

NEW MIDDLE SCHOOL NO 6
MITIGATED DETERMINATION OF NONSIGNIFICANCE

Issued with a 14-day comment period

Description of Proposal: Construct a new 144,822 sf middle school including classrooms, school administration, commons, kitchen and server, library, gymnasium and auxiliary gymnasium, general staff and building support space, all on an 8.96 acre site. Site improvements include a multi-purpose athletic field and an on-site trail that would connect the Timber Ridge trail system from NW Falcon Way to Talus Drive NW. An overhead pedestrian bridge would provide a safe route for students to travel from the bus loading area to the school building. Site walkways, stairs, and ramps would provide accessible connections throughout the site. The proposal includes a new internal road from NW Talus Drive for access to parking and for family queuing and loading. Visitor and staff parking would be accommodated in an approximately 35,000 sf, two-level parking garage with additional parking stalls provided on grade. There would be a separate road for bus queuing and loading accessed from Falcon Way NW. Fire lane access to the east and south portions of the building and to the track and field would be provided from NW Talus Drive adjacent to the easternmost property line. Offsite improvements include increasing the width of the sidewalk fronting the school property to accommodate both pedestrians and bicycles, widening a portion of Falcon Way NW from two 9-foot travel lanes to two 11-foot travel lanes to facilitate school bus entry/exit to the school, installing a traffic signal on NW Talus Drive at the main school driveway, and related pavement/signage markings at the NW Talus Drive/Falcon Way NW intersection.

Proponent: Issaquah School District No. 411

Location of the Proposal: Southeast corner of the intersection of NW Talus Drive and Falcon Way NW, Talus Parcel 17-B, in Issaquah, Washington. The site consists of one tax parcel (King County Tax Parcel No. 856273-0170)

Lead Agency: Issaquah School District No. 411

The Issaquah School District No. 411, acting as lead agency for this proposal, has determined that the proposal, as mitigated, does not have a probable significant adverse environmental impact on the environment. An environmental impact statement (EIS) is not required under RCW 43.20C.030(2)(c). This decision was made after a review of the completed environmental checklist and other information on file with the lead agency. This information is available to the public upon request.

This Mitigated Determination of Nonsignificance (MDNS) is issued under WAC 197-11-340(2) and WAC 197-11-350. The lead agency will not act on this proposal for 14 days from the date of issue. Comments must be submitted by 4:30 p.m. on February 10, 2020. The responsible official will reconsider the MDNS based on timely comments and may retain, modify, or, if significant adverse impacts are likely, withdraw the MDNS. If the MDNS is retained, it will be final after the expiration of the comment deadline.

Responsible Official: Jacob Kuper
CFO/COO
Issaquah School District No. 411
5150 220th Ave SE
Issaquah, WA 98029

Questions may be directed and comments may be submitted by 4:30 p.m., February 10, 2020, to: Tom Mullins, Director of Capital Projects, Issaquah School District No. 411, 5150 220th Ave SE, Issaquah, WA 98029. There is no agency appeal.

Date of Issuance: January 27, 2020

Signature of Responsible Official:



Date: 01/27/2020

The following mitigating measures shall be attached as conditions for the above Threshold Determination for New Middle School No. 6:

EROSION AND SEDIMENTATION CONTROL

1. Construction will require a temporary erosion and sediment control (TESC) plan and Stormwater Pollution Prevention Plan (SWPPP) plan in accordance with the City of Issaquah and Department of Ecology standards. Best Management Practices (BMPs) may include construction phasing, site entrance stabilization, perimeter fencing, cover techniques, check dams, construction water dispersion, interceptor ditches, and sedimentation traps/ponds. Construction BMPs will meet requirements contained within the 2016 *King County Surface Water Design Manual*.
2. The project will comply with NPDES permit requirements.

AIR

1. The contractor will be required to water the site during summer months or over extended dry periods during construction in order to control dust.
2. The site will provide for alternative fuel vehicle parking stalls and bicycle/pedestrian routes in an effort to lessen long-term air emissions from vehicle travel to/from the school. School bus access will be provided to students, including those living within the Talus community.
3. A single diesel standby generator (to be used for emergency purposes only) will meet EPA Tier 3 emissions requirements.

STORM WATER/SURFACE WATER/GROUND WATER

1. Stormwater will be managed via a new underground detention facility that matches the post-developed flow rates to historic flow conditions in order to minimize impact due to concentrated fills. A media filter will be installed downstream of the detention facility to treat on-site runoff for enhanced water quality treatment meeting requirements of the 2016 *King County Surface Water Design Manual (KCSWDM)*. The storm system will discharge to the public storm system running down SR 900.
2. The project will match existing grades at the project boundary to reduce impacts to the drainage patterns.

PLANTS/ANIMALS

1. Tree removal and replacement will comply with City of Issaquah tree preservation requirements.
2. New landscaping will utilize plants primarily native and drought resistant.

NOISE

1. Construction activities will be limited to construction hours set forth in the Issaquah Municipal Code.
2. Building windows will be constructed and sealed in a manner to reduce the impact of outside noise from trucks driving on NW Talus Drive and noise spikes from overflying planes.
3. The emergency generator will be located within a sound enclosure that limits noise to 75 dBA at 20 feet. Testing of the generator will occur only during permitted construction hours set forth in the Issaquah Municipal Code.
4. The installation of permanent speakers at the playfield is prohibited. Portable speakers or bullhorns may be used for school operations or school-sponsored events.

5. Third party/community users of the field will be prohibited from using portable speakers/bullhorns. Field signage will be installed to enforce this prohibition.

LIGHTING:

1. Building and parking area lights will use LED full cutoff with low glare lens.
2. Field lighting will be LED cutoff, shielded and the top of fixtures will be below views from the neighboring property. Field lighting will only occur during scheduled field activities.
3. No field lighting will be permitted after 9:15 p.m. (scheduled field activities must end by 9:00 p.m., with low lights remaining on until 9:15 p.m. to the extent necessary to provide for safe exit).
4. Lighting zones will be utilized to selectively light areas of site in use, with each fixture providing a motion sensor that reduces light output to 30% when no motion is present.
5. No building/parking area lights will be utilized after 11:00 p.m.

TRANSPORTATION

1. Public school bus service will be provided to students attending the school, including those living within the Talus community.
2. A portion of Falcon Way NW will be widened from two 9-foot travel lanes to two 11-foot travel lanes to facilitate school bus entry and exit.
3. The project will include installation of a traffic signal on NW Talus Drive at the main entrance to the school site, and optimization of the signal timings at the NW Talus Drive / SR 900 intersection.
4. Signage and markings will be added at the intersection of NW Talus Drive/Falcon Way NW to reduce blocking of the school site entrance.
5. The project will provide for a restricted emergency access (using gates and/or removable bollards) from NW Talus Drive.
6. The project will include implementation of a school zone speed limit of 20 mph, with flashing beacons, along the segment of NW Talus Drive adjacent to and approaching the school.
7. School crossing guards will be provided as determined by the District as necessary for student safety.
8. The project will widen the sidewalk fronting the school site along NW Talus Drive in order to accommodate both pedestrians and bikes.
9. On-site loading and circulation will be designed to accommodate queuing associated with student drop-off and pick-up.
10. The School will develop and implement a Transportation Management Plan (TMP) with measures to reduce traffic impacts and prevent parking overspill into neighborhood streets. Planned TMP measures include identifying safe walk/bike routes, procedures and travel routes for student drop-off/pick-up, and parking procedures (including identification of neighborhood parking prohibitions).
11. The School will develop and implement a School-Event Transportation Management Plan that will include a schedule of large events, neighborhood communication protocols, and parking management measures. The plan will identify, in advance, the number and frequency of large-attendance events expected each school year and include a neighborhood communication component to inform nearby neighbors. The plan will be updated annually (or as events are scheduled) and will provide information about the dates, times, and rough magnitude of attendance. For events with expected attendance of

- more than 300 persons, the District will secure additional off-site parking and provide shuttle service between the off-site parking location and the school site.
12. The School will conduct annual monitoring of traffic queuing and parking conditions and add to or adjust TMPs as needed to address identified issues. The annual monitoring will expire at the point that three consecutive years of monitoring—with the school at 90% occupancy or greater, but not exceeding a maximum enrollment of 900 students—shows that the implemented TMP measures maintain adequate parking and queuing conditions, and that no additional measures are needed.
 13. The District is aware that speeding on Talus Drive is a pre-existing condition unrelated to the school per the *Transportation Technical Report* prepared for the project (Heffron Transportation, December 13, 2019). Two years following opening of the New Middle School, the District will provide funding to the City of Issaquah for a traffic speed study for Talus Drive in the area of the School. If that study shows that the daily 85th-percentile speed on Talus Drive has increased beyond the current baseline (as identified in the *Transportation Technical Report*), the District will provide the City with up to \$50,000 toward the cost of an appropriate resolution.

END