered?
 Approximately 8 acres of grass area and 4 acres of forested area will be removed or altered to accommodate the new school building, parking, busses, utilities, fire access, and new sport fields.

c. List threatened or endangered plant species or critical habitat known to be on or near the site.
 No threatened or endangered plant species or critical habitat is known to exist on the site.

d. Describe proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on site.
 New landscaping in parking lots and adjacent the building is proposed to be primarily of native trees, shrubs, and ground cover. Lawn areas are proposed around and between the new sport fields. Where feasible, existing forested areas will remain undisturbed or will be enhanced with new native planting.

5. Animals

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

- Invertebrates:** bees, flies, gnats, dragonflies, mosquitoes, slugs, snails,
- Fish:**

- Amphibians:**
- Reptiles:**
- Birds:** eagle, hawk, finch, Swanson's thrush, varied thrush, junco, chickadee, Rufus-sided towhee, bushtit, wren, American robin, sparrow, downy woodpecker, pileated woodpecker, flicker, hummingbird, crow, jay.
- Mammals:** cotton tail rabbits, squirrels, rats, mice, vole, raccoon, opossum,

- b. List any threatened or endangered animal species or critical habitat near the site.**
No known threatened or endangered animal species have been observed on or near the site.
- c. Is the site part of a migratory route? If so, explain.**
The site is not part of a known migratory route.
- d. Proposed measures to preserve or enhance wildlife, if any.**
Buffers between the school and residential areas, grooves of trees would be preserved allowing habitat to remain. A natural detention pond could encourage water birds.

6. Energy and Natural Resources

- a. What kinds of energy (electric, natural gas, oil, wood, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc.**
The new school would use natural gas and electric as power sources for energy usage. In addition, roof areas would be designed and the infrastructure installed to allow a large array of photovoltaic panels for future installation.
- b. Would the project affect the potential use of solar energy by adjacent properties? If so, explain.**
No
- c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any.**
Project would comply with the Washington State sustainable School Protocol (WSSP) design standards and the Washington State Energy code. Some of the sustainable features being considered include: high efficiency mechanical units, heat recovery, high performance envelope design, and solar infrastructure. Lighting design will include LED light fixtures with dimmer and natural daylight, with occupancy sensors.

7. Environmental Health

- a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spills, or hazardous waste that could occur as a result of this proposal? If so, describe.**
No known environmental health hazards associated with this proposal exist.
- 1. Describe special emergency services that might be required.**
No special emergency services are required.
 - 2. Describe proposed measures to reduce or control environmental health hazards.**
None known.
- b. Noise**
- 1. What types of noise exist in the area which may affect your project (for example: traffic, equipment operation, other)?**
No known noise will adversely affect the project. The existing noise environment consists of local community noise sources (exterior residential activity, animals, local roadway traffic), interstate transportation noise sources (small craft, jet aircraft, and interstate vehicle traffic), and existing Martha Lake Elementary School noise

sources (playground activity, school bells, deliveries, and dropoff/pickup activity).

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

Short term noise by construction equipment, traffic and construction activities may be emitted. The District will employ the General Contractor/Construction Manager (GC/CM). The GC/CM would comply with SCC 10.01.030(2) and Permissible Sound Levels listed in Table 1 along with exemptions in SCC 10.01.050.

Long term noise associated with the project includes typical school operational related noise sources such as mechanical equipment, athletic field activity, and vehicular traffic (bus and passenger vehicles primarily during the start and end of each school day and periodic van or truck deliveries).

- 3. Describe proposed measures to reduce or control noise impacts, if any.**

Construction methods and schedule would be in accordance with Snohomish County guidelines for noise mitigation. Mechanical equipment would be acoustically screened as needed to keep noise levels within County requirements.

8. Land and Shoreline Use

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

The adjacent sites are primarily residential. A church across Larch Way has an informal parking agreement with Martha Lake Elementary that could be expanded to include the new school.

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

No the site has been a public school use since 1964, prior to that it was rural woodland with cleared areas used for mink farms and poultry farms.

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

Martha Lake Elementary School occupies the south portion of the primary parcel, and will remain occupied.

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

No building structures would be demolished.

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

The current zoning is R-9,600 for both parcels.

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

The current comprehensive plan designation for the site is Urban Low Density Residential.

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

Not applicable, the site is located on a ridge.

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

No part of the site has been classified as "environmentally sensitive".

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

The current staff of Alderwood Middle School employs 70. Allowing for possible growth, the replacement school could employ 77 people.

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

No people would be displaced by this project.

- k. Describe proposed measures to avoid or reduce displacement impacts, if any.**

There are no displacement impacts.

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

Property is designated in the Snohomish County Comprehensive Plan, Future Land Use Map as Public/Institutional, zoned as R-9600. Proposed use is compatible with current

zoning designation.

9. Housing

- a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.**
Not applicable
- b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.**
Not applicable
- c. Describe proposed measures to reduce or control housing impacts, if any.**
Not applicable

10. Aesthetics

- a. What is the tallest height of any of the proposed structure(s), not including antennas? What is the principal exterior building material(s) proposed?**
The tallest height of the structure would be the gym roof at approximately 45' above finished grade. Proposed building materials include brick, metal siding, composite panels, wood, concrete, and glass.
- b. What views in the immediate vicinity would be altered or obstructed?**
Residences along the northwest property line have views to the east. Rather than overlooking ball fields and parking, the community has asked for a tree buffer. The trees would block the view, eastward and block the view of the parking and ball fields.
- c. Describe proposed measures to reduce aesthetic impacts, if any.**
The new two story building would be set back from the property lines to provide a vegetation buffer to surrounding residential properties. Exterior materials and window glazing would be combined to provide visual relief and interest at a scale that is appropriate for middle schools. Landscaping would screen parking lots, athletic fields and general site from neighboring properties.

11. Light and Glare

- a. What type of light and glare will the proposal produce? What time of day would it mainly occur?**
Light and glare from the windows of the replacement school could occur in the early morning hours when the sun is low on the horizon and glancing off east facing windows. Parking lot, pedestrian path and staff parking site lighting would be used for pedestrian and automobile safety, approximately 6:30 AM to sunrise, and sunset to 10 PM. The addition of a digital sign would comply with SC 30.27.016, meet required setbacks and comply with hours of operation.
- b. Could light or glare from the finished project be a safety hazard or interfere with views?**
The light and glare from the sun should not affect traffic on Larch Way or the residences across the street as the location of the school would be set back considerably from the road allowing for athletic fields, track, and pedestrian pathways.
- c. What existing off-site sources of light or glare may affect your proposal?**
No known off-site sources of light and glare would affect the proposal.
- d. Describe the proposed measures to reduce or control light and glare impacts, if any.**
The school would be located at the center of the site close to Martha Lake Elementary School, set back from the road in all directions with the classroom wing nestled in the wooded parcel. A tree buffer on all sides of the school would block the light and glare to the southern and western residential communities. Site lighting would have cut-off shields to prevent spill from the site. Occupancy sensors would be provided as required by the Washington State Energy Code.

12. Recreation

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

The current site is a school use, with play structures located at Martha Lake Elementary School along with a soccer field and open grass fields to the north of the school, and wooded trails on the parcel to the west for hiking and dog walking.

Lynnwood High School is located on North Road about three quarters of a mile from the Martha Lake Elementary/Alderwood Middle School site. The high school has one synthetic turf combination football/soccer field with track and exterior lighting, tennis courts, two synthetic turf combination ball fields for football, soccer, and baseball, and a natural turf baseball field also lighted for night use. Hiking trails around fields and detention ponds provide alternative sporting activities.

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

The replacement school would relocate the soccer field to the northeast corner of the site to potentially become a synthetic turf combination football/soccer field together with an all-weather track for other sporting activities, as budget allows. Lacking budget, a grass combination field with cinder track would be proposed. This field would be available for both school and community use. A grass youth softball / baseball field is also proposed as part of the project and will be available for school and community use. The open grass area and soil mound would be removed reducing the area for off-path hiking. The wooded area would be reduced due to the replacement facilities, though hiking trails would remain through the woods.

c. Describe proposed measures to reduce or control impacts on recreation, including recreational opportunities to be provided by the project or applicant.

A new softball field would be located along 172nd St. SW and the west property line.

13. Historic and Cultural Preservation

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

Research with the Department of Archaeology and Historic Preservation revealed no known places or objects listed on or eligible for national, state or local preservation on the site. The Washington Information system for Architectural and Archaeological Records Data has identified several midcentury modern houses constructed before 1969 as historic structures north of the site across 172nd Ave. W of which this project would not affect.

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

No known landmarks or evidence of historic archeological, scientific or cultural importance exist on or next to the site.

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

Not applicable.

14. Transportation

A detailed transportation analysis was prepared (dated November 5, 2014) in coordination with Snohomish County staff. An addendum to that analysis is currently underway to address a small increase in proposed floor area.

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

The school site consists of the vacant northern L-shaped portion of the Martha Lake Elementary School site located at 1132 172nd St. SW. The proposed middle school development area of the site is bounded on the east by Larch Way on the north by 172nd Street SW and residential properties at the northwest corner, on the west by 14th Avenue W, and on the south by the existing Martha Lake Elementary School. The site vicinity is accessed by Snohomish County arterials including Larch Way along the east, 164th Street SW to the north, and Maple Road/178th Street SW and Filbert Road (State

Route 524) to the south. These arterials provide access to the wider regional transportation network including Interstate 5 (I-5), I-405, and SR 525.

The proposed school would have its primary access driveway on 172nd Street SW. This access would serve parent-vehicle access for student load/unload as well as visitor and staff parking. The existing parking lot located at the northeast corner of the site that currently serves as remote parking and parent-vehicle load/unload for Martha Lake Elementary would be retained with its access on 172nd Street SW about 240 feet west of Larch Way. School-bus access and access to additional staff parking is planned from a northern extension of the existing Martha Lake Elementary School access. School buses and staff vehicles would enter using the northern (inbound) Martha Lake Elementary access and exit using the southern (outbound) Martha Lake Elementary access. Finally, an emergency-only / maintenance access is planned from a new driveway on 14th Avenue W. This access is expected to be gated and remain closed except for emergency or occasional maintenance activity access.

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

The site is not currently served by public transit. Community Transit Routes 115 and 116 serve stops on 164th Street SW about ½-mile north of the school site at Larch Way. The bus stops serving these routes are located on both sides of 164th Street SW—the westbound stop is located on the north side of 164th Street SW just west of Larch Way; the eastbound stop is located on the south side of 164th Street SW just east of Larch Way. The eastbound stop includes bus pull-out area and shelter.

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

The existing Martha Lake Elementary School currently has a total of 136 parking spaces including 81 spaces in the main lot just east of the school, 17 spaces in an auxiliary lot just off the northern access drive, and 38 spaces in the remote parent-vehicle load/unload lot at the northeast corner.

The proposed Alderwood Middle School project would construct a total of 89 new parking spaces in three locations. A new primary visitor and staff parking lot with 53 spaces would be located north of the new school building. Two additional staff parking lots—each with 18 spaces—would be located south of the new building and would be accessed from Larch Way using the Martha Lake Elementary driveways. In total the combined site would have 225 parking spaces. No parking existing spaces are proposed to be eliminated.

In addition to the 89 new parking spaces proposed with the Alderwood Middle School project, the site would also include a parent-vehicle load/unload area with space for approximately 41 vehicles to queue on-site simultaneously. A school-bus load/unload area would provide room for up to 14 school buses. These load/unload areas could be made available for event parking in the evenings or on weekends and could provide an additional 69 spaces. With those spaces, the site would provide a total capacity of 294 spaces for events.

d. Will the proposal require any new roads or streets, or improvements to existing roads or streets, not including driveways? If so, generally describe.

Based on the prior analyses completed for the project, the proposed Alderwood Middle School Replacement project would not require any new off-site roadways or improvements to existing roads. An addendum to the prior analysis is currently underway to determine if the small increase in floor area would result in the need for any improvements; however, none are anticipated.

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

No the project will not use or occur in the vicinity of water, rail or air transportation.

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

The project would replace the existing Alderwood Middle School (located at 20000 – 28th Avenue W) with the proposed new building on the northern portion of the Martha Lake Elementary School site. After completion, the District would demolish the existing school building. The enrollment capacity of the new school is planned for 800 students and will continue to serve 7th and 8th grades. The existing Alderwood Middle School currently has capacity for 850 students. The proposed Alderwood Middle School is planned to consist of a revised approximately 112,000 square feet of floor area. The existing Alderwood Middle School is 105,099-sf (including outdoor circulation, porches, loading dock, and mechanical rooms that are all now required to be programmed as interior spaces for new schools). As a result, the proposed new school would have a slightly larger building area than the existing school, but would have slightly smaller enrollment capacity. Therefore, the project is not expected to generate new daily or peak period trips on the overall County or State roadway system. However, the project would shift traffic from the existing site to the new site, which would result in new trips on roadways near the new school and at the site driveways. In addition, the larger building area necessitates that the proposed new school be evaluated using trip estimates reflecting a possible increase in school trips proportional to the increase in school size.

As required by Snohomish County, the trip generation estimates for the school project were prepared using standard rates based on building area published by the Institute of Transportation Engineers [ITE] in its Trip Generation Manual (9th Edition, 2012). Based on these rates, the proposed school is estimated to generate 1,540 driveway trips per day (770 in, 770 out) originally stated as 1430 trips of (715 in, 715 out) that would be shifted from the existing site to the new site. Peak traffic volumes are expected to occur during the morning arrival and afternoon dismissal periods. It is expected that the new Alderwood Middle School would have the same start and dismissal times as the existing school (8:00 A.M. to 2:30 P.M.). Based on traffic counts performed at the existing school, the peak volumes would continue to occur between 7:15 and 8:15 A.M. and between 2:45 and 3:45 P.M.

g. Describe proposed measures to reduce or control transportation impacts, if any.

Several mitigating measures would be required or made part of the project proposal to reduce or control transportation impacts including: payment of traffic impact fees, implementation of Transportation Demand Management (TDM) elements, frontage improvements, and site access channelization. All measures planned or required are described below.

- A. Prior to the school opening, the District and school principal would establish a communication plan to educate parents and students about the access and parking elements for both the new Alderwood Middle School and the existing Martha Lake Elementary School on the combined site.
- B. The District would review walk routes and determine if any changes should be made to signage, pavement markings, school zone speed limits, and/or crossing guard locations and would work with Snohomish County to implement those measures that would occur within the County right-of-way (including speed enforcement).
- C. The District would coordinate with Snohomish County to determine if traffic calming measures, such as speed humps or additional traffic control, are needed on nearby residential roadways to ensure compliance with speed limits.
- D. The District and school administration would develop a neighborhood communication plan to inform nearby neighbors of events each year. The plan should be updated annually (or as events are scheduled) and should provide information about the dates, times, and rough magnitude of attendance. The

communication would be intended to allow neighbors to plan for the occasional increases in evening or weekend traffic volumes that would occur with large events.

- E. The school would develop a transportation and parking management plan for large events to minimize the traffic and parking impacts associated with large events. The plan is expected to include coordination with the adjacent Martha Lake Elementary School to ensure that large events are not held concurrently and to ensure that parking lots and pedestrian walkways at both sites are open and available for sharing during large events at both schools. It would also identify locations for overflow parking (if necessary) at off-site locations where shared parking arrangements exist.
- F. The District would work with Snohomish County to determine if on-street parking is desired along either side of 172nd Street SW and whether parking restrictions or limits and signage should be installed.
- G. The District would require the selected contractor to develop a construction management plan (CMP) that addresses traffic and pedestrian control during school construction. It should define truck routes, lane closures, walkway closures, and parking disruptions, as necessary. To the extent possible, the CMP should direct trucks along the shortest route to arterials and away from residential streets to avoid unnecessary conflicts with resident and pedestrian activity. The CMP may also include measures to keep adjacent streets clean on a daily basis at the truck exit points (such as street sweeping or on-site truck wheel cleaning) to reduce tracking dirt offsite. The CMP should identify parking locations for the construction staff; to the extent possible, construction employee parking should be contained on-site.

Traffic Impact Fees

Snohomish County is separated into Transportation Service Areas (TSAs), with each TSA having an impact-fee rate based on average daily traffic (ADT) generated by a project. The Alderwood Middle School Replacement site is located in TSA D, which has a traffic-impact-fee rate of \$227 per new ADT for commercial land uses. As outlined previously in this report, with the larger school building size, the Alderwood Middle School Replacement project could generate 90 new daily trips. Therefore, Snohomish County would collect a traffic impact fee of \$20,430

The ILA between Snohomish County and the WSDOT outlines requirements for mitigation, which include payment of a proportionate share fee based on new daily traffic. The fee rate is \$36 per new daily trip and the total fee due to WSDOT would be \$3,240.

Transportation Demand Management (TDM)

The County would require TDM measures to remove ten percent of the project's PM peak hour trips. The County allows a five percent trip reduction credit to commercial developments that incorporate certain on-site design features. To meet this requirement, the District has included the following elements in its site design, which are all shown on the TDM site plan submitted with the Conditional Use Permit application and presented previously.

- a. The proposal includes pedestrian circulation that connects all on-site buildings and facilities continuously to adjacent roadways—172nd Street SW, 14th Avenue W, and Larch Way.
- b. All on-site pedestrian facilities are planned to meet the County's EDDS manual and will connect the building entrances directly with adjacent street frontage.
- c. All of the on-site pedestrian facilities are planned to connect the building entrances with all other on-site athletic facilities.
- d. The on-site pedestrian facilities will connect building entrances with the proposed on-site school-bus load/unload zone.

e. The pedestrian connections will allow access and circulation between the site and adjacent neighborhoods in all directions, Martha Lake Elementary School to the south, and other activity centers such as the First Baptist Church of Martha Lake located opposite the site on Larch Way.

f. A portion of the staff vehicle parking (36 spaces) is planned to be located at the sides and the rear of the new building.

g. Three bicycle parking racks with a total of about 54 spaces (approximately 43% of the school's estimated PM peak hour driveway trips) are proposed adjacent to the front entrance of the building west of the main entry canopy with direct visibility from the main office for security.

h. Signed preferential parking spaces for four carpools or vanpools are proposed (estimated to be 6% of the total school-day peak parking demand generated by employees and visitors).

With the above on-site design features incorporated into the project proposal, the trip reduction credit of five percent is applicable. The remaining five percent of the total TDM obligation is anticipated to be met through a voluntary payment equal to the development's total PM peak hour driveway trip generation multiplied by five percent and by the TDM payment rate of \$6,500 (133 trips x 5% x \$6,500 = \$43,225). Although the project would generate fewer new trips on the overall Snohomish County Roadway system, it would shift traffic to the Larch Way and 164th Street SW arterial units.

Therefore, it is reasonable for the County to apply the TDM requirements.

Frontage Improvements

Frontage improvements will be required along 14th Avenue W. The improvements, which have been shown on the proposed site plan, will include curb and sidewalk to match the existing locations north and south of the school property.

Site Access Channelization

The primary access driveway on 172nd Street SW is planned to provide separate left- and right-turn pockets on-site to enhance site egress during peak periods.

15. Public Services

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

The project would not result in an increased need for public services as Alderwood Middle School already requires Snohomish County Fire District No. 1 and Snohomish County Police Department protection and health care albeit at the south end of the attendance area. The replacement school would be collocated with Martha Lake Elementary also already served by Snohomish County public services with a response time between 3-5 minutes.

Further, the school and District practice fire safety drills and safety procedures involving defibrillators and other safety procedures.

b. Describe proposed measures to reduce or control direct impacts on public services.

The school site would be clearly identified to ease rapid response vehicle access to the school. Adequate fire flow to the site would be provided. A 20' wide fire loop would be provided around the entire school along with additional hydrants for the new school. A full sprinkler system for the entire school building would be provided. The District regularly works with the fire and police departments for the safety of staff, students and community.

16. Utilities

c. List utilities currently available at the site:

Electricity, natural gas, water, refuse service, telephone, sanitary sewer

d. 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 above utilities are already at the site for the operation of Martha Lake Elementary School. These utilities would be extended per provider requirements to the replacement school.

Electricity
Natural Gas
Sewer
Telephone
Water

Snohomish County Public Utilities District No. 1
Puget Sound Energy
Alderwood Water and Wastewater District
Verizon
Alderwood Water and Wastewater District

C. SIGNATURE

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

Signature:

Date Submitted: _