
EDMONDS SCHOOL DISTRICT NO. 15

SEPA ENVIRONMENTAL CHECKLIST

College Place Elementary
and College Place Middle Schools
Replacement Project

Revised September 2025
July 2025



SHOCKEY
PLANNING GROUP, Inc.

Project

**College Place Elementary
and College Place Middle Schools
Replacement Project**

Applicant

Edmonds School District No. 15

Attn: Laura Bowers

20420 68th Avenue West

Lynnwood, Washington 98036

Environmental/Permitting Consultant

SHOCKEY PLANNING GROUP

Attn: Camie Anderson

1426 35th Street, Suite 1

Everett, Washington 98201

Phone: (425) 258-9308

Revised September 2025

July 2025

TABLE OF CONTENTS

A. BACKGROUND.....	2
B. ENVIRONMENTAL ELEMENTS.....	7
1. EARTH.....	7
2. AIR.....	10
3. WATER.....	11
4. PLANTS.....	16
5. ANIMALS.....	16
6. ENERGY AND NATURAL RESOURCES.....	17
7. ENVIRONMENTAL HEALTH.....	18
8. LAND AND SHORELINE USE.....	22
9. HOUSING.....	25
10. AESTHETICS.....	26
11. LIGHT AND GLARE.....	26
12. RECREATION.....	27
13. HISTORIC AND CULTURAL PRESERVATION.....	27
14. TRANSPORTATION.....	28
15. PUBLIC SERVICES.....	32
16. UTILITIES.....	32
C. SIGNATURE.....	32

List of Figures

Figure 1 - Site Plan.....	6
Figure 2 - Vicinity Map; Aerial of Existing Conditions.....	7

List of Tables

Table 1 - Proposed On-site Area.....	13
Table 2 - Proposed Off-site Area.....	13
Table 3 - Proposed ROW Area (After Dedication).....	14
Table 4 - Trip Generation Summary.....	30

Appendices

- Appendix A – Legal Description
- Appendix B – Geotechnical Engineering Report
- Appendix C – Stormwater Drainage Report
- Appendix D – Traffic Impact Analysis Report

ENVIRONMENTAL CHECKLIST

A. BACKGROUND

1. **Name of proposed project, if applicable:** College Place Elementary and College Place Middle Schools Replacement Project
2. **Name of applicant:** Edmonds School District No. 15
3. **Address and phone number of applicant and contact person:**

Applicant Contact: **Edmonds School District No. 15**
Attn: Laura Bowers
20420 68th Avenue West
Lynnwood, Washington 98036-7400
Phone: (425) 431-7168
Email: bowersl@edmonds.wednet.edu

Environmental/Permitting Consultant: **Shockey Planning Group, Inc.**
Attn: Camie Anderson
1426 35th Street, Suite 1
Everett, Washington 98201
Phone: (425) 258-9308
Email: canderson@shockeyplanning.com

Architect Contact: **NAC**
Attn: Philip Riedel
2025 1st Ave Suite 300
Seattle, Washington 98121
Phone: (206)-441-4522
Email: priedel@nacarchitecture.com

Civil Engineer: **Coughlin Porter Lundeen**
Attn: Jackie Sempel
801 2nd Ave Ste 900
Seattle, Washington 98104
Phone: (206) 343-0460
Email: timb@cplinc.com

4. **Date checklist prepared:** July 8, 2025, revised September 12, 2025
5. **Agency requesting checklist:** The City of Lynnwood is the agency with land use permit authority. The Edmonds School District No. 15 is the Lead Agency for SEPA compliance in accordance with WAC 197-11-050.
6. **Proposed timing or schedule (including phasing, if applicable):**

Construction of the new campus is expected to begin in summer 2026 and be completed by summer 2028. The new campus will replace the existing elementary and middle schools on the current site. Because the project will take place on an occupied campus, construction will be carried out in phases.

Elementary school students and staff will move to the interim site at Woodway Elementary before demolition begins on the elementary school in summer 2026. The middle school will remain open during the entire construction period and will relocate into the new combined facilities to be constructed north of the existing middle school location.

To maintain vehicular and recreational access during construction, the primary stormwater detention system will be installed early in the process. Utilities and other existing structures that conflict with the new building footprint will be removed in phases. Utility services for the operational middle school buildings will remain uninterrupted, and new water and sewer infrastructure will be installed as part of the phased work.

In support of the middle school program, the existing gymnasium will be demolished in April 2028 to allow for timely completion of the new softball field. Once the new campus is fully constructed and occupied, the remaining old middle school buildings will be demolished, and this portion of the site will be converted into a park-like open space.

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

A total of eight future portables have been identified on the site plan and may be installed when enrollment requires additional classroom space. Four would be located adjacent to the elementary school classroom wing and four would be located adjacent to the middle school classroom wing.

The elementary and middle schools currently sit on separate parcels. The boundary lines of the two parcels will be adjusted to accommodate both schools on one parcel. The reduced size parcel under the current middle school may see future development separate from this proposal.

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

The following reports/information are incorporated by reference and attached to this environmental checklist:

Geotechnical Engineering Report..... GeoTest
Traffic Impact Analysis ReportKimley Horn
Stormwater Drainage Report Coughlin Porter Lundeen

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

There are no other applications pending for governmental approvals.

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

The following permits/approvals have been identified for this proposal:

SEPA Threshold DeterminationEdmonds School District No. 15
Project Design Review City of Lynnwood
Boundary Line Adjustment..... City of Lynnwood
Grading Permit..... City of Lynnwood
Building Permit(s) City of Lynnwood
Right-of-Way Permit City of Lynnwood
Electrical Permits..... Washington State Department of Labor and Industries

Air Quality Permit	Puget Sound Clean Air Agency (PSCAA)
Notice of Intent (NPDES).....	Washington State Department of Ecology

Other permits may be identified during the review and permitting process.

11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.).

Project Overview:
The Edmonds School District (District) is constructing new facilities for College Place Elementary School (CPE) and College Place Middle School (CPM) on its existing 27.55-acre combined campus in Lynnwood, Washington. The project’s bond measure was approved by voters in February 2024. This new College Place campus will replace the current College Place Elementary School and College Place Middle School located at 20401 76th Avenue West and 7501 208th Street Southwest, respectively (see further site location details in Section 12). The existing schools’ gross program capacities were designed with 541 students at the elementary school, and 1,053 students at the middle school for a total combined of 1,595 students. The renovated campus is designed to serve 550 elementary and 1,004 middle school students, approximately 1,554 students total, and will be supported by around 70 elementary school staff members and 90 middle school staff members. The replacement project will add capacity for 9 elementary students and reduce 49 middle school students while upgrading and modernizing the spaces to meet current programming objectives.

Site Context:
The site is bounded by 204th Street SW to the north, 76th Avenue W to the west, and 208th Street SW to the south. The existing College Place Elementary School has two access points, one from 76th Avenue W and one from 204th Street SW, while College Place Middle School currently has four access points from 208th Street SW.

Design and Circulation:
The existing elementary school has 27 teaching stations in a 50,013 square-foot facility while the middle school has 40 teaching stations in an 86,786 square-foot facility. The replacement for the two schools will be a 223,500-square-foot facility to house both College Place Elementary School and College Place Middle School within a single, physically connected structure while preserving their independent operations. This results in a difference of about 86,701 additional square footage, primarily due to the addition of interior corridors and support spaces. The teaching stations remain essentially the same. The new elementary school will have 28 teaching stations, and the new middle school will have 36 (the Library can accommodate an additional 2 teaching stations, CTE can operate separately from labs and there is a 6th PE station outdoors, for a possible 40 teaching stations). This new design for the campus locates structures and uses in a manner that will improve student safety, minimize transportation impacts due to traffic flow improvements in the layout and improve access to recreation for the community by bringing the playfield spaces nearer to street access. Each school will have a dedicated three-story classroom wing, connected by a central two-story spine, containing a shared kitchen and building utilities. The schools will operate independently of each other. The building design responds to the site’s natural topography, aligning the College Place Middle School entry level, to the north, with the second floor of College Place Elementary School, which has its entry facing south. The two-story and three-story wings will each include a mechanical equipment platform at the penthouse level. The site plan also includes provisions for eight future portable educational buildings.

The new educational portions of the building will be located on the eastern portion of the site as far removed from the main thoroughfare as possible, with the College Place Middle School wing situated to the north and

the College Place Elementary School wing to the south. Each school will have its own dedicated entrance, staff and visitor parking, and student drop-off area adjacent to its respective portion of the campus. The western portion of the site will feature outdoor activity areas for student use and after-hours community use, including a track and field and a fastpitch/softball field, which may include field lighting. Shared amenities across the campus include utility and stormwater infrastructure. South of the elementary wing, there will be hard surface and soft surface play areas, along with an additional playfield. There will also be a kindergarten appropriate play zone north and west of the elementary school classroom wing. These play areas are designed to align with the age groups served by each school.

The existing access to the elementary school has buses, and personal vehicles arriving on 76th Avenue W and exiting on 204th Street SW. To alleviate the need for more parking, the District has an agreement with the Edgewood Church across the street. The existing middle school buses and personal vehicles use the access drives off of 208th Street SW. The new traffic flow is streamlined with a single public access point for College Place Elementary School traffic along 208th Street SW and a single public access point for College Place Middle School traffic along 204th Street SW. As requested by the City of Lynnwood, a gated, dedicated bus lane running through the middle of the campus will serve both schools, entering from 208th Street SW and exiting onto 204th Street SW. Two existing driveways along 208th Street SW will remain in place with minor curb modifications to provide access to a new park-like open space in the southwest corner of the campus. Frontage improvements for the redevelopment of College Place Elementary and College Place Middle School require either dedication or an easement for the required improvements. The required improvements are due to the City of Lynnwood's Complete Streets Ordinance, adapted in 2022. The District will complete right-of-way dedications to the City of Lynnwood for curb, gutter, sidewalk, and bike lane improvements along 208th Street SW, 76th Avenue W, and 20th Street SW. Additionally, the boundary lines of the two parcels will be adjusted to accommodate both schools on one parcel and a park-like space on the other parcel. After the dedications and boundary line adjustment, the subject site will be closer to approximately 23 acres in size. The District will maintain its agreement with Edgewood Church for additional drop-off and pick-up space. See **Figure 1 – Site Plan**) for a layout of the project proposal.

Construction:

To minimize disruption to ongoing school operations, the existing middle school will remain open during construction. After the new facility is completed and occupied, the old middle school buildings will be demolished. The area that was formerly occupied by those structures, in the southwest portion of the site, will be redeveloped into a park-like open space for community use.

- 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 subject site is located at 20401 76th Avenue West and 7501 208th Street SW in Lynnwood, Washington. The total subject site is composed of two parcels (Snohomish County Parcel Number 27042000300200 and 27042000300300), and totals approximately 27.55 acres. It is located in the northeast quadrant of the intersection of 76th Avenue W and 208th Street SW. The site is surrounded by three street frontages, 204th Street SW to the north, 76th Avenue W to the west, and 208th Street SW to the south. The site falls under Section 20, Township 27, and Range 04SW. See **Figure 2 – Vicinity Map**.

Figure 1 - Site Plan

Figure 2 - Vicinity Map; Aerial of Existing Conditions



Source: Snohomish County Online Property Information (SCOPI)

B. ENVIRONMENTAL ELEMENTS

1. EARTH

- a. General description of the site (circle or highlight one): Flat, rolling, hilly, steep slopes, mountainous, other.
- b. What is the steepest slope on the site (approximate percent slope)?

Existing Conditions: The subject area exists in a low gradient upland setting with no significant slopes within the immediate vicinity. In several locations across the site, slopes briefly exceed roughly 40 percent inclinations for a maximum of about 8 feet of total relief in most areas. These areas are located immediately south of 204th Street SW, along the upslope and downslope margins of the track and field facility, along the eastern margin of several of the southern school building locations, and in the southeastern corner of the project site.

In the southeastern corner of the site, slopes exceeding 40 percent extend for up to about 10 feet of total relief. More broadly, the site slopes at gentle to moderate inclinations towards the south and east and extends from about 440 feet above sea level (ASL) along the western site margin, and 450 feet ASL along the northern site margin, down to about 410 feet ASL in the southeastern corner of the site. In all locations where they were observed, the briefly steep site slopes are interpreted to be associated with historic site grading. The steepest slopes are 66% in the existing condition and 50% in the proposed condition.

According to the Geotechnical Engineering Report (*Appendix B*), the project site does not contain erosion or seismic hazards as defined by the Lynnwood Municipal Code. Thus, no specific mitigations, outside of the seismic design criteria of the applicable current building codes, are recommended to address these potential geologically hazardous areas. However, the site does contain limited areas which meet the Lynnwood Municipal Code (LMC) definition of a landslide hazard area based on slope inclination.

- 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 U.S. Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS) maps the entire site as Alderwood-Urban Land Complex, with slopes ranging from 2% to 8%, and does not consider this to be prime farmland.

According to the Geotechnical Engineering Report (*Appendix B*), somewhat variable conditions exist across the project site. Within several of the more northern boring locations, variable thicknesses of uncontrolled fill that was commonly described as medium dense, dark brown to orange brown, gravelly silty sand with occasional to numerous organics were encountered. These materials were encountered to depths of between five and 12 feet below ground surface in explorations B-1, B-3, B-4, B-5, and B-8. The thickest occurrence of uncontrolled fill was observed in boring B-3, which was advanced just south of the track facility at the top of the grade break that extends down to the softball field area. Within many of the boring explorations, weathered trending to unweathered glacial till materials, commonly described as dense to very dense, gray to brown, slightly gravelly, silty sand materials that exhibited blocky texture, were encountered. The glacial till materials were observed to extend to depths of between 15 and 30 feet below ground surface in explorations B-1, B-2, B-3, B-4, B-6, B-7, B-9 and B-10.

Within the deeper borings, and generally southeastern portion of the site, advance outwash materials were also observed below and to some extent to be interbedded with the lower portion of the till unit. Advanced outwash deposits were observed (or interbeds of outwash within the lower portion of the till unit) in explorations B-1, B-2, B-3, B-4 and B-5. These materials were typically described as very dense, brown to gray, gravelly, slightly silty sands. In various boring explorations, advance outwash deposits were observed below and/or as interbeds within the lower portions of the glacial till unit. In exploration B-5, advance outwash materials were observed below uncontrolled fill materials and extended from about 7 to 21.5 feet below ground surface in this location. See *Appendix B – Geotechnical Engineering Report* for more information.

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

No specific soil instability has been identified in the immediate vicinity. However, The Pacific Northwest is seismically active, and the site could be subject to movement from a moderate or major earthquake. Consequently, moderate levels of seismic shaking should be accounted for during the design life of the project, and the proposed structure should be designed to resist earthquake loading using appropriate design methodology.

- 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.**

The purpose of the grading improvements is to enhance the site by creating improved site circulation and a park-like open space in the vacated areas. The area of development is 21.59 acres. Approximately 36,879 cubic yards (cy) of excavation and 43,162 cy of fill, for a total of 6,283 cy of import is proposed. Contractor intends to utilize onsite material that meets requirements when applicable, and import fill from an approved rock quarry.

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

There is little potential for erosion due to construction activities. The underlying soils could erode during rainfall events if left unprotected. Precautions would be required through the use of best management practices and implementation of the erosion control plan to limit erosion.

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

Upon project completion, approximately 62% of the site would be covered with impervious surfaces.

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

Temporary Erosion and Sediment Control (TESC) measures will limit the transport of sediment from the project site. It is expected that a Stormwater Pollution Prevention Plan will be generated for the project site and that the plan will present Best Management Practices (BMPs) that must be maintained or modified during the entirety of the construction practice. TESC measures will be installed, inspected, maintained, and/or repaired during construction and until such time as the entire site has undergone final stabilization and all temporary BMP's have been removed upon closure of the Construction Stormwater General Permit. It is anticipated that a Certified Erosion and Sediment Control Lead (CESCL) will be retained to perform inspections and document the presence and performance of TESC measures.

The site contains limited areas which meet the Lynnwood Municipal Code (LMC) definition of a landslide hazard area based on slope inclination. To limit potential risks in these areas, GeoTest recommends that permanent soil slopes that are impacted or planned as part of the proposed site improvements be sloped at inclinations of no greater than 2 (Horizontal):1 (Vertical). No additional mitigations are expected to be needed to address geologically hazardous areas.

Native till soils are susceptible to degradation during wet weather. As a result, it may be difficult to control the moisture content of site soils during the wet season. If construction takes place during wet weather, it is recommended that structural fill consist of imported, clean, well graded sand or sand and gravel. If fill is to be placed or earthwork is to be performed in wet conditions, the contractor may reduce soil disturbance by:

- Limiting the size of areas that are stripped of topsoil and left exposed
- Accomplishing earthwork in small sections
- Limiting construction traffic over unprotected soil
- Sloping excavated surfaces to promote runoff
- Limiting the size and type of construction equipment used
- Providing gravel 'working mats' over areas of prepared subgrade
- Removing wet surficial soil prior to commencing fill placement each day
- Sealing the exposed ground surface by rolling with a smooth drum compactor or rubber-tired roller at the end of each working day

- Providing up-gradient perimeter ditches or low earthen berms and using temporary sumps to collect runoff and prevent water from ponding and damaging exposed subgrades.

See *Appendix B – Geotechnical Engineering Report* for additional information.

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.**

The Puget Sound Clean Air Agency (PSCAA), in connection with the Washington State Department of Ecology (Ecology), conducts air quality monitoring at several sites around Puget Sound. According to PSCAA's *2024 Air Quality Data Summary* (the most recently available), fine particle levels in Puget Sound met the Environmental Protection Agency's health-based standard of 35 micrograms per cubic meter in 2017. However, air quality within King, Kitsap, Pierce, and Snohomish Counties continued to exceed the EPA standard for particulate (PM) air quality of 25 micrograms per cubic meter. Ozone levels remain a concern in our region.

The proposed project would result in direct emissions from construction activities. Construction of the proposed project would result in temporary, localized increases in pollutant emissions from construction activities and equipment. For example, dust from excavation and grading would contribute to ambient concentrations of suspended particulate matter. Construction contractor(s) would have to comply with the PSCAA's Regulation I, Section 9.15 requiring reasonable precautions to minimize dust emissions. Reasonable controls may include applying water or dust suppressants during dry weather, and vehicle washing and street cleaning to prevent dirt, mud and other debris deposits on paved roadways open to the public.

As long as good construction management practices are followed, emissions related to construction would be short-term and relatively minor. As a result, no significant air quality impacts would be expected from construction. Once the project is completed, minimal emissions are expected due to the all-electric heating systems. The only expected emission sources would be from vehicles on the site and traffic on the adjacent road system.

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

Off-site sources of emissions are related to vehicles on site and adjacent public rights-of-way. These would have no impact on the proposal.

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

Under PSCAA's Regulation I, Section 9.15, contractor(s) would be required to take all reasonable precautions to avoid or minimize fugitive dust emissions. These precautions and control measures would include dust control by watering areas of soil disturbance, street cleaning to prevent dirt, mud and other debris deposits on paved roadways open to the public. With such control measures in place, the potential for off-site air quality impacts is minimal.

No air quality impacts are expected, so other than the means to control dust, odor and other emissions during construction, which are required by local regulations, no additional control measures for emissions are necessary or proposed.

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.**

According to the City of Lynnwood Environmentally Critical Areas Inventory Wetlands Map and Planning Development Services Map Portal for Snohomish County, there does not appear to be any streams, wetlands, or ponds on the subject site. There does appear to be a Freshwater Pond Wetland approximately 854 feet to the northeast of the subject site, located within the Lynnwood Municipal Golf Course development, according to the National Wetlands Inventory Surface Waters and Wetlands Map.

- 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 work is proposed within the described waters.

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

No fill or dredge would occur.

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

The proposal does 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.**

The proposed project does not lie within the 100-year floodplain. It is located within flood hazard zone X designation.

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

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

b. Ground Water:

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

No groundwater would be withdrawn for drinking water or other purposes. Stormwater runoff from the new paved areas would be directed to treatment on the site. No other pollutants would enter groundwater. The proposed schools would connect to the existing municipal water infrastructure and would be served by the City of Lynnwood water utility.

- 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 from septic tanks or other sources. The proposed schools would connect to the existing municipal sewer system. Wastewater would be conveyed and treated by the City of Lynnwood.

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.**

Developed Site Hydrology

The project includes the construction of a new school building with associated parking areas, play areas, landscaping and utilities (water, sanitary sewer, and stormwater). Runoff from the north portion of the site including the middle school parking lot, building and associated courtyards, soft play areas and athletic facilities will be collected by catch basins and conveyed directly to a combined infiltration and detention chamber system. The north portion of the elementary school parking lot, and adjacent section of access drive and auxiliary parking will be collected by catch basins and conveyed to a bioretention facility prior to being discharged to the infiltration/detention facility. The remainder of the elementary school parking lot, bus drive and auxiliary parking lot will drain to one of two bioretention facilities prior to being discharged to the existing storm main on-site. A portion of the elementary school bus drive and the southeast corner of the parking lot will sheet flow to the ROW where it will be collected by existing and replaced basins discharging to the city storm main.

See **Table 1** below for a detailed breakdown of on-site areas including Pollution-generating Impervious Surfaces (PGIS), Nonpollution-generating Impervious Surfaces (NPGIS).

Table 1 - Proposed On-site Area

Area Type	Discharge to Chambers	Discharge to North ES Bioretention	Discharge to South ES Bioretention	Discharge to South Drive Bioretention	Bypass	Total Area
<i>Units</i>	<i>Square Feet (Acres)</i>	<i>Square Feet (Acres)</i>	<i>Square Feet (Acres)</i>	<i>Square Feet (Acres)</i>	<i>Square Feet (Acres)</i>	<i>Square Feet (Acres)</i>
PGIS	228,723 (5.25)	50,385 (1.16)	6,793 (0.16)	17,571 (0.40)	7,459 (0.17)	310,931 (7.14)
NPGIS	144,424 (3.32)	12,781 (0.29)	2,549 (0.06)	1,636 (0.04)	1,216 (0.03)	162,606 (3.73)
Roof (NPGIS)	112,024 (2.57)	0	0	0	0	112,024 (2.57)
Pervious	304,691 (6.99)	22,428 (0.51)	5,005 (0.11)	9,306 (0.21)	13,593 (0.31)	334,954 (7.69)
Total	789,862 (18.13)	85,594 (1.96)	14,347 (0.33)	28,513 (0.65)	22,268 (0.51)	940,584 (21.59)

Demolition of the existing middle school will occur in the southwest corner of the site. Following the demolition of the middle school, the area will be converted into a pervious area. The existing circulation paths and a parking lot will be maintained to allow access to this portion of the site. No new stormwater infrastructure will be installed in this section of the site. Because this section of the site is only being converted to pervious area and it is not collected by the on-site conveyance system, it is not included in flow control and water quality calculations. See **Table 2** below for a detailed breakdown of off-site area.

Table 2 - Proposed Off-site Area

Area Type	Area
<i>Units</i>	<i>Square Feet (Acres)</i>
PGIS	11,189 (0.26)
NPGIS	15,981 (0.37)
Pervious	167,613 (3.85)
Total	194,783 (4.47)

The project proposes the replacement of sidewalk along 208th Street SW, 204th Street W, and 76th Avenue W to include a wider sidewalk creating a multimodal path. Runoff from the sidewalk and landscape strips will continue to drain into the ROW and be collected by catch basins in the existing streets discharging to city mains. See **Table 3** below for a detailed breakdown of ROW area following dedication.

Table 3 - Proposed ROW Area (After Dedication)

Area Type	Area
<i>Units</i>	<i>Square Feet (Acres)</i>
PGIS	7427 (0.17)
NPGIS	30,461 (0.70)
Pervious	13,117 (0.30)
Total	51,005 (1.17)

Drainage System Descriptions

The College Place campus is located within the Hall Creek-Ballinger Basin. The existing onsite stormwater infrastructure consists of a private stormwater collection system of catch basins and roof downspout connections. Stormwater is generally conveyed south to the public stormwater main at a connection point near 208th Street SW and 72nd Avenue W. The design team is considering infiltration and bioretention on the south side of the site to meet low impact development (LID) treatment goals per the Stormwater Management Manual for Western Washington (SWMMWW) Minimum Requirement 5 (MR#5). A later version of this report will discuss this more thoroughly.

Upstream Analysis

Two storm mains collect runoff from the upstream catchment north of the site and convey stormwater south through the site before it is discharged back to the public main near 208th Street SW and 72nd Avenue W. Stormwater from the residential neighborhood to the north and from the east side of 76th Avenue W is collected by catch basins and conveyed along 76th Avenue W. Near the intersection of 206th Street SW and 76th Avenue W, the public storm main discharges to storm pipes draining to the east in the College Place campus site. Runoff from the adjacent municipal golf course to the east of the site is collected by turf drains and catch basins. Stormwater is conveyed through a system of ponds and flow control structures prior to being discharged to a storm main running south along the eastern boundary of the College Place campus site. The storm mains join near the existing track and field and continue south to the downstream discharge near 208th Street SW and 72nd Avenue W.

The proposed project will replace these connections with two new storm mains matching the capacity of the existing pipes. The storm mains will remain active during construction with no interruptions to the service. The project does not propose any modifications to the drainage patterns upstream of the site.

Downstream Analysis

Runoff from the site will be discharge to the existing stormwater main near 208th Street SW and 72nd Avenue W. Stormwater will continue to flow south below 74th Avenue W through a 30" concrete storm main for approximately 703 ft. The 30" concrete storm main discharges to a 36" concrete storm main flowing east below 210th Street SW for approximately 228 ft. Runoff is discharged to a 30" concrete storm main flowing south between 72nd Avenue W and 70th Avenue W for approximately 389 ft. Runoff continues through the city storm drainage network before being discharged to Hall Creek near 216th Street SW.

See *Appendix C – Stormwater Report* for additional information.

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

No waste materials would enter ground or surface waters. Sanitary sewer is part of the existing and proposed schools' infrastructure.

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

The proposal will not significantly alter drainage patterns in the vicinity of the site. Existing upstream drainage patterns will be maintained, and the proposed stormwater design includes new storm mains that match the capacity and function of the existing systems. These new mains will replace existing infrastructure that currently conveys off-site runoff through the site and will remain active during construction to ensure continuous flow. On-site drainage will be managed through a combination of bioretention facilities and an infiltration/detention system designed to meet flow control and water quality requirements. Runoff will continue to discharge to the existing public stormwater system near 208th Street SW and 72nd Avenue W, preserving the downstream drainage path. Therefore, the proposal maintains existing drainage connectivity while improving on-site stormwater treatment and control.

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

Construction will follow best management practices to control erosion and runoff. The civil design maintains existing discharge points and includes bioretention and infiltration systems to manage flow and provide water quality treatment, minimizing impacts to drainage patterns.

Flow Control

The proposed project proposes over 10,000 SF of new and replaced impervious area and therefore is required to match predeveloped forested conditions. Stormwater from the proposed building and surrounding impervious area will be conveyed to a combination infiltration and detention facility in the southeast of the site. The required live storage volume is 52.272 cubic feet (cf). The proposed flow control facility will provide 57,324 cf of live storage. Additional flow control will be provided by infiltrating bioretention in the new elementary school parking lot and the south end of the bus drive. A 0.51 acre area of the elementary school parking lot will bypass flow control. The flow control system is designed to compensate for the uncontrolled bypass area such that the net effect at the point of convergence downstream is the same with or without bypass.

Water Quality

The project includes parking lots, an access drive and synthetic turf fields, subject to pollutants generated by cars and synthetic materials, therefore this project will provide runoff treatment in accordance with "Enhanced Basic" water quality. Pollution generating flows from the new bus drive, parking areas, and synthetic turf fields will be conveyed to linear modular wetland systems prior to being collected in the infiltration and detention system. Water quality treatment for a portion of the bus loop and elementary school parking lots will be provided by the proposed bioretention areas. The water quality treatment units have been sized based on the tributary area that flows directly to each facility. These areas include non-pollution generating surfaces (walkways) as well as roads, maintenance strips and synthetic turf fields.

See *Appendix C – Stormwater Report* for additional information.

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, bulrush, 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?

Preserving existing trees is a priority; however, approximately 113 significant trees will need to be removed to accommodate the proposed campus replacement. Based on an average diameter at breast height (DBH) of 16.5", each removed tree requires two replacement "units," for a total of 226 replacement trees. The submitted landscape plan provides 256 replacement trees.

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

A query was made to the Washington State Department of Natural Resources Washington Natural Heritage Program map on May 6, 2025. There were no noted threatened or endangered species on or near the site.

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

As noted above in item B.4.b, tree removal is required to accommodate the new campus, but several key existing tree groves will be preserved and protected. These include the large stands north of the middle-school wing, the groves between the two schools, those along the east property line, adjacent to 76th Avenue West, and in the southwest corner of the site. In addition, 256 replacement trees will be planted across the renovated campus along the three street frontages, within parking-lot landscape beds, in lawn areas, and alongside pedestrian routes.

The planting palette features deciduous trees such as Bowhall maple, October Glory maple, and green beech; evergreens including shore pine, Douglas-fir, western red cedar, and western hemlock; and accent specimens like vine maple and 'Autumn Brilliance' serviceberry.

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

Washington State Class C noxious weed Himalayan blackberry (*Rubus armeniacus*) is found on the site; however, this weed is not regulated by Snohomish County.

5. ANIMALS

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

Examples include:

Birds: hawk, heron, eagle, songbirds, other: crows/ravens
Mammals: deer, bear, elk, beaver, other: rodents, squirrels
Fish: bass, sockeye salmon, trout, herring, shellfish, other:

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

The Washington State Department of Fish and Wildlife's Priority Habitat Species on the Web, was queried on May 6, 2025, and there were no known threatened or endangered species identified on the subject site.

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

Ducks, geese and various birds migrate over the area during various times of the year. The project is located in the Pacific Flyway where these migratory birds travel in spring and fall.

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

Existing vegetation on the site would be retained to the greatest extent possible. Proposed landscaping would provide cover for smaller animals.

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

Other than rodents, there are no known invasive animal species known to be on or near the site.

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.

The project would use electricity to meet its lighting, heating, and cooling needs. This is a departure from the existing facilities' use of natural gas and fuel oil.

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

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

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

The new energy efficient multistory school building will improve energy conservation in multiple ways. Photovoltaic panels will be placed on a portion of the roof with the remainder of the roof structure designed to be solar ready. The mechanical design will utilize a geothermal ground source heat pump system. The new facility will be entirely electric for all heating and cooling systems and controlled with direct digital controls. The kitchen will be all electric and gas for the science room will be supplied by onsite propane. Electric vehicle charging will be added to the parking lots of both schools. Flow control faucets and low flush toilets

for water conservation will be included. Lighting systems will be on lighting controls with code required plug controls.

7. ENVIRONMENTAL HEALTH

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

The proposal would not generate any health hazards. On-going safety procedures are followed by the District as part of the overall school safety program.

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

Known results are divided into two categories based on reports received by the District, Building Materials and Subsurface Investigation. Summarized descriptions are found below, and report recommendations are listed in 7.a.5 in the SEPA checklist.

Building Materials:

Terracon conducted a regulated building materials inspection of College Place Elementary CPE) and College Place Middle (CPM). A general summary is found below:

Terracon inspected the buildings for the following regulated building materials:

- Asbestos-containing materials (ACM)
- Assumed asbestos-containing materials
- Lead-containing coatings (paints)
- Mercury-containing light tubes, switches, and thermostats
- Suspected high-intensity discharge (HID) lamps
- Suspected Polychlorinated biphenyls (PCB)-containing fluorescent light ballasts

Asbestos:

CPE: Two hundred sixty-five bulk samples of suspect asbestos-containing materials were collected and analyzed using Polarized Light Microscopy (PLM). Twelve of the sampled materials were found to contain greater than one percent asbestos and are therefore considered ACM, five materials were assumed to be ACM, and six were found to contain less than one percent asbestos. In addition, four quality control bulk samples were collected.

CPM: Three-hundred eight bulk samples of suspect asbestos-containing materials were collected and analyzed using Polarized Light Microscopy (PLM). Twenty-three of the sampled materials were found to contain greater than one percent asbestos and are therefore considered ACM, eight materials were assumed to be ACM, and three were found to contain less than one percent asbestos. In addition, two materials were visually inspected and determined to be non-suspect.

Lead:

CPE: Twenty-four paint chip samples were collected and analyzed for total lead content via Atomic Absorption Spectrophotometry. Thirteen of the paint chip samples were found to contain detectable concentrations of lead. In addition, fifty-five metallic lead vents were visually identified on the roof.

CPM: Twenty-nine paint chip samples were collected and analyzed for total lead content via

Atomic Absorption Spectrophotometry. Thirteen of the paint chip samples were found to contain detectable concentrations of lead. In addition, seventy metallic lead vents were visually identified on the roof.

Other Regulated Materials:

CPE: Mercury-containing fluorescent light tubes were identified in the buildings. Light ballasts associated with fluorescent light fixtures were observed to be predominately electronic throughout the school and therefore not suspected of containing PCBs. However, several ballasts in the restrooms and mechanical rooms of Buildings B, and D appeared to be magnetic and therefore suspected of containing PCBs. Mercury-containing switches and thermostats were not observed in the project area. High intensity discharge lamps were observed in the stage and the building exteriors.

CPM: Mercury-containing fluorescent light tubes were identified throughout the buildings. Observed light ballasts were electronic and therefore not suspected of containing PCBs. Mercury-containing switches and thermostats were not observed in the project area. High intensity discharge lamps were observed on the building exteriors.

Subsurface Investigation (SSI):

Farallon Consulting conducted a subsurface investigation (SSI) at CPE and CPM. The purpose of the subsurface investigation was to evaluate whether releases of petroleum hydrocarbons have occurred at the location of two underground storage tanks (USTs) that appear to have previously been used for storage of heating oil for heating purposes. A general summary is found below:

The ground-penetrating radar (GPR) survey results confirmed the presence of two USTs at locations consistent with the Edmond School District records. The GPR survey and surface features observed at the site indicate that both USTs are still in-place. The two USTs will need to be decommissioned in accordance with all applicable and relevant local and state regulations, whether they are removed or abandoned in-place.

Based on the results of the SSI, constituents of potential concerns (COPCs) were not detected at, or exceeding, the laboratory reporting limit and require no further action under Washington State Model Toxics Control Act Cleanup Regulation (MTCA), including at depth intervals where field evidence of contamination was observed in borings FB-08, FB-10, and FB-12 at College Place Middle School. Localized areas of petroleum-impacted soil may be present and could require special handling and disposal in accordance with the Ecology *Guidance for Remediation of Petroleum Contaminated Sites* dated November 2010, revised June 2016, if excavated during UST removal and/or redevelopment. No reporting of a release from the UST systems to Ecology is required at this time, based on the results of the SSI.

However, soil conditions should be evaluated if the USTs are decommissioned by removal during redevelopment. If signs of petroleum contamination are encountered, the soil should be tested to determine appropriate disposal alternatives and whether constituents of potential concern concentrations present exceed the MTCA cleanup levels and would require cleanup and subsequent reporting to Ecology in accordance with MTCA.

- 2) **Describe existing hazardous chemicals/conditions that might affect project development and design. This includes underground hazardous liquid and gas transmission pipelines located within the project area and in the vicinity.**

There are no hazardous liquid or gas transmission pipelines located in the project area or vicinity.

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

Gasoline or diesel may be used in construction equipment or maintenance equipment during and after construction. Propane will be stored away from the building in a fenced area and re-filled for science. Deisel may be stored in a locked hazardous cabinet outside of the building, for maintenance blowers.

4) Describe special emergency services that might be required.

The site is currently served by police, fire, and emergency medical services and the proposed site design will continue to allow for efficient service from police, fire, and emergency medical services.

During construction, adequate access for emergency vehicles will be maintained.

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

Building Materials:

The associated reports by Terracon will assist Edmonds School District with communicating the presence of regulated building materials, and the presence, location, and quantity of ACM to employees, vendors, and contractors working in the project area and to meet the requirements for an asbestos survey for the Puget Sound Clean Air Agency (PSCAA) and a good faith inspection as required by Washington State Department of Labor and Industries' Division of Occupational Safety and Health (DOSH) regulations prior to demolition. Regulations require that complete copies of the reports be always kept in a conspicuous location on-site during activities that may impact known and suspected ACM.

Asbestos:

Asbestos-related work must be performed in compliance with Washington State worker protection and environmental protection regulations. See WAC 296-62, WAC 296-65, and PSCAA Regulation III, Article 4 for additional information.

Additional suspect ACMs may be present in areas not inspected or that were inaccessible or concealed. These spaces include, but are not limited to, above hard ceiling decks, electrical systems, pipe chases, spaces between wall/ceiling/door/floor cavities, interior of mechanical components, beneath foundation pads, etc.

When demolition activities make these areas accessible, Terracon recommends that a thorough inspection of these spaces be conducted at that time to identify and confirm the presence or absence of additional suspect ACMs. Until then, all such unidentified materials must be treated as assumed ACM in accordance with applicable federal, state, and local regulations.

Lead:

Lead vents were visually identified on the roof. When removed, these vents must be recycled or disposed of in accordance with Washing State Department of Ecology regulation WAC 173-303. The Washington State Department of Labor and Industries requires an exposure assessment to be conducted during operations that may disturb the lead paint in such a way that the airborne exposure may reach or exceed the Action level of 30 micrograms per cubic meter ($\mu\text{g}/\text{m}^3$) or the Permissible Exposure Limit of 50 $\mu\text{g}/\text{m}^3$. The worker protection requirements of WAC 296-155-176 "Lead in Construction" may apply.

Some of the coatings contained detectable concentrations of lead. When the buildings are demolished and disposed of, a toxicity characteristic leachate procedure (TCLP) sample that is representative of the waste stream must be collected and analyzed per the requirements of WAC 173-303. If the results of the TCLP analysis determine the waste to be a "dangerous waste" as defined by WAC 173-303, it must be disposed of accordingly.

Other Regulated Building Materials:

Fluorescent light tubes, HID lamps, switches, and thermostats may contain mercury. Fluorescent light ballasts and HID lamp ballasts may contain PCBs. In Washington State, even ballasts labeled with "No PCBs" may have regulated quantities of PCBs and therefore should be handled in accordance with Washington Department of Ecology requirements. Employers must inform their employees of mercury and PCB hazards in accordance with WAC 296-800-170. Fluorescent light tubes, HID lamps, switches, thermostats, and PCB light ballasts must be removed and recycled or disposed of prior to building demolition as per 40 CFR 262, 40 CFR 265, and WAC 173-303.

Subsurface Investigation:

The two USTs will need to be decommissioned in accordance with all applicable and relevant local and state regulations and will be removed.

Localized areas of petroleum-impacted soil may be present and could require special handling and disposal in accordance with the Ecology *Guidance for Remediation of Petroleum Contaminated Sites* dated November 2010, revised June 2016, if excavated during UST removal and/or redevelopment. No reporting of a release from the UST systems to Ecology is required at this time, based on the results of the SSI.

However, soil conditions should be evaluated if the USTs are decommissioned by removal during redevelopment. If signs of petroleum contamination are encountered, the soil should be tested to determine appropriate disposal alternatives and whether constituents of potential concern concentrations present exceed the MTCA cleanup levels and would require cleanup and subsequent reporting to Ecology in accordance with MTCA.

b. Noise

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

The site is bound by single family homes to the north, Lynnwood Municipal Golf Course to the east, residential condominiums to the south, and single family and multi-family housing and a church to the west. Noise from nearby traffic would be audible, but would not affect the proposal.

- 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.**

Operational Noise

The ultimate use of the site will not change and therefore the noise generated on site will be the same. However rather than two schools spread across the site, there will be one consolidated school. Mechanical rooms will be enclosed in mechanical penthouses rather than roof top units. These changes will reduce noise distribution and eliminate roof top fan noise. Other potential sources of noise associated with the new school include buses and vehicles traveling along on-site roadways, outdoor

recreation activities, operation of an emergency generator during power outages and monthly generator maintenance, and an air-cooled chiller.

Construction Noise

The increase in noise levels would depend on the type of equipment being used and the amount of time it is in use. At 200 feet from the area of construction, the equivalent sound level (Leq, a measure of long-term average noise exposure) for activities and equipment would be approximately the following:

<u>Activity</u>	<u>Leq (in decibels)</u>
Clearing	71
Grading	63-76
Paving	60-76
Erection	60-72
Finishing	62-77

<u>Types of Equipment</u>	<u>Range of Noise Levels</u>
Bulldozer	65-84
Dump Truck	70-82
Drilling rig	60-65
Paver	74-76
Generators	59-70
Compressors	62-69

*Decibels – The decibel (abbreviated dB) is the unit to measure the intensity of sound.

These noise levels would be short-term and in many cases, of short duration. Per Lynnwood Municipal Code, construction noise between the hours of 7:00am and 6:00pm Monday through Friday is exempt.

Sound levels for various long-term noise sources include:

<u>Noise Sources</u>	<u>Sound Level at 100 feet (dBA)</u>
Automobile Starting	50-55
Closing Car Door	50-55
Loud Voices	50
Automobile/Truck Traffic	50

Noise levels would be consistent with an educational project and be consistent with the City's noise regulations. After construction, noise levels would be similar to current conditions.

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

No impacts are anticipated; therefore, no measures are proposed.

8. LAND AND SHORELINE USE

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

The site is currently occupied by an elementary and middle school, which will be replaced with a new elementary and middle school campus. The land use designation will remain unchanged.

The site is bordered by single-family homes to the north, the Lynnwood Municipal Golf Course to the east, residential condominiums to the south, and a mix of single-family and multi-family housing, along with a church, to the west. The proposed project will not impact surrounding land uses or adjacent properties, as the site's function as a school will remain consistent.

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

The site has not been used as working farmland or working forest lands.

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

The proposal would not affect or be affected by working farm or forest land normal business operations, as none of these land uses are located in the immediate vicinity.

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

The project site is currently occupied by the existing College Place Elementary School and College Place Middle School, constructed in 1969 and 1970, respectively, and associated infrastructure, parking areas, and playfields.

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

This project proposes demolition of all existing elementary and middle school buildings, surrounding elements, playfields, and parking areas in conflict with the new campus. Because the project will take place on an active campus, construction will be carried out in phases.

Prior to the first phase of demolition, which includes the elementary school, students and staff will relocate to an interim site at Woodway Elementary. The current middle school will remain fully operational throughout the entire construction period.

To maintain vehicular and recreational access during construction, the primary stormwater detention system will be installed early in the process. Utilities and other existing structures that conflict with the new building footprint will be removed in phases. Utility services for the operational middle school buildings will remain uninterrupted, and new water and sewer infrastructure will be installed as part of the phased work.

In support of the middle school program, the existing gymnasium will be demolished in April 2028 to allow for timely completion of the new softball field. Once the new campus is fully constructed and occupied, the remaining old middle school buildings will be demolished, and this portion of the site will be converted into a park-like open space.

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

The City of Lynnwood Zoning Map designates the site as being zoned P-1, Public and Institutional.

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

The City of Lynnwood Future Land Use Map designates the site as Public/Institution.

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

The site is not adjacent to a shoreline, so this designation is not applicable.

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

According to the City's and County's mapping systems, there does not appear to be designated critical areas located on the project site.

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

Once the new College Place Elementary School and College Place Middle School are complete, total capacity would be approximately 1,554 students (550 in elementary and 1,004 in middle school) and will be supported by around 70 elementary school staff members and 90 middle school staff members.

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

Temporary displacement of elementary school students and staff will occur during construction. Construction phasing is proposed to limit the impacts as much as possible. To ensure minimal disruption of staff and students, the existing middle school will remain operational throughout construction. Once the new facility is completed and occupied, the old middle school buildings will be demolished.

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

No permanent impacts are anticipated; therefore, no measures are proposed.

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

The existing site is currently occupied by College Place Elementary School and College Place Middle School, which are proposed to be replaced with newly constructed facilities for both schools. This redevelopment will not alter existing land use patterns and is consistent with the Imagine Lynnwood 2024 Comprehensive Plan, adopted on January 27, 2025.

Land Use Goal 1 - Ensure development regulations and land use patterns effectively plan for and accommodate Lynnwood's anticipated growth.

- The existing site requires significant upgrades and renovation through the construction of a new College Place Elementary School and College Place Middle School. This redevelopment is necessary to accommodate the growing demand for educational services in Lynnwood and the Edmonds School District as a whole.

Community Health Goal 2 - Connect community members with appropriate resources in times of need.

Community Health Policy 2.6 Encourage the development of partnerships among the City, schools, human services providers and other interested parties, to address the needs of children and families within the school setting.

- The replacement of the existing schools will provide lasting benefits to community members, including students, families, and staff. The proposed project emphasizes the development of a high-performance, sustainable campus designed to serve the community for generations. The new facilities will be built with resilient, durable, and low-maintenance materials, both inside and out, to ensure they withstand daily use and support educational needs for at least the next 50 years.
- Safety and security are central to the design, with thoughtful measures to provide a secure, inclusive environment. Additionally, the school will incorporate sustainable systems in line with the Washington Sustainable Schools Protocol criteria, contributing to its long-term viability and environmental responsibility.

Parks, Recreation & Open Space Goal 1 - Provide safe, accessible, and diverse gathering and recreation places, spaces and programs.

- The new school project will replace existing play and sport fields with new modernized versions to create safer, more accessible, and diverse recreational spaces. Improvements will include high-quality materials for safety, ADA-compliant pathways for inclusiveness, and multi-use areas to support various activities and school programs. Additionally, with the proposed school development, there will be a park-like area available for neighborhood use in the southwest corner of the site. This area will require a boundary line adjustment to establish it as a separate parcel. These enhancements will provide students and the community with welcoming and adaptable recreation spaces.

The proposal is also consistent with the District's Capital Facilities Plan.

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

There are no measures proposed as there are not nearby agricultural or forest lands of long-term significance.

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.

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:

No impacts are anticipated; therefore, no measures are proposed.

10. AESTHETICS

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

The tallest point of the new building will reach approximately 54 feet at the mechanical penthouse located above the three-story College Place Middle School wing. The building will feature a steel structure in the middle school, commons, and gym areas, with Cross Laminated Timber used in the elementary classroom wings. The primary exterior finishes are a combination of light-colored brick blends, metal panels, and glazing.

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

No public views in the immediate vicinity will be obstructed by the proposed project. Although nearby residents and businesses will see the existing one-story school buildings replaced by a three-story structure (plus mechanical penthouse), the new facility is sensitively embedded into the site. It fully complies with the City of Lynnwood's zoning code and height restrictions.

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

No impacts are anticipated; therefore, no mitigation is proposed.

11. LIGHT AND GLARE

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

Parking-lot, pathway, and building lighting, as well as vehicle headlights, will produce minimal additional illumination, comparable to existing conditions. Exterior lighting will operate in the early morning before school begins and during evening events. Interior lights will be visible through windows from neighboring properties. Any new site fixtures will be carefully aimed and shielded to minimize off-site spillage. Parking lot lighting will have daylight and motion sensors. The motion sensors on the LED lighting will lower light levels to 30% when nobody is present. Athletic-field LED lights are being proposed as a bid alternate. As a minimum, conduit will be installed now to support future field-lighting installations.

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

No, other than vehicle lights, no other lights (i.e., parking lot lighting and building lights) would be aimed outward.

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

There are no existing off-site sources of light or glare that would impact the proposal.

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

No impacts are anticipated; therefore, no measures are proposed.

12. RECREATION

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

Pine Ridge Park, in Edmonds, is located approximately 1 mile from the subject site. Lynndale Park, Sierra Park, and Gold Park are located approximately 1.5 miles from the site.

The City of Lynnwood Municipal Golf Course and Edmonds Community College, including their associated recreational fields, are located to the east of the subject site. Edmonds-Woodway High School, along with its associated sports fields, is situated to the southwest.

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

Temporary displacement of athletic and play facilities would occur during construction, as the existing fields and play areas will be removed to make way for the new school campus. The completed project will include a new athletic field and fastpitch/softball field, along with recreational spaces as part of the overall redevelopment.

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

The completed campus will feature upgraded, higher-quality facilities, including a new track and field, fastpitch/softball field, age-appropriate play areas, and park-like open spaces accessible to students during the school day and available for community use after school hours. The project is planning for several electric gates with access control, which will be scheduled and controlled for after-hours use.

13. HISTORIC AND CULTURAL PRESERVATION

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

The existing elementary and middle school buildings were built in 1969 and 1970, making the structures 56 and 57 years old, respectively. However, neither are listed on the Washington State Department of Archaeology and Historic Preservation (DAHP) Washington Information System for Architectural & Archaeological Records Data (WISAARD) or on the Register of Historic Places.

East of the site is Edmonds College, where some of the college buildings have a status of "Determined Eligible" and "Determined Not Eligible", according to WISAARD. Surrounding the subject site are several single-family and multi-family buildings, some of which may be older than 45 years, with a status of "No Determination" or "Determined Not Eligible" according to WISAARD.

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 cemeteries or known burial grounds in the immediate vicinity of the project. The Washington Information System for Archaeological and Architectural Records Data (WISAARD), maintained by the

Washington State Department of Archaeology and Historic Preservation (DAHP), was queried on May 9, 2025. No landmarks, features, or historic properties were identified. The predictive model indicates a low risk to moderately low risk of encountering cultural resources. No reports have been requested by the City of Lynnwood.

- 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 WISAARD map query was used to assess whether there were historic properties or the likely presence of subsurface archaeological features.

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

No cultural resources have been identified in the project area. If cultural resources are inadvertently discovered during construction, work at the site would halt and the State's Historic Preservation Officer would be notified.

14. TRANSPORTATION

- 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 site is surrounded by three street frontages, 204th Street SW to the north, 76th Avenue W to the west, and 208th Street SW to the south. Further east is Highway 99 and Interstate 5.

Existing Conditions: College Place Elementary School has two access driveways, one connecting to 76th Avenue W and one to 204th Street SW. College Place Middle School currently has four access driveways connecting to 208th Street SW.

Proposed Conditions: The proposed site plan consolidates College Place Elementary School trips to a single public access along 208th Street SW and College Place Middle School trips to a single public access along 204th Street SW. The team was asked to abandon access off of 76th Avenue W and relocate access to 208th Street SW and 204th Street SW. This layout improves site safety, and traffic flows around the site, especially during peak hours. There is an additional bus and service vehicle entrance along 208th Street SW, which can also be used for after-hours event parking. Buses will exit along 204th Street SW connecting to 76th Avenue, using the newly installed traffic signal. With the installation of signs and the presence of staff to guide traffic, service and passenger vehicles will be encouraged to exit onto 208th Avenue SW. The team will collaborate closely with the City of Lynnwood to assess the new signal timing, in order to keep traffic moving at peak times. The two existing driveways that provide access to the new park-like area in the southwest corner of the renovated campus, off 208th Street SW, will remain in place with slight curb modifications. The project will also complete right-of-way dedications along 208th Street SW, 76th Avenue W, and 20th Street SW. The park-like area will be subdivided into a separate parcel.

- 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?**

Community Transit operates numerous bus stops serving Routes 114 and 119, which stop near the elementary and middle school. As coordinated with Community Transit, the District will be constructing a new 7 foot by 50-foot concrete pad for bus passengers. It will be located approximately 145 feet south of the pedestrian crossing shown. Additionally, the Edmonds School District provides bus transportation for some of the students. Sound Transit Light rail Lynnwood City Center Station is east of the site with rapid Community Transit to Edmonds College on the east side of the larger block.

- 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).**

The proposed site plan consolidates College Place Elementary School trips to a single public access along 208th Street SW and College Place Middle School trips to a single public access along 204th Street SW. There is an additional bus and service vehicle entrance along 208th Street SW, which can also be used for after-hours event parking. Buses will exit along 204th Street SW connecting to 76th Avenue, service and passenger vehicles will be encouraged to exit onto 208th Avenue SW. The two existing driveways that provide access to the new park-like area on the southwest corner of the renovated campus, off 208th Street SW, will remain in place with slight curb modifications. The project will also complete right-of-way dedications to the City of Lynnwood along 208th Street SW, 76th Avenue W, and 20th Street SW. All three street frontages adjacent to the project, 204th Street SW (north), 76th Avenue W (west), and 208th Street SW (south), will receive frontage improvements for multimodal transportation (pedestrian and bikes) on the project side, in accordance with the City of Lynnwood's Complete Streets Ordinance, adopted in 2022, including but not limited to bike lanes, widened sidewalks and adjacent landscaping.

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

The proposed project would not 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 nonpassenger vehicles). What data or transportation models were used to make these estimates?**

College Place Elementary School (CPE) is proposed to increase to 550 total student capacity from the previous 541 students. College Place Middle School (CPM) is proposed to decrease to 1004 total student capacity from the previous 1053 students. The trip generation calculations, shown below, were performed using data published by the ITE *Trip Generation Manual, 11th Edition (2021)*.

Daily trip generation estimates are shown in *Table 4 –Trip Generation Summary*.

Table 4 - Trip Generation Summary

Land Use	Size	Average Daily Trips (ADTs)	AM Peak Hour Trips			School PM Peak Hour Trips			PM Peak Hour Trips		
			In	Out	Total	In	Out	Total	In	Out	Total
Elementary School ITE LUC 520 (New Capacity)	550 Students	1,249	220	187	407	114	134	248	40	48	88
Elementary School ITE LUC 520 (Old Capacity)	-541 Students	-1,228	-216	-184	-400	-112	-131	-243	-40	-47	-87
Elementary School Total		21	4	3	7	2	3	5	0	1	1
Middle School ITE LUC 522 (New Capacity)	1,004 Students	2,108	363	310	673	166	195	361	72	79	151
Middle School ITE LUC 522 (Old Capacity)	-850 Students	-2,211	-381	-325	-706	-174	-205	-379	-76	-82	-158
Middle School Total		-103	-18	-15	-33	-8	-10	-18	-4	-3	-7
TOTAL		-82	-14	-12	-26	-6	-7	-13	-4	-2	-6

Source: Traffic Impact Analysis for College Place Elementary and Middle School prepared by Kimley Horn (*Appendix D*).

In summary: The changes in capacities are anticipated to result in a net decrease in trip generation. The increase in CPE capacity would account for approximately 21 average daily trips with approximately 7 AM peak hour trips, 5 School PM peak hour trips, and 1 PM peak hour trip. The decrease in CPM capacity would result in a decrease of 103 average daily trips, 33 AM peak hour trips, 18 School PM peak hour trips, and 7 PM peak hour trips. The combined total for the CPE and CPM developments is a decrease of approximately 82 average daily trips, 26 AM peak hour trips, 13 School PM peak hour trips, and 6 PM peak hour trips.

The City of Lynnwood has established an acceptable level of service (LOS) of LOS D for arterials that are not WSDOT roadways and a LOS C for local streets. As shown in *Appendix D – Traffic Impact Analysis Report*, the study area intersections are anticipated to operate at an acceptable level of service for the AM and School PM peak-hour under the 2024 existing conditions, 2028 no-build conditions, and 2028 build conditions.

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 or be impacted by the movement of agricultural and forest products on roads or streets in the area.

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

Impact Fees: The City has a transportation impact fee that applies to new developments, with different rates depending on the zone. For Zone A (City Center and Mall), the fee is \$0.82 per square foot (SF), and for Zone B (Remainder of the City), it is \$1.27 per SF. The subject site is in Zone B.

The new net square footage for the proposed CPE is 31,012 SF. The evaluation of mitigation fees on a per square-foot basis would result in a fee of \$39,385.24 for CPE. The new net square footage for the proposed CPM is 48,376 SF. The evaluation of mitigation fees on a per square-foot basis would result in a fee of

\$61,437.52 for CPM. Because the school's capacity will result in a net decrease of PM peak-hour trips, and Lynnwood Municipal Code (LMC) 3.105.080.B authorizes the City to exempt traffic impact fees for "development activities with broad public purposes," the school will coordinate with the City to determine the final impact fees applicable to the project.

The design directs all car traffic to enter and exit the site via designated arterials. Residential streets will not serve as primary access points. Traffic will peak during morning drop-off and afternoon pick-up. These periods are brief, and staff will be on-site to manage flow efficiently.

School buses will not use 202nd Street and 73rd Avenue. All buses will enter the school site from 208th Street and exit via 204th Street, using a new signalized intersection at 76th & 204th, intentionally keeping bus traffic off residential streets like 202nd. The civil engineer has looked at turning radius to ensure there is enough space for longer vehicles. School buses will not be permitted to park on residential streets.

Adjacent Area: Immediately north of the site is a residential area with single-family homes. Residents have raised concerns about speeding and increased traffic on 73rd Avenue W between 204th Street SW and 202nd Street SW, noting that school-related traffic already uses this road as a detour and traffic may increase with the proposed site plan shifting access eastward.

Although traffic will increase on 204th Street, there is not expected to be a significant rise in daily traffic on 202nd Street or 73rd Avenue W, which are used mostly by local residents.

With coordination with the City of Lynnwood, the project will relocate the school zone sign to encourage reduced vehicle speeds and install signage to discourage traffic to exit via 73rd Avenue W. The schools will have designated drop-off and pick-up zones which are located near the main entrance of each school. These areas are also designed to accommodate vehicles to pass. These areas are designed to keep traffic on campus during peak times and help prevent congestion or street blockages.

To limit cut-through traffic, improve overall safety and address concerns of potential traffic impacts along 73rd Avenue W, the following design elements and strategies are being considered:

- Adding "school zone" signage along 204th Street SW, to promote slower driving speeds.
- Reduce the proposed vehicle drop-off lane along 204th Street SW to start east of the bus exit.
- Reconfigure the middle school parking lot to extend the drop-off lane and accommodate more vehicles on-site
- Add on-site signage to encourage vehicles to pull forward during drop-off, helping to improve off-site traffic flow.
- Refine middle school parking lot circulation by encouraging vehicles to exit left toward 76th Avenue W.
- Utilize the elementary school's drop-off area, as needed.
- Utilize the satellite parking on 208th Street SW, as needed.
- Continue the partnership with Edgewood Church for satellite drop-off and pick-up operations.
- Evaluate signal timing at the intersection of 204th Street SW & 76th Avenue W, to enhance peak-time traffic flow.
- Maintain ongoing collaboration with City of Lynnwood traffic engineers to monitor and address community impacts

See *Appendix D – Traffic Impact Analysis Report*

15. PUBLIC SERVICES

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

The proposal will not result in an increased need for public services, as the site currently operates as an elementary and middle school and will continue to operate in that fashion, but with a renovated campus. The site is maintaining the same function. The site will be served by the Lynnwood police and fire departments.

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

No impacts are anticipated, therefore no measures are proposed.

16. UTILITIES

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

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

Electricity	Snohomish County PUD
Natural Gas	Puget Sound Energy
Sewer.....	City of Lynnwood
Water.....	City of Lynnwood
Storm.....	City of Lynnwood

The new campus will connect to the existing on-site water and sanitary sewer utility infrastructure, which has adequate capacity to serve the proposed redevelopment.

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: 
Applicant Representative

Name of signee: Camie Anderson

Position and Agency/Organization: Principal, Shockey Planning Group

Date submitted: September 12, 2025

Appendix A

Legal Descriptions

Snohomish County Parcel #: 27042000300200

Address: 20401 76th Ave West, Lynnwood, Washington 98036

Legal: SEC 20 TWP 27 RGE 04PTN SW1/4 DAF BEG NW COR SD SW1/4 TH S01*03 54E ALG W LN SD SW1/4 446.95FT TH N89*54 22E PLW N LN SD SW1/4 986.93FT TH N01*03 54W PLW W LN SD SW1/4 A DIST 446.95FT TO N LN SDSW COR TH S89*54 22W ALG SD N LN 986.93 FT TO POB EXC W 30FT TO CITY LYNN PER DEED AF NO 2274562 (AKA PAR 2 OF BLA AF NO 9109240271)

Snohomish County Parcel #: 27042000300300

Address: 7501 208th Street Southwest Lynnwood, Washington 98036

Legal: SEC 20 TWP 27 RGE 04PTN SW1/4 DAF COM NW COR SW1/4 TH S01*03 54E ALG W LN SD SW1/4 446.95FT TO TPB TH CONT ALG SD W LN S01*03 54E 876.32FT TO SW COR NW1/4 SW1/4 SD SEC TH S89*54 21E ALG S LN SD NW1/4 SW1/4 732FT TH N01*03 54W PLW W LN SD SW1/4 140FT TH S87*53 14E 255FT TH N00*57 43E M/L TAP WH BEARS S01*03 54E 446.95FT FR N LN SW1/4 & N89*54 22E 986.93FT FRW LN SW1/4 TH S89*54 22W PLT N LN SD SW1/4 986.93FT TO TPB EXC W 30FT TO CITY LYNN PER DEED AF NO 2274562 (AKA PAR 1 OF BLA AF NO 9109240271)

Appendix B

Geotechnical Engineering Report

Appendix C

Stormwater Drainage Report

Appendix D

Traffic Impact Analysis Report