



Whitman Middle School, Portable Classrooms Demolition

Draft SEPA Checklist

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While the Whitman Middle School Portable Classroom Demolition Project State Environmental Policy Act (SEPA) Checklist is accessible and ADA compliant, the figures

contained in Appendix A, the Transportation Technical Memorandum Whitman Middle School Portable Classroom Demolition – SEPA Checklist Transportation Element, which supports the checklist, contains material that is not accessible. The following is a description of what is contained in the figures:

Figure 1, Site Plan and Portables to be Removed

Figure 1 is a drawing depicting the features within the property lines of the Whitman Middle School site including the main school building, parking lots, playfields and the location of the portable classrooms proposed to be demolished. The portables are generally located in an area west of the north end of the main building.

Figure 2, Site Location and Vicinity

Figure 2 is a site map which shows Whitman Middle School and the surrounding streets within two to three blocks of the site in all compass directions.

**Whitman Middle School,
Portable Classrooms
Demolition**

DRAFT SEPA Checklist

March 2023

Prepared By:

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APPENDIX A – Transportation Technical Memorandum Whitman Middle School Portable Classroom Demolition – SEPA Checklist Transportation Element

ENVIRONMENTAL CHECKLIST

A. Background

1. Name of proposed project, if applicable:

Whitman Middle School, Portable Classroom Demolition

2. Name of applicant:

Seattle Public Schools (SPS)

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

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Seattle Public Schools
2445 3rd Avenue South
Seattle, WA 98134
(206) 252-0663

4. Date checklist prepared:

March 20, 2023

5. Agency requesting checklist:

Seattle Public Schools (SPS)

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

SPS plans to demolish portable classroom structures (hereafter referred to as portables) in summer 2023. Demolition of the portables will take place over approximately a period of two weeks.

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

There are no plans for future additions, expansions, or further activity related to or connected with this proposal.

SPS may consider other development at Whitman Middle School at some point in the future. Before pursuing a project at Whitman, the School Board would need to determine that the project should be included in a potential future capital projects levy. The capital projects levy would be subject to approval by a public vote, and development at the school would be subject to SEPA review as appropriate.

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

Whitman Middle School Portable Classroom Removal Limited Hazardous Materials Survey Report Survey, April 2019, prepared by PBS Engineering and Environmental, Inc.

Transportation Technical Memorandum: Whitman Middle School Portables Demolition / Removal – SEPA Checklist Transportation Element, prepared by Heffron Transportation, Inc. February 27, 2023

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

There are no pending applications for governmental approval of other proposals for this site.

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

Demolition Permit from the City of Seattle.

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.

SPS is proposing the demolition and removal of portables located on an existing asphalt paved area at the west side of the main building near the north end of the asphalt paved areas. After removal of the portables, the paved area would be patched and re-striped for 32 parking stalls with the remainder fenced for outdoor school use. The project includes demolition and removal of nine (9) modular building structures totaling approximately 9,300 square feet (SF) of building area.

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

The school site is located at 9201 15th Avenue Northwest, Seattle, WA 98117. The school site is bounded by single-family homes to the immediate north and west, 15th Avenue Northwest to the east, and Soundview Playfield to the south. The site is in the southeast quarter of Section 35,

Township 26, Range 3. The site is made up of one parcel (parcel 352603-9131) with the following legal description:

NE 1/4 OF NE 1/4 OF SE 1/4 & E 1/2 OF NW 1/4 OF NE 1/4 OF SE 1/4 LESS CO RD

Figures illustrating the project vicinity, the locations of the portable classrooms proposed to be demolished as well as the proposed location of parking to be provided are attached.

B. Environmental Elements

1. Earth

A geotechnical investigation was performed at the project site by Associated Earth Sciences, Inc. (2017). The work included a review of existing subsurface information for the property as well as drilling six soil borings on the project site. Information from the report is summarized in this section and incorporated throughout the SEPA Checklist as appropriate.

- a. **General description of the site: Circle or highlight one: Flat, rolling, hilly, steep slopes, mountainous, other.**

The subject site includes steeply sloping areas leading down to the existing baseball/softball field, both from nearby properties to the west and from the area of the main school building east of the fields. These slopes are delineated as "Steep Slope Environmentally Critical Areas (ECAs) in the City of Seattle Department of Construction and Inspections (SDCI) maps. It is likely that these slopes were created during the original grading for the existing baseball/softball field. Because the project will not include construction of new buildings and will be limited to the demolition and removal of portables in the central area of the subject site, a detailed analysis of the existing slopes around the perimeter of the project is not needed.

Typically, such analyses are required if structures are planned adjacent to slopes, or if substantial cuts or fills are proposed that could affect slope stability (Associated Earth Sciences, Inc. 2017). Demolition of the portable classrooms will not impact steep slopes.

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

The City of Seattle designates slopes greater than 40% with a rise of at least 10 feet as critical areas (Seattle Municipal code [SMC] 25.09.012).

Steep slopes (greater than 40%) are in areas that lead down to the existing baseball/softball field, from nearby residential properties located to the west. It is likely that these slopes were created during the original grading done for the existing baseball field. No portion of the demolition and removal of portables project is located within any of the steep slopes on the site.

- 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.**

The types of soils encountered during site exploration were mostly surficial fill, generally dense to

very dense sand with some silt and gravel.

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

According to the Associated Earth Sciences, Inc. report, the existing fill is relatively loose and presents some risk of greater than normal post-construction settlement. The project consists of demolition and removal of above-grade portables, resulting in no ground disturbance.

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 filling or grading is proposed for the demolition and removal of portables project.

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

The erosion potential of the site soils is generally low, though it is high along steeply sloping areas. However, no soils on the slopes will be disturbed because of this demolition and removal of portables project.

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

The proposed project would not construct any buildings or add new impervious surfaces to the project site.

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

No erosion is anticipated from the demolition and removal of portables project.

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 the demolition and removal of portables project, there may be a small increase in exhaust emissions from construction vehicles and equipment and a temporary increase in fugitive dust. When the project is complete it will not generate additional vehicular trips; therefore, there will be no increase in exhaust emissions.

A hazardous materials survey conducted in 2019 by PBS Engineering + Environmental of materials in the portable classrooms found the presence of asbestos in window glazing compound and in 60 square feet of cement asbestos board. Also, lead was detected in various paint coatings. During demolition and removal of portables, release of asbestos and lead could be released into the air if not handled properly.

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

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

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

Contractors will use best management practices to minimize construction-related emissions. Relative to hazardous materials, the contractor will be required to follow safe handling and disposal procedures per state and federal regulations. Third party monitoring by trained professionals would be provided to ensure compliance with regulations. Additionally, construction equipment would be equipped with the appropriate emission controls.

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.**

There are no known surface water bodies 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.**

The project would not require any work over, in, or adjacent to 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.**

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

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

The project would not require surface water withdrawals or diversions.

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

According to the Federal Emergency Management Agency (FEMA), Flood Insurance Maps, the site is not located within a 100-year floodplain.

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

The project would not involve the discharge of waste materials to any surface waters.

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.**

The proposed project does not involve withdrawal of groundwater or discharge of water to groundwater.

- 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 material would be discharged into the ground. The project site would not utilize septic tanks.

c. Water Runoff (including stormwater):

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

The demolition and removal of portables will occur on an existing impervious surface and would not generate additional runoff.

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

It is unlikely that sediment generated during demolition and removal of portables could leave the site. Once the portables are removed, the existing asphalt pavement will be repaired.

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

The proposed project would not alter drainage patterns.

- 4. Proposed measures to reduce or control surface, ground, and runoff water, and drainage pattern impacts, if any.**

No impacts to surface or groundwater are expected, nor is runoff expected to increase. Therefore, no measures are proposed to reduce impacts.

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?

No vegetation would be removed or altered during demolition and removal of portables.

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

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

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

No landscaping is proposed as part of the demolition and removal of portables project. Existing landscaping would not be affected by the project.

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

No plant surveys were conducted for the Checklist. Himalayan blackberry was observed on the slope west of the football/soccer field. The project would not disturb this area.

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.

Animals observed on the site are restricted to typical urban birds and animals.

Examples include:

- **Birds: hawk, heron, eagle, songbirds, other:**
Birds observed are species adapted to urban areas such as gulls, American crow, rock pigeon, chickadee, robin, Steller's jay, northern flicker, and Bewick's wren.
- **Mammals: deer, bear, elk, beaver, other:**
Mammals observed are species adapted to urban areas such as Norway rat and other rodents, raccoon, opossum.

- **Fish: bass, salmon, trout, herring, shellfish, other:**

Not applicable or none observed.

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

According to the WDFW Priority Habitats and Species program maps, no threatened or endangered species are known to be on or near the site.

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

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

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

The proposed project is not expected to result in any impacts to wildlife or wildlife habitat. The existing asphalt paved area on which the portables are currently situated is not a quality habitat area for wildlife. Wildlife would avoid the area.

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

No animal surveys were conducted for this checklist. Invasive animal species likely to be in the area include rats and opossums, typical of an urban area.

6. Energy and Natural Resources

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

There are no energy needs for the demolition and removal of portables project once demolition is completed.

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

No, the demolition and removal of portables project will not affect the potential use of solar energy by adjacent properties.

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

None.

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.

A hazardous materials survey conducted in 2019 by PBS Engineering + Environmental of materials in the portable classrooms found the presence of asbestos in window glazing compound and in cement asbestos board and lead in various paint coatings. In addition, mercury is presumed to be present in fluorescent light tubes. During demolition and removal of portables, release of these health hazards could potentially occur if the materials containing them are not handled properly. The contractor will be required to follow safe handling and disposal procedures per state and federal regulations. Third party monitoring by trained professionals would be provided to ensure compliance with regulations.

Accidental spills of hazardous materials from equipment and vehicles could occur during construction. Demolition of portables would require limited construction equipment and few vehicles, so the potential for spills would be minimal. The contractor would develop a spill prevention and control plan to prevent the accidental release of contaminants into the environment.

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

According to the Department of Ecology Facility/Sites(s) database, the Whitman Middle School site is not known to be contaminated (Ecology, 2017).

a. 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.

There are no existing hazardous chemicals or conditions that would affect project development.

b. 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-based products required for maintenance and operation of construction equipment and vehicles.

c. Describe special emergency services that might be required.

The project would not require any special emergency services.

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

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

b. Noise

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

There are no existing sources of noise in the area that would affect the demolition and removal of portables 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)?

Minor, short-term noise impacts could result from construction vehicles and equipment during daylight hours when the portables are being demolished and removed. The demolition of the portables is anticipated to occur over a two-week period.

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

None.

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 used as a school and is comprised of one large rectangular building with portable classrooms to the west, a parking lot, a baseball/softball field, and an athletic field with surrounding track.

The school is in a predominantly single-family residential neighborhood. Areas to the east are single family and low-rise residential and areas on the south are low-rise residential. Soundview Playfield is located adjacent to the south boundary of the school.

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

b. Has the project site been used as working farmlands or working forest lands? If so, describe. How much agricultural or forest land of long-term commercial significance will be converted to other uses 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 is not currently and has not been previously used for working farmlands or working

forest lands. No agricultural or forest land would be converted to other uses. The site has been developed as a school since the 1950s (Johnson Partnership, 2014).

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

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

c. Describe any structures on the site.

Structures on the school site include one rectangular school building with two courtyards, approximately 10 free-standing portable buildings; a baseball/softball field, a football/soccer field and track; and a parking lot.

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

Yes, a total of nine (9) free-standing portable building structures will be demolished.

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

The current zoning classification of the school site is Neighborhood Residential 2 (NR2).

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

The City of Seattle comprehensive plan designation of the site as a Neighborhood Residential 2 (NR2).

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

The project site is not within a shoreline jurisdiction; therefore, there is no applicable shoreline master plan designation.

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

Review of the City of Seattle DCI GIS mapping database for environmental critical areas indicated an area of steep slopes bordering the east and west side of the baseball/softball field on the site as stated above in B.1(a), it is likely that these slopes were created during the original grading for the existing baseball/softball field (Associated Earth Sciences, Inc., 2017). The steep slopes would not be affected by the project.

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

No people would reside or work in the completed project.

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

The completed project would not displace any people.

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

No displacement would occur; therefore, no mitigation measures are needed.

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

None.

m. Proposed measures to reduce or control impacts to agricultural and forest lands of long-term commercial significance, if any.

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

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

No housing units would be provided as part of the project.

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

No housing units would be eliminated.

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

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

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

Nine (9) free-standing portable building structures are being demolished and removed. There are no new structures included in this proposal.

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

No views in the immediate vicinity would be obstructed by this demolition and removal of portables project.

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

The demolition and removal of portables project would not cause aesthetic impacts; therefore, mitigation measures to control aesthetic impacts would not be required.

11. Light and Glare

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

The demolition and removal of portables project would not produce light or glare because it is removing existing lighting from the portable buildings.

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

The demolition and removal of portables project removes buildings and lighting from the buildings and would not pose a safety hazard or interfere with views from off-site locations.

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

No off-site sources of light or glare would affect this proposal.

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

The demolition and removal of portables project would not cause light or glare impacts; therefore, mitigation measures to control light or glare impacts would not be required.

12. Recreation

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

Recreational opportunities on the Whitman Middle School site include a baseball/softball field, a football/soccer field surrounded by a track.

City of Seattle Parks in the vicinity of Whitman Middle School include:

- Soundview Playfield, located immediately south of the project site, featuring two baseball fields, a soccer field, a playground, and open space.
- Crown Hill Park, located approximately 1,150 feet to the east of the project site, featuring trail access, open space, and a skate dot.

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

The proposed project would not displace any existing recreational uses. City of Seattle Parks in the vicinity of the project site would not be impacted by the

project.

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

The demolition and removal of portables project would not cause impacts on recreation or recreational opportunities; therefore, measures to reduce impacts on recreation or recreational opportunities would not be required.

13. Historic and Cultural Preservation

The following is based on the *Cultural Resources Short Report* prepared by ESA (April 2017).

- 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.**

The school site was purchased in the 1950s and developed as a school in 1959 and became a middle school in 1981. The school building is older than 45 years. No impacts to the school are anticipated associated with the demolition and removal of portables. The portables to be demolished are also older than 45 years, but do not appear to be eligible for listing in national, state, or local preservation registers.

There are 15 unevaluated historic-aged properties in the project vicinity. The project consists of demolition of the portables in the center of the school site; the Study Area used for historic properties consists of those parcels bordering the athletic fields. These are residences adjacent to the project that meet the minimum-age threshold for an historic property (being 25 years old) based on the City's Planning Department and SMC 25.05.675H. None of the properties have been inventoried in the Washington State Department of Archaeology and Historic Preservation's (DAHP) historic property inventory database. The properties are part of the Olympic Manor and Sunset Hill developments, and face away from the fields. It is anticipated that there would be no impacts to the 15 historic-aged properties as no buildings would be demolished or modified by the project.

- 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.**

There are no City of Seattle Landmark properties or evidence of Native American historic use or occupation on the site. No cultural materials or archaeological sites were identified. In three of the five boreholes excavated as part of the geotechnical investigation on the site (Associated Earth Sciences, Inc., 2017), the sediments demonstrated variable depths of fill, directly overlying Advance Outwash Deposits, as predicted (surfaces that had been available

for occupation during the pre-contact period had been removed and covered with fill). In the remaining two boreholes, fill overlaid weathered till. The weathered till was the ground-surface during the pre-contact period, indicating that cultural resources may be present.

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

The existing portables are installed on above-grade foundations. The demolition and removal of portables project will not result in any ground disturbance; therefore, there are no potential impacts to cultural resources.

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

The project would not involve any ground-disturbing excavations; therefore, no additional cultural resources work is recommended.

14. Transportation

A *Transportation Technical Memorandum* (Heffron Transportation, Inc., 2023) has been prepared for the proposed project, and the results of the report are summarized in the section (see Appendix A).

- 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 Whitman Middle School site is bound on the east by 15th Avenue NW, on the south by Soundview Playfield, and on the north and west by private residential properties.

The school has one primary parking lot with 55 striped spaces with two one-way driveways on 15th Avenue NW (entrance on the north and exit on the south). In addition to the main parking lot, there is a paved surface located between the football/soccer field and the school building with gated access from 17th Avenue NW. That area is used for school employee parking and has an estimated capacity of 32 vehicles (striping has faded or no longer exists). The project would not change access to the school site.

The *SEPA Determination*¹ and the *Master Use Permit (MUP)*² issued for the school's athletic field lighting project require that the District and Whitman Middle School ensure that the off-street parking lots are open and available for users during all times that the fields are being used. In addition, a condition of the City permit required SPS to install a sign on the gate at 19th Avenue NW (that allows access to the northwest corner of the site) to state, "Please park in the parking lot which is accessed by 17th Avenue NW. This gate is to be used for Maintenance and Emergency use ONLY. No Parking."

- 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 in the site vicinity. There are Metro bus stops for both directions on 15th Avenue NW directly in front of the school to the south of NW 96th Street and at NW 92nd Street. These stops have been served by Metro's Route 15; however, that route was one of several temporarily suspended by Metro in December 2022 due to vehicle manufacturing issues. Metro's RapidRide D Line and Route 40 operate along Holman Road NW and 15th Avenue NW. These routes offer all-day service seven-days per week with headways of 6 to 15 minutes. The nearest stops are on Holman Road NW, about a 1,200-foot walking distance from the school.

- c. 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.

- d. 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.

- e. 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 non-passenger vehicles). What data or transportation models were used to make these estimates?**

The demolition volume of the portables is estimated to generate about 35 truckloads. The total demolition effort is expected to take up to two weeks which could result in an average of 3 or 4 truckloads per day and about 1 truckload every two hours over a typical eight-hour day (or 2 truck trips – reflecting one truck trip in and one out for each load).

The project would also generate some limited employee and equipment trips to and from the site. It is anticipated that construction workers would arrive at the construction site before the AM peak traffic period on local area streets and depart the site prior to the PM peak period; construction work shifts are usually from 7:00 A.M. to 3:30 P.M., with workers arriving between 6:30 and 6:45 A.M. The number of workers at the project site at any one time would vary depending upon the element being implemented.

While the traffic activity may be noticeable to residents that live along 17th Avenue NW, project-related trips would be far fewer than generated by the school on a typical day and would be limited to about two weeks over the summer. They would not result in adverse operational impacts to the surrounding roadway network.

After demolition and removal of portables, the school site would not generate additional vehicular trips. If formal striping of the parking makes that area more attractive for staff, it could result in 5 to 10 additional trips entering from 17th Avenue NW in the morning and exiting to 17th Avenue NW in the afternoon. These would not be new to the overall roadway network since they would be shifted or relocated from either on-site or on-street parking in the vicinity. This potential shift in trips would not represent a significant adverse impact to traffic or operations.

f. 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.

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

The demolition and re-striping project is not expected to result in adverse impacts to traffic or parking conditions in the vicinity. The District would follow City of Seattle requirements for demolition and construction of this type. The contractor may also include measures to keep adjacent streets clean on a daily basis at the truck exit points to reduce tracking dirt offsite. The contractor would identify parking locations for the workers; employee parking would be contained on-site.

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.

None.

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

The demolition and removal of portables project will not result in an increased need for public services; therefore, measures to reduce or control direct impact on public services would not be required.

16. Utilities

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

Existing utilities currently at the site include electricity, natural gas, water, refuse service, telephone, storm drain and sanitary sewer.

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

Electricity, telephone, restrooms, and natural gas would continue to be provided to the school. No additional utilities are required for the project.

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  _____

Type name of signee: Jeanette Imanishi

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

Date submitted: 3/20/2023

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APPENDIX A - *Transportation Technical Memorandum Whitman Middle School Portable Classroom Demolition – SEPA Checklist Transportation Element*

(Follows)

TECHNICAL MEMORANDUM

Project: Whitman Middle School Portable Classroom Demolition

Subject: SEPA Checklist Transportation Element

Date: February 27, 2023

Author: Tod S. McBryan, P.E. – Principal 

This technical memorandum presents supporting analysis for Seattle Public Schools' SEPA Checklist being prepared for the demolition of nine portable buildings (containing 12 classrooms) located on the Whitman Middle School site. It evaluates the transportation-related impacts of the proposed demolition.

1. Project Description

1.1. Existing Whitman Middle School Site

Whitman Middle School is located at 9201–15th Avenue NW in the North Beach / Blue Ridge neighborhood of Seattle. The site is bounded on the east by 15th Avenue NW, on the south by Soundview Playfield, and on the north and west by private residential properties. The main school building occupies the eastern third of the site; athletic fields (a football / soccer field, a four-lane track, and a softball / baseball diamond) are located on the western portion of the site. The school has one primary parking lot with 55 striped spaces and two driveways on 15th Avenue NW. In addition to the main parking lot, the paved surface located between the football / soccer field and the main school building contains nine portable classroom buildings around which parking occurs. That paved area has a gated access from 17th Avenue NW, and is used for school employee parking on school days as well as by athletic field users and school event attendees on evenings and weekends. It currently has an estimated capacity for at least 32 vehicles (striping has faded or no longer exists). The *SEPA Determination*¹ and the *Master Use Permit (MUP)*² issued for the school's athletic field lighting project require that the District and Whitman Middle School ensure that the off-street parking lots are open and available for users during all times that the fields are being used. In addition, a condition of the City permit required SPS to install a sign on the gate at 19th Avenue NW (that allows access to the northwest corner of the site) to state *"Please park in the parking lot which is accessed by 17th Avenue NW. This gate is to be used for Maintenance and Emergency use ONLY. No Parking."*

1.2. Proposed Project

Seattle Public Schools (SPS) proposes to demolish and remove the nine portables (12 classrooms) located in the northern central portion of the Whitman Middle School site. After removal of the portables, the existing asphalt pavement will be patched and repaired at selective surface areas to correct any trip hazards and the paved area would be re-striped for 32 parking stalls with the remainder fenced for outdoor school use. The demolition, re-striping, and fencing effort is expected to occur during summer 2023 (sometime between June and August) and be complete by fall 2023. Removal of the portables will allow for some additional outdoor space to support the educational program.

The removal and demolition of the portable classrooms would reduce the school's operational enrollment capacity by about 240 students (from 1,033 to about 794).³

¹ Seattle Public Schools, 2019.

² Seattle Department of Construction and Inspections (SDCI), MUP-21-020 / 3035996-LU, November 18, 2021.

³ Estimated change in capacity based on data in *2021 Facilities Master Plan Update*, Seattle Public Schools, 2021.

The project would not involve any ground disturbing excavations nor import or export of earth. The demolition volume of the nine portables is estimated to be about 1,370 cubic yards (cy).⁴ Figure 1 shows the site plan with the location of the portables to be removed and the re-use of the paved area.

2. Transportation Conditions & Potential Impacts

Short-term construction access and long-term daily access to the area associated with the planned demolition is expected to occur using 15th Avenue NW, NW 96th Street, and 17th Avenue NW. Figure 2 shows these streets, which are described below.

15th Avenue NW is a north-south arterial that connects between the south side of Carkeek Park at NW 100th Street and the Magnolia Bridge, south of which it becomes Elliott Avenue W. Adjacent to the site (between Holman Road NW and NW 100th Street) it is a Collector Arterial; south of Holman Road it is a Principal Arterial. Within the site vicinity, there is one travel lane in each direction, with a few segments that have curb on both sides. On the west side, there is sidewalk between NW 90th and NW 95th Streets. There are marked and signed crosswalks at NW 95th Street (south leg) and NW 92nd Street (north leg). There are Metro bus stops serving both travel directions immediately south of NW 96th Street and at NW 92nd Street. The posted speed limit is 25 miles per hour (mph) adjacent to the site with a 20-mph school zone speed limit in the school vicinity that is in effect when beacons flash. South of Holman Road NW, the speed limit is 30 mph.

17th Avenue NW is a north-south local access street between the school site and NW 96th Street to the north. It is about 20-foot wide for most of its length, but narrows to about 20 feet at the gated school access driveway where the street ends. It provides access to residential properties which have off-street driveways and/or garages. There are no curbs or sidewalks on either side. Its approaches to NW 96th Street are controlled with stop signs.

NW 96th Street is an east-west Collector Arterial that connects between 24th and 15th Avenues NW. The roadway has one lane in each direction. On the north side of the street there is no curb or sidewalk and parking is accommodated on a gravel shoulder. On the south side, there is a raised curb separating a pedestrian pathway from the roadway and no parking allowed. The posted speed limit is 25 mph.

2.1. Traffic Volumes

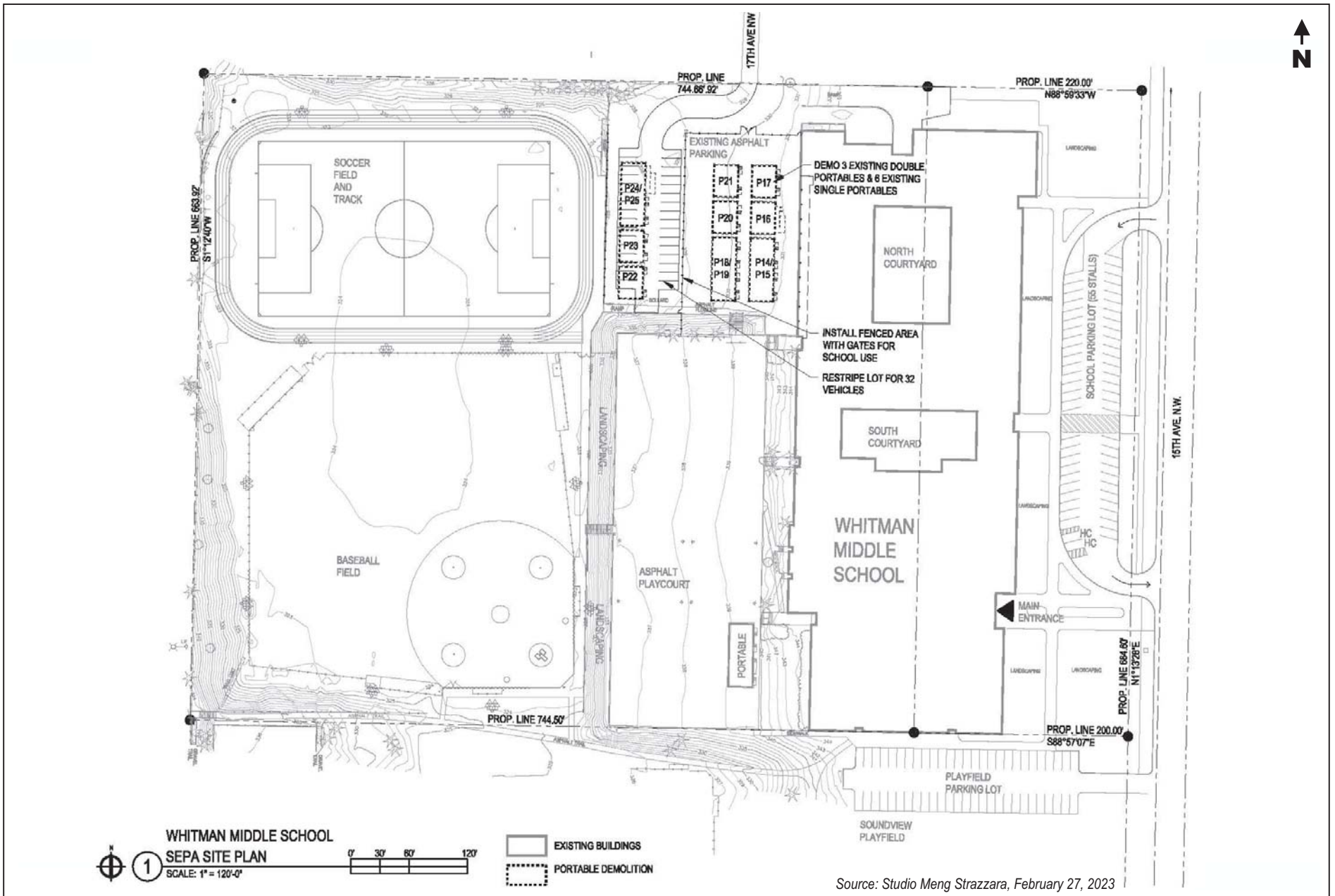
Short-Term Demolition Activities

The demolition volume of the portables is estimated to be about 1,370 cy, which is estimated to generate about 35 truckloads (assuming 40 cy per demolition transport container). The total demolition effort is expected to take up to two weeks which could result in 3 or 4 truckloads per day and about 1 truckload every two hours over a typical eight-hour day (or 2 truck trips—reflecting one truck trip in and one out for each load).

The project would also generate some limited employee and equipment trips to and from the site. It is anticipated that construction workers would arrive at the construction site before the AM peak traffic period on local area streets and depart the site prior to the PM peak period; construction work shifts are usually from 7:00 A.M. to 3:30 P.M., with workers arriving between 6:30 and 6:45 A.M. The number of workers at the project site at any one time would vary depending upon the element being implemented.

Although the traffic activity may be noticeable to residences that live along 17th Avenue NW, project-related trips would be far fewer than generated by the overall school on a typical day and would be limited to about two weeks over the summer. They would not result in adverse operational impacts to the surrounding roadway network.

⁴ Estimated from *FEMA Debris Estimating Field Guide*, Sept. 2010.



WHITMAN MIDDLE SCHOOL
Portable Classroom Demolition

Figure 1

Site Plan and Portables to be Removed





WHITMAN MIDDLE SCHOOL
Portable Classroom Demolition

Figure 2
Site Location and Vicinity



Long-Term Operations

The area currently occupied by the portables would be re-striped to formally designate 32 parking spaces—the same number estimated for that existing area that is not currently striped. It is anticipated that it would still be available for school employee parking on school days as it is currently used. Based on a review of historical (Google Earth) aerials of the site, the area around the portables has long been used for employee parking on school days. Images from 2015 to 2021 show between 9 and 21 vehicles parked in that area. Assuming the same typical use of that area when it is more formally established as striped parking with 32 spaces, the number of trips generated at the access on 17th Avenue NW may not change on typical school days. If formal striping of the parking makes that area more attractive for staff, it could result in 5 to 10 additional trips entering from 17th Avenue NW in the morning and exiting to 17th Avenue NW in the afternoon. These would not be new to the overall roadway network, since they would be shifted or relocated from either on-site or on-street parking in the vicinity. This potential shift in trips would not represent a significant adverse impact to traffic or operations.

The project area would continue to be used by participants and attendees of activities and events on the lighted athletic play fields to the west and within the school building on evenings and weekends. The removal of portables and formal striping of 32 parking spaces is not expected to change the volume of traffic generated to and from this area or along 17th Avenue NW for those activities.

2.2. Parking

Short-Term Demolition Activities

Since the proposed demolition project is planned to occur during summer, when the school is not in session, project-related parking demand could occur within the existing on-site parking lots. As described previously, the Whitman Middle School site has a main on-site parking lot with 55 spaces accessed from 15th Avenue NW. It is possible that some construction workers may park in the main lot or within the hard-surface area near the portables. The on-site parking can accommodate the demand that may be generated by project employees.

Long-Term Operations

The project would formalize and retain the same number of parking stalls as currently is estimated to exist. These newly striped spaces would be available for school employee parking on school days and on evenings and weekends for events and users of the athletic fields. The removal of the portables and formal striping of 32 parking spaces could result a few additional staff choosing to parking in that area, but that change in activity would reduce demand elsewhere on the site or on-street near the school. The proposal is not expected to result in adverse impacts to parking conditions at or near the school.

3. Findings & Recommendations

The demolition and re-striping effort is not expected to result in adverse impacts to traffic or parking conditions in the vicinity. The District would follow City of Seattle requirements for demolition and construction of this type. The contractor may also include measures to keep adjacent streets clean on a daily basis at the truck exit points to reduce tracking dirt offsite. The contractor should identify parking locations for the workers; employee parking should be contained on-site.