



Site F Narrative Conditional Use Permit and Site Development Plan Application

For:

Construction and Operation of the Lynnwood Link Extension Project within the City of Mountlake Terrace, including the Light Rail Guideway and Mountlake Terrace Station, and Establishment of Construction Staging and Work Areas for Light Rail Transit Facilities

Located at:

The light rail alignment within the City of Mountlake Terrace will start at the Mountlake Terrace/Shoreline city limits at State Route 104/NE 205th Street and extend north along the Interstate 5 corridor for approximately 2.2 miles until the Mountlake Terrace/Lynnwood city limits at 212th Street SW.

Site F is located east of 62nd Avenue W between 224th Street SW and 222nd Street SW.

CITY OF MOUNTLAKE TERRACE PROJECT LOCATION:

Site F (22201, 22203, 22205, 22207, 22209, and 22305 62nd Avenue W)

Submitted to:

The City of Mountlake Terrace
Department of Community and Economic Development

Applicant:

Central Puget Sound Regional Transit Authority (Sound Transit)
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TABLE OF CONTENTS

INTRODUCTION..... 1

1.0 EXISTING SITE CONDITIONS..... 1

1.1 Size and Configuration of Site..... 1

1.2 Zoning Designation 1

1.3 Topography..... 1

1.4 Vegetation 2

1.5 Critical Areas..... 2

 1.5.1 Geologic Hazard Areas..... 2

1.6 Routes of Access to Site 2

1.7 Land Use and Site Improvements..... 2

1.8 Surrounding land uses..... 2

1.9 Parking..... 2

1.10 Noise and Vibration 3

2.0 PROPOSED USES 5

3.0 PLANNED IMPROVEMENTS 7

3.1 Structures..... 7

3.2 Design..... 7

3.3 Aesthetics 7

3.4 Grading 7

3.5 Routes of Access..... 7

3.6 Retaining Walls..... 7

3.7 Landscaping..... 8

3.8 Noise Walls 8

3.9 Traction Power Substation/Signal Bungalow 8

3.10 Stormwater Management Facilities 8

3.11 Utilities..... 8

4.0 IMPACTS OF PLANNED USE AND IMPROVEMENTS 11

4.1 Surrounding Area and Land Uses..... 11

4.2 Loss of Vegetation 11

4.3 Critical Areas..... 11

 4.3.1 Geologic Hazard Areas..... 11

4.4 Noise and Vibration 12

4.5 Illumination and Glare 12

4.6 City Street Use..... 12

4.7 Interim vs. Long-term Impacts 12

5.0 CONSTRUCTION..... 15

5.1 Anticipated Construction Schedule..... 15

5.2 Use of City Streets and Haul Routes..... 15

Lynnwood Link Light Rail Extension
City of Mountlake Terrace
Conditional Use Permit and Site Development Plan Application

5.3 Illumination.....15

5.4 Contractor Parking15

5.5 Vibration and Noise.....15

5.6 Longevity of Construction16

5.7 Interim vs. Long-term Impacts16

6.0 PARKING 17

6.1 Construction Worker Parking17

6.2 Hide and Ride Parking17

6.3 Functionally Equivalent Parking.....17

7.0 MITIGATION AND RESTORATION..... 19

7.1 Mitigation of Impacts.....19

7.2 Restoration Proposals.....19

7.3 Interim vs. Long-Term19

 7.3.1 Vegetation.....19

 7.3.2 Geologic Hazard Areas.....19

 7.3.3 Design.....20

 7.3.4 Aesthetics20

 7.3.5 Access.....20

 7.3.6 Parking.....20

 7.3.7 Noise.....20

7.4 Complaint Hotline and Ombudsman.....21

8.0 CONDITIONAL USE PERMIT DECISION CRITERIA..... 23

9.0 SITE DEVELOPMENT PLAN DECISION CRITERIA..... 29

10.0 MUNICIPAL CODE COMPLIANCE..... 31

10.1 Exception Requests40

TABLES

Table 1: Site F Code Compliance31

ATTACHMENTS

Attachment F: Site-Specific Drawings

ACRONYMS AND ABBREVIATIONS

AASHTO	American Association of State Highway and Transportation Officials
ADA	Americans with Disabilities Act
BMP	Best Management Practice
CUP	Conditional Use Permit
dBA	A-weighted decibels
DOE	Department of Energy
I-5	Interstate 5
IBC	International Building Code
FEIS	Final Impact Statement
FTA	Federal Transit Administration
Ldn	Day-night average sound level
Leq	Equivalent continuous noise level
LID	Low impact development
MTMC	Mountlake Terrace Municipal Code
ROW	Right-of-Way
SSSP	Site Safety and Security Plan
SWPPP	Stormwater Pollution Prevention Plan
TESC	Temporary Erosion and Sediment Control
TPSS	Traction Power Substations
UST	Underground Storage Tank
WAC	Washington Administrative Code
WSDOT	Washington State Department of Transportation

INTRODUCTION

Under this application, Sound Transit is seeking a Conditional Use Permit (CUP) for that portion of the Lynnwood Link Extension Project located within the city limits of the City of Mountlake Terrace (referred to as the Project in this Application). The Project includes approximately 2.2 miles of light rail transit facilities, including trackway, Mountlake Terrace Transit Center and Station, and associated facilities. This narrative is part of a comprehensive application package, which includes 13 site areas (Sites A through M), the Guideway narrative, and an Exhibit Book containing documents referenced in the CUP application. The Guideway narrative addresses the guideway structure, noise walls, retaining walls, and other project elements that are not site-specific.

This narrative addresses the portion of the Project known as Site F. Site F is located east of 62nd Avenue W between 224th Street SW and 222nd Street SW, as shown in the Vicinity Maps (Exhibit Book, Exhibits 1 and 2).

1.0 EXISTING SITE CONDITIONS

1.1 Size and Configuration of Site

Site F encompasses approximately 66,146 square feet and includes both privately-owned land (parcel numbers 00524000004900, 00524000005000, 00524000005100, 00524000005400, 00524000005500, 00524000005600, and 00524000005700) and City right-of-way (ROW). The location of Site F, including the surrounding area, parcel lines, and collector arterials are shown on the Vicinity Maps (Exhibit Book, Exhibits 1 and 2). A visual overview of the site and its existing conditions, including property lines, adjacent ROWs, public improvements, traffic-control devices, and easements on or adjacent to the site are provided in the Existing Features Map, Drawing Nos. SF-EFM116-117 in Attachment F – Site-Specific Drawings. Site F features six single-family homes on seven parcels (parcel 00524000005000 is vacant), east of 62nd Avenue W and west of I-5. Additional parcel information is provided in the Property Acquisitions document in Exhibit Book, Exhibit 7.

1.2 Zoning Designation

As shown on the City of Mountlake Terrace (City) Official Zoning Map (adopted March 2018), Site F is located within the Single-Household Residential (RS 7200) zoning district. Surrounding properties to the south and west of Site F are also within the RS 7200 zoning district. There is a General Commercial (CG) district north of Site F. WSDOT ROW (I-5) borders Site F to the east, and City ROW borders Site F to the west and north.

1.3 Topography

Site F consists of 6 single-family houses and some associated impervious surfaces and vegetation. Most of these areas have a gentle slope averaging at a 2 percent slope from south to north. At the north end, portions of the east end of these properties slope down to the east at an average slope of 28 percent. Topography details for Site F are provided in the Existing Features Map on Drawing No. SF-EFM116-117 in Attachment F – Site-Specific Drawings.

1.4 Vegetation

Existing vegetation at Site F consists of mixed coniferous evergreen and deciduous forest as well as open areas with low vegetation and lawn.

1.5 Critical Areas

Critical areas on Site F are limited to small areas of Class IV/Very High and Class II/Moderate Landslide Areas along the eastern edge of the site. These areas are discussed in more detail below. There are no wetlands, streams, priority habitat areas, flood hazard areas, or aquifer recharge areas located within the boundaries of Site F, and therefore they are not discussed further.

This CUP addresses critical areas on Site F, which is composed of privately-owned parcels. It does not address critical areas within the adjacent WSDOT limited access ROW because the City’s critical areas code does not apply to critical areas within the WSDOT limited access ROW (see Critical Areas Concurrence Letter, dated March 19, 2018) (Exhibit Book, Exhibit 9). A detailed discussion of all critical areas within 200 feet of the light rail alignment can be found in the Mountlake Terrace Critical Areas Report (Exhibit Book, Exhibit 8).

1.5.1 Geologic Hazard Areas

Class II/Moderate and Class IV/Very High Landslide Areas exist in small areas along the eastern edge of the site. These geologic hazard areas are shown in the Existing Features Map on Drawing Nos. SF-EFM116-117 (Attachment F – Site-Specific Drawings) and further described in the Mountlake Terrace Critical Areas Report (Exhibit Book, Exhibit 8).

1.6 Routes of Access to Site

Access to Site F is accessible from the west by both 222nd and 224th Streets SW, and from the north and south by 62nd Avenue W, as shown on the Vicinity Maps (Exhibit Book, Exhibits 1 and 2). Site F is bordered by I-5 to the east.

1.7 Land Use and Site Improvements

Existing Site F includes seven residentially zoned lots with six single-family homes located on the east side of 62nd Avenue W from 224th Street SW to 222nd Street SW. There is an existing underground storage tank (UST) on parcel 00524000005700 at 62nd Avenue W and 222nd Street SW. Details of existing land use and site improvements are shown on the Existing Features Map, on Attachment F – Site Specific Drawings, Drawing Nos. SF-EFM116-117.

1.8 Surrounding land uses

Existing land uses surrounding land uses include residential homes to the south and west with I-5 bordering Site F to the east. A former elementary school (Site H) is located north of Site F.

1.9 Parking

Site F features off-street parking for six single-family homes, as shown on the Existing Features Map, Drawing Nos. SF-EFM116-117 in Attachment F – Site-Specific Drawings.

1.10 Noise and Vibration

The existing noise level occurring at Site F is primarily associated with the I-5 corridor. The most representative existing noise measurement, taken 85 feet to the north of Site F with a similar setback from I-5, as measured and reported in the *Lynnwood Link Extension Final Environmental Impact Statement* (FEIS), has a peak one-hour equivalent continuous noise level (Leq) of 67 A-weighted decibels (dBA). Additional measurements were taken at two locations west of Site F, one 225 feet west along 222nd Street SW and another directly adjacent on 223rd Place SW. The peak-hour Leqs are 54 dBA and 61 dBA respectively, with the latter location having a day-night average sound level (Ldn) of 57 dBA. However, the two locations west of Site F benefit from additional physical shielding and distance from I-5 noise, so noise levels are likely lower than spots on the east side of Site F. Per the Federal Transit Administration (FTA) manual, these sound levels correspond to a suburban/urban environment. For additional detailed noise analysis, please refer to the L300 Noise, Vibration and Groundborne Noise Report (Exhibit Book, Exhibit 10).

2.0 PROPOSED USES

For the Project, Site F will be temporarily used for construction staging for Site F elements and access to the light rail guideway. Improvements required to accommodate these uses are detailed in Section 3 of this narrative. Work at Site F will include demolition and clearing of six residences and an underground storage tank; pavement, driveways and sidewalks; fencing; trees, and vegetation.

Proposed improvements at Site F include: new street improvements consisting of curb and gutter upgrades, a streetscape with trees, a 5-foot-wide new sidewalk, street lighting and drainage improvements (including a bioretention swale); a signal bungalow (house) and associated maintenance vehicle parking, fire hydrant, and waterline. A high-rail access point for the guideway extends from 62nd Avenue W at approximately 223rd Street W. Maintenance access will be provided from 62nd Avenue W.

The guideway transects Site F from south to north. As such, improvements associated with Site F will consist of street improvements and landscaping, west of the guideway and landscape restoration and minor grading improvements east of the guideway. The site surface will be restored with approximately 17,437 square feet of landscaping west of the guideway and 7,615 square feet of landscaping restoration east of the guideway, as shown in the landscaping plans and as referenced in Section 3.7. The proposed site layout is provided on Drawings Nos. SF-PSP116 – 117 of Attachment F– Site-Specific Drawings.

3.0 PLANNED IMPROVEMENTS

3.1 Structures

Site F will contain a signal bungalow (house) with electrical power. Work at Site F will also include removal of an underground storage tank (UST). Removal of the UST will be in accordance with Department of Energy (DOE) and Federal Regulations. For details related to the guideway, refer to the Guideway narrative, which is part of this comprehensive application package.

3.2 Design

Site F will feature a signal bungalow (house) with electrical power; a bioretention swale; and driveway for the guideway hi-rail access. The signal bungalow (house) will also require a waterline and fire hydrant in the near vicinity. Street improvements include curb and gutter, a streetscape with trees, 5-foot-wide sidewalk, street lighting, and drainage facilities.

3.3 Aesthetics

Site F will feature street and sidewalk improvements including a 5-foot wide sidewalk along the east side of 62nd Avenue W. The Site will feature landscaping improvements west of the guideway alignment and landscaping restoration east of the guideway alignment. The area around the signal bungalow (house) will be landscaped with seeding and a mix of native shrubs and native and ornamental trees. There will also be an 8-foot tall chain link fence planted with vines along the west and north sides of the signal bungalow (house). See Section 3.7 of this narrative for landscape elements.

3.4 Grading

Site F will require minor grading along the area west of the guideway for hi-rail access and for the signal bungalow (house) and fill along the area east of the guideway to support grading work. Minor grading is also required along the Site area east of the guideway. Approximately 120 cubic yards of cut and approximately 660 cubic yards of fill will be required at Site F. Excavated materials not used as fill on site will be transported by truck to an approved off-site disposal site. Grading for the site is provided in the Proposed Site Plan Map, Drawing Nos. SF-PSP116-117 in Attachment F – Site-Specific Drawings.

3.5 Routes of Access

Proposed access to Site F is from I-5, via the 220th Street SW interchange to 64th Avenue W, 222nd Street SW and 62nd Avenue W. Access to Site F, from the east is proposed from I-5 via 220th Street SW, crossing below the guideway on foot and walking south, adjacent to the guideway. A visual overview of existing roadways and proposed improvements is provided in the Vicinity Map and in the Proposed Site Plan Map, Drawing Nos. SF-PSP116-117 in Attachment F – Site-Specific Drawings, with associated roadway illumination and traffic improvements provided in the L300 Civil Calculations Roadway Illumination and L300 Traffic Engineering Report (Exhibit Book, Exhibits 12 and 13, respectively).

3.6 Retaining Walls

There are no retaining walls proposed at Site F. For details on retaining walls for the adjacent guideway, refer to the Guideway narrative, which is part of this comprehensive application package. Onsite temporary retaining walls may be required during construction to support Site activities.

3.7 Landscaping

The landscape design for Site F features trees, shrubs, and erosion control (seeding) planting, in addition to streetscape planting along 62nd Avenue W. The streetscape planting is a 5-foot wide planting strip of lawn seed and deciduous (Cascara) trees. There will be a 24-foot wide planting strip of seeding mix that will run adjacent to the guideway, along the east and west sides of the alignment. Additionally, the area between the guideway and the sidewalk, along 62nd Avenue W, will be planted with native shrubs and medium to large ornamental and native trees. The signal bungalow will be fenced and screened with vine plantings on it, and an area of shrubs and trees to the west of it (between the sidewalk along 62nd Avenue and the bungalow).

The area around the signal bungalow (house) will be landscaped with seeding and a mix of native shrubs and native and ornamental trees. Some native shrubs and medium to large trees will be planted on the eastern boundaries of Site F, near the I-5 WSDOT ROW, to provide screening of the guideway from the I-5 corridor. These trees will count toward the city-wide tree mitigation requirements. Temporary irrigation will be provided during the plant establishment period for the landscaping elements. Landscape plans for Site F are provided in Drawing No. SF-LPP108 in Attachment F – Site-Specific Drawings.

3.8 Noise Walls

Although noise walls are shown within the Site F boundary, the details associated with them are covered under the Guideway narrative of this application.

3.9 Traction Power Substation/Signal Bungalow

There are no traction power substations (TPSS) proposed at Site F. The 62nd Avenue W Signal Bungalow (house) will be located on Site F, southeast of the 62nd Avenue W and 222nd Avenue W intersection. The proposed layout is provided on the Proposed Site Plan Map in Attachment F – Site-Specific Drawings. The Signal Bungalow will have a foundation poured on site with the structure fabricated off-site. The Signal Bungalow will be surrounded by an 8-foot chain-link fence with vine plantings on the west and north sides visible from the street. Design details for the Signal Bungalow are included in Exhibit 24 of the Exhibit Book. See sections 3.2 and 3.3 for more information regarding design and aesthetics.

3.10 Stormwater Management Facilities

A new conveyance system will be installed along the curb line of 62nd Avenue W, which will collect runoff from the associated street improvements. The conveyance system includes new storm drain pipes and four new catch basins. In addition, water quality and flow control will be improved via a new bioretention swale that will be located on the northwesterly portion of Site F between the guideway and 62nd Avenue W.

Proposed drainage and grading contours are shown in the Proposed Site Plan Map in Attachment F – Site-Specific Drawings (Drawing Nos SF-PSP116-117). Additional information and analysis is provided in the Draft Mountlake Terrace Drainage Report (Exhibit Book, Exhibit 14).

3.11 Utilities

Site F will feature new services for a fire hydrant, and waterline and electrical services for the signal bungalow (house) following demolition of the existing services to the houses. Street lighting along 62nd

Lynnwood Link Light Rail Extension
City of Mountlake Terrace
Conditional Use Permit and Site Development Plan Application

Avenue W will be provided. Plans for the proposed utilities are provided in the Proposed Site Plan Map, Drawings Nos. SF-PSP116-117 in Attachment F – Site-Specific Drawings.

During construction, temporary services including water, power, sewer and communications, if required, will be coordinated with the utilities and will be removed or abandoned when no longer needed.

4.0 IMPACTS OF PLANNED USE AND IMPROVEMENTS

4.1 Surrounding Area and Land Uses

Use of and improvements on surrounding areas and land uses for Site F can be found in the *Lynnwood Link Extension Final Environmental Impact Statement (FEIS)* (Sound Transit 2015a: Chapter 4) and Appendix I-4.2 Land Use – Plans, Goals, and Policies (Sound Transit 2015b). See Section 1.8 of this narrative for more information about Site F’s surrounding area and land uses.

A land use impact will occur with the demolition of the six houses which will result in the conversion of residential land to construction staging for Site F elements and light rail construction access.

4.2 Loss of Vegetation

Existing vegetation on Site F consists of mixed coniferous evergreen and deciduous forest as well as open areas with low vegetation and residential lawn. Approximately 35 trees will be removed from Site F for construction staging for Site F elements and light rail access, and replaced in connection with the overall mitigation plan for the Project, which is further described below. Demolition plans and restoration of vegetation loss for this area are provided in Drawing Nos. SF-eCXP116 and 117 and Drawing No. SF-LPP108, respectively, in Attachment F – Site-Specific Drawings. Mitigation for tree removal is discussed in Section 7.3.1.

4.3 Critical Areas

A detailed discussion of impacts to critical areas can be found in the Mountlake Terrace Critical Areas Report (Exhibit Book, Exhibit 8). Critical areas on Site F are limited to small areas of Class IV/Very High and Class II/Moderate Landslide Areas (see Section 1.5). Below is a summary of the impacts to the geologic hazard areas; detailed information is provided in the Mountlake Terrace Critical Areas Report in Exhibit Book, Exhibit 8.

4.3.1 Geologic Hazard Areas

Class II/Moderate and Class IV/Very High landslide hazard areas within Site F will be temporarily impacted by the Project during construction. Project impacts to landslide hazard areas may include removal of vegetation, excavation of temporary and permanent cut slopes, placement of earth embankment fills, and construction of retaining structures.

Project impacts on landslide hazard areas will be minimized by evaluating slopes and designing retaining structures for adequate stability, using appropriate techniques, such as limiting slope inclination, limiting surcharge loading, or adding slope reinforcement, therefore minimizing the potential for impacts to the Landslide Hazard Areas. The Project will be designed in accordance with International Building Code (IBC), American Association of Station Highway and Transportation Officials (AASHTO), Sound Transit design standards, and MTMC 16.15. The Project is designed in accordance with Critical Areas, Reasonable Use Provision, MTMC 16.15.

Limited clearing of vegetation and soil disturbance will expose soils in areas defined as landslide hazard areas, as shown in Attachment F – Site Specific Drawings, Drawing Nos. SF-PSP116 and 117. Best management practices (BMPs) will be implemented to limit erosion and sedimentation of exposed soils

and a Temporary Erosion and Sediment Control (TESC) plan will be developed, implemented, and monitored to address potential erosion and siltation during construction.

4.4 Noise and Vibration

Potential noise impacts and mitigation measures for the Project were identified in the Lynnwood Link Extension FEIS and ROD. Sound Transit is further assessing noise impacts and mitigations based on recently available design details. The L300 Noise, Vibration and Groundborne Noise Report will be updated with the next design milestone in December 2018. As stated in the FEIS, Sound Transit will mitigate noise and vibration impacts associated with construction, operation, and maintenance of the Project. There are 16 residences within 250 feet of Site F that may be impacted by noise and vibration.

Construction noise and vibration impacts on the nearest residences may occur, as detailed in Section 5.5 and 7.3.7 of this narrative.

Noise and vibration predictions for light rail operation (further addressed in the Guideway narrative portion of this package) are performed using standard FTA methodology and compared with FTA criteria to determine impacts. Noise mitigation in the form of acoustic panels and noise walls is being integrated with the final design of trackway structures with the goal of reducing noise impacts from light rail transit operations in communities adjacent to the Project in accordance with applicable FTA criteria. Attachment GW1 in the Guideway narrative shows the location of operations-related noise walls. For a detailed analysis of operational impacts conducted for the Project, please refer to the L300 Noise, Vibration and Groundborne Noise Report (Exhibit Book, Exhibit 10).

4.5 Illumination and Glare

Roadway illumination modifications associated with Site J have been designed based on City of Mountlake Terrace design guidelines and requirements for roadway illumination. Roadway illumination equipment including street light poles and luminaires is specified in compliance with City of Mountlake Terrace 2016 Engineering Standards. Per City guidelines, roadway illumination system modifications have been designed in accordance with IES RP-8 “Roadway Lighting” to provide the recommended lighting levels and to limit veiling luminance (a measure of disability glare) based on the roadway classification. A visual overview of roadway illumination system modifications is provided in the Proposed Site Plan Map, Drawing Nos. SF-PSP116-117 in Attachment F – Site-Specific Drawings. Roadway illumination calculations are provided in Exhibit Book, Exhibit 12.

4.6 City Street Use

Sound Transit proposes to control traffic during construction of the Project through a variety of methods to ensure the safety of the public. See Section 5.2 of this narrative for information regarding use of city streets and haul routes.

4.7 Interim vs. Long-term Impacts

The construction work and access associated with Site F will be necessary for approximately six years, starting in approximately 2019 and ending before commencement of revenue service in 2024. The construction impacts to the site will be addressed through restoration. See section 7.0 for restoration details.

Lynnwood Link Light Rail Extension
City of Mountlake Terrace
Conditional Use Permit and Site Development Plan Application

The site will be restored in accordance with the landscaping plans as described in Section 3.7 of this narrative. Long-term impacts related to operational noise will be mitigated as described in the Guideway narrative, which is part of this comprehensive application package, and as described in additional detail in the L300 Noise, Vibration and Groundborne Noise Report (Exhibit Book, Exhibit 10).

5.0 CONSTRUCTION

5.1 Anticipated Construction Schedule

Construction of the Project is expected to begin in 2019 and conclude in 2024. Revenue service is scheduled to begin in 2024, following completion of trackwork and systems testing. Sound Transit will provide the City with a detailed construction schedule before commencement of activities.

5.2 Use of City Streets and Haul Routes

Haul routes to and from the site will provide access to the I-5 corridor as directly as possible using collector and arterial streets. Preliminary haul routes are provided in Drawing No. SF-eCHP002 in Attachment F – Site-Specific Drawings. Final haul routes will be developed by the contractor. The access and haul routes were chosen to result in minimal pedestrian/vehicle conflict by using the most direct route to arterials. Detailed construction phasing and access, final haul routes, a Traffic Control Plan, and a Maintenance of Traffic Plan will be developed by the contractor during the latter portions of the final design process and during construction, and will be included in any Right-of-Way Use Permit and/or Site Development Permit applications submitted to the City. The Maintenance of Traffic Plan will conform to City Engineering Standards for Temporary Traffic Control.

5.3 Illumination

Because the final layout of the work areas will be determined by the construction contractor prior to mobilization, this narrative describes in general terms the kinds of illumination that can be expected at Site F. Lighting during work hours will be provided by mobile light plants, exterior lighting on the contractor trailers, and light poles on equipment. Lights will be pointed inward toward the work site, away from adjacent properties, and luminaire fixture shielding will be provided as required to reduce light spillage at adjacent properties. During nonworking hours, a reduced amount of lighting will be provided to maintain security.

5.4 Contractor Parking

See Section 6.1, Construction Worker Parking, for a discussion of the options planned for contractor parking.

5.5 Vibration and Noise

A detailed construction noise and vibration analysis was prepared for the Project as described in the L300 Construction Noise, Vibration and Groundborne Noise Report (Exhibit Book, Exhibit 15). Construction noise impacts are being further assessed based on recently available design details with respect to state and local noise ordinances. The report will be updated with the next design milestone in December 2018.

As stated in the FEIS, Sound Transit will mitigate noise and vibration impacts associated with construction, operation, and maintenance of the Project. Standard mitigation, where necessary and to the extent practicable, may consist of but not be limited to portable noise walls, temporary noise barriers (acoustic blankets on fencing), and vehicle broadband backup alarms or smart alarms for nighttime to lessen impacts from construction activities. Where feasible, temporary noise walls that provide partial mitigation will be installed to replace existing traffic noise walls to partially compensate during periods when these walls must be taken down for construction of the Project. Construction activity schedules, to

the extent reasonable, will be structured so that noisier activity will be restricted to daytime hours, and quieter activity will be performed at night. However, some activities must be performed at night as dictated by Maintenance of Traffic requirements associated with restrictions on lane and roadway closures on I-5 and other adjacent arterial roadways. These activities will be considered for localized, temporary noise control where feasible.

A Construction Noise and Vibration Mitigation and Monitoring Plan will be developed by the construction contractor and approved by the Sound Transit Construction Management Consultant Resident Engineer prior to commencement of construction activities outside normal daytime working hours. In general, the plan will specify the construction activities, monitoring locations, equipment, procedures, characterization of the noise produced with equipment, schedule of measurement, reporting methods to be used local outreach, and response to community concerns. The contractor will retain the services of an acoustic specialist to perform the detailed analyses for construction noise and vibration, and to develop the plan. The plan will be provided to the City for review prior to commencement of construction activities outside normal daytime working hours.

See Sections 4.4 and Section 7.3.7 of this narrative for an additional discussion regarding noise impacts and mitigation.

5.6 Longevity of Construction

Construction activities at Site F are anticipated to occur during several phases of the approximately six-year timeframe for the Project. Access to the guideway through Site F is expected during the full duration of construction.

5.7 Interim vs. Long-term Impacts

The construction work and access associated with Site F will be necessary for approximately six years, starting in 2019 and ending before commencement of revenue service in 2024. The impacts to the site from the use for construction access will be addressed through restoration. Please see section 7.0 for restoration details.

6.0 PARKING

6.1 Construction Worker Parking

Contractor parking on local streets will be prohibited. As required by the ROD, parking areas for construction workers will be provided if necessary. For more information please refer to the Lynnwood Link Extension ROD Including ROD Mitigations (ROD Table B-1) (Exhibit Book, Exhibit 17). It will be the responsibility of the contractor to provide temporary parking areas for construction workers. The contractor will be required to submit a Construction Worker Parking Plan to Sound Transit before commencement of construction, and this plan will be provided to the City for review as part of the overall Project Temporary Parking Planning. There are several options available for the contractors to accomplish this including:

- Providing parking in limited areas of the construction staging area.
- Establishing satellite parking lots and shuttling workers to the construction site.
- Encouraging and/or providing incentives to construction workers to use carpools, vanpools, and public transportation that lessen the demand for vehicular parking.

6.2 Hide and Ride Parking

Site F is located 1.5 miles walking distance from the Mountlake Terrace Station; therefore, “hide and ride” parking is not expected to occur.

6.3 Functionally Equivalent Parking

Site F has no off-street private parking spaces; therefore, equivalent replacement parking is not necessary for this site.

7.0 MITIGATION AND RESTORATION

7.1 Mitigation of Impacts

Critical areas on Site F are discussed in Section 1.5 of this narrative. Unavoidable impacts to landslide hazard areas, are discussed in Section 4.3 of this narrative and shown in Drawing Nos. SF-EFM116-117 (Attachment F – Site-Specific Drawings). A summary of the mitigation measures that have been established to address Project impacts are described below. More detailed information can be found in the City of Mountlake Terrace Critical Areas Report (Exhibit Book, Exhibit 8)

Removal (and replacement) of trees within Site F are discussed in Section 7.3.1. Mitigation related to parking, design and other disciplines is discussed below.

7.2 Restoration Proposals

Approximately 37,400 square feet of landscaping will be provided at Site F as shown in the landscaping plans and as described in Section 3.7. For non-landscaped areas, the site will be restored to its preconstruction condition or better after work related to the street frontage improvements, bioretention swale, new fire hydrant, and new electrical service has been completed. Temporarily disturbed erosion hazard areas and landslide areas will be revegetated and restored as soon as practical to minimize the risk of erosion. Trees planted as part of the proposed landscaping at Site F will count toward the city-wide tree mitigation requirements.

7.3 Interim vs. Long-Term

The construction work and access associated with Site F will be necessary for approximately six-years, starting in 2019 and ending before commencement of revenue service in 2024. The description of interim versus long-term mitigation and restoration measures are discussed by subject area below.

7.3.1 Vegetation

On Site F, temporarily disturbed areas will be revegetated and restored as soon as practical to minimize the risk of erosion. Approximately 35 trees will be removed from Site F and replaced in areas throughout the City as part of the city-wide tree mitigation requirements.

7.3.2 Geologic Hazard Areas

As required by MTMC 16.15.430.C.4.a, geotechnical engineers evaluated the geologic hazard areas near the vicinity of the Project, and it is their opinion that the risks of damage from the Project, both on-site and off-site, are minimal, provided the project is constructed as designed. The Project will be designed in accordance with the International Building Code (IBC) standards promulgated by the American Association of State Highway and Transportation Officials (AASHTO), Sound Transit design standards, and MTMC 16.15. Additionally, it is the geotechnical engineers' opinion the project as designed will not increase the risk of occurrence of the potential geologic hazards and that measures to eliminate or reduce the potential geologic hazards have been incorporated into the design, in accordance with their recommendations presented in their geotechnical reports.

Temporary erosion and sedimentation control (TESC) measures are incorporated in the project construction requirements to reduce the risk of erosion during construction, and permanent landscaping has been incorporated into the project design to provide permanent erosion protection. The project has

been designed with consideration of static and seismic slope stability for all structures located in areas with sloping grounds, to reduce the risk of potential landslide events. Stormwater facilities have been designed appropriately manage stormwater runoff throughout the Project area.

All Landslide Hazard Areas will be mitigated by the design such that the finished Project is expected to result in no impact or improved stability in Landslide Hazard Areas. Slopes and retaining structures will be evaluated and designed for adequate stability using appropriate techniques, such as limiting slope inclination, limiting surcharge loading, or adding slope reinforcement, therefore minimizing the potential for impacts to the Landslide Hazard Areas. In addition, vegetation cleared in these areas will be replanted with mostly native vegetation. As long-term mitigation for trees removed within geologic hazard areas, replacement trees will be planted at a ratio to be agreed upon by the City and Sound Transit. Replacement trees will likely be native species and be planted in accordance with an approved restoration plan.

7.3.3 Design

The Project will be designed in accordance with International Building Code (IBC), American Association of Station Highway and Transportation Officials (AASHTO) and/or Sound Transit design standards, as appropriate. Refer to Section 3.2 of this narrative for additional design information. No further design mitigation is required for Site F.

7.3.4 Aesthetics

Refer to Sections 3.7 of this narrative for information regarding landscaping. No further aesthetics mitigation is proposed for Site F.

7.3.5 Access

Refer to Section 3.5 of this narrative for information regarding site access improvements. A Traffic Control Plan and a Maintenance of Traffic Plan will be developed by the contractor in order to avoid or minimize impacts to traffic as a result of construction. Additional measures to mitigate traffic impacts will be implemented as necessary, and may include providing flaggers at construction vehicle access points; minimizing roadway, lane, shared-use path, and sidewalk closures, and limiting closures to non-peak traffic flow hours; coordinating and seeking approval of street and lane closures and other in-street work activities with transit agencies, emergency service providers, WSDOT, and the City; and providing advance notice of closures to the public.

7.3.6 Parking

No parking mitigation or restoration is proposed for Site F, due to the lack of any current off-street parking uses on this site.

7.3.7 Noise

The Project includes mitigation of noise and vibration impacts in the adjacent communities associated with operation and maintenance of the light rail transit system. For a discussion of operational noise and vibration mitigation, refer to the ROD and the Guideway narrative and the L300 Noise, Vibration, and Groundborne Noise Report (Exhibit Book, Exhibit 10), which are part of this application package.

Temporary construction noise and vibration will be mitigated to the extent practical, and may include the use of portable noise walls, temporary noise barriers (acoustic blankets on fencing), and vehicle

broadband backup alarms or smart alarms for nighttime to lessen impacts from construction activities. Where feasible, temporary noise walls that provide partial mitigation will be installed to replace existing traffic noise walls to partially compensate during periods when these walls must be taken down for construction of the Project. Construction activity schedules, to the extent reasonable, will be structured so that noisier activity will be restricted to daytime hours, and quieter activity will be performed at night. However, some activities must be performed at night as dictated by Maintenance of Traffic requirements associated with restrictions on lane and roadway closures on I-5 and other adjacent arterial roadways. These activities will be considered for localized, temporary noise control where feasible.

A Construction Noise and Vibration Mitigation and Monitoring Plan will be developed by the construction contractor and approved by the Sound Transit Construction Management Consultant Resident Engineer prior to commencement of construction activities outside normal daytime working hours. In general, the plan will specify the construction activities, monitoring locations, equipment, procedures, characterization of the noise produced with equipment, schedule of measurement, reporting methods to be used local outreach, and response to community concerns. The contractor will retain the services of an acoustic specialist to perform the detailed analyses for construction noise and vibration, and to develop the plan. The plan will be provided to the City for review prior to commencement of construction activities outside normal daytime working hours.

7.4 Complaint Hotline and Ombudsman

Per the ROD mitigation plan, Sound Transit will provide a 24-hour construction telephone hotline and a community ombudsman throughout the construction period (FEIS, Section 4.3). See the Lynnwood Link Extension ROD Including ROD Mitigations (ROD Table B-1) (Exhibit Book – Exhibit 17).

8.0 CONDITIONAL USE PERMIT DECISION CRITERIA

The following sections enumerate and discuss the Project’s compliance with each of the CUP decision criteria set forth in MTMC 19.110.200.

- 1) *The proposal is in accordance with the goals, policies and relevant land use designations of the Comprehensive Plan.*

RESPONSE: The Project has been designed to be consistent with the City’s Comprehensive Plan (adopted in 2015, and amended in 2017). Exhibit Book, Exhibit 18 provides a detailed narrative of the ways in which the Project meets the goals and policies of each applicable element of the Comprehensive Plan.

- 2) *The proposal will not adversely impact the established character of the surrounding vicinity. For purposes of this section, “character” shall mean:*

- a. *The distinctive features or attributes of building and site design, including but not limited to building façade, scale, building modulation, tree cover, landscaping, size and location of signs, amount and location of parking, fencing and walkability:*

RESPONSE: As described in Section 1, the existing land use at Site F includes six single-family homes, and one vacant parcel. There is also an existing underground storage tank (UST) on parcel 00524000005700 at 62nd Avenue W and 222nd Street SW. The established character of the surrounding area is primarily residential, with the I-5 transportation corridor east of Site F. For the Project, Site F will be temporarily used for construction staging for Site F elements and access to the light rail guideway. Work at Site F will include demolition and clearing of six residences and an underground storage tank; pavement, driveways and sidewalks; fencing; trees, and vegetation. Section 3.0 addresses in detail the planned improvements for each of these facilities, which are briefly summarized below. The proposed site layout is provided on Attachment F, Drawing Nos SF-PSP116-117.

A high-rail access point for the guideway extends from 62nd Avenue W at approximately 223rd Street W. Maintenance access will be provided from 62nd Avenue W. The LRT guideway adjacent to Site F is compatible with the current I-5 freeway transportation use. For more detail regarding the Guideway see the Guideway narrative. The design and use of Site F will not adversely impact the established surrounding community character.

Building Façade, Scale and Modulation Impacts

Buildings surrounding Site F include residential homes to the west and south. The former Melody Hill School (Site H) is north of Site F and includes the foundations of Melody Hill Elementary School. There are commercial buildings north of the former Melody Hill School (Site H). The project work at Site F will not adversely affect the established character of the surrounding vicinity regarding building façade, scale, and modulation.

While Site F will feature a small signal bungalow house, the area around the signal bungalow (house) will be landscaped with seeding and a mix of native shrubs and native and ornamental trees. There will also be an 8-foot tall chain link fence with vines planted at the base to screen the signal bungalow (house). See Section 3.7 of this narrative for landscape elements.

Tree Cover and Landscaping Impacts

The landscaping and tree cover surrounding Site F includes mixed coniferous evergreen and deciduous trees as well as residential lawn areas. There is also lawn area associated with the former Melody Hill Elementary School (Site H). The proposed work at Site F will not adversely affect the established character of the surrounding vicinity regarding tree cover and landscaping.

The landscape design for Site F features approximately 37,000 square feet of landscaping in the form of trees, shrubs, and erosion control (seeding) planting, in addition to a streetscape planting, along 62nd Avenue W, as shown in the landscaping plans and as described in Section 3.7.

Although approximately 35 trees will be removed from Site F, they will be replaced in areas throughout the City as part of the city-wide tree mitigation requirements. Some native shrubs and medium to large trees will be planted on the eastern boundaries of Site F, near the I-5 WSDOT ROW, to provide screening of the guideway from the I-5 corridor. These trees will count toward the city-wide tree mitigation requirements.

The streetscape planting is a 5-foot wide planting strip of lawn seed and deciduous (Cascara) trees. There will be a 24-foot wide planting strip of seeding mix that will run adjacent to the guideway, along the east and west sides of the alignment. Additionally, the area between the guideway and the sidewalk, along 62nd Avenue W, will be planted with native shrubs and medium to large ornamental and native trees. The signal bungalow will be fenced and screened with vine plantings on it, and an area of shrubs and trees to the west of it (between the sidewalk along 62nd Avenue and the bungalow).

The area around the signal bungalow (house) will be landscaped with seeding and a mix of native shrubs and native and ornamental trees. There will also be an 8-foot tall chain link fence with vines planted at the base to screen the signal bungalow. Landscape plans for Site F are provided in Drawing No. SF-LPP108 in Attachment F – Site-Specific Drawings.

Signage (Sign and Location)

The character of surrounding signage near Site F is primarily related to commercial businesses north of the former Melody Hill Elementary School (Site H) and some residential street signage. The project work at Site F will not adversely impact the character of surrounding signage. Only temporary signage may be required during construction use of Site F. There is no permanent signage proposed at Site F.

Parking Impacts (Amount and Location)

Parking surrounding Site F is associated with residential homes. While the site may be used for construction worker and equipment parking during the six-year construction period, there will be no parking impact on the surrounding community because these parking needs will be satisfied on-site within staging areas, or at an established satellite parking lot.

Fencing Impacts.

Fencing surrounding Site F is associated with residential homes. There is also a fence surrounding the vacant former Melody Hill Elementary School (Site H). The project work at Site F will not adversely impact the character of surrounding fencing. There is no permanent fencing proposed at Site F other than the fencing proposed for the signal bungalow. The Signal Bungalow will be surrounded by an 8-foot tall chain link fence with vine plantings on the west and north sides. All constructed light rail facilities and acquired property will be protected by security fence and/or screen wall.

Walkability Impacts

There are no existing sidewalks along the east side of 62nd Avenue W. Portions of the west side of 62nd Avenue W feature sidewalks. The proposed work at Site F will benefit neighborhood walkability. Work at Site F will include the following street improvements: curb and gutter, streetscape with trees, 5-foot-wide sidewalk, street lighting, and drainage facilities. New Sidewalks with street lighting and landscaping along 62nd Avenue W will improve pedestrian safety and access to amenities.

Additional Public Amenities

The project work at Site F will not adversely affect the established public amenities, but will greatly increase access to public amenities by providing the citizens of Mountlake Terrace with access to high capacity multimodal public transit.

- b. The level of noise, vibrations or odors;*

RESPONSE:

Noise and Vibration Impacts

The sources of existing noise and vibration at Site F are primarily associated with the I-5 corridor. Per the Federal Transit Administration (FTA) manual, noise levels at existing Site F, correspond to a suburban/urban environment.

To ensure that the established character of noise and vibration in the surrounding vicinity is not adversely impacted, Sound Transit is further assessing noise impacts and mitigations based on recently available design details. The L300 Noise, Vibration and Groundborne Noise Report will be updated with the next design milestone in December 2018. As stated in the FEIS, Sound Transit will mitigate noise and vibration impacts associated with construction, operation, and maintenance of

the Project. There are 16 residences within 250 feet of Site F that may be impacted by noise and vibration.

Standard mitigation, where necessary and to the extent practicable, may consist of but not be limited to portable noise walls, temporary noise barriers (acoustic blankets on fencing), and vehicle broadband backup alarms or smart alarms for nighttime to lessen impacts from construction activities. Where feasible, temporary noise walls that provide partial mitigation will be installed to replace existing traffic noise walls to partially compensate during periods when these walls must be taken down for construction of the Project. No noise walls are proposed for Site F. Noise walls associated with the guideway are discussed in the Guideway narrative of this application.

Construction activity schedules, to the extent reasonable, will be structured so that noisier activity will be restricted to daytime hours, and quieter activity will be performed at night. However, some activities must be performed at night as dictated by Maintenance of Traffic requirements associated with restrictions on lane and roadway closures on I-5 and other adjacent arterial roadways. These activities will be considered for localized, temporary noise control where feasible.

A Construction Noise and Vibration Mitigation and Monitoring Plan will be developed by the construction contractor and approved by the Sound Transit Construction Management Consultant Resident Engineer prior to commencement of construction activities outside normal daytime working hours. In general, the plan will specify the construction activities, monitoring locations, equipment, procedures, characterization of the noise produced with equipment, schedule of measurement, reporting methods to be used local outreach, and response to community concerns. The contractor will retain the services of an acoustic specialist to perform the detailed analyses for construction noise and vibration, and to develop the plan. The plan will be provided to the City for review prior to commencement of construction activities outside normal daytime working hours.

See Sections 4.4, and Section 7.3.7 of this narrative for additional discussion regarding noise impacts and mitigation. For a discussion of operational noise and vibration mitigation, refer to the ROD and the Guideway narrative and the L300 Noise, Vibration, and Groundborne Noise Report (Exhibit Book, Exhibit 10), which are part of this application package.

Odor Impacts

Odors associated with the surrounding community are primarily related to traffic and vehicle exhaust along the I-5 corridor.

Potential short-term odors from construction equipment at Site F could occur as a result of diesel and exhaust fumes from construction vehicles and excavation equipment. The surrounding vicinity will not be adversely affected by these odors, which are generated while equipment is in use, localized to the construction site, and

will dissipate once work is completed in each localized area, so they are not expected to adversely impact properties in the vicinity of Site F. Potential odors from longer-term operation of the Project will be consistent with other transportation facilities. These occasional odors are common in the I-5 corridor and are not expected to adversely affect the surrounding vicinity.

- c. *The type of vehicular traffic and traffic patterns associated with the permitted uses in the zoning district.*

RESPONSE: Traffic surrounding Site F is primarily associated with the residential neighborhoods and the I-5 corridor. There will be minimal traffic impacts at Site F. Levels of service at key intersections affected by increases in traffic associated with the Project would meet City and WSDOT level of service criteria with forecast year 2035 AM and PM peak hour traffic volumes, as documented in the Lynnwood Link Extension FEIS. Additional information for traffic improvements are provided in the L300 Traffic Engineering Report (Exhibit Book – Exhibit 13).

- 3) *The proposed use will not endanger the public health, safety, and general welfare of the community or create obstacles to neighborhood circulation.*

RESPONSE: Site F will be temporarily used for construction staging for Site F elements and access to the light rail guideway. Site F will feature a signal bungalow house (house) and streetscape improvements along 62nd Avenue W.

Before beginning any onsite work, the contractor will submit for Sound Transit approval the Site Safety and Security Plan (SSSP) which will address site safety and security. The SSSP will include sections to specifically address protection of the public when work is occurring above areas that are open to public access and how access to the all work areas will be controlled. The contractor will be required to maintain good housekeeping both onsite and adjacent public facilities. The contractor will be required to maintain both vehicle and pedestrian traffic circulation adjacent to the station site in accordance with Manual on Uniform Traffic Control Devices (MUTCD) and approved traffic control plans, which may include signage, barriers, lighting, flaggers, and/or uniformed police officers.

During the duration of all construction, work areas on Site F will be fenced off to ensure safety for both the public and construction staff. Following removal of the existing structures, utilities and pavement and construction of the high-rail access and full frontage improvements, the safety fence will be replaced by a security fence to eliminate trespassing on Sound Transit property and to protect the public. The full frontage improvements will provide enhanced pedestrian circulation and safety by allowing full access to a curb protected sidewalk at the site along 62nd Avenue W. The wider street with raised curb and gutter will provide safer vehicular circulation in the neighborhood. Maintenance and operations traffic will be infrequent and will not affect the circulation in the neighborhood. The only impact on neighborhood circulation would be the intermittent entrance and exit of construction vehicles during working hours. Safe driving practices by all drivers entering or leaving the site will be strictly enforced at all times.

With these provisions for public safety and neighborhood circulation, no additional impacts to public health or general welfare are expected.

- 4) *The proposal complies with the purpose and all requirements of the zoning district classification in which it is located and with the general provisions of the municipal code.*

RESPONSE: Site F is within the City’s RS 7200 zoning district. The Project is a Type A essential public facility and is allowed in any zoning district through the conditional use permit process as described in MIMC Titles 18 and 19. See Section 10 of this narrative for more information on Site F, regarding compliance with municipal code and development standards.

- 5) *The proposal will be served by existing public facilities as may be necessary. This standard may be met if the applicant pays the cost of or installs any additional facilities needed.*

RESPONSE: The Project has been designed to incorporate improvements as needed to public facilities at Site F, including stormwater management facilities, fire department connections, and wet and dry utilities. The project work at Site F will not adversely impact the service of existing public facilities (sewer, water, fire stations, hospitals, schools, etc.), and will not require changes or upgrades to existing utilities. Refer to Sections 3.10 and 3.11 of this narrative for additional details.

9.0 SITE DEVELOPMENT PLAN DECISION CRITERIA

The following sections enumerate and discuss the Project’s compliance with each of the site development plan criteria set forth in MTMC 19.110.220(C), and summarized in a Project-specific checklist developed by the City.

- 1) *Type of Land Use.* Describe how the proposal is in conformance with the goals and policies of the Comprehensive Policy Plan and that the type of land use proposed is permitted in the applicable zoning district.

RESPONSE: The Project has been designed to be consistent with the Comprehensive Plan (adopted June 2015, amended 2017), as detailed in Exhibit 18. As essential elements to the overall project, the proposed facilities at Site F are integral to achieving policies and goals of the Comprehensive Plan, specifically, policies in favor of density and improved transit services within the City. The Project is a Type A essential public facility and is allowed in any zoning district through the CUP process as described in MTMC Titles 18 and 19.

- 2) *The Level of Development.* Describe how the density, or intensity, of the use is consistent with the Comprehensive Plan and the applicable zoning designation.

RESPONSE: Site F will be temporarily used for construction staging for Site F elements and access to the light rail guideway. Site F will feature a signal bungalow house (house) and streetscape improvements along 62nd Avenue W. Site F is located within the RS 7200 City zoning district and within the corresponding City Comprehensive Plan Urban Low Residential (ULR) land use designation, as shown on the Comprehensive Plan Map adopted February 2018.

As an essential public facility, the Project will introduce a fast, efficient, and reliable transportation system that will provide the Mountlake Terrace community linkages to surrounding areas, and an alternative to single-occupancy vehicles. The Project will support active communities, and connect passengers to other travel modes including rail, buses, biking and walking. This will facilitate denser development in designated urban growth areas and help focus much of the growth around the Mountlake Terrace Station (the City’s public access point to light rail), where existing zoning and land use codes allow for greater density and intensity of development. Consistent with the Comprehensive Plan, such increased density constitutes efficient land use, allowing for cost-effective provision of services and facilities, and promoting walkable and cohesive neighborhoods.

- 3) *Development Standards.* Describe how the proposal complies with all requirements of the zone classification and the general provision of the Zoning Ordinance (bulk requirements).

RESPONSE: Site F’s compliance with all requirements of the municipal code, including all applicable development standards of the RS 7200 zone, is described in Section 10.0.

- 4) *Infrastructure.* How will the proposal be served by existing public facilities? Is there sufficient capacity for sewer, water, storm water, and power to serve the site? If not, what provisions will be made to extend or provide those services?

RESPONSE: Sound Transit is coordinating with City staff to ensure the proposed improvements complement and enhance existing public facilities. As previously noted (Sections 3.0 and 8.0 of this narrative), the Project will incorporate improvements to public facilities to any extent that existing capacity is insufficient at Site F. Provisions will be made to extend and preserve stormwater management facilities (including a bioretention facility), wet and dry utilities, and pedestrian and vehicular access routes. The project work at Site F will not adversely impact the service of existing public facilities (sewer, water, fire stations, hospitals, schools, etc.), and will not require changes or upgrades to existing utilities.

- 5) *Environmental Impacts.* Describe how the environment impacts are, or can be made, consistent with the applicable development regulations, or in the absence of applicable regulations, the Comprehensive Plan.

RESPONSE: Sections 9.0 and 10.0 of the Guideway narrative describe how the Project has been subject to procedural and substantive SEPA review through issuance of the Project Environmental Documents that identify the applicable mitigation measures. Exhibit 8 of the Exhibit Book includes a Critical Areas Report to demonstrate Project compliance with critical areas development standards in MIMC 16.15.

- 6) *Other Factors Relevant to the Proposal.* Describe what other factors such as previous approvals, engineering standards, other City Codes, regulations and standards, ADA requirements etc. are relevant to the proposal.

RESPONSE: The Project will comply with accessibility rules as adopted by the Washington State Building Code Council for making buildings and facilities accessible to and usable by physically disabled or elderly persons (adopted by reference in MIMC 15.05.170). Site F's compliance with the MIMC is discussed in Section 10.0 of this narrative.

10.0 MUNICIPAL CODE COMPLIANCE

The Project has been designed to comply with all applicable provisions of MTMC. The following table summarizes applicable elements of the MTMC with reference to the relevant sections, and discusses how the project facilities at Site F comply with each requirement.

Table 1: Site F Code Compliance

Chapters	Summary Description	Project Compliance
8.20 – REGULATION OF NOISE AND SOUND	This chapter regulates nuisance noise in public spaces within the City. It is unlawful for any person knowingly to cause or make, or for any person in possession of property knowingly to allow to originate from the property, unreasonable noise that disturbs another.	As illustrated in Sections 3.8 and 5.5 of this narrative, the Project will comply with the City noise code during construction activities on Site F. Project noise during operations is controlled by mitigation measures incorporated into the design (e.g., noise walls) according to FTA guidelines. Additional details of the analysis and proposed mitigation is provided in the L300 Noise, Vibration and Groundborne Noise Report in (Exhibit Book, Exhibit 10), and the L300 Construction Noise, Vibration and Groundborne Noise Report in (Exhibit Book, Exhibit 15). The MTMC does not regulate operational noise associated with the Project.
12.05 – SIDEWALKS – REPAIR AND MAINTENANCE RESPONSIBILITY	This chapter establishes a City-wide policy toward sidewalk maintenance and repair that addresses standards for construction, responsibilities of abutting property owners, and a process by which sidewalks are to be repaired or replaced.	There are no existing sidewalks at Site F. The proposed streetscape improvements at Site F will include new sidewalks along 62nd Avenue W. All new sidewalks at Site F will be constructed in compliance with the City’s engineering standards.
12.20 – COMMUNICATIONS – USE OF RIGHT-OF-WAY BY WIRELINE SERVICE PROVIDERS	The chapter establishes guidelines to permit and manage reasonable access to City right-of-way for communication purposes.	MTMC 12.20 does not apply to Site F. No communications equipment will be installed at this site.
13.10 – SOLID WASTE	This chapter establishes a uniform system for the collection and disposal of solid waste, including garbage, recyclables, and yard debris. Such collection and disposal shall be provided by a solid waste service provider under written agreement with the City.	MTMC 13.10 does not apply to Site F. No solid waste will be produced at this site.
13.15 – RECYCLING RECEPTACLES	This chapter regulates the use of recycling receptacles within the City.	MTMC 13.15 does not apply to Site F. No recycling will be produced at this site.

Lynnwood Link Light Rail Extension
 City of Mountlake Terrace
 Conditional Use Permit and Site Development Plan Application

Chapters	Summary Description	Project Compliance
13.20 – SANITARY SEWERS	The chapter establishes regulations for the construction and operation of sanitary sewers, including construction standards, the permitting process,	MTMC 13.20 does not apply to Site F. No sanitary sewers will be impacted or constructed on this site.
13.25 – SANITARY SIDE SEWERS	This chapter regulates the construction and operation of sanitary side sewers.	The existing side sewers to the six residences will be removed in accordance with the City’s engineering standards. No new side sewers will be constructed on this site.
13.35 – WATER PRESSURE REGULATING VALVES	This chapter provides requirements for pressure regulating valves for existing and new water service.	MTMC 13.35 does not apply. No water pressure regulating valves will be constructed on this site.
13.50 – IMPROVEMENTS	This chapter provides a permitting process and construction standards for all “public or private improvements.” Improvements are defined by the City as all construction constituting a valuable addition to or modification of all public and private lands by the installation of any and all facilities conveying water, sanitary sewage, storm waters, grading, clearing, electricity, heating gases, telephone and television signals, and vehicular and pedestrian traffic, and by creating in accordance with City ordinances vehicular parking, landscaping, irrigation, and sight-screening on private property.	The Project will comply with the City permitting process and construction standards for work required at Site F. Illustrations of the proposed improvements are provided in Proposed Site Plan Map in Attachment F – Site-Specific Drawings. Sound Transit will apply for all construction permits later in the construction phase of the Project, prior to the commencement of any associated work.
13.55 – FIRE HYDRANT INSTALLATION	This chapter ensures the installation of fire hydrants within the City compliance with the City Engineer’s plans MT-G1, MT-G2, MT-G3, and MT-G4.	Site F will require the installation of one new hydrant as agreed upon with the fire department. This work will be completed in compliance with the code and will be located within the City’s water system. Illustrations of the proposed improvements are provided in the Proposed Site Plan Map in Attachment F – Site-Specific Drawings.
14 – WASTEWATER PRETREATMENT	This title sets forth uniform requirements for users of the publicly owned treatment works operated by the city of Edmonds and/or King County, and enables the City to comply with	MTMC 14 does not apply to Site F. No wastewater pretreatment will occur on this site.

Lynnwood Link Light Rail Extension
 City of Mountlake Terrace
 Conditional Use Permit and Site Development Plan Application

Chapters	Summary Description	Project Compliance
	all applicable state and federal laws, including the Clean Water Act (33 USC 1251 et seq.) and the General Pretreatment Regulations (40 CFR Part 403).	
15.05 – BUILDING CODE	This chapter regulates all structures within the city. The City has adopted several International Building, Mechanical, Performance, Green, Fuel Gas, National Electrical, Energy Conservation, Uniform Plumbing, and Fire Codes, among others. It also lays out the process of the associated local permits, tree removals, public right-of-way protection, and site improvements.	<p>Sound Transit will apply for all required construction permits during the construction phase of the Project, before commencement of any associated work.</p> <p><u>Building Codes and Permits:</u> The proposed facilities at Site F will comply with the various local, national, and international buildings codes. Sound Transit or their designated contractor will apply for all building, mechanical, electrical, and plumbing permits in the construction phase of the Project, prior to the commencement of associated work with the following exceptions:</p> <p><u>Tree Removal Standards and Permits:</u> Sound Transit will protect and preserve trees on Site F to the extent possible, and will conduct any removal in compliance with MTMC 15.05. See Draft Tree Removal and Mitigation Report (Exhibit Book - Exhibit 20).</p> <p><u>Public Right-of-way Protection:</u> All constructed light rail facilities and acquired property will be protected by security fence and/or a screen wall. Fencing will be designed and constructed in accordance with Sound Transit DCM Chapter 6.7 (Exhibit Book, Exhibit 21), and will also conform to MTMC 19.120.200. All fencing on private property within the City will only be constructed after acquiring such permits from the City as may be necessary. Proposed fencing improvements for the signal bungalow house (house) are provided in Attachment F Site Specific Drawings (Drawing Nos SF-PSP116 to SF-PSP117).</p> <p><u>Public and Site Improvements:</u> As part of this Application, Sound Transit is submitting plans for all public and site improvements required at Site F. Plans of these improvements are provided in Attachment F – Site-Specific Drawings.</p>
15.10 – FIRE CODE	This chapter regulates fire protection development standards for all infrastructure within the city. The City has adopted the International Fire Code (2015 Edition), as amended. In addition, the City has adopted several local amendments to the International	The proposed facilities at Site F will comply with both International Fire Code and the City’s local amendments. Sound Transit will apply for all required construction permits later in the construction phase of the Project, prior to the commencement of any associated work.

Lynnwood Link Light Rail Extension
 City of Mountlake Terrace
 Conditional Use Permit and Site Development Plan Application

Chapters	Summary Description	Project Compliance
	Fire Code to add, amend, delete or replace sections.	
15.35 – PERFORMANCE GUARANTEES AND WARRANTIES	The chapter sets forth the regulations for all performance guarantees and warranties, which are required prior to the approval of any City permit.	Consistent with MTMC 15.35.030 and RCW 35.21.470, the Project is exempt from the requirements of MTMC 15.35 for financial security devices. Sound Transit will provide written assurance to the City that adequate provisions have been made guarantee the required performance or maintenance.
16.05 – PROCEDURES UNDER THE STATE ENVIRONMENTAL POLICY ACT	The City adopted this chapter to implement the SEPA and the State Environmental Policy Act Rules (WAC 197-11).	As noted in the Background section of this application Sound Transit is the lead agency for the Project’s compliance with SEPA, and the Project has been subject to procedural and substantive SEPA review through issuance of the Project environmental documents. Section 7.0 of this narrative describes the mitigation measures from the FEIS and ROD that are applicable to construction of the Project.
16.15 – CRITICAL AREAS	Draft Chapter 16.15 regulates development within critical areas in the City, including wetlands, streams, wildlife habitat areas, geologic hazard areas, flood hazards, and aquifers.	As described in detail in the City of Mountlake Terrace Critical Areas Report (Exhibit Book – Exhibit 8), Site F is designed to avoid and minimize impacts on critical areas, to the where possible. Sound Transit will comply will all development restrictions applicable to critical areas outside WSDOT limited access ROW, and is seeking the exception request described in Section 10.1 of this narrative.
16.20 – CONTROLLING STORMWATER RUNOFF FROM NEW DEVELOPMENT, REDEVELOPMENT, AND CONSTRUCTION SITES	This chapter regulates stormwater during both construction and operation of infrastructure within the City.	Stormwater management facilities at Site F have been designed to comply with MTMC 16.20, including the City’s new low-impact development standards. A visual overview of these facilities is provided in Proposed Site Plan Map in Attachment F – Site-Specific Drawings. Additional details are provided in the Draft Mountlake Terrace Drainage Report (Exhibit Book, Exhibit 14). Sound Transit’s contractors are responsible for development and implementing the Stormwater Pollution Prevention Plan (SWPPP), Temporary Erosion and Sediment Control (TESC) Plan which will be reviewed by the City and Ecology, inspecting and maintaining best management practices, and monitoring and reporting. TESC measures will be provided for the Project in accordance with the City of Mountlake Terrace Engineering Standards, Washington State

Lynnwood Link Light Rail Extension
 City of Mountlake Terrace
 Conditional Use Permit and Site Development Plan Application

Chapters	Summary Description	Project Compliance
		Department of Ecology Stormwater Management Manual for Western Washington, and Sound Transit Individual Construction Stormwater Permit. See Exhibit 16 of the Exhibit Book for the preliminary TESC and SWPPP.
18.10 – COMPREHENSIVE PLAN	This chapter adopts the Comprehensive Plan, as amended, to serve as the guiding framework for decisions relating to land use, environment, economic vitality, housing, capital facilities, recreation, parks and open space, transportation, and utilities.	As noted above, Exhibit 18 of the Exhibit Book provides a detailed narrative of the Project’s consistency with the Comprehensive Plan.
18.12 – SUSTAINABILITY	This chapter adopts the City of Mountlake Terrace Sustainability Strategy set forth in Ordinance 2487 § 1, 2008.	<p>Light rail transit service supports Mountlake Terrace Sustainability Strategy Goal II: Facilitate Desirable Development Patterns and Economic Vitality, insofar as the City encourages development in close proximity to the transit station (Transit Oriented Development). The Project’s approach to stormwater management prioritizes Low Impact Development, which also supports Goal II (see MTMC 16.20 of this table).</p> <p>Light rail transit service inherently supports Mountlake Terrace Sustainability Strategy Goal III: Maximize Energy-Efficient Mobility Options that Connect City Residents to the Places Where They Live, Work, and Play.</p> <p>Site F design minimizes the removal of trees and other impacts to existing green space. This supports Mountlake Terrace Sustainability Strategy Goal IV: Enhance and Expand the City’s Green Spaces and Systems.</p> <p>The Project conforms to all Sound Transit sustainability requirements as expressed in Chapter 30 of the Project Design Criteria Manual (Exhibit Book – Exhibit 21). These requirements include energy and water efficiency as well as the efficient use of materials and minimizing construction and demolition waste. These practices support Mountlake Terrace Sustainability Strategy Goal V: Increase Energy and Water Efficiency and Goal VI: Encourage Material Conservation, Reuse, and Recycling. See the L300 Sustainability Checklist (Exhibit Book, Exhibit 22).</p>
18.15 – ESSENTIAL PUBLIC FACILITIES	This chapter describes specific City requirements for reasonably accommodating essential public facilities,	<u>Allowable Uses:</u> As noted above, the Project is a Type A essential public facility, which is allowed

Lynnwood Link Light Rail Extension
 City of Mountlake Terrace
 Conditional Use Permit and Site Development Plan Application

Chapters	Summary Description	Project Compliance
	<p>including where they can be located and what land use process they will be subjected to.</p>	<p>in any zoning district through a Conditional Use Permitting process.</p> <p><u>Fencing</u>: Constructed light rail facilities and properties will be protected by security fence, in accordance with the Sound Transit DCM Chapter 6.7. Fencing will be designed to conform to MTMC 19.120.200. All fencing on private property within the City will be constructed after acquiring such permits as may be necessary.</p> <p><u>Supplemental Public Notification</u>: In compliance with Section 18.15.070(A) and Chapter 18.25 of the MTMC, Sound Transit will coordinate with the City to place public notice signs at key locations and provide notification of a public hearing. See the background section of the Introduction to the Application Package for information regarding Sound Transit’s public outreach for the Project.</p>
<p>18.25 – PUBLIC NOTIFICATION – MAJOR LAND USE</p>	<p>This chapter establishes requirements for the proponents of certain types of major land use proposals to provide additional public notice signs to supplement the City’s normal public hearing postings.</p>	<p>Sound Transit will coordinate with the City to place public notice signs throughout the City at key locations for the Conditional Use Permitting process.</p>
<p>18.30 – IMPACT FEES</p>	<p>This chapter establishes a process for the City to charge and collect fees to ensure that all new development bears its proportionate share of the capital costs of off-site park and transportation facilities reasonably related to new development. These fees are necessary to maintain adopted levels of park service, and to maintain adopted levels of service in the City’s transportation facilities at the time of new development.</p>	<p>The Project is not subject to impact fees pursuant to state law, RCW 82.02.090.</p>
<p>19.23 – DEVELOPMENT STANDARDS – USES</p>	<p>This chapter provides a selection of allowable use standards that are applicable to the Project, specifically where transportation and certain types of electrical vehicle infrastructure are allowed.</p>	<p>Because Site F will not include any publicly-accessible parking facilities, there are no opportunities for construction of electrical vehicle facilities in Site F.</p>

Lynnwood Link Light Rail Extension
 City of Mountlake Terrace
 Conditional Use Permit and Site Development Plan Application

Chapters	Summary Description	Project Compliance
<p>19.30 – RS – SINGLE-HOUSEHOLD RESIDENTIAL DISTRICTS</p>	<p>This chapter provides specific development standards for the RS –Single-Household (RS) zoning district.</p>	<p>Site F is located in the RS 7200 zoning district.</p> <p><u>Allowable Uses:</u> Pursuant to Chapter 18.15, the Project is a Type A essential public facility, and is allowed in any zoning district through issuance of a Conditional Use Permit.</p> <p><u>Dimensional Requirements:</u> The Project conforms to all development standards, where possible, including height, bulk, scale, and dimensional regulations, established in the MTMC. The Project is a Type A essential public facility and local codes cannot preclude the siting of such facilities. Scaled plans of all proposed facilities are provided in Attachment F – Site-Specific Drawings.</p> <p>MTMC 19.30.030 outlines the dimensional requirements within the RS 7200 zoning district. As shown on the proposed layout in Attachment F – Site Specific Drawings, the 62nd Avenue W Signal Bungalow (house) will be located, southeast of the 62nd Avenue W and 222nd Avenue W intersection. The size and layout of Site F with the approximately 10 foot by 20 to 30 foot signal bungalow house (house) meets the required 15 foot setback minimum, 45 foot lot width minimum, 70 foot mean lot depth minimum, 7,200 sf lot area minimum, and 40 percent lot coverage maximum. The signal bungalow house (house) will be approximately 10 feet in height which meets the maximum height requirement. There are no Maximum Floor Area Ratio (FAR) requirements in the RS7200 zoning district. See Exhibit 24 – Auxiliary Structure Design Details for more information about the design.</p>
<p>19.95 – TRANSPORTATION CODE</p>	<p>This chapter provides general transportation development standards regardless of zoning district. This includes regulations such as street design and access standards, street excavation and construction standards, special street regulations, performance and maintenance guarantees, transportation impact fees, and transportation concurrency requirements.</p>	<p><u>Design Standards and Permits:</u> In compliance with MTMC 19.95, Site F will include several street improvements, including pavement widening, curbs, gutters, sidewalks, closed drainage system, fire hydrant with water line and street lighting. A visual overview is provided in the Proposed Site Map in Attachment F – Site-Specific Drawings. Right-of-way use and construction permits will be applied for later during the construction phase of the Project, prior to the commencement of any associated work.</p> <p><u>Transportation Mitigation, Impact Fees, and Concurrency:</u> As part of a region-wide effort to improve access to modes of transportation that offer alternatives to traffic congestion associated with peak-period trips, the Project will function</p>

Lynnwood Link Light Rail Extension
 City of Mountlake Terrace
 Conditional Use Permit and Site Development Plan Application

Chapters	Summary Description	Project Compliance
		<p>as an essential public facility providing the public access to high capacity multimodal connections between light rail, bus transit, and non-motorized modes of circulation. Although the Project is not subject to concurrency requirements as a transportation facility of statewide significance, see RCW 36.70A.070(6)(c) and 47.06.140(1), Sound Transit will implement the mitigation measures established through environmental review including the impacts to the City's transportation facilities identified in the FEIS and ROD.</p>
<p>19.110 – PERMITS AND PROCEDURES</p>	<p>This chapter sets forth the procedures and standards for review of land use applications regulated by Title 19, which includes the Project.</p>	<p>Sound Transit is coordinating with the City to permit the Project through all applicable permitting processes. As directed by the City, Sound Transit is complying with the conditional use permitting process with the submittal of this Application, which will be evaluated under both the conditional use permit and site development plan criteria. To the extent that the Project's unique nature prevents it from confirming to particular requirements, Sound Transit will request modifications pursuant to the appropriate MTMC section. See Chapter 15.05, Building Code, in this table for code modification details.</p>
<p>19.120 – GENERAL PROVISIONS</p>	<p>This chapter provides a selection of general performance standards to minimize environmental impacts associated with land uses, regardless of zoning district. This chapter also establishes standards applicable to special uses that, by their nature, necessitate specific land use regulations that address the development and operation of such uses and activities to accomplish the purposes of Title 19 (Zoning).</p>	<p>As illustrated in the <i>Lynnwood Link Extension FEIS</i>, the Project has been designed to avoid, minimize, and mitigate environmental impacts. Section 7.0 of this narrative contains mitigation measures from the FEIS and ROD that are applicable to both operation and construction of the Project within the City. Table B-1 of the ROD (Exhibit 17) includes mitigations.</p> <p><u>Air Quality and Fugitive Dust:</u> The activities at Site F will comply with all local, state, and federal air quality and fugitive dust standards throughout construction and operation. Sound Transit will use best management practices to prevent and reduce air quality impacts resulting from construction activities.</p> <p><u>Lighting:</u> As discussed in Sections 4.5 and 5.3 of this narrative, both construction and operation lighting is designed to minimize impacts on adjacent properties as required by 19.120.030.</p> <p><u>Noise and Vibration:</u> As discussed in Section 4.4 and 5.5, a Construction Noise and Vibration Mitigation and Monitoring Plan will be developed by the construction contractor and approved by the Sound Transit Construction Management Consultant Resident Engineer prior</p>

Lynnwood Link Light Rail Extension
 City of Mountlake Terrace
 Conditional Use Permit and Site Development Plan Application

Chapters	Summary Description	Project Compliance
		<p>to commencement of construction activities outside normal daytime working hours. The plan will be provided to the City for review prior to commencement of construction activities outside normal daytime working hours.</p> <p>Sound Transit is further assessing noise impacts and mitigations based on recently available design details. The L300 Noise, Vibration and Groundborne Noise Report will be updated with the next design milestone in December 2018. As stated in the FEIS, Sound Transit will mitigate noise and vibration impacts associated with construction, operation, and maintenance of the Project.</p> <p>Standard mitigation, where necessary and to the extent practicable, may consist of but not be limited to portable noise walls, temporary noise barriers (acoustic blankets on fencing), and vehicle broadband backup alarms or smart alarms for nighttime to lessen impacts from construction activities. Where feasible, temporary noise walls that provide partial mitigation will be installed to replace existing traffic noise walls to partially compensate during periods when these walls must be taken down for construction of the Project.</p> <p><u>Fences and Hedges:</u> As part of this Application, Sound Transit is submitting applicable landscape plans that illustrate screening and perimeter landscaping on interior lot lines and buffering requirements for Site F. Proposed plans are provided in the Proposed Site Plan Map in Attachment F – Site Specific Drawings.</p> <p><u>Grading and Drainage:</u> As part of this Application, Sound Transit is submitting all necessary information for a site development plan needed for grading and drainage activities at Site F. Proposed plans are provided in the Proposed Site Plan Map in Attachment F – Site Specific Drawings.</p> <p><u>Street Lighting:</u> As illustrated in the L300 Civil Calculations Roadway Illumination, Exhibit Book, Exhibit 12, Sound Transit has ensured that code-compliant lighting will be provided at Site F.</p>
19.125 – OFF-STREET PARKING AND LOADING	This chapter provides standards for off-street parking and loading areas, including their location, size, and capacity.	There will be maintenance vehicle parking for the facilities at Site F. The parking facilities at Site F have been designed per the City’s design standards. Proposed plans are provided in the

Lynnwood Link Light Rail Extension
 City of Mountlake Terrace
 Conditional Use Permit and Site Development Plan Application

Chapters	Summary Description	Project Compliance
		Proposed Site Plan Map in Attachment F – Site Specific Drawings.
19.126 – ELECTRIC VEHICLE INFRASTRUCTURE	This chapter establishes regulations for electric vehicle infrastructure, including permitted locations, infrastructure requirements, and signage.	There are no public parking facilities at Site F; therefore, no electric vehicle infrastructure is needed for Site F.
19.130 – LANDSCAPE DEVELOPMENT AND SITE BUFFERING	This chapter provides landscape development, site buffering, and maintenance requirements for all proposed and existing developments.	Landscaping for Site F has been designed, in coordination with the City, to meet all landscape design standards. Drawings of the proposal are provided in Drawing Nos.SF-LPP108 in Attachment F – Site-Specific Drawings. Construction permits will be applied for later during the construction phase of the Project, prior to the commencement of any associated work.
19.135 – SIGN REGULATIONS	This chapter regulates the use of exterior signs and displays.	Signage at Site F will comply with all requirements of MTMC 19.135, as illustrated in Proposed Site Plan Map in Attachment F – Site Specific Drawings.

10.1 Exception Requests

As noted earlier in this application, the Project is a Type A essential public facility and local codes cannot preclude the siting of such facilities. In addition, the MTMC provides a process for requesting a reasonable use exception as follows:

MTMC 16.15.360 Reasonable use exceptions.

- A. *Applicability. A reasonable use exception is required when strict adherence to the provisions of the chapter would deny all reasonable use of the subject property as a whole, due to the property’s size, topography, or location relative to the critical area and any associated buffer.*
 - 1. *A reasonable use exception shall only be granted if no other reasonable alternative method of development is provided, subject to review and criteria under this section.*

Sound Transit is requesting a reasonable use exception to MTMC 16.15.430 for work in the portion of Site F designated as a Class IV Landslide Hazard area along the eastern boundary of the site. Based on the geotechnical investigations, the project as designed will not increase the risk of occurrence of the potential geologic hazards and that measures to eliminate or reduce the potential geologic hazards have been incorporated into the design, in accordance with the geotechnical engineers’ recommendations.

MTMC 16.15.430 Geologic Hazard

1. General Standard. The City may approve, condition or deny proposals for the alteration of geologic hazard areas based on the degree to which significant risks posed by critical hazard areas to public and private property and to public health and safety can be mitigated. The objective of mitigation measures shall be to render a site containing a critical geologic hazard site as safe as one not containing such hazard or one characterized by a low hazard. In appropriate cases, conditions may include limitations of proposed uses, modification of density, alteration of site layout and other appropriate changes to the proposal. Where potential impacts cannot be effectively mitigated, or

where the risk to public health, safety and welfare, public or private property, or important natural resources is significant notwithstanding mitigation, the proposal shall be denied, unless permitted as a reasonable use exception under MTMC 167.15.380.

2. Class IV Landslide Hazard Areas. Alteration shall be prohibited in Class IV (very high) landslide hazard areas, subject to the reasonable use provisions of this chapter.

Exception Request: A portion of Site F needed for the Project contains Class IV landslide hazard areas. Proposed improvements at Site F include: new street improvements consisting of curb and gutter upgrades, streetscape with trees, a 5-foot-wide new sidewalk, street lighting and drainage improvements (including a bioretention swale); a signal bungalow (house) and associated maintenance vehicle parking, fire hydrant, and waterline. A high-rail access point for the guideway extends from 62nd Avenue W at approximately 223rd Street W. Maintenance access will be provided from 62nd Avenue W.

The entire site area is needed to accommodate all of the project facilities on Site F. There are no reasonable alternatives available to replace the proposed Site F facilities, which are a necessary part of the Project, an essential public facility. The development of the site as proposed will require that an exception be granted for construction of the activities described above.

Justification: The signal bungalow and associated construction access, stormwater features, and streetscape elements were designed to minimize development within the landslide hazard areas. All of these elements and the associated access are critical for constructing the new light rail system. This site was specifically chosen due to its proximity and elevation in relationship to the guideway. The location is ideal for the necessary spacing of both a stormwater flow control and for a signal bungalow facility for the light rail system.

Criteria Justification:

1. The application of the critical areas regulations would unreasonably restrict the ability to provide transit services to the public because the area on this site is needed to accommodate all of the project facilities on Site F. The location of the facilities is ideal for the necessary spacing of both a stormwater flow control and for a signal bungalow facility for the light rail system.
2. There is no other practical alternative to the proposed improvements with less impact on Class IV landslide area. Site F is located adjacent to the preferred alternative guideway alignment. Adjacent areas would either have more impacts to Class IV Landslide Hazard Areas and/or impact more residential properties. The impacts in this area are minimized to what is needed to construct the facilities and other elements. Minimization efforts resulted in not developing beyond the Site F boundary. The work within Site F is a necessary part of the Project, an essential public facility. Therefore, construction in the landslide hazard area is unavoidable.
3. Planned improvements on Site M do not pose an unreasonable threat to the public health or safety on, or off, and are not materially detrimental to property. The L300 Geotechnical Recommendations Report referenced in the Mountlake Terrace Critical Areas Report (Exhibit Book, Exhibit 8) includes the geotechnical analysis and recommendations for Site F. Sound Transit facilities are designed in accordance with International Building Code (IBC), American Association of State Highway Transportation Officials (AASHTO), and Sound Transit design standards as appropriate to meet all safety requirements. Based on the geotechnical information,

Lynnwood Link Light Rail Extension
City of Mountlake Terrace
Conditional Use Permit and Site Development Plan Application

the Project will not decrease the factor of safety for landslide occurrences. Slopes and retaining structures will be evaluated and designed for adequate stability using appropriate techniques such as limiting slope inclination, limiting surcharge loading, or adding slope reinforcement such as ground anchors.

4. Sound Transit plans to mitigate unavoidable temporary impacts to landslide hazard areas by regrading and planting vegetation after construction is complete to provide final slope stability that, at a minimum, meets current conditions. All of Site F will be disturbed. Impacts will be unavoidable, but most of the grades will be restored to previous conditions and vegetation and mulch will be installed for slope protection. Minor regrading is planned adjacent to the guideway, but these proposed slopes are 4:1 to 25:1, which will not increase the amount of landslide area within the site. The disturbed areas will be replanted with a mixture of native erosion control seed mix, container plants, and topsoil to provide erosion control. This approach protects and mitigates temporary impacts to the existing critical area functions and values because it lessens the risk of sloughing, erosion, and sediment transport within the site boundary. No net loss of functions and values associated with the landslide hazard areas is expected. Best management practices will be used during construction as indicated in the L300 Geotechnical Recommendations Report, which is referenced in the Mountlake Terrace Critical Areas Report (Exhibit Book, Exhibit 8).
5. The impacts to Class IV landslide hazard areas and alterations permitted are the minimum necessary to develop the LLE and will be mitigated consistent with the mitigation standards. Plans for the project include a drainage plan, and restoration plans. Temporary Erosion and Sedimentation Control Plans (TESC) will be prepared by the contractor and submitted to Sound Transit for approval prior to construction. Stormwater will be treated in accordance with the L300 NPDES permit issued by Ecology.
6. Sound Transit's evaluation of avoidance and minimization measures are documented in the LLE Final Environmental Impact Statement. Further efforts to avoid and minimize impacts to sensitive resources were evaluated during preliminary engineering and final design. All temporary impacts to sensitive resources will be restored after construction is complete.
7. The Project is consistent with all other applicable regulations and standards.

Lynnwood Link Light Rail Extension
City of Mountlake Terrace
Conditional Use Permit and Site Development Plan Application

ATTACHMENT F: SITE-SPECIFIC DRAWINGS