

PUBLIC SCHOOL DEVELOPMENT STANDARD ADVISORY COMMITTEE¹

WEST SEATTLE HIGH SCHOOL DESIGN DEPARTURE RECOMMENDATIONS

Project #3040025-SD

April 3, 2023

This report is produced pursuant to the City of Seattle Municipal Code (SMC 23.44.006.F and 23.79). The intent and purpose of this report is to document public comment and make recommendations to the City regarding proposed modifications to development standards to facilitate expansion and modernization of West Seattle High School located at 3000 California Ave SW, Seattle, WA 98116.



¹ Pursuant to Sections 10-12 of Ordinance 126188, which was in effect until December 30, 2022, the Director of the Department of Neighborhoods is authorized to submit this recommendation report to the Seattle Department of Construction and Inspections in lieu of an advisory committee process.

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West Seattle High School Compiled Public Comments

Seattle Public Schools Response to Public Comments

Transportation Technical Report for West Seattle High School Portables Project

Seattle Department of Design, Construction and Land Use Notice of Decision, March 23, 2020

1. Background

1.1 Project Description

On December 22, 2022, Seattle Public Schools (SPS) submitted a request for development departures for West Seattle High School, located at 3000 California Ave. SW, Seattle, WA 98116. The departure request was submitted pursuant to SMC 23.79.002 and pertains to reduced vehicular parking quantity and amended bicycle parking performance standards.

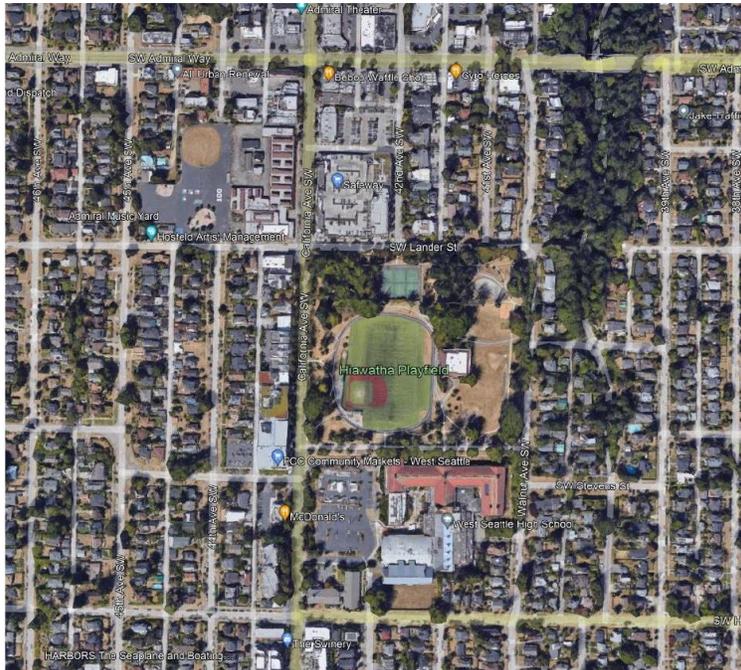
SPS also proposes to add four portable classrooms, totaling approximately 3,584 square feet, to a parking lot in front of the existing 197,000 square foot high school site. The portables are requested to alleviate current and on-going classroom overcrowding in response to recommended classroom distancing and health standards and projected enrollment increases over the next four to six school years.

1.2 Site Plan

West Seattle High School is in the Admiral Neighborhood of West Seattle and adjacent to nearby Hiawatha Park. The school site is in walkable distance from nearby residences and Metro bus service is available on California Ave SW. The Admiral Junction is located just north of the school at the intersection of California Ave SW and SW Admiral Way.

The school was originally built in 1920, with a significant renovation and addition completed in 2002.

This project is being reviewed administratively by the Seattle Landmarks Preservation Board. No further review is required by the Landmarks Preservation Board unless the scope of work changes in a way that affects the designated site or designated portions of the school building.



1.3 Neighborhood Characteristics

West Seattle High School is in the Admiral neighborhood. The neighborhood is in the northern portion of the West Seattle peninsula.

Admiral’s small, thriving commercial district has is home to a variety of businesses, including multiple large grocery stores. Hiawatha Community Center, West Seattle Library and Schmitz Park, with 53-acres of never-cut-forest, are also located in Admiral.

1.4 Requests for Departures and Process

The City administers the Development Standard Departure Process pursuant to SMC 23.44.006.F and 23.79. The Code requires that the Department of Neighborhoods (DON) convene a Development Standard Advisory Committee (referred to hereinafter as “the Committee”) when SPS proposes a departure from the development standards identified under the Code. These standards are popularly referred to as the “zoning code.”

The purpose of the Committee is 1) to gather public comment and evaluate the proposed departures for consistency with the objectives and intent of the City’s land use policies to ensure that the proposed facility is compatible with the character and use of its surroundings; and 2) to develop a report and recommendation to the Seattle Department of Construction and Inspections (SDCI) from DON. (SMC 23.79.008).

In April 2020, the City Council passed Ordinance 126072, which temporarily allowed certain land use applications to be handled administratively. These provisions (later extended by Ordinance 126188) were part of a larger City effort to expedite permits, respond to economic challenges, and address urgent development needs during the COVID-19 pandemic. The

temporary provisions expired on December 30, 2022; however, as City review of the development departures proposed for West Seattle High School was already underway, DON Director is authorized to submit this recommendation report to SDCI in lieu of a public advisory committee process. The content of this report is informed by public comments solicited and reviewed by DON staff.

Following completion of DON's recommendation report and its transmittal to SDCI, the Director of SDCI will issue a formal report and decision. The SDCI Director will consider the DON report's recommendations and (1) determine the extent of departure from established development standards that may be allowed, and (2) identify all mitigating measures which may be required. The SDCI Director's decision is appealable.

2. Departures

2.1 Specific District Requests

DEPARTURE #1: VEHICLE PARKING QUANTITY

SMC 23.54.015 Table C, Row N.1-4 – Required Parking for Public Uses and Institutions

N. Schools, public elementary and secondary ^{7,8}

1. 1 space for each 80 square feet of all auditoria or public assembly rooms, or 1 space for every 8 fixed seats in auditoria or public assembly rooms containing fixed seats, for new public schools on a new or existing public school site.
- ⁷ For public schools, when an auditorium or other place of assembly is demolished and a new one built in its place, parking requirements are determined based on the new construction. When an existing public school on an existing public school site is remodeled, additional parking is required if any auditorium or other place of assembly is expanded or additional fixed seats are added. Additional parking is required as shown on Table C for 23.54.015 for the increase in floor area or increase in number of seats only. If the parking requirement for the increased area or seating is 10 percent or less than that for the existing auditorium or other place of assembly, then no additional parking is required.
- ⁸ Development standard departures may be granted or required pursuant to the procedures and criteria set forth in Chapter 23.79 to reduce the required or permitted number of parking spaces.

DEPARTURE #1: PARKING QUANTITY

SMC 23.54.015 Table C, Row N.1-4 – Required Parking for Public Uses and Institutions

The Seattle Municipal Code (SMC) requires 1 parking space per 80 square feet of auditoria or public assembly rooms, or 1 space for every 8 fixed seats in auditoria or public assembly rooms containing fixed seats, for new public schools on a new or existing public-school site.

The current West Seattle High School required parking count is:

Theater	=400 fixed seats
Gymnasium	=1500 fixed seats
Total	=1900 Seats

1900 Seats/8seats per parking stall= 238 parking space required by code.

In a March 23, 2000 Notice of Decision, for MUP#9807377, departure number three was granted to reduced code required parking down to 191 parking spaces. These parking spaces are in the west parking lot. The current parking count matches the 191 spaces in the departure request.

Previously Approved Departure

The previously allowed Parking Departure required that 1) the gymnasium and theater or auditorium not be used simultaneously for major events defined as those expected to utilize more than 70% of all available seats, until such a time that additional parking to the full amount required by the Land Use Code be obtained and : 2) that the School District and City of Seattle continue to explore the option for continued use and utilization of the vacated Stevens Street for a combination of bus loading and parking and that the green Space to the south of the school is retained indefinitely.

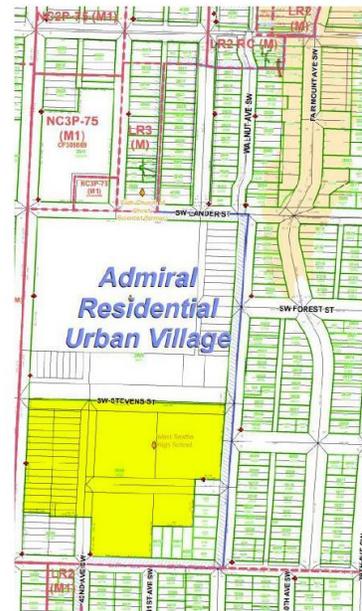
DEPARTURE #1: PARKING QUANTITY

SMC 23.54.015 Table C, Row N.1-4 – Required Parking for Public Uses and Institutions

Departure #1 requests to reduce the previously allowed departure parking count of 191 parking spaces down to 161 parking spaces, a reduction of 30 spaces. This departure is necessary to allow for the proposed placement of 4 portable classrooms and associated ramps and landings, bike parking, and reconfiguration of the parking lot. All existing ADA parking which includes 4 standard ADA stalls and 2 van ADA parking will be left in place.

The existing West Seattle High School site was fully developed in the 2002 renovation and addition with no remaining unused areas on the site suitable for additional parking. In order to maintain the previous departure count of 191 parking stalls, Seattle Public Schools would need to purchase adjacent lots currently in use as single-family homes and St John the Baptist Church and demolish them or vacate public right-of-way to provide additional parking spaces. The School District and design team prefer not to do this to prevent negatively impacting housing availability and community amenities.

The West Seattle High School Property as shown below falls within the Admiral Residential Urban Village Zone as noted by the blue-diagonal dashed outline in the map to the right, the West Seattle High School Property is highlighted in yellow. Right Image is current SMC Zoning Map 125



Departure #1 – Reduced Vehicular Paring Quantity

DEPARTURE #1: PARKING QUANTITY - PROPOSED

Proposed parking 161 spaces, a reduction of 30 parking spaces



DEPARTURE #1: PARKING QUANTITY

Parking Use Survey Result

Lot / Area	Supply	Mid-Morning (10:30 – 11:15 A.M.)						Evening (7:30 – 8:15 P.M.)
		School Day Use			Non-School Day Use			School Event ^a
Count Date (2022)		5/23	5/26	Average	6/21	6/23	Average	6/2
Main Lot ^a	191	156	162	159	6	4	5	77

Note: The graph above shows the supply of 191 current parking stall only averaging 159 stalls being used during the school day, which is less than the proposed request to reduce vehicle parking to 161 parking stalls. There are also other off-site parking spots available at nearby on-street parking and Hiawatha Park locations, which are not included in this survey above.

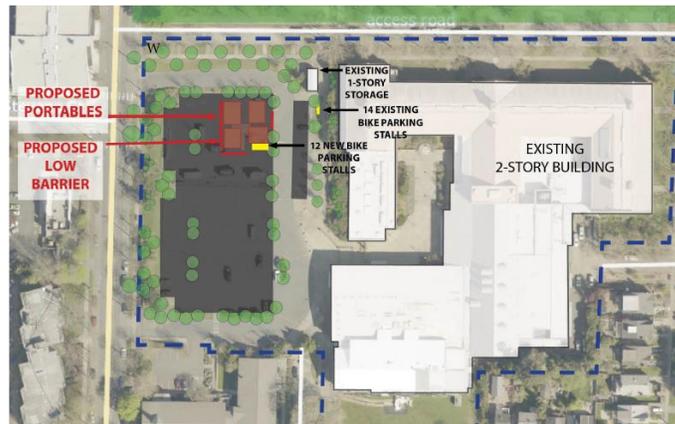
Proposed Departure Requested: SPS proposes 161 parking spaces, for a reduction of 30 parking spaces.

Departure #2 – Amended Bicycle Parking Standards

DEPARTURE #2: BIKE PARKING-Covered Bike parking

SMC 23.54.015.K.2.i– Provide full weather protection for all required long-term bicycle parking.

Departure #2 requests to not require the full weather protection for all required long-term bicycle parking. This request is based on the bicycle parking being installed at this location is being added for the temporary portable classrooms. If the portable classrooms are removed in the future, the School District would plan to remove the bike parking stalls and enclosure being installed for them from the site and convert this area back into the previous parking stalls that are proposed to be removed to install the 4 portables classrooms. This would bring the parking quantity back up to the previous vehicle parking count of 191. As part of this project, 12 bike stalls will be installed in a locked enclosure, but to reduce the permanency of the structure, the School district would prefer to only use fencing for the enclosure. Having to provide the full weather protection would require additional financial burden to the School District that is out of proportion with the limited cost scope of this project.



2

Proposed Departure Requested: SPS proposes departure to omit required full weather protection for long-term bicycle parking.

2.2 DON Review

2.2.1 Public Comment

The public comment period began via a press release issued by DON on January 19, 2023. The press release was sent to media outlets, and postcards soliciting for public comments were mailed to nearby neighbors and addresses within approximately 600 feet of the school property.

DON also created a webpage where the public could submit their comments and instructed SPS to post signs about the public comment period at the perimeter of the school property. The departure information and public comment notice was also published in the City's Land Use Information Bulletin (LUIB). The public comment period ran through February 17, 2023.

DON received 13 public comments via email, and 2 individuals called and left voicemail messages. In total, DON received 15 public comments about the requested departures.

2.2.2 Review Criteria

Until December 30, 2022, Section 23.79 of the Code temporarily allowed the DON Director to evaluate requested school departures administratively for consistency with the general objectives and intent of the Code, and to balance interrelationships among the following factors:

a. Relationship to Surrounding Areas:

- (1) Appropriateness in relation to the character and scale of the surrounding area.
- (2) Presence of edges (significant setbacks, major arterials, topographic breaks, and similar features) which provide a transition in scale.
- (3) Location and design of structures to reduce the appearance of bulk.
- (4) Impacts on traffic, noise, circulation, and parking in the area; and
- (5) Impacts on housing and open space.

- b. Need for Departure: The physical requirements of the specific proposal and the project's relationship to educational needs shall be balanced with the level of impacts on the surrounding area. Greater departures may be allowed for special facilities, such as a gymnasium, which are unique and/or an integral and necessary part of the educational process; whereas a lesser or no departure may be granted for a facility which can be accommodated within the established development standards.

2.2.3 Application of Review Criteria to Requested Departures

Code departures may be granted to accommodate the educational needs of public school programs located in neighborhood residential zoned neighborhoods. For West Seattle High School, SPS has demonstrated it cannot alleviate the classroom overcrowding without development departures for: 1) reduced vehicular parking quantity, 2) amended bicycle parking performance standards.

2.2.4 Need for Departures

The public comments submitted to DON expressed concerns regarding the departure requests. These included comments related to potential increased demand for on-street parking, the proposed location for the portables, and parking access for the disabled, elderly and/or service providers.

In response to the concerns raised in the received comments, SPS provided a response letter to DON to clarify the potential impacts of the proposed departures on the surrounding neighborhood.

Per SMC 23.79.008, the DON Director evaluates the departure requests balancing the interrelationships as enumerated in SMC 23.79.008.C.1.a.1-5. Per SMC 23.79.008.C.1.b and upon review and consideration of all public comments and the response letter received from SPS, the DON Director recommends the following:

3. DON Recommendations

Departure #1 – Reduced Vehicular Parking Quantity

- 1) **Appropriateness in relation to the character and scale of the surrounding area** was considered and DON did not have concerns about reduced vehicular parking quantity having an impact on the character and scale of the surrounding neighborhood.
- 2) **Presence of edges (significant setbacks, major arterials, topographic breaks, and similar features) which provide a transition in scale** was considered and DON did not have concerns about reduced vehicular parking quantity having an impact on the transition in scale.
- 3) **Location and design of structures to reduce the appearance of bulk** was considered and DON did not have concerns about reduced vehicular parking quantity having an impact on the appearance of bulk.
- 4) **Impacts on traffic, noise, circulation, and parking in the area** was considered, and DON did have concerns about reduced vehicular parking quantity having an impact on traffic, circulation, and parking in the neighborhood.
- 5) **Impacts on housing and open space** was considered and DON did not have concerns about reduced vehicular parking quantity having an impact on housing and open space.

DON received several comments opposing or expressing concerns about this requested departure. Nearby neighbors raised concerns over the potential increased demand for on-street parking due to the displacement of on-site parking if four new portable classrooms are installed.

SPS noted in their response letter to the public comments that they hired Heffron Transportation to perform and document a detailed on-street parking study using the City of Seattle's methodology. The City recommends use of this methodology to document the number and type of on-street parking spaces that may exist within a defined study area.

The study area for the on-street parking utilization analysis included all roadways within an 800-foot walking distance from the school site, which is the study area typically required by the City for analyses of this type. The parking supply was inventoried for three representative weekday periods: early morning (7:00 am) when residents are typically home and some school staff may begin arriving, but before most students arrive; mid-morning (10:30 am) when students and staff are at school; and evening (7:30 pm) when some school events may occur.

The study area showed a parking utilization rate of 54% to 61%, confirming there is ample on-street parking capacity available to accommodate demand resulting from increased enrollment and displacement of on-site parking spaces due to the addition of portable classrooms.

DON also received comments suggesting an alternative location for the portable classrooms, including the grass field to the south of the school. SPS noted in their response letter that the Land Use decision dated March 23, 2000, on the Master Use Permit (MUP) application for the 2002 expansion of West Seattle High School states the playfield located at the southernmost portion of the site shall be retained indefinitely; thus, this location is not an option.

And finally, DON received several comments expressing concerns related to parking access for the disabled, elderly and service providers, specifically in front of the residential structures where they live or provide services. SPS noted in their response letter that residents may request Residential Disabled Parking Zone permits from SDOT. SPS also stated it would not object to neighbors petitioning SDOT to establish new parking restrictions (for example, short-term parking limits for some curbside spaces during school hours) for certain locations, and/or to designate some spaces for commercial load/unload purposes only.

The Transportation Technical Report by Heffron Transportation and the Director's Decision concerning the Master Use Permit application for the West Seattle High School renovation and addition project in 2000 are appended to this report.

After consideration of the public comments received and SPS' response, DON recommends:

Recommendation 1 – That the departure to allow reduced vehicular parking quantity be GRANTED as requested by Seattle Public Schools with the following conditions:

- 1) **Transportation Management Plan (TMP):** SPS and the principal of West Seattle High School should establish a TMP to educate families about the challenges of parking, and encourage faculty, students, and staff to travel to and from school by walking, biking, carpooling, or taking public transportation. Staff and students should also be considerate to not block or partially block any residential driveways with parked or stopped vehicles.
- 2) **Residential Disabled Parking Zone:** SPS should encourage homeowners to consider requesting a Residential Disabled Parking Zone permit from SDOT and petitioning SDOT to establish appropriate new parking restrictions.
- 3) **Neighborhood Communication Plan for School Events:** SPS and West Seattle High School administration should develop a neighborhood communication plan to inform nearby neighbors of large events each year. The plan should be updated annually (or as events are scheduled) and provide information about the dates, times, and magnitude of large-attendance events. The communication would be intended to allow neighbors to plan for occasional increases in on-street parking demand that would occur with large events.

Departure #2 – Amended Bicycle Parking Performance Standards

- 1) **Appropriateness in relation to the character and scale of the surrounding area** was considered and DON did not have concerns about the amended bicycle parking performance standards having an impact on the character and scale of the surrounding area.
- 2) **Presence of edges (significant setbacks, major arterials, topographic breaks, and similar features) which provide a transition in scale** was considered and DON did not have concerns about the amended bicycle parking performance standards having an impact on the transition in scale.

- 3) **Location and design of structures to reduce the appearance of bulk** was considered and DON did not have concerns about the amended bicycle parking performance standards affecting the appearance of bulk.
- 4) **Impacts on traffic, noise, circulation, and parking in the area** was considered and, based on the public comments received, DON did not have concerns about the amended bicycle parking performance standards impacting traffic, noise, circulation, and parking in the area.
- 5) **Impacts on housing and open space** was considered and DON did not have concerns about the amended bicycle parking performance standards impacting housing and open space.

DON did not receive many comments about this requested departure. There were comments that having a secured fence for bicycle parking would be more reasonable.

After consideration of the public comments received and SPS' response, DON recommends:

Recommendation 2 – That the departure to amend the bicycle parking performance standards GRANTED as requested by Seattle Public School.

Recommendation Summary:

Departure #1	Reduced Vehicular Parking Quantity	Granted with conditions.
Departure #2	Bicycle Parking Performance Standards	Granted

Per SMC 23.79.008.C.1.b, the DON Director has considered the need for the above departure requests. DON has determined that the above departures are necessary for SPS to meet its educational specifications for West Seattle High School. The physical requirements of the specific proposal and the project's relationship to educational needs are balanced with the level of impacts on the surrounding area.

Nelson Pesigan,
Department of Neighborhoods

From: [bpmetzelaar](#)
To: [Pesigan, Nelson](#)
Subject: West Seattle High School Construction
Date: Wednesday, February 8, 2023 7:28:33 PM

CAUTION: External Email

Our home address: 3006 Walnut Ave SW
Our ages: 87 and 79

There might be 4 rare and lucky days the entire school year when we and our visitors of similar ages and incapacities can park within 2 blocks of our home. Teachers and students prefer to park in front of our home (which is closest to the school's east entrances) rather than use the school's parking lot.

If you remove ANY school parking lot spaces, we and our elderly visitors will be forced to walk many, many long blocks from our home.
We implore you to find another way to expand classroom capacity.

We read Eastside school's are closing for lack of students. . . .

Thank you for your consideration.
Beatrice and Peter Metzelaar

Sent from my T-Mobile 5G Device

From: [Chris Andree](#)
To: [Pesigan, Nelson](#)
Subject: West Seattle high school development departure
Date: Saturday, January 28, 2023 6:46:07 PM

CAUTION: External Email

Hello,

I'm a West Seattle High neighborhood member who received a postcard to comment on the 2 departures from dev standards code. I am fine with the car parking reduction as the capacity of more classroom space is a priority. The area is well served by transit, and even if there is more overflow parking onto side streets, this may pressure students into carpooling or taking other modes.

While covered bicycle parking is ideal, the installation of bike parking with a secure fence is much better than bike racks open to the public.

Thanks for your facilitation of the feedback process.

Chris Andree

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Chris Andree

From: [Chris Duncan](#)
To: [Pesigan, Nelson](#)
Subject: West Seattle High School Portables Departure
Date: Monday, January 23, 2023 8:06:04 PM

CAUTION: External Email

Hello,

We received the notice of public comment for the West Seattle High School Development Standards Departure Recommendations.

Is the project scheduled to be completed this Spring? Why are we just now getting the notice and opportunity to comment?

How can you gain an accurate understanding of the current parking volume at WSH with COVID rules and regulations impacting customary school attendance and parking patterns?

We already have students parking in our neighborhoods. That tells me the school does not have enough parking currently. How is it possible to calculate something different from what we see by actually living in the neighborhood?

We should encourage everyone to use public transportation, walk or ride bikes for environmental reasons. Less parking at the school does discourage driving, but not if students park in the neighborhoods instead of at school. How is this helping to reduce global warming, an essential topic in this area?

Seattle has terrific public transportation options that my family has supported and used for decades. I would think students are being strongly encouraged to use public transportation. Maybe it is time to require permits for parking in areas around WSH, with residents given two free permits for each household. It might discourage driving to school and result in less pollution, which I think is embraced by young people these days.

Thank you,
Chris

From: [Sheehan, Maureen](#)
To: [Pesigan, Nelson](#)
Subject: Fwd: Zoning Departures at West Seattle High School
Date: Sunday, January 22, 2023 9:53:03 PM

Maureen Sheehan
Strategic Advisor
Downtown Mobility, SDOT
M: 205-549-3541

From: Chris Mason <christyjm@comcast.net>
Sent: Saturday, January 21, 2023 11:45:19 AM
To: Sheehan, Maureen <Maureen.Sheehan@seattle.gov>
Subject: Zoning Departures at West Seattle High School

CAUTION: External Email

I think the two departures being suggested are completely acceptable.
Not as many students even need to drive to school since most live within walking distance (10-15 minute walk). Seems ridiculous they all drive.

Also, I don't think I've even seen a single bike parked at the school, so having covered parking seems like a waste.

Chris Mason

Sent from my iPad

From: [Christine Cranston](#)
To: [Pesigan, Nelson](#)
Subject: Opposed to adding portables to the West Seattle parking lot
Date: Friday, January 20, 2023 1:29:08 PM

CAUTION: External Email

Hello,

I'm writing and saying NO to the idea because I live one block south of the West Seattle High School on Walnut.

I am currently compiling a list of car accidents that occurred at the intersection of Hinds and Walnut. Four serious crashes occurred here since September 2022. And I am aware of 11 more over the past 10 years. I requested a report from SPD because those of us who live here are stressed. One couple's yard and closest telephone pole have been damaged several times.

The latest accident was caused by high school students (DUI) and two people had to go to the hospital. <https://westseattleblog.com/2023/01/teenager-investigated-for-dui-after-crash-at-walnut-hinds/>. I am gathering the list to try to convince the city to do something to improve the situation.

This North Admiral area is overly congested with cars. Typically, residents, commuters, and condo owners have our streets packed with cars on both sides.

I work at home for a tech company. Every week day, when I walk my dog at lunchtime, high schoolers drive around, speeding, cutting corners, and yelling nasty things out of their cars. Of course, it's a subset of the students that do stupid things regarding cars but that group could easily kill someone.

Why don't you put the portables in the lot that's south of the high school? That would have made a great dog park but the school says they own the property.

Anyway, please count my NO vote on this. As the voluntary block watch person, I am confident that I am speaking for most of the people on my block.

Sincerely,
Christine

Christine Cranston
cpcranston@gmail.com
<https://www.linkedin.com/in/christinecranston/>
206.355.7811

From: [McCall, Christopher M](#)
To: [Pesigan, Nelson](#)
Subject: WSHS parking
Date: Thursday, January 19, 2023 3:47:39 PM

CAUTION: External Email

Hi There

Could you put the portables for WSHS in the adjacent grass lot on the south of the building? It is currently not being used for anything.

Christopher McCall - he/him
Art Teacher
Madison Middle School
206-252-9178

From: [Colleen Letrondo](#)
To: [Pesigan, Nelson](#)
Cc: [Colleen Letrondo](#)
Subject: Comments of hardship on the reduced parking and increased bikes on 2928 Walnut Avenue SW, Seattle, Wa. 98116
Date: Monday, January 30, 2023 10:41:15 AM

CAUTION: External Email

Nelson Pesigan,

This is in regard to the notice I received about eliminating parking on Walnut Avenue SW, across from West Seattle High School.

My tenant at 2928 Walnut Avenue SW, Seattle, Wa.98116, has resided there for 21 years. She is disabled, and elderly. She is unable to ride a bike. She needs to park in front of the house to use her car for medical appointments. Changing, or eliminating parking on Walnut Avenue SW, will be a hardship for her. She is a wonderful person . Neither she , nor I , when I lived there, have ever seen more than three bikes at the West Seattle High School bike rack at any time. High school students do not ride bikes to school. They take the bus or drive.

This parking change, or elimination discriminates against the disabled, and the elderly.

I realize the city is constantly pressured by bike lobbyists.

Please take into account the elderly, like myself, and the disabled like my tenant, when making parking changes.

Cordially ,
Colleen A. Letrondo, CAL Investments, Llc.

January 30, 2023.

Nelson Resigon,

This is in regard to the notice I received about reducing, or eliminating parking on Walnut Ave S.W., across from West Seattle High School.

My tenant at 2928 Walnut Ave. S.W., Seattle, wa. 98116, has resided there for 21 years. She is disabled and unable to ride a bike. She needs to use her car for medical appointments. Changing, or eliminating parking on Walnut Ave. S.W. will be a hardship for her. Neither she, nor I, when I lived there prior to her tenancy, have ever seen more than three bikes at the school bike rack at any time.

This parking change, or elimination, discriminates against the elderly, and the disabled.

Please take into account the elderly, like myself, and the disabled, like my tenant, when making parking changes.

Cordially, Colleen A. Letendre, CRP Investments, LLC.

From: Donald Goodwin
To: Pesigan, Nelson
Subject: FW: Letter - Subject: West Seattle High School Portables Departures Presentation-230117 2-9-2023
Date: Thursday, February 9, 2023 3:54:38 PM
Attachments: [image001.jpg](#)
[image002.jpg](#)
[image004.jpg](#)
[image005.jpg](#)
[image007.jpg](#)
[image003.jpg](#)
[image006.jpg](#)
[West Seattle High School Portables Departures Presentation-230117.pdf](#)
[Letter - Subject West Seattle High School Portables Departures Presentation-230117 2-9-2023.pdf](#)

CAUTION: External Email

Mr. Nelson Pesigan,
I hope you can find time for us to have a discussion soon.

I appreciate your time and effort.

Donald F. Goodwin
Kit'em Hard
206-714-1087

From: Donald Goodwin <D5Goodwin@Comcast.net>
Sent: Thursday, February 9, 2023 3:48 PM
To: 'Herbold, Lisa' <Lisa.Herbold@seattle.gov>; 'Mosqueda, Teresa' <Teresa.Mosqueda@seattle.gov>; 'Morales, Tammy' <Tammy.Morales@seattle.gov>; 'Sawant, Kshama' <Kshama.Sawant@seattle.gov>; 'Pedersen, Alex' <Alex.Pedersen@seattle.gov>; 'Juarez, Debra' <Debra.Juarez@seattle.gov>; 'Strauss, Dan' <Dan.Strauss@seattle.gov>; 'Lewis, Andrew' <Andrew.Lewis@seattle.gov>; 'Nelson, Sara' <Sara.Nelson@seattle.gov>; 'Harrell, Bruce' <Bruce.Harrell@seattle.gov>; 'nelson.pesigan@seattle.gov' <nelson.pesigan@seattle.gov>
Subject: Letter - Subject: West Seattle High School Portables Departures Presentation-230117 2-9-2023

Subject: West Seattle High School Portables Departures Presentation-230117
Date: 2-9-2023

To: Seattle City Mayor, City Council and Nelson Pesigan, From: Donald Goodwin (D5Goodwin@Comcast.net)

I understand that people want to reduce the parking at West Seattle High School from 191 parking spaces to 161 parking spaces.

I own a Home on the 3200 block of Walnut Ave SW. During School Days there are no open parking spaces on Walnut Ave. SW. I have contacted West Seattle High School and asked the West Seattle Administration to ask the Staff and Students not to park their vehicles on Walnut Ave. I was informed that Walnut Ave SW., is open for car parking to the public, (which I knew. I was just attempting to work with the West Seattle High School Team.)

At this time if I need a Plumber, Electrician or any other services or visitors there is no parking on Walnut Ave SW. Reducing the number of parking places by 30 parking spaces at West Seattle High School will make parking throughout the community more difficult during the days and in the evenings. We are paying extremely high property taxes.

I am disappointed that the new portables have been planned for a long time and we are just now (the end of January 2023) being informed of this possible change.

The current parking situation is exceedingly difficult.

Please look at the attached pictures that were taken on February 9th, 2023.

Possible Solutions:

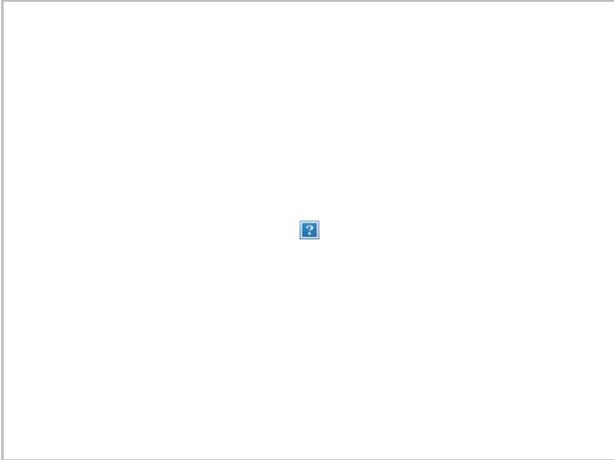
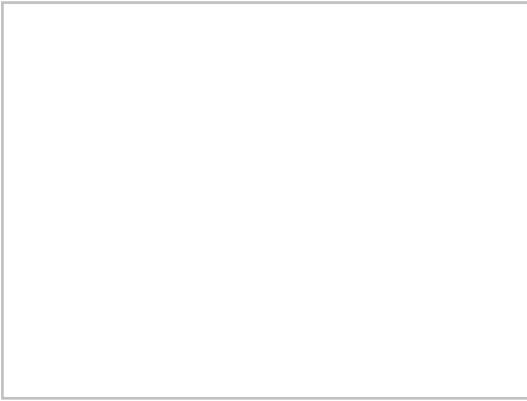
1. People need a permit to park on Walnut Ave during school days and hours. The City would provide two to four Parking Passes per Home on Walnut Ave.
2. An in-person meeting that all the people in the neighborhood would be invited to. I believe all of the people in the neighborhood have a right to be included and would have some great collaboration ideas.

<https://tinyurl.com/y5ty62wn>

<https://www.seattle.gov/documents/Departments/Neighborhoods/MajorInstitutions/WestSeattleHighSchool/DON%20School%20Departure%20Presentation-West%20Seattle%20Portables-230117.pdf>

-

Please call or e-mail me if you have any questions, Don Goodwin, 206-714-1087, D5Goodwin@Comcas.net



Donald F. Goodwin
Hit'em Hard
206-714-1087

From: [Emily Swanson](#)
To: [Pesigan, Nelson](#)
Subject: West Seattle High School development project
Date: Saturday, February 11, 2023 4:32:06 PM
Attachments: [IMG_2812.jpg](#)
[IMG_2811.jpg](#)
[IMG_2813.jpg](#)
[image0.jpeg](#)

CAUTION: External Email

Good afternoon,

I live on Walnut Ave SW, directly behind the WSHS.

This reduced parking seems like it would directly impact our already stressed driving and challenging parking situation. Cars with kids and parents going to and from the high school speed along Walnut and scrap, hit, take our only spots to park in front of our homes. It's gotten worse every school year. See photos of how cars are parked all around our streets

Just in January, my car had its driver side mirror damaged (see photos) so that it's unusable. This happened between 9am and 2pm on a school day.

Isn't there a project that involves limiting the speed and constant use of driving through our walnut Ave year after year?

Thank you for your consideration.



Emily S (lives on Walnut Ave SW behind WSHS)

Sent from my iPhone

From: [Joey Shyloski](#)
To: [Pesigan, Nelson](#)
Subject: West Seattle High School Modifications
Date: Friday, January 27, 2023 9:08:24 AM

CAUTION: External Email

Hi Nelson,

What about the green space (which I never see being used) on the south side of the school? That looks like it would be a nice space for portable classrooms.

Sad that it is needed. We need more schools, and less crowded ones too :(

I don't care about the parking. We have no one in our family who goes to west Seattle High. I am concerned about what happens there after hours though, particularly with cars doing "doughnuts" This happens frequently. The noise is awful as well as being dangerous. The potential for loss of control is great and I've seen young kids hanging out and watching. Plus it's very possible for one of those cars to go careening off the lot to the sidewalk and street below.

Could we PLEASE have the gates closed and locked for after-hours????

Thank you,

Joey Shyloski

From: [Nicole Mazzuca](#)
To: [Pesigan, Nelson](#)
Subject: WSHS Zoning Modifications Comments
Date: Thursday, January 19, 2023 3:54:15 PM

CAUTION: External Email

Hi!

I'm a local to the area, and I think the removal of parking here is entirely reasonable. We need those extra portable classrooms, and clearly do not need the parking. Additionally, it's clear that it's not possible to build more parking without significant damage to the neighborhood.

As to the bike parking requiring cover - I don't have that strong of an opinion.

Thank you!
Nicole

Sent from my iPhone

From: [Phyllis Jantz](#)
To: [Pesigan, Nelson](#)
Subject: WSHS parking
Date: Wednesday, February 1, 2023 12:21:38 PM

CAUTION: External Email

Hey - I'm all for getting kids out of crowded classrooms, but I do have to add my two cents.

I have lived one block behind WSHS for 15 years. I do notice that people already park and block the fire hydrant on the NE corner of Walnut and Stevens, I see people parked on the N side of Stevens between Walnut and Fairmount (where there is no parking). I see them parking up all over my neighborhood. I believe this proposal will create more of that.

I imagine the empty space on the south side of the main building/gym, on Hanford, is not buildable?

thanks for allowing me to comment

Phyllis Jantz

From: [The Rev. Elise Johnstone](#)
To: [Pesigan, Nelson](#)
Subject: West Seattle High School portables proposal input
Date: Saturday, February 18, 2023 8:22:57 PM

CAUTION: External Email

Greetings,

I hope this message finds you healthy and well. I am the Rector (the Head Pastor) at St. John the Baptist Episcopal Church, the next-door neighbor of West Seattle High School. We also have a legal easement to use the WSHS parking lot every Sunday and on Christmas Eve and Christmas Day, after we arranged for SPS to purchase some land that allowed WSHS to expand the parking lot about 20 years ago, and we utilize the parking lot every Sunday and every Christmas Eve/Day, per our legal agreement with SPS.

Our church board met, and I shared with them the proposal about the portables back in September, and I also shared with them the rationale, and the news about increased enrollment, and the plan for additional classrooms to be built at WSHS, the levy plans, etc.

We had a good conversation, and while we would prefer to not have portables in the lot, we also understand the needs of the students, and are open to, on a temporary basis, having the portables in the lot. WSHS is our neighbor, and we are glad for a good relationship between neighbors.

There was a good deal of conversation, though, about the location of the portables. While we have members of all ages, we have a large percentage of members who are older, and so we applaud the placement of the portables on the end of the lot closer to Hiawatha Park and PCC.

We also understand that this is intended to be temporary, and while we know there is no guarantee of the exact time, we would sincerely hope that the parking lot would return to 100% parking usage within 5-7 years. We are glad to note that in our annual letter to you all regarding the easement usage.

I also realize this will put more stress on the small lot that the church has, as students occasionally park there even when there are spaces available in the WSHS lot, and I imagine this will push some student cars into residential street parking, so I know this will make life a bit more uncomfortable, but it is my hope that WSHS can use this stress as an incentive to get the levy pushed through and the expansion of the building built as soon as is feasible.

If you have any questions for me, please reach out. Thanks for asking for input.

Peace and good,

Elise

The Rev. Cn. Elise B. Johnstone, D. Min.
St John the Baptist Episcopal Church
3050 California Ave SW Seattle WA 98116
www.SJBWestSeattle.org
206-937-4545—church office
859-559-5199—Elise mobile
elise@sjbwestseattle.org

Fridays are my sabbath day. If you have reached out on a Friday, I will endeavor to return your message on Monday.
Thanks and blessings to you, regardless of what day you've reached out!

From: [Shaun Hubbard](#)
To: [Pesigan, Nelson](#)
Subject: West Seattle High School Development Plan - Departures
Date: Thursday, January 26, 2023 11:38:39 AM

CAUTION: External Email

Re: Proposed Zoning Departures for West Seattle High School Development Plan

To: Nelson Pesigan,
Seattle Department of Neighborhoods

In defense of the neighbors surrounding West Seattle High School, I am urging that the departure for reduced vehicle space not be allowed. I am a neighbor of Northgate Elementary School who opposed the reduced vehicle parking space as part of the construction of the new Northgate School.

At the present, the parking situation around Northgate School is stressed during the construction of the new school — school staff park in front of neighbors' homes, often blocking access to private driveways and even public mailboxes. This mess also occurred *before* construction, when there was an existing, yet too-small parking lot for school staff. Post-construction, there will be an even smaller parking lot — as allowed by departures — and the neighborhood will feel even greater negative impact. This is highly unneighborly of the school district. The Department of *Neighborhoods* needs to say No to these departures and protect the West Seattle High School neighbors from this kind of parking mess happening to them.

Thank you.

Ms. Shaun Hubbard



March 7, 2023

To: Nelson Pesigan, Strategic Advisor
City of Seattle Department of Neighborhoods

From: Jeanette Imanishi, Seattle Public Schools

Re: West Seattle High School – Departure Comment Response

We are in receipt of comments related to our Departures requests from the City of Seattle Land Use Code:

- Departure 1 – Vehicle Parking Quantity, SMC 23.54.015 Table C, Row N: Departure requested to reduce parking from previous departure of 191 parking spaces to 161 spaces, for a departure of 30 spaces.
- Departure 2 – Bicycle Parking, SMC 23.54.015 Table D: Departure requested to no provide covered bicycle parking.

Most of the comments were related to Departure 1, vehicle parking quantity. Of these, some comments supported the departure request while most comments raised concerns over the proposal. This memo is intended to address the concerns.

Response to comments related to concern over the potential increased demand for on-street parking due to displacement of on-site parking if portable classrooms are placed there: Heffron Transportation was hired to perform a parking study. To briefly summarize:

- Heffron Transportation, Inc., was hired to perform and document a detailed on-street parking study according to the methodology outlined in City of Seattle’s TIP #117. The City recommends use of this methodology to document the number and type of on-street parking spaces that may exist within a defined study area.
- The study area for the on-street parking utilization analysis included all roadways within an 800-foot walking distance from the school site, which is the study area typically required by the City for analyses of this type.
- Both off-street and on-street parking at and around the West Seattle High School site were surveyed to determine the existing parking supply and parking demand. This information was then used to estimate how parking utilization could be affected by the placement of portables at West Seattle High School.
- The parking supply was inventoried for three representative weekday periods: early-morning (7:00 A.M.) when many residents are typically home, some school staff may begin arriving, but before most students arrive, mid-morning (10:30 A.M.) when students and staff are at school, and evening (7:30 P.M.) when some school events may occur.
- It was found that the study area has parking utilization rate of 54% to 61%, therefore there is ample on-street parking capacity available to accommodate demand resulting from increased enrollment and displacement of on-site parking spaces due to the addition of portable classrooms.



Response to comments related to locating the portable classrooms on the grass field to the south of the school: The land use decision dated March 23, 2000 on the Master Use Permit application for the expansion of West Seattle High School indicates in part that *“The playfield located at the southern most portion of the site...shall be retained indefinitely.”*, therefore this location is not an option. Please see item 7 on page 21 of the Decision provided separately from this memo.

Response to comments related to access to parking by the disabled, elderly or service providers in front of the home: The homeowners might consider requesting a Residential Disabled Parking Zone permit from SDOT. SPS would not object to neighbors petitioning SDOT for either establishment of new parking restrictions (such as short-term time limits for some spaces during school hours) for those locations, and/or designating some spaces for commercial load/unload only in the area.

The Transportation Technical Report by Heffron Transportation and the Director’s Decision concerning the Master Use Permit application for the West Seattle High School renovation and addition project in 2000 will be provided separately for your reference.

Please let me know if you require additional information.

Sincerely,

A handwritten signature in blue ink, appearing to read "Jeanette Imanishi", with a long horizontal line extending to the right.

Jeanette Imanishi, RA
Project Manager

TRANSPORTATION TECHNICAL REPORT

for the

West Seattle High School Portables Project

PREPARED FOR:

Seattle Public Schools

PREPARED BY:



March 1, 2023

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APPENDIX A – PARKING UTILIZATION STUDY DATA

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1. INTRODUCTION

This report presents traffic and parking analyses for the Seattle Public Schools' (SPS) proposed placement of portable classrooms at West Seattle High School. The scope of analysis and approach were based on extensive past experience performing transportation impact analyses for projects throughout the City of Seattle, including numerous analyses prepared for SPS projects. This report documents the existing conditions in the site vicinity, presents estimates of project-related traffic and parking, and evaluates the anticipated impacts to the surrounding transportation system.

1.1. Project Description

1.1.1. Existing School

West Seattle High School is located at 3000 California Avenue SW in the West Seattle neighborhood. The school site is located on the south half of the block bounded by California Avenue SW to the west, SW Hanford Street to the south, Walnut Avenue SW to the east, and SW Lander Street to the north. The north half of the block is occupied by the Hiawatha Playfield and Community Center, which is owned and operated by Seattle Parks and Recreation (Seattle Parks) department. The property line between the school site and Hiawatha Playfield aligns along the centerline of the former SW Stevens Street. The city right-of-way was vacated in 1959 with the north half now controlled by Seattle Parks and the south half part of the West Seattle High School site.

The school building is located on the eastern portion of the SPS site. The western portion of the site has a surface parking lot with 191 striped spaces accessed from two driveways on California Avenue SW—one at the south and one at the north. The school's truck loading dock area is located on the east side of the school with access from the end of SW Winthrop Street. That area has two (2) parking spaces, though more cars have been observed parking in that area.

According to information published in *Building for Learning, Seattle Public Schools Histories, 1862-2000*,¹ West Seattle High School opened in 1917 with 38 classrooms, an auditorium, a library, a gymnasium, and offices. An addition for 500 more students opened in 1924 and an annex with eight classrooms and a study hall was added in 1930 (replacing seven portables). By the mid-1950s, enrollment was about 2,000 students. From 2000 to 2002, an addition and renovation of the 1917 and 1924 buildings was completed. That project added a gymnasium and upgraded the school to meet seismic requirements and current teaching standards. As part of that upgrade project, the City granted a departure that reduced on-site parking from 238 spaces required by code to 191 spaces. Additional departures were granted that approved school bus loading and unloading off-site, an increase in lot coverage from 35% to 39.7% and to approve demolition of a single-family residence.²

A permanent condition (#6) of the departure request was the that the “*Seattle School District and City of Seattle Department of Parks and Recreation shall continue to seek a mutual agreement to allow bus loading and vehicle parking within the vacated Stevens Street right-of-way.*”³ Based on remaining posted signage it appears SPS may have used the south portion of the vacated Stevens Street right-of-way for school bus load/unload. However, in 2008, SPS transitioned general education transportation for West Seattle High School students (along with those attending Cleveland and Garfield High Schools as the last to transition) to Metro Transit service and eliminated yellow bus service for general education transportation. Special Education transportation by yellow school bus is still provided to high school

¹ Nile Thompson and Carolyn J. Marr; *Building for Learning, Seattle Public Schools Histories, 1862-2000*; 2002.

² *City of Seattle Analysis and Decision of the Director of the Department of Design Construction and Land Use (DCLU)*, Application No. 9807377, March 23, 2000.

³ Ibid.

Transportation Technical Report West Seattle High School Portables Project

students who qualify. However, the school-bus load zone on Walnut Avenue SW is used by those buses. As a result, the south portion of the former SW Stevens Street right-of-way that is on the project site is now used for vehicle parking and has an estimated 34 parallel parking stalls, though they are not individually delineated. In total, the existing site has on-site parking for 227 vehicles, which exceeds the number planned during the last upgrade project.

Enrollment at the time of data collection for this analysis (in June 2022) was reported at 1,191 students;⁴ the school's current operational capacity is 1,257 students.⁵

1.1.2. Proposed Project

SPS plans to install four portable classrooms in the south portion of the existing main parking lot for use by fall 2023 to accommodate increased student enrollment. Placement of those portables in the lot would make 30 existing parking spaces unusable and reduce the total on-site supply from 227 to 197 spaces. The four portable classrooms would increase the school's operational capacity to 1,357 students.⁶ The project would also provide additional bicycle parking as required by the City for the additional portable classrooms. The proposal includes the addition of 16 new bicycle parking stalls—three added stalls per classroom for students and one added stall per classroom for staff.

Figure 2 shows the site plan with the locations of the proposed portable classrooms and the parking that would be made unusable.

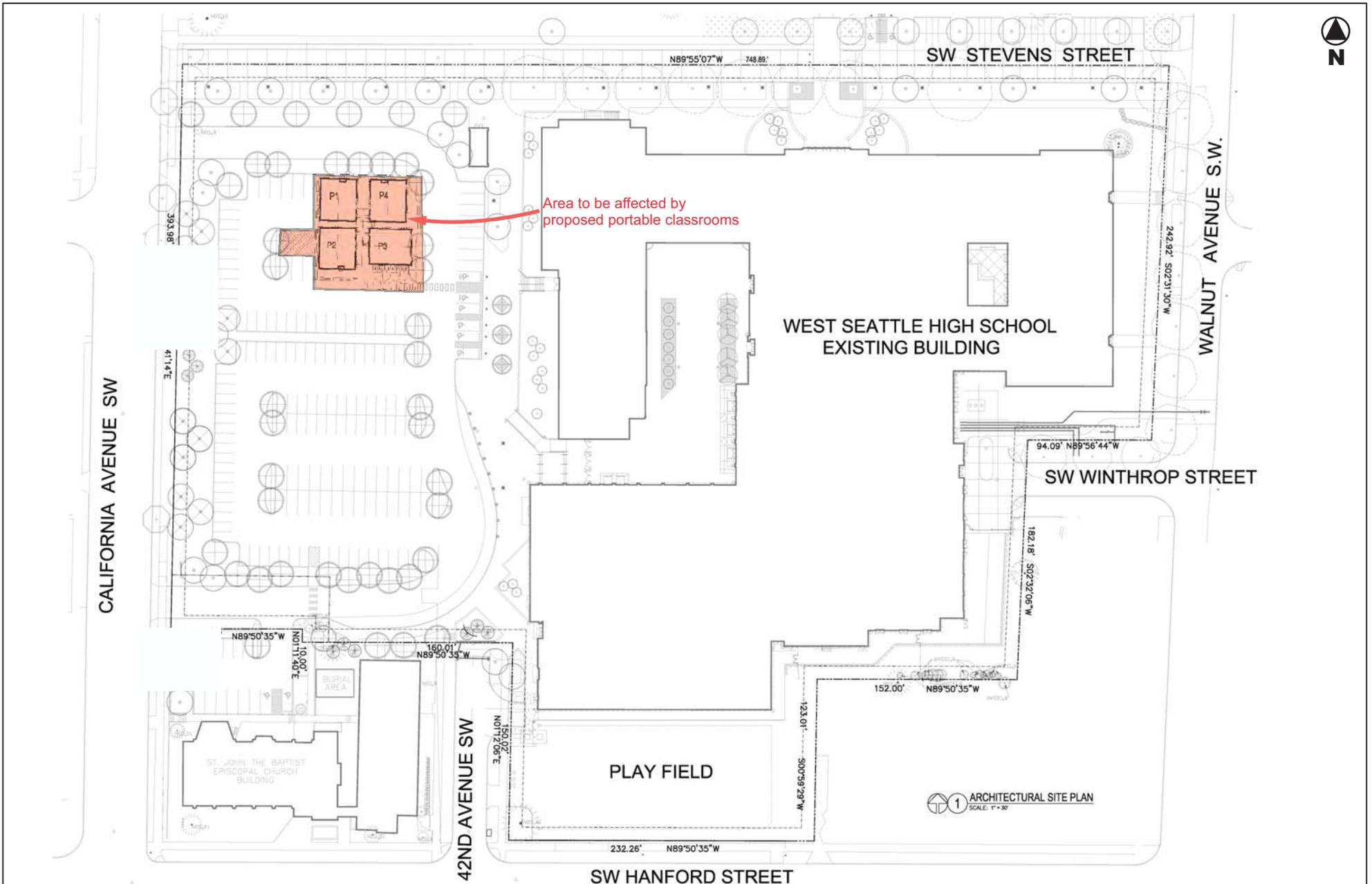
⁴ Seattle Public Schools, P223 Enrollment Report, June 2022.

⁵ Seattle Public Schools, email communication, M. Hanshaw, February 23, 2023.

⁶ Ibid.



Figure 1
Site Location and Vicinity



Source: Site plan from Studio Mena Strazzara, February 16, 2023; annotations by Heffron Transportation, Inc., March 2023.

Figure 2

2. BACKGROUND CONDITIONS

This section presents the existing transportation conditions in the vicinity of West Seattle High School, including the existing roadway network, transit facilities, non-motorized facilities, and parking. Regular school hours are 8:50 A.M. to 3:40 P.M.; early release on Wednesdays is at 2:25 P.M.

2.1. Roadway Network

The surrounding area consists of a mix of residential (single- and multi-family), commercial, and institutional uses (schools and churches) in addition to the recreational (park) areas to the north. Key roadways that serve the site are described below. Roadway classifications are based on the City's Street Classification Map.⁷ Speed limits are 25 miles per hour (mph) on arterials (unless otherwise signed) and 20 mph on local access streets.

California Avenue SW provides north-south connection throughout West Seattle. It is a Minor Arterial between SW Admiral Way and Fauntleroy Way SW, and a Collector Arterial north and south of that section. It has one travel lane in each direction and a center two-way left-turn lane. There are sidewalks, curbs, and gutters on both sides. Parking is generally allowed on both sides; some sections adjacent to the commercial development have time restrictions or are signed as loading zones. In the vicinity of the school, it is signed as a School Zone with speed limit of 20 mph when children are present.

Walnut Avenue SW is a north-south local access street with sidewalks, curbs, and gutters on both sides. Parking is allowed on both sides along most of its length, but the segment adjacent to West Seattle High School is restricted to school bus load/unload from 7:00 to 4:00 P.M. Due to its width, the travel way is effectively restricted to one lane for both directions of travel when on-street parking occurs on both sides. Near the school, there is a School Zone with speed limit of 20 mph when children are present.

Fairmount Avenue SW is a north-south local access street that provides connection from Harbor Avenue SW to SW Hanford Street. There are no curbs or sidewalks, but intermittent segments of gravel shoulder where some parking occurs.

SW Hanford Street is an east-west roadway designated as a Collector Arterial between California Avenue SW and 37th Avenue SW, and a local access street east and west of this segment. It has sidewalks, curbs, and gutters on both sides. Parking is allowed on both sides of the local access segments and only allowed along the south side of the arterial segment. Near the school, there is a School Zone with speed limit of 20 mph when children are present.

SW Winthrop Street is a short half-block local access street that provides access to the school's loading dock area from Walnut Avenue SW. It has sidewalks, curbs, and gutters on both sides; Parking is allowed on both sides, but is not permitted on the south side on school days between 7 A.M. and 3 P.M.

SW Stevens Street is an east-west local access street that extends west of California Avenue SW and east of Walnut Avenue SW. It has curbs and gutters on both sides. West of the school, parking is allowed on both sides, to the east parking is allowed on the south side. Near the school, there is a School Zone with speed limit of 20 mph when children are present. A segment of the street along the north side of West Seattle High School was offset to the north by about 100 feet and was vacated in 1959. The former right-of-way is now owned by Seattle Parks and Recreation (north half) and SPS (south half).

⁷ Seattle Department of Transportation (SDOT), Interactive Street Classification Maps, accessed March 2021.

SW Forest Street is an east-west local access street that provides a local connection between Walnut and 39th Avenues SW. It has sidewalk, curb, and gutter on the north side of the street. Parking is allowed on both sides.

SW Lander Street is an east-west local access street that provides a local connection between Walnut Avenue SW and SW Admiral Way. It has sidewalks, curbs, and gutters on both sides. Parking is generally allowed on both sides, with the exception of the south side of the street between California Avenue SW and 42nd Avenue SW. In the vicinity of Lafayette Elementary School, there is School Zone with speed limit of 20 mph when children are present.

2.2. Planned Improvements

The City's 2022-2027 *Proposed Capital Improvement Program (CIP)*⁸ was reviewed; no projects were identified that are expected to affect roadway capacity or parking supply in the vicinity of the school.

The *Adopted Seattle Bicycle Master Plan (BMP)*,⁹ recommends installation of neighborhood greenways (low-speed, low-volume streets that are designed to be shared by pedestrian, bicycle, and vehicular traffic) on several streets in the vicinity of West Seattle High School. They include 45th Avenue NW, 42nd Avenue NW, Walnut Avenue SW, Fairmount Avenue SW, and SW Hinds Street. However, none of these projects are included in the *2021-2024 BMP Implementation Plan*,¹⁰ so they are currently not planned to be constructed before 2024.

2.3. Parking

Both off-street and on-street parking at and around the West Seattle High School site were surveyed to determine the existing parking supply and parking demand. This information was then used to estimate how parking utilization could be affected by the placement of portables at West Seattle High School (presented later in *Section 3.4*). The following sections describe the parking supply as well as the current parking demand and utilization rates.

2.3.1. On-Street Parking Utilization

A detailed on-street parking study was performed and supply was documented consistent with the methodology outlined in the City of Seattle's Tip #135.¹¹ The City recommends use of this methodology to document the number and type of on-street parking spaces that may exist within a defined study area. This analysis was completed to document the existing supply and how it is currently utilized.

The study area for the on-street parking utilization analysis included all roadways within an 800-foot walking distance from the school site, which is the study area typically required by the City for analyses of this type. The 800-foot walking distance results in a study area that extends north to SW Lander Street, west to 45th Avenue SW, south to about SW Hinds Street, and east to about 39th Avenue SW. As discussed previously, the study area consists primarily of residential land uses, with commercial development concentrated along sections of California Avenue SW. Much of the residential development has access to off-street parking, with several north-south alleys also present in the area. Details about parking supply and demand are provided in the following sections.

⁸ City of Seattle. 2022.

⁹ SDOT, May 2014.

¹⁰ SDOT, May 2021.

¹¹ City of Seattle SDCI, October 5, 2022.

On-Street Parking Supply

In the study area, most of the local access residential streets are at least 25 feet wide and parking is generally permitted on both sides. The study area was separated into individual block faces. A block face consists of one side of a street between two cross-streets. For example, the north side of SW Lander Street between 42nd Avenue SW and 41st Avenue SW is one block face (identified as block face ‘AC’). Figure 3 shows the study area and the designated block faces.

Each block face was measured and analyzed to determine the number of on-street parking spaces. First, common street features—such as driveways, fire hydrants, and special parking zones—were noted. No on-street parking capacity was assumed within 30 feet of a signalized or marked intersection, within 25 feet of an intersection with a traffic circle, within 20 feet of an uncontrolled intersection, within 15 feet on either side of a fire hydrant, within 20 feet on either side of a crosswalk, or within 5 feet on either side of a driveway or alley. The remaining unobstructed lengths of street between street features were converted to legal on-street parking spaces using values in the City’s Tip #135. Based on extensive experience preparing on-street parking utilization studies, the increased popularity of smaller cars (such as Smart cars) in some Seattle neighborhoods and the tendency for drivers to park closer together in areas with higher utilization can result in more available supply than would be suggested by the Tip #135 guidance. No adjustments were made to these values for this analysis and as a result, the reported supply may be conservatively low.

The parking supply was inventoried for three representative weekday periods: early-morning (7:00 A.M.) when many residents are typically home, some school staff may begin arriving, but before most students arrive, mid-morning (10:30 A.M.) when students and staff are at school, and evening (7:30 P.M.) when some school events may occur.

The on-street inventory found a total supply of 657 parking spaces within the study area. Most of the on-street parking in the area is unrestricted with some time restricted parking along the commercial stretch of California Avenue SW and two school-related restrictions along Walnut Avenue SW and SW Winthrop Street. Given these restrictions, the available parking supply was determined to be 646 parking spaces in the early morning and mid-morning period and 657 parking spaces in the evening period. The parking supply totals by block face are provided in Appendix A.

Existing On-Street Parking Occupancy

Existing parking occupancy counts within the study area were performed for weekday conditions between May 23 and June 2, 2022, and again during summer break on June 21 and June 23, 2022. Weekday demand counts were performed during three periods. Early morning (between 7:00 and 7:45 A.M.) and mid-morning (10:30 to 11:15 A.M.) counts were conducted to reflect typical school day conditions. Evening (7:30 to 8:15 P.M.) counts were conducted to reflect conditions when after-school activities or events may take place. An event condition count was performed on Thursday June 6, 2022, during Senior Awards Night.

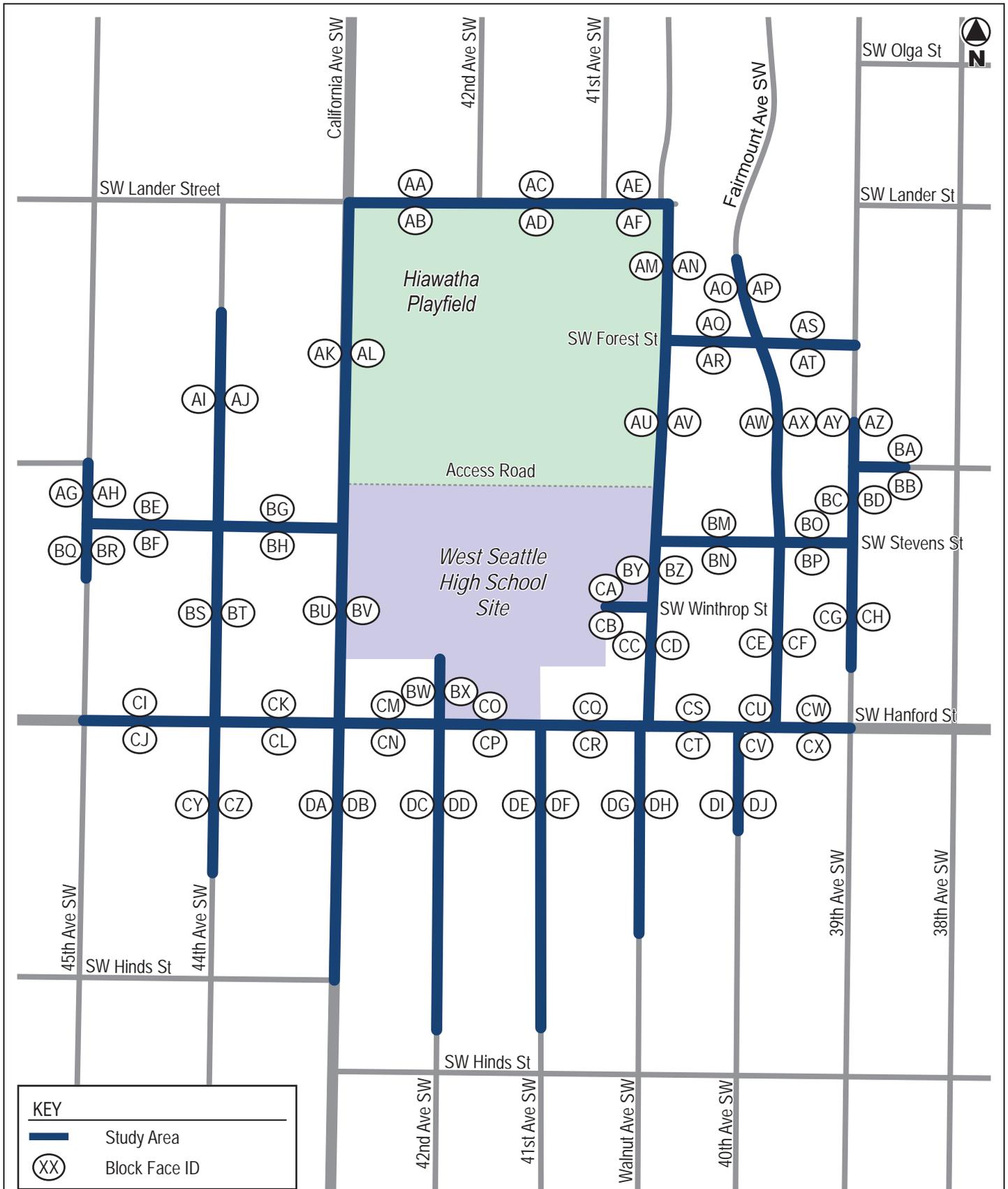


Figure 3
Study Area for On-Street
Parking Occupancy Surveys

**Transportation Technical Report
West Seattle High School Portables Project**

Table 1 presents the results of the parking occupancy surveys along with the study area utilization totals. On-street parking utilization was calculated as the number of vehicles parked on street divided by the number of legal on-street parking spaces within the study area or on a specific block face. As shown, on days when school was in session, on-street parking in the study area averaged 50% (324 unused spaces) in the early morning, 61% (249 unused spaces) mid-morning, and 51% (309 unused spaces) during the evening period. When school was out of session, on-street parking in the study area averaged 49% (330 unused spaces) in the early morning, 54% (296 unused spaces) mid-morning, and 48% (333 unused spaces) during the evening period. Comparison of midday results on school days and during summer indicates on-street school-related demand of about 47 vehicles. During the Senior Awards Night event condition, on-street parking utilization was 50% (356 unused spaces). Detailed summaries of the on-street parking demand for each block face for all counts are provided in Appendix A.

Table 1. On-Street Parking Demand Survey Results

Study Period / Days Surveyed	Parking Supply ^a	Total Vehicles Parked	% Utilization	Unused Spaces
Weekdays Early Morning (7:00 to 7:45 A.M.)				
School Days				
Monday, May 23, 2022	646	323	50%	323
Thursday, May 26, 2022	646	321	50%	325
<i>School Day Average</i>	<i>646</i>	<i>322</i>	<i>50%</i>	<i>324</i>
Non-School Days				
Tuesday, June 21, 2022	646	314	49%	332
Thursday, June 23, 2022	646	317	49%	329
<i>Non-School Day Average</i>	<i>646</i>	<i>316</i>	<i>49%</i>	<i>330</i>
Weekdays Mid-Morning (10:30 to 11:15 A.M.)				
School Days				
Monday, May 23, 2022	646	391	61%	255
Tuesday, May 24, 2022	646	403	62%	243
<i>School Day Average</i>	<i>646</i>	<i>397</i>	<i>61%</i>	<i>249</i>
Non-School Days				
Tuesday, June 21, 2022	646	356	55%	290
Thursday, June 23, 2022	646	343	53%	303
<i>Non-School Day Average</i>	<i>646</i>	<i>350</i>	<i>54%</i>	<i>296</i>
Weekday Evenings (7:30 to 8:15 P.M.)				
School Days				
Monday, May 23, 2022	657	324	49%	322
Tuesday, May 24, 2022	657	349	53%	297
<i>School Day Average (non-event nights)</i>	<i>657</i>	<i>337</i>	<i>51%</i>	<i>309</i>
<i>Event Night: Thursday June 2, 2022^b</i>	<i>657</i>	<i>338</i>	<i>51%</i>	<i>308</i>
Non-School Days				
Tuesday, June 21, 2022	657	322	49%	324
Thursday, June 23, 2022	657	303	46%	343
<i>Non-School Day Average</i>	<i>657</i>	<i>313</i>	<i>48%</i>	<i>333</i>

Source: Heffron Transportation, Inc., 2022.

- a. Supply varies due to school day restriction. Although restrictions may not apply, restricted spaces were not assumed to be available during summer counts.
- b. Reflected evening event conditions with Senior Awards Night.

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For the purpose of evaluating the potential on-street parking impacts associated with new developments, the City has historically considered utilization rates of 85% or higher to be effectively full, and when City staff may start to evaluate parking management measures to reduce utilization. As shown, the survey determined that parking utilization for the overall study area was below this level during all time periods.

It is acknowledged that some block faces (8 of 84 studied) located near the school were full on school days, likely due to parking demand generated by the school. To address this existing condition, SPS would not object to neighbors petitioning SDOT for either establishment of new parking restrictions (such as short-term time limits for some spaces during school hours) for those locations, and/or designating some spaces for commercial load/unload only in the area.

2.3.2. Off-Street Parking

As described in Section 1.1, the existing West Seattle High School campus has on-site parking for 227 vehicles, which includes parking within the former SW Stevens Street right-of-way. This supply does not include the paved area near the school's loading dock that is often used for parking. Historical aerial images (Google Earth) show between 3 and 10 vehicles parked in that area over several years. Only the two striped spaces in the loading area were included in the on-site parking supply, although counts found up to five vehicles parked in that area. Table 1 summarizes the total parking supply.

Parking occupancy counts within the off-street parking areas were performed during the same study periods described previously for the on-street parking utilization study. Those counts found minimal on-site parking (between 2 and 9 vehicles) during the early-morning on both school days and non-school days; they also found minimal on-site parking (between 5 and 16 vehicles) in the evenings with no school events. The highest parking demand occurred mid-morning on school days and during the evening event. Table 2 presents the mid-morning and evening event count results.

Table 2. Off-Street Parking Survey Results (Mid-Morning School Day and Evening Event)

Lot / Area	Supply	Mid-Morning (10:30 – 11:15 A.M.)						Evening (7:30 – 8:15 P.M.)
		School Day			Non-School Day			School Event ^a
Count Date (2022)		5/23	5/26	Average	6/21	6/23	Average	6/2
Main Lot ^a	191	156	162	159	6	4	5	77
Loading Dock Area	2	2	4	3	4	2	3	4
Access Drive (south side)	34	26	29	28	3	2	3	12
Total	227	184	195	190	13	8	11	93
Unused		43	32	37	214	219	216	134

Source: Heffron Transportation, Inc., June 2022.

a. Reflected evening event conditions with Senior Awards Night.

There is off-street parking supply owned by Seattle Parks and Recreation north of the school site on the north half of the former SW Stevens Street right-of-way. This parking (41 spaces) was not included in the off-street school supply totals, but was documented and observed during the occupancy counts. Demand for that parking averaged 27 vehicles mid-morning on school days and 11 vehicles on non-school days. Demand in the early morning was four or fewer vehicles; evening demand ranged from 9 to 21 vehicles. These results suggest that some school-related parking may be occurring on the Seattle Parks side of SW Stevens Street despite signage indicating no school parking.

2.4. Transit Facilities & Service

King County Metro Transit (Metro) currently provides bus service to the site. The nearest stops are adjacent to the school along California Avenue SW at SW Hanford Street, SW Stevens Street and SW Lander Street and serve Metro Routes 50, 55, and 128. These routes provide direct connections to and from the Admiral District, Alaska Junction, Alki, Genesee Hill, Downtown, Beacon Hill, and Othello neighborhoods. California Avenue SW is designated as a Major Transit Street.¹² Table 3 summarizes transit service provided adjacent to the school site.

Table 3. Existing Transit Service Adjacent to West Seattle High School

Route	Closest Stops	Areas Served	Typical Weekday Headways ^a (minutes)
50	California Ave SW: at SW Stevens St & SW Hanford St	Alki, Admiral District, Alaska Junction, SODO, VA Medical Center, Beacon Hill, Columbia City, Seward Park, Othello Station	15 – 30
55	California Ave SW: at SW Stevens St & SW Hanford St	Admiral District, Alaska Junction, Downtown Seattle	6 peak period trips each direction
128	California Ave SW: at SW Stevens St & SW Hanford St	Southcenter, Tukwila, White Center, South Seattle College, Alaska Junction, North Admiral	20 – 30

Sources: Sound Transit and King County Metro Transit online schedules and route information, July 2022.

a. Headway is the time between consecutive buses by direction.

On July 26, 2022, the King County Council passed the *Free Youth Transit Pass* measure that will allow King County residents under the age of 19 to ride Metro Transit for free beginning summer 2022.¹³

SPS provides transportation to West Seattle High School students who qualify. As outlined in the current *Transportation Service Standards*:¹⁴

High school students who live within the boundaries of the Seattle School District and who live more than two miles from their assigned school are eligible for an ORCA card.

Exceptions are allowed in the following areas:

- a. *Students who require specialized transportation services as determined by their Individualized Education Program (IEP).*
- b. *Students requiring medical transportation as approved by District Health Services.*

The west curb-side of Walnut Avenue SW adjacent to the school site is reserved for “*School Bus Only, 7 AM to 4 PM.*” This area is used to load/unload school buses carrying Special Education (SPED) students to and from school. In addition, this area may also be used by school buses transporting students to and from field trips, off-site athletics, or other off-site extra-curricular activities.

2.5. Non-Motorized Facilities

As described in the Roadway Network section (2.1), sidewalks exist along all streets in the site vicinity except along Fairmount Avenue SW. Crosswalks are present on California Avenue SW at SW Lander Street, SW Stevens Street, and SW Hanford Street.

¹² Seattle Department of Transportation (SDOT), Interactive Street Classification Maps, accessed July 2022.

¹³ <https://kingcounty.gov/council/mainnews/July/7-26-free-youth-passes.aspx>

¹⁴ SPS, *Transportation Service Standards 2021-22: Ridership Eligibility*, Effective Sept. 1, 2021.

3. PROJECT IMPACTS

This section describes expected conditions with four portable classrooms placed at the West Seattle High School site. It includes vehicle trip estimates associated with the added classroom capacity and potential impacts to parking supply and demand.

3.1. Transportation Network

No changes to the surrounding roadway network, site frontages, or vehicular access points are proposed.

3.2. Traffic Volumes

The added classroom capacity from four portables could result in new vehicular, pedestrian, and bicycle activity on the surrounding transportation network. As described previously, the additional of the portables would increase the school's operational capacity to 1,357 students—an increase of 100 students compared to its existing operational capacity. The school could generate an increase in daily and peak hour traffic compared to conditions without the portables. The following describes the method used to estimate the potential increase in traffic.

3.2.1. School Trip Generation

Trip generation for the proposed portable placements was estimated using average rates derived from counts collected previously at three other Seattle high schools—Garfield, Roosevelt, and Ingraham High Schools. These rates reflect the likely transportation conditions that exist at and around West Seattle High School, including student use of Metro Transit. Standard rates for a high school published in the Institute of Transportation Engineers' *Trip Generation Manual*¹⁵ were not used since the published ITE rates are based on data from schools that had considerable variability in number of students transported by bus, on-site parking available for students/staff, and the types of facilities provided.

For morning peak hour conditions when students and staff would arrive at the school, a rate of 0.36 trips per student, the average of counts performed around Garfield High School,¹⁶ Roosevelt High School,¹⁷ and Ingraham High School,¹⁸ was selected and applied. This rate is about 65% of the published ITE rate and accounts for a higher number of students that are expected to arrive by transit (due to common mode-of-travel trends for Seattle high schools). For the afternoon peak hour condition when students are dismissed and many leave the site for the day, a rate of 0.25 trips per student (also derived from counts performed around Roosevelt,¹⁹ Garfield, and Ingraham High School) was applied. This rate is about 75% of the published ITE rate. Trip generation for high schools during the afternoon is typically spread out over several hours as students often stay at the site after the school day for extracurricular activities and as staff have variable end-of-day schedules. As a result, the afternoon peak hour volume is usually less than the morning peak hourly volume.

During the commuter PM peak hour, high schools typically generate relatively little traffic compared to the morning arrival and afternoon dismissal periods. A rate of 0.11 trips per student, which matches the high-end of rates derived from counts at Roosevelt and Garfield, was applied and is about 80% of the published ITE rate for high schools. This is reasonable given that commuter PM peak hour trips for high schools typically include some staff leaving for the day, and student or public use of site amenities such as theater spaces, gymnasiums, athletic fields, and or commons spaces. Table 4 shows the resulting trip generation estimates for the added capacity that would be provided by portable classrooms proposed at

¹⁵ ITE, 10th Edition, September 2017.

¹⁶ Heffron Transportation, Inc., 2004.

¹⁷ Heffron Transportation, Inc., 2009.

¹⁸ Heffron Transportation, Inc., 2017.

¹⁹ Heffron Transportation, Inc., 2002 and 2009.

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West Seattle High School. The trip generation values presented include school bus trips, employee trips, and student trips; however, they do not account for increased numbers of students that may commute using Metro transit due to the recent passage of the *Free Youth Transit Pass* measure. Based on the normal school hours (8:50 A.M. to 3:40 P.M.) the school’s morning peak hour is expected to occur from 8:00 to 9:00 A.M., the school’s afternoon peak hour is expected to occur from 3:15 to 4:15 P.M. Based on counts conducted on California Avenue SW near the school site in January 2020 prior to the COVID-19 pandemic and prior to the West Seattle High Rise Bridge closure, the commuter PM peak hour of the adjacent roadway network typically occurs from 5:00 to 6:00 P.M.

Table 4. West Seattle High School Portables Placement – Trip Generation Estimates

Site Condition	Added Capacity (students)	Morning Peak Hour (8:00 to 9:00 A.M.)			Afternoon Peak Hour (3:15 to 4:15 P.M.)			PM Peak Hour (5:00 to 6:00 P.M.)		
		In	Out	Total	In	Out	Total	In	Out	Total
Proposed Portables	100 ^a	20	16	36	10	15	25	5	6	11

Source: Heffron Transportation, Inc., February 2023.

a. Estimated capacity provided by proposed portables per SPS, February 2023.

3.2.2. Trip Distribution and Assignment

The potential additional trips generated by students that could be accommodated by the new portables are expected to be distributed among several locations. Some would likely be drive to and from the site by a family member and dropped off/picked-up from the on-site load/unload area or from near-by streets. Others may carpool with fellow students or drive and park in either on- or off-street spaces. The trips are expected to be dispersed to several roadways surrounding the school site with fewer than 10 trips expected to be added to any one roadway or intersection.

3.3. Traffic Operations

The small change in peak hour traffic due to the added portable student capacity would not adversely impact roadway or intersection operations.

3.4. Parking Supply and Demand

The addition of portable classrooms on the West Seattle High School site would affect parking on a typical school day in two different ways:

1. Reduced on-site supply – The portables would make 30 parking spaces unusable and reduce the total on-site supply from 227 to 197 spaces; and
2. Increased parking demand – The additional student enrollment accommodated by the portables may generate parking demand in the vicinity.

The potential impacts from each of these elements are discussed in the following sections.

3.4.1. Typical School Days

The additional student enrollment capacity that can be accommodated at West Seattle High School with the installation of the portable classrooms may also generate additional parking demand. Parking demand estimates for West Seattle High School were developed based on the counts and observations from the on-street and off-street parking counts described previously. Based on the average number of vehicles

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counted on-site and the apparent school-related demand in on-street and off-site/off-street areas, the school has an estimated demand rate of about 0.20-vehicles-per-student. This rate is similar to that observed at Ingraham High School,²⁰ which has comparable amount of on-site parking, but higher than rates observed at Garfield High School²¹ and Roosevelt High School,²² which both have less on-site parking and more constraints on surrounding on-street parking. At this rate and with West Seattle High School enrolled to its future operational capacity with the four portables added (up to 1,357 students), it could generate peak parking demand of 270 vehicles—an increase of 20 vehicles compared to conditions if the school was enrolled to its current operational capacity and an increase of about 33 vehicles compared to conditions observed in June 2022.

With the reduced on-site supply of 197 spaces, the school with its added portables could generate excess demand of about 73 to 83 vehicles (depending on whether the existing on-site parking is fully utilized) that may occur along on-street parking in the site vicinity. This would be an increase of about 26 to 36 vehicles compared to existing on-street school-related demand in the study area. This potential new parking overspill would most likely occur on-street in areas nearest the school that have unrestricted parking on school days. Based on the parking utilization study performed around the school, there were about 240 unused unrestricted on-street parking spaces within the overall study area and over 70 unused unrestricted spaces along streets within one block of the school (on Walnut, California, 42nd and 41st Avenues SW and SW Hanford and Lander Streets).

The Seattle Department of Construction and Inspections' (SDCI) Property and Building Activity permit map was reviewed to determine if any large future development projects are planned that could potentially generate additional parking overspill in the project study area. Based on that review, two larger developments (3024077-LU at 2749 California Avenue SW and 3025941-LU at 2715 California Avenue SW) were completed in 2017 and 2019, respectively and their influence is already accounted for in the data. In addition, a few small townhome developments were noted, but none that area expected to generate parking overspill near the school site.

After accounting for potential new overspill from West Seattle High School (when fully enrolled to capacity), on-street parking utilization in the study area could increase to between 65% and 67% with 210 to 220 unused spaces remaining during the peak midday period on school days. This is below the 85% level historically considered full by the City. No new overspill to on-street parking is anticipated during the early-morning or on evenings without school events and utilization is expected to remain at about 50% with the new portables.

3.4.2. Evening Event Conditions

It is acknowledged that when there are occasional large evening events occurring at West Seattle High School, utilization of the on-site lot and surrounding roadways can be higher than the average levels described above. The data summarized in Table 1 and Table 2 indicate that on the evening with the Senior Awards Night event was held, both on-street and on-site parking demand levels were higher than average non-event nights. However, there were still 134 unused on-site spaces, and over 300 unused on-street spaces within the study area. It is expected that loss of 30 on-site parking spaces would have a negligible effect on parking conditions for most evening events at the school.

²⁰ Heffron Transportation, Inc., *Ingraham High School Classroom Addition Transportation Technical Report*, December 2017.

²¹ Heffron Transportation, Inc., 2004.

²² Heffron Transportation, Inc., 2009.

4. SUMMARY OF FINDINGS

Seattle Public Schools plans to install four portable classrooms in the south end of the main parking lot at West Seattle High School. The portables would make 30 parking spaces unusable and reduce the total on-site supply from 227 to 197 spaces. The portable classrooms are proposed to be in place by fall of 2023 to accommodate existing and future enrollment needs.

The additional student capacity associated with the portables could increase parking demand by an estimated 20 vehicles compared to conditions if the school was enrolled to its current operational capacity and an increase of about 33 vehicles compared to conditions observed in June 2022. Combined with the reduced on-site supply of 197 spaces, the new portables could increase on-street parking by an estimated 26 to 36 vehicles. This could increase on-street parking utilization mid-morning on school days from 61% to between 65% and 67% with between 210 and 220 unused spaces remaining (below the 85% level historically considered full by the City). No new overspill to on-street parking is anticipated during the early-morning or on evenings without school events and utilization is expected to remain at about 50% with the new portables.

Vehicle trip increases expected to occur due to added capacity provided by the four portables is estimated at about 36 trips in the morning peak hour, 25 trips in the afternoon peak hour, and 11 trips in the PM peak hour. The trips are expected to be dispersed to several roadways surrounding the school site with fewer than 10 trips expected to be added to any one roadway or intersection. The small change in peak hour traffic would not adversely impact roadway or intersection operations.

No mitigation measures are recommended. However, it is acknowledged that some block faces (8 of 84 studied) located near the school were full on school days, likely due to parking demand generated by the school. To address this existing condition, SPS would not object to neighbors petitioning SDOT for either establishment of new parking restrictions (such as short-term time limits for some spaces during school hours) for those locations, and/or designating some spaces for commercial load/unload only in the area.

Appendix A

Parking Utilization Study Data

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Block Face ID	Street Name	Street Segment	Side of Street	Parking Supply									Total Parking	Total Parking		
				Unrestricted	1hr 7a-6p Exc Sun/Hol	2hr 7a-6p Exc Sun/Hol	30 Min LU Only	30 Min LU Only 7a-6p Exc Sun/Hol	3 Min PLZ 7a-6p Exc Sun/Hol	School Bus Only 7a-4p	No Parking School Days 7a-3p	Morning		Mid Morning	Evening	
AA	SW LANDER ST	42ND AVE SW AND CALIFORNIA AVE SW	N	0	0	7	0	0	0	0	0	7	7	7	7	
AB	SW LANDER ST	42ND AVE SW AND CALIFORNIA AVE SW	S	0	0	0	0	0	0	0	0	0	0	0	0	
AC	SW LANDER ST	41ST AVE SW AND 42ND AVE SW	N	10	0	0	0	0	0	0	0	10	10	10	10	
AD	SW LANDER ST	41ST AVE SW AND 42ND AVE SW	S	11	0	0	0	0	0	0	0	11	11	11	11	
AE	SW LANDER ST	WALNUT AVE SW AND 41ST AVE SW	N	2	0	0	0	0	0	0	0	2	2	2	2	
AF	SW LANDER ST	WALNUT AVE SW AND 41ST AVE SW	S	2	0	0	0	0	0	0	0	2	2	2	2	
AG	45TH AVE SW	SW STEVENS N ST AND SW STEVENS S ST	W	4	0	0	0	0	0	0	0	4	4	4	4	
AH	45TH AVE SW	SW STEVENS N ST AND SW STEVENS S ST	E	4	0	0	0	0	0	0	0	4	4	4	4	
AI	44TH AVE SW	SW LANDER ST AND SW STEVENS ST	W	22	0	0	0	0	0	0	0	22	22	22	22	
AJ	44TH AVE SW	SW LANDER ST AND SW STEVENS ST	E	23	0	0	0	0	0	0	0	23	23	23	23	
AK	CALIFORNIA AVE SW	SW LANDER ST AND SW STEVENS ST	W	19	8	0	2	1	0	0	0	30	30	30	30	
AL	CALIFORNIA AVE SW	SW LANDER ST AND SW STEVENS ST	E	20	0	0	0	0	0	0	0	20	20	20	20	
AM	WALNUT AVE SW	SW LANDER ST AND SW FOREST ST	W	0	0	0	0	0	0	0	0	0	0	0	0	
AN	WALNUT AVE SW	SW LANDER ST AND SW FOREST ST	E	9	0	0	0	0	0	0	0	9	9	9	9	
AO	FAIRMOUNT AVE SW	SW PRINCE ST AND SW FOREST ST	W	0	0	0	0	0	0	0	0	0	0	0	0	
AP	FAIRMOUNT AVE SW	SW PRINCE ST AND SW FOREST ST	E	0	0	0	0	0	0	0	0	0	0	0	0	
AQ	SW FOREST ST	FAIRMOUNT AVE SW AND WALNUT AVE SW	N	6	0	0	0	0	0	0	0	6	6	6	6	
AR	SW FOREST ST	FAIRMOUNT AVE SW AND WALNUT AVE SW	S	4	0	0	0	0	0	0	0	4	4	4	4	
AS	SW FOREST ST	39TH AVE SW AND FAIRMOUNT AVE SW	N	2	0	0	0	0	0	0	0	2	2	2	2	
AT	SW FOREST ST	39TH AVE SW AND FAIRMOUNT AVE SW	S	2	0	0	0	0	0	0	0	2	2	2	2	
AU	WALNUT AVE SW	SW FOREST ST AND SW STEVENS ST	W	19	0	0	0	0	0	3	0	22	19	19	22	
AV	WALNUT AVE SW	SW FOREST ST AND SW STEVENS ST	E	22	0	0	0	0	0	0	0	22	22	22	22	
AW	FAIRMOUNT AVE SW	SW FOREST ST AND SW STEVENS ST	W	17	0	0	0	0	0	0	0	17	17	17	17	
AX	FAIRMOUNT AVE SW	SW FOREST ST AND SW STEVENS ST	E	0	0	0	0	0	0	0	0	0	0	0	0	
AY	39TH AVE SW	SW FOREST ST AND SW STEVENS N ST	W	2	0	0	0	0	0	0	0	2	2	2	2	
AZ	39TH AVE SW	SW FOREST ST AND SW STEVENS N ST	E	2	0	0	0	0	0	0	0	2	2	2	2	
BA	SW STEVENS ST	38TH AVE SW AND 39TH N AVE SW	N	3	0	0	0	0	0	0	0	3	3	3	3	
BB	SW STEVENS ST	38TH AVE SW AND 39TH N AVE SW	S	3	0	0	0	0	0	0	0	3	3	3	3	
BC	39TH AVE SW	SW STEVENS N ST AND SW STEVENS S ST	W	5	0	0	0	0	0	0	0	5	5	5	5	
BD	39TH AVE SW	SW STEVENS N ST AND SW STEVENS S ST	E	5	0	0	0	0	0	0	0	5	5	5	5	

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Block Face ID	Street Name	Street Segment	Side of Street	Parking Supply									Total Parking	Total Parking		
				Unrestricted	1hr 7a-6p Exc Sun/Hol	2hr 7a-6p Exc Sun/Hol	30 Min LU Only	30 Min LU Only 7a-6p Exc Sun/Hol	3 Min PLZ 7a-6p Exc Sun/Hol	School Bus Only 7a-4p	No Parking School Days 7a-3p	Morning		Mid Morning	Evening	
BE	SW STEVENS ST	44TH AVE SW AND 45TH S AVE SW	N	6	0	0	0	0	0	0	0	6	6	6	6	
BF	SW STEVENS ST	44TH AVE SW AND 45TH S AVE SW	S	7	0	0	0	0	0	0	0	7	7	7	7	
BG	SW STEVENS ST	CALIFORNIA AVE SW AND 44TH AVE SW	N	8	0	0	0	0	0	0	0	8	8	8	8	
BH	SW STEVENS ST	CALIFORNIA AVE SW AND 44TH AVE SW	S	4	0	0	0	0	0	0	0	4	4	4	4	
BM	SW STEVENS ST	FAIRMOUNT AVE SW AND WALNUT AVE SW	N	0	0	0	0	0	0	0	0	0	0	0	0	
BN	SW STEVENS ST	FAIRMOUNT AVE SW AND WALNUT AVE SW	S	10	0	0	0	0	0	0	0	10	10	10	10	
BO	SW STEVENS ST	39TH S AVE SW AND FAIRMOUNT AVE SW	N	0	0	0	0	0	0	0	0	0	0	0	0	
BP	SW STEVENS ST	39TH S AVE SW AND FAIRMOUNT AVE SW	S	3	0	0	0	0	0	0	0	3	3	3	3	
BQ	45TH AVE SW	SW STEVENS S ST AND SW HANFORD ST	W	5	0	0	0	0	0	0	0	5	5	5	5	
BR	45TH AVE SW	SW STEVENS S ST AND SW HANFORD ST	E	5	0	0	0	0	0	0	0	5	5	5	5	
BS	44TH AVE SW	SW STEVENS ST AND SW HANFORD ST	W	20	0	0	0	0	0	0	0	20	20	20	20	
BT	44TH AVE SW	SW STEVENS ST AND SW HANFORD ST	E	19	0	0	0	0	0	0	0	19	19	19	19	
BU	CALIFORNIA AVE SW	SW STEVENS ST AND SW HANFORD ST	W	17	0	0	1	0	0	0	0	18	18	18	18	
BV	CALIFORNIA AVE SW	SW STEVENS ST AND SW HANFORD ST	E	11	0	0	0	0	0	0	0	11	11	11	11	
BW	42ND AVE SW	DEAD END 1 AND SW HANFORD ST	W	4	0	0	0	0	0	0	0	4	4	4	4	
BX	42ND AVE SW	DEAD END 1 AND SW HANFORD ST	E	2	0	0	0	0	0	0	0	2	2	2	2	
BY	WALNUT AVE SW	SW STEVENS ST AND SW WINTHROP ST	W	0	0	0	0	0	0	5	0	5	0	0	5	
BZ	WALNUT AVE SW	SW STEVENS ST AND SW WINTHROP ST	E	5	0	0	0	0	0	0	0	5	5	5	5	
CA	SW WINTHROP ST	WALNUT AVE SW AND DEAD END 1	N	3	0	0	0	0	0	0	0	3	3	3	3	
CB	SW WINTHROP ST	WALNUT AVE SW AND DEAD END 1	S	0	0	0	0	0	0	0	3	3	0	0	3	
CC	WALNUT AVE SW	SW WINTHROP ST AND SW HANFORD ST	W	5	0	0	0	0	0	0	0	5	5	5	5	
CD	WALNUT AVE SW	SW WINTHROP ST AND SW HANFORD ST	E	9	0	0	0	0	0	0	0	9	9	9	9	
CE	FAIRMOUNT AVE SW	SW STEVENS ST AND SW HANFORD ST	W	17	0	0	0	0	0	0	0	17	17	17	17	
CF	FAIRMOUNT AVE SW	SW STEVENS ST AND SW HANFORD ST	E	0	0	0	0	0	0	0	0	0	0	0	0	
CG	39TH AVE SW	SW STEVENS S ST AND SW HANFORD ST	W	10	0	0	0	0	0	0	0	10	10	10	10	
CH	39TH AVE SW	SW STEVENS S ST AND SW HANFORD ST	E	10	0	0	0	0	0	0	0	10	10	10	10	
CI	SW HANFORD ST	44TH AVE SW AND 45TH AVE SW	N	8	0	0	0	0	0	0	0	8	8	8	8	
CJ	SW HANFORD ST	44TH AVE SW AND 45TH AVE SW	S	8	0	0	0	0	0	0	0	8	8	8	8	
CK	SW HANFORD ST	CALIFORNIA AVE SW AND 44TH AVE SW	N	9	0	0	0	0	0	0	0	9	9	9	9	
CL	SW HANFORD ST	CALIFORNIA AVE SW AND 44TH AVE SW	S	6	0	0	0	0	0	0	0	6	6	6	6	

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Block Face ID	Street Name	Street Segment	Side of Street	Parking Supply									Total Parking	Total Parking		
				Unrestricted	1hr 7a-6p Exc Sun/Hol	2hr 7a-6p Exc Sun/Hol	30 Min L/U Only	30 Min L/U Only 7a-6p Exc Sun/Hol	3 Min PLZ 7a-6p Exc Sun/Hol	School Bus Only 7a-4p	No Parking School Days 7a-3p	Morning		Mid Morning	Evening	
CM	SW HANFORD ST	42ND AVE SW AND CALIFORNIA AVE SW	N	0	0	0	0	0	0	0	0	0	0	0	0	
CN	SW HANFORD ST	42ND AVE SW AND CALIFORNIA AVE SW	S	7	0	0	0	0	0	0	0	7	7	7	7	
CO	SW HANFORD ST	41ST AVE SW AND 42ND AVE SW	N	0	0	0	0	0	0	0	0	0	0	0	0	
CP	SW HANFORD ST	41ST AVE SW AND 42ND AVE SW	S	6	0	0	0	0	0	0	0	6	6	6	6	
CQ	SW HANFORD ST	WALNUT AVE SW AND 41ST AVE SW	N	0	0	0	0	0	0	0	0	0	0	0	0	
CR	SW HANFORD ST	WALNUT AVE SW AND 41ST AVE SW	S	4	0	0	0	0	0	0	0	4	4	4	4	
CS	SW HANFORD ST	40TH AVE SW AND WALNUT AVE SW	N	0	0	0	0	0	0	0	0	0	0	0	0	
CT	SW HANFORD ST	40TH AVE SW AND WALNUT AVE SW	S	4	0	0	0	0	0	0	0	4	4	4	4	
CU	SW HANFORD ST	FAIRMOUNT AVE SW AND 40TH AVE SW	N	0	0	0	0	0	0	0	0	0	0	0	0	
CV	SW HANFORD ST	FAIRMOUNT AVE SW AND 40TH AVE SW	S	0	0	0	0	0	0	0	0	0	0	0	0	
CW	SW HANFORD ST	39TH AVE SW AND FAIRMOUNT AVE SW	N	0	0	0	0	0	0	0	0	0	0	0	0	
CX	SW HANFORD ST	39TH AVE SW AND FAIRMOUNT AVE SW	S	6	0	0	0	0	0	0	0	6	6	6	6	
CY	44TH AVE SW	SW HANFORD ST AND SW HINDS ST	W	11	0	0	0	0	0	0	0	11	11	11	11	
CZ	44TH AVE SW	SW HANFORD ST AND SW HINDS ST	E	12	0	0	0	0	0	0	0	12	12	12	12	
DA	CALIFORNIA AVE SW	SW HANFORD ST AND SW HINDS N ST	W	0	0	21	0	1	1	0	0	23	23	23	23	
DB	CALIFORNIA AVE SW	SW HANFORD ST AND SW HINDS N ST	E	17	2	0	1	0	0	0	0	20	20	20	20	
DC	42ND AVE SW	SW HANFORD ST AND SW HINDS ST	W	19	0	0	0	0	0	0	0	19	19	19	19	
DD	42ND AVE SW	SW HANFORD ST AND SW HINDS ST	E	0	0	0	0	0	0	0	0	0	0	0	0	
DE	41ST AVE SW	SW HANFORD ST AND SW HINDS ST	W	22	0	0	0	0	0	0	0	22	22	22	22	
DF	41ST AVE SW	SW HANFORD ST AND SW HINDS ST	E	24	0	0	0	0	0	0	0	24	24	24	24	
DG	WALNUT AVE SW	SW HANFORD ST AND SW HINDS ST	W	14	0	0	0	0	0	0	0	14	14	14	14	
DH	WALNUT AVE SW	SW HANFORD ST AND SW HINDS ST	E	13	0	0	0	0	0	0	0	13	13	13	13	
DI	40TH AVE SW	SW HANFORD ST AND SW HINDS ST	W	7	0	0	0	0	0	0	0	7	7	7	7	
DJ	40TH AVE SW	SW HANFORD ST AND SW HINDS ST	E	6	0	0	0	0	0	0	0	6	6	6	6	
TOTAL				601	10	28	4	2	1	8	3	657	646	646	657	

Project: West Seattle High School Portables

Block Face ID	Street Name	Street Segment	Side of Street	Supply			Parking Occupancy																			
				Total Parking	Morning (7:00 A.M. to 7:45 A.M.)			Mid Morning (10:30 A.M. to 11:15 A.M.)					Evening (7:30 P.M. to 8:15 P.M.)													
					Morning	Mid Morning	Evening	Monday 5.23.22	Thursday 5.26	School Day Average	Tuesday 6.21	Thursday 6.23	Non-School Day Average	Monday 5.23.22	Tuesday 5.24	School Day Average	Tuesday 6.21	Thursday 6.23	Non-School Day Average	Monday 5.23.22	Tuesday 5.24	School Day Average	School Day Event, Thursday 6.22	Tuesday 6.21	Thursday 6.23	Non-School Day Average
AA	SW LANDER ST	42ND AVE SW AND CALIFORNIA AVE SW	N	7	7	7	7	2	0	1	2	1	2	0	4	2	2	2	2	1	2	2	0	2	3	3
AB	SW LANDER ST	42ND AVE SW AND CALIFORNIA AVE SW	S	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	0	0
AC	SW LANDER ST	41ST AVE SW AND 42ND AVE SW	N	10	10	10	10	5	5	5	4	5	5	9	9	9	8	9	9	4	4	4	7	6	5	6
AD	SW LANDER ST	41ST AVE SW AND 42ND AVE SW	S	11	11	11	11	6	5	6	5	9	7	10	9	10	8	11	10	3	7	5	8	7	6	7
AE	SW LANDER ST	WALNUT AVE SW AND 41ST AVE SW	N	2	2	2	2	0	0	0	0	0	0	0	1	1	1	0	1	0	0	0	0	0	0	0
AF	SW LANDER ST	WALNUT AVE SW AND 41ST AVE SW	S	2	2	2	2	0	0	0	0	0	0	0	1	1	1	0	1	1	1	1	0	0	0	0
AG	45TH AVE SW	SW STEVENS N ST AND SW STEVENS S ST	W	4	4	4	4	1	1	1	1	1	1	1	2	2	1	1	1	2	2	2	3	2	2	2
AH	45TH AVE SW	SW STEVENS N ST AND SW STEVENS S ST	E	4	4	4	4	1	1	1	1	1	1	1	0	1	0	1	1	0	0	0	1	1	0	1
AI	44TH AVE SW	SW LANDER ST AND SW STEVENS ST	W	22	22	22	22	17	16	17	18	18	18	17	15	16	17	17	17	17	17	17	16	17	17	17
AJ	44TH AVE SW	SW LANDER ST AND SW STEVENS ST	E	23	23	23	23	17	15	16	15	12	14	17	16	17	16	13	15	20	17	19	18	14	14	14
AK	CALIFORNIA AVE SW	SW LANDER ST AND SW STEVENS ST	W	30	30	30	30	14	16	15	15	17	16	20	20	20	20	22	21	17	19	18	22	18	12	15
AL	CALIFORNIA AVE SW	SW LANDER ST AND SW STEVENS ST	E	20	20	20	20	12	14	13	14	12	13	14	16	15	16	14	15	10	15	13	11	14	9	12
AM	WALNUT AVE SW	SW LANDER ST AND SW FOREST ST	W	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
AN	WALNUT AVE SW	SW LANDER ST AND SW FOREST ST	E	9	9	9	9	7	5	6	5	4	5	6	6	6	3	5	4	6	6	6	5	4	2	3
AO	FAIRMOUNT AVE SW	SW PRINCE ST AND SW FOREST ST	W	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AP	FAIRMOUNT AVE SW	SW PRINCE ST AND SW FOREST ST	E	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AQ	SW FOREST ST	FAIRMOUNT AVE SW AND WALNUT AVE SW	N	6	6	6	6	0	1	1	1	1	1	0	0	0	1	2	2	1	1	1	1	1	1	1
AR	SW FOREST ST	FAIRMOUNT AVE SW AND WALNUT AVE SW	S	4	4	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AS	SW FOREST ST	39TH AVE SW AND FAIRMOUNT AVE SW	N	2	2	2	2	3	3	3	4	5	5	2	4	3	3	2	3	2	3	3	2	1	1	1
AT	SW FOREST ST	39TH AVE SW AND FAIRMOUNT AVE SW	S	2	2	2	2	1	1	1	1	1	1	1	1	1	1	1	1	1	2	2	0	1	1	1
AU	WALNUT AVE SW	SW FOREST ST AND SW STEVENS ST	W	22	19	19	22	0	0	0	0	0	0	17	18	18	8	2	5	0	1	1	3	0	0	0
AV	WALNUT AVE SW	SW FOREST ST AND SW STEVENS ST	E	22	22	22	22	8	7	8	5	6	6	16	18	17	6	2	4	8	7	8	10	6	3	5
AW	FAIRMOUNT AVE SW	SW FOREST ST AND SW STEVENS ST	W	17	17	17	17	3	3	3	2	2	2	3	5	4	3	3	3	3	5	4	2	2	3	3
AX	FAIRMOUNT AVE SW	SW FOREST ST AND SW STEVENS ST	E	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
AY	39TH AVE SW	SW FOREST ST AND SW STEVENS N ST	W	2	2	2	2	1	1	1	2	1	2	0	0	0	1	3	2	0	2	1	2	1	1	1
AZ	39TH AVE SW	SW FOREST ST AND SW STEVENS N ST	E	2	2	2	2	1	1	1	0	1	1	2	1	2	0	1	1	1	1	1	0	1	0	1
BA	SW STEVENS ST	38TH AVE SW AND 39TH N AVE SW	N	3	3	3	3	0	0	0	0	0	0	0	0	0	0	0	0	1	2	2	1	1	1	1
BB	SW STEVENS ST	38TH AVE SW AND 39TH N AVE SW	S	3	3	3	3	2	3	3	3	2	3	1	2	2	3	3	3	2	1	2	2	3	2	3
BC	39TH AVE SW	SW STEVENS N ST AND SW STEVENS S ST	W	5	5	5	5	3	2	3	3	3	3	4	3	4	2	4	3	5	4	5	3	1	3	2
BD	39TH AVE SW	SW STEVENS N ST AND SW STEVENS S ST	E	5	5	5	5	4	4	4	2	4	3	4	2	3	3	4	4	3	3	3	3	4	4	4
BE	SW STEVENS ST	44TH AVE SW AND 45TH S AVE SW	N	6	6	6	6	1	2	2	0	3	2	1	0	1	1	5	3	2	2	2	1	0	1	1
BF	SW STEVENS ST	44TH AVE SW AND 45TH S AVE SW	S	7	7	7	7	4	4	4	3	3	3	4	7	6	5	4	5	2	2	2	5	4	3	4
BG	SW STEVENS ST	CALIFORNIA AVE SW AND 44TH AVE SW	N	8	8	8	8	4	4	4	6	5	6	5	7	6	7	7	7	6	4	5	5	5	4	5
BH	SW STEVENS ST	CALIFORNIA AVE SW AND 44TH AVE SW	S	4	4	4	4	3	2	3	2	3	3	3	4	4	5	4	5	4	4	4	4	4	2	3
BM	SW STEVENS ST	FAIRMOUNT AVE SW AND WALNUT AVE SW	N	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BN	SW STEVENS ST	FAIRMOUNT AVE SW AND WALNUT AVE SW	S	10	10	10	10	5	7	6	3	3	3	9	11	10	4	2	3	4	5	5	4	3	4	4
BO	SW STEVENS ST	39TH S AVE SW AND FAIRMOUNT AVE SW	N	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BP	SW STEVENS ST	39TH S AVE SW AND FAIRMOUNT AVE SW	S	3	3	3	3	2	1	2	1	1	1	2	2	2	1	1	1	2	2	2	1	1	1	1
BQ	45TH AVE SW	SW STEVENS S ST AND SW HANFORD ST	W	5	5	5	5	1	2	2	0	0	0	0	1	1	0	0	0	1	1	1	1	0	0	0
BR	45TH AVE SW	SW STEVENS S ST AND SW HANFORD ST	E	5	5	5	5	1	0	1	1	0	1	1	0	1	1	0	1	1	1	1	1	1	1	1
BS	44TH AVE SW	SW STEVENS ST AND SW HANFORD ST	W	20	20	20	20	9	12	11	11	9	10	8	13	11	12	8	10	10	10	10	17	12	8	10
BT	44TH AVE SW	SW STEVENS ST AND SW HANFORD ST	E	19	19	19	19	11	12	12	11	13	12	10	10	10	11	11	11	13	12	13	14	11	11	11
BU	CALIFORNIA AVE SW	SW STEVENS ST AND SW HANFORD ST	W	18	18	18	18	8	9	9	9	10	10	13	8	11	14	12	13	9	7	8	10	12	11	12

Project: West Seattle High School Portables

Block Face ID	Street Name	Street Segment	Side of Street	Supply			Parking Occupancy																				
				Total Parking	Total Parking			Morning (7:00 A.M. to 7:45 A.M.)					Mid Morning (10:30 A.M. to 11:15 A.M.)					Evening (7:30 P.M. to 8:15 P.M.)									
					Morning	Mid Morning	Evening	Monday 5.23.22	Thursday 5.26	School Day Average	Tuesday 6.21	Thursday 6.23	Non-School Day Average	Monday 5.23.22	Tuesday 6.24	School Day Average	Tuesday 6.21	Thursday 6.23	Non-School Day Average	Monday 5.23.22	Tuesday 6.24	School Day Average	School Day Event, Thursday 8.2.22	Tuesday 6.21	Thursday 6.23	Non-School Day Average	
								5	4	5	5	4	5	5	6	6	6	8	5	7	5	2	4	3	2	2	2
BV	CALIFORNIA AVE SW	SW STEVENS ST AND SW HANFORD ST	E	11	11	11	11	5	4	5	5	4	5	5	6	6	8	5	7	5	2	4	3	2	2	2	
BW	42ND AVE SW	DEAD END 1 AND SW HANFORD ST	W	4	4	4	4	3	0	2	1	1	1	4	6	5	6	3	5	2	5	4	1	5	0	3	
BX	42ND AVE SW	DEAD END 1 AND SW HANFORD ST	E	2	2	2	2	2	1	2	1	1	1	2	2	2	3	1	2	2	2	2	1	2	1	2	
BY	WALNUT AVE SW	SW STEVENS ST AND SW WINTHROP ST	W	5	0	0	5	0	0	0	0	0	0	0	1	1	1	0	1	0	0	0	0	0	0	0	
BZ	WALNUT AVE SW	SW STEVENS ST AND SW WINTHROP ST	E	5	5	5	5	2	3	3	3	3	3	6	6	6	4	4	4	3	2	3	2	2	3	3	
CA	SW WINTHROP ST	WALNUT AVE SW AND DEAD END 1	N	3	3	3	3	2	0	1	2	1	2	2	3	3	2	1	2	0	0	0	1	2	2	2	
CB	SW WINTHROP ST	WALNUT AVE SW AND DEAD END 1	S	3	0	0	3	0	2	1	0	0	0	1	0	1	2	1	2	1	1	1	1	0	0	0	
CC	WALNUT AVE SW	SW WINTHROP ST AND SW HANFORD ST	W	5	5	5	5	2	2	2	3	2	3	4	6	5	2	4	3	2	3	3	2	2	2	2	
CD	WALNUT AVE SW	SW WINTHROP ST AND SW HANFORD ST	E	9	9	9	9	6	8	7	6	7	7	8	7	8	6	5	6	5	7	6	3	8	7	8	
CE	FAIRMOUNT AVE SW	SW STEVENS ST AND SW HANFORD ST	W	17	17	17	17	4	4	4	4	3	4	2	2	2	2	3	3	4	3	4	6	6	4	5	
CF	FAIRMOUNT AVE SW	SW STEVENS ST AND SW HANFORD ST	E	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
CG	39TH AVE SW	SW STEVENS S ST AND SW HANFORD ST	W	10	10	10	10	1	0	1	0	0	0	2	1	2	0	1	1	1	0	1	0	0	0	0	
CH	39TH AVE SW	SW STEVENS S ST AND SW HANFORD ST	E	10	10	10	10	6	6	6	5	4	5	8	8	8	5	5	5	6	7	7	7	7	7	7	
CI	SW HANFORD ST	44TH AVE SW AND 45TH AVE SW	N	8	8	8	8	3	3	3	4	3	4	2	1	2	3	3	3	2	3	3	1	3	3	3	
CJ	SW HANFORD ST	44TH AVE SW AND 45TH AVE SW	S	8	8	8	8	3	5	4	3	3	3	3	4	4	2	6	4	4	4	4	3	4	4	4	
CK	SW HANFORD ST	CALIFORNIA AVE SW AND 44TH AVE SW	N	9	9	9	9	8	7	8	7	7	7	7	7	7	8	6	7	7	7	7	4	5	7	6	
CL	SW HANFORD ST	CALIFORNIA AVE SW AND 44TH AVE SW	S	6	6	6	6	7	5	6	4	6	5	7	6	7	7	5	6	8	8	8	6	6	6	6	
CM	SW HANFORD ST	42ND AVE SW AND CALIFORNIA AVE SW	N	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
CN	SW HANFORD ST	42ND AVE SW AND CALIFORNIA AVE SW	S	7	7	7	7	6	5	6	4	5	5	5	5	5	4	6	5	7	5	6	6	5	5	5	
CO	SW HANFORD ST	41ST AVE SW AND 42ND AVE SW	N	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
CP	SW HANFORD ST	41ST AVE SW AND 42ND AVE SW	S	6	6	6	6	2	1	2	5	1	3	5	6	6	6	4	5	3	5	4	2	5	3	4	
CQ	SW HANFORD ST	WALNUT AVE SW AND 41ST AVE SW	N	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
CR	SW HANFORD ST	WALNUT AVE SW AND 41ST AVE SW	S	4	4	4	4	1	1	1	2	2	2	1	1	1	2	2	2	1	1	1	1	2	2	2	
CS	SW HANFORD ST	40TH AVE SW AND WALNUT AVE SW	N	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
CT	SW HANFORD ST	40TH AVE SW AND WALNUT AVE SW	S	4	4	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
CU	SW HANFORD ST	FAIRMOUNT AVE SW AND 40TH AVE SW	N	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
CV	SW HANFORD ST	FAIRMOUNT AVE SW AND 40TH AVE SW	S	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
CW	SW HANFORD ST	39TH AVE SW AND FAIRMOUNT AVE SW	N	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
CX	SW HANFORD ST	39TH AVE SW AND FAIRMOUNT AVE SW	S	6	6	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
CY	44TH AVE SW	SW HANFORD ST AND SW HINDS ST	W	11	11	11	11	10	7	9	6	8	7	8	8	8	6	7	7	7	7	7	7	7	8	8	8
CZ	44TH AVE SW	SW HANFORD ST AND SW HINDS ST	E	12	12	12	12	8	8	8	8	9	9	8	7	8	6	8	7	4	6	5	8	4	5	5	
DA	CALIFORNIA AVE SW	SW HANFORD ST AND SW HINDS N ST	W	23	23	23	23	15	14	15	16	15	16	18	18	18	13	16	15	19	16	18	15	10	17	14	
DB	CALIFORNIA AVE SW	SW HANFORD ST AND SW HINDS N ST	E	20	20	20	20	22	18	20	19	18	19	20	20	20	17	18	18	17	19	18	19	13	17	15	
DC	42ND AVE SW	SW HANFORD ST AND SW HINDS ST	W	19	19	19	19	15	21	18	22	18	20	19	21	20	22	16	19	18	21	20	19	25	22	24	
DD	42ND AVE SW	SW HANFORD ST AND SW HINDS ST	E	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	
DE	41ST AVE SW	SW HANFORD ST AND SW HINDS ST	W	22	22	22	22	9	11	10	10	12	11	13	9	11	11	8	10	10	13	12	11	10	12	11	
DF	41ST AVE SW	SW HANFORD ST AND SW HINDS ST	E	24	24	24	24	8	9	9	8	11	10	12	8	10	8	13	11	8	10	9	9	9	10	10	
DG	WALNUT AVE SW	SW HANFORD ST AND SW HINDS ST	W	14	14	14	14	7	7	7	9	9	9	7	6	7	6	7	7	8	7	8	8	7	8	8	
DH	WALNUT AVE SW	SW HANFORD ST AND SW HINDS ST	E	13	13	13	13	3	4	4	2	3	3	3	4	4	4	3	4	2	3	3	3	5	3	4	
DI	40TH AVE SW	SW HANFORD ST AND SW HINDS ST	W	7	7	7	7	2	2	2	1	0	1	2	1	2	1	1	1	1	5	3	4	2	4	3	
DJ	40TH AVE SW	SW HANFORD ST AND SW HINDS ST	E	6	6	6	6	4	4	4	4	5	5	4	5	5	4	5	5	4	4	4	2	3	3	3	
TOTAL				657	646	646	657	323	321	322	314	317	316	391	403	397	356	343	350	324	349	337	338	322	303	313	

Project: West Seattle High School Portables

Block Face ID	Street Name	Street Segment	Side of Street	Supply			Parking Utilization																			
				Total Parking	Total Parking			Morning (7:00 A.M. to 7:45 A.M.)						Mid Morning (10:30 A.M. to 11:15 A.M.)						Evening (7:30 P.M. to 8:15 P.M.)						
					Morning	Mid Morning	Evening	Monday 5.23.22	Thursday 5.26	School Day Average	Tuesday 6.21	Thursday 6.23	Non-School Day Average	Monday 5.23.22	Tuesday 6.24	School Day Average	Tuesday 6.21	Thursday 6.23	Non-School Day Average	Monday 5.23.22	Tuesday 6.24	School Day Average	School Day Event, Thursday 6.1.22	Tuesday 6.21	Thursday 6.23	Non-School Day Average
								Monday 5.23.22	Thursday 5.26	School Day Average	Tuesday 6.21	Thursday 6.23	Non-School Day Average	Monday 5.23.22	Tuesday 6.24	School Day Average	Tuesday 6.21	Thursday 6.23	Non-School Day Average	Monday 5.23.22	Tuesday 6.24	School Day Average	School Day Event, Thursday 6.1.22	Tuesday 6.21	Thursday 6.23	Non-School Day Average
AA	SW LANDER ST	42ND AVE SW AND CALIFORNIA AVE SW	N	7	7	7	7	29%	0%	14%	29%	14%	21%	0%	57%	29%	29%	29%	14%	29%	21%	0%	29%	43%	36%	
AB	SW LANDER ST	42ND AVE SW AND CALIFORNIA AVE SW	S	0	0	0	0	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	
AC	SW LANDER ST	41ST AVE SW AND 42ND AVE SW	N	10	10	10	10	50%	50%	50%	40%	50%	45%	90%	90%	90%	80%	90%	85%	40%	40%	40%	70%	60%	50%	55%
AD	SW LANDER ST	41ST AVE SW AND 42ND AVE SW	S	11	11	11	11	55%	45%	50%	45%	82%	64%	91%	82%	86%	73%	100%	86%	27%	64%	45%	73%	64%	55%	59%
AE	SW LANDER ST	WALNUT AVE SW AND 41ST AVE SW	N	2	2	2	2	0%	0%	0%	0%	0%	0%	0%	50%	25%	50%	0%	25%	0%	0%	0%	0%	0%	0%	0%
AF	SW LANDER ST	WALNUT AVE SW AND 41ST AVE SW	S	2	2	2	2	0%	0%	0%	0%	0%	0%	0%	50%	25%	50%	0%	25%	50%	50%	50%	0%	0%	0%	0%
AG	45TH AVE SW	SW STEVENS N ST AND SW STEVENS S ST	W	4	4	4	4	25%	25%	25%	25%	25%	25%	25%	50%	38%	25%	25%	25%	50%	50%	50%	75%	50%	50%	50%
AH	45TH AVE SW	SW STEVENS N ST AND SW STEVENS S ST	E	4	4	4	4	25%	25%	25%	25%	25%	25%	25%	0%	13%	0%	25%	13%	0%	0%	0%	25%	25%	0%	13%
AI	44TH AVE SW	SW LANDER ST AND SW STEVENS ST	W	22	22	22	22	77%	73%	75%	82%	82%	82%	77%	68%	73%	77%	77%	77%	77%	77%	77%	73%	77%	77%	77%
AJ	44TH AVE SW	SW LANDER ST AND SW STEVENS ST	E	23	23	23	23	74%	65%	70%	65%	52%	59%	74%	70%	72%	70%	57%	63%	87%	74%	80%	78%	61%	61%	61%
AK	CALIFORNIA AVE SW	SW LANDER ST AND SW STEVENS ST	W	30	30	30	30	47%	53%	50%	50%	57%	53%	67%	67%	67%	73%	70%	57%	63%	60%	73%	60%	40%	50%	
AL	CALIFORNIA AVE SW	SW LANDER ST AND SW STEVENS ST	E	20	20	20	20	60%	70%	65%	70%	60%	65%	70%	80%	75%	80%	70%	75%	50%	75%	63%	55%	70%	45%	58%
AM	WALNUT AVE SW	SW LANDER ST AND SW FOREST ST	W	0	0	0	0	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS
AN	WALNUT AVE SW	SW LANDER ST AND SW FOREST ST	E	9	9	9	9	78%	56%	67%	56%	44%	50%	67%	67%	67%	33%	56%	44%	67%	67%	67%	56%	44%	22%	33%
AO	FAIRMOUNT AVE SW	SW PRINCE ST AND SW FOREST ST	W	0	0	0	0	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS
AP	FAIRMOUNT AVE SW	SW PRINCE ST AND SW FOREST ST	E	0	0	0	0	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS
AQ	SW FOREST ST	FAIRMOUNT AVE SW AND WALNUT AVE SW	N	6	6	6	6	0%	17%	8%	17%	17%	17%	0%	0%	0%	17%	33%	25%	17%	17%	17%	17%	17%	17%	17%
AR	SW FOREST ST	FAIRMOUNT AVE SW AND WALNUT AVE SW	S	4	4	4	4	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AS	SW FOREST ST	39TH AVE SW AND FAIRMOUNT AVE SW	N	2	2	2	2	150%	150%	150%	200%	250%	225%	100%	200%	150%	150%	100%	125%	100%	150%	125%	100%	50%	50%	50%
AT	SW FOREST ST	39TH AVE SW AND FAIRMOUNT AVE SW	S	2	2	2	2	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	100%	75%	0%	50%	50%	50%
AU	WALNUT AVE SW	SW FOREST ST AND SW STEVENS ST	W	22	19	19	22	0%	0%	0%	0%	0%	0%	89%	95%	92%	42%	11%	26%	0%	5%	2%	14%	0%	0%	0%
AV	WALNUT AVE SW	SW FOREST ST AND SW STEVENS ST	E	22	22	22	22	36%	32%	34%	23%	27%	25%	73%	82%	77%	27%	9%	18%	36%	32%	34%	45%	27%	14%	20%
AW	FAIRMOUNT AVE SW	SW FOREST ST AND SW STEVENS ST	W	17	17	17	17	18%	18%	18%	12%	12%	12%	18%	29%	24%	18%	18%	18%	18%	29%	24%	12%	12%	18%	15%
AX	FAIRMOUNT AVE SW	SW FOREST ST AND SW STEVENS ST	E	0	0	0	0	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS
AY	39TH AVE SW	SW FOREST ST AND SW STEVENS N ST	W	2	2	2	2	50%	50%	50%	100%	50%	75%	0%	0%	0%	50%	150%	100%	0%	100%	50%	100%	50%	50%	50%
AZ	39TH AVE SW	SW FOREST ST AND SW STEVENS N ST	E	2	2	2	2	50%	50%	50%	0%	50%	25%	100%	50%	75%	0%	50%	25%	50%	50%	50%	0%	50%	0%	25%
BA	SW STEVENS ST	38TH AVE SW AND 39TH N AVE SW	N	3	3	3	3	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	33%	67%	50%	33%	33%	33%	33%	33%
BB	SW STEVENS ST	38TH AVE SW AND 39TH N AVE SW	S	3	3	3	3	67%	100%	83%	100%	67%	83%	33%	67%	50%	100%	100%	100%	67%	33%	50%	67%	100%	67%	83%
BC	39TH AVE SW	SW STEVENS N ST AND SW STEVENS S ST	W	5	5	5	5	60%	40%	50%	60%	60%	60%	80%	60%	70%	40%	80%	60%	100%	80%	90%	60%	20%	60%	40%
BD	39TH AVE SW	SW STEVENS N ST AND SW STEVENS S ST	E	5	5	5	5	80%	80%	80%	40%	80%	60%	80%	40%	60%	60%	80%	70%	60%	60%	60%	60%	80%	80%	80%
BE	SW STEVENS ST	44TH AVE SW AND 45TH S AVE SW	N	6	6	6	6	17%	33%	25%	0%	50%	25%	17%	0%	8%	17%	83%	50%	33%	33%	33%	17%	0%	17%	8%
BF	SW STEVENS ST	44TH AVE SW AND 45TH S AVE SW	S	7	7	7	7	57%	57%	57%	43%	43%	43%	57%	100%	79%	71%	57%	64%	29%	29%	29%	71%	57%	43%	50%
BG	SW STEVENS ST	CALIFORNIA AVE SW AND 44TH AVE SW	N	8	8	8	8	50%	50%	50%	75%	63%	69%	63%	88%	75%	88%	88%	88%	75%	50%	63%	63%	63%	50%	56%
BH	SW STEVENS ST	CALIFORNIA AVE SW AND 44TH AVE SW	S	4	4	4	4	75%	50%	63%	50%	75%	63%	75%	100%	88%	125%	100%	113%	100%	100%	100%	100%	100%	50%	75%
BM	SW STEVENS ST	FAIRMOUNT AVE SW AND WALNUT AVE SW	N	0	0	0	0	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS
BN	SW STEVENS ST	FAIRMOUNT AVE SW AND WALNUT AVE SW	S	10	10	10	10	50%	70%	60%	30%	30%	30%	90%	110%	100%	40%	20%	30%	40%	50%	45%	40%	30%	40%	35%
BO	SW STEVENS ST	39TH S AVE SW AND FAIRMOUNT AVE SW	N	0	0	0	0	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS
BP	SW STEVENS ST	39TH S AVE SW AND FAIRMOUNT AVE SW	S	3	3	3	3	67%	33%	50%	33%	33%	33%	67%	67%	67%	33%	33%	33%	67%	67%	67%	33%	33%	33%	33%
BQ	45TH AVE SW	SW STEVENS S ST AND SW HANFORD ST	W	5	5	5	5	20%	40%	30%	0%	0%	0%	0%	20%	10%	0%	0%	0%	20%	20%	20%	20%	0%	0%	0%
BR	45TH AVE SW	SW STEVENS S ST AND SW HANFORD ST	E	5	5	5	5	20%	0%	10%	20%	0%	10%	20%	0%	10%	20%	0%	10%	20%	20%	20%	20%	20%	20%	20%
BS	44TH AVE SW	SW STEVENS ST AND SW HANFORD ST	W	20	20	20	20	45%	60%	53%	55%	45%	50%	40%	65%	53%	60%	40%	50%	50%	50%	50%	85%	60%	40%	50%
BT	44TH AVE SW	SW STEVENS ST AND SW HANFORD ST	E	19	19	19	19	58%	63%	61%	58%	68%	63%	53%	53%	53%	58%	58%	58%	68%	63%	66%	74%	58%	58%	58%
BU	CALIFORNIA AVE SW	SW STEVENS ST AND SW HANFORD ST	W	18	18	18	18	44%	50%	47%	50%	56%	53%	72%	44%	58%	78%	67%	72%	50%	39%	44%	56%	67%	61%	64%

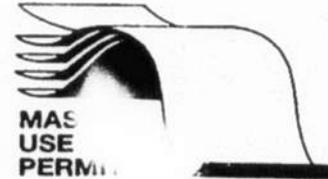
Project: West Seattle High School Portables

Block Face ID	Street Name	Street Segment	Side of Street	Supply			Parking Utilization																			
				Total Parking	Total Parking			Morning (7:00 A.M. to 7:45 A.M.)					Mid Morning (10:30 A.M. to 11:15 A.M.)					Evening (7:30 P.M. to 8:15 P.M.)								
					Morning	Mid Morning	Evening	Monday 5.23.22	Thursday 5.26	School Day Average	Tuesday 6.21	Thursday 6.23	Non-School Day Average	Monday 5.23.22	Tuesday 6.24	School Day Average	Tuesday 6.21	Thursday 6.23	Non-School Day Average	Monday 5.23.22	Tuesday 6.24	School Day Average	School Day Event, Thursday 6.22	Tuesday 6.21	Thursday 6.23	Non-School Day Average
								Monday 5.23.22	Thursday 5.26	School Day Average	Tuesday 6.21	Thursday 6.23	Non-School Day Average	Monday 5.23.22	Tuesday 6.24	School Day Average	Tuesday 6.21	Thursday 6.23	Non-School Day Average	Monday 5.23.22	Tuesday 6.24	School Day Average	School Day Event, Thursday 6.22	Tuesday 6.21	Thursday 6.23	Non-School Day Average
BV	CALIFORNIA AVE SW	SW STEVENS ST AND SW HANFORD ST	E	11	11	11	11	45%	36%	41%	45%	36%	41%	45%	55%	50%	73%	45%	59%	45%	18%	32%	27%	18%	18%	18%
BW	42ND AVE SW	DEAD END 1 AND SW HANFORD ST	W	4	4	4	4	75%	0%	38%	25%	25%	25%	100%	150%	125%	150%	75%	113%	50%	125%	88%	25%	125%	0%	63%
BX	42ND AVE SW	DEAD END 1 AND SW HANFORD ST	E	2	2	2	2	100%	50%	75%	50%	50%	50%	100%	100%	100%	150%	50%	100%	100%	100%	100%	50%	100%	50%	75%
BY	WALNUT AVE SW	SW STEVENS ST AND SW WINTHROP ST	W	5	0	0	5	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	0%	0%	0%	0%	0%	0%	0%
BZ	WALNUT AVE SW	SW STEVENS ST AND SW WINTHROP ST	E	5	5	5	5	40%	60%	50%	60%	60%	60%	120%	120%	120%	80%	80%	80%	60%	40%	50%	40%	40%	60%	50%
CA	SW WINTHROP ST	WALNUT AVE SW AND DEAD END 1	N	3	3	3	3	67%	0%	33%	67%	33%	50%	67%	100%	83%	67%	33%	50%	0%	0%	0%	33%	67%	67%	67%
CB	SW WINTHROP ST	WALNUT AVE SW AND DEAD END 1	S	3	0	0	3	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	33%	33%	33%	33%	0%	0%	0%
CC	WALNUT AVE SW	SW WINTHROP ST AND SW HANFORD ST	W	5	5	5	5	40%	40%	40%	60%	40%	50%	80%	120%	100%	40%	80%	60%	40%	60%	50%	40%	40%	40%	40%
CD	WALNUT AVE SW	SW WINTHROP ST AND SW HANFORD ST	E	9	9	9	9	67%	89%	78%	67%	78%	72%	89%	78%	83%	67%	56%	61%	56%	78%	67%	33%	89%	78%	83%
CE	FAIRMOUNT AVE SW	SW STEVENS ST AND SW HANFORD ST	W	17	17	17	17	24%	24%	24%	24%	18%	21%	12%	12%	12%	12%	18%	15%	24%	18%	21%	35%	35%	24%	29%
CF	FAIRMOUNT AVE SW	SW STEVENS ST AND SW HANFORD ST	E	0	0	0	0	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS
CG	39TH AVE SW	SW STEVENS S ST AND SW HANFORD ST	W	10	10	10	10	10%	0%	5%	0%	0%	0%	0%	20%	10%	15%	0%	10%	5%	10%	0%	5%	0%	0%	0%
CH	39TH AVE SW	SW STEVENS S ST AND SW HANFORD ST	E	10	10	10	10	60%	60%	60%	50%	40%	45%	80%	80%	80%	50%	50%	50%	60%	70%	65%	70%	70%	70%	70%
CI	SW HANFORD ST	44TH AVE SW AND 45TH AVE SW	N	8	8	8	8	38%	38%	38%	50%	38%	44%	25%	13%	19%	38%	38%	38%	25%	38%	31%	13%	38%	38%	38%
CJ	SW HANFORD ST	44TH AVE SW AND 45TH AVE SW	S	8	8	8	8	38%	63%	50%	38%	38%	38%	38%	50%	44%	25%	75%	50%	50%	50%	50%	38%	50%	50%	50%
CK	SW HANFORD ST	CALIFORNIA AVE SW AND 44TH AVE SW	N	9	9	9	9	89%	78%	83%	78%	78%	78%	78%	78%	78%	89%	67%	78%	78%	78%	78%	44%	56%	78%	67%
CL	SW HANFORD ST	CALIFORNIA AVE SW AND 44TH AVE SW	S	6	6	6	6	117%	83%	100%	67%	100%	83%	117%	100%	108%	117%	83%	100%	133%	133%	133%	100%	100%	100%	100%
CM	SW HANFORD ST	42ND AVE SW AND CALIFORNIA AVE SW	N	0	0	0	0	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS
CN	SW HANFORD ST	42ND AVE SW AND CALIFORNIA AVE SW	S	7	7	7	7	86%	71%	79%	57%	71%	64%	71%	71%	71%	57%	86%	71%	100%	71%	86%	86%	71%	71%	71%
CO	SW HANFORD ST	41ST AVE SW AND 42ND AVE SW	N	0	0	0	0	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS
CP	SW HANFORD ST	41ST AVE SW AND 42ND AVE SW	S	6	6	6	6	33%	17%	25%	83%	17%	50%	83%	100%	92%	100%	67%	83%	50%	83%	67%	33%	83%	50%	67%
CQ	SW HANFORD ST	WALNUT AVE SW AND 41ST AVE SW	N	0	0	0	0	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS
CR	SW HANFORD ST	WALNUT AVE SW AND 41ST AVE SW	S	4	4	4	4	25%	25%	25%	50%	50%	50%	25%	25%	25%	50%	50%	50%	25%	25%	25%	25%	50%	50%	50%
CS	SW HANFORD ST	40TH AVE SW AND WALNUT AVE SW	N	0	0	0	0	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS
CT	SW HANFORD ST	40TH AVE SW AND WALNUT AVE SW	S	4	4	4	4	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
CU	SW HANFORD ST	FAIRMOUNT AVE SW AND 40TH AVE SW	N	0	0	0	0	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS
CV	SW HANFORD ST	FAIRMOUNT AVE SW AND 40TH AVE SW	S	0	0	0	0	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS
CW	SW HANFORD ST	39TH AVE SW AND FAIRMOUNT AVE SW	N	0	0	0	0	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS
CX	SW HANFORD ST	39TH AVE SW AND FAIRMOUNT AVE SW	S	6	6	6	6	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
CY	44TH AVE SW	SW HANFORD ST AND SW HINDS ST	W	11	11	11	11	91%	64%	77%	55%	73%	64%	73%	73%	73%	55%	64%	59%	64%	64%	64%	64%	73%	73%	73%
CZ	44TH AVE SW	SW HANFORD ST AND SW HINDS ST	E	12	12	12	12	67%	67%	67%	67%	75%	71%	67%	58%	63%	50%	67%	58%	33%	50%	42%	67%	33%	42%	38%
DA	CALIFORNIA AVE SW	SW HANFORD ST AND SW HINDS N ST	W	23	23	23	23	65%	61%	63%	70%	65%	67%	78%	78%	78%	57%	70%	63%	83%	70%	76%	65%	43%	74%	59%
DB	CALIFORNIA AVE SW	SW HANFORD ST AND SW HINDS N ST	E	20	20	20	20	110%	90%	100%	95%	90%	93%	100%	100%	100%	85%	90%	88%	85%	95%	90%	95%	65%	85%	75%
DC	42ND AVE SW	SW HANFORD ST AND SW HINDS ST	W	19	19	19	19	79%	111%	95%	116%	95%	105%	100%	111%	105%	116%	84%	100%	95%	111%	103%	100%	132%	116%	124%
DD	42ND AVE SW	SW HANFORD ST AND SW HINDS ST	E	0	0	0	0	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS
DE	41ST AVE SW	SW HANFORD ST AND SW HINDS ST	W	22	22	22	22	41%	50%	45%	45%	55%	50%	59%	41%	50%	50%	36%	43%	45%	59%	52%	50%	45%	55%	50%
DF	41ST AVE SW	SW HANFORD ST AND SW HINDS ST	E	24	24	24	24	33%	38%	35%	33%	46%	40%	50%	33%	42%	33%	54%	44%	33%	42%	38%	38%	38%	42%	40%
DG	WALNUT AVE SW	SW HANFORD ST AND SW HINDS ST	W	14	14	14	14	50%	50%	50%	64%	64%	64%	50%	43%	46%	43%	50%	46%	57%	50%	54%	57%	50%	57%	54%
DH	WALNUT AVE SW	SW HANFORD ST AND SW HINDS ST	E	13	13	13	13	23%	31%	27%	15%	23%	19%	23%	31%	27%	31%	23%	27%	15%	23%	19%	23%	38%	23%	31%
DI	40TH AVE SW	SW HANFORD ST AND SW HINDS ST	W	7	7	7	7	29%	29%	29%	14%	0%	7%	29%	14%	21%	14%	14%	14%	14%	71%	43%	57%	29%	57%	43%
DJ	40TH AVE SW	SW HANFORD ST AND SW HINDS ST	E	6	6	6	6	67%	67%	67%	67%	83%	75%	67%	83%	75%	67%	83%	75%	67%	67%	67%	33%	50%	50%	50%
TOTAL				657	646	646	657	50%	50%	50%	49%	49%	49%	61%	62%	61%	55%	53%	54%	49%	53%	51%	51%	49%	46%	48%

Seattle Department of Design, Construction and Land Use

R. F. Krochalis, Director
Paul Schell, Mayor

March 23, 2000



*** NOTICE OF DECISION ***

The Director of the Department of Design, Construction and Land Use has reviewed the Master Use Permit application(s) below and issued the following decisions. Interested parties may appeal these decisions.

Hearing Examiner Appeals

To appeal to the City's Hearing Examiner, the appeal MUST be in writing, and be delivered to the Office of the Hearing Examiner, Room 1320, Alaska Building, 618 Second Avenue, Seattle, Washington 98104. Appeals must be received prior to 5:00 P.M. of the appeal deadline indicated below and be accompanied by a \$50.00 filing fee in a check payable to the City of Seattle. (The Hearing Examiner may waive the appeal fee if payment would cause financial hardship.) The appeal must identify all the specific Master Use Permit component(s) being appealed, specify exceptions or objections to the decision, and the relief sought. Appeals to the Hearing Examiner must conform in content and form to the Hearing Examiner's rules governing appeals. (The Hearing Examiner's Office has a form that can be used for land use appeals.) A copy of the Hearing Examiner Rules is available for \$1.75 from DCLU. The Hearing Examiner's Office also provides a "Citizen Guide to the Office of the Hearing Examiner". To be assured of a right to have your views heard, you must be party to an appeal. Do not assume that you will have an opportunity to be heard if someone else has filed an appeal from the decision.

Interpretations

Issues concerning the proper application of any development regulation in the Land Use and Zoning Code (Title 23) or regulations for Environmentally Critical Areas (Chapter 25.09) cannot be raised as part of the appeals described above. These issues can be considered in an interpretation, which may be appealed to the Hearing Examiner. Interpretations may be requested by any interested person. Requests for interpretations must be filed in writing prior to 5:00 P.M. on the appeal deadline indicated below and be accompanied by a \$880.00 fee payable to the City of Seattle. Requests must be submitted to the Department of Design, Construction and Land Use, Code Interpretation and Implementation Section, 720 Second Avenue. Questions regarding how to apply for a formal interpretation may be asked by phone by calling (206) 684-8467.

Shoreline Decisions

An appeal from a shoreline decision is made to the State Shorelines Hearing Board. It is NOT made to the City Hearing Examiner. The appeal must be in writing and filed within 21 days of the date the DCLU decision is received by the State Department of Ecology (DOE). The DCLU decision will be sent to DOE by the close of business on the Friday of this week. If the Shoreline decision involves a shoreline variance or shoreline conditional use, the appeal must be filed within 21 days after DOE has made their decision. The information necessary for DOE to make their decision will be sent to them by the close of business on the Friday of this week. The beginning of the appeal period may also be provided to you by calling (206) 684-8467. The minimum requirements for the content of a shoreline appeal and all the parties who must be served within the appeal period cannot be summarized here but written instructions are available at the Department of Design, Construction and Land Use (Client Assistance Memo 232), 710 Second, Suite 200, Seattle, WA 98104-1703, (206) 684-8467 or contact the Shorelines Hearing Board at (360) 459-6327. Failure to properly file an appeal within the required time period will result in dismissal of the appeal. In cases where a shoreline and environmental decision are the only components, the appeal for both shall be filed with the State Shorelines Hearing Board.

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Comments

When specified below written comments will be accepted. Comments should be addressed to: Department of Design, Construction, and Land Use, 710 Second Avenue, Suite 200, Seattle, WA 98104-1703.

Information

For additional information, to obtain a copy of the decision or to learn if a decision has been appealed, contact the DCLU Public Resource Center, 710 Second Avenue, Suite 200, (206) 684-8467. A copy fee will be charged. (The Public Resource Center is open 8:00 a.m. to 5:00 p.m. on Monday, Wednesday, Thursday, Friday and 10:00 a.m. to 5:00 p.m. on Tuesday.)

3000 California Av SW

Zone SF5000

Project #9807377

Applicant Contact: David Werner - **Phone:** (206) 583-0644

DCLU Senior Land Use Planner: Stephanie Haines - **Phone:** (206) 684-5014

Master Use Permit for future construction of 100,000 sq. ft. of additions to existing public school (West Seattle High School) for a total of 190,000 sq. ft. Additions include one and two 2 story classrooms, theater, gymnasium, auto shop and cafeteria. Project includes demolition of residence, 5,965 cu. yds. of grading and 177 parking stalls. Environmental Addendum prepared by Seattle School District. Note: Current proposal is for 191 parking stalls.

The following appealable decisions have been made based on submitted plans.

SEPA to approve, condition or deny pursuant to 25.05.660

Conditions: Numerous - please see report in project file

Conditionally Grant - Departure from Development Standards to permit greater than maximum lot coverage; to permit bus loading and unloading off-site; to permit a reduction to required on-site parking; and, to permit demolition of a single family residence.

Conditions: Numerous - please see report in project file

Appeals of this decision must be received by the Hearing Examiner no later than **April 7, 2000**.

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**CITY OF SEATTLE
ANALYSIS AND DECISION OF THE DIRECTOR
OF THE DEPARTMENT OF DESIGN, CONSTRUCTION AND LAND USE**

Application Number: 9807377
Applicant Name: Seattle School District No. 1
Address of Proposal: 3000 California Avenue Southwest (West Seattle High School)

SUMMARY OF PROPOSED ACTION

Master Use Permit for future construction of 100,000 square feet of additions to existing public school (West Seattle High School) for a total of 190,000 square feet. Additions include one and two story classrooms, theater, gymnasium, auto-shop and cafeteria. Includes demolition of residence, 5,965 cubic yards of grading and 177 parking stalls.* Environmental Addendum prepared by the Seattle School District.

The following Master Use Permit component is required:

SEPA - To impose conditions, Chapter 25.05, Seattle Municipal Code. Addendum prepared by Seattle Public Schools.

And decision on:

Departure - To permit greater than maximum lot coverage (23.44.017A.2); to permit bus loading and unloading off-site (Section 23.44.017G); to permit a reduction to required on-site parking (Section 23.44.017E); and, to permit demolition of a single-family residence.

*Current proposal is for 191 parking stalls.

SEPA DETERMINATION Exempt DNS DNS EIS*
 DNS with conditions.
 DNS involving non-exempt grading or demolition or involving another agency with jurisdiction.

*Addendum to FEIS, Facilities Master Plan, 1992-2010, (May 1992) and Final Supplemental EIS for Capital Improvement Program, Phase II, (August 1993), prepared by the Seattle School District No. 1.

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BACKGROUND DATA

Existing Conditions

The existing West Seattle High School is located on an irregularly shaped eight-acre parcel in the Admiral District of West Seattle. The school is located between the vacated SW Stevens Street to the north, SW Hanford Street to the south, Walnut Avenue SW to the east and California Avenue SW to the west. The school property is relatively flat except at the western portion of the site, which is approximately 8-10 feet above California Avenue Southwest; and at the southeast corner of the site where a cut bank provides an elevation change of about eight feet between the single-family residences and the school site.

Hiawatha Playfield is located immediately north of the vacated SW Stevens Street, single-family residences abut the southeast property corner and St. John the Baptist Episcopal Church abuts the southwest corner of the site. Commercial and mixed-use buildings are located on both sides of California Avenue SW north and south of the project site. Single-family neighborhoods are located north, south and east of the school site and west of commercial fronting California Avenue SW. The site is zoned Single Family 5000. Property north, south and east is zoned SF 5000 and property west of California Avenue SW is zoned NC2-40'.

The site is currently developed and used as a High School. The large, two story brick building dominates the site and faces the vacated SW Stevens Street right-of-way and Hiawatha Playfield. The gymnasium is located west of the main school building with smaller one-story portables between the two buildings. Three smaller, one story buildings occupy the southern portion of the school and are connected with the main school building by covered walkways and small courtyard areas. The main parking lot is located west and south of the gymnasium with access to California Avenue SW. About 20-stalls are located internally with access from Walnut Avenue SW. Currently vacated SW Stevens Street is used for parking by both the school and the park with access from California Avenue SW and controlled access from Walnut Avenue SW. The existing auto-shop is located at the southern most portion of the site, which includes vehicle storage and access.

Existing structures on site total approximately 189,000 square feet. On site parking is provided for 128 vehicles, not including the parking stalls located on the north portion of the vacated SW Stevens Street, which is controlled by the Parks Department. Bus loading is located on the west side of Walnut Avenue SW adjacent to school property. Existing school capacity is for 1,240 students with a current enrollment of approximately 1,060 students. Approximately 75-80 staff and volunteers are on site during the day.

Proposal

The proposal includes historic renovation of the 1917 building and 1924 addition and demolition of a portion of the landmarked 1917 building. The remaining 1954 and 1960 buildings and

single-family residence will also be demolished. A total of approximately 90,000 square feet of buildings will be demolished and approximately 78,000 square feet will be renovated.

A new one and two-story, 100,000 square foot addition will be constructed on the south side of the existing school building for a total of 190,000 square feet. The new addition will include classrooms, theater/drama, foodservice/maintenance, gymnasium and vocational space. Foodservice, maintenance and vocational space, which include the auto-shop, will be located in a one-story building along the east property line, south of the existing school. A new two-story classroom addition will be located along the east and south property boundaries. The gymnasium will be located at the southwest property line north of the church and east of the new parking lot. Access to the maintenance area/food service will be from Walnut Avenue SW at the intersection of SW Winthrop Street. Vehicular access to the auto-shop will be from 42nd Avenue SW, at the south property line. A small paved drive will follow the south and east facades of the new building.

A new retaining wall will be constructed between this paved drive and the slope separating the school site from single-family residences. Existing vegetation on the slope will be retained and supplemented by deciduous and coniferous trees, shrubs and groundcover to screen the new addition. The addition will be located 20-feet north of the southeast property corner at its closest point and measure approximately 30-feet in height at the eave and 48-feet in height at the top of the ridge of the pitch roof. The portion of building at the south property line, adjacent to the single-family residences will in part be one story (south wall of the auto-shop) and two-story with pitch roof (south wall of studio spaces and classrooms). This portion of building will measure between 25 and 35 feet north of the south property line. The single story structure will measure approximately 18 to 22 feet in height and the two-story portion will measure 30-feet to the eave and 50-feet to the top of the pitch roof. The portion of building at the east property line adjacent to the single-family residences will be located 40-feet west of the east property line. The single-family properties are located six to nine feet above the grade at the outside wall of the new addition. The school property is adjacent to the rear yards of the residences. The closest principal structures are between 28 and 30 feet east of the shared property line. Single-family homes on the south with access to SW Hanford Street are located between 40 and 60 feet south of the shared property line. The remaining portions of the school building are either adjacent to streets, Hiawatha Playfield or St. John the Baptist Episcopal Church. A small grass playfield measuring approximately 20,000 square feet will be located at the southern most portion of the site, south of the addition, north of SW Hanford Street and east of 42nd Avenue SW, which dead-ends at the school property.

A new 191-stall parking lot will be located on the west side of the new building and east of California Avenue SW. The two-existing curbs providing access to the existing parking lot will be closed. The new curb located on the south will provide access to both the school and church parking lot located south of the school (the existing curb for the church will also be closed). Location of the south curb will require demolition of a single-family residence. A drop-off area will be located at the southeast corner of the parking lot. The existing curb on the north, which provides access to both the existing parking lot and to parking south of

Application No. 9807377

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Hiawatha Playfield will be removed and an eight-foot pedestrian path and landscaping installed. The Seattle Parks Department owns this portion of vacated SW Stevens Street and will not permit any vehicular access at this point or permit the historic shared-use of this vacated street by the School District.

The historic entrance of the school on the south will be enhanced with vegetation and pavers. A new entrance and landscaped courtyard will be provided on the west side of the school adjacent to the parking lot. The new entrance will lead into an internal courtyard providing access to classrooms and the more public spaces of the school such as the library, theater and gymnasium. Landscaping will be provided within the parking lot, courtyards and around the perimeter of the buildings. New landscaping will screen the building from residences located at the southeast corner, as mentioned above, and on the park property north of the parking lot. The mature trees located north of the existing school within the vacated SW Stevens Street will be retained. New landscaping will be provided along the slope between the parking lot and California Avenue SW.

The exterior of the 1917 building will be preserved to retain the brick with terra cotta trim, the marble and tile insets, and the clay tile on the gabled roofs. The proposed addition will have an exterior of split-face concrete masonry units of a color sympathetic to the original building. The addition will have a triple or single-ply membrane flat roof and sloped roofs of composition asphalt shingles or metal roofing. The original wood windows of the historic buildings will be restored where possible. New windows for the 1917 and 1924 structures, and all windows in the addition are proposed to be aluminum frame with insulating glass.

Bus loading and unloading will be relocated from Walnut Avenue SW, a residential street, to California Avenue SW, a minor arterial street. Approximately eight buses will load and unload on the east side of California Avenue SW adjacent to Hiawatha Playfield. Currently a bus stop and bus layover zone are located at the southwest and northwest corners of the playfield property, the school bus loading zone will be located between the Metro stops. Parking is limited to two hours on both sides of California Avenue SW in this location. To respond to Community concern of lack of on street parking, the District will restrict bus loading and unloading from 7:30 - 8:00 AM and 1:45 - 2:30 PM.

Stormwater from the renovated building and new structures, as well as the paved parking, paved courtyard and walkways, will be sources of runoff. Collection will be on-site through a system of roof drains and catch basins. Storm drain lines will convey stormwater runoff to the existing City of Seattle storm drain system on California Avenue SW. The runoff from the site is not expected to be greater than the current runoff being experienced.

St. John the Baptist Episcopal Church has requested an Administrative Conditional Use to reconfigure and reduce its parking by two stalls and provide for legal off-site parking during Sunday services at the Seattle School District's West Seattle High School's parking lot (Related Project MUP 9900423). Parking for 117 vehicles would be made legally available to the church for overflow parking during Sunday services. A lot boundary adjustment (MUP 2000942) is

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required to adjust the property line between the church parking lot and new access drive to facilitate code required landscaping on the church property.

Public Comment

The Department received two comment letters during the public comment period, which ended November 3, 1999 after a 14-day extension. A letter was received from St. John the Baptist Episcopal Church endorsing the plan to redevelop the high school. St. John notes the new reconfiguration of its parking lot (MUP 9900423) will provide safer parking lot access, a drop-off area for children in the school housed at the church, and permanent easement for parking on Sunday mornings. However, St. Johns raised concern in regard to the absence of school bus loading in the vacated SW Stevens Street and location of bus loading on California Avenue SW. Loading along this street would add to street congestion, and reduce traffic safety and on-street parking. The letter also notes that parking in 42nd Avenue SW, between the church and school, would be better served if diagonal parking were proposed. A second letter was received objecting to the demolition of the single-family residence by the School District.

During the School Departure process numerous concerns were received relating to the redevelopment of West Seattle High School. A public hearing was held on July 29, 1999. Concerns raised at this meeting were: loss of on-street parking for bus loading; lack of contact with adjoining businesses; loss of parking within the vacated SW Stevens Street (parking within the vacated street is owned by the Seattle Parks Department and not under the control of the Seattle School District); community was displeased with the lack of responsiveness by the Parks Department to allow the continued historic use of the vacated right-of-way for parking and access by both the school and the park; requests were made for the school district construct a parking garage for the community and to allow joint use of the parking with area businesses (off-site commercial parking is not permitted in Single Family zones).

It should be noted that a public hearing for departure was convened on December 10, 1998 at which time significant opposition was raised concerning the school's height, bulk and scale (three story classroom addition) impacts on the single-family residences located adjacent to the school's southeast property boundary. The School District withdrew its departure request and worked with adjoining neighbors to address their concerns. As a result, the student capacity of the school was reduced permitting a two-story classroom addition to be located at the south end of the school, effectively reducing the height, bulk and scale of the building at this location.

Departure Request

The Development Standard Departure process is being conducted in accordance with the provisions of the Seattle Municipal Code Chapter 23.79, Establishment of Development Standard Departure for Public Schools. An Advisory Committee was convened, public comment received, and a written recommendation to the Director was forwarded by the Director of the Department of Neighborhoods on August 22, 1999. This analysis and decision is made pursuant to the requirements of SMC Section 23.79.010 which states the Director of DCIU shall determine the

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amount of departure to be allowed as well as mitigation measures to be imposed. The Director's decision shall be based on an evaluation of the factors set forth in Section 23.79.008, the majority recommendations and minority reports of the Advisory Committee, comment at the public meetings and other comments from the public. If the Director of DCLU modifies the recommendations of the Advisory Committee, the reasons for the modification shall be put forth in writing.

In reviewing the departure request, the Land Use Code directs the Advisory Committee to gather and evaluate public comment, and to recommend maximum design departures, which may be allowed for each development requested. Departures shall be evaluated for consistency with the objectives and intent of the City's Land Use Policies to ensure that the proposed facility is compatible with the character and use of its surroundings. The Advisory Committee shall consider and balance the interrelationships among the following factors:

1. Relationship to Surrounding Areas. The Advisory Committee shall evaluate the acceptable or necessary level of departure according to:
 - a. Appropriateness in relation to the character and scale of the surrounding area;
 - b. Presence of edges (significant setbacks, major arterials, topographic breaks, and similar features) which provide a transition in scale;
 - c. Location and design of structures to reduce the appearance of bulk;
 - d. Impacts on traffic, noise, circulation and parking in the area; and
 - e. Impacts on housing and open space.
2. Need for Departure. The physical requirements of the specific proposal and the project's relationship to educational needs shall be balanced with the level of impacts on the surrounding area. Greater departure may be allowed for special facilities, such as a gymnasium, which are unique and/or an integral and necessary part of the educational process; whereas a lesser or no departure may be granted for a facility which can be accommodated within the established development standards.

Following the evaluation of the above criteria, departures may be recommended. Recommendations must include consideration of the interrelationship among height, setback and landscaping standards when departures from height or setback are proposed.

On September 1, 1998 the Seattle School District requested the Director to initiate the departure process for West Seattle High School. Originally five departures from development standards were requested. After review of the plans it was determined the gymnasium building met height standards and did not require a departure from development standards.

Departure One: To allow on street bus loading and unloading to occur on California Avenue SW north of the school and adjacent to Hiawatha Playfield. The Land Use Code requires that bus loading and unloading be located on site.

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Departure Two: To allow greater than maximum lot coverage. The School District proposes maximum lot coverage of 39.7 percent. The Land Use Code permits 35 percent lot coverage for new schools.

Departure Three: To allow less than required on-site parking. The Land Use Code requires 228 parking stalls and 191 are proposed. Parking is based on the public assembly space, specifically the gymnasium and theater. Although the existing facility contains a gymnasium, the Land Use Code specifically states that when a gymnasium is demolished and rebuilt the new gymnasium must meet current standards for parking.

Departure Four: To allow the demolition of the existing single-family home just north of St. John the Baptist Episcopal Church.

The Advisory Committee met on July 29, 1999. At the meeting, the Advisory Committee determined that the requested departures were minor in nature. The Advisory Committee gathered and listened to public comment and recommended approval with conditions of the requested departures. The recommendations of the Advisory Committee were forwarded in a August 1999 report prepared by the Department of Neighborhoods, to the Director of DCLU. The recommendations are as follows:

Recommendation One: The departure of on-street bus loading along California Avenue SW should be granted on condition that the Seattle School District and City of Seattle Department of Parks and Recreation continue to seek a mutual agreement to allow bus loading on the school district portion of the old developed vacated SW Stevens Street, which is presently fee simple ownership of the District and the Parks Department respectively.

Recommendation Two: The departure to allow 39.7 percent lot coverage be approved without conditions.

Recommendation Three: The departure for less than allowed parking should be approved on condition that: 1) the gymnasium and theater or auditorium not be used simultaneously for major events defined as those expected to utilize more than 70 percent of all available seats, until such time that additional parking to the full amount required by the Land Use Code be obtained and, 2) that the School District and City of Seattle continue to explore the options for continued use and utilization of the vacated SW Stevens Street for a combination of bus loading and parking and that the green space to the south of the school is retained indefinitely.

Recommendation Four: The departure for the demolition of the single-family residence on California Avenue SW should be approved on condition that the home is made available to no cost for relocation to another site.

It is the policy of the City to recognize the positive contributions many institutions have made to the neighborhood in which they are located, respecting community needs and providing

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appropriate services. However, location, scale, access and development standards of institutions and facilities shall be controlled in order to reduce negative impacts such as noise, traffic and parking problems, and to protect Seattle's single family housing stock. Further, the City shall preserve the character of Single Family Residential areas and discourage the demolition of single family residences and displacement of residents (Policy 2 and Policy 3, Section 23.12.050, Single Family Residential Areas Policies).

In 1914 the school district purchased the north edge of the school site. In 1917 a new high school building, designed by Edgar Blair, was built with 38 classrooms, an auditorium, gymnasium and offices. In 1924 an addition designed by Floyd Naramore to accommodate 500 students was built. The addition matched the volumetric composition, form, massing and scale of the original 1917 structure. In 1954 three buildings located south of the 1917 and 1924 structures were built and in 1959 the gymnasium, located west of the 1917 building, was constructed.

The proposal will include the demolition of the 1954 and 1959 additions and renovation of the 1917 and 1924 buildings. A new 100,000 square foot addition will be constructed south of the renovated buildings. The proposal must meet the development standards for public schools in a single-family zone. The Land Use Code permits the School District to apply for development standard departures to allow for new construction or additions on new and/or existing school sites. Departures may be granted after an analysis of criteria, which includes impacts on the single-family neighborhood such as height, bulk and scale and impacts on traffic, noise, circulation and parking in the area. The granting of the departures allow the school to achieve their educational and programmatic needs on the existing school site without the expansion of the property and the potential demolition of single-family housing stock.

The Advisory Committee determined that the departure to allow on street bus loading and unloading to occur on California Avenue SW should be granted. The Advisory Committee concluded the departure to be a significant improvement over the current location on Walnut Avenue SW. Development along this narrow residential street is primarily single family residences and relocation of bus loading/unloading to a commercial arterial street will reduce impacts to this residential street.

Without access to California Avenue SW, buses will not be able to utilize the School District's portion of the vacated SW Steven Street for loading and unloading. Buses can not be located on the west side of the school because the parking lot is located in this area. For safety reasons, the district separates bus loading from parking and other uses.

Bus loading and unloading along California Avenue SW, adjacent to Hiawatha Playfield, will not change the character and scale of the surrounding area, increase bulk or impact housing and open space. Relocating bus loading and unloading from a 66-foot wide residential street to California Avenue SW, an 80-foot wide arterial, will reduce impacts on this residential street. Bus loading along California Avenue SW will impact parking along this commercial street front. Parking is limited in this area by a Metro bus stop and layover space located at the northwest and southwest corners of the playfield. Parking in the area is limited to two-hours during the day. To ensure

that there is parking turnover for the commercial uses in the immediate vicinity and parking available during the evening for the residential uses, the School District will limit bus loading times to 7:30 AM - 8:30 AM and 1:45 PM - 2:30 PM.

The Director concurs with the Advisory Committee's analysis and recommendation of approval with condition to allow bus loading and unloading to continue off-site. In order to reduce the impact to parking along California Avenue SW, the Director will require signs limiting bus loading to the hours of 7:30 AM - 8:30 AM and 1:45 PM - 2:30 PM be installed prior to an Occupancy Permit.

The Advisory Committee recommended approval of the departure from the lot coverage requirement without condition. The departure is for a five-percent increase to the maximum allowed 35 percent. The current school has a lot coverage of 46 percent, which includes the portable buildings and the covered walkways and courtyards. The current proposal will have less lot coverage, however the building will be of greater height, bulk and scale than those buildings, which will be demolished. The Advisory Committee found minimal impact resulting from the five percent increase. Hiawatha Playfield, the vacated SW Stevens Street, and adjoining streets provide a transition between the new buildings and the surrounding residential uses. The School District redesigned the southeast portion of the building responding to height, bulk and scale issues raised at the December 1998 departure meeting. Therefore, the Director concurs with the Advisory Committee's recommendation of approval without condition.

The Advisory Committee recommended approval of the departure from required on-site parking. The Committee recognized that provisions of adequate parking are a major concern in the surrounding area. It was suggested the school district build a joint-use parking garage for the immediate area, however the Committee did not feel this was comparable or practicable to the amount of departure requested. Discussion of providing parking in the small playfield located at the south end of the site and east of the terminus of 42nd Avenue SW was dismissed because of the impacts to the single family residences adjacent to this property corner.

The Church on the south, the school building on the east, California Avenue SW on the west and the park on the north limits the size and location of the proposed parking lot. As discussed above, locating parking east of 42nd Avenue SW would impact adjacent single-family residences. Access to parking from California Avenue SW a commercial arterial will reduce impacts to residences and residential streets from vehicular traffic, noise, light and glare.

Currently there are 128 parking spaces located at the school. This includes 95 stalls in the west parking lot and 33 stalls located on the south side of the vacated SW Steven Street. Construction of a gymnasium and theater will require parking for 238 vehicles, which is based on one parking stall for each eight seats (400 for the theater and 1500 for the gym for a total of 1900 seats). In order to mitigate impacts to surrounding streets from spillover parking, the Advisory Committee proposed limiting the use of the gymnasium and theater to correspond to available on-site parking. The Committee has conditioned the proposed departure to restrict the simultaneous use of the theater or auditorium for major events, which is defined as those events expected to utilize

more than 70 percent of all available seats. Limiting the use to 70 percent of the available seats would require 166 parking stalls, 25 less than provided on-site. The Committee further recommended that the departure be conditioned to eliminate the 70 percent restriction if and when all required parking is provided on site. The Committee also recommended that the School District and City of Seattle continue to explore the options for continued use and utilization of the vacated SW Stevens Street for a combination of bus loading and parking and that the green space to the south of the school is retained indefinitely.

The Parking Utilization Study prepared by Shapiro & Associates, Inc. indicates that there will be a daily parking demand of 249 parking spaces with a new school capacity of 1,309 students (ITE's Parking Generation Report land use category #530, Senior High School). Current student capacity of the school is 1,240 students, which would have a parking demand of 236 spaces. At the time of the study current enrollment was 1,060 students, which would have a parking demand of 202 spaces. The increase in student capacity will raise the parking demand by 47 spaces. The new parking lot will have 191 parking spaces, 63 more spaces than currently available. The new parking lot will accommodate the expected increase in the parking demand and will not result in additional spillover parking. Therefore, the Director concurs with the Advisory Committee's analysis and recommendation of approval with the stated conditions.

The Advisory Committee recommended departure to allow demolition of the single-family residence. The house is located on California Avenue SW between the church parking lot and the school grounds. Demolition of the residence is necessary for the location of the south access drive to the parking lot. This access will also be shared with the adjoining church to limit the number of curbs along this street front. Because of the single-family residence's location between two institutions, its location on a commercial arterial, and its lack of adjacency to other single-family residences, the Director concurs with the Advisory Committee recommendation of approval and condition that the home be made available at no cost for relocation to another site.

The Seattle School District Facilities Master Plan identifies the need to expand West Seattle High School to accommodate a student capacity of 1,309. The introduction of new technologies and new teaching methods require the Seattle Schools to provide larger and more flexible teaching spaces. Development of the site will increase safety and security, improve pedestrian circulation, and provide barrier-free access. (West Seattle High School Program and Design Requirements, May 1998) The Facilities Master Plan adopted by the School District identifies a 17-acre minimum for High School sites. The existing site is approximately eight acres, nine acres short of the district standard. New development on site must meet current development standards including requirements for parking, lot coverage, and bus loading. In order to meet program and design requirements adopted by the school district and the construction of classrooms, gymnasium, theater, auto-shop, studios, courtyards and parking lot on the substandard size lot, four departures from the land use code were required.

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DEPARTURE DECISION

The departure decision is as follows:

1. To approve bus loading and unloading off-site;
2. To approve an increase in lot coverage from 35 percent to 39.7 percent;
3. To approve a reduction to required on-site parking from 238 parking spaces to 191 spaces; and
4. To approve demolition of a single-family residence.

See conditions at the end of this report.

ANALYSIS - SEPA

Environmental impacts of the proposal have been analyzed in environmental documents prepared by the Seattle School District No. 1. The initial disclosure of the potential impacts from this project was made in the Addendum to the Final Supplemental Environmental Impact Statement for Capital Improvement Program, Phase II, August 1993. The Addendum West Seattle High School was issued November January 13, 1999 and updated January, 2000.

The Department is reviewing the environmental impacts of the proposal in order to impose further conditions if necessary. This proposal is reviewed under substantive SEPA authority. Disclosure of the potential impacts from this project was made in the environmental document listed above. This information, supplemental information provided by the applicant, and the experience of this agency with review of similar projects form the basis for this analysis and conditioning.

The SEPA Overview Policy (SMC 25.05.665) establishes the relationship between codes, policies, and environmental review. Specific policies for specific elements of the environment, certain neighborhood plans, and other policies explicitly referenced may serve as the basis for exercising substantive SEPA authority. The Overview Policy states in part: "where City regulations have been adopted to address an environmental impact, it shall be presumed that such regulations are adequate to achieve sufficient mitigation" (subject to some limitations). Under certain limitations/circumstances (SMC 25.05.665 D 1-7) mitigation can be considered. Thus, a more detailed discussion of some of the impacts is appropriate.

Short-term Impacts

The following temporary or construction-related short-term impacts have been identified in the Addendum: decreased air quality due to suspended particulates from building activities; hydrocarbon emissions from construction vehicles and equipment; construction-related noise from truck traffic and equipment operation; and erosion from clearing activities and truck trips.

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associated with excavation. These impacts are adverse and, in some cases, mitigation is warranted.

Several adopted City codes and/or ordinances provide mitigation for some of the identified impacts. The Stormwater, Grading and Drainage Control Code regulates new development and land-disturbing activities and requires best management practices be used to accomplish the following: control of erosion and the transport of sediment from the site by mulching, matting and/or the use of silt fences; permanent stabilization of exposed soils that are not being actively worked by the installation of permanent vegetative cover and/or installation of slope protective materials; and, the control of the introduction of contaminants and pollutants, and reduction and treatment of contaminants in City systems by the regular cleaning of catch basins, gravel truck loading and heavy equipment areas, sweeping, and maintaining erosion control protective features. A drainage control plan and grading plan, prepared by a licensed civil engineer in accordance with standards adopted by the Director of Construction and Land Use, are required with submittal of the building permit(s).

Compliance with Puget Sound Clean Air Agency (PSCAA) requirements, which regulate demolition and construction-related emissions; the Building Code which regulates construction measures in general; the Energy Code which requires energy conservation measures; and the Noise Ordinance which regulates construction noise, will with the exception of demolition, noise, and truck-trips, reduce or eliminate short-term impacts to the environment to the extent that they will be sufficient without conditioning pursuant to SEPA policies. Further conditioning of the short-term impacts from construction related demolition, noise, and truck trips are warranted under SEPA Policy B, Construction Impacts and SEPA Policy F, Environmental Health (Section 23.05.675).

Construction Impacts

Most of the initial construction activity including clearing, grubbing and stripping, demolition, excavation, foundation work, and framing will require loud equipment and will have adverse impacts on nearby residences. The protection levels of the Noise Ordinance are considered inadequate for the potential noise impacts on the nearby residential uses. The impacts upon residential uses would be especially adverse in the early morning, in the evening and on weekends. The SEPA Overview Policy (SMC 25.05.665) and the SEPA Construction Impacts Policy (SMC 25.05.675.B) allow the reviewing agency to limit the hours of construction in order to mitigate adverse noise impacts. Pursuant to this policy, and because there are residences in the vicinity, the applicant will be required to limit periods of construction to between the hours of 7:30 a.m. and 6:00 p.m. and to non-holiday weekdays. Demolition and construction activities taking place within an enclosed structure, which meet the standards of the Noise Ordinance, are allowed. The DCLU Land Use Division may authorize construction activities outside the above stated parameters when necessitated by a construction-related emergency condition.

The proposal will require the export of material from the site and import of construction related materials to the site. It is anticipated that 1,000 cubic yards of cut will be hauled off site with the

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grading for the construction of the new parking lot, playfield, courtyard, and portions of the new and existing buildings. Approximately 100 truckloads will be required to haul the 1,000 cubic yards of material off site (each single-loaded truck carries approximately 10 cubic yards). These truck trips will impact local intersections and residential streets.

It is the City's policy to minimize temporary adverse impacts associated with construction activities. Thus, pursuant to the Overview Policy (SMC Section 25.05.665, and the Construction Impacts Policy (SMC Section 25.05.675B), project approval will be conditioned upon the School District and/or responsible party(s) securing timely approval of a Truck Trip Plan. One aspect of this plan will be the requirement that construction related truck traffic be scheduled to avoid peak periods of 7:00 – 9:00 AM and 3:00 – 6:00 PM, Monday through Friday. Further the plan will need to identify streets the trucks will be travelling and limit access on residential streets. As conditioned the proposed project's anticipated adverse construction-related impacts will be adequately mitigated.

Environmental Health

It is the City policy to minimize or prevent adverse impacts resulting from toxic or hazardous materials and transmissions (SMC 25.05.675F.2.a). The Environmental Addendum notes that a hazardous materials investigation of the existing buildings was conducted in April 1998 (*Hazardous Materials Investigative Report West Seattle High School*, Clayton Environmental Consultants, June 12, 1998). Regulated asbestos material and lead-based paint were detected. Underground oil tanks are also present on the site. A hazardous materials abatement program (including removal of the tanks), as per current regulations, would be undertaken as part of the renovation, demolition, construction project. After abatement and removal of the tanks, there would not be any environmental health hazards resulting from the project. To ensure compliance with local and state regulations, a copy of the PSCAA permit will be required prior to issuance of the Master Use Permit application.

Long-term Impacts

Long-term or use-related impacts are also anticipated from the proposal and were identified in the Addendum: increased ambient noise due to increased student population; impacts to a historic structure; increased energy consumption; increased parking demand; and increased vehicle traffic. Several adopted Codes and Ordinances will appropriately mitigate the other use-related adverse impacts created by the proposal. The potentially most adverse long-term impacts are impacts from height, bulk and scale, demolition of a historic structure, increased parking demand and increased vehicular traffic. Further analysis and/or conditioning of some long-term impacts are warranted.

Height, Bulk and Scale

Development of the site will result in construction of a building that is greater in height, bulk, and scale than the existing school and the surrounding residential development. The Land Use

Code, which implements the land use policies, controls height, bulk and scale but cannot anticipate or address all substantial adverse impacts resulting from incongruous height, bulk and scale.

It is the City's policy that the height, bulk and scale of development projects should be reasonably compatible with the general character of development anticipated by the adopted land use policies set forth in SMC Chapter 23.12. A project may be conditioned or denied to mitigate the adverse impacts of substantially incompatible height, bulk and scale. SEPA Overview Policy states that many environmental concerns have been incorporated in the City's codes and development regulations. Where City regulations have been adopted to address an environmental impact; it shall be presumed that such regulations are adequate to achieve sufficient mitigation.

It is evident that public school construction is anticipated in a residential zone. The proposal meets the development standards in the Land Use Code for height and setback of public school buildings. Adverse impacts from incongruous height, bulk and scale have been mitigated by setting back the building from property lines, providing landscaping between adjacent residences and adjoining building; reducing building height nearest to the southeast property corner; the existing street rights-of-way and 11-acre playfield provide separation and transition between the new school building and surrounding residential uses. Therefore, no further mitigation is required.

Historic Preservation

The landmarked 1917 two-story brick building with terra cotta trim, marble details and clay tile roof, designed by Edgar Blair, and the 1924 addition with similar materials, designed by Floyd Naramore, will be renovated. Portions of the one-story wings and south fly tower of the 1917 building, and additions to the 1917 structure that infill the original courtyards will be demolished. West Seattle High School is adjacent to Hiawatha Playfield an Olmstead park, which is a designated a historic landmark.

It is the City policy to maintain and preserve significant historic sites and structures and to provide the opportunity for analysis of archaeological sites (SMC 25.05.675H.2.a). According to SMC 25.05.675H.2.b projects involving structures or sites which have been designated as historic landmarks, compliance with the Landmarks Preservation Ordinance shall constitute compliance with the policy set forth above.

On November 20, 1998, the Landmarks Preservation Board voted to grant a Certificate of Approval for Preliminary Design for West Seattle High School, conditioned upon Board review and approval of all construction drawings, finishes and details necessary for the final Certificate of Approval. The final Certificate of Approval will be required prior to issuance of the building permit in compliance with the Landmarks Preservation Ordinance, therefore no further mitigation is required.

Parking

Currently there are 128 parking spaces located at the school. This includes 95 stalls in the west parking lot and 33 stalls located on the south side of the vacated SW Steven Street. Construction of a gymnasium and theater will require parking for 238 vehicles, which is based on one parking stall for each eight seats (400 for the theater and 1500 for the gym for a total of 1900 seats). In order to mitigate impacts to surrounding streets from spillover parking, the Advisory Committee proposed limiting the use of the gymnasium and theater to correspond with the available on-site parking. The Committee has conditioned the proposed departure to restrict the simultaneous use of the theater or auditorium for major events, which is defined as those events expected to utilize more than 70 percent of all available seats. Limiting the use to 70 percent of the available seats would require 166 parking stalls, 25 less than proposed on-site.

The Parking Utilization Study prepared by Shapiro & Associates, Inc. indicates that there will be a parking demand for 249 parking spaces during the day with a new school capacity of 1,309 students (ITE's Parking Generation Report land use category #530, Senior High School). Current student capacity of the school is 1,240 students, which would have a parking demand of 236 spaces. At the time of the study current enrollment was 1,060 students, which would have a parking demand of 202 spaces. The student capacity increase will raise the parking demand by 47 spaces. The new parking lot will have 191 parking spaces, 63 more spaces than currently available. The new parking lot will accommodate the expected increase in the parking demand and will not result in any additional spillover parking.

The parking utilization study determined the legal parking supply in the study area by walking all of the streets to identify where parking restrictions were located, and then measuring the amount of street distance that would be available for parking using SEATRAN guidelines. A total of 666 parking spaces were identified as legally available within the study area during the day, and 704 parking spaces in the evening. The difference in the number of legal parking spaces during the day and in the evening is due to the presence of parking restrictions for school buses and metered parking in the business area of the neighborhood.

Studies were conducted between 9:00 AM and 10:30 AM on a Wednesday and Thursday and 7:00 PM and 9:00 PM on a Tuesday and Thursday. The study area included areas south of SW Stevens Street and SW Lander Street; west of 39th and 38th Avenues SW; north of SW Hinds Street; and east of 44th Avenue SW. The number of vehicles parked in the study area during the day averaged 213 vehicles, which represents approximately 32 percent capacity (a low of 30.3 percent and a high of 33.5 percent capacity). In the evening, an average of 229 vehicles was parked in the study area, which represents approximately 32.5 percent capacity (a low of 31.4 percent and high of 33.5 percent).

As stated above, it is anticipated that there will be a total parking demand for 249 parking spaces during school hours. With 191 parking spaces on-site, it is estimated that there will be a total spillover of 58 vehicles. This would increase on-street capacity to 42 percent, which is far below the SEATRAN defined maximum capacity of 85 percent. The current parking demand is for 202

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parking spaces and 128 are provided on site. Current spillover onto City streets is greater at 74 vehicles. Even though there will be an increase in enrollment, the current spillover will be reduced with the new parking lot. Further, parking impacts for evening events have been mitigated by the condition that restricts occupancy of the theater and gymnasium to 70 percent. Therefore, no further conditions are required.

Bus loading in the street will impact parking along California Avenue SW a commercial street front. Parking is limited in this area by a Metro bus stop and layover spaces located at the northwest and southwest corners of Hiawatha Playfield. Parking in the area is limited to two-hours during the day. To ensure that there is parking turnover and reduce the impact of the buses on the commercial uses and residential uses in the immediate vicinity, the School District will limit bus loading times to 7:30 AM - 8:30 AM and 1:45 PM - 2:30 PM. Therefore, no further mitigation is required.

Traffic

West Seattle High School is located in the Admiral District of West Seattle. California Avenue SW on the west and Walnut Avenue SW on the east provide general school access. California Avenue SW is the principal arterial that provides north-south service to the West Seattle area. Farther north, SW Admiral Way provides east-west service between West Seattle and downtown via the West Seattle Bridge. Most streets in the West Seattle area are two-lane roads. California Avenue SW provides three lanes, with the third, or center lane, serving two-way, left-turn operations. The City of Seattle Comprehensive Plan classifies SW Admiral Way as a principal arterial, California Avenue SW as a minor arterial, and SW Hanford Street, south of the school, as a collector arterial.

King County Metro Routes 34, 55 and 85, which travel on California Avenue SW, provide direct service to West Seattle High School. Route 34 is a peak-hour-only route and provides service on 25-minute runs between West Seattle (Admiral District) and Tukwila, with stops at the ferry terminal, downtown Seattle, and Boeing. Route 55 serves West Seattle from the Admiral District to Tukwila, with stops downtown and at the West Seattle Junction.

A Traffic Study prepared by Shapiro & Associates analyzed three intersections for level of service (LOS): California Avenue SW and SW Admiral Way/SW Lander Street/SW Stevens Street. The existing LOS at these three primary intersections providing access to the school range from a LOS B to a LOS D at California Avenue SW/SW Admiral Way. The LOS for the PM peak hour has not been analyzed since school traffic does not correspond with the PM peak hour for commuter traffic. New traffic volumes generated by the increase in student enrollment (249 students) were assigned to the adjacent street system based on an assumption of final destination and the directional split of the existing traffic volumes during the AM peak hours. The traffic study found that the increase of 344 daily vehicular trips would not reduce the LOS of the surrounding intersections. Therefore no further mitigation is required.

CONDITIONS

Prior to Issuance of Master Use Permit

1. Submit a copy of PSCAA application permit to DCLU. **(SEPA)**

Prior to Issuance of Building Permit

The applicant and/or responsible party shall:

2. Submit to DCLU for review and approval a Truck Trip Plan which delineates the routes that trucks carrying project-related materials will take to minimize negative traffic impacts on residential streets and prohibit truck trips during the AM and PM commuter peak hours of 7:00 - 9:00 AM and 3:00 - 6:00 PM. **(SEPA)**

During Construction

The following condition(s) to be enforced during construction shall be posted at the site in a location on the property line that is visible and accessible to the public and to construction personnel from the street right-of-way. If more than one street abuts the site, conditions shall be posted at each street. The conditions will be affixed to placards prepared by DCLU. The placards will be issued along with the building permit set of plans. The placards shall be laminated with clear plastic or other waterproofing material and shall remain posted on-site for the duration of the construction.

3. In order to mitigate the noise impacts during demolition and construction, the owner(s) and/or responsible party(s) shall limit the hours of construction to between 7:30 a.m. and 6:00 p.m. on non-holiday weekdays. Demolition and construction activities taking place within an enclosed structure, which meet the Noise Ordinance, is permitted. Construction activities outside the above stated parameters may be authorized by the DCLU Land Use Division when necessitated by a construction-related emergency condition. **(SEPA)**
4. Follow the approved truck trip plan.

Prior to Final Occupancy

5. Install signs along California Avenue SW restricting bus loading/unloading times from 7:30 - 8:30 AM and 1:45 - 2:30 PM, Monday through Friday of the school year.

Permanent for the Life of the Project

6. The Seattle School District and City of Seattle Department of Parks and Recreation shall continue to seek a mutual agreement to allow bus loading and vehicular parking within the vacated Stevens Street SW right-of-way. **(Departure)**

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Application No. 9807377
Page 18

7. The playfield located at the southern most portion of the site, east of 42nd Avenue SW, south of the new building addition, and west of adjoining SF 5000 zoned property shall be retained indefinitely. **(Departure)**
8. The gymnasium and theater/auditorium shall not be used simultaneously for major events defined as those expected to utilize more than 70 percent of all available seats, until such time that additional parking to the full amount required by the Land Use Code be obtained. **(Departure)**

NONAPPEALABLE CONDITIONS

Prior to Issuance of the Master Use Permit

9. Lot Boundary Adjustment (MUP 2000942) shall be recorded with the King County Assessor's Office.
10. Submit to DCLU the final Certificate of Approval issued by the Landmarks Preservation Board.

Signature: Stephanie Haines Date: 3/23/00
Stephanie Haines, Land Use Planner
Land Use Division
Department of Design, Construction and Land Use

SLH:sh

haines\doc\schools\9807377\decision.doc

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PROJECT NO 9807377
GMR PUB 3/22/00 SLH/SB
*APPLICANT - REPORT, NOTICE
**COMMENTORS- NOTICE OF DEC

JOHN AND CYNTHIA BOHN
3107 WALNUT AV SW
SEATTLE WA 98116

*SEATTLE SCHOOL DISTRICT
C/O DAVID WERNER 1326 5TH
AVE. 8TH FLOOR
SEATTLE WA 98101

PETER DE VEAU
ST. JOHN THE BAPTIST EPISCOPAL
CHURCH
4210 SW HANFORD ST
SEATTLE WA 98116

WENDELL S. AND KATHRYN SPRIGG
3101 WALNUT AV SW
SEATTLE WA 98116

ALEXANDRA PYE
5820 SW HANFORD
SEATTLE WA 98116

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Agency Case No. 200002303 <small>Agency Use Only</small>	PUGET SOUND AIR POLLUTION CONTROL AGENCY 110 Union Street, Suite 500, Seattle, WA 98101-2038 NOTICE OF INTENT TO PERFORM:	Date Received APR 24 2000 <small>Agency Use Only</small>
-----------------------------------------------------------------------	----------------------------------------------------------------------------------------------------------------------------------------	-----------------------------------------------------------------------

... Project Type: 1. Asbestos Removal 2. Asbestos Removal & Demolition 3. Demolition, No Asbestos Removal

B. Property Owner: Seattle School District #1 Phone: (206) 298-7560
Property Owner's Mailing Address: 4141 Fourth Ave. South City: Seattle State: WA Zip: 98134

C. Asbestos Contractor: TLH Environmental, Inc. Contractor Owner/CEO: Timothy P. Ozog
Mailing Address: 9221 Roosevelt Way NE Phone: (206) 523-4441 Contractor Job No.: S571
 City: Seattle State: WA Zip: 98115 Fax: (206) 522-4099

D. Site Address: 4075 Southwest Stevens Street City: Seattle State: WA Zip: 98116
Project Manager or Contact Person: Phone:

E. Asbestos Survey or Mat'l Presumed: No. of Structures: 7 Date Survey was Conducted: Was Asbestos Found? Yes No
AN AHERA SURVEY IS REQUIRED BEFORE ALL DEMOLITION PROJECTS
AHERA Building Inspector Name: Certification No.: Expiration Date:

F. Demolition Information: No. of Structures: Start Date: 1. Training Fire (List Fire Dept. as demolition contractor below) 2. Ordered Demolition (attach copy of Order)
PRINT NAME HERE, ENTER MAILING ADDRESS IN BOLE 1 ON BACK
Demolition Contractor: Phone:

G. Asbestos Project Information: No. of Structures: (see back if > 1) 7 Start Date: 7/1/2000 Completion Date: 8/25/2000 Work Days: (M) (T) (W) (Th) (F) (Sa) (Su) Hours: 7A-3P
 Total Qty. to be Removed: 32050 Linear Ft. 97574 Square Ft. Will all asbestos material be removed by project completion? Yes No
 Thermal System Insulation: Boiler/Furnance Ins. Duct Ins. Pipe Ins. Other: Mastic Only
 Surfacing Mat'l: Fireproofing Paints: Plaster Textured Coatings Other: Magnesite Flooring
 Misc. Mat'l: Cement Bd Cement Pipe Flooring Mat'l Roofing Mat'l Other:

H. Asbestos/Demolition Project Categories:	Notification Waiting Period	NON-REFUNDABLE FEE
1. <input type="checkbox"/> Owner-Occupied, Single-Family Residence Asbestos Removal Project	Prior Notice	\$25
<input type="checkbox"/> Single-Family Residence Demolition Project	"	"
2. <input type="checkbox"/> All Other Demolitions With No Asbestos Removal Project	10 Days	\$150
3. <input type="checkbox"/> 10 - 259 linear feet or 48 - 159 square feet (see back of form for options)	3 Days	\$150
4. <input type="checkbox"/> 260 - 999 linear feet or 160 - 4,999 square feet	10 Days	\$300
5. <input type="checkbox"/> 1,000 - 9,999 linear feet or 5,000 - 49,999 square feet	10 Days	\$750
6. <input checked="" type="checkbox"/> 10,000 - 49,999 linear feet or 50,000 - 99,999 square feet	10 Days	\$2,000
7. <input type="checkbox"/> 50,000 - 99,999 linear feet or 100,000 - 149,999 square feet	10 Days	\$5,000
8. <input type="checkbox"/> 100,000+ linear feet or 150,000+ square feet	10 Days	\$10,000
9. <input type="checkbox"/> Emergency Asbestos Project or <input type="checkbox"/> Emergency Demolition Project	Prior Notice	Twice Project Fee
10. <input type="checkbox"/> Alternate Means of Compliance friable materials or <input type="checkbox"/> Demolitions	10-Day Review Period	Twice Project Fee
11. <input type="checkbox"/> Alternate Means of Compliance nonfriable asbestos material	Concurrent with Project	Twice Project Fee

I, Faura Sommer Signature, TLH Environmental, Inc. Representing, Date: 4/24/00
 Completeness Review Performed by [Signature] Date: 4/24/00
Agency Use Only

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From: Stephanie Haines
To: "DWerner@heery.com"@RES01.Internet2
Subject: Whoops

I forgot about the truck trip plan - I have just sent off to Don Smith at SEATRAN. I have no problem with it since the route is Admiral/California and no residential streets are involved. Sorry!

Stephanie

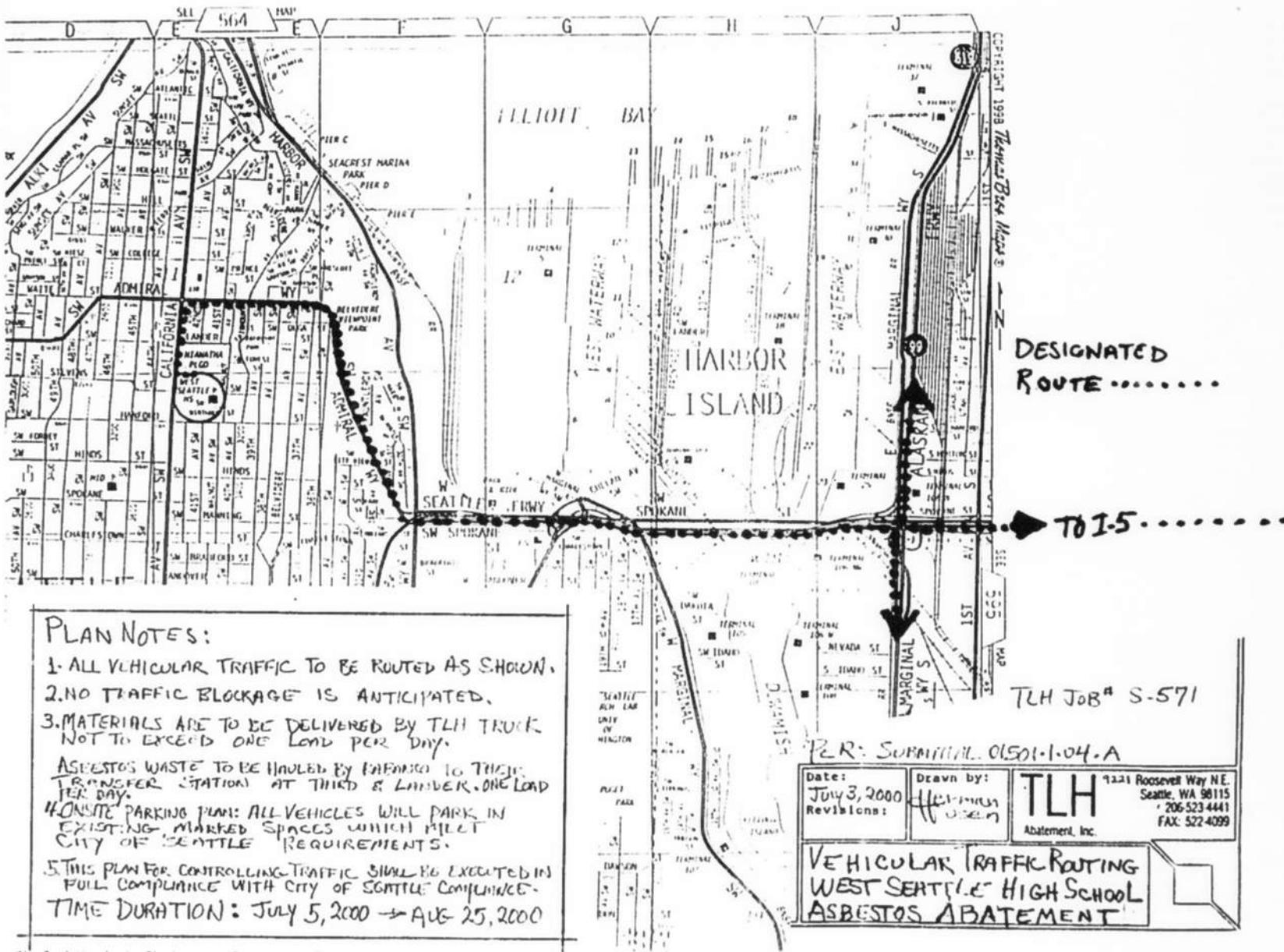
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From: Stephanie Haines
To: don.smith@ci.seattle.wa.us
Subject: another truck trip plan

Hi Don - me again. I'm forwarding a truck trip plan for West Seattle High School located at 3000 California Avenue SW. Route is on Admiral and California and not through residential streets so I have no problem. Please let me know if you approve via email. Thanks!!!

Stephanie

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DESIGNATED ROUTE

TO I-5

TLH JOB# S-571

PLAN NOTES:

1. ALL VEHICULAR TRAFFIC TO BE ROUTED AS SHOWN.
2. NO TRAFFIC BLOCKAGE IS ANTICIPATED.
3. MATERIALS ARE TO BE DELIVERED BY TLH TRUCK NOT TO EXCEED ONE LOAD PER DAY.
 ASBESTOS WASTE TO BE HAULED BY FERRARO TO THEIR TRANSFER STATION AT THIRD & LAMBER. ONE LOAD PER DAY.
4. ON-SITE PARKING PLAN: ALL VEHICLES WILL PARK IN EXISTING MARKED SPACES WHICH MEET CITY OF SEATTLE REQUIREMENTS.
5. THIS PLAN FOR CONTROLLING TRAFFIC SHALL BE EXECUTED IN FULL COMPLIANCE WITH CITY OF SEATTLE COMPLIANCE-TIME DURATION: JULY 5, 2000 → AUG 25, 2000

P.R. SUBMITTAL 01501-1-04-A

Date: July 3, 2000	Drawn by: H. M. [Signature]	TLH Abatement, Inc. 9221 Roosevelt Way N.E. Seattle, WA 98115 206-523-4441 FAX: 522-4099
Revisions:		

**VEHICULAR TRAFFIC ROUTING
 WEST SEATTLE HIGH SCHOOL
 ASBESTOS ABATEMENT**