



**Site C 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 I-5 corridor for approximately 2.2 miles until the Mountlake Terrace/Lynnwood city limits at 212th Street SW.

Site C is located north of 236th Street SW, east of the current Mountlake Terrace Transit Center, south of Veterans Memorial Park, at 59th Place W.

**CITY OF MOUNTLAKE TERRACE PROJECT LOCATION:**

**Site C (23501-23509 59th Place W)**

**Submitted to:**

The City of Mountlake Terrace  
Department of Community and Economic Development

**Applicant:**

Central Puget Sound Regional Transit Authority (Sound Transit)  
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Attachment C: Site-Specific Drawings

## **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
ROD	Record of Decision
ROW	Right-of-Way
SEPA	State Environmental Policy Act
SWPPP	Stormwater Pollution Prevention Plan
TESC	Temporary Erosion and Sediment Control
TPSS	Traction Power Substations
WAC	Washington Administrative Code
WSDOT	Washington State Department of Transportation



## INTRODUCTION

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

This narrative describes the portion of the Project known as Site C. Site C is located north of 236th Street SW, east of the current Mountlake Terrace Transit Center, south of Veterans Memorial Park, at 59th Place W, as shown on the Vicinity Maps (Exhibit Book, Exhibits 1 and 2).

### 1.0 EXISTING SITE CONDITIONS

#### 1.1 Size and Configuration of Site

Site C encompasses approximately 118,454 square feet (2.7 acres) and includes privately-owned land (Parcel numbers 00524100000800, 0052410000090, 00524100001000, 00524100001100, 00524100001200, 00524100001300, 00524100001400, and 00524100001500), and City right-of-way (ROW) at 59th Place W. Additional parcel information is provided in the Property Acquisitions document (Exhibit Book, Exhibit 7). The location of Site C, including a minimum of 500 feet from the perimeter of the site, parcel lines, and collector arterials are shown on the Vicinity Maps (Exhibit Book, Exhibits 1 and 2). A visual overview of the site and its existing conditions, including property lines, adjacent rights-of-way, public improvements, traffic-control devices, and easements on or adjacent to the site are provided in the Existing Features Map in Attachment C – Site-Specific Drawings.

#### 1.2 Zoning Designation

As shown on the City of Mountlake Terrace (City) Official Zoning Map (adopted March 2018), Site C is located within the Community Business Downtown (BC/D) zoning district. There is a Public Facilities and Services (PFS) zoning district west of Site C. East of Site C, properties are within the BC/D zoning district. Site C is bordered to the south by City ROW.

#### 1.3 Topography

Site C slopes down to the south at an average slope of approximately 8.6 percent. It is partially covered in impervious surface consisting of the existing cul-de-sac and single-family housing. Topography details for Site C are provided in the Existing Features Map. See Drawing Nos. SC-EFM146 through -148 in Attachment C – Site-Specific Drawings.

#### 1.4 Vegetation

Existing vegetation at Site C consists of coniferous evergreen and deciduous trees, and various shrubs.

## **1.5 Critical Areas**

Critical areas on Site C include wildlife habitat and geologic hazard areas discussed below. There are no wetlands, streams, flood hazard areas, aquifer recharge areas or seismic hazard areas present at Site C and are therefore not discussed further. Below is a summary of these areas on Site C. Detailed information and the location of each critical area are provided in the Existing Features Map, see Drawing Nos. SC-EFM146 through -148 (Attachment C – Site-Specific Drawings). A detailed discussion of all critical areas within 200 feet of the light rail alignment can be found in the Mountlake Terrace Critical Areas Report (Exhibit Book, Exhibit 8).

### **1.5.1 Wildlife Habitat Areas**

The northern portion of Site C is within a Priority Habitat area designated by the Washington Department of Fish and Wildlife (WDFW). Identified by WDFW as a Biodiversity and Terrestrial Habitat, this Priority Habitat area (PHS) is forested and consists primarily of Douglas fir (*Pseudotsuga menziesii*) and other native deciduous and evergreen trees as shown on Figure 8 of the Mountlake Terrace Critical Areas Report (Exhibit Book, Exhibit 8). The Priority Habitat area meets the definition of critical habitat as defined by the City of Mountlake Terrace. The Priority Habitat area is shown on the Existing Features Map, see Drawing Nos. SC-EFM146 through -148 in Attachment C – Site-Specific Drawings.

### **1.5.2 Geologic Hazard Areas**

There are two types of Geologic Hazard Areas on Site C as defined by the City: Critical Erosion Hazard Areas and Landslide Hazard Areas. The Critical Erosion Hazard Area at Site C is part of a larger Critical Erosion Hazard Area that extends from the Shoreline boundary to approximately 228th Street SW, east of I-5. Within Site C, the Critical Erosion Hazard Area exists at the western edge of the site. There are also Class II/Moderate Landslide Hazard Areas and Class IV/Very High Landslide Hazard Areas at Site C. These Landslide Hazard Areas are mostly along the western edge of the site, but also exist in smaller patches around the existing homes. All of these areas are shown in the Existing Features Map, see Drawing Nos. SC-EFM146 through -148 in Attachment C – Site-Specific Drawings and on Figure 10 of the Mountlake Terrace Critical Areas Report (Exhibit Book, Exhibit 8).

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

Access to Site C is available from I-5 via northbound Exit 178 or southbound Exit 177 via Exit 178, and east and west along 236th Street SW. These routes are shown on the Vicinity Maps (Exhibit Book, Exhibits 1 and 2).

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

Site C includes a cul-de-sac at 59 Place W with eight residential properties, immediately to the north of 236th Street SW. Existing landscaping and vegetation on the site include a variety of both ornamental and native deciduous canopy trees and an understory of both ornamental and native understory plantings. Details of existing land use and site improvements are shown on the Existing Features Map in Attachment C – Site-Specific Drawings, Drawing Nos. SC-EFM146 through -148.

**1.8 Surrounding land uses**

Existing land uses surrounding Site C include Veteran’s Memorial Park to the north, residential housing to the east and south and the existing Mountlake Terrace Transit Center is located to the west of Site C. Site C is bordered to the south by 236th Street SW.

**1.9 Parking**

Site C includes on-street parking along 59th Place West and off-street parking for eight single-family homes, as shown on the Existing Features Map in Attachment C – Site-Specific Drawings.

**1.10 Noise and Vibration**

The existing noise level at Site C is generated by three nearby traffic sources: 236th Street SW, I-5, and the neighboring park-and-ride. Measurements taken in the geographic center of Site C characterize the maximum existing 1-hour equivalent continuous noise level (Leq) at 64 A-weighted decibels (dBA), and the day-night average sound level (Ldn) at 68 dBA. Per the Federal Transit Administration (FTA), these sound 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).



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## 2.0 PROPOSED USES

Site C will be used as a temporary surface parking lot (approximately 236 stalls) with on-site active bus bays (one drop-off and one pick-up), layovers and a bus loop to be used by transit users and Community Transit during the various phases of construction of the new light rail station, plaza, and permanent transit center surface lot improvements. The temporary surface parking lot will require the demolition of eight homes, and will be used during station and guideway construction, after which it will be removed from service and made available for redevelopment. Parking islands within the temporary parking lot have been designed and will be constructed in compliance with city code and applicable regulations relating to required plantings and buffers along the north and east edges of the site. Approximately 24,571 square feet of landscaping area will be provided on site as described in section 3.7. The site layout is provided in Proposed Site Plan Map, see Drawing Nos. SC-PSP146 through -148 in Attachment C – Site-Specific Drawings.



### **3.0 PLANNED IMPROVEMENTS**

#### **3.1 Structures**

Site C will not feature any structure elements. See Section 3.6 of this narrative for information about retaining walls.

#### **3.2 Design**

Site C will not feature any design features as it will not have any above ground structural components.

#### **3.3 Aesthetics**

Site C will not feature any aesthetic elements but will be restored with landscaping. See Section 3.7 for landscape elements.

#### **3.4 Grading**

Construction of the parking lot and associated site improvements will require approximately 37,440 cubic yards of cut and approximately 2,930 cubic yards 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 plans are provided in the Proposed Site Plan Map, Drawing Nos. SC-PSP146 through -148 in Attachment C – Site-Specific Drawings.

#### **3.5 Routes of Access**

Access to Site C will be available from northbound I-5 via 236th Street SW or from southbound I-5 at 220th Street SW via 58th Avenue West or 56th Avenue West to 236th Street SW. The entrance to Site C will be on 236th Street SW at 59th Place West. A visual overview of existing roadways and proposed improvements are provided in the Vicinity Maps (Exhibit Book, Exhibits 1 and 2) and in the Proposed Site Plan Map, Drawing Nos. SC-PSP146 through -148 in Attachment C – Site-Specific Drawings, with associated roadway illumination and traffic improvements provided in the L300 Civil Calculations Roadway Illumination and L300 Traffic Engineering Reports (Exhibit Book, Exhibits 12 and 13, respectively).

#### **3.6 Retaining Walls**

The Project will construct several retaining walls for Site C. These walls support grade changes to allow the construction of temporary parking and bus facilities. The retaining walls will be located on all sides of the perimeter of the temporary surface parking lot. A visual overview of these locations is provided in the Proposed Site Plan Map, Drawing Nos. SC-PSP146 through -148 in Attachment C – Site-Specific Drawings. Temporary cut, fill and retaining walls will be required during construction to provide access and work areas.

#### **3.7 Landscaping**

Proposed landscape at Site C consists of seeding at all interior landscape areas, and evergreen buffer planting along the north and east sides of the site. Site C will feature temporary irrigation for the duration of the project construction. Approximately 24,571 square feet of landscaping area will be provided at Site

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C. Landscape plans for Site C are provided in Drawing Nos. SC-LPP246 through -248 in Attachment C – 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 C will include a noise wall extending at least 9 feet above the parking lot surface along the east side of the site to reduce noise impacts from the temporary park-and-ride facility to the adjacent community. Noise walls will be provided consistent with Final Environmental Impact Statement (FEIS), Record of Decision (ROD) and FTA noise criteria. For additional detail on the noise walls, refer to the Guideway narrative, which is part of this comprehensive application package.

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

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

### **3.10 Stormwater Management Facilities**

The temporary parking facility will include a closed conveyance system to collect the site runoff within the lot and flow control will be provided using a detention pipe system. Water quality treatment will be provided using a storm filter cartridge system prior to flow entering the detention system. The treated runoff will be discharged into a closed system that connects to the existing conveyance along 236th Street SW, maintaining the existing flow patterns.

Proposed drainage and contour plans are shown in the Proposed Site Plan Map in Attachment C – Site-Specific Drawings. Additional information and analysis is provided in the Draft Mountlake Terrace Drainage Report (Exhibit Book, Exhibit 14).

### **3.11 Utilities**

Site C will feature new service for proposed parking lot lights following demolition of existing services to the houses, and a relocated fire hydrant. Plans of the proposed utilities are provided in the Proposed Site Plan Map, Drawing Nos. SC- PSP146 through -148 in Attachment C – Site-Specific Drawings.

## **4.0 IMPACTS OF PLANNED USE AND IMPROVEMENTS**

### **4.1 Surrounding Area and Land Uses**

Use of and improvements on surrounding areas and uses for Site C 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 and the Vicinity Maps (Exhibit Book, Exhibits 1 and 2) for more information about Site C’s surrounding area and land uses.

A land use impact will occur with the demolition of eight houses which will result in the conversion of residential land to a temporary surface parking lot.

### **4.2 Loss of Vegetation**

Existing vegetation in the temporary parking area consists mostly of coniferous evergreen trees, interspersed with clusters of deciduous trees and various shrubs. All trees and vegetation on this site will be removed for construction of the temporary surface parking lot. Some of these trees are within Priority Habitat as described in Section 4.3.1. All removed trees will be replaced in connection with the overall tree mitigation plan for the Project, which is further described in Section 7.3. Demolition Plans for Site C are provided in Drawing Nos. SC-eCXP146 through -148 in Attachment C – Site-Specific Drawings. Mitigation for tree removal is discussed in Section 7.3.1.

### **4.3 Critical Areas**

A detailed discussion of impacts to critical areas can be found in the City of Mountlake Terrace Critical Areas Report (Exhibit Book, Exhibit 8). Geologic Hazard Areas and wildlife habitat are the only critical areas present at Site C. Impacts to these resources are summarized below.

#### **4.3.1 Wildlife Habitat Areas**

The northern portion of Site C is within a WDFW designated Priority Habitat area that meets the City’s definition of critical habitat. Construction of the temporary parking facility will require removal of approximately 85 trees that are within the Priority Habitat area on Site C. This includes 68 trees on private property, and 17 trees on city-owned property between the private property and Veterans Memorial Park. 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 7.3.2 of this narrative. The Project is designed in accordance with Mountlake Terrace Municipal Code (MTMC) 16.15.

#### **4.3.2 Geologic Hazard Areas**

Critical Erosion Hazard Areas and Type II/Moderate and Type IV/Very High Landslide Hazard Areas occur at the west end and in small patches around the existing homes within the site. All of these areas will be temporarily impacted by the Project. (See Attachment C – Site-Specific Drawings, Drawing Nos. SC-EFM146 through -148 for the location of these Geologic Hazard Areas.)

Best management practices (BMPs) will be implemented to limit erosion and sedimentation of exposed soils and a Temporary Erosion and Sediment Control (TESC) plan will be developed, implemented, and monitored to address potential erosion and siltation during construction. Temporarily disturbed areas will

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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 on Landslide Hazard Areas will be minimized by evaluating slopes and designing retaining structures for adequate stability, using appropriate techniques, such as limiting slope inclination, limiting surcharge loading, or adding slope reinforcement, therefore minimizing the potential for impacts to the Landslide Hazard Areas.

No permanent impacts to geologic hazard areas are anticipated. The Project will be designed in accordance with International Building Code (IBC), American Association of Station Highway and Transportation Officials (AASHTO), Sound Transit design standards, and MTMC 16.15.

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

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

Construction noise and vibration impacts on the nearest residences may occur, as detailed in Section 5.5 and 7.3.8 of this narrative.

Noise and vibration predictions for light rail operation (further addressed in the Guideway narrative portion of this package) are performed using standard FTA methodology and compared with FTA criteria to determine impacts. Noise mitigation in the form of acoustic panels and noise walls is being integrated with the final design of trackway structures with the goal of reducing noise impacts from light rail transit operations in communities adjacent to the Project in accordance with applicable FTA criteria. Attachment GW1 in the Guideway narrative shows the location of operations-related noise walls. For a detailed analysis of operational impacts conducted for the Project, please refer to the L300 Noise, Vibration and Groundborne Noise Report (Exhibit Book, Exhibit 15).

#### **4.5 Illumination and Glare**

Lighting for Site C 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 (IES). Exterior lighting will be provided at parking areas, bus loops, and intersections. 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 (NFO), which provides cutoff angles to limit light spillage to adjacent properties. A visual overview of roadway illumination is provided in Proposed Site Plan Map, Drawing Nos. SC- PSP146 through -148 in Attachment C – Site-Specific Drawings. Street lighting calculations are provided in Exhibit Book, Exhibit 12.

For a description of temporary lighting improvements required during construction see Section 5.3 of this narrative.

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

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

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

The temporary surface parking lot at Site C will be necessary for approximately six years, starting in approximately 2019 and ending before commencement of revenue service in 2024. The construction impacts to the site will be addressed through restoration, as shown in Section 7.

After project construction is complete, the temporary surface parking lot will be removed from service and made available for redevelopment as part of the Town Center corridor. The eight residential homes that will be demolished on Site C for construction of the temporary surface parking lot, are considered a long-term impact. The impacts to Site C resulting from converting the existing residential uses to a temporary surface parking lot are addressed via 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 comprehensive 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.



## **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 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 shown in Drawing Nos. SC-eCHP001 and SC-eCHP002 in Attachment C – 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 C. Lighting during work hours would be provided by mobile light plants, exterior lighting on the contractor trailers, and light poles on equipment. Lights will be pointed inward toward the work site, away from adjacent properties as much as possible while still providing adequate light for safe operations. Luminaire fixture shielding will be provided as required to reduce light spillage at adjacent properties. During nonworking hours, a reduced amount of lighting will be provided to maintain security.

### **5.4 Contractor Parking**

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

### **5.5 Vibration and Noise**

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

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

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

## **5.6 Longevity of Construction**

The cumulative duration of various construction activities at Site C are anticipated to be completed 18 months after construction beginning in February 2019. The temporary surface parking lot will be in service until construction is complete for the new light rail station, plaza, and parking facilities at the existing Mountlake Terrace Transit Center.

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

The temporary surface parking lot work associated with Site C will last for approximately 18 months, beginning in early 2019, but use of the parking lot 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 access will be addressed through restoration.

After project construction is complete, the temporary surface parking lot will be removed from service and made available for redevelopment as part of the Town Center corridor. Please see section 7.0 for restoration details.

## **6.0 PARKING**

### **6.1 Construction Worker Parking**

Contractor parking on local streets will be prohibited. As required by the ROD, parking areas for construction workers will be provided if necessary. For more information please refer to the Lynnwood Link Extension ROD Including ROD Mitigations (ROD Table B-1) (Exhibit Book, Exhibit 17). It will be the responsibility of the contractor to provide temporary parking areas for construction workers. The contractor will be required to submit a Construction Worker Parking Plan to Sound Transit before to 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:

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

### **6.2 Hide and Ride Parking**

As outlined in the ROD, Sound Transit is working with the City to address concerns with hide-and-ride parking in and around the station area. As part of a partnering agreement Sound Transit has executed with 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.

### **6.3 Functionally Equivalent Parking**

The proposed design for the temporary surface parking lot meets the criteria

In the future, Site C will be used as a temporary surface parking lot (approximately 236 stalls) with on-site active bus bays (one drop-off and one pick-up), layovers and a bus loop to be used by transit users and Community Transit during the various phases of construction of the new light rail station, plaza, and permanent transit center surface lot improvements.

The temporary surface parking lot will include approximately 236 parking stalls in total, which provides more than the impacted 206 at the transit center surface lot. Of the 236 total parking spaces, there will be 104 compact parking stalls, 124 standard stalls, and 8 will be Americans with Disabilities Act (ADA)-compliant. The temporary surface lot has autos entering from 236th onto 59th PL W and then turning right into the surface parking lot at a single point of entry. The temporary surface lot is unidirectional for cars until they reach the west side of the lot at which point it becomes bidirectional. There is a single point of exit for the cars that leads out to 236th via 59th PL W. Buses enter from 236th Street SW as well, but continue on 59th PL W into the temporary bus loop there. The loop allows buses to return along 59th PL W to get back to 236th.



## **7.0 MITIGATION AND RESTORATION**

### **7.1 Mitigation of Impacts**

Critical areas on Site C are discussed in Section 1.5 of this narrative. Unavoidable impacts to wildlife habitat and geologic hazard areas are discussed in Section 4.3 of this narrative and shown in Drawing Nos SC-EFM146 through -148 (Attachment C – Site-Specific Drawings). A summary of the mitigation measures that have been established to address project impacts are described below. More detailed information can be found in the City of Mountlake Terrace Critical Areas Report (Exhibit Book, Exhibit 8).

Restoration and mitigation for removal of trees and vegetation within Site C are discussed below. Mitigation related to parking, design and other disciplines is 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. Approximately 10,718 square feet of planting (shrubs, trees) and 13,853 square feet of lawn seed will be provided on Site C. Restoration activities include planting an evergreen buffer of trees and shrubs along the north, west, and east sides of the site, as shown in the landscape plans and as described in Section 3.7. No other tree/shrub restoration is planned for the site due to it being a temporary parking lot slated for redevelopment once the project construction is complete. The remainder of planting areas will have lawn seeding for erosion control purposes, as shown in Drawing Nos. SC-LPP246 through -248 in Attachment C – Site-Specific Drawings.

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

As noted in Section 5.7, the temporary surface parking lot associated with Site C will be necessary for approximately six years, starting in 2019 and ending before commencement of revenue service in 2024. The construction impacts at Site C will last for 18 months. The description of interim versus long-term mitigation and restoration measures are discussed by subject areas below.

#### **7.3.1 Vegetation**

Trees removed in Site C will be mitigated as part of the city-wide tree mitigation requirements and per the agreements made between Sound Transit and the City.

#### **7.3.2 Wildlife Habitat Areas**

Sound Transit anticipates that 85 Priority Habitat trees will be impacted due to construction activities on the northern half of Site C. To mitigate the unavoidable impacts to trees within the Priority Habitat area, Sound Transit proposes to provide funding to the City for off-site tree replacement at a 3:1 ratio (per the Critical Areas Concurrence Letter, dated February 13, 2019; Exhibit Book, Exhibit 9a). The mitigation requirements only apply to trees removed from Priority Habitat areas that are outside of the WSDOT limited access ROW. For the combined impacts between Site B, C, and D, 654 trees will be planted at sites within the City of Mountlake Terrace at sites to be selected by the City.

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 February 13, 2019 (Exhibit Book, Exhibit 9a). The on-site restoration and off-site tree planting at a 3:1 ratio will result in no net loss to the critical habitat.

### ***7.3.3 Geologic Hazard Areas***

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

Temporary erosion and sedimentation control (TESC) measures are incorporated in the project construction requirements to reduce the risk of erosion during construction, and permanent landscaping has been incorporated into the project design to provide permanent erosion protection. The project has been designed with consideration of static and seismic slope stability for all structures located in areas with sloping ground to reduce the risk of potential landslides. Stormwater facilities have been designed appropriately manage stormwater runoff throughout the Project area.

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

### ***7.3.4 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 on site will address potential landslide hazards, which will be mitigated by the design such that the finished Project is expected to result in no impact or

improved stability in potential landslide hazard areas. Refer to Section 3.2 for additional design information.

### **7.3.5 Aesthetics**

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

### **7.3.6 Access**

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

### **7.3.7 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 existing transit center by providing interim parking for up to 18 months, while the temporary commuter surface parking lot 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 lot will be adequate to serve riders.

### **7.3.8 Noise**

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

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

A Construction Noise and Vibration Mitigation and Monitoring Plan will be developed by the construction contractor and approved by the Sound Transit Construction Management Consultant

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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 mitigations.

## 8.0 CONDITIONAL USE PERMIT DECISION CRITERIA

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

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

**RESPONSE:** The Project has been designed to be consistent with the City's Comprehensive Plan (adopted June 2015, amended 2017). Exhibit 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, Site C includes a cul-de-sac at 59 Place W with eight residential properties, immediately to the north of 236th Street SW. The established character of the surrounding area is primarily related to transportation infrastructure with the transit center (Site B) west of the site, and the I-5 corridor. There is also a park and residential neighborhoods to the north, south, and east of Site C.

For the Project, Site C will be used as a temporary surface parking lot with on-site active bus bays, layovers and a bus loop to be used by transit users and Community Transit during the various phases of construction of the new light rail station, plaza, and permanent transit center surface lot improvements. The temporary surface parking lot will require the demolition of eight homes, and will be used during station and guideway construction, after which it will be removed from service and made available for redevelopment. After construction, the appropriate permanent use of the site can be determined by the City. The design and use of Site C will not adversely impact the established surrounding community character.

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 C – Site Specific Drawings, Drawing Nos SC-PSP146 through -148.

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

Buildings surrounding Site C include residential homes and the transit center (Site B). The proposed work at Site C will not adversely affect the character of buildings surrounding the site. The work at Site C will include demolishing eight residential homes, but there are no structures proposed at Site C and the work will not impact building facades, scale, or modulation near the site.

### **Tree Cover and Landscaping Impacts**

The tree cover and landscaping surrounding Site C are unique due to the native vegetation, predominantly consisting of Douglas fir and western red cedar. The project work at Site C will not adversely affect the established character of the surrounding vicinity regarding tree cover and landscaping. Proposed landscaping at Site C consists of seeding at all interior landscape areas, and evergreen buffer planting along the north and east sides of the site.

### **Signage (Sign and Location)**

Signage surrounding Site C is predominantly related to transportation and the existing transit center (Site B). There are wayfinding signs at Veteran's Memorial Park. The project work at Site C will not adversely impact the character of surrounding signage. There will be no permanent signage at this site. Minor temporary directional signs needed for construction will be removed when construction is complete.

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

Parking surrounding Site C is associated with residential houses and the transit center (Site B). The project work at Site C will not adversely impact the surrounding parking areas because Sound Transit is using Site C as a temporary parking lot that will provide 206 relocated parking stalls (236 total stalls) for the Transit Center while the existing surface lot at the Transit Center is used for construction and staging areas. After construction the temporary lot will be made available for development. Future development will address parking, as required by the City.

### **Fencing Impacts**

Fencing around Site C is associated with the Transit Center (Site B). There are also residential fences in surrounding neighborhoods. The project work at Site C will not adversely affect the character of the surrounding fences. Security fencing and/or screening walls will surround light rail facilities, providing protection to patrons. After construction the temporary lot will be made available for development. Future development will address fencing, as required by the City.

### **Walkability Impacts**

There are existing sidewalks along 236th Street SW. Site C is adjacent and to the east of Site B. Although the work at Site C does not include new sidewalks, the proposed design for the Mountlake Terrace Transit Center and Station (Site B) is intended to increase walkability to and from the station. The work for Site B will include new sidewalks along 236th Street SW that will connect with improvements associated with the Mountlake Terrace Main Street Revitalization Project. These new sidewalks will connect to the community east of the station, and provide a planted amenity strip with that uses street trees as a buffer to traffic.

**In addition, work at Site B will include a dedicated pedestrian pathway from Veterans Park, north of Site C, through the parking lot, to the station plaza, increases access to the surrounding neighborhood as well as improving pedestrian safety within the parking lot.**

#### **Additional Public Amenities**

**The project work at Site C will not adversely affect the established public amenities, but will greatly increase access to public amenities by providing the citizens of Mountlake Terrace with access to high capacity multimodal public transit. There are no additional public amenities proposed for Site C.**

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

#### **RESPONSE:**

##### **Noise and Vibration Impacts**

**The sources of existing noise and vibration at Site C are primarily associated with the I-5 corridor. Per the Federal Transit Administration (FTA) manual, existing noise levels at Site C, correspond to a noise 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 16 residences within 250 feet of Site C that may be impacted by noise and vibration.**

**Standard mitigation, where necessary and to the extent practicable, may consist of but not be limited to portable noise walls, temporary noise barriers (acoustic blankets on fencing), and vehicle broadband backup alarms or smart alarms for nighttime to lessen impacts from construction activities. Where feasible, temporary noise walls that provide partial mitigation will be installed to replace existing traffic noise walls to partially compensate during periods when these walls must be taken down for construction of the Project.**

**A noise wall extending at least 9 feet above the parking lot surface along the east side of the site to reduce noise impacts from the temporary park-and-ride facility to the adjacent community. 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 comprehensive application package.**

To ensure that the established character of the surrounding vicinity is not adversely impacted by noise or vibration, Sound Transit assessed noise and vibration in the FEIS and is continuing to assess impacts and confirm mitigations as more design details become available, as discussed in Sections 3.8, 4.4, 5.5, and 7.3.8. Noise and vibration mitigation measure commitments are described in the ROD. See 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) for additional details.

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 7.3.8 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 C.

Potential short-term odors from construction at Site C could occur from diesel and exhaust fumes from construction vehicles and excavation equipment. These odors are generated while equipment is in use, localized to the construction site, and will dissipate once work is completed in each localized area. The surrounding vicinity will not be adversely affected by these odors, which are generated while equipment is in use, localized to the construction site, and will dissipate once work is completed

**in each localized area. Potential odors from longer-term operation of the Project will be consistent with other transportation facilities, such as vehicle exhaust from commuters utilizing the light rail station's park-and-ride facilities. These occasional odors are common in the I-5 corridor and are not expected to adversely affect the surrounding vicinity.**

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

**RESPONSE: Traffic surrounding Site C is primarily associated with the I-5 corridor and existing transit center located west of Site C. Traffic patterns surrounding Site C are also associated with the residential neighborhoods around the site.**

**Sound Transit expects an increase in traffic at Site C 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:**

**For the Project, Site C will be used as a temporary surface parking lot with on-site active bus bays, layovers and a bus loop to be used by transit users and Community Transit during the various phases of construction of the new light rail station, plaza, and permanent transit center surface lot improvements. The temporary surface parking lot will require the demolition of eight homes, and will be used during station and guideway construction, after which it will be removed from service and made available for redevelopment. After construction, the appropriate permanent use of the site can be determined by the City. The design and use of Site C will not adversely impact the established surrounding community character. 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 approval the Site Safety and Security Plan (SSSP) which will address site safety and security. The SSSP will include sections to specifically address protection of the public when work is occurring above areas that are open to public access and how access to the all work areas will be controlled. The contractor will be required to maintain good housekeeping both onsite and adjacent public facilities. The contractor will be required to maintain both vehicle and pedestrian traffic circulation adjacent to the station site in accordance with**

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**Manual on Uniform Traffic Control Devices (MUTCD) and approved traffic control plans, which may include signage, barriers, lighting, flaggers, and/or uniformed police officers.**

**During construction, work areas on Site C will be fenced off to provide safety for both the public and construction staff. The completed parking lot will provide off-street parking for users of the Mountlake Terrace Park-and-Ride during construction of the permanent parking lot and light rail station. The off-street location of the lot will not restrict neighborhood pedestrian or vehicle circulation, and the facility will be designed to meet all applicable parking and safety standards, including security lighting, internal circulation, and fire department access.**

**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 C is within the BC/D 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 C, regarding compliance with municipal code and development standards.**

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

**RESPONSE: The Project use of Site C is required for construction of a public infrastructure project that will serve Mountlake Terrace residents and visitors. The construction activities on site will not adversely impact the service of existing public facilities (sewer, water, fire stations, hospitals, schools, etc.). The Project has been designed to incorporate new public facilities improvements as may be needed at Site C, including a closed conveyance stormwater management system that provides flow control and water quality treatment; new service for proposed parking lot lights; and a relocated fire hydrant. Refer to Sections 3.10 and 3.11 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.

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

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

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

**RESPONSE:** For the Project, Site C will be used as a temporary surface parking lot with on-site active bus bays, layovers and a bus loop to be used by transit users and Community Transit during the various phases of construction of the new light rail station, plaza, and permanent transit center surface lot improvements. After construction, the appropriate permanent use of the site can be determined by the City. Site C is located within BC/D City zoning district, and within the City Comprehensive Plan Town Center (T/C) consistent land use designation, as shown on the Comprehensive Plan Map adopted February 2018.

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

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

**RESPONSE:** Site C's compliance with all requirements of the MTMC, including all applicable development standards of the BC/D zone, is described in Section 10.0.

- 3) ***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 (Section 3.0 of this narrative), the Project will incorporate improvements to public facilities to any extent that existing capacity is insufficient at Site C. Improvements included in the Project at Site C include stormwater-management facilities, dry utilities, and pedestrian and vehicular access routes.**

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

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

- 5) *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 C'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 C comply with each requirement.

**Table 1: Site C Code Compliance**

<b>Chapters</b>	<b>Summary Description</b>	<b>Project Compliance</b>
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 C. Project noise during operations is controlled by mitigation measures incorporated into the design (e.g., noise walls) according to FTA guidelines. Additional details of the analysis and proposed mitigation is provided in the L300 Noise, Vibration and Groundborne Noise Report in (Exhibit Book, Exhibit 10), and the L300 Construction Noise, Vibration and Groundborne Noise Report in (Exhibit Book, Exhibit 15). The MTMC does not regulate operational noise associated with the Project.
12.05 – SIDEWALKS – REPAIR AND MAINTENANCE RESPONSIBILITY	This chapter establishes a City-wide policy 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 C will be constructed in compliance with the City’s engineering standards. Existing sidewalks will be inspected and replaced as necessary if in damaged condition.
12.20 – COMMUNICATIONS – USE OF RIGHT-OF-WAY BY WIRELINE SERVICE PROVIDERS	The chapter establishes guidelines to permit and manage reasonable access to City right-of-way for communication purposes.	MTMC 12.20 does not apply to Site C. No communication equipment will be installed at Site C.
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 Site C.
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 Site C.
13.20 – SANITARY SEWERS	The chapter establishes regulations for the construction and operation of	MTMC 13.20 is not applicable to Site C. No sanitary sewers will be constructed at Site C.

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<b>Chapters</b>	<b>Summary Description</b>	<b>Project Compliance</b>
	sanitary sewers, including construction standards, and the permitting process.	
13.25 – SANITARY SIDE SEWERS	This chapter regulates the construction and operation of sanitary side sewers.	MTMC 13.25 is not applicable to Site C. No sanitary side sewers will be constructed at Site C.
13.35 – WATER PRESSURE REGULATING VALVES	This chapter provides requirements for pressure regulating valves for existing and new water service.	MTMC 13.35 is not applicable to Site C. No water pressure regulating valves will be constructed at Site C.
13.50 – IMPROVEMENTS	This chapter provides a permitting process and construction standards for all “public or private improvements.” Improvements are defined by the City as all construction constituting a valuable addition to or modification of all public and private lands by the installation of any and all facilities conveying water, sanitary sewage, storm waters, grading, clearing, electricity, heating gases, telephone and television signals, and vehicular and pedestrian traffic, and by creating in accordance with City ordinances vehicular parking, landscaping, irrigation, and sight-screening on private property.	The Project will comply with the City permitting process and construction standards for work required at Site C. Illustrations of the proposed improvements, including landscaping are provided in Drawing Nos. SC-PSP146-148 and SC-LPP246-248 in Attachment C – Site-Specific Drawings. Sound Transit will apply for construction permits in the construction phase of the Project, prior to the commencement of associated work.
13.55 – FIRE HYDRANT INSTALLATION	This chapter ensures the installation of fire hydrants within the City compliance with the City Engineer’s plans MT-G1, MT-G2, MT-G3, and MT-G4.	Site C will require the relocation of one fire hydrant. This work will be completed in compliance with the code and will be located within the City’s water system. Illustrations of the proposed improvements are provided in Proposed Site Plan Map, Drawing Nos. SC-PSP146-148 in Attachment C – 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).	There will be no wastewater discharge from Site C (temporary parking lot site) after removal of the existing sanitary sewer main from the Site C property as part of the Project. Therefore, the requirements for wastewater pretreatment will not apply to this site.
15.05 – BUILDING CODE	This chapter regulates all structures within the city. The City has adopted several International Building, Mechanical, Performance, Green, Fuel Gas, National Electrical, Energy	Sound Transit will apply for all required construction permits during the construction phase of the Project, before commencement of any associated work.

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	<p>Conservation, Uniform Plumbing, and Fire Codes, among others. It also lays out the process of the associated local permits, tree removals, public right-of-way protection, and site improvements.</p>	<p><b>Building Codes and Permits:</b> There are no proposed buildings at Site C. No building permits will be required.</p> <p><b>Tree Removal Standards and Permits:</b> Sound Transit will protect and preserve trees on Site C to the extent possible, and will conduct any removal in compliance with MTMC 15.05. Exhibit 20 of the Exhibit Book provides the Draft Tree Removal and Mitigation Report.</p> <p><b>Public Right-of-way Protection:</b> All constructed light rail facilities and acquired property will be protected by security fence and/or screen wall. Fencing will be designed and constructed in accordance with Sound Transit Design Criteria Manual (DCM) Chapter 6.7 (Exhibit Book, Exhibit 21), and will also conform to MTMC 19.120.200. All fencing on private property within the City of Mountlake Terrace will only be constructed after acquiring the necessary fence permit from the City.</p> <p><b>Public and Site Improvements:</b> As part of this Application, Sound Transit is submitting plans for all public and site improvements required at Site C. Plans of these improvements are provided in Attachment C – Site-Specific Drawings.</p>
<p>15.10 – FIRE CODE</p>	<p>This chapter regulates fire protection development standards for all infrastructure within the city. The City has adopted the International Fire Code (2015 Edition), as amended. In addition, the City has adopted several local amendments to the International Fire Code to add, amend, delete or replace sections.</p>	<p>Site C will be designed and constructed to conform to IFC, 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.</p>
<p>15.35 – PERFORMANCE GUARANTEES AND WARRANTIES</p>	<p>The chapter sets forth the regulations for all performance guarantees and warranties, which are required prior to the approval of any City permit.</p>	<p>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.</p>
<p>16.05 – PROCEDURES UNDER THE STATE</p>	<p>The City adopted this chapter to implement the SEPA and the State</p>	<p>As noted in the Background section of this application Sound Transit is the lead agency for the Project’s compliance with SEPA, and</p>

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ENVIRONMENTAL POLICY ACT	Environmental Policy Act Rules (WAC 197-11).	the Project has been subject to procedural and substantive SEPA review through issuance of the Project environmental 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 C is designed to avoid and minimize impacts on critical areas, to the where possible. Sound Transit will comply will all development restrictions applicable to critical areas outside WSDOT limited access ROW, and is seeking the exception request described in Section 10.1 of this narrative.
16.20 – CONTROLLING STORMWATER RUNOFF FROM NEW DEVELOPMENT, REDEVELOPMENT, AND CONSTRUCTION SITES	This chapter regulates stormwater during both construction and operation of infrastructure within the City.	Stormwater management facilities at Site C have been designed to comply with MTMC 16.20. Due to the temporary nature of this site and the site constraints, low impact development was not included. A visual overview of these facilities is provided in Proposed Site Plan Map in Attachment C – Site-Specific Drawings. Additional details are provided in the Draft Mountlake Terrace Drainage Report (Exhibit Book, Exhibit 14).  Sound Transit’s contractors will be responsible for development and implementing the Stormwater Pollution Prevention Plan (SWPPP), Temporary Erosion and Sediment Control (TESC) Plans which will be reviewed by the City and Ecology, inspecting and maintaining Best Management Practices, and monitoring and reporting. TESC measures will be provided for the Project in accordance with the City of Mountlake Terrace Engineering Standards, Washington State Department of Ecology Stormwater Management Manual for Western Washington, and Sound Transit Individual Construction Stormwater Permit.
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	As noted above, Exhibit 18 of the Exhibit Book provides a detailed narrative of the Project’s consistency with the Comprehensive Plan. See Exhibit 16 of the Exhibit Book for the preliminary TESC and SWPPP.

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

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		<p>MTMC 19.120.200. All fencing on private property within the City will be constructed after acquiring such City permits as may be necessary.</p> <p>Supplemental Public Notification: In compliance with Section 18.15.070(A) and Chapter 18.25 of the MTMC, Sound Transit will coordinate with the City to place public notice signs at key locations and provide notification of a public hearing. See the background section of the Introduction to the Application Package for information regarding Sound Transit’s public outreach for the Project.</p>
<p>18.25 – PUBLIC NOTIFICATION – MAJOR LAND USE</p>	<p>This chapter establishes requirements for the proponents of certain types of major land use proposals to provide additional public notice signs to supplement the City’s normal public hearing postings.</p>	<p>Sound Transit will coordinate with the City to place public notice signs throughout the City at key locations for the Conditional Use Permitting process.</p>
<p>18.30 – IMPACT FEES</p>	<p>This chapter establishes a process for the City to charge and collect fees to ensure that all new development bears its proportionate share of the capital costs of off-site park and transportation facilities reasonably related to new development. These fees are necessary to maintain adopted levels of park service, and to maintain adopted levels of service in the City’s transportation facilities at the time of new development.</p>	<p>The Project is not subject to impact fees pursuant to state law, RCW 82.02.090.</p>
<p>19.23 – DEVELOPMENT STANDARDS – USES</p>	<p>This chapter provides a selection of allowable use standards that are applicable to the Project, specifically where transportation and certain types of electrical vehicle infrastructure are allowed.</p>	<p>Electric Vehicle stalls will be moved to the existing 20 stall parking lot, south of the parking garage (Site B Station area). There will not be EV stalls at the temporary parking lot on Site C.</p>
<p>19.50 – COMMERCIAL BUSINESS DOWNTOWN DISTRICT</p>	<p>This chapter provides specific development standards for the Commercial Business Downtown (BC/D) zoning district.</p>	<p>Site C is located within a BC/D zoning district.</p> <p>Allowable Uses: Pursuant to Chapter 18.15, the Project is a Type A essential public facility, and is allowed in any zoning district through issuance of a Conditional Use Permit.</p> <p>Dimensional Regulations: The Project conforms to all development standards, where possible, including height, bulk, scale,</p>

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		and dimensional regulations, established in the MTMC. The Project is a Type A essential public facility and local codes cannot preclude the siting of such facilities. Scaled plans of all proposed facilities are provided in Attachment C – Site-Specific Drawings.
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.	Design Standards and Permits: There are no proposed street improvements in Site C.  Transportation Mitigation, Impact Fees, and Concurrency: As part of a region-wide effort to improve access to modes of transportation that offer alternatives to traffic congestion associated with peak-period trips, the Project will function as an essential public facility providing the public access to high capacity multimodal connections between light rail, bus transit, and non-motorized modes of circulation. Although the Project is not subject to concurrency requirements as a transportation facility of statewide significance, see RCW 36.70A.070(6)(c) and 47.06.140(1), Sound Transit will implement the mitigation measures established through environmental review including the impacts to the City’s transportation facilities identified in the FEIS and ROD.
19.110 – PERMITS AND PROCEDURES	This chapter sets forth the procedures and standards for review of land use applications regulated by Title 19, which includes the Project.	Sound Transit is coordinating with the City to permit the Project through all applicable permitting processes. As directed by the City, Sound Transit is complying with the conditional use permitting process with the submittal of this Application, which will be evaluated under both the conditional use permit and site development plan criteria. To the extent that the Project’s unique nature prevents it from conforming to particular requirements, Sound Transit will request 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 uses, regardless of zoning district. This chapter also establishes standards applicable to special uses that, by their nature,	As illustrated in the Lynnwood Link Extension FEIS, the Project has been designed to avoid, minimize, and mitigate environmental impacts. Section 7.0 of the narrative of this narrative contains mitigation measures from the FEIS and ROD that are applicable to both operation and construction

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	<p>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>of the Project within the City. Exhibit 17 of the Exhibit Book contains the Summary of ROD Mitigations. Table B-1 of the ROD (Exhibit 17) includes mitigations.</p> <p><b>Air Quality and Fugitive Dust:</b> The activities at Site C will comply will 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><b>Lighting:</b> 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><b>Noise and Vibration:</b> 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</p>

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		<p>compensate during periods when these walls must be taken down for construction of the Project.</p> <p>Fences and Hedges: As part of this Application, Sound Transit is submitting applicable landscape plans that illustrate screening and perimeter landscaping on interior lot lines and buffering requirements for Site C as required by 19.130.230. Proposed plans are provided in Proposed Site Plan Map in Attachment C – Site-Specific Drawings.</p> <p>Grading and Drainage: As part of this Application, Sound Transit is submitting all necessary information for a site development plan needed for grading and drainage activities at Site C. Proposed plans are provided in Proposed Site Plan Map in Attachment C – Site-Specific Drawings.</p> <p>Street Lighting: 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 C.</p>
19.125 – OFF-STREET PARKING AND LOADING	This chapter provides standards for off-street parking and loading areas, including their location, size, and capacity.	The parking facilities at Site C have been designed per the City’s design standards, as illustrated in Drawing Nos. SC-PSP146-148 in Attachment C – Site-Specific Drawings.
19.126 – ELECTRIC VEHICLE INFRASTRUCTURE	This chapter establishes regulations for electric vehicle infrastructure, including permitted locations, infrastructure requirements, and signage.	Electric Vehicle stalls will be moved to the existing 20 stall parking lot, south of the parking garage (Site B Station area). There will not be EV stalls at the temporary parking lot on Site C.
19.130 – LANDSCAPE DEVELOPMENT AND SITE BUFFERING	This chapter provides landscape development, site buffering, and maintenance requirements for all proposed and existing developments.	Landscaping for Site C has been designed, in coordination with the City, to meet landscape standards. Drawings of the proposal are provided in Drawing Nos. SC-LPP246-248 in Attachment C – Site-Specific Drawings. Construction permits will be applied for later during the construction phase of the Project, prior to the commencement of any associated work.
19.135 – SIGN REGULATIONS	This chapter regulates the use of exterior signs and displays.	Signage at Site C will comply with all requirements of MTMC 19.135, as illustrated in Proposed Site Plan Map in Attachment C – Site-Specific Drawings.

## 10.1 Exception Requests

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

*MTMC 16.15.360 Reasonable use exceptions.*

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

Sound Transit is requesting two reasonable use exceptions, one to MTMC 16.15.420 for the use of Critical Wildlife Habitat, and one to 16.15.430 for the use of a Class IV Landslide Hazard Area. 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.

### **Request #1 – Critical Areas Reasonable Use Exception Request**

*MTMC 16.15.420 Wildlife Habitat*

- 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.*

**Exception Request:** A portion of Site C property to be developed is within a Priority Habitat area designated by the Washington Department of Fish and Wildlife (WDFW) and therefore meets the definition of Critical Habitat as defined by the City of Mountlake Terrace. As mapped, the Priority Habitat area extends northward from Site C into Veterans Memorial Park where a large portion of the Priority Habitat is located. Site C is being developed as a temporary parking facility to accommodate transit riders and the associated transit bus movements for pick up and drop off of riders. The entire site area is needed to be able to accommodate the number of parking spaces required to replace existing transit center parking that will be displaced during the station, guideway, and permanent parking lot construction activities. Based on an analysis of properties within the immediate area of the transit center for site

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characteristics including total area, topography, number of residences to be displaced and impacts to neighbors of the developed parking facility, there are no reasonable alternatives. There are no reasonable alternatives available to replace the proposed Site C temporary parking lot, which is a necessary part of the new light rail system, which is a critical public facility. The removal of the designated trees from the site as proposed would require that a Reasonable Use Exception be granted, per MTMC 16.15.360.

**Justification:** Site C is comprised of the only available nearby properties that can be combined to form a site that is both large enough and of the proper configuration to accommodate the required temporary parking facilities, together with load/unload areas and bus layover spaces. The location is critical for it to be usable for riders that need to access the freeway flier stop, and to allow riders using the existing parking garage to use the buses that will arrive and depart from the new temporary parking and bus facility. After light rail construction activities are completed, the parking lot will no longer be needed and the property can be restored to its original state if desired. The lot will provide parking for approximately 236 vehicles, whose users will be taking transit rather than commuting on the highways.

**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 temporary surface parking lot and load/unload areas and bus layover spaces.
2. There is no other practical alternative to the proposed improvements with less impact on critical habitat. Site C is comprised of the only available nearby properties that can be combined to form a site that is both large enough and of the proper configuration to accommodate the required temporary parking facilities, together with load/unload areas and bus layover spaces. Adjacent areas would either have more impacts to Priority Habitat and/or be too far away from the Project. The work within Site C is 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 C 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 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

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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 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 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.

## **Request #2 – Critical Areas Reasonable Use Exception Request**

### *MTMC 16.15.430 Geologic Hazard*

*1. General Standard. The City may approve, condition or deny proposals for the alteration of geologic hazard areas based on the degree to which significant risks posed by critical hazard areas to public and private property and to public health and safety can be mitigated. The objective of mitigation measures shall be to render a site containing a critical geologic hazard site as safe as one not containing such hazard or one characterized by a low hazard. In appropriate cases, conditions may include limitations of proposed uses, modification of density, alteration of site layout and other appropriate changes to the proposal. Where potential impacts cannot be effectively mitigated, or where the risk to public health, safety and welfare, public or private property, or important natural resources is significant notwithstanding mitigation, the proposal shall be denied, unless permitted as a reasonable use exception under MTMC 16.15.380.*

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

**Exception Request:** Site C will be used as a temporary surface parking lot (approximately 236 stalls) with on-site active bus bays (one drop-off and one pick-up), layovers and a bus loop to be used by transit users and Community Transit during the various phases of construction of the new light rail station, plaza, and permanent transit center surface lot improvements. The temporary surface parking lot will require the demolition of eight homes, and will be used during station and guideway construction, after which it will be removed from service and made available for redevelopment. There are no reasonable alternatives

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available to replace the proposed Site C improvements, which are a necessary part of the new light rail system, which is an essential public facility. The development of the site as proposed will require that an exemption be granted for construction of the project components described above.

**Justification:** Site C is comprised of the only available nearby properties that can be combined to form a site that is both large enough and of the proper configuration to accommodate the required temporary parking facilities, together with load/unload areas and bus layover spaces. The location is critical for it to be usable for riders that need to access the freeway flier stop, and to allow riders using the existing parking garage to use the buses that will arrive and depart from the new temporary parking and bus facility. After light rail construction activities are completed, the parking lot will no longer be needed, and the property can be restored to its original state if desired. The lot will provide parking for approximately 236 vehicles, whose users will be taking transit rather than commuting on the highways.

**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 temporary surface parking lot and load/unload areas and bus layover spaces.
2. There is no other practical alternative to the proposed improvements with less impact on Class IV landslide area. Site C is comprised of the only available nearby properties that can be combined to form a site that is both large enough and of the proper configuration to accommodate the required temporary parking facilities, together with load/unload areas and bus layover spaces. Adjacent areas would either have more Class IV landslide hazard areas and/or be too far away from the Project. The work within Site C is a necessary part of the Project, an essential public facility. Therefore, construction in the landslide hazard area is unavoidable.
3. Planned improvements on Site M do not pose an unreasonable threat to the public health or safety on, or off, and are not materially detrimental to property. The L300 Geotechnical Recommendations Report referenced in the Mountlake Terrace Critical Areas Report (Exhibit Book, Exhibit 8) includes the geotechnical analysis and recommendations for Site C. Sound Transit facilities are designed in accordance with International Building Code (IBC), American Association of State Highway Transportation Officials (AASHTO), and Sound Transit design standards as appropriate to meet all safety requirements. Based on the geotechnical information, the Project will not decrease the factor of safety for landslide occurrences. Slopes and retaining structures will be evaluated and designed for adequate stability using appropriate techniques such as limiting slope inclination, limiting surcharge loading, or adding slope reinforcement such as ground anchors.
4. Sound Transit plans to mitigate unavoidable temporary impacts to landslide hazard areas by regrading and planting vegetation after construction is complete to provide final slope stability that, at a minimum, meets current conditions. Retaining walls will be installed at the west, north, and east edges of the Site C boundary, which will temporarily replace the steep slopes with flatter slopes within the Site boundary. Also, temporarily disturbed areas adjacent to the retaining walls will be replanted with vegetation to provide erosion control. This approach mitigates temporary

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impacts to the existing critical area functions and values because it lessens the risk of sloughing, erosion, or sediment transport within the Site boundary. No net loss of functions and values associated with the landslide hazard areas is expected. Best management practices will be used during construction as indicated in the L300 Geotechnical Recommendations Report, which is referenced in the Mountlake Terrace Critical Areas Report (Exhibit Book, Exhibit 8).

5. The impacts to Class IV landslide hazard areas and alterations permitted are the minimum necessary to develop the LLE and will be mitigated consistent with the mitigation standards. Plans for the project include a drainage plan, and restoration plans. Temporary Erosion and Sedimentation Control Plans (TESC) will be prepared by the contractor and submitted to Sound Transit for approval prior to construction. Stormwater will be treated in accordance with the L300 NPDES permit issued by Ecology.
6. Sound Transit's evaluation of avoidance and minimization measures are documented in the LLE Final Environmental Impact Statement. Further efforts to avoid and minimize impacts to sensitive resources were evaluated during preliminary engineering and final design. All temporary impacts to sensitive resources will be restored after construction is complete.
7. The Project is consistent with all other applicable regulations and standards.

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## **ATTACHMENT C: SITE-SPECIFIC DRAWINGS**