City of Seattle
Gregory J. Nickels, Mayor

Department of Planning & Development
D. M. Sugimura, Director

CITY OF SEATTLE
ANALYSIS AND DECISION OF THE DIRECTOR
OF THE DEPARTMENT OF PLANNING AND DEVELOPMENT

Application Number: 3005547

Applicant Name: Jim Maxwell, Woodland Park Zoo

Address of Proposal: 5500 Phinney Avenue N (West Parking Garage)

SUMMARY OF PROPOSED ACTION

Land Use Application to allow a four-level parking garage with 710 parking spaces, largely above grade. Project includes partial reconfiguration and relocation of existing surface parking in the Zoo's northwest lot. Existing accessory structures to be relocated.

The following approval is required:

Substantive SEPA – to approve, condition or deny pursuant to 25.05.660 – Seattle Municipal Code (SMC) Chapter 25.05

SEPA DETERMINATION: [ ] Exempt [ ] DNS [ ] MDNS [X] EIS[1]

[ ] DNS with conditions

[ ] DNS involving non-exempt grading, or demolition, or involving another agency with jurisdiction.

[1] The Seattle Department of Parks and Recreation prepared a Draft Revised Environmental Impact Statement, published May 2003, for the Woodland Park Zoo's Long-Range Physical Development Plan, including alternatives for a new parking structure. Parks published its Final Revised Environmental Impact Statement in December 2003.

BACKGROUND DATA

Existing Conditions

The project site is located in the Phinney Ridge neighborhood, on the grounds of the Woodland Park Zoo, to the north of its existing West Entry. The entire zoo property is located in a portion of Woodland Park, and the zoo is administered by the Woodland Park Zoological Society.

The area of work is bounded on the north by N 57th Street (which passes under Phinney Ave N), by the zoo's north meadow on the east, on the south by a portion of the existing pony corral and concessions building (the Rainforest Café), and on the west by a row of existing trees and surface parking (the existing northwest lot). The Zoo's Long Range Physical Development Plan (LRDP) identifies the site as "West Parking" (see pg 44).

Woodland Park and the zoo are located in a Single Family zone with a minimum lot size of 5000 sq.ft. (SF 5000). To the west across Phinney Ave N, land is zoned residential Lowrise 3. Further to the west, properties are zoned SF 5000. Adjacent rights of way are improved with hard surface roadways, curbs, gutters and sidewalks. Mature trees are planted along the east side of Phinney Ave, within the property, consisting of cedars, cherries, firs, and various deciduous species. A second row of mature sycamore trees is on the east side of the existing northwest parking lot. Most are proposed to remain.

Figure 1. **Aerial oblique view**, looking east. Phinney Ave N is in the foreground, and the N 57th underpass is in the lower left.

Figure 2**. Aerial view**. The structure footprint shown is general and is not to scale**.**

The site is currently occupied by a series of single-story modular office structures, a surface parking area serving staff and volunteers, a pony barn and a portion of the existing pony corral.

Development in the vicinity surrounding the zoo largely reflects its zoning. North of the site, across N 57th Street, is a grassy open space and children's playground. To the west across Phinney Ave N there are several lowrise apartment buildings and single family homes, a midrise apartment (Norse Home), and a church (St John Lutheran). The majority of the zoo property is to the east and south of the site.

Phinney Avenue North is a minor arterial, fully developed with curbs, gutters, and sidewalks. The corridor includes dedicated bicycle lanes.

Proposal

The project involves a four-level, above-grade parking garage of approximately 250,000 gsf , to accommodate approximately 710 vehicles. The top parking deck would conform to the zone's 30' height limit, not including permitted rooftop appurtenances such as stairway penthouses and a perimeter railing.

Exterior building materials would include post-tension concrete slabs supported by "castellated" steel beams – beams with circular cutouts. The vehicular entry would be at the garage's northeast corner, accessed via a new driveway connecting to Phinney Ave N and to the existing north parking lot.

The project involves displacement of nine office trailers and three small storage structures. Most office trailers would be moved to the south of the proposed garage, pending future development of a permanent office structure. The storage functions would be moved to a new enclosed storage structure measuring 5,250 sq. ft., located to the east of the proposed garage.

Public Comment

DPD received about 70 letters from the public in response to the notice of application, nearly all expressing project opposition. Letters raised the following concerns.

- A garage of this size isn't permitted in a single family zone.
- The garage contravenes recent policy changes that discourage car use.
- It presents a safety hazard to pedestrians and bicyclists.
- It will create significant adverse traffic impacts.
- It will have no effect (or an adverse effect) on neighborhood parking.
- It is too large for the neighborhood.
- It isn't appropriately screened, and drawings of likely landscape screening aren't accurate.
- The Zoo doesn't need a garage this size.
- It impacts a historic park.
- It occupies valuable public open space.
- Idling cars will impact air quality.
- The garage cost is unsustainable and unwarranted.
- It will remove existing mature trees.
- It will be ugly.
- It will shadow the north meadow.
- Its shift in proposed location [from the zoo's southwest to its northwest corner] occurred without due process and ignored neighbors' feedback.
- It will block protected public views.
- It will facilitate further intensification of zoo use.
- Construction impacts will affect the neighborhood.
- Construction will be too noisy.
- Various elements of the environmental analysis are flawed, and other alternatives better address identified impacts.

This following analysis addresses most of the issues summarized above. Some of the concerns are beyond the scope of this review (construction costs, for example). Other concerns relate to elements of the adopted Long Range Plan and its public process (intensification of zoo use, inappropriate garage location), matters that have been addressed in the FREIS and resolved by Council action.

ANALYSIS – STATE ENVIRONMENTAL POLICY ACT (SEPA)

In 2002, the Seattle Department of Parks and Recreation issued the Woodland Park Zoo Long Range Plan Final Environmental Impact Statement. The Phinney Ridge Community Council (PRCC) appealed the adequacy determination, and the City of Seattle Hearing Examiner reversed Parks' determination (W-02-001, W-02-002). In December 2003, Parks published the Final Revised Environmental Impact Statement (FREIS). The FREIS was further appealed, and the Hearing Examiner dismissed this second appeal.

In October 2006, The Department of Planning and Development accepted the Woodland Park Zoo's land use application for the parking garage. It adopted the FREIS and issued an Addendum containing project-level environmental analysis. The PRCC has appealed the adequacy of the FREIS and Addendum to accurately identify significant adverse environmental impacts. The City Hearing Examiner has accepted this appeal and has deferred consideration pending publication of this decision.

The Seattle SEPA Ordinance provides substantive authority to deny a project or to require mitigation of significant adverse environmental impacts resulting from a proposed project (SMC 25.05.655 and 25.05.660). Mitigation, when required, must be related to specific environmental impacts identified in an environmental document and may only be imposed to the extent that a given impact is attributable to a proposal, and to the extent that the mitigation is reasonable and capable of being accomplished. Additionally, mitigation may be imposed only when based on policies, plans and regulations as enunciated in SMC 25.05.665 to SMC 25.05.675 inclusive (SEPA Overview Policy, SEPA Cumulative Impacts Policy, SEPA Specific Environmental Policies). In some instances, local, state or federal regulatory requirements will provide sufficient mitigation of an impact and additional mitigation imposed through SEPA may not be necessary.

ENVIRONMENTAL IMPACTS

Elements of the environment considered in the FREIS and associated Addendum include: transportation and parking, air quality, noise, land use, aesthetics/light and glare, historic and cultural resources, and earth. Please refer to the FREIS, including Vol 2, for a description of this alternative. The Addendum further discusses potential impacts to transportation and parking, aesthetics/light and glare, and earth. The Addendum is available in the project file and by request from DPD.

The information provided in the FREIS and Addendum, public comment, and the experience of the lead agency form the basis for review of this proposal. This report discusses the potential environmental impacts disclosed in the FREIS and Addendum. Project-specific mitigations described in the Addendum are required, as amended in this analysis and decision.

Short-Term Impacts

Construction activities described in the identified alternative could result in the following adverse impacts: construction dust and stormwater runoff, erosion, emissions from construction machinery and vehicles, increased particulate levels, increased noise levels, occasional disruption of adjacent vehicular and pedestrian traffic, and public utilities; and a small temporary increase in traffic and parking impacts due to construction workers' vehicles. Many of these impacts are limited in scope and are addressed by existing City codes and ordinances applicable to the project, such as the Noise Ordinance, SMC 25.08, the Stormwater, Drainage, and Erosion Control Code, SMC 22.802, the Street Use Ordinance, SMC Title 15, and the Building and Construction Codes, SMC Title 22. In addition to these existing codes and policies, the Zoo has incorporated several measures into its proposal to further mitigate construction-related impacts noted in each section. Among these, DPD identifies various mitigations that are appropriately applied as conditions of the Master Use Permit.

Earth. The Master Use Permit application indicates that the excavation and export of soil material off-site and import of structural fill material would result in approximately 16,000 cubic yards of material being trucked to and from the site. The grading discussion included in the FREIS (pg 177) and Addendum (pg 45) indicates that site excavations and stockpiling of materials have the potential to create localized erosion during construction. Temporary Erosion and Sedimentation Control Measures (TESC) would be implemented to reduce the risk of construction-related erosion.

Pursuant to the Overview Policy, SMC 25.05.665, and the Construction Impacts Policy, SMC 25.05.675B, compliance with the Stormwater, Drainage, and Erosion Control Code as it relates to best management practices during construction above will be sufficient to mitigate construction related earth impacts and no additional conditions are warranted.

Air quality. Construction of the West Parking Garage will result in localized short-term increases in particulates, in which carbon monoxide could temporarily affect air quality in the vicinity. Construction activities that would contribute to these impacts include excavation, grading, soil compaction, and operation of heavy trucks and smaller equipment (i.e., generators and compressors). Construction activities will result in an increase in suspended particulates, which could affect air quality in the vicinity. Several of the erosion control measures noted above will also serve to decrease potential impacts to air quality resulting from dust.

During construction, on-site activity and periodic traffic delays on adjacent streets could contribute to slight increases in localized vehicle emissions but it is not expected that these emissions would result in a violation of any local ambient air quality standards.

The FREIS notes various mitigating measures on page 113, which DPD considers to be feasible standard practices commensurate with this scale of development. Pursuant to the Overview Policy, SMC 25.05.665, and the Construction Impacts Policy, SMC 25.05.675B, in order to limit the amount of dust associated with grading, excavation and stockpiling of soil, further mitigation in the form of frequent watering of exposed soils and/or covering of stockpiled soil piles with construction film or similar material will be required. Construction equipment and haul trucks should be washed, as needed, before exiting the site to minimize dust impacts.

Construction noise. The site is located near arterial streets. Automobile traffic results in ambient noise levels in the area. Residential neighborhoods are located approximately 200' to the west of the proposed structure's footprint. Some construction activity will occur in the surface parking area to the west of the proposed garage. Nearby residential receptors include single and multifamily properties located to the west across Phinney Avenue North.

The FREIS documents vicinity ambient daytime noise levels of approximately 60-65 decibels (dBA), which are largely generated by vehicle traffic along Phinney Ave N. (see pg 115 of the FREIS). DPD considers that weekend ambient noise levels are likely to be comparable, and that average evening and nighttime average ambient noise levels are likely lower, in the range of 40-50 dBA.

Short-term noise and vibration from construction equipment and construction activity (e.g., backhoes, trucks, concrete mixers, generators, and pneumatic hand tools) would occur as a result of construction and construction-related traffic. The FREIS notes that construction activities will likely involve noise levels approaching 85 dBA, measured 50' from the project site. At 200', such noise would approach 73 dBA, substantially higher than estimated evening ambient noise levels.

City of Seattle regulations (SMC 25.08.425) limit construction activities to applicable nighttime noise levels (10:00 PM to 7:00 AM on weekdays and 10 PM to 9 AM on weekends). DPD determines that several residents are near enough to the project site that they would be adversely impacted by evening construction noise. The existing limitations on evening construction noise are not likely to be adequate to mitigate noise impacts resulting from construction.

The FREIS indicates no significant unavoidable adverse noise impacts would result from the identified alternative, and offers as suggested mitigation a range of best management practices. The Addendum does not specifically address project-level mitigation. Considering the likely disparity in evening ambient noise and proposed construction noise levels, DPD determines that further mitigation is warranted, pursuant to the Construction Impacts Policy, SMC 25.05.675B.

All construction activities are subject to the limitations of the Noise Ordinance, SMC 25.08. Construction activities (including but not limited to demolition, grading, deliveries, framing, roofing, and painting) shall be limited to weekdays from 7am to 6pm, and weekends between 9am and 6pm. Non-noisy activities, such as site security, monitoring, and weather protection shall not be limited by this condition.

See Condition #0 and Table 1 below. As conditioned, no further mitigation is warranted in this regard.

Construction traffic. The Addendum indicates that excavation, export and import of soil would result in approximately 16,000 cubic yards of material being trucked to or from the site. Exported and imported material would likely be hauled by a combination of 10 yard and 20 yard trucks. DPD estimates a likely duration of approximately 15 days over a period of three weeks. Construction vehicles and haul trucks would enter the project site from Phinney Ave N. The contractor will provide flaggers as needed to assist trucks leaving the site.

The applicant has proposed that truck hauling routes in the project vicinity be limited to the following arterials: Phinney Ave N, Aurora Ave N, North 50th St, N 46th St, and Market St. DPD considers such a limit to be appropriate mitigation for construction traffic impacts.

It is the City's policy to minimize temporary adverse impacts associated with construction activities. Pursuant to the Overview Policy (SMC 25.05.665) and the Construction Impacts Policy (SMC 25.05.675B), the applicant(s) and/or responsible party(ies) shall ensure that the project's truck hauling routes be limited to the streets listed above. To ensure that construction related truck traffic does not adversely affect traffic operations, truck trips shall be scheduled to avoid peak periods of 4:00-6:00 PM, Monday through Friday. See Condition #0 below.

Long-Term Impacts

Long-term or use-related impacts are anticipated from the proposal such as increased bulk and scale on the site, increased demand on public services and utilities; increased light, glare and shadow; and increased energy consumption. Many of these impacts are limited in scope and not considered significant. Some of these impacts are also addressed by other codes and policies such as the Stormwater, Drainage, and Erosion Control Code, SMC 22.802 (stormwater runoff from new impervious surfaces); the Land Use Code (height; setbacks; parking); and the Seattle Energy Code (long-term energy consumption). Some additional discussion is warranted.

Land Use. Several commenters have stated that the proposed garage is not permitted in its zone. A DPD zoning review has concluded that the proposed garage meets all use and development standards of the SF 5000 zone. Plans submitted to DPD demonstrate that the garage meets standards for height, setbacks, lot coverage, and vehicle access – all Type I determinations not subject to appeal. As parking accessory to a park use, it is permitted according to SMC 23.44.006 C and SMC 23.44.060 C2.

Height, bulk and scale. Seattle's SEPA Policy on height, bulk and scale provides that development should be reasonably compatible with applicable goals, policies, plans and regulations. Further, development should provide for a reasonable transition between areas of less and more intensive zoning.

The site is located in a Single Family zone. The proposed garage is approximately 300' wide measured north-south, 240' deep, and 34' tall measured to the top of its perimeter railing. The proposed garage meets all development standards (height, lot coverage, yard requirements, etc).

The area surrounding the development site is relatively level, with no significant transitions in topography. The wider vicinity slopes down to the west of Phinney Avenue North. Along the west side of Phinney Avenue, residential Lowrise 3 zoning allows for structure heights that compare with the proposed garage, though existing structure width requirements are more limiting. A majority of public comments noted that the proposed structure is too large in the context of the neighborhood and the surrounding park, that it would be insufficiently screened, and that the project represents a significant impact in this regard.

Several comments compared the proposed structure to the existing Norse Home, located at 5301 Phinney Ave N, approximately 700' to the southwest of the development site, across Phinney Ave N. The Norse Home is a six-story apartment building, approximately 200' wide, and therefore does not conform to current development standards for its lowrise zone.

Without necessarily adopting the Norse Home as a standard by which to measure the significance of any height, bulk and scale impacts, DPD has compared the general massing of the existing and proposed structures as generally perceived at the sidewalk level. Due primarily to a substantially deeper setback (about 130' to the proposed garage vs. about 50' to the Norse Home) and a substantially diminished height (about 30' vs. about 60'), the proposed garage would clearly present a much more diminished mass along Phinney Ave N.

Design elements also affect the proposed structure's perceived height, bulk and scale from outside the zoo grounds. Corner cutouts result in a leading (west) edge that is 200' wide. The use of exposed and perforated steel beams creates a lighter effect than might otherwise be achieved in solid concrete. The intent of the design's color palette is to allow the structure to recede somewhat. The topmost rail is to be substantially open. Portions of the surrounding ground plane will be bermed, obscuring areas of the ground level and helping to diminish the perceived height. Interior lights will be shielded to minimize the structure's nighttime presence. Existing vegetation is mature and substantial and will be supplemented with new plantings, forming two rows on either side of the northwest parking lot (existing and its proposed extension). Green screens are mounted on portions of the façades, facilitating vine growth. Public comment has noted that much of the existing and proposed vegetation is deciduous, causing the proposed garage to be more visible during the winter months.

DPD recognizes that portions of the garage will be visible from Phinney Ave N, particularly in the wintertime. Considering the design outlined above, DPD considers the proposed mitigations to adequately address any adverse impacts related to height, bulk and scale from this perspective.

The Addendum addresses views from other vantage points: from freely accessible public parkland to the north of the development site, from the zoo's North Meadow to the east, and from the West Entry to the south. From the north, the development is heavily treed and effectively obscured, mostly by mature evergreen trees. The proposed structure is more prominent in views from the south and particularly from the east, within the zoo grounds. Public comment notes that these vantage points are within a zoo where the built environment is less massive. An intervening storage building, modulations in the east façade, green-screen plantings, and some berming help to reduce the overall perceived bulk in this view. Existing ponderosa pines also provide some screening.

As a project in a single family zone, the project is not subject to Design Review. However, as a publicly funded project located on public land, the project has been reviewed by Seattle's Design Commission. Applicants presented to the Design Commission five times: January 5, 2006; June 1, 2006; July 6, 2006; October 19, 2006, and January 18, 2007. DPD considers the Design Commission's approval of the project's Construction Document Phase to be evidence that its aesthetics (architectural concept, material palette, overall landscape design) have been appropriately addressed. At its final meeting the Commission provided further comment regarding artwork integration and connection to a future expanded West Entrance, feedback related directly to the project's design. While the Commission's feedback appears to be valid, DPD identifies no aesthetic impacts for which these recommendations would be appropriate mitigation.

The Design Commission emphasized the importance of effectively screening and integrating the garage into its surroundings. At earlier meetings, they preferred that the design be shielded from view as much as possible, and suggested that the garage be "upholstered" with more active pedestrian-oriented uses that enhance the experience of the future West Entry Complex. During the Commission's last meeting, discussion suggest that the final garage design seeks to be "celebrated as an object" instead of receding behind a more pedestrian-oriented use. DPD has received public comment inferring that the Commission was therefore dissatisfied with diminished screening.

DPD staff notes that the Commission's ongoing discussion about integration and screening related both to its *visual* integration and its *programmatic* integration with its context. When the Commission spoke of "upholstering", they suggested the installation of intervening uses to complement the West Entry. Drawings of the final design appear to provide no less vegetative screening than originally proposed, but the design apparently failed to achieve the Commission's original stated intent for the garage to recede from the West Entry behind some other more engaging zoo activity. DPD considers the final design to reflect an unmet programmatic guideline rather than any particular lack of screening. To "upholster" would involve a substantial shift in the architectural program. In the context of this analysis of height, bulk, and scale impacts, DPD considers any such requirement to be unreasonable mitigation.

While a prominent addition to the landscape of Woodland Park and the Phinney Ridge neighborhood, the FREIS and Addendum indicate that the West Parking Garage, with mitigations, would not result in significant adverse bulk and scale impacts (see page 157). DPD determines that no further mitigation is warranted, pursuant to SMC 25.05.675 G.

Traffic and transportation. The transportation and parking analysis consists of various studies and memoranda prepared by the Transpo Group. It considers the broader context of the long range plan (pg 41 and Appendix B, vol 2 of the FREIS) and the more specific context of the proposed West Parking Garage (pg 17 of the Addendum).

The analysis contained in the FREIS is in part a response to a City of Seattle Hearing Examiner decision (W-02-001, W-02-002), concluding an appeal by the Phinney Ridge Community Council of an earlier Final Environmental Impact Statement (FEIS). In the 2002 appeal, the Hearing Examiner concluded that the "FEIS fails to disclose that increased onsite parking would not effectively remedy spillover parking problems in the neighborhood without restrictions for on-street parking and favorable pricing for zoo parking." (Conclusion #9, pg 21).

The Department of Parks and Recreation subsequently issued the FREIS, which responded to conclusions of the Hearing Examiner's reversal. It considers alternatives that include and omit various projects encompassed by the Long Range Plan, and it identifies various potential mitigations, including options for a future Transportation Management Plan (TMP). It also identifies the construction of on-site structured parking as mitigation. The Phinney Ridge Community Council appealed the FREIS, the Hearing Examiner dismissed the second appeal, and Council subsequently approved the Zoo's Long Range Plan. The Long Range Plan and the FREIS include discussion of a West Parking Garage, larger than the current proposal.

The Addendum's transportation and parking analysis addresses project-specific issues, and concludes that further mitigation is warranted. This includes a traffic signal, to be located at the intersection of Phinney Ave N and the garage access drive. It determines that the proposed garage, plus proposed mitigations, should result in no significant adverse impacts on Level of Service (LOS) of nearby intersections, traffic safety, and on-street parking availability.

In response to the project's notice of application, zoo neighbors have commented that the identified ranges of TMP options do not satisfactorily address Hearing Examiner Conclusions from the original appeal, and that zoo visitors will continue to use public streets as a primary source of parking. According to this rationale, a garage is not appropriate mitigation, as many visitors choose to park (for free) on nearby streets before opting to pay for parking on zoo grounds. Notwithstanding that free on-street parking may be more attractive to some patrons than on-site paid parking; the construction of the parking garage by itself will not increase parking demand on neighborhood streets.

The Addendum suggests on pg 32 that "providing a northbound right turn lane on Phinney Avenue North may be desirable to reduce delays to northbound through-traffic." DPD determines that such mitigation is not warranted, as its effect on traffic is likely to be marginal, and particularly as it would eliminate otherwise available on-street parking. If such a measure is eventually deemed appropriate, Seattle Department of Transportation has authority to remove the parking spaces and stripe a northbound right-turn lane into the garage. Other proposed transportation mitigations include a new traffic signal and various measures identified in the Zoo's Transportation and Parking Management Plan (Attachment 8 in the Addendum). DPD considers these measures to be adequate pursuant to SMC 25.05.675 R and determines that no further mitigation is warranted.

Air. Impacts to air quality are discussed in the FREIS (pg 106-114), including a more rigorous modeling analysis than would otherwise be expected of a non-project action. The analysis found that an above-ground parking structure at the West Entrance would likely have no appreciable effect on air quality in the vicinity, and therefore no significant adverse impacts are likely. The proposal represents a diminution of the West Parking Garage identified in the FREIS. DPD therefore determines that no mitigation is necessary pursuant to SMC 25.05.675 A.

Views. Public comment suggests that the project will affect protected views. SEPA provides authority to mitigate obstructions of public views from several specified public places, in certain City parks, scenic routes and viewpoints per SMC 25.05.675 P2a. The policy specifically addresses "views to Mount Rainer, the Olympic and Cascade Mountains, the downtown skyline, and major bodies of water including Puget Sound, Lake Washington, Lake Union and the Ship Canal." In this case, none of the protected viewpoints would be affected by the project, and no views from scenic routes would be adversely affected. Therefore no further mitigation is warranted in this regard.

Light and Glare. The Addendum discusses the project's likely light and glare effects on the surrounding area (pg 43). DPD determines that the existing screening and appropriate lighting design effectively mitigate, such that a parking garage of this scale is not likely to be a substantial source of nighttime light impacts to the surrounding environment. Required mitigations identified in the FREIS and/or on Master Use Permit plans and design drawings do provide mitigation, adequate to address some portion of light spillover. DPD therefore determines that no further mitigation is warranted, per SMC 25.05.675 K.

Shadows. The Addendum further discusses possible shadow effects on its surroundings (pg 43). To the east and west, existing tree cover already casts substantial shadows, and the profile of the proposed garage will not likely increase the extent of such shadowing. To the north, the neighborhood park is sufficiently removed from the development site that it will not be affected. No mitigation is warranted pursuant to SMC 25.05.675 Q.

Landmarks. Public comments frequently note that Woodland Park Zoo is itself a historic park, acquired by the City in 1899 and belonging to a system of public landscapes designed by the Olmsted Brothers at the beginning of the last century. The park is not an identified landmark, and the proposed parking garage demolishes no structures that are eligible for landmark nomination. The development site is not likely to be archaeologically significant. No mitigation is necessary pursuant to SMC 25.05.675 H.

Plants and Animals. The Addendum identifies preservation of mature trees as a high priority (pg 10), and plans indicate that the project design preserves substantial trees. A horticultural assessment conducted in May 2006 concluded that 37 trees with greater than 6" diameter at breast height (dbh) are likely to be impacted. The Zoo proposes to replace any removed trees at a ratio of 3:1, consistent with its past practice.

A central component of the Zoo's mission is to foster the survival of various threatened and endangered species, mostly exotic, within controlled environments. Given the Zoo's professional expertise in similar developments, construction of the parking garage is not likely to have any adverse impact on the continued care of these animals. DPD therefore determines that no further conditioning is warranted in this regard.

DECISION – SEPA

The Final Revised Environmental Impact Statement, Addendum, Master Use Permit plans submitted for the project, public comment, and responses to requests for information all comprise DPD's record. Pursuant to SMC 25.05.600 D, DPD relies on the environmental documents and technical reports contained in the associated statements. DPD has determined that the FREIS issued and utilized for the environmental analysis of the West Parking Garage and permitted herein, is adequate. The SEPA conditions listed below are imposed based on Master Use Permit (MUP) plans as well as on all environmental documentation submitted to date.

SEPA CONDITIONS

Prior to Issuance of a Master Use Permit or Construction Permit

None.

During Construction

The following condition 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. The conditions will be affixed to placards prepared by DPD. The placards will be issued along with the building permit set of plans. The placards shall be laminated with clear plastic or other weatherproofing material and shall remain in place for the duration of construction.

1. **Traffic**. Truck hauling routes in the project vicinity are limited to the following arterials: Phinney Ave N, Aurora Ave N, North 50th St, N 46th St, and Market St. Scheduled truck traffic shall avoid peak periods of 4:00 - 6:00 pm, Monday through Friday.

2. **Noise**. All construction activities are subject to the limitations of the Noise Ordinance, SMC 25.08. Construction activities (including but not limited to demolition, grading, deliveries, framing, roofing, and painting) shall be further limited to weekdays from 7am to 6pm, and weekends from 9am to 6pm. Non-noisy activities, such as site security, monitoring, and weather protection shall not be limited by this condition.

	Non-holiday work hours						
	Sun	**Mon**	**Tues**	**Wed**	**Thurs**	**Fri**	**Sat**
7:00 am							
8:00							
9:00							
10:00							
11:00							
12:00 pm							
1:00							
2:00							
3:00							
4:00							
5:00							
6:00							
7:00							
8:00							

Table 1. Allowed work hours. Unshaded work hours shown above are permitted.

Signature: (signature on file) Date: June 18, 2007
Scott Ringgold, Land Use Planner,
Department of Planning and Development

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