



SOUNDTRANSIT

**Site D 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 Access 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 D is located east of I-5, south of 230th Street SW, west of 61st Avenue W,
and north of 232nd Street SW.

CITY OF MOUNTLAKE TERRACE PROJECT LOCATION:

Site D (23112 61st Avenue W)

Submitted to:

The City of Mountlake Terrace
Department of Community and Economic Development

Applicant:

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

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Attachment D: Site-Specific Drawings

ACRONYMS AND ABBREVIATIONS

AASHTO	American Association of Station Highway and Transportation Officials
ADA	Americans with Disabilities Act
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
GIS	Geographic information system
I-5	Interstate 5
IBC	International Building Code
Ldn	Day-night average sound level
Leq	dBA equivalent continuous noise level
LID	low impact development
MTMC	Mountlake Terrace Municipal Code
PFS	Public Facilities and Services
ROD	Record of Decision
ROW	Right-of-way
RS 7200	Single-Household Residential
SEPA	State Environmental Policy Act
SSSP	Site Safety and Security Plan
SWPPP	Stormwater Pollution Prevention Plan
TESC	Temporary Erosion and Sediment Control
TPSS	Traction Power Substations
ULR	Urban Low Residential
WAC	Washington Administrative Code
WDFW	Washington Department of Fish and Wildlife
WSDOT	Washington State Department of Transportation

INTRODUCTION

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

This narrative describes the portion of the Project known as Site D. Site D is located south of 230th Street SW, north of 232nd Street SW, east of Interstate 5 (I-5), and west of 61st Avenue W, as shown in the Vicinity Maps (Exhibit Book, Exhibits 1 and 2).

1.0 EXISTING SITE CONDITIONS

1.1 Size and Configuration of Site

Site D is approximately 10,194 square feet (0.2 acre) of privately-owned land (parcel #00522000302300). Additional parcel information is provided in the Property Acquisitions document (Exhibit Book, Exhibit 7). Site D is located east of the Interstate 5 (I-5) at 232nd Street SW and 61st Avenue W. The location of Site D, including a minimum of 500 feet from the perimeter of the site, parcel lines, and collector arterials are shown on the Vicinity Map (Exhibit Book – Exhibits 1 and 2). A visual overview of the site and its existing conditions, including property lines, adjacent rights-of-ways, public improvements, traffic-control devices, and easements on or adjacent to the site is provided in the Existing Features Map Drawing No. SD-EFM111 (Attachment D – Site Specific Drawings).

1.2 Zoning Designation

As shown on the City of Mountlake Terrace (City) Official Zoning Map (adopted March 2018), Site D is located within the Single-Household Residential (RS 7200) zoning district. Properties surrounding Site D are also within the RS 7200 zoning district. WSDOT ROW (I-5) borders Site D to the west.

1.3 Topography

The east side of Site D has a residence and is relatively flat. The west side, which is where the impacted area is, slopes downhill toward the west and has an approximate slope of 75% and is primarily covered by forested vegetation. Topography details for Site D are provided in the Existing Features Map on Drawing No. SD-EFM111 in Attachment D – Site-Specific Drawings.

1.4 Vegetation

Existing vegetation at Site D consists of native forested conifers, interspersed with clusters of deciduous trees on the western half of the site, and ornamental landscaping on the eastern half of the site, where the single-family home is located.

1.5 Critical Areas

Critical areas on Site D include wildlife habitat and geologic hazard areas. Site D is also located within an area of moderate aquifer susceptibility. These are discussed in more detail below. There are no wetlands, streams, seismic hazard areas, or flood hazard areas on Site D and are therefore not discussed further. Detailed information and the location of each critical area are provided in the Existing Features Map. See Drawings No. SD-EFM111 (Attachment D – Site-Specific Drawings) and the City of Mountlake Terrace Critical Areas Report (Exhibit Book, Exhibit 8).

This CUP addresses critical areas on Site D which is a privately-owned parcel. It does not address critical areas on the adjacent WSDOT limited access ROW because the City's critical areas code (Chapter 16.15 of the City's Municipal Code) does not apply to critical areas within the WSDOT limited access ROW (see Critical Areas Concurrence Letter, dated March 19, 2018) (Exhibit Book, Exhibit 9). Detailed information that describes critical areas within 200-feet of the light rail alignment can be found in the attached City of Mountlake Terrace Critical Areas Report (Exhibit Book, Exhibit 8).

1.5.1 Wildlife Habitat Areas

From the Mountlake Terrace Transit Center, a relatively narrow finger of a larger Priority Habitat area extends northward to approximately 230th Street SW. The Washington Department of Fish and Wildlife (WDFW) identifies this Priority Habitat as a biodiversity and Terrestrial Habitat corridor. It also meets the definition of critical habitat as defined by the City of Mountlake Terrace. The Priority Habitat is forested and consists of mostly Douglas fir (*Pseudotsuga menziesii*), with other native deciduous and evergreen trees present.

As mapped by WDFW and as shown on Figure 8 of the Mountlake Terrace Critical Areas Report (Exhibit Book, Exhibit 8), the portion of the designated Priority Habitat north of the transit center is primarily within the WSDOT limited access right-of-way (ROW). However, a very small portion of the Priority Habitat extends onto the western edge of Site D.

1.5.2 Geologic Hazard Areas

There are two types of geologic hazard areas in Site D as defined by the City: critical erosion hazard areas and landslide hazard areas. Site D is part of a larger critical erosion hazard area that extends from SR 104 to approximately 228th Street SW, East of I-5. The critical erosion hazard area encompasses all of Site D. The western portion of Site D is also within a Class IV/Very High Landslide Hazard Area. A very small sliver of Class II/Moderate Landslide Hazard Area is within Site D. All the geologic hazard areas are shown in the Existing Features Map, Drawing No. SD-EFM111 in Attachment D – Site-Specific Drawings and on Figure 10 of the Mountlake Terrace Critical Areas Report (Exhibit Book, Exhibit 8).

1.5.3 Aquifer Recharge Areas

The City of Mountlake Terrace has not mapped any aquifer recharge areas within its jurisdiction. The U.S. Geologic Survey geographic information system (GIS) information from Snohomish County maps most of the project area as low aquifer sensitivity, with some isolated areas of moderate aquifer susceptibility located in the I-5 vicinity, particularly near Hall Lake (Lynnwood) and Ballinger Lake (Mountlake Terrace). Based on the Natural Resources Conservation Service's soil mapping of the area,

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these moderate aquifer susceptibility areas correspond with the City's definition of Aquifer Recharge Areas of Medium Significance in MTMC 16.15.020. There are no wellhead protection areas or sole source aquifers mapped in the project area. U.S. Geologic Survey data from 1997, as reproduced by Snohomish County (2016), documents areas of moderate susceptibility within Site D. This information is shown on Figure 12 in the Mountlake Terrace Critical Areas Report (Exhibit Book, Exhibit 8).

1.6 Routes of Access to Site

Site D is bordered by I-5 to the west, constraining access to the site to 61st Avenue W from the north and 232nd Street SW from the east, as shown on the Vicinity Maps (Exhibit Book, Exhibits 1 and 2).

1.7 Land Use and Site Improvements

Existing Site D features a single-family home at the intersection of 61st Avenue West and 232nd Street SW, as shown on the Vicinity Maps (Exhibit Book, Exhibits 1 and 2). Details of existing land use and site improvements are shown on the Existing Features Map in Attachment D – Site-Specific Drawings, Drawing No. SD-EFM111.

1.8 Surrounding Land Uses

Site D is surrounded by existing single-family homes to the north, east, and south and I-5 borders Site D to the west. Veterans Memorial Park is located approximately an eighth-mile southeast of Site D. Properties to the north, east, and southeast are zoned Single-Household Residential (RS 7200) and a parcel to the south is zoned Public Facilities and Services (PFS), which includes the Mountlake Terrace Police Department and Public Library.

1.9 Parking

Site D includes off-street parking for one residential home, as shown on Drawing No. SD-EFM111 in Attachment D – Site-Specific Drawings.

1.10 Noise and Vibration

The sources of existing noise and vibration at Site D are primarily associated with the I-5 corridor, located just 120 feet west of Site D. The two existing noise measurements made in the surrounding area, as measured and reported in the *Lynnwood Link Extension Final Environmental Impact Statement (FEIS)*, were in the range of 64 and 73 A-weighted decibels (dBA) day-night average sound level (Ldn) with peak-hour levels of 61 and 70 dBA equivalent continuous noise level (Leq). Respectively, the two measurements were made approximately 800 feet north on 61st Avenue W and 500 feet south on 233rd Place SW. Per the Federal Transit Administration (FTA), these sound levels correspond to an urban area. For additional detailed noise analysis, please refer to the L300 Noise, Vibration and Groundborne Noise Report (Exhibit Book, Exhibit 10).

2.0 PROPOSED USES

For the Project, Site D will be temporarily used for access and construction activities. Improvements required to accommodate these uses are detailed in Section 3 of this narrative. Use of Site D will require removal of 3 trees, and partial take of the southwest corner of the residential property to be used for access for construction of the guideway and other activities. A minimal amount of grading will be required, and landscaping will be installed in accordance with the landscaping plans, as referenced in Section 3.7 of this narrative, after construction is completed. The proposed site layout is provided in Drawing No. SD-PSP111 in Attachment D – Site-Specific Drawings.

3.0 PLANNED IMPROVEMENTS

3.1 Structures

Site D will not feature any above-ground structures. Subsurface tie-back anchors to support the adjacent guideway retaining wall will be installed on Site D. Site D is located east of the guideway. The guideway and supporting structures are located entirely within the WSDOT ROW adjacent to Site D. For details related to the guideway, refer to the Guideway narrative, which is part of this comprehensive application package. The proposed site layout is provided in Drawing No. SD- PSP111 in Attachment D – Site-Specific Drawings.

3.2 Design

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

3.3 Aesthetics

Site D will not feature any hardscape aesthetic elements but will be restored with seeding.

3.4 Grading

Minimal grading is proposed for this site. Approximately two cubic yards of cut will be required at Site D. During construction, localized grading will occur as required to support the Site activities. Grading plans are provided in Proposed Site Plan Map, Drawing No. SD-PSP111 in Attachment D – Site-Specific Drawings.

3.5 Routes of Access

Proposed access to Site D will be from I-5 via the interchanges at 236th Street SW and 220th Street SW via 58th Avenue West to 232nd Street SW. A visual overview of existing roadways and proposed improvements are provided in the Vicinity Maps (Exhibit Book, Exhibits 1 and 2). Proposed routes of access to Site D are shown in the Proposed Site Plan Map in Attachment D – Site-Specific Drawings, on Drawing Nos. SD-eCHP001 and SD-eCHP002, with roadway illumination and traffic improvements provided in the L300 Civil Calculations Roadway Illumination and L300 Traffic Engineering Report (Exhibit Book, Exhibits 12 and 13, respectively).

3.6 Retaining Walls

No retaining walls are currently planned for Site D. A subsurface easement for adjacent retaining wall tie-back anchors will be required. For additional detail on retaining walls, tie-back anchors, and required easements, refer to the Guideway narrative, which is part of this comprehensive application package.

3.7 Landscaping

Following completion of the planned improvements, Site D will be landscaped with approximately 866 square feet of native erosion control seed mix and a strip of mulch above the drainage gutter in the south west corner of the yard. Landscape design for Site D is provided in Drawing No. SD-LPP105 in Attachment D – Site-Specific Drawings.

3.8 Noise Walls

There are no noise walls proposed for Site D. An approximate 48-foot long noise wall will be constructed southwest, and outside of the Site D boundary. Additional details relating to noise walls are provided in 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 D.

3.10 Stormwater Management Facilities

There are no proposed stormwater facilities for Site D. The runoff will run south, along the steep hillside, and will continue down and to the west, to a gutter behind the proposed guideway wall and will be conveyed under the guideway and dispersed back along the hillside. Additional information and analysis is provided in the Draft Mountlake Terrace Drainage Report (Exhibit Book, Exhibit 14), and within the Proposed Site Plan Map, Drawing No. SD-PSP111 in Attachment D – Site-Specific Drawings.

3.11 Utilities

Utilities will not be installed on Site D. During construction, temporary services including water, power, sewer and communications, if required, will be coordinated with the utilities and will be removed or abandoned when no longer needed.

4.0 IMPACTS OF PLANNED USE AND IMPROVEMENTS

4.1 Surrounding Area and Land Uses

A land use impact will occur with the conversion of residential land to a temporary light rail construction access and staging area. However, only a portion of the southwest corner of the parcel is being acquired for wall maintenance and for subsurface anchors. The existing residence at Site D will remain occupied during construction, and will not be impacted by installation of the tieback anchors. Use of and improvements on surrounding areas and land uses for Site D can be found in the *Lynnwood Link Extension FEIS* (Sound Transit 2015a: Chapter 4) and Appendix I-4.2 Land Use – Plans, Goals, and Policies (Sound Transit 2015b). See Section 1.8 of this narrative for more information regarding Site D’s surrounding area and land uses.

4.2 Loss of Vegetation

Existing vegetation in the western portion of Site D consists mostly of native conifers, interspersed with deciduous trees. In order to construct the elevated guideway, approximately three hazard trees will be removed from the site along the western edge of the property that abuts the WSDOT limited access ROW. Landscape protection fencing will be used to protect adjacent vegetation during construction. The trees proposed for removal at Site D are within the mapped Priority Habitat area and further discussed below. Tree-removal information for this area is provided in Drawing No SD-eCXP111 in Attachment D – Site-Specific Drawings. Mitigation for tree removal is discussed in Section 7 of this narrative. The trees proposed for removal at Site D are Priority Habitat Trees.

4.3 Critical Areas

A detailed discussion of impacts to critical areas can be found in the Mountlake Terrace Critical Areas Report (Exhibit Book, Exhibit 8). Critical areas present on Site D are limited to wildlife habitat, geologic hazard areas, and aquifer recharge areas (see section 1.5 of this narrative). Unavoidable impacts occur to wildlife habitat and geologic hazard areas as summarized below.

4.3.1 Wildlife Habitat Areas

Sound Transit anticipates that 3 trees within the Priority Habitat Area on Site D will need to be removed on Site D because they have been identified as “Hazard Trees”. Hazard Trees are defined as ‘trees that would present a dangerous condition, or cause damage to the light rail facilities being constructed near the trees in the event that they fall during a storm event or some other reason’. Sound Transit has worked closely with the contractor to minimize the number of trees that will be impacted during construction, which resulted in the protection of 10 other trees on the west end of the Site.

4.3.2 Geologic Hazard Areas

Critical erosion hazard areas and Class IV/Very High Landslide Hazard areas on the west side of Site D will be temporarily impacted by the Project during construction. The limits of clearing do not extend into the Class II Landslide Hazard area. Limited clearing of vegetation and soil disturbance will expose soils in areas defined as critical erosion hazard areas and landslide hazard areas, as shown in Drawing No. SD-EFM111 in Attachment D – Site-Specific Drawings.

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Best management practices (BMPs) will be implemented to limit erosion and sedimentation of exposed soils and a Temporary Erosion and Sediment Control (TESC) plan will be developed, implemented, and monitored by the Contractor to address potential erosion and sediment transport during construction. Temporarily disturbed areas will be restored as soon as practical to minimize the risk of erosion. Therefore, the potential for substantial erosion or for increasing the size of the erosion hazard area is considered low.

Project impacts to landslide hazard areas may include removal of vegetation, excavation of temporary and permanent cut slopes, placement of earth embankment fills, and construction of retaining structures. Project impacts to landslide hazard areas will be minimized by evaluating slopes and designing retaining structures for adequate stability and by using appropriate techniques, such as limiting slope inclination, limiting surcharge loading, or adding slope reinforcement.

The Project will be designed in accordance with the International Building Code (IBC), standards promulgated by the American Association of State Highway and Transportation Officials (AASHTO), Sound Transit design standards, and MTMC 16.15.

4.3.3 Aquifer Recharge Areas

The Project is not anticipated to negatively impact aquifer recharge areas either during construction or operations. Mapping is shown on Figure 12 in the Mountlake Terrace Critical Areas Report (Exhibit Book, Exhibit 8).

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

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

4.4 Noise and Vibration

Potential noise impacts and mitigation measures for the Project were identified in the Lynnwood Link Extension FEIS and Record of Decision (ROD). Sound Transit is further assessing noise impacts and mitigations based on recently available design details. The L300 Noise, Vibration and Groundborne Noise Report will be updated with the next design milestone in December 2018. As stated in the FEIS, Sound Transit will mitigate noise and vibration impacts associated with construction, operation, and maintenance of the Project. There are 17 residences within 250 feet of Site D 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

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

4.5 Illumination and Glare

Permanent lighting improvements are not required for Site D. 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 construction work and access associated with Site D will be necessary for approximately six years, starting in 2019 and ending before commencement of revenue service in 2024. The construction impacts to the site will be addressed through restoration. See section 7.0 of this narrative for restoration details. The portion of Site D impacted during construction (southwest corner) will accommodate construction trailers, staging, and equipment and materials storage for the duration of construction. The site will be graded and seeded as described in Section 3.7 of this narrative. Possible interim noise impacts associated with construction will be addressed as discussed in Section 5.5 of this narrative.

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.

Potential long-term impacts related to removal of three trees will be minimized to the extent possible and mitigated as described in Section 7 of this narrative.

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 access the I-5 corridor as directly as possible using collector and arterial streets. Preliminary haul routes are provided in Drawing Nos. SD-eCHP001-002 in Attachment D – 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 D. Lighting during work hours will likely include mobile light plants and light poles on equipment. Lights will be pointed inward toward the work site, away from adjacent properties, and luminaire fixture shielding will be provided as required to reduce light spillage into 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 discussion of the options planned for contractor parking.

5.5 Vibration and Noise

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

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

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

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

See Sections 4.4 and Section 7.3.8 of this narrative for additional discussion regarding noise impacts and mitigation.

5.6 Longevity of Construction

Construction activities at Site D are anticipated to occur for a few days, but access for guideway construction is required throughout the duration of the approximately six-year construction timeframe for the Project.

5.7 Interim vs. Long-Term Impacts

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

6.0 PARKING

6.1 Construction Worker Parking

Contractor parking on local streets will be prohibited. As required by the ROD, parking areas for construction workers will be provided if necessary. It will be the responsibility of the contractor to provide temporary parking areas for construction workers. The contractor will be required to submit a Construction Worker Parking Plan to Sound Transit before commencement of construction, and this plan will be provided to the City for review as part of the overall Project Temporary Parking Planning. There are several options available for the contractors to accomplish this, including:

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

6.2 Hide and Ride Parking

Site D is located 0.5 miles walking distance from the Mountlake Terrace Station; therefore, “hide and ride” parking is not expected to occur.

6.3 Functionally Equivalent Parking

Site D has a private driveway that is used for off-street parking. It is not impacted by the Project, therefore, equivalent replacement parking is not necessary for this site.

7.0 MITIGATION AND RESTORATION

7.1 Mitigation of Impacts

Critical areas on Site D are discussed in Section 1.5 of this narrative. Unavoidable impacts to wildlife habitat and geologic hazards areas are discussed in Section 4.3 of this narrative and shown in Drawing SD-EMF111 (Attachment D – Site-Specific Drawings). Below is a summary of the mitigation measures that have been established to address Project impacts. More detailed information can be found in the Critical Areas Report (Exhibit Book, Exhibit 8).

7.2 Restoration Proposals

Project-wide, including within the WSDOT limited access ROW, any critical areas temporarily impacted by project construction activities will be restored to pre-construction conditions or better. On Site D, temporarily disturbed erosion hazard areas and landslide areas will be revegetated and restored as soon as practical to minimize the risk of erosion. The surface at Site D will be seeded and restored with approximately 866 square feet of landscaping, as shown in the landscape plans and as described in Section 3.7

7.3 Interim vs. Long-Term

As noted in Section 5.7, the construction work and staging associated with Site D will be necessary for approximately six years, starting in 2019 and ending before commencement of revenue service in 2024. Work related to tree removal on the site is anticipated to last only a few days. A description of interim versus long-term mitigation and restoration measures are discussed by subject area below.

7.3.1 Vegetation

Trees removed on Site D are all within a Priority Habitat area and will be mitigated as described in 7.3.3.

7.3.2 Wildlife Habitat Areas

A small portion of Priority Habitat extends onto the western edge of Site D. Sound Transit anticipates that three trees within the Priority Habitat will be removed because they were identified as hazard trees. To mitigate this unavoidable impact, 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. Those 654 trees will include nine trees needed to mitigate for impacts within Site D.

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 hazards 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 D.

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

Site D has a private driveway that is used for off-street parking. It is not impacted by the Project, and therefore, parking mitigation or restoration is not necessary.

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 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

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to develop the plan. The plan will be provided to the City for review prior to commencement of construction activities outside normal daytime working hours.

7.4 Complaint Hotline and Ombudsman

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

8.0 CONDITIONAL USE PERMIT DECISION CRITERIA

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

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

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

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

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

RESPONSE: As described in Section 1, the existing land use at Site D includes a single-family residence at the intersection of 61st Avenue W and 232nd Street SW, located adjacent and east of the light rail guideway. The established character of the surrounding vicinity is primarily residential homes, and transportation infrastructure (I-5 corridor). For the Project, Site D will be temporarily used for access and construction activities. Use of Site D will require removal of 3 trees, and partial take of the southwest corner of the residential property to be used for access for construction of the guideway and other activities. A minimal amount of grading will be required, and landscaping will be installed in accordance with the landscaping plans, as referenced in Section 3.7, after construction is completed. The proposed site layout is provided in Drawing No. SD-PSP111 in Attachment D – Site-Specific Drawings.

The design and use of Site D will not adversely impact the established surrounding community character. Section 3.0 addresses in detail the planned improvements for Site D, which are briefly summarized below. The proposed site layout is provided on Attachment D - Site-Specific Drawings, Drawing Nos. SD-PSP111 and SD-LPP105.

Building Façade, Scale and Modulation Impacts

Buildings surrounding Site D include residential houses and the Transit Center is south of Site D. There are no structures proposed at Site D. The existing residential home will not be adversely impacted, as the construction access and staging activities will only take place in a portion of the southwest corner of the property. The building façade will not be impacted.

Tree Cover and Landscaping Impacts

The tree cover and landscaping surrounding Site D are unique due to the native vegetation, predominantly consisting of native forested conifers, interspersed with clusters of deciduous trees on the western half of the site, and ornamental landscaping on the eastern half of the site, where the single-family home is located. The project work at Site D will not adversely affect the established character of the surrounding vicinity regarding tree cover and landscaping.

Three trees will be removed from this site but there will be substantial remaining vegetation at the site. After construction is complete the site will be restored with hydroseeding.

Signage (Sign and Location)

The character of signage surrounding Site D is predominantly related to residential streets, the Transit Center, and the I-5 corridor. There are wayfinding signs at Veteran's Memorial Park. The project work at Site D 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 D is associated with residential houses and the Transit Center south of the site. The project work at Site D will not adversely impact the surrounding parking areas. There will be no parking removed at this site and none currently exists except for private parking associated with the one residence.

Fencing Impacts

Fencing surrounding Site D is associated with fencing along WSDOT ROW, and residential fences. The project work at Site D will not adversely affect the character of the surrounding fences. Security fencing and/or screening walls will surround light rail facilities during construction for safety. There are no permanent fences proposed at Site D.

Walkability Impacts

There are sidewalks on residential streets surrounding Site D, however, the I-5 corridor is adjacent and west of Site D and imposes a barrier to walkability. The work at Site D will not impose any walkability impacts or barriers to pedestrians.

Additional Public Amenities

There are no additional public amenities associated with or impacted at this site. The project work at Site D will not adversely affect the established public amenities, but will greatly increase access to public amenities by providing the citizens of Mountlake Terrace with access to high capacity multimodal public transit.

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

RESPONSE:

Noise and Vibration Impacts

The sources of existing noise and vibration at Site D are primarily associated with the I-5 corridor. Per the Federal Transit Administration (FTA) manual, noise levels at existing Site D, correspond to an urban area. To ensure that the established character of noise and vibration in the surrounding vicinity is not adversely impacted, Sound Transit is further assessing noise impacts and mitigations based on recently available design details. The L300 Noise, Vibration and Groundborne Noise Report will be updated with the next design milestone in December 2018. As stated in the FEIS, Sound Transit will mitigate noise and vibration impacts associated with construction, operation, and maintenance of the Project. There are 17 residences within 250 feet of Site D 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. There are no noise walls proposed for Site D. An approximate 48-foot long noise wall will be constructed southwest, and outside of the Site D boundary. Additional details relating to noise walls are provided in the Guideway narrative, which is part of this comprehensive application package.

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

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

See Sections 4.4, and Section 7.3.8 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 D.

Potential short-term odors from construction at Site D could occur from diesel and exhaust fumes from construction vehicles such as excavation equipment.

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

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

RESPONSE: Sound Transit expects a minimal increase in traffic at Site D from construction activities, and any traffic increases are not expected to 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 D will be temporarily used for access and construction activities. Section 3.0 addresses, in detail, the planned improvements. Before beginning any onsite work, the contractor will submit for Sound Transit approval the Site Safety and Security Plan (SSSP) which will address site safety and security. The SSSP will include sections to specifically address protection of the public when work is occurring above areas that are open to public access and how access to the all work areas will be controlled. The contractor will be required to maintain good housekeeping both onsite and adjacent public facilities. The contractor will be required to maintain both vehicle and pedestrian traffic circulation adjacent to the station site in accordance with Manual on Uniform Traffic Control Devices (MUTCD) and approved traffic control plans, which may include signage, barriers, lighting, flaggers, and/or uniformed police officers.

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During construction, work areas at Site D will be fenced off to provide safety for both the public and construction staff. When the work has been completed, the safety fencing will be removed and the site will be restored as described in Section 7. Site D will not feature public 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 D is within the City's RS 7200 zoning district. The Project is a Type A essential public facility and is allowed in any zoning district through the conditional use permit process as described in MTMC Titles 18 and 19. See Section 10 of this narrative for more information on Site D, regarding compliance with municipal code and development standards.

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

RESPONSE: The Project has been designed to incorporate public facility improvements, as may be needed at Site D. Sound Transit is coordinating with City staff to ensure the proposed improvements complement and enhance existing public facilities. At Site D, the Project has been designed to incorporate improvements to landscaping as needed. The construction activities at Site D will not adversely impact the service of existing public facilities (sewer, water, fire stations, hospitals, schools, etc.), and will not require changes or upgrades to existing utilities. Refer to Section 3.7, 3.10, and 3.11 of this narrative for additional details. Refer to the Guideway narrative for additional details relating to noise walls.

9.0 SITE DEVELOPMENT PLAN DECISION CRITERIA

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

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

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

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

RESPONSE: For the Project, Site D will be temporarily used for access and construction activities. Site D is located within the RS 7200 City zoning district, and within the City Comprehensive Plan Urban Low residential (ULR) land use designation, as shown on the Comprehensive Plan Map adopted February 2018. The proposed use of Site D is consistent with the density and intensity of development in this area.

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

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

RESPONSE: Site D's compliance with all requirements of the MTMC, including all applicable development standards of the RS 7200 zone, is described in Section 10.0.

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

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RESPONSE: Sound Transit is coordinating with City staff to ensure the proposed improvements complement and enhance existing public facilities. As previously noted in Sections 3.0 and 8.0 of this narrative, the Project will accommodate construction and guideway access at this location and will include improvements to landscaping as needed. The construction activities at Site D will not adversely impact the service of existing public facilities (sewer, water, fire stations, hospitals, schools, etc.), and will not require changes or upgrades to existing utilities.

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

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

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

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

Table 1: Site D Code Compliance

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

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Chapters	Summary Description	Project Compliance
13.20 – SANITARY SEWERS	The chapter establishes regulations for the construction and operation of sanitary sewers, including construction standards, and the permitting process.	MTMC 13.20 does not apply to Site D. There are no sanitary sewers that will be impacted or constructed on Site D.
13.25 – SANITARY SIDE SEWERS	This chapter regulates the construction and operation of sanitary side sewers.	MTMC 13.25 does not apply to Site D. There are no sanitary side sewers that will be impacted or constructed on Site D.
13.35 – WATER PRESSURE REGULATING VALVES	This chapter provides requirements for pressure regulating valves for existing and new water service.	MTMC 13.35 does not apply to Site D. There are no water pressure regulating valves that will be impacted or constructed on Site D.
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 D; including tree protection and site landscaping. Illustrations of the proposed improvements are provided in Attachment D – Site-Specific Drawings. Sound Transit will apply for all construction permits later in the construction phase of the Project, prior to the commencement of any associated work.
13.55 – FIRE HYDRANT INSTALLATION	This chapter ensures the installation of fire hydrants within the City compliance with the City Engineer’s plans MT-G1, MT-G2, MT-G3, and MT-G4.	MTMC 13.55 does not apply to Site D. There are no fire hydrants that will be impacted or constructed on Site D.
14 – WASTEWATER PRETREATMENT	This title sets forth uniform requirements for users of the publicly owned treatment works operated by the city of Edmonds and/or King County, and enables the City to comply with all applicable state and federal laws, including the Clean Water Act (33 USC 1251 et seq.) and the General Pretreatment Regulations (40 CFR Part 403).	MTMC 14 does not apply to Site D. There will be no wastewater pretreatment on Site D.
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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Chapters	Summary Description	Project Compliance
	<p>Conservation, Uniform Plumbing, and Fire Codes, among others. It also lays out the process of the associated local permits, tree removals, public right-of-way protection, and site improvements.</p>	<p><u>Building Codes and Permits:</u> There are no proposed buildings at Site D. No building permits will be required.</p> <p><u>Tree Removal Standards and Permits:</u> Sound Transit will protect and preserve trees at Site D to the extent possible and will conduct the removal of three trees in compliance with MTMC 15.05. Exhibit 20 of the Exhibit Book provides the Draft Tree Removal and Mitigation Report.</p> <p><u>Public Right-of-way Protection:</u> All constructed light rail facilities and acquired property will be protected by security fence and/or a screen wall. Fencing will be designed and constructed in accordance with Sound Transit 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 will only be constructed after acquiring such permits from the City as may be necessary. Proposed fencing improvements are provided in Attachment D Site Specific Drawings (Drawing No. SD-PSP111).</p> <p><u>Public and Site Improvements:</u> As part of this Application, Sound Transit is submitting plans for all public and site improvements required at Site D. Plans of these improvements are provided in Attachment D – 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>MTMC 15.10 does not apply to Site D. There is no fire protection equipment required or constructed on Site D.</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 the</p>

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Chapters	Summary Description	Project Compliance
ENVIRONMENTAL POLICY ACT	Environmental Policy Act Rules (WAC 197-11).	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, and aquifers.	As described in detail in the City of Mountlake Terrace Critical Areas Report (Exhibit Book – Exhibit 8), Site D is designed to avoid and minimize impacts on critical areas, to the extent possible. Sound Transit will comply with all development restrictions applicable to critical areas outside WSDOT limited access ROW, and is seeking the exception 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.	MTMC 16.20 does not apply. There are no proposed stormwater management facilities at Site D. Sound Transit’s contractors will be responsible for developing 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. See Exhibit 16 of the Exhibit Book for the preliminary TESC and SWPPP.
18.10 – COMPREHENSIVE PLAN	This chapter adopts the Comprehensive Plan, as amended, to serve as the guiding framework for decisions relating to land use, environment, economic vitality, housing, capital facilities, recreation, parks and open space, transportation, and utilities.	As noted above, Exhibit 18 of the Exhibit Book provides a detailed narrative of the Project’s consistency with the Comprehensive Plan.
18.12 – SUSTAINABILITY	This chapter adopts the City of Mountlake Terrace Sustainability Strategy set forth in Ordinance 2487 § 1, 2008.	Light rail transit service supports Mountlake Terrace Sustainability Strategy Goal II: Facilitate Desirable Development Patterns and Economic Vitality, insofar as the City encourages development near the transit station (Transit Oriented Development). The Project’s approach to

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Chapters	Summary Description	Project Compliance
		<p>stormwater management prioritizes Low Impact Development (LID), 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 D design minimizes the removal of trees and other impacts to existing green space. This supports Mountlake Terrace Sustainability Strategy Goal IV: Enhance and Expand the City’s Green Spaces and Systems.</p> <p>The Project conforms to all Sound Transit sustainability requirements as expressed in Chapter 30 of the Project Design Criteria Manual (Exhibit Book – Exhibit 21). These requirements include energy and water efficiency, as well as the efficient use of materials and minimizing construction and demolition waste. These practices support Mountlake Terrace Sustainability Strategy Goal V: Increase Energy and Water Efficiency and Goal VI: Encourage Material Conservation, Reuse, and Recycling. For additional information, see the L300 Sustainability Checklist (Exhibit Book, Exhibit 22).</p>
<p>18.15 – ESSENTIAL PUBLIC FACILITIES</p>	<p>This chapter describes specific City requirements for reasonably accommodating essential public facilities, including where they can be located and what land use process they will be subjected to.</p>	<p><u>Allowable Uses:</u> As noted above, the Project is a Type A essential public facility, which is allowed in any zoning district through a Conditional Use Permitting process.</p> <p><u>Fencing:</u> Constructed light rail facilities and properties will be protected by security fence, in accordance with the Sound Transit DCM Chapter 6.7. Fencing will be designed to conform to MTMC 19.120.200. All fencing on private property within the City will be constructed after acquiring such permits from the City as may be necessary.</p> <p><u>Supplemental Public Notification:</u> In compliance with Section 18.15.070(A) and Chapter 18.25 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>

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18.25 – PUBLIC NOTIFICATION – MAJOR LAND USE	This chapter establishes requirements for the proponents of certain types of major land use proposals to provide additional public notice signs to supplement the City’s normal public hearing postings.	Sound Transit will coordinate with the City to place public notice signs throughout the City at key locations for the Conditional Use Permitting process.
18.30 – IMPACT FEES	This chapter establishes a process for the City to charge and collect fees to ensure that all new development bears its proportionate share of the capital costs of off-site park and transportation facilities reasonably related to new development. These fees are necessary to maintain adopted levels of park service, and to maintain adopted levels of service in the City’s transportation facilities at the time of new development.	The Project is not subject to impact fees pursuant to state law, RCW 82.02.090.
19.23 – DEVELOPMENT STANDARDS – USES	This chapter provides a selection of allowable use standards that are applicable to the Project, specifically where transportation and certain types of electrical vehicle infrastructure are allowed.	Because Site D will not include any publicly-accessible parking facilities, there are no opportunities for construction of electrical vehicle facilities in Site D.
19.30 – RS – SINGLE-HOUSEHOLD RESIDENTIAL DISTRICTS	This chapter provides specific development standards for the RS – Single-Household (RS) zoning district.	Site D is within the RS 7200 zoning district. <u>Allowable Uses:</u> Pursuant to Chapter 18.15, the Project is a Type A essential public facility, and is allowed in any zoning district through issuance of a Conditional Use Permit. <u>Dimensional Requirements:</u> The Project conforms to all development standards, where possible, including height, bulk, scale, and dimensional regulations, established in the MTMC. The Project is a Type A essential public facility and local codes cannot preclude the siting of such facilities. Scaled plans of all proposed facilities are provided in Attachment D – 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	<u>Design Standards and Permits:</u> There are no proposed street improvements in Site D. <u>Transportation Mitigation, Impact Fees, and Concurrency:</u> As part of a region-wide effort to improve access to modes of transportation that offer alternatives to traffic congestion associated with peak-period trips, the Project will function as an essential public facility providing the public access to high capacity multimodal connections

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	<p>transportation concurrency requirements.</p>	<p>between light rail, bus transit, and non-motorized modes of circulation. Although the Project is not subject to concurrency requirements as a transportation facility of statewide significance, see RCW 36.70A.070(6)(c) and 47.06.140(1), Sound Transit will implement the mitigation measures established through environmental review including the impacts to the City’s transportation facilities identified in the FEIS and ROD.</p>
<p>19.110 – PERMITS AND PROCEDURES</p>	<p>This chapter sets forth the procedures and standards for review of land use applications regulated by Title 19, which includes the Project.</p>	<p>Sound Transit is coordinating with the City to permit the Project through all applicable permitting processes. As directed by the City, Sound Transit is complying with the conditional use permit 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.</p>
<p>19.120 – GENERAL PROVISIONS</p>	<p>This chapter provides a selection of general performance standards to minimize environmental impacts associated with land uses, regardless of zoning district. This chapter also establishes standards applicable to special uses that, by their nature, necessitate specific land use regulations that address the development and operation of such uses and activities to accomplish the purposes of Title 19 (Zoning).</p>	<p>As illustrated in the <i>Lynnwood Link Extension FEIS</i>, the Project has been designed to avoid, minimize, and mitigate environmental impacts. Section 7.0 of this narrative contains mitigation measures from the FEIS and ROD that are applicable to both operation and construction of the Project within the City. Table B-1 of the ROD (Exhibit 17) includes mitigations.</p> <p><u>Air Quality and Fugitive Dust:</u> The activities at Site D will comply with all local, state, and federal air quality and fugitive dust standards throughout construction and operation. Sound Transit will use best management practices to prevent and reduce air quality impacts resulting from construction activities.</p> <p><u>Lighting:</u> As discussed in Sections 4.5 and 5.3, both construction and operation lighting is designed to minimize impacts on adjacent properties as required by 19.120.030.</p> <p><u>Vibration:</u> As discussed in Section 4.4 and 5.5, a Construction Noise and Vibration Mitigation and Monitoring Plan will be developed by the construction contractor and approved by the Sound</p>

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		<p>Transit Construction Management Consultant Resident Engineer prior to commencement of construction activities outside normal daytime working hours. The plan will be provided to the City for review prior to commencement of construction activities outside normal daytime working hours.</p> <p>Sound Transit is further assessing noise impacts and mitigations based on recently available design details. The L300 Noise, Vibration and Groundborne Noise Report will be updated with the next design milestone in December 2018. As stated in the FEIS, Sound Transit will mitigate noise and vibration impacts associated with construction, operation, and maintenance of the Project.</p> <p>Standard mitigation, where necessary and to the extent practicable, may consist of but not be limited to portable noise walls, temporary noise barriers (acoustic blankets on fencing), and vehicle broadband backup alarms or smart alarms for nighttime to lessen impacts from construction activities. Where feasible, temporary noise walls that provide partial mitigation will be installed to replace existing traffic noise walls to partially compensate during periods when these walls must be taken down for construction of the Project.</p> <p><u>Fences and Hedges:</u> As part of this Application, Sound Transit is submitting applicable landscape plans that illustrate screening and perimeter landscaping on interior lot lines and buffering requirements for Site D. Proposed plans are provided in Proposed Site Plan Map in Attachment D – Site-Specific Drawings.</p> <p><u>Grading and Drainage:</u> As part of this Application, Sound Transit is submitting all necessary information for a site development plan needed for grading and drainage activities at Site D. Proposed plans are provided Drawing No. SD-PSP101 in Proposed Site Plan Map in Attachment D – Site-Specific Drawings.</p> <p><u>Street Lighting:</u> This section does not apply. There are no proposed improvements to street lighting at Site D.</p>

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19.125 – OFF-STREET PARKING AND LOADING	This chapter provides standards for off-street parking and loading areas, including their location, size, and capacity.	MTMC 19.125 does not apply. There are no planned off-street parking facilities for Site D.
19.126 – ELECTRIC VEHICLE INFRASTRUCTURE	This chapter establishes regulations for electric vehicle infrastructure, including permitted locations, infrastructure requirements, and signage.	MTMC 19.126 does not apply. There is no electric vehicle infrastructure planned for Site D, as there is no planned parking at Site D.
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 D has been designed, in coordination with the City, to meet all landscape design standards. Drawings of the proposal are provided in Proposed Site Plan Map in Attachment D – 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.	MTMD 19.135 does not apply. There are no planned exterior signs or displays for Site D.

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. Work within these areas is associated with construction and operation of the guideway and other activities. 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*

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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: The western edge of the Site D property is within a Priority Habitat area designated by the Washington Department of Fish and Wildlife (WDFW) and therefore meets the definition of Critical Wildlife Habitat as defined by the City of Mountlake Terrace. Three large trees within this Critical Habitat area have been determined to be “Hazard Trees”, which are defined as trees that would present a dangerous condition, or cause damage to the light rail facilities being constructed near the trees in the event that they fall during a storm event or some other reason. These trees are designated to be removed as part of the light rail project to protect the public and the light rail facilities. Trees to be removed will be cut above ground level and the stumps and surrounding vegetation left in place to provide habitat. Because of the need to provide a safe environment for the light rail system to operate, there are no reasonable alternatives available to eliminate the removal of the “Hazard Trees” from Site D. 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 D is a single residential parcel that is located very close to the proposed alignment of the light rail guideway, and the number of “Hazard Trees” is small. The removal of these trees is necessary to protect the public and to eliminate danger to the light rail system in the event of a storm. The trees will be removed with as little damage to the existing vegetation as possible, and the tree stumps will be left in place to provide the maximum opportunities for habitat possible. There is no reasonable alternative to the removal of these trees in the proximity to the guideway, and therefore an exception for reasonable use is requested. Sound Transit has agreed to mitigate the removal of all trees within the designated Priority Habitat area by providing funding to the City for off-site tree replacement trees at a 3:1 mitigation ratio.

Criteria Justification:

1. The application of the critical areas regulations would unreasonably restrict the ability to provide transit services to the public because the area on this site is needed to support development of the construction access area needed to construct the guideway.
2. There is no other practical alternative to the proposed improvements with less impact on critical habitat. Site D is located adjacent to the preferred alternative guideway alignment. Adjacent areas would either have more impacts to Priority Habitat and/or impact more residential properties. The impacts to Site D are minimized to what is needed to construct the guideway. The work within Site D is a necessary part of the Project, an essential public facility. Therefore, using this critical habitat is unavoidable.

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3. Planned improvements for the LLE light rail station on Site D 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 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

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mitigation measures shall be to render a site containing a critical geologic hazard site as safe as one not containing such hazard or one characterized by a low hazard. In appropriate cases, conditions may include limitations of proposed uses, modification of density, alteration of site layout and other appropriate changes to the proposal. Where potential impacts cannot be effectively mitigated, or where the risk to public health, safety and welfare, public or private property, or important natural resources is significant notwithstanding mitigation, the proposal shall be denied, unless permitted as a reasonable use exception under MTMC 167.15.380.

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

Exception Request: A portion of Site D is within the area designated as a Class IV Landslide Hazard Area. Site D will be temporarily used for access and construction activities. Site D will not feature any above-ground structures. Subsurface tie-back anchors to support the adjacent guideway retaining wall will be installed on Site D. Site D is located east of the guideway. The guideway and supporting structures are located entirely within the WSDOT ROW adjacent to Site D. Proposed access to Site D will be from I-5 via the interchanges at 236th Street SW and 220th Street SW via 58th Avenue West to 232nd Street SW. No retaining walls are currently planned for Site D. A subsurface easement for adjacent retaining wall tie-back anchors will be required. There are no reasonable alternatives available to replace the proposed Site D improvements, which are a necessary part of the new light rail system, which is an essential public facility. The development of the site as proposed will require that an exemption be granted for construction of the project components described above.

Justification: The additional area needed for installation of sub-surface tie-back anchors and associated construction access is relatively small, and the only undeveloped areas of the site along the Guideway alignment in this area are mapped as Class IV Landslide Hazard Area. Therefore, using this area is unavoidable. The location of the Guideway retaining wall and associated access is critical for constructing the new light rail system.

Criteria Justification:

1. The application of the critical areas regulations would unreasonably restrict the ability to provide transit services to the public because the area on this site is needed to support development of the construction access area needed to construct the guideway.
2. There is no other practical alternative to the proposed improvements with less impact on Class IV landslide area. Site D is located adjacent to the preferred alternative guideway alignment. Adjacent areas would either have more impacts to Class IV Landslide Hazard Areas and/or impact more residential properties. The impacts to Site D are minimized to what is needed to construct the guideway. The work within Site D 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 D. Sound Transit facilities are designed in accordance with International Building Code (IBC), American

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Association of State Highway Transportation Officials (AASHTO), and Sound Transit design standards as appropriate to meet all safety requirements. Based on the geotechnical information, the Project will not decrease the factor of safety for landslide occurrences. Slopes and retaining structures will be evaluated and designed for adequate stability using appropriate techniques such as limiting slope inclination, limiting surcharge loading, or adding slope reinforcement such as ground anchors.

4. Sound Transit plans to mitigate unavoidable temporary impacts to landslide hazard areas by regrading and planting vegetation after construction is complete to provide final slope stability that, at a minimum, meets current conditions. Temporary landscape protection fencing will be installed at the west end of the Site D boundary, which will preserve most of the steep slopes within the site. For the areas where impacts could not be avoided, the proposed grades do not exceed a steepness of 3:1, which is flatter than the existing slope. The disturbed areas will be replanted with a native erosion control seed mix to provide erosion control. This approach protects and mitigates temporary impacts to the existing critical area functions and values because it lessens the risk of sloughing, erosion, and sediment transport within the Site boundary. No net loss of functions and values associated with the landslide hazard areas is expected. Best management practices will be used during construction as indicated in the L300 Geotechnical Recommendations Report, which is referenced in the Mountlake Terrace Critical Areas Report (Exhibit Book, Exhibit 8).
5. The impacts to Class IV landslide hazard areas and alterations permitted are the minimum necessary to develop the LLE and will be mitigated consistent with the mitigation standards. Plans for the project include a drainage plan, and restoration plans. Temporary Erosion and Sedimentation Control Plans (TESC) will be prepared by the contractor and submitted to Sound Transit for approval prior to construction. Stormwater will be treated in accordance with the L300 NPDES permit issued by Ecology.
6. Sound Transit's evaluation of avoidance and minimization measures are documented in the LLE Final Environmental Impact Statement. Further efforts to avoid and minimize impacts to sensitive resources were evaluated during preliminary engineering and final design. All temporary impacts to sensitive resources will be restored after construction is complete.
7. The Project is consistent with all other applicable regulations and standards.

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ATTACHMENT D: SITE-SPECIFIC DRAWINGS