



Site K 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 212nd Street SW.

Site K is located northwest of I-5, south of 214th Street SW, and east of 60th Avenue W.

CITY OF MOUNTLAKE TERRACE PROJECT LOCATION:

Site K (adjacent (south) of 21503 60th Avenue W)

Submitted to:

The City of Mountlake Terrace
Department of Community and Economic Development

Applicant:

Central Puget Sound Regional Transit Authority (Sound Transit)
Contact: Jonathan Childers, Senior Discretionary Permits Administrator
Design, Engineering and Construction Management
401 S Jackson Street
Seattle, WA 98104
(206) 398-5130

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 Wetlands and Streams..... 2

 1.5.2 Geologic Hazard Areas..... 3

 1.6 Routes of Access to Site..... 3

 1.7 Land Use and Site Improvements..... 3

 1.8 Surrounding Land Uses..... 3

 1.9 Parking..... 3

 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..... 7

 3.8 Noise Walls 8

 3.9 Traction Power Substations/Signal Bungalows..... 8

 3.10 Stormwater Management Facilities 8

 3.11 Utilities..... 8

4.0 IMPACTS OF PLANNED USE AND IMPROVEMENTS..... 9

 4.1 Surrounding Area and Land Uses..... 9

 4.2 Loss of Vegetation 9

 4.3 Critical Areas..... 9

 4.3.1 Wetlands and Streams..... 9

 4.3.2 Geologic Hazard Areas..... 10

 4.4 Noise and Vibration 10

 4.5 Illumination and Glare 11

 4.6 City Street Use..... 11

 4.7 Interim vs. Long-Term Impacts..... 11

5.0 CONSTRUCTION..... 13

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

5.1	Anticipated Construction Schedule.....	13
5.2	Use of City Streets and Haul Routes.....	13
5.3	Illumination.....	13
5.4	Contractor Parking	13
5.5	Vibration and Noise.....	13
5.6	Longevity of Construction	14
5.7	Interim vs. Long-Term Impacts.....	14
6.0	PARKING	15
6.1	Construction Worker Parking	15
6.2	Hide and Ride Parking	15
6.3	Functionally Equivalent Parking.....	15
7.0	MITIGATION AND RESTORATION.....	17
7.1	Mitigation of Impacts.....	17
7.2	Restoration Proposals.....	17
7.3	Interim vs. Long-Term	17
	7.3.1 Vegetation	17
	7.3.2 Wetlands and Streams.....	17
	7.3.3 Geologic Hazard Areas.....	18
	7.3.4 Aesthetics	19
	7.3.5 Access.....	19
	7.3.6 Parking.....	19
	7.3.7 Noise.....	19
7.4	Complaint Hotline and Ombudsman.....	20
8.0	CONDITIONAL USE PERMIT DECISION CRITERIA.....	21
9.0	SITE DEVELOPMENT PLAN DECISION CRITERIA.....	27
10.0	MUNICIPAL CODE COMPLIANCE.....	29
10.1	Exception and Waiver Requests.....	38

TABLES

Table 1: Site K Code Compliance.....	29
--------------------------------------	----

ATTACHMENTS

Attachment K: Site-Specific Drawings

ACRONYMS AND ABBREVIATIONS

AASHTO	American Association of State Highway and Transportation Officials
ADA	Americans with Disabilities Act
BMPs	Best Management Practices
CG	General Commercial
CUP	Conditional Use Permit
CY	Cubic yards
dBA	A-weighted decibels
DCM	Design Criteria Manual
FEIS	Final Environmental Impact Statement
FTA	Federal Transit Administration
I-5	Interstate 5
IBC	International Building Code
Ldn	Day-night average sound level
Leq	dBA equivalent continuous noise level
LID	low impact development
LWD	Large woody debris
MTMC	Mountlake Terrace Municipal Code
RCA	Resource Conservation Area
RMM	Medium Density Multi-Household
ROD	Record of Decision
ROW	Right-of-Way
SEPA	State Environmental Policy Act
SWPPP	Stormwater Pollution Prevention Plan
TESC	Temporary Erosion and Sediment Control
TPSS	Traction Power Substations
WDFW	Washington Department of Fish and Wildlife
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 K. Site K is located west of southbound Interstate 5 (I-5), south of 214th Street SW, and east of 60th Avenue W, 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 K encompasses approximately 66,629 square feet (1.5 acres) and includes both privately owned vacant land (parcel numbers 00619900005000 and 0069900004800) and City right-of-way (ROW). Additional parcel information is provided in the Property Acquisitions document (Exhibit Book, Exhibit 7). The location of Site K, including a minimum of 500 feet from the perimeter of the site, 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 rights-of-way, public improvements, traffic-control devices, and easements on or adjacent to the site are provided in the Existing Features Map, Drawing Nos. SK-EFM 121 and 162 in Attachment K – Site-Specific Drawings.

1.2 Zoning Designation

As shown on the City of Mountlake Terrace (City) Official Zoning Map (adopted March 2018), Site K is located within the General Commercial (CG) zoning district. Properties north of Site K are also within the CG district. There is a Medium Density Multi-Household (RMM) zoning district west of Site K. Site K is bordered by City ROW to the south and west, and Washington State Department of Transportation (WSDOT) ROW (I-5) to the east.

1.3 Topography

Site K is relatively flat with a low area in the center and is covered by trees and vegetation. The western edge of the Site slopes down to the north at an average slope of 4 percent and the center of the site, where Wetland WMT7 is located, is a depression that gradually slopes up towards the NW at an average slope of 2.5 percent and up towards the SE at a slope of 6 percent. On the northwest corner of the site, the topography slopes up towards the NE at an average slope of 7 percent. Topography details for Site K are provided in the Existing Features Map on Drawing Nos. SK-EFM 121 and 162 in Attachment K – Site-Specific Drawings.

1.4 Vegetation

Existing vegetation at Site K consists primarily of stands of conifers mixed with deciduous trees with some interspersed shrubs. Vegetation species include red alder, Sitka willow, Pacific willow, western red cedar, salmonberry, Himalayan blackberry, twinberry honeysuckle, common ladyfern, western skunk cabbage, giant horsetail, water parsley (*Oenanthe sarmentosa*), American brooklime, ciliated willowherb (*Epilobium ciliatum*), coastal hedgenettle (*Stachys chamissonis*), hedge false bindweed, and grasses. Shrub areas are dominated by twinberry honeysuckle and Himalayan blackberry, with lesser amounts of Sitka willow, common rush (*Juncus effusus*), and small-fruited bulrush.

1.5 Critical Areas

Critical areas on Site K include a wetland and a stream. Additionally, Site K is located within small areas of Class IV/Very High and Class II/Moderate Landslide Areas are also mapped. These areas are discussed in more detail below and the location of each critical area is provided in the Existing Features Map (see Drawings No. SK-EFM121, SK-EFM162 Attachment K – Site-Specific Drawings). There are no wildlife habitat, flood hazard, or aquifer recharge areas on Site K, and therefore they are not discussed further.

This CUP addresses critical areas on Site K which is a privately-owned parcel. It does not address critical areas on 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 Wetlands and Streams

One Category II wetland (WMT7), approximately 0.431 acres in size, is located near the center of Site K. Per City code, the wetland has a 165-foot buffer which encompasses the rest of Site K. A small portion of Wetland WMT7 also extends eastward into the WSDOT I-5 ROW, but the majority is on private property to the east of WSDOT ROW.

In addition, Stream SMT2 is identified as a tributary to Hall Creek that originates from the northwest corner of Wetland WMT7. The open channel is approximately 50 feet long. It exits via a 12-inch-diameter culvert and appears to cross under 60th Avenue W before entering a ravine. The stream is not mapped by Washington Department of Fish and Wildlife (WDFW) or by the City of Mountlake Terrace and is not a fish-bearing stream. SMT2 is a Type Ns (non-fish, seasonal) stream. The Mountlake Terrace Municipal Code indicates that stream buffers for Type Ns streams are applied at the discretion of the City of Mountlake Terrace. Sound Transit is conservatively assuming a 50-foot buffer for Stream SMT2, which is the same buffer width for non-fish, perennial stream. The buffers for Stream SMT2 and Wetland WMT7 overlap. The stream buffer is much smaller than the wetland buffer and is completely within the buffer for Wetland WMT7.

These critical areas are further described in the Mountlake Terrace Critical Areas Report (Exhibit Book, Exhibit 8) and are shown in Drawing Nos. SK-EFM121 and 162 of Attachment K– Site-Specific Drawings.

1.5.2 Geologic Hazard Areas

Class II/Moderate Landslide Hazard Areas occur along the outermost edges of Site K. Very small pockets of Class IV/Very High Landslide Hazard Areas are mapped in the northeast and northwest corners of the site. These geologic hazard areas are shown in the Existing Features Map on Drawing Nos. SK-EFM 121 and 162 (Attachment K – Site-Specific Drawings) and further described in the Mountlake Terrace Critical Areas Report (Exhibit Book, Exhibit 8).

1.6 Routes of Access to Site

Site K is bordered by I-5 to the east, with access to the site from the north via 60th Avenue W and 219th Street SW from the south. These routes are shown on the Vicinity Maps (Exhibit Book, Exhibits 1 and 2).

1.7 Land Use and Site Improvements

Existing Site K is vacant with an existing wetland and stream, and associated buffers. Details of existing land use and site improvements are shown on the Existing Features Map in Attachment K – Site-Specific Drawings, Drawing Nos. SK-EFM 121 and 162.

1.8 Surrounding Land Uses

Site K's surrounding land uses include Mountlake Terrace Public Works and Southwest Recycling & Transfer Station located to the west and northwest, respectively, Lakeside Apartments to the southwest, residential parcels to the north, and the I-5 corridor is east.

1.9 Parking

Site K does not feature off-street, private parking.

1.10 Noise and Vibration

The existing noise and vibration levels occurring in the vicinity of Site K are primarily associated with the I-5 corridor. The existing noise levels were measured at the Lakeside Apartments near the south end of the site, and were reported in the *Lynnwood Link Extension Final Environmental Impact Statement (FEIS)*. The day-night average sound level (Ldn) was 69 A-weighted decibels (dBA) with a peak-hour level of 65 dBA equivalent continuous noise level (Leq). Per the Federal Transit Administration (FTA), these sound levels correspond to an urban area. For additional detailed noise analysis, please refer to the L300 Noise, Vibration and Groundborne Noise Report (Exhibit Book, Exhibit 10).

2.0 PROPOSED USES

Site K will be used for temporary construction staging, guideway construction access, stormwater detention, Resource Conservation Area (RCA) mitigation, and preservation/enhancement of existing wetlands, streams, and trees where practicable. Resource Conservation Areas are natural areas purchased to provide a vegetated buffer between the highway and adjacent land uses and can contribute to mitigation credits. These areas are generally outside WSDOT limited access ROW and were not acquired for the operation of I-5, and in this case, the RCA will be established as part of the Project. Improvements required to accommodate the uses of Site K are detailed in Section 3 of this narrative. Permanent elements will include the guideway stormwater pond, an access road for the stormwater pond, storm drain pipes, and a designated area for the RCA mitigation area. The 60th Avenue W roadway frontage improvements will include seeding, street trees, illumination, sidewalk improvements, and a new crosswalk. Existing Site K wetlands will be enhanced by adding trees within the wetland and its associated buffer. A portion of Site K will also be used for Resource Conservation Area mitigation. The RCA mitigation area will contain some areas of preserved native vegetation with “infill” planting, and some areas of newly planted native vegetation. Disturbed wetland areas will be restored with native plants that will not interfere with operation of the transit way. For the guideway abutments, retaining walls, and noise walls see the Guideway narrative. All referenced drawings for Site K are provided in Attachment K – Site-Specific Drawings.

3.0 PLANNED IMPROVEMENTS

3.1 Structures

Site K will not feature any structural elements. Site K is along the west side of the guideway. The guideway and supporting structures are mostly located within the WSDOT ROW where adjacent to Site K. For details related to the guideway, refer to the Guideway narrative, which is part of this comprehensive application package.

3.2 Design

Site K will include the following design elements: stormwater pond and associated conveyance lines, a maintenance access road and gate to the stormwater pond, street lighting, curb bulbs, a crosswalk, pedestrian ramps, curb/gutter, sidewalks, and landscape restoration/mitigation throughout.

3.3 Aesthetics

Site K will not feature any hardscape aesthetic elements but will be restored with landscaping. See Section 3.7 of this narrative for landscape elements.

3.4 Grading

Site K will require minor grading adjacent to the guideway wall, and for the stormwater pond and the pond access road. Approximately 120 cubic yards (CY) of cut and approximately 665 CY of fill will be required at Site K. Excavated materials not used as fill on site will be transported by truck to an approved off-site disposal site. Grading plans are provided in the Proposed Site Plan Map in Attachment K – Site-Specific Drawings.

3.5 Routes of Access

While the facilities constructed on Site K will not be open to the public, access to Site K will be from I-5 via the 220th Street SW interchange to 64th Avenue West, 219th Street SW, and 60th Avenue W. A visual overview of existing roadways and proposed improvements are provided in the Proposed Site Plan in Attachment K – 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

No retaining walls are currently planned for Site K. Reference the Guideway narrative for noise walls and retaining walls.

3.7 Landscaping

The landscape design for Site K features shrubs, lawn, and street trees along the east edge of 60th Avenue W, as well as native tree and shrub plantings, and habitat features within the wetland and buffer mitigation area adjacent to the guideway and around the stormwater pond. Site K will feature temporary irrigation as required during the plant establishment period. In the proposed Resource Conservation Area,

which overlaps with the wetland and buffer planting areas, there will be infill tree planting. Landscape and environmental mitigation plans for Site K are provided in Drawing Nos. SK-LPP110 and 121 in Attachment K – Site-Specific Drawings.

3.8 Noise Walls

No noise walls are planned within Site K. A noise wall associated with the guideway borders the east boundary of Site K. For additional detail on the noise walls, refer to the Guideway narrative, which is part of this comprehensive application package.

3.9 Traction Power Substations/Signal Bungalows

There are no traction power substations (TPSS) or signal bungalows (houses) proposed for Site K.

3.10 Stormwater Management Facilities

Along 60th Avenue W, a closed conveyance system and detention pipe will be constructed for flow control for the additional sidewalks along 60th Avenue W. In addition, a detention pond is located at this site to provide flow control for the guideway runoff. A closed system directs the runoff to this pond. The pond and the detention pipe follow the existing flow path and connect to the closed conveyance system along 60th Avenue W.

Proposed drainage and contour plans are shown in Drawing Nos. SK-PSP121 and 162 in Attachment K – Site-Specific Drawings. Additional information and analysis is provided in the Draft Mountlake Terrace Drainage Report (Exhibit Book, Exhibit 14).

3.11 Utilities

Site K will feature two new street lights along 60th Avenue W. as part of the street frontage improvements.

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 and improvements on surrounding areas and uses for Site K can be found in the *Lynnwood Link Extension 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 K's surrounding area and land uses.

4.2 Loss of Vegetation

Existing vegetation in Site K consists of native coniferous evergreen and deciduous trees, with an understory of native shrubs and groundcovers. Approximately 31,500 square feet of wetland and landscape will be preserved and protected on the site. Approximately 10 trees will be removed from the site and replaced in connection with the overall mitigation plan for the Project, which is further described below. Demolition plans for this area are provided in Drawing Nos. SK-eCXP121 and 162; in Attachment K – 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). As discussed in Section 1.5, there is one wetland, one stream, and associated buffers located within Site K that will be impacted by the Project. Class II/Moderate and Class IV/Very High Landslide Areas are present at Site K but in very limited amounts. Below is a summary of impacts to those critical areas; detailed information is provided in the Mountlake Terrace Critical Areas Report in Exhibit Book, Exhibit 8.

4.3.1 Wetlands and Streams

One wetland (WMT7) is located in Site K. The Project will not permanently fill any portion of Wetland WMT7 within the City's jurisdiction. However, the removal of trees along the elevated guideway corridor, including the vegetation clear zone, will result in 0.011 acre of wetland vegetation conversion within WMT7 along the eastern edge of the property where trees will be removed and replaced with wetland scrub shrub vegetation. The elevated guideway will be at least 25 feet above ground surface through most of the City of Mountlake Terrace. However, in this location, the guideway is less than 25 feet above the wetland during the transition between fully elevated and at-grade. The amount of wetland conversion impact was reduced during final design by shifting the light rail alignment slightly eastward, closer to I-5. The wetland vegetation conversion is not expected to decrease the wetland's category or the widths of its associated buffer because the impacts are minor relative to the overall size of the wetland in an area of the wetland that is already predominantly scrub-shrub. In addition, approximately 0.078 acre of WMT7 will be temporarily impacted due to construction activities along the guideway.

Approximately 0.209 acre of the WMT7 buffer will be permanently impacted as a result of constructing a permanent stormwater pond, a permanent access road to the pond, and sidewalk improvements requested by the City along 60th Avenue W. The removal of trees within the wetland buffer will result in a

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

functional loss within 0.082 of the buffer. During construction, approximately 0.468 acre of the WMT7 buffer will be temporarily impacted for construction access to the guideway and pond.

In order to construct the sidewalk improvements along 60th Avenue W and the stormwater pond on Site K, approximately 50 linear feet of SMT2 will be temporarily impacted by putting the stream into a pipe during construction. In terms of the stream buffer, approximately 0.070 acre of the SMT2 buffer will be permanently impacted and 0.098 acre temporarily impacted in order to accommodate the stormwater pond and sidewalk.

All impacts are due to the unavoidable placement of the guideway, the stormwater pond and associated conveyance lines, and the streetscape improvements on 60th Avenue W.

4.3.2 Geologic Hazard Areas

Portions of Class II/Moderate and Class IV/Very High Landslide Hazard Areas within Site K will be temporarily impacted by the Project. 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.

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. 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 Mountlake Terrace Municipal Code (MTMC) 16.15. The Project is also 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 Drawing Nos. SK-EFM 121 and 162 in Attachment K – Site-Specific Drawings. 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 six residences within 250 feet of Site K 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. SK-PSP121 and 162) in Attachment K – Site-Specific Drawings. Roadway illumination calculations are provided in Exhibit 12 of the Exhibit Book.

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

Project construction, including the Guideway and associated stations, will take approximately 6 years; starting in 2019 and ending prior to commencement of revenue service in 2024. At Site K, staging and construction activities and the associated physical and environmental impacts will begin in 2019 and be completed during several phases of the Project.

Improvements to the public infrastructure, including street lighting, stormwater facilities, sidewalks and curbs, and the new crosswalk will provide long term beneficial impacts.

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 of light rail vehicles. 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 Site K 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. STD-CHP002 in Attachment K – 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 K. 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 for 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

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

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 7.3.7 for additional discussion regarding noise impacts and mitigation.

5.6 Longevity of Construction

The cumulative duration of the various construction activities at Site K are anticipated to occur during several phases of the Project throughout the duration of construction (approximately 6 years). Access to the guideway through Site K is also anticipated through the full duration of construction.

5.7 Interim vs. Long-Term Impacts

Clearing and grading associated with the installation of the stormwater pond and construction access staging would cause temporary impacts to Wetland WMT7. Construction impacts are limited in nature and all work areas within the site that are not required for permanent facilities will be restored to their preconstruction conditions or better. The temporary construction access road impact areas along the guideway retaining walls will be restored in accordance with the landscaping plans as described in Section 3.7 of this narrative, and the existing wetland and buffer areas will be enhanced by installing native trees. For non-landscaped areas, the site will be restored to its preconstruction conditions or better.

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 K is located 1.8 miles walking distance from the Mountlake Terrace Station; therefore, “hide and ride” parking is not expected to occur.

6.3 Functionally Equivalent Parking

Site K 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 K are discussed in Section 1.5 of this narrative and shown in Drawing Nos. SK-EFM 121 and 162 in Attachment K – Site-Specific Drawings. Unavoidable impacts to critical areas are discussed in Section 4.3.1 and 4.3.2. Mitigation for impacts to Wetland WMT7, Stream SMT2, buffers, and Geologic Hazard Areas are discussed below. More detailed information can be found in the Critical Areas Report (Exhibit Book, Exhibit 8).

7.2 Restoration Proposals

Areas temporarily impacted in Wetland WMT7, Stream SMT2, wetland/stream buffers, and landslide hazard areas will be restored to preconstruction conditions or better. This includes removing invasive species and replanting with native vegetation. Mitigation for permanent wetland and stream impacts on Site K is described in Section 7.3.2 of this narrative. Mitigation for permanent impacts to Geologic Hazard Areas is described in Section 7.3.3. Along 60th Avenue W, the Site will be restored with lawn seeding and street tree installation in accordance with the landscaping plans as described in Section 3.7 of this narrative. For non-landscaped areas, the Site will be restored to its preconstruction condition or better after stormwater facilities and sidewalk improvements have been completed.

7.3 Interim vs. Long-Term

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

7.3.1 Vegetation

Trees removed in Site K will be replaced on site as well as through the planting areas within the City as part of the city-wide tree replacement requirements as shown in the landscape restoration plans in Drawing Nos. SK-LPP110 and SK-LMP121 (Attachment K – Site-Specific Drawings) and the Tree Removal and Mitigation Report (Exhibit Book, Exhibit 20). These are long-term mitigation measures.

7.3.2 Wetlands and Streams

Permanent impacts to Wetland WMT7 are limited to a minor amount of vegetation conversion (0.011 acre) where wetland trees will be replaced with short stature trees and scrub shrub species. A conceptual mitigation plan was developed to enhance 0.358 acre of Wetland WMT7 to ensure overall functional lift within the wetland. This is a long-term mitigation measure. Enhancement within the wetland will consist of removing invasive species throughout Wetland WMT7 and installing native vegetation within those areas of the wetland that are temporarily impacted by clearing and grading. These, too, are long-term mitigation measures.

A total of 0.209 acre of Wetland WMT7 buffer and 0.070 acre of the overlapping Stream SMT2 buffer will be permanently impacted. Approximately 0.082 acres of wetland/stream buffer will see a functional

loss. The buffer impacts cannot be mitigated through buffer averaging or buffer reduction due to the limitations of the existing roadways and other impervious surfaces. As long-term mitigation, Sound Transit will enhance 0.761 acre combined Wetland WMT7/Stream SMT2 buffer.

The habitat functions lost as a result of the tree removal will be offset by a variety of on-site mitigation measures. First, temporarily cleared areas in the wetland and wetland buffer will be replanted with an appropriate variety of trees and other vegetation suitable for the hydrologic conditions of the site. Second, at least 8 downed trees will either be stockpiled during construction and then placed back into the buffer and/or Wetland WMT7 as large woody debris (LWD) or replaced in kind. Finally, for additional functional lift in the wetland and wetland buffer, the dense understory of invasive species like Himalayan blackberry and English ivy will be removed and replanted with native wetland/upland vegetation, as appropriate. Combined, these long-term mitigation measures will result in no net loss of function and may provide a net increase in habitat functions overall by increasing the diversity of native species and by providing additional habitat features.

As long-term mitigation for the removal of trees within these areas, replacement trees will be planted at a ratio to be agreed upon by the City and Sound Transit. Replacement trees will be native species and will be planted in accordance with an approved restoration plan.

7.3.3 Geologic Hazard Areas

As required by MTMC 16.15.430.C.4.a, geotechnical engineers evaluated the geologic hazard areas in 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 ground to reduce the risk of potential landslides. 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 likely be replanted with 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.

7.3.4 Aesthetics

Refer to Sections 3.7, and 7.3.1 of this narrative for information regarding landscaping. No further aesthetics mitigation is proposed for Site K.

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 K, 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

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

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 June 2015, amended 2017). Exhibit 18 of the Exhibit Book provides a detailed narrative of the ways in which the Project meets the goals and policies of each applicable element 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, Site K is privately owned vacant land as well as a small portion of City ROW along 60th Avenue W. Site K has an existing wetland and stream. The established character surrounding Site K includes single- and multi-family homes, the Mountlake Terrace Public Works facility and Southwest Recycling and Transfer Station located to the west and northwest, respectively, Lakeside Apartments to the southwest, and the I-5 corridor to the east.

In the future, Site K will be used for temporary construction staging, guideway construction access, and preservation of existing wetlands and trees. Additionally, Site K will be used for a Resource Conservation Area, with supplemental mitigation tree planting within the existing site. Permanent elements will include the guideway drainage pond and associated conveyance lines, and a pond access road. The 60th Avenue W roadway frontage improvements will include seeding, street trees, illumination, and sidewalk improvements. The existing Site K wetland will be enhanced by adding trees to the wetland and its associated buffer. Wetland areas will be restored with native plants that will not interfere with operation of the transit way. 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 K – Site Specific Drawings, Drawing Nos. SK-PSP121 and 162.

Building Façade, Scale and Modulation Impacts

Buildings surrounding Site K include two-story apartment homes to the southwest and one-story single-family homes north of the site. The proposed work at Site K will not adversely affect the surrounding buildings in terms of façade, scale, or modulation. There are no buildings proposed at Site K.

Tree Cover and Landscaping Impacts

The landscaping and tree cover surrounding Site K includes native evergreen and deciduous trees, as well as areas of low vegetation and grass. The project work at Site K will not adversely affect the tree cover or landscaping in the surrounding area. The landscape approach at Site K is to develop an integrated strategy and maintain the natural character through tree and vegetation protection to the greatest practicable extent, while simultaneously boosting ecological functions by adding native plant material to preserved areas. Site K will be restored according to landscape restoration plans provided in Drawing Nos. SK-LPP110 and SK-LMP121 (Attachment K – Site-Specific Drawings), and as described in Section 3.7.

Signage (Sign and Location)

Signs in the vicinity of Site K are related to commercial businesses south and west of the site and the apartment homes southwest of Site K. The proposed work at Site K will not adversely affect signage in the surrounding vicinity. There is no permanent signage proposed at Site K.

Parking Impacts (Amount and Location)

Parking in the vicinity of Site K includes residential parking and parking associated with the apartment homes southwest of the site. Site K currently includes on-street parking on both sides of 60th Avenue W. While the Site may be used for construction worker and equipment parking, no parking impacts on the surrounding community are anticipated because the need will be satisfied on site or at a satellite lot (See Section 6.1 of this narrative).

Fencing Impacts

The fences in the surrounding community are generally chain link fencing along the WSDOT ROW or residential fencing. The proposed work at Site K will not adversely affect the fencing in the surrounding area. The entire site will be fenced for safety and security, which will include a fence around the pond.

All construction areas and acquired property will be protected by security fence and/or screen wall during construction to provide safety for both the public and construction staff. Fencing will be designed and constructed in accordance with Sound Transit Design Criteria Manual (DCM) Chapter 6.7, and will also conform to MTMC 19.120.200, where practicable. Sound Transit is seeking the exception request described in Section 10.1. Following construction and restoration of the site, the temporary safety fencing will be removed and permanent fencing will be installed. The Site will be restored to safe conditions for the public and to protect the critical areas within Site K.

Walkability Impacts

There are existing sidewalks on the west side of 60th Avenue west of Site K. Following construction, the work at Site K will include sidewalk, curb, and gutter

repairs and improvements, as well as installation of a new crosswalk across 60th Avenue W at the south end of Site K. There will be no permanent impact on walkability, other than the beneficial impact of the new crosswalk and sidewalk improvements.

Additional Public Amenities

The project work at Site K 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. There are no other public amenities at Site K.

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

RESPONSE:

Noise and Vibration

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

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 six residences within 250 feet of Site K.

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 barriers 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 planned within Site K. A noise wall associated with the guideway borders the east boundary of Site K. For additional detail on the noise walls, refer to the Guideway narrative, which is part of this comprehensive application package.

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 at Site K could occur from the diesel and exhaust fumes generated by on-site construction vehicles and excavation equipment. However, these odors 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 K. Operation of the light rail system will not generate odors.

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

RESPONSE: Traffic surrounding Site K is related to the I-5 corridor and some residential streets. Site K will not have notable increases in traffic. For the Project as a whole, 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: For the Project, Site K will be used for temporary construction staging, guideway construction access, and preservation of existing wetlands and trees. Permanent elements will include the guideway drainage pond and associated conveyance lines, and a

pond access road. The 60th Avenue W roadway frontage improvements will include seeding, street trees, illumination, and sidewalk improvements. Section 3.0 addresses in detail the planned improvements for each of these facilities.

During construction, work areas at Site K will be fenced off to ensure safety for both the public and construction staff. Construction improvements will include new sidewalks and roadway crosswalks with curb bulbs for safer pedestrian crossing of 60th Avenue W. Construction of the new pedestrian facilities will allow increased pedestrian circulation in the neighborhood. Following completion of the project construction work, the site will be restored to pre-construction conditions or better. The drainage pond will provide water quality and flow control mitigation for roadway stormwater runoff, and will not have any impact on neighborhood circulation. The pond will be protected by a permanent security fence and will not endanger the public health, safety, and general welfare of the community.

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 K is within the CG 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 K, 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 use of Site K is required for construction of an essential public facility that will serve Mountlake Terrace residents and visitors for generations. The project work on site will not adversely impact the service of existing public facilities (sewer, water, fire stations, hospitals, schools, etc.). The Project has been designed to incorporate public facilities improvements as may be needed at Site K, including of a stormwater pond, an access road for the stormwater pond, storm drain pipes, an RCA mitigation area, and roadway frontage improvements (seeding, street trees, illumination, and sidewalk improvements). Refer to Sections 3.10 and 3.11 of this narrative for additional details on utilities installed for the Project. No additional changes to existing public facilities are required.

9.0 SITE DEVELOPMENT PLAN DECISION CRITERIA

The following sections enumerate and discuss the Project's consistency with each of the Site Development Plan criteria set forth in MTMC 19.110.220. The City is using these criteria to evaluate the proposed design of the Project through the City's CUP process.

- 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 K 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: In the future, Site K will be used for temporary construction staging, guideway construction access, and preservation of existing wetlands and trees. Site K is located within the City CG zoning district and within the City Comprehensive Plan CG 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 and the CG zone, 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 K's compliance with all requirements of the MTMC, including all applicable development standards of the CG 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 in

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

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 K. Improvements at Site K include a stormwater pond, an access road for the stormwater pond, storm drain pipes, an RCA mitigation area, and roadway frontage improvements (seeding, street trees, illumination, and sidewalk improvements). No additional changes to existing public facilities are required.

- 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 of this application 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 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 K'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 K comply with each requirement.

Table 1: Site K 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 K. 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 as associated with the Project.
12.05 – SIDEWALKS – REPAIR AND MAINTENANCE RESPONSIBILITY	This chapter establishes a City-wide policy towards 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.	All new sidewalks constructed on Site K will be constructed in compliance with the City’s engineering standards. Existing sidewalks will be inspected and replaced as necessary if in damaged condition.
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 K. 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 K. 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 K. 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, and the permitting process.	MTMC 13.20 does not apply to Site K. No sanitary sewers will be constructed at Site K.
13.25 – SANITARY SIDE SEWERS	This chapter regulates the construction and operation of sanitary side sewers.	MTMC 13.20 does not apply to Site K. No sanitary side sewers will be constructed at Site K.
13.35 – WATER PRESSURE REGULATING VALVES	This chapter provides requirements for pressure regulating valves for existing and new water service.	MTMC 13.35 is not applicable to Site K. 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 K. Illustrations of the proposed improvements are provided in Drawing Nos. SK-PSP121 and 162 in Attachment K – 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. See Section 10.1 of this narrative for exception request details.
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.	Fire hydrant installation is not applicable for Site K. No fire hydrants will be constructed on this site.
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 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).	MTMC 14 is not applicable to Site K. No wastewater pretreatment will occur on this site.
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	Sound Transit will apply for all required construction permits during the construction phase of the Project, before 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
	<p>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>	<p><u>Building Codes and Permits:</u> The proposed facilities at Site K will comply with the various local, national, and international buildings codes. Sound Transit will apply for all building, mechanical, electrical, and plumbing permits later in the construction phase of the Project, prior to the commencement of any associated work.</p> <p><u>Tree Removal Standards and Permits:</u> Sound Transit will protect and preserve trees on Site K to the extent practicable, and will conduct any removal in compliance with MTMC 15.05. Exhibit 20 of the Exhibit Book provides the Draft Tree Removal and Mitigation Report.</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 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 of Mountlake Terrace will only be constructed after acquiring such City permits as may be necessary. Fencing can be seen on SK-PSP121 and SK-PSP162.</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 K. Plans of these improvements are provided in Drawing Nos. SK-PSP121 and 162 in Attachment K – Site-Specific Drawings.</p> <p>See Section 10.1 of this narrative for exception request details.</p>
<p>15.10 – FIRE CODE</p>	<p>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 Fire Code to add, amend, delete or replace sections.</p>	<p>MTMC 15.10 does not require the installation of fire protection equipment for the improvements on this site.</p>
<p>15.35 – PERFORMANCE</p>	<p>The chapter sets forth the regulations for all performance guarantees and</p>	<p>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</p>

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

Chapters	Summary Description	Project Compliance
GUARANTEES AND WARRANTIES	warranties, which are required prior to the approval of any City permit.	written assurance to the City that adequate provisions have been made to 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 comprehensive application package, 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), the guideway and the proposed Station have been located and designed to avoid and minimize impacts on critical areas, to the extent possible. Sound Transit will comply with all development restrictions applicable to critical areas outside WSDOT limited access ROW, and is seeking the exception requests 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 K have been designed to comply with MTMC 16.20. A visual overview of these facilities is provided in Drawing Nos. SK-CDP103 through -125 and SK-CDP145 through -162 in Attachment K – Site-Specific Drawings. Additional details are provided in the Draft Mountlake Terrace Drainage Report (Exhibit Book, Exhibit 14). Sound Transit’s contractors will be responsible for developing 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 Engineering Standards, Washington State Department of Ecology Stormwater Management Manual for Western Washington, and Sound Transit’s Individual Construction Stormwater Permit. See Exhibit 16 of the Exhibit Book for the preliminary TESC and SWPPP.

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

Chapters	Summary Description	Project Compliance
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>Provision of 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>Provision of 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 K 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 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, including where they can be	<u>Allowable Uses:</u> As noted above, the Project is a Type A essential public facility, which is allowed in any zoning district through a Conditional Use Permitting process.

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

Chapters	Summary Description	Project Compliance
	located and what land use process they will be subjected to.	<p>Fencing: Constructed light rail facilities and properties will be protected by a security fence in accordance with the Sound Transit DCM Chapter 6.7. Fencing will conform to MTMC 19.120.200, where practicable. All fencing on private property within the City will be constructed after acquiring any necessary permits from the City.</p> <p>Supplemental Public Notification: In compliance with Section 18.15.070(A) and Chapter 18.25, 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>
18.25 – PUBLIC NOTIFICATION – MAJOR LAND USE	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.	Sound Transit will coordinate with the City to place public notice signs throughout the City at key locations for the conditional use permitting process.
18.30 – IMPACT FEES	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.	The Project is not subject to impact fees pursuant to state law, RCW 82.02.090.
19.23 – DEVELOPMENT STANDARDS – USES	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.	Because Site K will not include any publicly-accessible parking facilities, there are no opportunities for construction of electrical vehicle facilities.
19.55 – CG – GENERAL COMMERCIAL DISTRICT	This chapter provides specific development standards for the CG – General Commercial (CG) zoning district.	<p>Site K is located within a CG zoning district.</p> <p>Allowable Uses: 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>Dimensional Requirements: The Project conforms to all development standards, where</p>

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

Chapters	Summary Description	Project Compliance
		<p>practicable, 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 K – Site-Specific Drawings. Scaled plans of all proposed facilities are provided in Attachment K – Site-Specific Drawings.</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 K will include several proposed street improvements, including utility crossings, pavement patching, curb bulbs for pedestrian street crossing and sidewalks. A visual overview is provided in the Proposed Site Plan Map in Attachment K – 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 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 conforming to particular requirements, Sound Transit will request</p>

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

Chapters	Summary Description	Project Compliance
		<p>modifications pursuant to the appropriate MTMC section.</p> <p>See Section 10.1 of this narrative for details on waivers requested.</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.</p> <p><u>Air Quality and Fugitive Dust:</u> The activities at Site K 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 MTMC 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 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),</p>

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

Chapters	Summary Description	Project Compliance
		<p>and vehicle broadband backup alarms or smart alarms for nighttime to lessen impacts from construction activities. Where feasible, temporary noise barriers 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 K as required by 19.130.230. Proposed plans are provided in Drawing No. SK-LPP110 in Attachment K – 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 K. Proposed plans are provided in the Drawing No. SK-PSP121 and 162 in Attachment K – Site-Specific Drawings.</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.	MTMC 19.125 does not apply. There are no planned parking facilities for Site K.
19.126 – ELECTRIC VEHICLE INFRASTRUCTURE	This chapter establishes regulations for electric vehicle infrastructure, including permitted locations, infrastructure requirements, and signage.	MTMC 19.126 does not apply. There are no planned parking facilities for Site K; therefore, no electric vehicle infrastructure is needed for Site K.
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 K has been designed, in coordination with the City, to meet all landscape design standards. Drawings of the proposal are provided in Drawing Nos. SK-LPP110 in Attachment K – 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.	MTMC 19.135 does not apply. There are no planned exterior signs or displays for Site K.

10.1 Exception and Waiver 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.

Request #1 – Critical Areas Reasonable Use Exception Request

The MTMC provides a process for requesting a reasonable use exception to Title 16.15 (Critical Areas) 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 K that is designated as a Class IV Landslide Hazard Area. These areas occur along the outermost edges of Site K. 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 16.15.380.

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 very small portion of Site K is within a Class IV landslide hazard area. Site K is needed for staging and construction activities, access to the guideway, stormwater detention and associated drainage elements, and Resource Conservation Area (RCA) mitigation.

The entire site area is needed to accommodate all of the project facilities on Site K. There are no reasonable alternatives available to replace the proposed Site K uses, which are a necessary part of the

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

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 design of the improvements at Site K avoids and minimizes impacts to Class IV landslide hazard areas to the maximum extent practicable. 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.

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 K. The location of these elements is ideal for the required stormwater flow control, for RCA mitigation, and for construction of the light rail system.
2. There is no other practical alternative to the proposed improvements with less impact on Class IV landslide area. Site K 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 adjacent elements, such as the guideway. The work within Site K 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 K. 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, 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. Temporary landscape protection fencing will be installed around the perimeter of the site, which will protect most of the steep slopes within the site. For the areas where impacts could not be avoided, the proposed grades do not exceed a steepness of 3:1. The disturbed areas will be replanted with a mixture of trees, shrubs, and groundcovers 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

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

with the landslide hazard area 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.

Request #2 – Design Waiver Request

Sound Transit is requesting an exception to MTMC 19.120.200 (fences, hedges, and rock walls), for fencing surrounding the drainage pond site located south of 214th Street SW on 60th Avenue W.

***MTMC 19.120.200 - Fences, hedges, and rock walls.** Fences located on private property within 20 feet of any public right-of-way shall not exceed four feet in height. Exceptions to the four-foot height limitation include fences located along the street on the side of homes on corner lots, and fences located along the street in the rear of homes located on through lots. Fences located outside of the 20-foot front setback area and in the interior of the lot shall not exceed six feet in height.*

Waiver Requested: The site contains a storm drainage pond and a gravel maintenance access road, with no other facilities or parking spaces. The pond is designed pursuant to requirements of the 2012 Stormwater Manual, which states that when drainage ponds are deeper than 5 feet and with more than 10% of all slopes greater than 3H:1V, the entire pond should be fenced with a 6' high security fence. The site is not large enough to allow the fence to be set back 20 feet from the ROW line without encroaching on the pond and maintenance road, and a 4-foot fence is not adequate to provide safety and security for the potentially hazardous pond. To meet the requirements for pond safety and security, the fence along 60th Avenue W needs to be 6 feet high instead of 4 feet and located within 20 feet of the ROW line.

Justification: Since the entire site will be permanently fenced for security reasons, all fencing needs to be 6 feet high. The site will not be further developed due to existing wetlands, and most of the existing vegetation will be preserved. Placing the fence 20 feet back from the ROW line would require elimination of a substantial amount of vegetation, including trees, which provide habitat and shade for the existing wetland. It would also increase wetland impacts. The placement of a 6-foot fence will not cause any sight distance issues and will not be directly visible from any residential homes adjacent to the site.

Request #3 – Design Waiver Request

Sound Transit also requests a waiver to MTMC 19.95.030.D (Public Street Right-of-Way Design Standards) for the sidewalk on the east side of 60th Avenue W, south of 214th Street SW.

MTMC 19.95.030.D - Public Street Right-of-Way Design Standards. The required minimum street improvements shall include but not be limited to curbs, gutters, landscape buffers, sidewalks, and lighting on each side of the street, except as provided under subsection (D)(2) of this section. Required improvements shall be designed and constructed in conformance with this chapter and other applicable statutes.

Waiver Requested: The property that will receive the frontage improvements is currently zoned as commercial but is not available for development due to the existence of wetlands on a large portion of the site. Streetscape and sidewalk widths for commercial property are designated as 5 feet for the vegetated strip, and 7 feet for the sidewalk. The existing sidewalk to the north of the improvements is approximately 6 feet wide, and is located directly adjacent to the curb & gutter without a vegetated strip. There is an existing large evergreen conifer tree approximately 95 feet south of the existing sidewalk, a luminaire pole approximately 100 feet south of the existing sidewalk and a fire hydrant approximately 185 feet south of the existing sidewalk. All of these are located about 6 feet to 10 feet behind the existing curb, and would need to be relocated if the 5-foot vegetated strip is constructed starting at the end of the existing sidewalk. If the sidewalk is allowed to be constructed against the existing back of curb, the luminaire pole, tree and fire hydrant can remain in place. The new sidewalk would be transitioned immediately south of the existing fire hydrant to form the required 5-foot vegetated strip. The existing sidewalk is approximately 6 feet wide, but since this property will never be developed, the width of the existing sidewalk will be more than adequate to provide full pedestrian circulation, and allowing a narrower width than the code required 7 feet will minimize the amount of fill and its impact on the existing wetland, vegetation and wildlife habitat.

Justification: The construction of the sidewalk directly adjacent to the existing curb for approximately 185 feet will allow the existing large tree, luminaire and fire hydrant to remain in their current location, and will also minimize the impact to the existing stream (SMT-2) running very close to the back of proposed sidewalk location. MTMC 19.95.030, Section D.3 authorizes the reviewing City Official to waive the requirement to construct transitions outside of the developing property if the requirement is not reasonably feasible

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

ATTACHMENT K: SITE-SPECIFIC DRAWINGS