



**Site M Narrative
Conditional Use Permit and
Site Development Plan Application**

For:

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

Located at:

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

Site M is located NW of I-5, south of 212th Street SW, and east of 58th Avenue W.

**CITY OF MOUNTLAKE TERRACE PROJECT LOCATION:
Site M (5516 212th Street SW)**

Submitted to:

The City of Mountlake Terrace
Department of Community and Economic Development

Applicant:

Central Puget Sound Regional Transit Authority (Sound Transit)
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ACRONYMS AND ABBREVIATIONS

| | |
|--------|--|
| AASHTO | American Association of State Highway and Transportation Officials |
| ADA | Americans with Disabilities Act |
| BMPs | Best Management Practices |
| 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 |
| MTMC | Mountlake Terrace Municipal Code |
| MUTCD | Manual on Uniform Traffic Control Devices |
| RMM | Medium Density Multi-Household |
| ROD | Record of Decision |
| ROW | Right-of-Way |
| SEPA | State Environmental Policy Act |
| SSSP | Site Safety and Security Plan |
| SWPPP | Stormwater Pollution Prevention Plan |
| TESC | Temporary Erosion and Sediment Control |
| TPSS | Traction Power Substations |
| UMR | Urban Medium Residential |
| WAC | Washington Administrative Code |
| WSDOT | Washington State Department of Transportation |

INTRODUCTION

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

This narrative describes the portion of the Project known as Site M. Site M is located NW of Interstate 5 (I-5), south of 212th Street SW, and east of 58th 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 M encompasses approximately 37,709 square feet (0.9 acre) and includes both privately-owned land (parcel numbers 27042800202100, 27042800202200, 27042800202300, and 27042800202400) and City of Mountlake Terrace right-of-way (ROW) on 212th Street SW. Site M features three single-family homes and a cul-de-sac roadway. Additional parcel information is provided in the Property Acquisitions document in Exhibit Book, Exhibit 7. The location of Site M, including a minimum of 500 feet from the perimeter of the site, parcel lines, and collector arterials, is 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 in Attachment M – Site-Specific Drawings (Drawing No. SM-EFM124).

1.2 Zoning Designation

As shown on the City of Mountlake Terrace (City) Official Zoning Map (adopted March 2018), Site M is located within the Medium Density Multi-Household (RMM) zoning district. Properties to the south and west are also within the RMM zoning district. The City boundary borders Site M to the north and WSDOT ROW (I-5) borders Site M to the east.

1.3 Topography

Site M slopes moderately and is covered by impervious surface around the single-family housing. The Site generally slopes north towards 212th Street SW at an average slope of 13 percent and the eastern portion of the site is vegetated and slopes toward I-5. Topography details for Site M are provided in the Existing Features Map on Drawing No. SM-EFM124 in Attachment M – Site-Specific Drawings.

1.4 Vegetation

Existing vegetation at Site M consists of mixed coniferous evergreen and deciduous forest, as well as residential lawn and shrub areas.

1.5 Critical Areas

Portions of Site M are located within Geologic Hazard Areas. There are no other critical areas (wetlands, streams, Flood Hazard Areas, Priority Habitat Areas, or Aquifer Recharge Areas) present at Site M and therefore they are not further discussed below.

This CUP addresses critical areas on Site M which is a privately-owned property. It does not address critical areas on the adjacent 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 City of Mountlake Terrace Critical Areas Report (Exhibit Book, Exhibit 8).

1.5.1 Geologic Hazard Areas

The northern half of Site M is located within a potentially liquefiable seismic hazard area. Class II/Moderate Landslide Hazard Areas and Class IV/Very High Landslide Hazard Areas occur in several areas of Site M. These Geologic Hazard Areas are shown in the Existing Features Map on Drawing No. SM-EFM124 (Attachment M – Site-Specific Drawings) and further described in the Mountlake Terrace Critical Areas Report (Exhibit Book, Exhibit 8).

1.6 Routes of Access to Site

Access to Site M is available from I-5 via northbound Exit 181A or southbound Exit 181, and east and west along 212th Street SW as shown on the Vicinity Maps (Exhibit Book, Exhibits 1 and 2).

1.7 Land Use and Site Improvements

As described in Section 1.1, the existing land use at Site M includes three single-family homes and a residential cul-de-sac. The existing site has a vegetative buffer consisting of native deciduous and conifer trees with native understory shrubs, along the southern and western boundaries of the site. Details of existing land use and site improvements are shown on the Existing Features Map in Attachment M – Site-Specific Drawings, Drawing No. SM-EFM124.

1.8 Surrounding Land Uses

Land uses surrounding Site M include the I-5 corridor to the south and east, single-family homes and Hall Lake to the north, and single-family homes to the west. Site M is south of 212th Street SW, which borders the City of Mountlake Terrace / City of Lynnwood boundary.

1.9 Parking

Site M features off street parking for three single-family homes, as shown on the Existing Features Map in Attachment M – Site-Specific Drawings, Drawing No. SM-EFM124.

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1.10 Existing Noise and Vibration

The sources of existing noise and vibration at Site M are primarily associated with the I-5 corridor and 212th Street SW. Two sound level measurements were conducted near the site, to the north in a field and to the south on 213th Street SW. The noise levels at these locations were in the range of 67 to 68 A-weighted decibels (dBA) day-night average sound level (Ldn) with peak-hour levels of 63 to 66 dBA equivalent continuous noise level (Leq), as measured and reported in the *Lynnwood Link Extension Final Environmental Impact Statement* (FEIS). Per the Federal Transit Administration (FTA) manual, these sound levels are typical of an urban environment. For additional detailed noise analysis, refer to the L300 Noise, Vibration, and Groundborne Noise Report (Exhibit Book, Exhibit 10).

2.0 PROPOSED USES

Site M will be used temporarily for staging, construction activities, and access to the light rail guideway. Improvements required to accommodate these uses are detailed in Section 3 of this narrative.

The site will feature multiple retaining walls, a screening wall, a traction power substation (TPSS), a stormwater facility to detain guideway runoff before releasing to the closed system in 212th Street SW, and the relocation of a fire hydrant, three new luminaires, and a 12-inch water main. Three existing single-family homes, a cul-de-sac roadway, and rockery walls along 212th Street SW will be demolished and the site regraded to prepare for installation of the proposed new drainage and TPSS facilities, as shown in Drawing No. SM-PSP124.

Following construction, areas along the 212th Street SW the ROW will be restored to previous conditions, including the curb and gutter, vegetated strip, and sidewalk. Replacement facilities will be constructed to meet current City development standards with the exception of the tapers between the existing sidewalk and vegetated strip and the new frontage improvements, which will match the existing facilities at the property lines within the limits of the Site M property instead of outside the limits of the property, as would normally be required (see Section 10.1 for more detail). The work will be performed with the concurrence of the City of Mountlake Terrace (Exhibit Book, Exhibit 9). Approximately 11,200 square feet of landscaping will be installed as buffer planting and tree replacement.

All referenced drawings for Site M are provided in Attachment M – Site-Specific Drawings for this narrative.

3.0 PLANNED IMPROVEMENTS

3.1 Structures

Site M will contain multiple retaining walls and TPSS #5 (see Sections 3.6 and 3.9 for more details). The guideway and supporting structures are located entirely within the WSDOT limited access ROW adjacent to Site M. For details related to the guideway, refer to the Guideway narrative, which is part of this comprehensive application package.

3.2 Design

Site M will include the following design elements: retaining walls, a landscaping screening wall, TPSS #5, a new stormwater detention facility, and a fire hydrant and water main.

3.3 Aesthetics

Site M will have retaining walls along the north side of the site that will serve to provide screening of the detention vault and TPSS from the sidewalk along 212th Street SW. The site will also be restored with landscaping. See Section 3.7 of this narrative for landscape elements.

3.4 Grading

Site M will require significant grading to accommodate TPSS #5 and the new stormwater detention vault. Approximately 6,700 cubic yards (CY) of cut and approximately 340 CY of fill will be required at Site M. 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 Proposed Site Plan Map in Attachment M – Site-Specific Drawings.

3.5 Routes of Access

Proposed access to Site M will be from I-5 via the 220th Street SW interchange to 66th Avenue West and 212th Street SW, or via 220th Street SW to 52nd Avenue West and 212th Street SW. A visual overview of existing roadways and proposed improvements is provided in the Vicinity Maps and in the Proposed Site Plan Map (Drawing No. SM-PSP124, Attachment M – 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

The Project will construct several retaining walls for Site M. These walls support grade changes to facilitate access and construction activities. The retaining walls along the north side of the site also provide screening of the drainage vault and TPSS from the sidewalk along 212th Street SW and will have vines growing on them. A visual overview of the locations of the walls is provided in Proposed Site Plan Map (Drawing No. SM-PSP124, Attachment M – Site-Specific Drawings).

3.7 Landscaping

Approximately 11,200 square feet of landscaping area will be provided at Site M. The west edge of the site will feature native and ornamental trees and shrubs that will act as a vegetative buffer to the adjacent residences. The street frontage along 212th Street SW will use ornamental trees, shrubs, and vines, as well as grass seeding.

Larger trees will be planted in open areas within the site, and shrubs and grass seeding will be included closer to project facilities. Landscaped areas will receive temporary irrigation during the plant establishment period. Landscape plans for Site M are provided in Attachment M – Site-Specific Drawings (Drawing No. SM-LPP112).

3.8 Noise/Sound Walls

No noise walls are currently planned for Site M. A noise wall associated with the guideway borders the site to the east. For additional details on noise walls, refer to the Guideway narrative, which is part of this comprehensive application package.

3.9 Traction Power Substations/Signal Bungalows

TPSS #5 will be located at Site M, south of 212th Street SW. Proposed plans are provided in the Proposed Site Plan Map (Drawing No. SM-PSP124, Attachment M – Site-Specific Drawings). The TPSS will have a foundation poured on site with the structure fabricated off-site. The TPSS will be screened with a concrete masonry wall and decorative gate. Design details for the TPSS are included in Exhibit 24 of the Exhibit Book. There are no signal bungalows proposed for Site M.

3.10 Stormwater Management Facilities

A flow-control facility (detention vault) is proposed at Site M to detain guideway runoff before releasing the runoff to the closed system in 212th Street SW, which then routes the flow north through the WSDOT retention ponds, eventually discharging into Hall Lake.

Proposed drainage and contour plans are shown in the Proposed Site Plan Map (Drawing No. SM-PSP124, Attachment M – Site-Specific Drawings). Additional information and analysis is provided in the Draft Mountlake Terrace Drainage Report (Exhibit Book, Exhibit 14).

3.11 Utilities

Site M will feature new sanitary sewer and electrical services to the new TPSS #5, and a fire hydrant and 12-inch water main will be relocated following demolition of existing services to the houses. Existing utilities that serve residence to be demolished will be decommissioned, and a fire hydrant and a 12-inch water main will be relocated. Three new luminaires will be constructed to provide permanent lighting within the site. Plans for the proposed utilities are provided in Proposed Site Plan Map (Drawing No. SM-PSP124, Attachment M – Site-Specific Drawings).

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

4.0 IMPACTS OF PLANNED USE AND IMPROVEMENTS

4.1 Surrounding Area and Land Uses

Use of and improvements on surrounding areas and land uses for Site M 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 M’s surrounding area and land uses.

A land use impact will occur with the demolition of three houses which will result in the conversion of residential land to temporary construction access and staging, and the permanent use as a TPSS and drainage facility site.

4.2 Loss of Vegetation

Existing vegetation in this area consists of mixed coniferous evergreen and deciduous forest, as well as lawn and shrub areas. All trees within Site M will need to be removed for construction of the facilities, and will be replaced as part of the overall mitigation for the Project, as described in Section 7.3.1. Demolition plans showing vegetation removal for this area are provided in Drawing No. SM-eCXP124 in Attachment M – Site-Specific Drawings.

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, a Seismic Hazard Area and Class II/Moderate and Class IV/Very High Landslide Areas are present at Site M. There are no other critical areas present at Site M. Below is a summary of impacts to those Geologic Hazard Areas; detailed information is provided in the Mountlake Terrace Critical Areas Report in Exhibit Book, Exhibit 8.

4.3.1 Geologic Hazard Areas

Although Site M is located within a potentially liquefiable seismic hazard area, no impacts to potentially liquefiable seismic hazard areas are anticipated. The elevated light rail and at-grade retaining structures will be designed to withstand the effects of seismic ground shaking, thereby minimizing the risks to rail facilities and users. Sound Transit light rail design standards are based on the occurrence of a rare and large seismic event; therefore, the risk of damage from seismic ground shaking is low.

Class II/Moderate and Class IV/Very High landslide hazard areas within Site M 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 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 No. SM-EFM124 in Attachment M – 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 Record of Decision (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 10 residences within 250 feet of Site M 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 15).

4.5 Illumination and Glare

Construction lighting impacts are discussed in Section 5.3 Construction Illumination. Lighting for Site M has been designed and calculated based on task areas, decision and transition points, providing safety in areas of potential hazard, and recommendations from the Illuminating Engineering Society (IES). Exterior lighting will be provided at service roads, and lighting has been designed so that an appropriate level of lighting is provided for the service roads, while at the same time, the lighting minimizes glare and/or interference with task accuracy, vehicular traffic, and neighboring areas. Site lighting fixtures will use a Neighbor Friendly Optic, which provides cutoff angles to limit light spillage to adjacent properties. A visual overview of roadway illumination is provided in Proposed Site Plan Map (Drawing No. SM-PSP124, Attachment M – Site-Specific Drawings). Street lighting calculations are provided in Exhibit Book, Exhibit 12. Lighting will not be required in other portions of the site, which will not be accessible to the public.

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 a detailed discussion of street use and traffic control during construction.

4.7 Interim vs. Long-Term Impacts

The construction work and access associated with Site M will be necessary for approximately six years, starting in approximately 2019 and ending before commencement of revenue service in 2024. The construction impacts to the site will be addressed through restoration. See section 7.0 for restoration details. Construction activities at Site M are anticipated to occur during several phases of the Project throughout the duration of the approximate six-year timeframe.

The demolition of the three existing residential structures on Site M, is considered a long-term impact. Benefits and impacts associated with operation of the new drainage vault, TPSS, and access roadway will be permanent. Potential long-term impacts related to operational noise will be mitigated as described in the Guideway narrative, which is part of this comprehensive application package, and as described in additional detail in the L300 Noise, Vibration and Groundborne Noise Report (Exhibit Book, Exhibit 10).

5.0 CONSTRUCTION

5.1 Anticipated Construction Schedule

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

5.2 Use of City Streets and Haul Routes

Haul routes to and from the site will provide access to the I-5 corridor as directly as possible using collector and arterial streets. Preliminary haul routes are provided in Drawing No. SM-eCHP002 in Attachment M – 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 ROW 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 M. Lighting during work hours will likely include 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 on the premises.

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 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

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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 of this narrative for additional discussion regarding noise impacts and mitigation.

5.6 Longevity of Construction

Construction activities at Site M are anticipated to occur during several phases of the Project through the approximately six-year construction period for the Project. Access to the guideway through Site M is also required throughout the project construction.

5.7 Interim vs. Long-term Impacts

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

6.0 PARKING

6.1 Construction Worker Parking

Contractor parking on local streets will be prohibited. As required by the ROD, parking areas for construction workers will be provided if necessary. For more information please refer to the Lynnwood Link Extension ROD Including ROD Mitigations (ROD Table B-1) (Exhibit Book, Exhibit 17). As stated, 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 within 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 M is located 2.2 miles walking distance from the Mountlake Terrace Station; therefore, “hide and ride” parking is not expected to occur.

6.3 Functionally Equivalent Parking

Site M 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

Site M includes removal of existing trees, as discussed in Section 4.2 of this narrative; these areas are shown in Drawing No. SM-eCXP124 in Attachment M – Site-Specific Drawings. Critical areas on Site M are discussed in Section 1.5 of this narrative and impacts to Geologic Hazard Areas are discussed in Section 4.3. A summary of the mitigation measures that have been established to address potential impacts are described below. More detailed information can be found in the Critical Areas Report (Exhibit Book, Exhibit 8).

7.2 Restoration Proposals

Street ROW areas along 212th Street SW will be restored to previous conditions or better, including curb and gutter, vegetated strip, and sidewalk, meeting the City’s current development standards, with the exception of tapers to existing facilities, which will take place inside of the Site M property limits (see section 10.1 for more details). Other areas of the site will be restored by planting landscaping materials consisting of trees, shrubs and ground cover, as detailed in the landscaping plans shown in Drawing No. SM-LPP112 in Attachment M – Site-Specific Drawings.

Project-wide, including within the WSDOT limited access ROW, any critical areas temporarily impacted by project construction activities will be restored to pre-construction conditions or better. Temporarily disturbed Geologic Hazard Areas will be revegetated and restored as soon as practical to minimize the risk of erosion.

7.3 Interim vs. Long-Term

The construction access area work associated with Site M will be necessary for approximately 6 years, starting in 2019 and ending before commencement of revenue service in 2024. The description of interim versus long-term impacts are discussed by subject area below.

7.3.1 Vegetation

Trees removed on Site M 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 No. SM-LPP112 and the Tree Removal and Mitigation Report (Exhibit Book, Exhibit 20). These are long-term mitigation measures.

7.3.2 Geologic Hazard Areas

The elevated light rail and at-grade retaining structures will be designed to withstand the effects of seismic ground shaking, thereby minimizing the risks to rail facilities and users. Sound Transit light rail design standards are based on the occurrence of a rare and large seismic event; therefore, the risk of damage from seismic ground shaking is low.

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. 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.

7.3.3 Design

The Project will be designed in accordance with International Building Code (IBC), American Association of State Highway and Transportation Officials (AASHTO) and/or Sound Transit design standards, as appropriate.

7.3.4 Aesthetics

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

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

There is no existing parking on Site M (other than for the houses that are being demolished), therefore parking mitigation and restoration is not necessary.

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7.3.7 Noise

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

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

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

7.4 Complaint Hotline and Ombudsman

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

8.0 CONDITIONAL USE PERMIT DECISION CRITERIA

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

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

RESPONSE: The Project has been designed to be consistent with the City's Comprehensive Plan (as adopted in 2015 and amended in 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 of the Comprehensive Plan.

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

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

RESPONSE: As described in Section 1, existing land use at Site M includes three single-family homes and a residential cul-de-sac. The site has a vegetative buffer consisting of native deciduous and conifer trees with native understory shrubs, along the southern and western boundaries of the site. The established character of the surrounding area is primarily single- and multi-family homes, with the I-5 corridor east of the site. The Mountlake Terrace city limits border Site M to the north, and Hall Lake is located north of Site M. The design and use of Site M will not adversely impact the surrounding vicinity's established character.

For the Project, Site M will be used temporarily for staging, construction activities, and access to the light rail guideway. Three existing single-family homes, a cul-de-sac roadway, and rockery walls along 212th Street SW will be demolished and the site regraded to prepare for installation of the proposed new drainage and TPSS facilities. Work at Site M will include multiple retaining walls, a screening wall, a traction power substation (TPSS), a stormwater facility, and the relocation of a fire hydrant and a 12-inch water main.

Following construction, areas along the 212th Street SW the ROW will be restored to previous conditions, including the curb and gutter, vegetated strip, and sidewalk. Replacement facilities will be constructed to meet current City development standards with the exception of the tapers that will match the existing facilities at the property lines within the limits of the Site M property, instead of outside the limits of the property, as would normally be required (see Section 10.1 for more detail). Approximately 11,200 square feet of landscaping will be installed as buffer planting and tree replacement.

Facilities at Site M will be visually screened from the street by retaining walls and/or vegetative screening with ornamental shrubs and vines. The look and feel of the screening will be similar to the existing condition today.

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 M- Site-Specific Drawings, Drawing No. SM-PSP124.

Building Façade, Scale and Modulation Impacts

Buildings surrounding Site M include one- and two-story single-family homes. The project work at Site M will not adversely affect the surrounding buildings in terms of façade, scale or modulation. The only above-ground structure that will be constructed on Site M is a pre-fabricated Transportation Power Substation (TPSS) that will be screened from the street by a structural and landscaped screening wall. In addition to the above ground TPSS structure, there will also be an underground drainage vault that will be located behind concrete retaining walls on the street side and the side facing the TPSS structure and access roadway, which is all located behind the screen wall along 212th Street SW.

Tree Cover and Landscaping Impacts

The character of Site M's surrounding vicinity is unique due to its native vegetation, predominantly consisting of Douglas fir and deciduous tree cover. The project work at Site M will not adversely affect the surrounding tree cover and landscaping. The landscape approach for Site M is to develop an integrated strategy and maintain this natural character through tree and vegetation protection to the greatest extent possible.

Within the built environment of the drainage vault and TPSS site, the landscape approach will enhance and provide continuity with the surrounding vegetation by using native and ornamental trees and shrubs planted along the west edge of the site to buffer the adjacent residences. Larger trees will be planted in open areas within the site. Ornamental trees, shrubs, and vines, as well as grass seeding will be planted along the 212th Street SW frontage. Site M will feature temporary irrigation for the duration of the plant establishment period. Landscape plans for Site M are provided in Attachment M– Site-Specific Drawings.

Signage (Sign and Location)

Signs surrounding Site M are primarily road signs, and signs related to Hall Lake. The project work at Site M will not adversely affect the surrounding signage. There are no permanent signs proposed for this site.

Parking Impacts (Amount and Location)

Parking surrounding Site M is associated with residential homes. There is on-street parking on 212th Street SW on the north side of the roadway. Three homes will be demolished along with a cul-de-sac. The proposed work at Site M will not adversely

affect the parking in the surrounding area. Sound Transit will provide temporary and interim parking, and functionally equivalent parking, and will coordinate with the City to address hide-and-ride parking, as discussed in Section 6.0. The only parking and traffic associated with the site will be for maintenance personnel accessing the site on a periodic basis after the facilities are put into operation. There will be maintenance parking spaces available within the limits of the new site, which will be available only to maintenance personnel.

Fencing Impacts

Fencing in the surrounding area is generally either wood fencing on the north side of 212th Street SW as well as chain link fencing and some residential fences. The proposed work at Site M will not adversely affect fencing in the surrounding vicinity. 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 Design Criteria Manual (DCM) Chapter 6.7, 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 the necessary Fence Permit from the City.

Walkability Impacts

There are existing sidewalks and bike lanes along both sides of 212th Street SW. The project work at Site M will not adversely affect the walkability in the surrounding area. The existing sidewalk will be replaced with a wider sidewalk and wider vegetated strip with street trees and landscaping, to provide a safe, walkable environment.

Additional Public Amenities

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

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

RESPONSE:

Noise and Vibration Impacts

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

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

and vibration impacts associated with construction, operation, and maintenance of the Project. There are 10 residences within 250 feet of Site M that may be impacted by noise and vibration.

Standard mitigation, where necessary and to the extent practicable, may consist of but not be limited to portable noise walls, temporary noise barriers (acoustic blankets on fencing), and vehicle broadband backup alarms or smart alarms for nighttime to lessen impacts from construction activities. Where feasible, temporary noise 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 currently planned for Site M. A noise wall associated with the guideway borders the site to the east. For additional details on 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 M could occur from diesel and exhaust fumes from construction vehicles such as drill rigs and excavation

equipment. The surrounding vicinity will not be adversely affected by these odors, which are generated while equipment is in use, localized to the construction site, and will dissipate once work is completed in each localized area. Potential odors from longer-term operation of the Project will be consistent with other transportation facilities, such as vehicle exhaust from commuters utilizing the light rail station's park-and-ride facilities. These occasional odors are common in the I-5 corridor and are not expected to adversely affect the surrounding vicinity.

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

RESPONSE: Traffic surrounding Site M is primarily associated with the I-5 corridor and residential streets. During construction, there may be an increase in the number of vehicles accessing Site M. Following construction, the only traffic associated with Site M will be for maintenance personnel accessing the site on a periodic basis after the facilities are put into operation. It is anticipated that Site M will not have notable increases in traffic. For the Lynnwood Link Extension Project as a whole, levels of service at key intersections affected by increases in traffic associated with the Project will 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 is 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 M will be used temporarily for staging, construction activities, and access to the light rail guideway. The site will feature multiple retaining walls, a screening wall, a traction power substation (TPSS), a stormwater facility to detain guideway runoff before releasing to the closed system in 212th Street SW, and the relocation of a fire hydrant and a 12-inch water main. Three existing single-family homes, a cul-de-sac roadway, and rockery walls along 212th Street SW will be demolished and the site regraded to prepare for installation of the proposed new drainage and TPSS facilities

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

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During construction, work areas on Site M will be fenced off to ensure safety for both the public and construction staff. The entire site will be protected from public access by a security fence and/or decorative screen wall, which will prevent endangerment of the public health. Existing sidewalks along 212th Street SW will be replaced with new sidewalks and driveway openings to provide locked maintenance access at two locations into the site. Maintenance and operations traffic will be infrequent and will not affect the circulation of the neighborhood. The guideway will have a noise wall associated with it in this location, preventing unauthorized access.

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 M is within the RMM 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 M, regarding compliance with municipal code and development standards.

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

RESPONSE: The Project has been designed to incorporate improvements as needed to public facilities at Site M, including a detention vault, new sanitary sewer and electrical service to the new TPSS facility, and relocation of a fire hydrant and watermain. Refer to Sections 3.10 and 3.11 for additional details on utilities installed for the Project. Following construction, areas along the 212th Street SW will be restored to previous conditions, including the curb and gutter, vegetated strip, and sidewalk. The project work at Site M will not adversely impact the service of any other existing public facilities (sewer, water, fire stations, hospitals, schools, etc.), and will not require additional changes or upgrades to existing utilities.

9.0 SITE DEVELOPMENT PLAN DECISION CRITERIA

The following section enumerate and discuss the Project's consistency with each of the Site Development Plan criteria set for 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 City's Comprehensive Plan (adopted June 2015, amended 2017), as detailed in Exhibit 18. As essential elements to the overall project, the proposed facilities at Site M 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: For the Project, Site M will be used temporarily for staging, construction activities, and access to the light rail guideway. Site M is located within the RMM City zoning district, and within the City Comprehensive Plan Urban Medium Residential (UMR) land use designation, as shown on the Comprehensive Plan Map adopted February 2018.

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

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

RESPONSE: Site M's compliance with all requirements of the MTMC, including all applicable development standards of the RMM 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?*

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RESPONSE: Sound Transit is coordinating with City staff to ensure the proposed improvements complement and enhance existing public facilities. As previously noted in 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 M, including stormwater management facilities, wet and dry utilities, and pedestrian and vehicular access routes.

In addition to the new public facilities, the existing fire hydrant near the east end of the Site and the existing 12-inch water main located in 212th Street are being relocated to accommodate construction on the Site. Following construction, areas along the 212th Street SW will be restored to previous conditions, including the curb and gutter, vegetated strip, and sidewalk. The project work at Site M will not adversely impact the service of any other existing public facilities (sewer, water, fire stations, hospitals, schools, etc.), and will not require additional changes or upgrades to existing utilities.

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

RESPONSE: Sections 9.0 and 10.0 of the Guideway narrative of this application describe how the Project has been subject to procedural and substantive State Environmental Policy Act (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 MTMC 16.15.

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

RESPONSE: The Project will comply with accessibility rules as adopted by the Washington State Building Code Council for making buildings and facilities accessible to and usable by physically disabled or elderly persons (adopted by reference in MTMC 15.05.170). Site M's compliance with the MTMC 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 M comply with each requirement.

Table 1: Site M 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 M. Project noise during operations is addressed 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 (Exhibit Book, Exhibit 10) and the L300 Construction Noise, Vibration and Groundborne Noise Report (Exhibit Book, Exhibit 15). The MTMC does not regulate operational noise associated with the Project. |
| 12.05 – SIDEWALKS – REPAIR AND MAINTENANCE RESPONSIBILITY | This chapter establishes a City-wide policy toward sidewalk maintenance and repair that addresses standards for construction, responsibilities of abutting property owners, and a process by which sidewalks are to be repaired or replaced. | All new sidewalks within and around Site M will be constructed in compliance with the City’s engineering standards, with the exception of the tapers between existing sidewalk and vegetated strip and the new frontage improvements, which will occur within the limits of the site instead of outside the limits of the site as normally required (see section 10.1). This change has been discussed with the City and the City has given concurrence (Exhibit Book, Exhibit 9). Existing sidewalks outside of the limits of the site will be inspected and replaced as necessary if in damaged condition due to construction activities. |
| 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 M. 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 M. 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 M. No recycling will be produced at this site. |
| 13.20 – SANITARY SEWERS | The chapter establishes regulations for the construction and operation of sanitary sewers, including | Sewer improvements at Site M will comply with all local and state regulations. A visual overview of the proposed improvements is provided in Proposed Site |

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|--|--|---|
| | construction standards and the permitting process. | Plan Map in Attachment M – Site-Specific Drawings. Specific instructions for the contractor will be included in the Project’s special conditions. Sound Transit will apply for the required construction permits later in the construction phase of the Project, prior to the commencement of any associated work. |
| 13.25 – SANITARY SIDE SEWERS | This chapter regulates the construction and operation of sanitary side sewers. | Side sewer improvements at Site M will comply with all local and state regulations. A visual overview of the improvements is provided in Proposed Site Plan Map in Attachment M – Site-Specific Drawings. Specific instructions for the contractor will be included in the Project’s special conditions. Sound Transit will apply for the required construction permits later in the construction phase of the Project, prior to the commencement of any associated work. |
| 13.35 – WATER PRESSURE REGULATING VALVES | This chapter provides requirements for pressure regulating valves for existing and new water service. | MTMC 13.35 does not apply to Site M. 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, stormwaters, 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 and improvements at Site M. Illustrations of the proposed improvements are provided in Attachment M – Site-Specific Drawings. Sound Transit will apply for construction permits in the construction phase of the Project, prior to the commencement of associated work. |
| 13.55 – FIRE HYDRANT INSTALLATION | This chapter ensures the installation of fire hydrants within the City compliance with the City Engineer’s plans MT-G1, MT-G2, MT-G3, and MT-G4. | Site M will require the relocation of one hydrant as agreed with the fire department. This work will be completed in compliance with the code and will be located within the City’s water system. Illustrations of the proposed improvements are provided in Proposed Site Plan Map in Attachment M – Site-Specific Drawings. |
| 14 – WASTEWATER PRETREATMENT | This title sets forth uniform requirements for users of the publicly owned treatment works operated by the city of Edmonds and/or King County, and enables the City to comply with all applicable state and federal laws, including the Clean | MTMC 14 does not apply to Site M. No wastewater pretreatment will occur on this site. |

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| Chapters | Summary Description | Project Compliance |
|-----------------------|---|---|
| | Water Act (33 USC 1251 et seq.) and the General Pretreatment Regulations (40 CFR Part 403). | |
| 15.05 – BUILDING CODE | This chapter regulates all structures within the city. The City has adopted several International Building, Mechanical, Performance, Green, Fuel Gas, National Electrical, Energy Conservation, Uniform Plumbing, and Fire Codes, among others. It also lays out the process of the associated local permits, tree removals, public right-of-way protection, and site improvements. | <p>Sound Transit will apply for all required construction permits during the construction phase of the Project, before commencement of any associated work.</p> <p><u>Building Codes and Permits:</u> The proposed facilities at Site M 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 M to the extent possible, 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 a screen wall. Fencing will be designed and constructed in accordance with Sound Transit DCM Chapter 6.7 (Exhibit Book, Exhibit 21), and will also conform to MTMC 19.120.200. All fencing on private property within the City will only be constructed after acquiring such permits from the City as may be necessary. Proposed fencing improvements are provided in Attachment M - Site Specific Drawings (Drawing No. SM-PSP124).</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 M. Plans of these improvements are provided in Attachment M – Site-Specific Drawings (Drawing No. SM-PSP124).</p> |
| 15.10 – FIRE CODE | This chapter regulates fire protection development standards for all infrastructure within the city. The City has adopted the International Fire Code (2015 Edition), as amended. In addition, the City has adopted several local amendments to the International Fire Code to add, amend, delete or replace sections. | MTMC 15.10 is not applicable to Site M. No fire protection equipment will be installed on this site. |
| 15.35 – PERFORMANCE | The chapter sets forth the regulations for all performance guarantees and | Consistent with MTMC 15.35.030 and RCW 35.21.470, the Project is exempt from the requirements of MTMC 15.35 for financial security devices. Sound Transit will provide written assurance |

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| Chapters | Summary Description | Project Compliance |
|---|---|---|
| GUARANTEES AND WARRANTIES | warranties, which are required prior to the approval of any City permit. | to the City that adequate provisions have been made guarantee the required performance or maintenance. |
| 16.05 – PROCEDURES UNDER THE STATE ENVIRONMENTAL POLICY ACT | The City adopted this chapter to implement the SEPA and the State Environmental Policy Act Rules (WAC 197-11). | As noted in the Background section of this application, Sound Transit is the lead agency for the Project’s compliance with SEPA, and the Project has been subject to procedural and substantive SEPA review through issuance of the Project environmental documents. Section 7.0 of this narrative describes the mitigation measures from the FEIS and ROD that are applicable to construction of the Project. |
| 16.15 – CRITICAL AREAS | Draft Chapter 16.15 regulates development within critical areas in the City, including wetlands, streams, wildlife habitat areas, geologic hazard areas, flood hazards, and aquifers. | As described in detail in the Critical Areas Report (Exhibit Book, Exhibit 8), Site M has 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, with exception of a reasonable use exception request per section 10.1 of this narrative. Any remaining impacts will be mitigated in compliance with the MTMC 16.15. |
| 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 M have been designed to comply with MTMC 16.20 standards. A visual overview of these facilities is provided in Proposed Site Plan Map in Attachment M – Site-Specific Drawings. Additional details are provided in the Draft Mountlake Terrace Drainage Report (Exhibit Book, Exhibit 14). Sound Transit’s contractors are responsible for developing and implementation of a Stormwater Pollution Prevention Plan (SWPPP), a Temporary Erosion and Sediment Control (TESC) Plan which will be reviewed by the City and Ecology, inspecting and maintaining best management practices, and monitoring and reporting. TESC measures will be provided for the Project in accordance with the City of Mountlake Terrace Engineering Standards, Washington State Department of Ecology Stormwater Management Manual for Western Washington, and Sound Transit Individual Construction Stormwater Permit. See Exhibit 16 of the Exhibit Book for the preliminary TESC and SWPPP. |
| 18.10 – COMPREHENSIVE PLAN | This chapter adopts the Comprehensive Plan, as amended, to serve as the guiding framework for decisions relating to land use, environment, economic vitality, housing, capital facilities, recreation, parks and open space, transportation, and utilities. | As noted above, Exhibit 18 of the Exhibit Book provides a detailed narrative of the Project’s consistency with the comprehensive plan. |

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| 18.12 – SUSTAINABILITY | This chapter adopts the City of Mountlake Terrace Sustainability Strategy set forth in Ordinance 2487 § 1, 2008. | <p>Light rail transit service supports Mountlake Terrace Sustainability Strategy Goal II: Facilitate Desirable Development Patterns and Economic Vitality, insofar as the City encourages development in close proximity to the transit station (Transit Oriented Development). The Project’s approach to stormwater management prioritizes Low Impact Development, which also supports Goal II (see MTMC 16.20 of this table).</p> <p>Light rail transit service inherently supports Mountlake Terrace Sustainability Strategy Goal III: Maximize Energy-Efficient Mobility Options that Connect City Residents to the Places Where They Live, Work, and Play.</p> <p>Site M design minimizes the removal of trees and other impacts to existing green space. This supports Mountlake Terrace Sustainability Strategy Goal IV: Enhance and Expand the City’s Green Spaces and Systems.</p> <p>The Project conforms to all Sound Transit sustainability requirements as expressed in Chapter 30 of the Project Design Criteria Manual (Exhibit Book – Exhibit 21). These requirements include energy and water efficiency, as well as the efficient use of materials and minimizing construction and demolition waste. These practices support Mountlake Terrace Sustainability Strategy Goal V: Increase Energy and Water Efficiency and Goal VI: Encourage Material Conservation, Reuse, and Recycling. See the L300 Sustainability Checklist (Exhibit Book, Exhibit 22).</p> |
| 18.15 – ESSENTIAL PUBLIC FACILITIES | This chapter describes specific City requirements for reasonably accommodating essential public facilities, including where they can be located and what land use process they will be subjected to. | <p><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.</p> <p><u>Fencing:</u> Constructed light rail facilities and properties will be protected by security fence, in accordance with the Sound Transit DCM Chapter 6.7. Fencing will be designed to conform to MTMC 19.120.200. All fencing on private property within the City will be constructed after acquiring such permits from the City as may be necessary.</p> <p><u>Supplemental Public Notification:</u> 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> |

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| 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. | MTMC 18.30 does not apply. 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. | There are no opportunities for construction of electrical vehicle facilities within Site M. There are no public parking facilities to be constructed at this site. |
| 19.35 – RM – MULTIPLE-HOUSEHOLD RESIDENTIAL DISTRICT | This chapter provides specific development standards for the RM–Multiple-Household Residential (RM) zoning district. | <p>Site M is located within a RMM zoning district.</p> <p><u>Allowable Uses:</u> Pursuant to Chapter 18.15, the Project is a Type A essential public facility, and is allowed in any zoning district through issuance of a Conditional Use Permit.</p> <p><u>Dimensional Requirements:</u> The Project conforms to all development standards, where possible, including height, bulk, scale, and dimensional regulations, established in the MTMC. The Project is a Type A essential public facility and local codes cannot preclude the siting of such facilities. Scaled plans of all proposed facilities are provided in Attachment M – Site-Specific Drawings.</p> <p>MTMC 19.35.030 outlines the dimensional requirements within the RMM zoning district. As shown on the proposed layout in Attachment M – Site Specific Drawings, TPSS #5 will be located south of 212th Street SW. The layout of Site M with the approximately 15 foot by 50 foot TPSS #5 meets the required 15 foot (front and side yard) and 25 foot (rear yard) setback minimums, 60 foot lot width minimum, 5,400 sf lot area minimum, and 50 percent lot coverage maximum. TPSS #5 will be approximately 11 feet in height which meets the maximum height requirement. There are no Maximum Floor Area Ratio (FAR) requirements or mean lot depth requirements in</p> |

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| | | the RMM zoning district. See Exhibit 24 – Auxiliary Structure Design Details for more information about the design. |
| 19.95 – TRANSPORTATION CODE | 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>Design Standards and Permits: In compliance with MTMC 19.95, Site M will include several proposed street improvements, including replacement curbs, driveways, sidewalks and vegetated strip along 212th Street SW on the northerly side of Site M. There is one deviation from the City development standards where the tapers between the existing sidewalk and vegetated strip are located within the limits of Site M instead of outside the limits the site (see Section 10.1). A visual overview is provided in Proposed Site Plan Map in Attachment M – Site-Specific Drawings. ROW 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>Transportation Mitigation, Impact Fees, and Concurrency: 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> |
| 19.110 – PERMITS AND PROCEDURES | This chapter sets forth the procedures and standards for review of land use applications regulated by Title 19, which includes the Project. | 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 permitting 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 modifications pursuant to the appropriate MTMC section. See Section 10.1 of this narrative for details on code modifications requested for Site M. |
| 19.120 – GENERAL PROVISIONS | 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 | As illustrated in the Lynnwood Link Extension FEIS, the Project has been designed to avoid, minimize, and mitigate environmental impacts. Section 7.0 of the narrative of this narrative contains mitigation measures from the FEIS and ROD that are applicable to both operation and construction of the Lynnwood |

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| | <p>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>Link extension within the City. Table B-1 of the ROD (Exhibit 17) includes mitigations.</p> <p><u>Air Quality and Fugitive Dust:</u> The activities at Site M 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 Section 4.5 and 5.3 of this narrative, both construction and operation lighting is designed to minimize impacts on adjacent properties as required by 19.120.030.</p> <p><u>Noise and Vibration:</u> As discussed in Section 4.4 and 5.5, a Construction Noise and Vibration Mitigation and Monitoring Plan will be developed by the construction contractor and approved by the Sound Transit Construction Management Consultant Resident Engineer prior to commencement of construction activities outside normal daytime working hours. The plan will be provided to the City for review prior to commencement of construction activities outside normal daytime working hours.</p> <p>Sound Transit is further assessing noise impacts and mitigations based on recently available design details. The L300 Noise, Vibration and Groundborne Noise Report will be updated with the next design milestone in December 2018. As stated in the FEIS, Sound Transit will mitigate noise and vibration impacts associated with construction, operation, and maintenance of the Project.</p> <p>Standard mitigation, where necessary and to the extent practicable, may consist of but not be limited to portable noise walls, temporary noise barriers (acoustic blankets on fencing), and vehicle broadband backup alarms or smart alarms for nighttime to lessen impacts from construction activities. Where feasible, temporary noise walls that provide partial mitigation will be installed to replace existing traffic noise walls to partially compensate during periods when these walls must be taken down for construction of the Project.</p> <p><u>Fences and Hedges:</u> As part of this Application, Sound Transit is submitting applicable landscape plans that illustrate screening and perimeter landscaping on interior lot lines and buffering requirements for Site M as required by 19.130.230. Proposed plans are provided in Proposed Site Plan Map in Attachment M – Site-Specific Drawings.</p> |

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| | | <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 M. Proposed plans are provided in Proposed Site Plan Map in Attachment M – Site-Specific Drawings.</p> <p><u>Street Lighting:</u> As illustrated in the L300 Roadway Illumination Calculations (Exhibit Book, Exhibit 12), Sound Transit has ensured that code-compliant lighting will be provided at Site M.</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 M. |
| 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 M; therefore, no electric vehicle infrastructure is needed for Site M. |
| 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 M has been designed, in coordination with the City, to meet all landscape design standards. Drawings of the proposal are provided in Drawing Nos. SM-LPP112 in Attachment M – 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. | Any new signage at Site M will comply with all requirements of MTMC 19.135, as illustrated in Proposed Site Plan Map in Attachment M – Site-Specific Drawings. |

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.

1. *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.*
2. *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.*

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Sound Transit is requesting a reasonable use exception to MTMC 16.15.430 for work in the portion of Site M that are designated as Class IV Landslide Hazard Areas. These areas occur in the northern portion of the Site. A reasonable use exception is not needed for the Critical Seismic Hazard Area because the Project will be designed in accordance with the IBC, standards promulgated by AASHTO, Sound Transit design standards, and MTMC 16.15. 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, provides as follows:

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.*
3. *Critical Seismic Hazard Areas*
 - a. *For one-story and two-story residential structures, the applicant shall conduct an evaluation of site response and liquefaction potential based on the performance of similar structures under similar foundation conditions; and*
 - b. *For all other proposals, the applicant shall conduct an evaluation of site response and liquefaction potential including sufficient subsurface exploration to provide a site coefficient (S) for use in the static lateral force procedure described in the International Building Code.*

Exception Request: A portion of Site M is within the areas designated as Class IV Landslide Hazard Area. Site M will be temporarily used for access and construction activities, and will include construction of several retaining walls. These walls support grade changes to facilitate access and construction activities. Site M will also feature a TPSS site at 212th Street and a flow-control facility (detention vault) to detain guideway runoff.

The entire site area is needed to accommodate all of the project facilities on Site M. There are no reasonable alternatives available to replace the proposed Site M improvements, which are a necessary part of the new light rail system, which is an essential public facility. The development of the site as proposed will require that an exemption be granted for construction of the project components described above.

Justification:

The design of the TPSS site and associated construction access and stormwater vault were designed to minimize development within the Geologic Hazard Areas. All of these elements and the associated access are critical for constructing the new light rail system. This site was specifically chosen due to its proximity and elevation in relationship to the guideway. The location is ideal for the necessary spacing of both a stormwater flow control vault and for a TPSS facility to power the light rail system.

Criteria Justification:

1. The application of the critical areas regulations would unreasonably restrict the ability to provide transit services to the public because the area on this site is needed to accommodate all of the project facilities on Site M. The location of the facilities is ideal for the necessary spacing of a stormwater flow control and for a TPSS for the light rail system.
2. There is no other practical alternative to the proposed improvements with less impact on Class IV landslide area. Site M is located adjacent to the preferred alternative guideway alignment. Adjacent areas would either have more impacts to Class IV Landslide Hazard Areas and/or impact more residential properties. The impacts in this area are minimized to what is needed to construct the facilities and other elements. Minimization efforts resulted in not developing beyond the Site M boundary. The work within and adjacent to Site M 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 M. 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, planting vegetation, and installing asphalt and gravel after construction is complete to provide final slope stability that, at a minimum, meets current conditions. All of Site M will be disturbed. For the areas where impacts could not be avoided, the proposed grades do not exceed a steepness of 4:1, which is considered to not be at risk of erosion. Also, a large part of the site is contained with retaining walls that would prevent sediment transport to adjacent areas. Some disturbed areas will be replanted with a mixture of trees, shrubs, and groundcovers to provide erosion control. There will also be an asphalt access road/lot and a gravel pad that covers the

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detention vault area. All areas will have either vegetation or hardscape. 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 and adjacent areas. No net loss of functions and values associated 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

The Project is requesting a waiver to MTMC 19.95.030, Section D.3 at the location of transition from the existing **vegetated** strip and sidewalk, across the TPSS site on 212th Street SW.

MTMC 19.95.030, Section D.3 Length of Improvements. Improvements required per subsection (D)(1) of this section shall extend along the full frontage of such property to be improved upon and sought to be occupied as a building site or parking area for the aforesaid building or platting purposes, and which may abut property dedicated as a public street. Improvements shall be transitioned to existing facilities immediately outside of the property's street frontage; provided, that the Reviewing Official may waive this requirement where such a transition is not reasonably feasible or where future development is not likely to occur due to geographic constraints.

Waiver Request: Improvements to the 212th Street SW TPSS site will include a 5-foot-wide vegetated strip and a 7-foot-wide sidewalk. The existing vegetated strip is approximately 2-foot-wide and the existing sidewalk is approximately 5-foot-wide. The property west of the TPSS site has a 5- to 6-foot-high rockery wall retaining the home site to the south. The new sidewalk and vegetated strip will terminate within WSDOT limited access at a retaining wall which limits the width of vegetated strip and sidewalk to the existing widths. The rockery to the west would need to be demolished and reconstructed to allow the tapering between the new improvement and the existing, and would be a substantial impact to the property. Since the connection to the existing sidewalk on the east is within WSDOT limited access, the taper to the existing sidewalk is not within the jurisdiction of the City, but will have the full width improvements as far as possible before the taper to the existing vegetated strip and sidewalk at the

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existing retaining wall. To eliminate the potential impact to the neighboring property rockery wall, the taper from new to existing vegetated strip and sidewalk will need to be constructed within the limits of the 212th Street SW TPSS site.

Justification: The deviation from the code requirement is reasonable due to the potential impact on the neighboring property to the west if the taper between new and existing vegetated strip and sidewalk is constructed beyond the limits of the TPSS site property. MTMC 19.95.030, Section D.3 provides for the reviewing City Official to waive the requirement to construct transitions outside of the developing property if the requirement is not reasonably feasible.

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ATTACHMENT M: SITE-SPECIFIC DRAWINGS