



**Site B 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 B is the Mountlake Terrace Transit Center

**CITY OF MOUNTLAKE TERRACE PROJECT LOCATION:**

**Site B (6001 236th Street SW, Mountlake Terrace, WA 98043)**

**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 Station Highway and Transportation Officials
ADA	Americans with Disabilities Act
BC/D	Community Business Downtown
BMPs	Best Management Practices
CUP	Conditional Use Permit
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
LID	low impact development
MTMC	Mountlake Terrace Municipal Code
PFS	Public Facilities and Services
REC	Recreation and Park District
ROD	Record of Decision
ROW	Right-of-way
RS 7200	Single-Household Residential
SEPA	State Environmental Policy Act
TESC	Temporary Erosion and Sediment Control
TPSS	Traction Power Substations
WAC	Washington Administrative Code
WSDOT	Washington State Department of Transportation



## INTRODUCTION

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

This narrative addresses the portion of the Project known as Site B. Site B is located south of 220th Street SW, west of I-5, and east of 62nd 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 B is approximately 352,555 square feet (8.0 acres) of privately owned land (Parcel number 27043200100200) and City right-of-way (ROW), which includes the existing Mountlake Terrace Transit Center and the area south of 236th Street SW where two new bus stops and the South Station Entry of the new light rail station will be located. The Mountlake Terrace Transit Center includes an existing parking garage, parking lot, and bus loop. Additional parcel information is provided in the Property Acquisitions document (Exhibit Book, Exhibit 7). The location of Site B, including a minimum of 500 feet from the perimeter of the site, parcel lines, and collector arterials are shown on the Vicinity Map (Exhibit Book – Exhibits 1 and 2). A visual overview of the site and its existing conditions, including property lines, adjacent rights-of-ways, public improvements, traffic-control devices, and easements on or adjacent to the site is provided in the Existing Features Map (Attachment B1 – Site-Specific Drawings).

#### 1.2 Zoning Designation

As shown on the City of Mountlake Terrace (City) Official Zoning Map (adopted March 2018), Site B is located within the Public Facilities and Services (PFS) zoning district. The Single-Household Residential (RS 7200) zoning district and PFS zoning district are adjacent to and north of Site B. The Community Business Downtown (BC/D) and Recreation and Park District (REC) are east of Site B. Site B is partially within WSDOT ROW and City ROW.

#### 1.3 Topography

The portion of Site B on the north side of 236th Street SW is relatively flat and covered in an impervious surface due to the existing Mountlake Terrace Transit Center. There is a large forested hillside at the northeast portion of the Site sloping toward I-5 with an average slope of 27 percent. The embankments to the north and south of 236th Street SW slope away at a 24 percent average slope. Topography details for Site B are provided in the Existing Features Map. See Drawings No. SB-EFM108-109, SB-EFM145-147, and SB-EFM150 (Attachment B1 – Site-Specific Drawings).

## **1.4 Vegetation**

Existing vegetation at Site B (Mountlake Terrace Transit Center) consists primarily of street trees near the parking area and stands of conifers mixed with deciduous trees to the north, south, east and west of the site.

## **1.5 Critical Areas**

A detailed discussion of all critical areas within 200 feet of the light rail alignment can be found in the Mountlake Terrace Critical Areas Report (Exhibit Book, Exhibit 8). Critical areas on Site B include wetland and stream areas, wildlife habitat areas, geologic hazard areas, and an area of moderate aquifer susceptibility. There are no flood hazard areas at Site B. Although the City's critical areas code does not apply to critical areas within the WSDOT limited access ROW (see Critical Areas Concurrence Letter, dated March 19, 2018) (Exhibit Book, Exhibit 18), it does apply to a portion of Site B that is a WSDOT-owned property. Below is a summary of the critical areas on the site. Detailed information and the location of each critical area are provided in the Existing Features Map, Drawings Nos. SB-EFM108-109, SB-EFM145-147, and SB-EFM150 (Attachment B1 – Site-Specific Drawings) and the Mountlake Terrace Critical Areas Report (Exhibit Book, Exhibit 8).

### ***1.5.1 Wildlife Habitat Areas***

North of 236th Street SW, Site B contains portions of a designated Priority Habitat and Species area (Priority Habitat) established by the Washington Department of Fish and Wildlife (WDFW) as a biodiversity and terrestrial habitat corridor, as shown on the Existing Features Map, Drawing Nos. SB-EFM109, SB-EFM145, SB-EFM147, and SB-EFM150 (Attachment B1 – Site-Specific Drawings). This area meets the City's definition of Critical Habitat. North of the transit center, most of the Priority Habitat area is within the WSDOT limited access ROW, but portions of it do extend into adjacent private properties. As currently mapped by WDFW, approximately half of the WSDOT-owned transit center parcel is within the Priority Habitat area, including parking areas and circulation roads where no habitat is present. Outside of the parking/roadway areas, the Priority Habitat area is forested, consisting mostly of Douglas fir (*Pseudotsuga menziesii*). This critical area is further described in the Mountlake Terrace Critical Areas Report (Exhibit Book, Exhibit 8).

### ***1.5.2 Wetlands and Streams***

One small Category III wetland (WMT3) is located on the site, just south of the transit center, as shown on the Existing Features Map, Drawing No. SB-EFM108 (Attachment B1 – Site-Specific Drawings). Wetland WMT3 is located entirely within the WSDOT ROW, and therefore the City's critical areas code does not apply. No buffer extends outside of the WSDOT ROW because the adjoining parcel is developed.

In addition, a tributary of McAleer Creek (stream SMT1) meets the City's criteria for a Type F stream, south of 236th Street SW and a Type Ns stream north of 236th Street SW. SMT1 originates in Veterans Memorial Park, northeast of the Mountlake Terrace Transit Center, and generally flows south through a series of open watercourses and culverts east of I-5. South of 236th Street SW, the open channel portion of the stream is within the WSDOT limited access ROW. North of 236th Street SW, the stream is within a series of culverts and open channel within the transit center property which is a WSDOT-owned parcel



regulated by the City. Stream SMT1 is located entirely within the WSDOT ROW, and therefore the City's critical areas code does not apply. No buffer extends outside of the WSDOT ROW because the adjoining parcel is developed.

The location of wetlands, streams, and buffers on Site B are provided in Drawings SB-EFM108-109, SB-EFM145-147, and SB-EFM150 of Attachment B1– Site-Specific Drawings. These critical areas are further described in the Mountlake Terrace Critical Areas Report (Exhibit Book, Exhibit 8).

### **1.5.3 Geologic Hazard Areas**

Class II/Moderate Landslide Hazard Areas and Class IV/Very High Landslide Hazard Areas occur throughout several of the undeveloped portions of Site B, and around the existing transit center. In addition, a Critical Erosion Hazard Area extends over most of Site B, except for a small portion along the western side of the Site. These geologic hazard areas are shown in the Existing Features Map on Drawing Nos. SB-EFM108-109, SB-EFM145-147, and SB-EFM150 (Attachment B1 – Site-Specific Drawings) and further described in the Mountlake Terrace Critical Areas Report (Exhibit Book, Exhibit 8).

### **1.5.4 Aquifer Recharge Areas**

The City of Mountlake Terrace has not mapped any critical aquifer recharge areas within its jurisdiction (City of Mountlake Terrace 2016). The U.S. Geologic Survey (USGS) geographic information system (GIS) information from Snohomish County shows most of the project area as having low aquifer sensitivity, with some isolated areas of moderate aquifer susceptibility located in the I-5 vicinity, particularly near Hall Lake (Lynnwood) and Ballinger Lake (Mountlake Terrace). Based on the Natural Resources Conservation Service's soil mapping of the area, these moderate aquifer susceptibility areas correspond with the City's definition of Aquifer Recharge Areas of medium significance in MTMC 16.15.080(F). The United States Geologic Survey data from 1997, as reproduced by Snohomish County (2016) documents an area of moderate susceptibility on the WSDOT-owned transit center parcel on Site B. This information is shown on Figure 12 in the Mountlake Terrace Critical Areas Report (Exhibit Book, Exhibit 8). There are no mapped wellhead protection areas or sole source aquifers mapped in the project area.

### **1.5.5 Flood Hazard Areas**

There are no flood hazard areas present at Site B.

## **1.6 Routes of Access to Site**

Access to Site B is available from I-5 via northbound Exit 178 or southbound Exit 177 via Exit 178, and east and west along 236th Street SW, which are shown on the Vicinity Maps (Exhibit Book, Exhibits 1 and 2). The existing Mountlake Terrace Transit Center and Community Transit park-and-ride lot is located on the north side of 236th Street SW, and currently has one entrance at the intersection of the northbound I-5 off-ramp and 236th Street SW; this entrance serves transit, vehicular, bicycle, and pedestrian access.

## **1.7 Land Use and Site Improvements**

Existing Site B includes the Mountlake Terrace Transit Center, which features a parking garage, two surface parking lots, bus bays, a bus turnaround and queuing area, covered bus shelters, passenger drop-off areas, and bike lockers and racks. Details of existing land use and site improvements are shown on the

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Existing Features Map in Attachment B1 – Site-Specific Drawings, Drawing Nos SB-EFM108-109, SB-EFM145-147, and SB-EFM150.

Existing utilities on the site include underground electrical servicing both Washington State Department of Transportation (WSDOT) facilities and the parking garage, a sanitary sewer main, a water line servicing the parking garage, an underground telecom servicing the parking garage, as well as two major telecommunications duct banks owned by Century Link and Frontier Communications that run north-south along the eastern portion of the site.

Existing stormwater management facilities on the site include a closed conveyance system that collects runoff from the surface parking lot, platform, and driveway areas, and directs the runoff west to a biofiltration swale that provides water quality treatment before discharging into the WSDOT stormwater trunk-line that runs south along the shoulder of the northbound lanes of I-5. Within the site, there is a 24-inch trunk line that runs westerly through Site B conveying stormwater from a depression (stream SMT1) within Veterans Memorial Park, located northeast of the site. East of the parking garage, this trunk line splits into two conveyance systems with a portion of flow directed into a defined channel that flows northward around the parking garage, and the other system bypassing the channel, directed north around the parking garage. The two conveyance systems join back together north of the parking garage and connect into the WSDOT trunk line, traveling south, and combining with the outflow from the biofiltration swale, south of the garage.

Within the parking lot, there are several tree wells, consisting of pervious concrete panels at-grade adjacent to the trees, with Silva cells installed beneath the concrete. The tree wells primarily provide water for the trees, but also serve to provide supplemental stormwater management.

Existing landscaping and vegetation on the site include a variety of ornamental and native deciduous trees and an understory of ornamental and native plantings in the parking lot. The edges of the existing site consist of a mix of native conifers and evergreens, including Western red cedar (*Thuja plicata*), Douglas fir, and Pacific madrone (*Arbutus menziesii*). This includes 145 significant trees.

## **1.8 Surrounding Land Uses**

Existing land uses surrounding Site B include single- and multi- family residential homes to the east, northeast, and southeast. Future Gateway development properties to the east and south of the site are currently vacant. Veteran’s Memorial Park is east of Site B, and the I-5 corridor is on the west side of Site B.

## **1.9 Parking**

Site B features existing parking for the Mountlake Terrace Transit Station, including a five-level parking garage (661 stalls) and two surface parking lots, one immediately adjacent to and south of the garage (20 stalls) and the other east of the garage (206 stalls)

## **1.10 Noise and Vibration**

The sources of existing noise and vibration at Site B are primarily associated with the I-5 corridor. No ambient measurements were taken on the Site B property. The existing noise levels at three locations immediately surrounding Site B on the north, east, and southeast sides, were measured and reported in the

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Lynnwood Link Extension Final Environmental Impact Statement (FEIS), were in the range of 68 to 73 A-weighted decibels (dBA) day-night average sound level (Ldn) with peak-hour levels of 61 to 73 dBA equivalent continuous noise level (Leq). Per the Federal Transit Administration (FTA) manual, these levels correspond to a noisy urban residential area. For additional detailed noise analysis, please refer to the L300 Noise, Vibration and Groundborne Noise Report (Exhibit Book, Exhibit 10)



## **2.0 PROPOSED USES**

In the future, Site B will maintain its current use as a transit facility, and the existing parking garage will be retained. The use of Site B will be expanded to include the proposed Mountlake Terrace Light Rail Station, replacement of the existing surface parking lot, expanded pickup and drop-off area, a plaza for transfers, stormwater facilities, a Traction Power Substation (TPSS), and wet and dry utilities. Section 3.0 addresses, in detail, the planned improvements for each of these facilities. Approximately 52,900 square feet of landscaping area will be provided on site as described in section 3.7. The proposed site layout is provided on Drawings Nos. SB-PSP108-109, SB-PSP145-147, and SB-PSP150 of Attachment B1– Site-Specific Drawings.



## 3.0 PLANNED IMPROVEMENTS

### 3.1 Structures

The proposed station will be elevated and located at the existing Mountlake Terrace Transit Center on the east side of I-5 at the 236th Street SW overpass. The station guideway and platform structures span across 236th Street, SW, providing station lobbies that serve each side of the street. The guideway is constructed of precast tub girders and the platform utilizes precast I-girders with a cast-in-place concrete deck. The platform is level with the train, providing quick and efficient boarding and disembarking, and is 33 to 35 feet above ground level. A partially glazed canopy covers 200 feet of the platform length, providing weather protection for patrons waiting to board the train. The canopy is supported by a painted tube steel structure. The center of the canopy contains a central chase to conceal systems, electrical, and fire sprinkler conduit and piping. At the plaza level, there are lobbies and ancillary spaces both north and south of 236th Street SW. The North Entry, contains two unisex public restrooms and drinking fountains. The ancillary spaces at the North Station Entry consist of two bus transit operator restrooms along with various closets, storage spaces and an elevator machine room. The north station ancillary building is constructed of polished concrete masonry. The South Station Entry is on an elevated cast in place slab at the same elevation as 236<sup>th</sup> street SW. This elevated slab also serves as the ceiling for the primary station back of house and is supported by concrete walls that are integrated with the guideway columns. In addition, the south plaza level holds the Emergency Responder Equipment Room (ERER) and the Fire Control Room (FCR). The ancillary spaces on the lowest level of the station, below the South Station Entry, include the main communications room, the mechanical room, the sprinkler valve room, the electrical room, the UPS room, the elevator machine room, and an escalator control room. At each end of the station are concrete emergency egress stairs. The station will be located within WSDOT ROW and the PFS City zoning district. Site plans of the station and associated infrastructure are provided in Drawing Nos. SB-PSP108-109, SB-PSP145-147, and SB-PSP150 and SB-AEE101-106, in Attachment B1 – Site-Specific Drawings.

The station will be served by the existing 661-stall parking garage and adjacent 20-stall surface parking lot at the existing Mountlake Terrace Transit Center without additional modification. Additionally, the station will be served by existing reconstructed surface parking lot to the east of the station. Both pedestrian and vehicular access to the garage will remain on the east side of the garage. From the garage, Sound Transit patrons will access the station from the at-grade public plaza, nearest the North Station Entry.

### 3.2 Design

Site B will contain a variety of vehicular and pedestrian pathways, as well as at-grade public plazas at each station entrance. These features will provide convenient access between the station, parking areas (temporary and permanent), adjacent park/recreation trails, pickup/drop-off areas, the freeway station, bus transit center, and the surrounding residential community and businesses. Bicycle storage (on-demand lockers and racks) will be provided near both station entrances. Surface level improvements are shown on Drawing Nos. SB-ASP100, SB-LPP208-209, and SB-LPP246-247 in Attachment B1 – Site-Specific Drawings.

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The existing bus transit center will be reconfigured, and the active bus bays that are currently on either side of the entrance road from 236th Street SW will be modified, to place the two active bays on the east side of the entrance road, adjacent to the station. New on-street bus stops will be added on each side of 236th Street SW, directly under the station, as well as a trash/recycle receptacle on the north side of 236th Street SW. The existing bus pullouts on 236th Street SW immediately west of the I-5 ramp intersection will remain. Bus layover capacity will be relocated to two portions of the proposed transit bus circulation loop on the perimeter of the surface parking lot on the east side of the light rail station, and will be expanded to accommodate six to seven transit buses. The proposed layout is provided in Drawing No. SB-ASP100 in Attachment B1 – Site-Specific Drawings.

Two pedestrian access points are proposed for the light rail station:

- The North Station Entry will be located north of 236th Street SW on the north side of the station and accessed from the existing parking garage, the surface parking lot, the bus stops within the transit center, or from 236th Street SW.
- The South Station Entry will be located on the south side of 236th Street SW on the south side of the light rail station and accessed from 236th Street SW.

The entrances, where fare vending will occur, will lead up to the elevated station platform approximately 37 feet above grade at the North Station Entry and approximately 29 feet above grade at the South Station Entry. Up escalators, elevators, and stairs will be provided at both the North and South Station Entries. Emergency exit stairs will be located at each end of the station. A dedicated night-lit pedestrian access path will be installed from Veteran’s Memorial Park, across the east bus loop and through the surface parking lot to the north entry of the station. Also, the pedestrian crossing at the east bus loop will include a flashing notification lighting at the crosswalk. Floor plans and exterior elevations are provided in Drawing Nos. SB-ANP200-201, SB-ANP300-303, SB-ANP500-503, and SB-AEE101-106- in Attachment B1 – Site-Specific Drawings.

### ***3.2.1 Station Design***

The Mountlake Terrace Station is designed to create a sense of connection across the 236th Street SW, enhancing the entrance to the City. The station uses a naturalistic earth-toned paneling material on the stair and escalator enclosures, and under the guideway over 236th Street SW, creating a continuous gateway connection across the roadway. The station is anchored on each end by the vertical elevator cores, also clad in the earth-toned paneling material. In reflection of the City’s color scheme, the station entrances are highlighted by a green accent color on the ground level entries, and the canopy chase uses a blue accent color on the upper platform level. The board form finish on concrete walls continues the natural materials theme, softening the appearance of the flat concrete surfaces. Sweeping patterns in the plaza paving provide visual interest in the plaza space, while serving as wayfinding to guide patrons to the station entrance.



### **3.3 Aesthetics**

Artwork will be an important design feature of the station area. Sound Transit has commissioned the artist Kipp Kobayashi under the Sound Transit Art Program (STart) Program. Artwork within the station is intended to accentuate the gateway at the 236th crossover, improve the appearance and safety of the facility, give vibrancy to its public spaces, and make patrons feel welcome. Additional details for Sound Transit's approach to public art are provided in Exhibit 11 of the Exhibit Book.

Artist Kipp Kobayashi is working to wrap the walls and ceiling of the Mountlake Terrace Station entrance structures with a photographic image of the forest, emphasizing tree roots as a metaphor for the connections and intersections that are at the heart of the light rail development project. Kobayashi's inspiration comes from the time he's spent in Mountlake Terrace and the stories he's heard from residents about the value they place on their urban forest and the strength of their community connections. Kobayashi's artwork will be rendered in the form of perforations in metal panels. The exact materials and methods for achieving this have not yet been finalized.

About his work, Kobayashi writes, "I am an environmental designer and artist focused on the creation of public places. My work explores the human dynamics that occur within these spaces and how they merge with the physical characteristics of the specific environment, transforming them into living entities composed of our collective thoughts, actions, and experiences. By focusing on these intersections of human, cultural and natural factors, I aim to reflect what is at first not apparent; hoping that by revealing those elements, one will forever see and use a particular place or thing in a new and different way." For more information, please visit his website: <http://kipkobayashi.com>.

Sound Transit's design approach for signage and wayfinding is focused on providing a convenient, comprehensive program of static signage to address customer information and assist in navigating a complex facility environment. Beyond signage, Sound Transit integrates wayfinding through facility design, art, materials, architectural surfaces, color, and graphics to assist persons of all abilities in finding their way and conveniently using Sound Transit services. Station signage plans are provided in Drawing Nos. SB-ANP200-201, SB-ANP300-303, SB-ANP500-503, and roadway and parking signage plans are provided in Drawing Nos. SB-CMP108-109, SB-CMP145-147, SB-CMS102-103, and SB-CMS106-109 in Attachment B1 – Site-Specific Drawings.

### **3.4 Grading**

Construction of the station and associated site improvements will require approximately 9,820 cubic yards (CY) of cut and approximately 20,700 CY of fill for grading. Excavated materials not used as fill on site will be transported by truck to an approved off-site disposal site. Grading information is provided in the Proposed Site Plan Map in Drawing Nos. SB-PSP108-109, SB-PSP145-147, and SB-PSP150 in Attachment B1 – Site-Specific Drawings.

### **3.5 Routes of Access**

Several proposed roadway and traffic improvements are proposed along 236th Street SW and within the transit center. A new driveway opening will be constructed to provide an exit for the new transit circulation loop around the perimeter of the surface parking lot on the east side of the station. Interim asphalt sidewalks and curb ramps will be removed and replaced with cement concrete sidewalks and

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Americans with Disabilities Act (ADA)-compliant curb ramps. A new traffic signal pole will be installed at the northwest corner of the transit center driveway and 236th Street SW, and a new pedestrian signal pole will be installed at the northeast corner of the transit center driveway and 236th Street SW. A new median island will also be constructed along the block adjacent to the new station. The station configuration with lobbies on both sides of 236th Street SW provides convenient pedestrian and bicycle access from either side of the roadway. Bicycle parking facilities are provided at both locations. Direct access from Veterans Memorial Park is provided by a walkway across the east parking lot and steps up to the park. Transit and drive access is conveniently provided directly adjacent to the station.

On the south side of 236th, an access road to the back of house area will be constructed off of the future Gateway Boulevard. This road is currently under private ownership but is scheduled to be dedicated to the City for public ROW in approximately 2022.

A visual overview of existing roadways and proposed improvements are provided in Drawing Nos. SB-PSP108-109, and 145-147 and SB-CMP108-109,145-147in Attachment B1 – Site-Specific Drawings. Associated roadway illumination and traffic improvements are shown 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 B. These walls support grade changes to facilitate access to the station and to construct roadway and pedestrian facilities. North of 236th, walls are required to support the grade change between 236th street and the plaza, as well as along the bus loop road. Additional walls are needed near the garage entry to support utility vaults. The topography necessitates walls to support this roadway above the adjacent parking lot. On the south side of 236<sup>th</sup>, walls are necessary to construct the access road to the back of house area. A wall also keeps fill from encroaching the creek to the south of the station. A visual overview of these locations is provided in Drawing Nos. SB-PSP108-109, SB-PSP145-147, and SB-PSP150 in Attachment B1 – Site-Specific Drawings.

Temporary cut, fill and retaining walls will be required during construction to provide access and work areas.

### **3.7 Landscaping**

The character of Site B is unique due to the native trees and vegetation nearby, predominantly consisting of Douglas fir, Western red cedar, and Pacific madrone. The landscape approach is to develop an integrated strategy and maintain this natural character through tree and vegetation protection to the greatest extent possible, providing continuity with the surrounding area by using native, drought-tolerant plants. Approximately 52,900 square feet of landscaping area will be provided on Site B. The street frontage along 236th Street SW will use street trees and Type I landscape buffers to provide a sense of uniformity with the City of Mountlake Terrace street standards while providing views of the parking lot. Ornamental trees proposed for the plaza and parking lot will give the station a recognizable landscape identity. Landscape plans for Site B are provided in Drawing Nos. SB-LPP208-209, SB-LPP246-247, SB-LPD100-103, and SB-LPD201 in Attachment B1 – Site-Specific Drawings.

### **3.8 Noise Walls**

FTA criteria were used to design noise walls for mitigation of light rail vehicle operational noise. Planned noise walls at Site B will include acoustic panels and a six-foot-high platform noise wall on the west side of the transit station, with the purpose of reducing noise exposure from I-5 traffic for patrons moving about the platform in the future Mountlake Terrace Station. In addition, the light rail transit station has been designed to control reverberation so that public address announcements, including those for emergencies, can be clearly heard and understood within the station environment.

A 4-foot-high absorptive noise wall along 1,000 feet of the east side of the alignment at the station will mitigate potential noise impacts from light rail transit operations. In addition, the project design includes both a 107-foot-long and 827-foot-long 8- and 10-foot-high non-absorptive noise wall planned along the east side of the alignment near 234th Street SW and 232nd Street SW, respectively. Noise walls will be provided consistent with FEIS, ROD and FTA noise criteria. For additional detail on the noise walls, refer to the Guideway narrative, which is part of this application package.

### **3.9 Traction Power Substations / Signal Bungalows**

A TPSS site will be located approximately 110 feet east of the existing parking garage's northeastern corner. It will be positioned underneath and just east of the guideway. Proposed plans are provided in Drawing No. SB-PSP109 in Attachment B1 – Site-Specific Drawings. The TPSS will have a foundation poured on site with the structure fabricated off-site. Design details for the TPSS are included in Exhibit 24 of the Exhibit Book. The TPSS will be screened with a concrete masonry wall and decorative gate. There may also be planting in front of the walls to soften its appearance. There are no signal bungalows (houses) proposed for Site B.

### **3.10 Stormwater Management Facilities**

Several new stormwater management facilities, as well as facility improvements, are proposed throughout the site; these will comply with the City's low-impact development standards. Improvements within the station site include conveyance systems to convey the runoff and discharge along existing flow paths. Three new flow-control facilities will be installed in the station area, which will include two infiltration vaults and one detention pipe system. In addition, water quality will be improved using a storm cartridge system for the station runoff and a bioretention swale for water quality treatment in the south station. Changes to existing infrastructure will include the removal and abandonment of existing conveyance systems. Proposed drainage and contour plans, which also show existing drainage features and contours, are shown in Drawing Nos. SB-PSP108-109, and SB-PSP145-147 in Attachment B1 – Site-Specific Drawings. Additional information and analysis is provided in the Draft Mountlake Terrace Drainage Report (Exhibit Book, Exhibit 14).

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### **3.11 Utilities**

New water, sanitary sewer, electrical, and telecommunications services will be installed at Site B. In addition, utility improvements to existing public infrastructure at Site B will include underground and overhead utility relocations and modifications along 236th Street SW. Both an existing deep sewer that crosses at a northwest angle across the site and existing electrical and telecommunications services to the parking garage will be relocated to avoid station columns. The electrical and telecommunications services will be relocated from east of Park-and-Ride entrance road to the west edge of the road with a new entry point at the garage. Two existing fire hydrants will be relocated and two additional fire hydrants required by the fire department will be installed in the parking lot, bus loop, and in 236th Street SW. Plans of the proposed utilities are provided in Drawing Nos. SB-PSP109 and SB-PSP147 in Attachment B1 – 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 B 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 B’s surrounding area and land uses.

### **4.2 Loss of Vegetation**

Existing vegetation around the station is dominated by coniferous evergreen forests, interspersed with clusters of deciduous trees. Approximately 160 trees will be removed around the site for construction of the station and loop road around the parking lot. These trees will be replaced in connection with the overall mitigation plan for the Project, which is further described below. Additionally, there are approximately 15 deciduous street trees existing within the parking lot islands that will be removed and replaced within and around the reconstructed parking lot. Demolition plans for the station are provided in Drawing Nos. SB-eCXP108-109, SB-eCXP145-147, AND SB-eCXP150 in Attachment B1 – Site-Specific Drawings. Mitigation for tree removal is discussed in Section 7.3.1.

### **4.3 Critical Areas**

A detailed discussion of critical areas can be found in the Mountlake Terrace Critical Areas Report (Exhibit Book, Exhibit 8). The City’s critical areas code does not apply to critical areas within the WSDOT limited access ROW (see Critical Areas Concurrence Letter, dated March 19, 2018; Exhibit Book, Exhibit 18). Critical areas on Site B, outside of the WSDOT limited access ROW area, include wildlife habitat areas, geologic hazard areas, aquifer recharge areas, and portions of buffers for WMT3 and for Stream SMT1.

Below is a summary of the impacts and mitigation for each affected resource; detailed information is provided in the Mountlake Terrace Critical Areas Report in Exhibit Book, Exhibit 8.

#### **4.3.1 Wetlands and Streams**

Wetland WMT3 and the open channel portion of Stream SMT1 are located within the WSDOT limited access ROW area, therefore the City’s critical areas code (MTMC 16.15) does not apply (see Critical Areas Concurrence Letter, dated March 19, 2018 – Exhibit Book, Exhibit 21). North of 236<sup>th</sup> Street SW, the Type Ns sections of Stream SMT1 east and west of the parking lot are not impacted by the Project.

#### **4.3.2 Wildlife Habitat Areas**

Of the 160 trees that will require removal for construction of Site B’s elevated guideway and station elements outside of the WSDOT limited access ROW, approximately 135 trees are located within the Priority Habitat Area. During project development and the EIS process, Sound Transit evaluated avoidance and minimization measures but was not able to avoid use of the Priority Habitat area given its proximity to and overlap with the existing Mountlake Terrace Transit Center and Station. Sound Transit has worked closely with the contractor to minimize the number of trees that will be removed during construction. Mitigation for unavoidable Priority Habitat tree removal is discussed in Section 7.3.3 of this narrative. The Project is designed consistent with MTMC 16.15, critical areas.

#### **4.3.1 Geologic Hazard Areas**

Critical erosion hazard areas and Class II/Moderate and Class IV/Very High landslide hazard areas within Site B will be temporarily impacted by the Project. The Project includes extensive vegetation clearing, excavation of temporary and permanent cut slopes, and placement of earth embankment fills throughout the corridor for construction activities. 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 by the contractor to address potential erosion and sediment transport during construction. Temporarily disturbed areas will be restored as soon as practical to minimize the risk of erosion. Therefore, the potential for substantial erosion or for increasing the size of the erosion hazard area is considered low.

Project impacts to landslide hazard areas 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.

#### **4.3.2 Aquifer Recharge Areas**

The Project is not anticipated to negatively impact aquifer recharge areas either during construction or operations.

During construction, clean fill soils will be used for retaining walls and other structures. BMPs will be used to reduce the potential for leaks and spills associated with construction equipment and materials. The Project will adhere to a contractor-generated hazardous and contaminated waste management plan; a spill prevention, control, and countermeasures plan; a storm water pollution prevention plan; and a TESC plan.

During light rail operations, Sound Transit does not anticipate regularly using the Project for the transport or disposal of regulated chemicals, substances, or materials that are toxic, dangerous, or hazardous. The risk of groundwater contamination is low.

#### **4.4 Noise and Vibration**

Potential noise impacts and mitigation measures for the Project were identified in the Lynnwood Link Extension FEIS and ROD. Sound Transit is further assessing noise impacts and mitigations based on recently available design details. The L300 Noise, Vibration and Groundborne Noise Report will be updated with the next design milestone in December 2018. As stated in the FEIS, Sound Transit will mitigate noise and vibration impacts associated with construction, operation, and maintenance of the Project. There are four residences within 250 feet of Site B, however these residences are being purchased by Sound Transit. Thus, no residences are expected to be impacted by noise from the station.

Construction noise and vibration impacts on the nearest residences may occur, as detailed in Section 5.5 and 7.3.9 of this narrative.

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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 Construction 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 B has been designed and calculated based on task areas, decision and transition points, providing safety in areas of potential hazard, as well as recommendations from the Illuminating Engineering Society. Exterior lighting will be provided at each station entrance, in plaza areas, along street frontages, and at other exterior areas to provide safety for the public and for transit employees using the station. Lighting has been designed to provide a functional and appropriate level of lighting, while at the same time minimizing objectionable glare and/or interference with task accuracy, vehicular traffic, and neighboring areas. Site lighting fixtures will use a Neighbor Friendly Optic, which will provide cutoff angles to limit light spillage to adjacent properties. A visual overview of roadway illumination is provided in Drawing Nos. SB-CMP108-109, and SB-CMP145-147 in Attachment B1 – Site-Specific Drawings. Street lighting calculations are provided in Exhibit Book, Exhibit 12.

#### **4.6 City Street Use**

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

#### **4.7 Interim vs. Long-Term Impacts**

The construction work and access associated with Site B will be necessary during the entire approximately six-year duration of construction, 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.

Potential long-term impacts related to operational noise will be mitigated as described in the Guideway narrative, which is part of this application package, and as described in additional detail in the L300 Noise, Vibration, and Groundborne Noise Report (Exhibit Book, Exhibit 10).

In areas where the Project will modify property access or local circulation, Sound Transit will work with the City to develop plans to maintain safe and effective access and circulation. Consistent with Sound Transit and City access policies, Sound Transit will give particular attention to providing safe pedestrian and bicycle access to stations. To discourage cut-through traffic that may occur on residential streets in station areas, Sound Transit will work with the City to identify areas where cut-through traffic is occurring and, subject to City agreement, implement mitigation such as neighborhood traffic controls.

Temporary impacts to Mountlake Terrace Transit Center surface lot parking during Project construction will be mitigated through offsite replacement parking at a temporary parking lot discussed in detail in Section 6.2.



## **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 tentatively 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 Nos. L90-eCHP001 in Attachment B1 – Site-Specific Drawings. The access and haul routes were chosen to result in minimal pedestrian/vehicle conflict by using the most direct route to arterials. Detailed construction phasing and access, final haul routes, a Traffic Control Plan, and a Maintenance of Traffic Plan will be developed by the contractor during the latter portions of the final design process and during construction, and will be included in any Right-of-Way Use Permit and/or Site Development Permit applications submitted to the City. The Maintenance of Traffic Plan will conform to City Engineering Standards for Temporary Traffic Control.

### **5.3 Illumination**

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

### **5.4 Contractor Parking**

See section 6.1, Construction Worker Parking, 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

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

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

See Sections 4.4, and Section 7.3.9 of this narrative for additional discussion regarding noise impacts and mitigation.

## **5.6 Longevity of Construction**

Due to the complexity of features to be constructed at Site B, major construction activities are anticipated to last throughout the approximately six-year construction period for the Project, with support from construction during the commissioning and testing phase leading up to revenue service.

## **5.7 Interim vs. Long-Term Impacts**

The construction work and access associated with Site B will be necessary for approximately six years, starting in approximately 2019 and ending before commencement of revenue service in 2024. The impacts to the site from the use for construction will be addressed through restoration. Please see section 7.0 for restoration details. The interim stormwater plan is included in Exhibit 16 of the Exhibit Book.

## **6.0 PARKING**

### **6.1 Construction Worker Parking**

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

- Providing parking 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 Station Parking**

The public will be able to use the existing parking garage and small surface lot south of the garage at the transit center throughout the approximately six-year construction period except for a few, planned, short-term closures of the garage during replacement of the garage access road anticipated for nights and weekends when garage use is lowest.

The existing 206-stall Transit Center surface parking lot will be taken out of commission and used as an active construction and staging site during station and guideway work activities. All of the surface lot stalls from the Transit Center surface lot along with bus loop operations including passenger pickup and drop-off will be relocated to a temporary parking lot to be constructed adjacent the Transit Center to the east along 236th Street.

During construction of the temporary parking lot, Transit Center parking will be relocated to an interim lot at 23120 56th Avenue W, within the City. This location has an existing Community Transit bus stop on 56th Avenue W., which can provide riders service to the Transit Center. Along 56th Avenue W., where interim temporary parking may modify local circulation, Sound Transit will work with the City and Community Transit to develop, communicate and initiate a temporary parking plan. This plan will also outline pedestrian crossing and ADA lot upgrades at the interim lot on 56th, and if necessary, adjusted Community Transit bus frequency from the lot to the Transit Center to ensure safe and effective rider access and flow.

Revisions to this existing parking lot will increase the number of spaces from 206 to 208 spaces including three passenger loading stalls. The proposed layout is provided in Drawing Nos. SB-CMD101-103 in Attachment B1 – Site-Specific Drawings. In total, 889 parking spaces will be provided between the parking garage and two surface parking lots.

### **6.3 Hide-and-Ride Parking**

As outlined in the ROD, Sound Transit is working with the City to address City concerns with “hide-and-ride” activities in and around the station area. As part of the Partnering Agreement between Sound Transit and the City, Sound Transit continues coordination with the City on opportunities for additional parking to be included in property disposition discussions for property near the station following construction completion and the start of revenue service.

### **6.4 Functionally Equivalent Parking**

The proposed design for the Mountlake Terrace Transit Center parking is functionally improved from the existing site and meets the criteria of the Mountlake Terrace Municipal Code for parking stall layout, sizes and canopy coverage. Parking within the existing garage and the small surface lot immediately adjacent to and south of the garage is not changed. For the surface lot to the east of the garage, the existing site circulation is bidirectional with one entry/exit location. The future surface lot is bidirectional for cars, with autos also entering from 236th Street SW on the west side of the site. They then turn right into the surface parking lot and exit via the western side of the site, separated from bus movements on the east. The future bus loop site circulation is unidirectional for buses; with buses entering from 236th Street SW on the west side of the site and looping to exit back onto 236th Street SW at a signalized exit on the east side of the site.

The total stall count at the existing lot is 206 stalls. A total of 20 stalls will have electric vehicle (EV) charging facilities which is consistent with City Code and the number of EV charging facilities at the existing parking lot. The proposed total stall count is 208, which includes 182 compact, 19 standard and 7 handicap spots, as well as three additional pickup/drop-off spots not included in the total. Existing isle widths are 24 feet. Proposed isle widths are 23 feet (typical) with a 24-foot isle provided for the isle with handicap and standard stalls. The parking lot layout, the use of 23-foot isles, landscape design, and tree canopy coverage are subject to concurrence document LOC 16 Mountlake Terrace Transit Center Station Parking and Landscape Site Plan Concurrence, signed May 26, 2017 (Exhibit Book, Exhibit 9).

According to MTMC 19.125.050 design standards for off-street parking facilities, up to 50 percent of the required spaces may be designed and designated as compact stalls. The proposed surface lot layout exceeds this percentage, but with authorization from the City, the entire site (including the parking garage) is taken into consideration. With the combined total stall count, including the parking garage, compact stalls make up less than 50 percent of the total stall count. Per the content in LOC 16 Mountlake Terrace Transit Center Station Parking and Landscape Site Plan Concurrence, the City agrees that all parking on the site can be considered for the parking stall analysis.

## **7.0 MITIGATION AND RESTORATION**

### **7.1 Mitigation of Impacts**

Critical areas on Site B are discussed in Sections 1.5 of this narrative. Unavoidable impacts to wildlife habitat and geologic hazard areas are discussed in Section 4.3 of this narrative. A summary of the mitigation measures that have been established to address Project impacts are described below. More detailed information can be found in the City of Mountlake Terrace Critical Areas Report (Exhibit Book, Exhibit 8).

Removal and replacement of trees and vegetation from critical areas within Site B are discussed in Sections 7.3.1 and 7.3.3, respectively. Mitigation related to parking, design and other disciplines are also discussed below.

### **7.2 Restoration Proposals**

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. On Site B, the Project will not disturb those portions of the buffer for wetland WMT3 and Stream SMT1 on private property. Therefore, no restoration will be necessary in those buffer locations. Temporarily disturbed erosion hazard areas and landslide hazard areas will be revegetated and restored as soon as practical to minimize the risk of erosion. In the impacted priority habitat area, the disturbed area will be replanted with native trees and shrubs after construction is complete.

Approximately 52,900 square feet of landscaping area will be provided on Site B, as described in Section 3.7. Landscape plans for Site B are provided in Drawing Nos. SB-LPP208-209, SB-LPP246-247, SB-LPD100-103, and SB-LPD201 in Attachment B1 – Site-Specific Drawings. For non-landscaped areas, the site will be restored to its preconstruction condition or better after work related to the new station is completed.

### **7.3 Interim vs. Long-Term**

As noted in Section 5.7, construction work and access associated with Site B will be necessary for approximately six years, starting in approximately 2019 and ending before commencement of revenue service in 2024. A description of interim versus long-term mitigation and restoration measures are discussed by subject area below.

#### **7.3.1 Vegetation**

Trees removed on Site B will be replaced in areas throughout the City as part of the city-wide tree mitigation requirements, including approximately 150 trees planted within Site B as shown in the landscape plans in Drawing Nos. SB-LPP208-209, SB-LPP246-247 and the Tree Removal and Mitigation Report (Exhibit Book, Exhibit 14). These are long-term mitigation measures. Approximately 135 trees of the 160 trees that require removal at Site B are within the Priority Habitat Area, discussed further in Section 7.3.3.

### **7.3.2 Wetlands and Streams**

Since no wetlands or streams are impacted on the WSDOT-owned parcel, no interim or long-term mitigation measures are being proposed.

### **7.3.3 Wildlife Habitat Areas**

Sound Transit anticipates that 135 trees within the designated Priority Habitat area will be removed on Site B due to construction activities. As long-term mitigation for these impacts, Sound Transit and the City agreed to apply a 3:1 replacement ratio (per the Critical Areas Concurrence Letter, dated February 13, 2019; Exhibit Book, Exhibit 9a). The mitigation requirements apply to trees removed within the Priority Habitat area outside of the WSDOT limited access ROW. For the combined impacts between Site B, C, and D, 655 trees will be planted at sites within the City of Mountlake Terrace at sites to be selected by the City. Those 655 trees will include 405 trees that are needed for mitigation for impacts within Site B.

In addition, Sound Transit proposes to restore impacted Priority Habitat areas on-site by replanting those areas with native tree and shrub species. Replacement tree planting with native species is consistent with performance standards for mitigation planning outlined in MTMC 16.15.120. More information can be seen in the Critical Areas Concurrence Letter, dated March 19, 2018 (Exhibit Book, Exhibit 21).

### **7.3.4 Geologic Hazard Areas**

To mitigate impacts to erosion hazard areas, 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 by the contractor to address potential erosion and sediment transport during construction. Temporarily disturbed areas will be restored as soon as practical to minimize the risk of erosion.

All Landslide Hazard areas will be mitigated by the design such that the finished Project is expected to result in either 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.

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.

### **7.3.5 Design**

The Project will be designed in accordance with International Building Code (IBC), American Association of Station Highway and Transportation Officials (AASHTO) and/or Sound Transit design standards, as appropriate. Interim construction impacts to critical areas on site will be mitigated by the design such that the finished Project is expected to result in no impact or improved conditions. Refer to Section 3.2 for additional design information.

### **7.3.6 Aesthetics**

Refer to Sections 3.3 and 3.7 of this narrative for information regarding aesthetics and landscaping. No further aesthetics mitigation is required for Site B.

### **7.3.7 Access**

Refer to Section 3.5 of this narrative for information regarding site access. 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.

### **7.3.8 Parking**

Pursuant to the Lynnwood Link Extension ROD, Sound Transit will mitigate for the temporary loss of the existing 206-stall parking lot on the east side of the transit center by providing interim satellite parking for up to 18 months, while the temporary commuter parking lot adjacent to the station is constructed. The interim parking lot will be located where there is existing Community Transit bus service to alleviate the need for shuttling. Sound Transit will coordinate with Community Transit and the City during development of the overall interim parking plan to ensure that during peak commute times, Community Transit service to the satellite lot will be adequate to serve riders.

The temporary commuter parking lot will be constructed directly to the east of the station, along 59th Place W, which will require the acquisition of eight residential properties. Additional information and land use analysis for this site will be provided in a separate site package (Site C) in the application.

### **7.3.9 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.

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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). Table B-1 of the ROD (Exhibit Book – Exhibit 17) includes mitigation.



## 8.0 CONDITIONAL USE PERMIT DECISION CRITERIA

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

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

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

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

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

**RESPONSE:** As described in Section 1, the existing land use at Site B includes the Mountlake Terrace Transit Center, which features a parking garage, two surface parking lots, bus bays, a bus turnaround and queuing area, covered bus shelters, passenger drop-off areas, and bike lockers and racks. The established character of the surrounding vicinity is primarily transportation infrastructure. Site B will maintain its current use as a transit facility, and the existing parking garage will be retained. The design of the new facility will not adversely affect the established character of the surrounding vicinity. The existing transit center will be maintained and expanded to include the proposed Mountlake Terrace Light Rail Station. Work at Site B will also include replacement of the existing surface parking lot, expansion of the pickup and drop-off area, a plaza for transfers, stormwater facilities, a TPSS site, and wet and dry utilities. 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 B1 - Site-Specific Drawings, Drawing Nos. SB-PSP108-109, SB-PSP145-147, and SB-PSP150.

### **Building Façade, Scale, and Modulation Impacts**

Buildings surrounding Site B include residential houses. The residential homes east of Site B are included in work at Site C, and are described in further detail within the Site C narrative. The project work at Site B will not adversely affect the established character of the surrounding vicinity. At Site B, the existing transit center will be maintained and expanded to include the proposed Mountlake Terrace Light Rail Station.

The light rail station façade and cladding will use a mix of earth-toned solid and perforated metal panels and polished concrete masonry. Canopies at the entrances will use distinctive accent colors to draw patrons to the entry locations. Building

modulation is emphasized by varying heights of structures, with shorter, independent ancillary spaces below the guideway and the elevator hoistways, and egress stair rising from the plaza level to above the guideway. To create a cohesive environment, the station design will include a suspended metal ceiling under the guideway that will unify both the north and south ends of the station that are separated by 236th Street SW.

The plaza is designed to help facilitate patron navigation from the adjacent sidewalks and parking areas, with use of wayfinding. Artwork will be an important design feature and distinctive feature of the station. Sound Transit has commissioned the artist Kipp Kobayashi under the *STart* Program. Artwork in the station areas is intended to improve the appearance of the facility, give vibrancy to its public spaces, and provide a means of wayfinding for riders within the station. The artwork also can enhance safety by making patrons feel welcome and discouraging vandalism. For more information please refer to the Sound Transit Public Art Approach (Exhibit Book, Exhibit 11).

#### Tree Cover and Landscaping Impacts

The tree cover and landscaping surrounding Site B are unique due to the native vegetation, predominantly consisting of Douglas fir and western red cedar. The Project work at Site B will not adversely affect the established character of the surrounding vicinity regarding tree cover and landscaping.

As with other parts of the light rail corridor, the landscape approach at Site B is to develop an integrated strategy and maintain the natural character through tree and vegetation protection. Sound Transit's landscape approach will enhance and provide continuity with the surrounding vegetation by using native, drought-tolerant plants. The street frontage along 236th Street SW will feature street trees and Type I landscape buffers to provide a sense of uniformity while providing a landscape screen to views of the parking lot. Ornamental trees are proposed for the plaza and parking lot to give the station a recognizable landscape identity. Approximately 52,900 square feet of landscaping area will be provided on Site B, as described in section 3.7.

#### Signage (Sign and Location)

The character of signage surrounding Site B is predominantly related to transportation and the existing transit center at Site B. There are wayfinding signs at Veteran's Memorial Park. The Project work at Site B will not adversely impact the character of surrounding signage. Sound Transit's approach to signage and wayfinding sizing and location is through a convenient, comprehensive program of static signage tailored to provide customer information and assist in navigating a complex facility environment. The design follows the Sound Transit standard signage in the plazas, which will enhance the wayfinding as well as the locations IDs. Signage at Site B is illustrated in Drawings Nos. SB-ANP200-201, SB-ANP300-303,

and SB-ANP500-503, SB-CMP108-109, and SB-CMP145-147 in Attachment B1 – Site-Specific Drawings. Beyond signage, Sound Transit integrates wayfinding through facility design, art, materials, architectural surfaces, color, and graphics to assist persons of all abilities in finding their way and conveniently using Sound Transit services. For more information please refer to the Sound Transit Customer Signage Manual (Exhibit Book, Exhibit 19)

#### **Parking Impacts (Amount and Location)**

Parking surrounding Site B is associated with residential houses and the vacant Gateway Development site (Site A), south of Site B. The project work at Site B will not adversely impact the surrounding parking areas because 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 proposed design for the Mountlake Terrace Transit Center parking is functionally improved from the existing site and meets the criteria of the Mountlake Terrace Municipal Code for parking stall layout, size and canopy coverage. The existing 206-stall Transit Center surface parking lot will be taken out of commission and used as an active construction and staging area during the light rail station and guideway work activities. All of the surface lot stalls from the Transit Center surface lot along with bus loop operations including passenger pickup and drop-off will be relocated to a temporary parking lot (Site C) to be constructed adjacent to and east of the Transit Center, along 236th Street. The redeveloped surface parking lot on the east side of the station will provide 206 parking stalls. All 20 of the existing electric vehicle stalls will be removed and relocated. The existing charging station equipment in the lot will be reused for each of these parking spaces. Sound Transit and the City are in negotiations to determine the final location of the electric vehicle stalls. Plans showing the original configuration for the parking layout are provided in Attachment B1 – Site-Specific Drawings, Drawing Nos. SB-CMD101-103; however, these locations may be change pending negotiations.

#### **Fencing Impacts**

Fencing surrounding Site B is associated with fencing along WSDOT ROW, and residential fences. The Project work at Site B will not adversely affect the character of the surrounding fences. Security fencing and/or screening walls will surround light rail facilities and Site B, providing protection to patrons. Fencing will be designed and constructed in accordance with Sound Transit DCM Chapter 6.7, and supports MTMC 19.120.200. All fencing on private property within the City will only be constructed after acquiring the necessary Fence Permit from the City.

#### **Walkability Impacts**

There are existing sidewalks along 236th Street SW, however the I-5 corridor is adjacent to and west of Site B and does not provide a walkable environment. The

**proposed design for the Mountlake Terrace Transit Center and Station is intended to increase walkability to and from the station. New sidewalks along 236th Street SW will connect with improvements associated with the Mountlake Terrace Main Street Revitalization Project, to the east. These new sidewalks will connect to the community east of the station, and provide a vegetated strip with that uses street trees as a buffer to traffic.**

**Wider sidewalks along the west side of the access road will improve pedestrian access to the garage. A dedicated pedestrian pathway from Veterans Park, through the parking lot, to the station plaza, increases access to the surrounding neighborhood as well as improving pedestrian safety within the parking lot. Both the south and north station lobbies have been designed for pedestrians to circulate efficiently and effectively.**

#### **Additional Public Amenities**

**The Project work at Site B 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. The following list provides a summary of additional public amenities associated with the work at Site B.**

- **Bicycle storage will be located at both the south plaza, and at the north plaza, bicycle locker storage is located at the north plaza under the access stairs and north of the station egress stairs, and covered and uncovered bicycle rack storage will be located on the south plaza, adjacent to the east surface parking lot.**
- **Garbage and recycling receptacles will be provided at both the station and parking garage.**
- **Both covered and uncovered seating will be provided at the station platform, in the station lobby areas, and at bus stops.**
- **Numerous weather protection elements will be located at the station including: entry canopies, covered lobbies, covered bike storage, platform canopies with windscreens, and bus shelters.**
- **Public restrooms will be provided in the station lobby area.**
- **Distinctive features of the light rail station will include public amenities, wayfinding integration, and public artwork.**

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

**RESPONSE:**

**Noise and Vibration Impacts**

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

To ensure that the established character of noise and vibration in the surrounding vicinity is not adversely impacted, Sound Transit is further assessing noise impacts and mitigations based on recently available design details. The L300 Noise, Vibration, and Groundborne Noise Report will be updated with the next design milestone in December 2018. As stated in the FEIS, Sound Transit will mitigate noise and vibration impacts associated with construction, operation, and maintenance of the Project. There are four residences within 250 feet of Site B, however these residences are being purchased by Sound Transit. Thus, no residences are expected to be impacted by noise from the station. The light rail transit station is designed to reduce noise from I-5 and control reverberation so that public address announcements can be heard and understood clearly by patrons within the station environment.

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. A 4-foot-high absorptive noise wall along 1,000 feet of the east side of the alignment at the station will mitigate potential noise impacts from light rail transit operations. In addition, the project design includes both a 107-foot-long and 827-foot-long 8- and 10-foot-high non-absorptive noise wall planned along the east side of the alignment near 234th Street SW and 232nd Street SW, respectively. Noise walls will be provided consistent with FEIS, ROD and FTA noise criteria. For additional detail on the noise walls, refer to the Guideway narrative, which is part of this 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 7.3.9 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. The established character of the surrounding community will not be adversely affected by the Project work at Site B.**

**Any odors associated with Site B, will be generated while equipment is in use, and will be localized to the construction site. These potential odors will dissipate once work is completed in each localized area.**

**Potential short-term odors from construction at Site B could occur from onsite construction materials and equipment, and include oil used to construct the pier columns, abutments, the I-5 crossing and guideway deck; organic soils that will be disturbed near the south end of the light rail station; and diesel and exhaust fumes from construction vehicles such as drill rigs and excavation equipment. 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 B is primarily associated with the I-5 corridor and existing transit center located at Site B. Traffic patterns surrounding Site B are also associated with the residential houses north and east of the site. Site B is within the PFS zoning district which is supportive of transportation facilities and traffic associated with those uses.**

**Sound Transit expects an increase in traffic at Site B from transit buses, passenger cars, vans, and light trucks, but not to an extent that will have adverse impacts to**

**the established character of the surrounding community. Levels of service at key intersections affected by increases in traffic associated with the Project would meet City and WSDOT level of service criteria with forecast year 2035 AM and PM peak hour traffic volumes, as documented in the Lynnwood Link Extension FEIS. Additional information for traffic improvements are provided in the L300 Traffic Engineering Report (Exhibit Book – Exhibit 13).**

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

**RESPONSE: In the future, Site B will maintain its current use as a transit facility, and the existing parking garage will be retained. The use of Site B will be expanded to include the proposed Mountlake Terrace Light Rail Station, replacement of the existing surface parking lot, expanded pickup and drop-off area, a plaza for transfers, stormwater facilities, a TPSS site, and wet and dry utilities. Section 3.0 addresses, in detail, the planned improvements for each of these 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.**

**After revenue service begins in 2024, Sound Transit safety personnel will be at the station during hours of operation.**

**The station is designed with health, safety and welfare of patrons as a primary emphasis, incorporating Crime Prevention through Environmental Design (CPTED), analyzing ways to improve pedestrian movements at the stations, and accounting for increased auto and bus traffic associated with the station. Proposed landscape improvements will be specified with low planting to allow for clear site lines at all intersections and access points. The design of each of these elements was formulated based upon best practices for light rail design with input from Sound Transit’s Safety and Security personnel. In addition to the safety features discussed above, these include egress stairs, emergency phones, safety signage, and fire alarms. Sound Transit has incorporated each of these features into the design of the Project. Among the other safety features included in the design of the Project are an automatic fire sprinkler system, fences, walls, and other barriers to reduce individuals’ ability to cross the tracks.**

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**In addition to prominent safety signage, audible alarm systems will be used at the station to reduce the chances of anyone crossing the guideway in inappropriate or unsafe locations and to prevent accidents in case someone ends up in harm's way in any place within the guideway for the Project. The Project includes three types of audible safety warning devices which fall under this category, each of which is designed to minimize sound levels while maintaining their effectiveness for safety purposes. Train-mounted bells will generally be sounded twice when the trains enter and exit stations. Audible and visual announcements of arrivals and departures will be made at each station, as well. Finally, a louder horn is available to train operators for use in emergency situations.**

**With these provisions for public safety, no additional adverse 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 B is within the City's PFS 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 MTMC Titles 18 and 19. See Section 10 of this narrative for more information on Site B, 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 public facility improvements, as may be needed at Site B, including stormwater management facilities, wet and dry utilities, a solid waste receptacle/loading area, and pedestrian and vehicular access routes. The Project will include installation of a water loop with two relocated and two additional fire hydrants required by the fire department in the parking lot, bus loop, and in 236th Street SW. A 12-inch sanitary sewer line at the existing Mountlake Terrace Transit Center will be upgraded to a 16-inch ductile iron pipe to accommodate the increased demand at the new light rail station. Sound Transit and Snohomish County Public Utility District (SnoPUD) are coordinating to determine if the Project will include the upsizing of a SnoPUD electrical line to the Mountlake Terrace station in order to meet the demand at the TPSS site. Refer to Sections 3.10 and 3.11 of this narrative for additional details on utilities installed for the Project.**



## 9.0 SITE DEVELOPMENT PLAN DECISION CRITERIA

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

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

**RESPONSE:** The Project has been designed to be consistent with the 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 B are integral to achieving policies and goals of the City's comprehensive plan, specifically, policies in favor of improved transit services within the City. The Project is a Type A essential public facility and is allowed in any zoning district through the CUP process as described in MTMC Titles 18 and 19.

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

**RESPONSE:** In the future, the existing transit center at Site B will be maintained and expanded to include the proposed Mountlake Terrace Light Rail Station and associated improvements. Site B is located within PFS City zoning district, and within the City Comprehensive Plan PFS land use designation, as shown on the Comprehensive Plan Map adopted February 2018. The proposed use of Site B is consistent with the density and intensity of development at the site.

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

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

**RESPONSE:** See Section 10.0 for details regarding compliance with requirements of the MTMC.

- 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 (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 B. Provisions will be made to add several new stormwater management facilities including conveyance systems, three new flow-control facilities including two infiltration vaults and one detention pipe system; add new water, sanitary sewer, electrical, and telecommunication services; improve existing services including underground and overhead utility relocations and modifications along 236th Street SW; and add a solid waste receptacle/loading area, and pedestrian and vehicular access routes. The Project will include installation of a water loop with two relocated and two additional fire hydrants required by the fire department in the parking lot, bus loop, and in 236th Street SW. A 12-inch sanitary sewer line at the existing Mountlake Terrace Transit Center will be upgraded to a 16-inch ductile iron pipe to accommodate the increased demand at the new light rail station. Sound Transit and SnoPUD are coordinating to determine if the Project will include the upsizing of a SnoPUD electrical line to the Mountlake Terrace station in order to meet the demand at the TPSS site.

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

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

**Table 1: Site B 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 B. 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 towards sidewalk maintenance and repair that addresses standards for construction, responsibilities of abutting property owners, and a process by which sidewalks are to be repaired or replaced.	All new sidewalks within and around Site B will be constructed in compliance with the City’s engineering standards. Existing sidewalks will be inspected and replaced as necessary. New sidewalks along 236th Street SW will connect with improvements associated with the Mountlake Terrace Main Street Revitalization Project, to the east.
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.	Sound Transit will construct new or improve upon existing telecommunications infrastructure needed for the Project in accordance with all applicable federal, state, and local regulations. A visual overview of these facilities is provided on Drawing Nos. SB-PSP108-109, and 147 in Attachment B1 – Site-Specific Drawings. Right-of-way permit applications will be submitted prior to the commencement of any associated work.
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.	Sound Transit will contract with the waste collection service provider for services at the light rail station. Public trash cans will be placed throughout the station area, and solid waste dumpsters will be located within the station site and away from public streets. A visual overview of these facilities is provided in Drawing No. SB-ASP100 in Attachment B1 – Site-Specific Drawings.

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Chapters	Summary Description	Project Compliance
13.15 – RECYCLING RECEPTACLES	This chapter regulates the use of recycling receptacles within the City.	Sound Transit will contract with the waste collection service provider for services at the light rail station. Public recycling receptacles will be placed at the plaza level near the ticket vending machines and at limited bus stops, and recycling dumpsters will be located within the station site and away from public streets. These facilities are shown in Drawing Nos. SB-PSP108-109 and SB-ANP201.
13.20 – SANITARY SEWERS	The chapter establishes regulations for the construction and operation of sanitary sewers, including construction standards, the permitting process,	Sewer improvements at Site B will comply with all local and state regulations. A visual overview of the proposed improvements is provided in Drawing No. SB-PSP109 in Attachment B1 – 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 B will comply with all local and state regulations. A visual overview of the improvements is provided in Drawing Nos. SB-PSP108 and 109 in Attachment B1 – 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.	Valves for the station will be installed with the City’s 236th Street SW improvement project so the station, when constructed, will comply with these requirements.
13.50 – IMPROVEMENTS	This chapter provides a permitting process and construction standards for all “public or private improvements.” Improvements are defined by the City as all construction constituting a valuable addition to or modification of all public and private lands by the installation of any and all facilities conveying water, sanitary sewage, storm waters, grading, clearing, electricity, heating gases, telephone and television signals, and vehicular and pedestrian traffic, and by creating in accordance with City ordinances vehicular	The Project will comply with the City permitting process and construction standards for work and improvements at Site B. Illustrations of the proposed improvements are provided in Attachment B1 – Site-Specific Drawings. Sound Transit will apply for construction permits in the construction phase of the Project, prior to the commencement of associated work.

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Chapters	Summary Description	Project Compliance
	parking, landscaping, irrigation, and sight-screening on private property.	
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 B will require the relocation of two fire hydrants and the addition of another two hydrants. The existing Fire Department Connections (FDCs) for the garages will also be relocated with the new station and guideway FDCs. 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 Drawing Nos. SB-PSP109 and SB-PSP147in Attachment B1 – 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 Water Act (33 USC 1251 et seq.) and the General Pretreatment Regulations (40 CFR Part 403).	Wastewater from the station will consist of discharge restrooms and from interior station floor and elevator pit drains. Wastewater systems will be designed to fully comply with all applicable state and federal laws, including the Clean Water Act (33 U.S. Code 1251 et seq.) and the General Pretreatment Regulations (40 Code of Federal Regulations 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> As illustrated in the Mountlake Terrace Transit Center Station Code Compliance Summary (Attachment B), the proposed facilities at Site B will comply with the various local, national, and international buildings codes with two exceptions: maximum platform occupant load and plumbing fixture requirements. The Concurrence Letters and Drawings are located in Exhibit 9 of the Exhibit Book. Sound Transit or their designated contractor will apply for all building, mechanical, electrical, and plumbing permits in the construction phase of the Project, prior to the commencement of associated work with the following exceptions:</p> <p><u>Maximum Platform Occupant Load:</u> The City and Sound Transit agreed that the maximum platform occupant load and existing components will comply with Chapter 10 of the 2015 International Building Coder (IBC) as amended.</p>

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Chapters	Summary Description	Project Compliance
		<p>Based upon 7,705 square feet of net occupiable platform area, the calculated platform occupant load totals 1,101 patrons at 7 square feet per occupant.</p> <p>Sound Transit proposes the following platform exiting approach:</p> <p>2 – 66” wide emergency only exists, one at each end of the platform (66” calculated width x 2 = 132”)</p> <p>2 – 72” wide exit/access stairs paralleling the up escalators, egressing from mid-platform (67” calculated width x 2 = 134”)</p> <p>The 4 stairs combine for a total of 266 inches in platform exit width which exceeds the IBC required width of 220.2 inches for a fully sprinklered facility. All other occupiable rooms are located at the ground level with grade level exits. See Exhibit 9 of the Exhibit Book for the signed concurrence letter and drawings.</p> <p><u>Plumbing Fixture Requirements:</u> Sound Transit requests concurrence for the proposed plumbing fixture counts at the Mountlake Terrace Transit Center Station.</p> <p>Chapter 29 of the International Building Code (IBC), table 2902.1 as amended by the State of Washington does not specifically identify light rail transit stations. Sound Transit's assumption is that the station most clearly identifies with Occupancy Type A-3, passenger terminals and transportation facilities. This category requires the following plumbing fixtures:</p> <ul style="list-style-type: none"> <li>1 water closet per 500 male occupants</li> <li>1 water closet per 500 female occupants</li> <li>1 lavatory per 750 male occupants</li> <li>1 lavatory per 750 female occupants</li> <li>1 drinking fountain per 1,000 occupants</li> <li>1 service sink</li> </ul> <p>In accord with previous discussions, Sound Transit and the City agreed that the fixture requirements will be based on IBC occupancy group A-3 using 7 square feet per person for the platform waiting area.</p> <p>Sound Transit is proposing to provide two unisex single-use public restrooms each with a lavatory and water closet. One will be ADA accessible. Additionally, two unisex restrooms each with one water closet, one urinal, and one lavatory will be provided for employee and bus driver use. Both will be ADA accessible. One public ADA accessible</p>

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		<p>drinking fountain will be provided. See Exhibit 9 of the Exhibit Book for the signed concurrence letter and drawings.</p> <p><u>Tree Removal Standards and Permits:</u> Sound Transit will protect and preserve trees on Site B to the extent practical, and will conduct any removal in compliance with this chapter. See Draft Tree Removal and Mitigation Report (Exhibit Book - Exhibit 20).</p> <p><u>Public Right-of-Way Protection:</u> All constructed light rail facilities and acquired property will be protected by security fence and/or screen wall. Fencing will be designed and constructed in accordance with Sound Transit DCM Chapter 6.7, and will also conform to MTMC 19.120.200. All fencing on private property within the City will only be constructed after acquiring such City permits as may be necessary. Proposed fencing improvements are provided in Attachment B1 Site Specific Drawings (Drawing Nos. SB-PSP108-109, SB-PSP145-147, and SB-PSP150).</p> <p><u>Public and Site Improvements:</u> As part of this narrative, Sound Transit is submitting plans for all public and site improvements required at Site B. Plans of these improvements are provided in Attachment B1 – Site-Specific Drawings (Drawing Nos SB-PSP108-109, SB-PSP145-147, and SB-PSP150).</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.	As illustrated in the Mountlake Terrace Transit Center Station Code Compliance Summary (Attachment B2), the proposed facilities at Site B will comply with both International Fire Code and the City’s local amendments. Sound Transit will apply for all required construction permits later in the construction phase of the Project, prior to the commencement of any associated work.
15.35 – PERFORMANCE GUARANTEES AND WARRANTIES	The chapter sets forth the regulations for all performance guarantees and warranties, which are required prior to the approval of any City permit.	Consistent with MTMC 15.35.030 and RCW 35.21.470, the Project is exempt from the requirements of this chapter for financial security devices. Sound Transit will provide written assurance to the City that adequate provisions have been made guarantee the required performance or maintenance.
16.05 – PROCEDURES UNDER THE STATE ENVIRONMENTAL POLICY ACT	The City adopted this chapter to implement the SEPA and the State Environmental	As noted in the Background section of this narrative 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

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	Policy Act Rules (WAC 197-11).	documents and 2018 SEPA Addendum. 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	Chapter 16.15 regulates development within critical areas in the City, including wetlands, streams, wildlife habitat areas, geologic hazard areas, flood hazards, and aquifers.	As described in detail in the City of Mountlake Terrace Critical Areas Report (Exhibit Book – Exhibit 8), Site B and the proposed Station have been located and designed to avoid and minimize impacts on critical areas, to the extent possible. Sound Transit will comply will all development restrictions applicable to critical areas outside WSDOT limited access ROW, and is seeking the exception requests described in section 10.1 of this narrative.
16.20 – CONTROLLING STORMWATER RUNOFF FROM NEW DEVELOPMENT, REDEVELOPMENT, AND CONSTRUCTION SITES	This chapter regulates stormwater during both construction and operation of infrastructure within the City.	<p>Stormwater management facilities at Site B have been designed to comply with Chapter 16.20. A visual overview of these facilities is provided in Proposed Site Plan Map in Attachment B1 – Site-Specific Drawings. Additional details are provided in the Draft Mountlake Terrace Drainage Report (Exhibit Book – Exhibit 14).</p> <p>Sound Transit’s contractors will be responsible for development and implementing the Stormwater Pollution Prevention Plan (SWPPP), Temporary Erosion and Sediment Control (TESC) Plans (Exhibit Book, Exhibit 16) which will be reviewed by the City and Ecology, inspecting and maintaining Best Management Practices, and monitoring and reporting. TESC measures will be provided for the Project in accordance with the City Engineering Standards, Washington State Department of Ecology Stormwater Management Manual for Western Washington, and Sound Transit Individual Construction Stormwater Permit. See Exhibit 16 of the Exhibit Book for the preliminary TESC and SWPPP.</p>
18.10 – COMPREHENSIVE PLAN	This chapter adopts the Comprehensive Plan, as amended, to serve as the guiding framework for decisions relating to land use, environment, economic vitality, housing, capital facilities, recreation, parks and open space, transportation, and utilities.	As noted above, Exhibit 18 of the Exhibit Book provides a detailed narrative of the Project’s consistency with the comprehensive plan.
18.12 – SUSTAINABILITY	This chapter adopts the City of Mountlake Terrace Sustainability Strategy set forth in Ordinance 2487 § 1, 2008.	Light rail transit service supports Mountlake Terrace Sustainability Strategy Goal II: Facilitate Desirable Development Patterns and Economic Vitality, as the City encourages development in close proximity to the transit station (Transit Oriented Development). The



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		<p>Project’s approach to stormwater management prioritizes Low Impact Development, bioretention and infiltration facilities to treat and reduce Stormwater runoff, which also supports Goal II (see Chapter 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>Station 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 the Project Design Criteria Manual. These requirements include energy and water efficiency as well as efficient use of materials and minimizing construction and demolition waste. These practices support Mountlake Terrace Sustainability Strategy Goal V: Increase Energy and Water Efficiency and Goal VI: Encourage Material Conservation, Reuse, and Recycling. For additional information. See the L300 Sustainability Checklist (Exhibit Book, Exhibit 22).</p>
<p>18.15 – ESSENTIAL PUBLIC FACILITIES</p>	<p>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>	<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 a security fence in accordance with the Sound Transit DCM Chapter 6.7. Fencing will conform to MTMC 19.120.200. All fencing on private property within the City will be constructed after acquiring any necessary permits from the City.</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>
<p>18.25 – PUBLIC NOTIFICATION – MAJOR LAND USE</p>	<p>This chapter establishes requirements for the proponents of certain types of major land use proposals</p>	<p>Sound Transit will coordinate with the City to place public notice signs throughout the City at key locations for the conditional use permitting process.</p>

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	to provide additional public notice signs to supplement the City’s normal public hearing postings.	
18.30 – IMPACT FEES	This chapter establishes a process for the City to charge and collect fees to ensure that all new development bears its proportionate share of the capital costs of off-site park and transportation facilities reasonably related to new development. These fees are necessary to maintain adopted levels of park service, and to maintain adopted levels of service in the City’s transportation facilities at the time of new development.	The Project is not subject to impact fees pursuant to state law, RCW 82.02.090.
19.23 – DEVELOPMENT STANDARDS – USES	This chapter provides a selection of allowable use standards that are applicable to the Project, specifically where transportation and certain types of electrical vehicle infrastructure are allowed.	The Project will comply with all applicable development standards established in Chapter 19.23 of the Code where practicable.
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><u>Design Standards and Permits:</u> In compliance with Chapter 19.95, Site B will include several proposed street improvements, including street widening, curbs, gutters, sidewalks, closed drainage system and street lighting. A visual overview is provided in Drawing Nos. SB-PSP108-109, and 145-147in Attachment B1 – 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><u>Transportation Mitigation, Impact Fees, and Concurrency:</u> As part of a region-wide effort to improve access to modes of transportation that offer alternatives to traffic congestion associated with peak-period trips, the Project will function as an essential public facility providing the public access to high capacity multimodal connections between light rail, bus transit, and non-motorized modes of circulation. Although the Project is not subject to concurrency requirements as a transportation facility of statewide significance, see RCW 36.70A.070(6)(c) and 47.06.140(1), Sound Transit will implement the</p>

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		mitigation measures established through environmental review, including the impacts to the City’s transportation facilities identified in the FEIS and ROD.
19.105 – PUBLIC FACILITIES AND SERVICES DISTRICT	This chapter provides specific development standards for the Public Facilities and Services (PFS) zoning district.	<p>Site B is located within WSDOT right-of-way and the PFS 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 Regulations:</u> The Project conforms to all development standards, where possible, including height, bulk, scale, and dimensional regulations, established in the MTMC. Proposed facilities constructed for the Project will conform with applicable requirements of the Public Facilities and Services zone, including the setbacks identified in 19.105.050, where possible. However, 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 B1 – Site-Specific Drawings.</p> <p>MTMC 19.105.050 outlines the dimensional requirements within the PFS zoning district. As shown on the proposed layout in Attachment B1 – Site Specific Drawings, the Mountlake Terrace Transit Center and TPSS are setback more than 20 feet from all property lines which meets the minimum setback standards for abutting residential and other zones. See Attachment B2 – Mountlake Terrace Transit Center Station Code Compliance Summary Section 8 for more details.</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 narrative, which is a combination of both the conditional use permit process and site development plan process. To the extent that the Project cannot conform to due to its unique nature, Sound Transit will request modifications pursuant to the appropriate MTMC section. See Chapter 15.05, Building Code, in this table for code modification details.
19.120 – GENERAL PROVISIONS	This chapter provides a selection of general performance standards to minimize environmental impacts associated with land	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

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	<p>uses, regardless of zoning district. This chapter also establishes standards applicable to special uses that, by their nature, necessitate specific land use regulations that address the development and operation of such uses and activities to accomplish the purposes of Title 19 (Zoning).</p>	<p>to both operation and construction of the Lynnwood 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 B will comply with all local, state, and federal air quality and fugitive dust standards throughout construction and operation. Sound Transit will use BMPs to prevent and reduce air quality impacts resulting from construction activities.</p> <p><u>Lighting:</u> As discussed in Sections 4.5 and 5.3 of this narrative, both construction and operation lighting is designed to minimize impacts on adjacent properties as required by 19.120.030.</p> <p><u>Noise and Vibration:</u> As discussed in Section 4.4 and 5.5, a Construction Noise and Vibration Mitigation and Monitoring Plan will be developed by the construction contractor and approved by the Sound Transit Construction Management Consultant Resident Engineer prior 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 narrative, Sound Transit is submitting applicable landscape plans that illustrate screening and perimeter landscaping on interior lot lines and buffering requirements for Site B as required by 19.130.230. Proposed plans are provided in Drawing Nos SB-LPP208-209, 246-247</p>

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		<p>and SB-LPD201 and LPS201 in Attachment B1 – Site-Specific Drawings.</p> <p><u>Grading and Drainage:</u> As part of this narrative, Sound Transit is submitting all necessary information for a site development plan needed for grading and drainage activities at Site B. Proposed plans are provided in Drawing Nos. SB-PSP108-109 and 145-147 in Attachment B1 – 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 B.</p>
<p>19.125 – OFF-STREET PARKING AND LOADING</p>	<p>This chapter provides standards for off-street parking and loading areas, including their location, size, and capacity.</p>	<p>The parking facilities at Site B have been designed per the City’s design standards, as illustrated in Drawing SB-CMD101-103in Attachment B1 – Site-Specific Drawings.</p>
<p>19.126 – ELECTRIC VEHICLE INFRASTRUCTURE</p>	<p>This chapter establishes regulations for electric vehicle infrastructure, including permitted locations, infrastructure requirements, and signage.</p>	<p>The Project will comply with the electric vehicle infrastructure requirements of this chapter. Electric vehicle infrastructure (charging stations for 20 electric vehicles) currently exists in the Mountlake Terrace Park-and-Ride parking lot. As requested by the City, this infrastructure will be removed and relocated predominately to the existing small surface parking lot south of the garage, resulting in the same number of charging stations as there are at the current parking lot. The redeveloped surface parking lot on the east side of the station will provide 206 parking stalls. All 20 of the existing electric vehicle stalls will be removed and relocated. The existing charging station equipment in the lot will be reused for each of these parking spaces. The 20 electric vehicle stalls are 10% of the redeveloped surface parking lot stall count. Sound Transit and the City are in negotiations to determine the final location of the electric vehicle stalls. Plans showing the original configuration for the parking layout and electric vehicle equipment are provided in Attachment B1 – Site-Specific Drawings, Drawing Nos. SB-CMD101-103; however, these locations may change pending negotiations.. Charging station installations to include all required signage.</p>
<p>19.130 – LANDSCAPE DEVELOPMENT AND SITE BUFFERING</p>	<p>This chapter provides landscape development, site buffering, and maintenance requirements for all proposed and existing developments.</p>	<p>Landscaping for Site B has been designed, in coordination with the City, to meet all landscape design standards. Sound Transit and the City signed a concurrence letter detailing the planting plan (Exhibit Book, Exhibit 9). Drawings of the proposal are provided in Drawing Nos. SB-LPP208-209 and SB-LPP246-247 in Attachment B1 – Site-Specific Drawings. Construction permits will be applied for</p>

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		later during the construction phase of the Project, prior to the commencement of any associated work.
19.135 – SIGN REGULATIONS	This chapter regulates the use of exterior signs and displays.	Signage at Site B will comply with all requirements of this chapter, as illustrated in Drawings Nos. SB-ANP200-201, SB-ANP300-303, SB-ANP500-503, SB-CMP108-109, and SB-CMP145-147 in Attachment B1 – Site-Specific Drawings. See Section 3.3 for further discussion on signage.

**10.1 Exception Requests**

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

*MTMC 16.15.360 Reasonable use exceptions.*

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

Sound Transit is requesting two reasonable use exceptions for the following construction at Site B: a station, a replaced/resurfaced parking lot, expanded pickup and drop-off area, a plaza, stormwater facilities, a TPSS, wet and dry utilities, and restoration landscaping. 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 16.15.420 Wildlife Habitat, provides as follows:*

- A. Wildlife corridors are needed to maintain connectivity, provide access to larger habitats, and allow wildlife populations to interbreed. In urban areas, where wildlife corridors and habitat areas are often small and/or isolated, such areas can still provide valuable habitat for more urban tolerant species including amphibians, fish and birds, provide significant recreational opportunities, and provide important linkages in a highly fragmented landscape.*
- D. Alteration or development of Wildlife habitat areas – Standards and criteria. Alteration of critical areas and/or their established buffers may be permitted by the Department subject to the criteria of this section. Standards for mitigation of impacts to critical areas are identified in MTMC 16.15.210 (Mitigation standards, criteria and plan requirements.).*
  - 1. Critical Wildlife Habitat. Alterations of critical habitat shall be avoided, subject to the reasonable use provisions of this chapter.*

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**Exception Request #1:** A portion of Site B property is within the area designated as Priority Habitat by WDFW and is considered critical habitat. As mapped by WDFW, the Priority Habitat includes areas that are already developed, including a portion of the parking garage, the bus access roadway, and the existing parking lot. Site B is being expanded to provide additional parking stalls and a bus loop road to accommodate the additional needs of the Transit Center site, and for use as a light rail station in addition to the current usage as a bus loading and transfer center for Community Transit. The Site B improvements are a necessary part of the Project, an essential public facility. The removal of the trees within the mapped Priority Habitat area and development of the site as proposed will require that an exception be granted for construction of the expanded parking lot and a new bus loop road as designed.

**Criteria Justification:**

1. The application of the critical areas regulations would unreasonably restrict the ability to provide transit services to the public because the entire site area is needed to support development of the LLE Mountlake Terrace Station.
2. There is no other practical alternative to the proposed improvements with less impact on critical habitat. The majority of Site B is already used as a park and ride parking lot and transit center. The additional area needed for the expansion is relatively small, and the only undeveloped areas of the site are mapped as Priority Habitat. The Site B improvements are a necessary part of the Project, an essential public facility. Therefore, using this critical habitat is unavoidable.
3. Planned improvements for the LLE light rail station on Site B do not pose an unreasonable threat to the public health or safety on, or off, and are not materially detrimental to property. The site is already used for transit purposes, and the LLE light rail station will provide an additional transit service to benefit the public. Sound Transit facilities are designed to meet all federal safety standards and uniformed Sound Transit police and security officers patrol all light rail trains and stations.
4. Sound Transit plans to mitigate unavoidable impacts to critical habitat by providing funding for off-site compensatory mitigation. Sound Transit will pay the City a lump sum amount to purchase, plant, and maintain/monitor replacement trees using native species at locations to be selected by the City. The tree replacement ratio and amount to be paid will be in accordance with the Tree Replacement Concurrence Letter agreed upon by the City and Sound Transit. This approach mitigates impacts to the existing critical area functions and values because it enables the City to create or supplement a new forested ecosystem that will provide habitat for multiple plant and animal species, including state- and federally-listed species. The current habitat is dominated by Douglas fir; increasing the diversity of tree species through the plantings will provide additional habitats for birds and other wildlife. Three times the amount of impacted trees will be planted, which will compensate for permanent loss of trees on-site as well as the temporal loss of habitat functions and values as the planted trees mature. Together, the on-site restoration and the new diverse forested systems created at multiple off-site locations are expected to provide improved habitat functions and values over those being impacted by the project, especially as the

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planted trees mature over time. At a minimum, no net loss of habitat functions and values is expected.

5. The impacts to critical habitat and alterations permitted are the minimum necessary to develop the LLE Mountlake Terrace Station and will be mitigated consistent with the mitigation standards for critical habitat.
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. Permanent impacts to critical areas are being compensated by either replacing, enhancing, or providing substitute resources. In the case of impacts to critical habitat, Sound Transit will be providing the financial resources for the City to plant replacement trees using native plant species and, where possible, in locations that will consolidate critical habitats into larger contiguous blocks. Costs for temporary irrigation systems have been factored into the amount to be paid to the City.
7. The Project is consistent with all other applicable regulations and standards.

**Code or standard:** *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.*

**Exception Request #2:** A portion of Site B contains areas mapped as Class IV/Very High Hazard landslide areas. As discussed in the L300 Geotechnical Recommendations Report, there have been no documented landslides within the project alignment. The report notes that, although there are steep slopes within the project area, based on the density and composition of the soils, the steep slopes do not represent significant landslide hazards.

Site B is being expanded to provide additional parking stalls and a bus loop road to accommodate the additional needs of the Transit Center site, and for use as a light rail station in addition to the current usage as a bus loading and transfer center for Community Transit. The Site B improvements are a



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necessary part of the Project, an essential public facility. The entire site area is needed to accommodate all of the Project facilities on Site B. The development of the site as proposed will require that an exception be granted for construction of the activities described above.

**Criteria Justification:**

1. The application of the critical areas regulations would unreasonably restrict the ability to provide transit services to the public because the entire site area is needed to support development of the LLE Mountlake Terrace Station.
2. There is no other practical alternative to the proposed improvements with less impact on Class IV landslide area. The majority of Site B is already used as a park and ride parking lot and transit center. The additional area needed for the expansion is relatively small, and much of the undeveloped areas of the site is within a Class IV landslide area. The Site B improvements are 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 B, the Mountlake Terrace Station. 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 temporary unavoidable impacts to landslide hazard areas by regrading and planting vegetation after construction is complete to provide final slope stability that, at a minimum, meets current conditions. Temporary landscape protection fencing will be installed at multiple locations around the perimeter of the site, which will preserve the steep slopes within the site. For the areas where impacts could not be avoided, the proposed grades do not exceed a steepness of 3:1, which is flatter than the existing slope. The disturbed areas will be replanted with a mixture of trees, shrubs, and groundcovers to provide erosion control. This approach protects and mitigates temporary impacts to the existing critical area functions and values because it lessens the risk of sloughing, erosion, and sediment transport within the Site boundary. No net loss of functions and values associated with the landslide hazard areas is expected. Best management practices will be used during construction as indicated in the L300 Geotechnical Recommendations Report, which is referenced in the Mountlake Terrace Critical Areas Report (Exhibit Book, Exhibit 8).
5. The impacts to Class IV landslide hazard areas and alterations permitted are the minimum necessary to develop the LLE Mountlake Terrace Station and will be mitigated consistent with the

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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.

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## **ATTACHMENT B1: SITE SPECIFIC DRAWINGS**



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**ATTACHMENT B2: L300 CODE COMPLAINT SUMMARY  
MOUNTLAKE TERRACE STATION**