



Site E Narrative Conditional Use Permit and Site Development Plan Application

For:

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

Located at:

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

Site E is located at the 228th Street SW Bridge Underpass and the residential lot located north of 227th Street SW (west side of I-5).

CITY OF MOUNTLAKE TERRACE PROJECT LOCATION:

Site E (6101 227th Street SW)

Submitted to:

The City of Mountlake Terrace
Department of Community and Economic Development

Applicant:

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

AASHTO	American Association of State Highway and Transportation Officials
ADA	Americans with Disabilities Act
BMPs	Best Management Practices
CUP	Conditional Use Permit
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
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
USGS	U.S. Geologic Survey
WAC	Washington Administrative Code
WSDOT	Washington State Department of Transportation

INTRODUCTION

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

This narrative addresses the portion of the Project known as Site E. Site E is located at the 228th Street SW Bridge Underpass and includes the residential lot located north of 227th Street SW, west of Interstate 5 (I-5), and east of 62nd Avenue W, as shown on the Vicinity Maps (Exhibit Book, Exhibits 1 and 2).

1.0 EXISTING SITE CONDITIONS

1.1 Size and Configuration of Site

The Vicinity Maps (Exhibit Book, Exhibits 1, and 2) depict the location of Site E, and the surrounding area, including parcels and collector arterials. Site E encompasses approximately 23,342 square feet (0.54 acre), of which, approximately 7,950 square feet (0.18 acre) is privately-owned land (parcel #0052400000500). Site E includes one single-family residential parcel located north of 227th Street SW at the end of the cul-de-sac, vacant land to the south and west of the cul-de-sac, and a small portion of 228th Street SW. Additional parcel information is provided in the Property Acquisitions document (Exhibit Book, Exhibit 7). 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 in Attachment E – Site-Specific Drawings (Drawing Nos SE-EFM113 and SE-EFM114).

1.2 Zoning Designation

As shown on the City of Mountlake Terrace (City) official Zoning Map (adopted March 2018), most of Site E is within the Single-Household Residential (RS 7200) zoning district. A portion of Site E is located within WSDOT ROW and City ROW areas. Properties surrounding Site E are within the RS 7200 zoning district. WSDOT ROW (I-5) borders Site E to the east.

1.3 Topography

From 228th Street SW, the topography slopes down to the north at a 50 percent average slope. The north end of Site E slopes down to the south at a 40 percent average slope. The area between the north and south slopes is relatively flat at a 3 percent average cross-slope and is covered by impervious surface (227th Street SW roadway). The Existing Features Map (Drawing Nos. SE-EFM113 and SE-EFM114 in Attachment E – Site-Specific Drawings) provides Topography details for Site E.

1.4 Vegetation

Existing vegetation at Site E consists of coniferous evergreen trees, interspersed with clusters of deciduous trees, shrubs, and mowed grassy areas.

1.5 Critical Areas

Critical areas on Site E are limited to Geologic Hazard Areas and an area of moderate aquifer recharge susceptibility. There are no wetlands, streams, wildlife habitat areas, or flood hazards on Site E and therefore they are not discussed further. Detailed information and the location of each critical area are provided in the Existing Features map. See Drawing Nos. SE-EFM113 and SE-EFM114 (Attachment E – Site Specific Drawings).

This CUP addresses critical areas on Site E which is a privately-owned property. It does not address critical areas on the adjacent WSDOT limited access right-of-way (see Critical Areas Concurrence Letter, dated March 19, 2018) (Exhibit Book, Exhibit 9). A detailed discussion of all critical areas within 200 feet of the light rail alignment can be found in the Mountlake Terrace Critical Areas Report (Exhibit Book, Exhibit 8).

1.5.1 Geologic Hazard Areas

Class II/Moderate Landslide Hazard Areas and Class IV/Very High Landslide Hazard Areas are located in several areas within Site E. The largest area of Class IV slopes is just north of 228th Street SW. In addition, a Critical Erosion Hazard Area extends over the north end of the Site. These Geologic Hazard Areas are shown in the Existing Features Map (Drawing Nos. SE-EFM113 and SE-EFM114 in Attachment E – Site-Specific Drawings).

1.5.2 Aquifer Recharge Areas

The City of Mountlake Terrace has not mapped any critical aquifer recharge areas within its jurisdiction (City of Mountlake Terrace 2016). The U.S. Geologic Survey (USGS) geographic information system (GIS) information from Snohomish County shows most of the project area is mapped 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, these moderate aquifer susceptibility areas correspond with the City’s definition of Aquifer Recharge Areas of Medium Significance in MTMC 16.15.080(F). The U.S. Geologic Survey data from 1997, as reproduced by Snohomish County (2016) documents areas of moderate susceptibility on Site E. All mapping is shown on Figure 12 in the Mountlake Terrace Critical Areas Report (Exhibit Book, Exhibit 8). There are no mapped wellhead protection areas or sole source aquifers within the project area.

1.6 Routes of Access to Site

Site E is accessed from the west, via 227th and 228th Streets SW, as shown on the Vicinity Maps (Exhibit Book, Exhibits 1 and 2). Site E is bordered by I-5 to the east.

1.7 Land Use and Site Improvements

Site E includes one single-family residential parcel located north of 227th Street SW, at the end of the cul-de-sac, as shown on the Vicinity Maps (Exhibit Book, Exhibits 1 and 2). The Site also includes the 227th Street SW cul-de-sac (local residential traffic only), vacant land to the south and west of the cul-de-sac, and a small portion of 228th Street SW (an arterial street within the City). Details of existing land use and site improvements are shown on the Existing Features Map in Attachment E – Site-Specific Drawings (Drawing Nos. SE-EFM113 and SE-EFM114).

1.8 Surrounding Land Uses

Existing land use surrounding Site E includes residential housing to the north, south, and west. The I-5 corridor is to the east of Site E.

1.9 Parking

Site E includes off-street parking for one residential home, as shown on the Existing Features Map (Attachment E – Site-Specific Drawings, Drawing Nos SE-EFM113 and SE-EFM114).

1.10 Noise and Vibration

The existing noise level at Site E is primarily associated with traffic on the I-5 corridor and along 228th Street SW. The existing noise level at 6103 227th Street SW, directly adjacent to Site E, as measured and reported in the *Lynnwood Link Extension Final Environmental Impact Statement (FEIS)*, is 69 A-weighted decibels (dBA) day-night average sound level (Ldn) with a peak-hour level of 65 dBA equivalent continuous noise level (Leq). A supplemental measurement was taken after the environmental phase was conducted at the cul-de-sac of 227th Street SW, and the measured noise level was 68 dBA Leq. Per the Federal Transit Administration (FTA) manual, these sound levels are typical of a noisy urban area. For additional detailed noise analysis, please refer to the L300 Noise, Vibration and Groundborne Noise Report (Exhibit Book, Exhibit 10).

2.0 PROPOSED USES

Site E will be temporarily used for construction, staging, and access to the light rail guideway. Improvements required to accommodate these uses are detailed in Section 3 of this narrative. Permanent improvements on Site E include enlarging the existing 227th Street SW cul-de-sac to provide adequate room for fire truck turnaround, installing a new fire hydrant and associated water main connection, and installing a new stormwater inlet to collect the side slope runoff from 228th Street SW and convey it to the existing Washington State Department of Transportation (WSDOT) conveyance system. The work for each of these elements is discussed in detail in Section 3.0. One residential parcel at 6101 227th Street SW is being acquired to provide construction access and staging for guideway construction. The proposed work at Site E includes demolition of the house as well as clearing and restoration of the parcel. The total landscaping area at Site E will be approximately 11,200 square feet. All referenced drawings for Site E are provided in Attachment E – Site-Specific Drawings.

3.0 PLANNED IMPROVEMENTS

3.1 Structures

Site E will not feature any buildings or structure elements. Underground guideway retaining wall tie-back anchors will pass below the limits of Site E in a proposed permanent subsurface easement. There are no existing or proposed utility easements within Site E. The guideway structure, retaining wall, and tie-back anchors are addressed in the Guideway narrative but are mentioned here for clarity. For details related to the guideway, refer to the Guideway narrative, which is part of this comprehensive application package.

3.2 Design

Site E will include the following design elements: widening the cul-de-sac for a fire truck turnaround, a new fire hydrant and associated water main connection, and a new stormwater inlet.

3.3 Aesthetics

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

3.4 Grading

Minimal grading is proposed on the site, which will accommodate widening of the 227th Street SW cul-de-sac. Site E will require approximately 140 cubic yards of cut and approximately 680 cubic yards of fill. Excavated materials not used as fill on site will be transported, by truck, to an approved off-site disposal site. Grading plans are provided in the Proposed Site Plan Map in Attachment E – Site-Specific Drawings (Drawing Nos. SE-PSP113 and SE-PSP114).

3.5 Routes of Access

Proposed access to Site E is from the I-5 interchanges at 236th Street SW and 220th Street SW via 65th Place West and 66th Avenue West to 227th Street SW and 228th Street SW. A visual overview of existing roadways and proposed improvements is provided in the Proposed Site Plan Map in Attachment E – Site-Specific Drawings (Drawing Nos. SE-PSP113 and SE-PSP114). The associated roadway illumination and traffic improvements are provided in the L300 Civil Calculations Roadway Illumination and L300 Traffic Engineering Report (Exhibit Book, Exhibits 12 and 13, respectively).

3.6 Retaining Walls

There are no retaining walls proposed at Site E except for those related to the guideway. The guideway retaining wall and tie-back anchors are addressed in the Guideway narrative, but are mentioned here for clarity. To provide the guideway grade, a retaining wall will be constructed adjacent and to the east of Site E. Subsurface tie-back anchors will pass below the limits of Site E in a proposed permanent subsurface easement. A visual overview of the guideway retaining wall adjacent to Site E, is provided in the Proposed Site Plan Map in Attachment E – Site-Specific Drawings (Drawing Nos. SE-PSP113 and SE-PSP114). Additional details relating to retaining walls are provided in the Guideway narrative, which is part of this comprehensive application package.

3.7 Landscaping

The proposed landscape design for Site E features trees and shrubs installed around the new watermain, south of the 227th Street SW cul-de-sac. Along the WSDOT right-of-way (ROW), east of the Site E, there will be a strip of erosion control seeding mix. The residential parcel at 6101 227th Street SW will be restored with native shrubs and medium to large native trees. Temporary irrigation will be provided during the plant establishment period. Landscape plans for Site E are provided in Drawing No. SE-LPP106 and SE-LPP107 in Attachment E – Site-Specific Drawings.

3.8 Noise Walls

There are no noise walls currently planned for Site E. There will be a noise wall constructed at the top of the guideway retaining wall that will run adjacent to Site E. The guideway, retaining wall, and noise wall are addressed in the Guideway narrative but are mentioned here for clarity. Additional details relating to noise walls are provided in the Guideway narrative.

3.9 Traction Power Substation / Signal Bungalows

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

3.10 Stormwater Management Facilities

There will be a new drainage inlet installed at Site E, west of the guideway along 227th Street SW, to collect the side slope runoff. The drain will pass under the guideway and connect to the WSDOT conveyance system. Proposed drainage improvements are shown in the Proposed Site Plan Map (Drawing Nos. SE-PSP113 and -114 in Attachment E – Site-Specific Drawings). Additional information and analysis is provided in the Draft Mountlake Terrace Drainage Report (Exhibit Book, Exhibit 14).

3.11 Utilities

Site E will feature a new hydrant in the 227th Street SW cul-de-sac, which requires installation of an 8-inch-diameter water pipe under 228th Street SW, to connect to the existing water main on the south side of 228th Street SW. Proposed utilities are shown the Proposed Site Plan Map in Attachment E – Site-Specific Drawings (Drawing Nos. SE-PSP113 and SE-PSP114).

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

4.0 IMPACTS OF PLANNED USE AND IMPROVEMENTS

4.1 Surrounding Area and Land Uses

Use of and improvements on surrounding areas and uses for Site E 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 the surrounding area and land use around Site E.

A land use impact will occur with the demolition of one house which will result in the conversion of residential land to temporary construction staging and light rail construction access.

4.2 Loss of Vegetation

The existing vegetation that will be removed during work at Site E consists of coniferous evergreen trees, interspersed with clusters of deciduous trees, shrubs, and lawn. Demolition plans for this area are provided in Drawing Nos. SE-eCXP113 through-114; in Attachment E – Site-Specific Drawings. Trees removed in Site E will be replaced in connection with the overall mitigation plan for the Project, which is further discussed in Section 7.3.1.

4.3 Critical Areas

A detailed discussion of impacts to critical areas can be found in the Mountlake Terrace Critical Areas Report (Exhibit Book, Exhibit 8). As discussed in Section 1.5, there are Geologic Hazard Areas and Aquifer Recharge Areas located on Site E. Below is a summary of the potential impacts to these resources; detailed information is provided in the Mountlake Terrace Critical Areas Report in Exhibit Book, Exhibit 8.

4.3.1 Geologic Hazard Areas

No permanent impacts to Geologic Hazard Areas are anticipated. Critical erosion hazard areas and Class II/Moderate and Class IV/Very High landslide hazard areas on Site E will be temporarily impacted by the Project. (See Drawing Nos. SE-EFM113 and -114 in Attachment E – Site Specific Drawings for location of these geologic hazard areas).

Best management practices (BMPs) will be implemented to limit erosion and sedimentation of exposed soils and a Temporary Erosion and Sediment Control (TESC) plan will be developed, implemented, and monitored to address potential erosion and siltation during construction. Temporarily disturbed areas will be restored as soon as practical to minimize the risk of erosion. Therefore, the potential to cause substantial erosion or to increase the size of Erosion Hazard Areas is considered low.

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

Temporary construction impacts to Geologic Hazard Areas will be mitigated by regrading and vegetation planting after construction is complete to provide final slope stability that meets current conditions, at a minimum.

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

4.3.2 Aquifer Recharge Areas

Project work at Site E is not anticipated to negatively impact aquifer recharge areas. 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 contaminated substance handling plan; a spill prevention, control, and countermeasures plan; a storm water pollution prevention plan; and a TESC plan.

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

4.4 Noise and Vibration

Potential noise impacts and mitigation measures for the Project were identified in the Lynnwood Link Extension FEIS and ROD. Sound Transit is further assessing noise impacts and mitigations based on recently available design details. The L300 Noise, Vibration and Groundborne Noise Report will be updated with the next design milestone in December 2018. As stated in the FEIS, Sound Transit will mitigate noise and vibration impacts associated with construction, operation, and maintenance of the Project. There are 6 residences within 250 feet of Site E that may be impacted by noise and vibration.

Construction noise and vibration impacts on the nearest residences may occur, as detailed in Section 5.5 and 7.3.7 of this narrative.

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

4.5 Illumination and Glare

Permanent lighting improvements are not required for Site E. 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 a detailed discussion of street use and traffic control during construction.

4.7 Interim vs. Long-term Impacts

Project construction, including the Guideway and associated stations, will take approximately 6 years; starting in approximately 2019 and ending prior to commencement of revenue service in 2024. At Site E, staging and construction activities (demolition of one home, utility improvements, and widening of cul-de-sac for fire department turnaround), and the associated physical and environmental impacts, will begin in 2019 and be completed during several phases of the Project (see Section 5.6 of this narrative). After project construction is complete, the site will be restored in accordance with the landscaping plans (Drawing Nos. SE-LPP106 and SE-LPP107 – Attachment E) as described in Section 3.7 of this narrative. For non-landscaped areas, the site will be restored to its pre-construction condition or better after drainage and utility work has been completed; see Section 7 for restoration details. Construction impacts for the features listed above will therefore be interim during the approximate 6-year construction period.

The demolition of the existing residential structure on Site E, is considered a long-term impact. Long-term impacts related to operational noise will be mitigated as described in the Guideway narrative and as described in additional detail in the L300 Noise, Vibration and Groundborne Noise Report (Exhibit Book, Exhibit 10).

5.0 CONSTRUCTION

5.1 Anticipated Construction Schedule

Construction of the Project is expected to begin in 2019 and continue for approximately six years. Revenue service is scheduled to begin in 2024, following completion of trackwork and systems testing of light rail vehicles. Sound Transit will provide the City with a detailed construction schedule before commencement of activities.

5.2 Use of City Streets and Haul Routes

Haul routes to and from Site E will provide access to the I-5 corridor as directly as possible using collector and arterial streets. Preliminary haul routes are provided in Drawing Nos. SE-eCHP001 and SE-eCHP002 in Attachment E – 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 E. Lighting during work hours will be provided by mobile light plants, light poles, exterior lighting on the contractor trailers, and light on equipment. Lights will be pointed inward toward the work site, away from adjacent properties as much as possible while still providing adequate light for safe operations, and luminaire fixture shielding will be provided as required to reduce light spillage at adjacent properties. During nonworking hours, a reduced amount of lighting will be provided to maintain security.

5.4 Construction Worker Parking

See Section 6.1 for a discussion of the options planned for contractor parking.

5.5 Vibration and Noise

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

As stated in the FEIS, Sound Transit will mitigate noise and vibration impacts associated with construction, operation, and maintenance of the Project. Standard mitigation, where necessary and to the extent practicable, may consist of but not be limited to portable noise walls, temporary noise barriers (acoustic blankets on fencing), and vehicle broadband backup alarms or smart alarms for nighttime to lessen impacts from construction activities. Where feasible, temporary noise walls that provide partial mitigation will be installed to replace existing traffic noise walls to partially compensate during periods 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 7.3.7 of this narrative for additional discussion regarding noise impacts and mitigation.

5.6 Longevity of Construction

The cumulative duration for the various construction activities at Site E are anticipated to occur during several phases of the Project and will continue through most of the approximate six-year construction period beginning 2019. Access to the guideway through Site E is also anticipated through the full duration of construction.

5.7 Interim vs. Long-Term Impacts

Construction impacts associated with work at Site E will begin in early 2019, and last for approximately six years. Construction impacts are limited in nature. The impacts to the site from the use for construction access will be addressed through restoration. See section 7.0 for restoration details.

6.0 PARKING

6.1 Construction Worker Parking

Contractor parking on local streets will be prohibited. As required by the ROD, parking areas for construction workers will be provided if necessary. For more information please refer to the Lynnwood Link Record of Decision (ROD) including ROD Mitigations (ROD Table B-1) (Exhibit Book, Exhibit 17). As stated, it is 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 Plan. There are several options available for the contractors to accomplish this including:

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

6.2 Hide and Ride Parking

Site E is located 1.2 miles walking distance from the Mountlake Terrace Station; therefore, “hide and ride parking” is not expected to occur at Site E.

6.3 Functionally Equivalent Parking

Site E has only one off-street private parking space for the residence that will be demolished as part of the Project; therefore, equivalent replacement parking is not necessary for this Site.

7.0 MITIGATION AND RESTORATION

7.1 Mitigation of Impacts

Vegetation and critical areas on Site E are discussed in Section 1.4 and 1.5 of this narrative. Impacts related to vegetation, and Geologic Hazard Areas are discussed in Sections 4.2 and 4.3 of this narrative and shown in Drawing Nos. SE-EFM113 and SE-EFM114 (Attachment E – Site-Specific Drawings). Below is a summary of the mitigation measures that have been established to address potential 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 preconstruction conditions or better. Proposed restoration for vegetation areas at Site E will include planting native shrubs and trees, as is described in Section 3.7. After work is completed, non-landscaped areas at Site E will also be restored to preconstruction condition or better.

7.3 Interim vs. Long-Term

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

7.3.1 Vegetation

Restoration will consist of approximately 11,200 square feet of landscaping. Trees planted within the landscaping in Site E will count toward the city-wide tree mitigation requirements, which includes the trees removed from Site E. The site surface will be restored with native shrubs and trees as shown in the landscaping plans and as described in Section 3.7.

7.3.2 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 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 to address potential erosion and siltation during construction. Temporarily disturbed areas will be restored as soon as practical to minimize the risk of erosion. Therefore, the potential to cause substantial erosion or to increase erosion hazard areas is considered low.

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 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 be native species and will be planted in accordance with an approved restoration plan.

7.3.3 Design

The Project will be designed in accordance with IBC, AASHTO, and/or Sound Transit design standards, as appropriate. Refer to Section 3.2 for additional design information.

7.3.4 Aesthetics

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

7.3.5 Access

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

7.3.6 Parking

No parking mitigation or restoration is required for Site E.

7.3.7 Noise

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

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

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

7.4 Complaint Hotline and Ombudsman

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

8.0 CONDITIONAL USE PERMIT DECISION CRITERIA

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

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

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

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

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

RESPONSE: As described in Section 1, Site E includes one single-family residential parcel located north of 227th Street SW, at the end of the cul-de-sac. The Site also includes the 227th Street SW cul-de-sac (local residential traffic only), vacant land to the south and west of the cul-de-sac, and a small portion of 228th Street SW (an arterial street within the City). The established character of the surrounding area is primarily residential and transportation related, with the I-5 corridor immediately adjacent and east of Site E. For the Project, Site E will be temporarily used for construction, staging, and access to the light rail guideway. Section 3.0 addresses in detail the planned improvements for each of these facilities, which are briefly summarized below. The proposed site layout is provided on Attachment E - Site-Specific Drawings, Drawing Nos. SE-PSP113 and SE-PSP114. The design and use of Site E will not adversely affect the surrounding community character.

Building Façade, Scale and Modulation Impacts

Buildings surrounding Site E include single-family residential homes. The proposed work at Site E will not adversely affect the surrounding buildings in terms of façade, scale, or modulation. There are no buildings proposed at Site E.

Tree Cover and Landscaping Impacts

The tree cover and landscaping surrounding Site E primarily include native vegetation, predominantly consisting of Douglas fir and western red alder. The project work at Site E will not adversely affect the established character of the surrounding vicinity regarding tree cover and landscaping.

The landscape approach at Site E is to develop an integrated strategy and maintain this natural character through tree and vegetation protection to the greatest possible extent. The proposed landscape design for Site E features trees and shrubs installed

around the new watermain, south of the 227th Street SW cul-de-sac. Along the WSDOT ROW, east of the Site E, there will be a strip of erosion control seeding mix. The residential parcel at 6101 227th Street SW will be restored with native shrubs and medium to large native trees.

Signage (Sign and Location)

The character of signage surrounding Site E is predominantly related to residential street signs and some transportation signs for I-5. The proposed work at Site E will not adversely affect the character of surrounding signage. The only signage proposed for Site E includes temporary signage that may be required during construction. There is no permanent signage proposed at Site E.

Parking Impacts (Amount and Location)

Parking surrounding Site E is associated with residential homes. Site E currently includes one on-street parking spot for the residence that will be acquired for the Project. While the Site may be used for construction worker and equipment parking, there will be no permanent parking impact on the surrounding community. See Section 6.0 of this narrative for additional information related to parking.

Fencing Impacts

Fences near Site E include residential fencing and fencing a lot WSDOT ROW along the I-5 corridor. The project work at Site E will not adversely affect the character of the surrounding fences. All construction areas and acquired property will be protected by security fence and/or screen wall during construction to provide safety for both the public and construction staff. Fencing will be designed and constructed in accordance with Sound Transit DCM Chapter 6.7, and will also conform to MTMC 19.120.200. Following construction and restoration of the site, the safety fence will be removed and the site will be restored and made safe for the public.

Walkability Impacts

There are no existing sidewalks along 227th Street SW near Site E. The proposed work at Site E will not create barriers to pedestrians or cause adverse affects to walkability in the surrounding community. Site E is at the end 227th Street SW, adjacent to I-5, and will be used for construction and staging activities and will not impede pedestrian walkability.

Additional Public Amenities

The project work at Site E 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

The sources of existing noise and vibration at Site E are primarily associated with the I-5 corridor. Per the Federal Transit Administration (FTA) manual, existing noise levels at Site E, correspond to a noisy 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 6 residences within 250 feet of Site E 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 currently planned for Site E. There will be a noise wall constructed at the top of the guideway retaining wall that will run adjacent to Site E. The guideway, retaining wall, and noise wall are addressed in the Guideway narrative but are mentioned here for clarity. Additional details relating to noise walls are provided in the Guideway narrative.

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

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

See Sections 4.4, and Section 7.3.7 of this narrative for additional discussion regarding noise impacts and mitigation. For a discussion of operational noise and

vibration mitigation, refer to the ROD and the Guideway narrative and the L300 Noise, Vibration, and Groundborne Noise Report (Exhibit Book, Exhibit 10), which are part of this application package.

Odors

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 E.

Potential short-term odors from construction at Site E could occur from diesel and exhaust fumes from construction vehicles and excavation equipment. The surrounding vicinity will not be adversely affected by these odors, which are generated while equipment is in use, localized to the construction site, and will dissipate once work is completed in each localized area. Potential odors from longer-term operation of the Project will be consistent with other transportation facilities. These occasional odors are common in the I-5 corridor and are not expected to adversely affect the surrounding vicinity.

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

RESPONSE: Traffic surrounding Site E is primarily associated with the I-5 corridor and residential neighborhoods. There will be minimal traffic impacts at Site E. For the Lynnwood Link Extension Project as a whole, levels of service at key intersections affected by increases in traffic associated with the Project would meet City and WSDOT level of service criteria with forecast year 2035 AM and PM peak hour traffic volumes, as documented in the *Lynnwood Link Extension FEIS*.

Additional information for traffic improvements are provided in the L300 Traffic Engineering Report (Exhibit Book – Exhibit 13).

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

RESPONSE: For the Project, Site E will be temporarily used for construction, staging, and access to the light rail guideway. Section 3.0 addresses, in detail, the planned improvements at the Site.

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.

During construction, work areas on Site E will be fenced off to provide safety for both the public and construction staff. Following construction and restoration of the site, the safety fence will be removed and the site will be restored and made safe for the general public. There will be no impact on pedestrian or vehicle circulation within the neighborhood, and the addition of pavement to allow full safe turning movements by fire trucks will enhance the safety of the residential homes along 227th Street SW.

With these provisions for public safety and neighborhood circulation, no additional impacts to public health or general welfare are expected.

- 4) *The proposal complies with the purpose and all requirements of the zoning district classification in which it is located and with the general provisions of the municipal code.*

RESPONSE: Site E is within the 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 MIMC Titles 18 and 19. See Section 10 of this narrative for more information on Site E, regarding compliance with municipal code and development standards.

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

RESPONSE: The Project has been designed to incorporate improvements as needed to public facilities at Site E, including stormwater facilities, and a fire hydrant and associated water line. The project work at Site E 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 Sections 3.10 and 3.11 of this narrative for additional details on utilities installed for the Project.

9.0 SITE DEVELOPMENT PLAN DECISION CRITERIA

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

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

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

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

RESPONSE: For the Project, Site E will be temporarily used for construction, staging, and access to the light rail guideway. Site E is located within the RS 7200 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.

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 E’s compliance with all requirements of the MTMC, including all applicable development standards of the RS 7200 zone, is described in Section 10.0 of this narrative. *Infrastructure.*

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

RESPONSE: Sound Transit is coordinating with City staff to ensure the proposed improvements complement and enhance existing public facilities. As previously noted in Section 8.0, the Project will incorporate improvements to public facilities to any extent that existing capacity is insufficient at Site E. Provisions will be made to install a new drainage inlet, fire hydrant, water line, and widened pavement for the fire truck turnaround. The project work at Site E 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 of this application describe how the Project has been subject to procedural and substantive State Environmental Policy Act (SEPA) review through issuance of the Project Environmental Documents that identify the applicable mitigation measures. Exhibit 8 of the Exhibit Book includes a Critical Areas Report to demonstrate Project compliance with critical areas development standards in MTMC 16.15.

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

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

Table 1: Site E 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 E. Project noise during operations is addressed by mitigation measures incorporated into the design (e.g., noise walls) according to FTA guidelines. Additional details of the analysis and proposed mitigation is provided in the L300 Noise, Vibration and Groundborne Noise Report (Exhibit Book, Exhibit 10) and the L300 Construction Noise, Vibration and Groundborne Noise Report (Exhibit Book, Exhibit 15). The MTMC does not regulate operational noise as associated with the Project.
12.05 – SIDEWALKS – REPAIR AND MAINTENANCE RESPONSIBILITY	This chapter establishes a City-wide policy towards sidewalk maintenance and repair that addresses standards for construction, responsibilities of abutting property owners, and a process by which sidewalks are to be repaired or replaced.	MTMC 12.05 does not apply to Site E. No sidewalks will be constructed at this site.
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 E. No communication equipment will be installed at Site E.
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 E. There are no new or existing solid waste facilities within Site E.
13.15 – RECYCLING RECEPTACLES	This chapter regulates the use of recycling receptacles within the City.	MTMC 13.15 does not apply to Site E. There will be no recycling produced within Site E during operation.
13.20 – SANITARY SEWERS	The chapter establishes regulations for the construction and operation of sanitary sewers,	MTMC 13.20 does not apply to Site E. No sanitary sewers will be constructed at Site E.

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Chapters	Summary Description	Project Compliance
	including construction standards, the permitting process,	
13.25 – SANITARY SIDE SEWERS	This chapter regulates the construction and operation of sanitary side sewers.	MTMC 13.25 does not apply to Site E. No sanitary side sewers will be constructed at Site E.
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 E. There are no new or existing water pressure regulating valves within Site E.
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 permit process and construction standards for work required at Site E. Illustrations of the proposed improvements are provided in the Proposed Site Plan Map, SE-PSP113-114 in Attachment E– 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.	The Project will comply with all City design standards for the new hydrant in the 227th Street SW cul-de-sac, required at Site E. Illustrations of the proposed improvements are provided in the Proposed Site Plan Map SE-PSP113-114 in Attachment E– 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.
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	MTMC 14 does not apply to Site E. There will be no wastewater generated on Site E.

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Chapters	Summary Description	Project Compliance
	General Pretreatment Regulations (40 CFR Part 403).	
15.05 – BUILDING CODE	This chapter regulates all structures within the city. The City has adopted several International Building, Mechanical, Performance, Green, Fuel Gas, National Electrical, Energy Conservation, Uniform Plumbing, and Fire Codes, among others. It also lays out the process of the associated local permits, tree removals, public right-of-way protection, and site improvements.	<p>Sound Transit will apply for all required construction permits during the construction phase of the Project, before commencement of any associated work.</p> <p><u>Building Codes and Permits:</u> There are no buildings proposed for Site E.</p> <p><u>Tree Removal Standards and Permits:</u> Sound Transit will protect and preserve trees on Site E to the extent possible, and will conduct any removal in compliance with MTMC 15.05. See Draft Tree Removal and Mitigation Report (Exhibit Book - Exhibit 20).</p> <p><u>Public Right-of-way Protection:</u> All constructed light rail facilities and acquired property will be protected by security fence and/or a screen wall. Fencing will be designed and constructed in accordance with Sound Transit DCM Chapter 6.7 (Exhibit Book, Exhibit 21), and will also conform to MTMC 19.120.200. All fencing on private property within the City will only be constructed after acquiring such permits from the City as may be necessary. Proposed fencing improvements are provided in Attachment E Site Specific Drawings (Drawing Nos. SE-PSP113 and SE-PSP114).</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 E. Plans of these improvements are provided in Attachment E – Site-Specific Drawings.</p>
15.10 – FIRE CODE	This chapter regulates fire protection development standards for all infrastructure within the city. The City has adopted the International Fire Code (2015 Edition), as amended. In addition, the City has adopted several local amendments to the International Fire Code to add, amend, delete or replace sections.	The proposed facilities at Site E will comply with both International Fire Code and the City’s local amendments. Sound Transit will apply for all required construction permits later in the construction phase of the Project, prior to the commencement of any associated work.
15.35 – PERFORMANCE GUARANTEES AND WARRANTIES	The chapter sets forth the regulations for all performance guarantees and warranties, which are required prior to the approval of any City permit.	Consistent with MTMC 15.35.030 and RCW 35.21.470, the Project is exempt from the requirements of MTMC 15.35 for financial security devices. Sound Transit will provide written assurance to the City that adequate

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Chapters	Summary Description	Project Compliance
		provisions have been made guarantee the required performance or maintenance.
16.05 – PROCEDURES UNDER THE STATE ENVIRONMENTAL POLICY ACT	The City adopted this chapter to implement the SEPA and the State Environmental Policy Act Rules (WAC 197-11).	As noted in the Background section of this comprehensive application package, Sound Transit is the lead agency for the Project’s compliance with SEPA, and the Project has been subject to procedural and substantive SEPA review through issuance of the Project environmental documents. Section 7.0 of this narrative describes the mitigation measures from the FEIS and ROD that are applicable to construction of the Project.
16.15 – CRITICAL AREAS	Draft Chapter 16.15 regulates development within critical areas in the City, including wetlands, streams, wildlife habitat areas, geologic hazard areas, flood hazards, and aquifers.	As described in detail in the City of Mountlake Terrace Critical Areas Report (Exhibit Book – Exhibit 8), Site E has been located and designed to avoid and minimize impacts on critical areas, to the extent possible. Sound Transit will comply will all development restrictions applicable to critical areas outside WSDOT limited access ROW, and is seeking the exception 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.	<p>Stormwater management facilities at Site E have been designed to comply with Chapter 16.20. A visual overview of these facilities is provided in Proposed Site Plan Map in Attachment E– Site-Specific Drawings. Additional details are provided in the Draft Mountlake Terrace Drainage Report (Exhibit Book – Exhibit 14). The required flow control is provided in an infiltration pond located within WSDOT ROW south of the 228th Street overcrossing.</p> <p>Sound Transit’s contractors will be responsible for development and implementing the Stormwater Pollution Prevention Plan (SWPPP), 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.</p>
18.10 – COMPREHENSIVE PLAN	This chapter adopts the Comprehensive Plan, as amended, to serve as the guiding framework for decisions relating to land use, environment, economic vitality, housing,	As noted above, Exhibit 18 of the Exhibit Book provides a detailed narrative of the Project’s consistency with the comprehensive plan.

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Chapters	Summary Description	Project Compliance
	capital facilities, recreation, parks and open space, transportation, and utilities.	
18.12 – SUSTAINABILITY	This chapter adopts the City of Mountlake Terrace Sustainability Strategy set forth in Ordinance 2487 § 1, 2008.	<p>Light rail transit service supports Mountlake Terrace Sustainability Strategy Goal II: Facilitate Desirable Development Patterns and Economic Vitality, insofar as the City encourages development in close proximity to the transit station (Transit Oriented Development). The Project’s approach to stormwater management prioritizes Low Impact Development, which also supports Goal II (see Chapter 16.20 of this table).</p> <p>Light rail transit service inherently supports Mountlake Terrace Sustainability Strategy Goal III: Maximize Energy-Efficient Mobility Options that Connect City Residents to the Places Where They Live, Work, and Play.</p> <p>Site E design minimizes the removal of trees and other impacts to existing green space and provides replacement landscaping after construction is complete. This supports Mountlake Terrace Sustainability Strategy Goal IV: Enhance and Expand the City’s Green Spaces and Systems.</p> <p>The Project conforms to all Sound Transit sustainability requirements as expressed in the Project Design Criteria Manual (Exhibit Book, Exhibit 21). These requirements include energy and water efficiency, as well as the efficient use of materials and minimizing construction and demolition waste. These practices support Mountlake Terrace Sustainability Strategy Goal V: Increase Energy and Water Efficiency and Goal VI: Encourage Material Conservation, Reuse, and Recycling. See the L300 Sustainability Checklist (Exhibit Book, Exhibit 22).</p>
18.15 – ESSENTIAL PUBLIC FACILITIES	This chapter describes specific City requirements for reasonably accommodating essential public facilities, including where they can be located and what land use process they will be subjected to.	<p><u>Allowable Uses:</u> As noted above, the Project is a Type A essential public facility, which is allowed in any zoning district through a Conditional Use Permitting process.</p> <p><u>Fencing:</u> Constructed light rail facilities and properties will be protected by security fence, in accordance with the Sound Transit DCM Chapter 6.7. Fencing will be designed to conform to MTMC 19.120.200. All fencing on private property within the City will be constructed after acquiring such permits from the City as may be necessary.</p> <p><u>Supplemental Public Notification:</u> In compliance with Section 18.15.070(A) and Chapter 18.25,</p>

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		<p>MTMC, Sound Transit will coordinate with the City to place public notice signs at key locations and provide notification of a public hearing. See the background section of the Introduction to the Application Package for information regarding Sound Transit’s public outreach for the Project.</p>
<p>18.25 – PUBLIC NOTIFICATION – MAJORLAND USE</p>	<p>This chapter establishes requirements for the proponents of certain types of major land use proposals to provide additional public notice signs to supplement the City’s normal public hearing postings.</p>	<p>Sound Transit will coordinate with the City to place public notice signs throughout the City at key locations for the conditional use permitting process. A draft of the proposed location and design is provided in Exhibit Book – Exhibit 19.</p>
<p>18.30 – IMPACT FEES</p>	<p>This chapter establishes a process for the City to charge and collect fees to ensure that all new development bears its proportionate share of the capital costs of off-site park and transportation facilities reasonably related to new development. These fees are necessary to maintain adopted levels of park service, and to maintain adopted levels of service in the City’s transportation facilities at the time of new development.</p>	<p>The Project is not subject to impact fees pursuant to state law, RCW 82.02.090.</p>
<p>19.23 – DEVELOPMENT STANDARDS – USES</p>	<p>This chapter provides a selection of allowable use standards that are applicable to the Project, specifically where transportation and certain types of electrical vehicle infrastructure are allowed.</p>	<p>The Project will comply with all applicable development standards established in Chapter 19.23 of the Code where possible.</p> <p>Because Site E will not include any publicly-accessible parking facilities, there are no opportunities for construction of electrical vehicle facilities.</p>
<p>19.30 – RS – SINGLE-HOUSEHOLD RESIDENTIAL DISTRICTS</p>	<p>This chapter provides specific development standards for the RS –Single-Household (RS) zoning district.</p>	<p>Site E is located within a RS 7200 zoning district.</p> <p><u>Allowable Uses:</u> Pursuant to Chapter 18.15, the Project is a Type A essential public facility, and is allowed in any zoning district through issuance of a Conditional Use Permit.</p> <p><u>Dimensional Regulations:</u> The Project conforms to all development standards, where possible, including height, bulk, scale, and dimensional regulations, established in the MTMC. 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 E– Site-Specific Drawings.</p>

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19.95 – TRANSPORTATION CODE	This chapter provides general transportation development standards regardless of zoning district. This includes regulations such as street design and access standards, street excavation and construction standards, special street regulations, performance and maintenance guarantees, transportation impact fees, and transportation concurrency requirements.	<p><u>Design Standards and Permits:</u> In compliance with MTMC 19.95, Site E will include minor street improvements, including pavement patching and pavement widening at the cul-de-sac. A visual overview is provided in Proposed Site Plan Map in Attachment E – Site-Specific Drawings. ROW use and construction permits will be applied for later during the construction phase of the Project, prior to the commencement of any associated work.</p> <p><u>Transportation Mitigation, Impact Fees, and Concurrency:</u> As part of a region-wide effort to improve access to modes of transportation that offer alternatives to traffic congestion associated with peak-period trips, the Project will function as an essential public facility providing the public access to high capacity multimodal connections between light rail, bus transit, and nonmotorized modes of circulation. Although the Project is not subject to concurrency requirements as a transportation facility of statewide significance, see RCW 36.70A.070(6)(c) and 47.06.140(1), Sound Transit will implement the mitigation measures established through environmental review including the impacts to the City’s transportation facilities identified in the FEIS and ROD.</p>
19.110 – PERMITS AND PROCEDURES	This chapter sets forth the procedures and standards for review of land use applications regulated by Title 19, which includes the Project.	Sound Transit is coordinating with the City to permit the Project through all applicable permitting processes. As directed by the City, Sound Transit is complying with the conditional use permitting process with the submittal of this Application, which will be evaluated under both the conditional use permit and site development plan criteria. To the extent that the Project’s unique nature prevents it from conforming to particular requirements, Sound Transit will request modifications pursuant to the appropriate MTMC section. See Chapter 15.05, Building Code, in this table for code modification details.
19.120 – GENERAL PROVISIONS	This chapter provides a selection of general performance standards to minimize environmental impacts associated with land uses, regardless of zoning district. This chapter also establishes standards applicable to special uses that, by their nature, necessitate specific land use regulations that address the development and operation of	<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 E will comply with all local, state, and federal air quality and fugitive dust standards throughout</p>

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	<p>such uses and activities to accomplish the purposes of Title 19 (Zoning).</p>	<p>construction and operation. Sound Transit will use BMPs to prevent and reduce air quality impacts resulting from construction activities.</p> <p><u>Lighting</u>: As discussed in Section 5.3 of this narrative, construction lighting is designed to minimize impacts on adjacent properties as required by MTMC 19.120.030. Operation lighting will not be required at Site E.</p> <p><u>Noise and Vibration</u>: As discussed in Section 4.4 and 5.5, a Construction Noise and Vibration Mitigation and Monitoring Plan will be developed by the construction contractor and approved by the Sound Transit Construction Management Consultant Resident Engineer prior to commencement of construction activities outside normal daytime working hours. The plan will be provided to the City for review prior to commencement of construction activities outside normal daytime working hours.</p> <p>Sound Transit is further assessing noise impacts and mitigations based on recently available design details. The L300 Noise, Vibration and Groundborne Noise Report will be updated with the next design milestone in December 2018. As stated in the FEIS, Sound Transit will mitigate noise and vibration impacts associated with construction, operation, and maintenance of the Project.</p> <p>Standard mitigation, where necessary and to the extent practicable, may consist of but not be limited to portable noise walls, temporary noise barriers (acoustic blankets on fencing), and vehicle broadband backup alarms or smart alarms for nighttime to lessen impacts from construction activities. Where feasible, temporary noise walls that provide partial mitigation will be installed to replace existing traffic noise walls to partially compensate during periods when these walls must be taken down for construction of the Project.</p> <p><u>Fences and Hedges</u>: As part of this Application, Sound Transit is submitting applicable landscape plans that illustrate screening and perimeter landscaping on interior lot lines and buffering requirements for Site E. Proposed plans are provided in Proposed Site Plan Map in Attachment E – 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</p>

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		grading and drainage activities at Site E. Proposed plans are provided in Proposed Site Plan Map in Attachment E– Site-Specific Drawings.
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 to Site E. There are no planned public parking facilities for Site E.
19.126 – ELECTRIC VEHICLE INFRASTRUCTURE	This chapter establishes regulations for electric vehicle infrastructure, including permitted locations, infrastructure requirements, and signage.	MTM 19.126 does not apply. There are no opportunities for construction of electrical vehicle facilities at Site E, as there are no public parking facilities at Site E.
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 E has been designed, in coordination with the City, to meet all landscape design standards. Drawings of the proposal are provided in Drawing Nos. SE-LPP106 and SE-LPP107 in Attachment E– 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.	There is no signage planned for Site E, and therefore MTMC 19.135 does not apply.

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 a reasonable use exception to MTMC 16.15.430 for the portion of Site E designated as a Class IV Landslide Hazard Area. Class IV Landslide Hazard Areas are located in several areas within Site E, primarily north of 228th Street SW. Based on the geotechnical investigations, the project as designed will not increase the risk of occurrence of the potential geologic hazards and that measures to eliminate or reduce the potential geologic hazards have been incorporated into the design, in accordance with the geotechnical engineers’ recommendations.

MTMC 16.15.430 Geologic Hazard

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1. General Standard. The City may approve, condition or deny proposals for the alteration of geologic hazard areas based on the degree to which significant risks posed by critical hazard areas to public and private property and to public health and safety can be mitigated. The objective of mitigation measures shall be to render a site containing a critical geologic hazard site as safe as one not containing such hazard or one characterized by a low hazard. In appropriate cases, conditions may include limitations of proposed uses, modification of density, alteration of site layout and other appropriate changes to the proposal. Where potential impacts cannot be effectively mitigated, or where the risk to public health, safety and welfare, public or private property, or important natural resources is significant notwithstanding mitigation, the proposal shall be denied, unless permitted as a reasonable use exception under MTMC 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 E is within a Class IV Landslide Hazard area, as described above and shown in the Existing Features Map (Drawing Nos. SE-EFM113 and SE-EFM114 in Attachment E – Site-Specific Drawings). Site E will be temporarily used for construction, staging, and access to the light rail guideway. Permanent improvements on Site E include enlarging the existing 227th Street SW cul-de-sac to provide adequate room for fire truck turnaround, installing a new fire hydrant and associated water main connection, and installing a new stormwater inlet to collect the side slope runoff from 228th Street SW and convey it to the existing Washington State Department of Transportation (WSDOT) conveyance system. The proposed work at Site E also includes demolition of a house as well as clearing and restoration of the parcel. Site E will not feature any buildings or structure elements. Underground guideway retaining wall tie-back anchors will pass below the limits of Site E in a proposed permanent subsurface easement. The entire site area is needed to accommodate all of the project improvements on Site E. There are no reasonable alternatives available to replace the proposed Site E improvements, which are a necessary part of Project, an essential public facility. The development of the site as proposed will require that an exemption be granted for construction of the activities described above.

Justification: The area needed for the expansion of 227th Street SW and installation of guideway retaining wall tie back anchors encroaches into small portions of the areas that have been identified as Class IV Landslide Hazard Areas. Due to the alignment of 227th Street SW and the Guideway, using this area is unavoidable. The location of 227th Street SW is critical for providing access to emergency vehicles to the light rail system, and Site E must be used to build guideway retaining walls in a safe and effective manner. The area needed for the Project avoids and minimizes impacts to Class IV Landslide Hazard Areas to the maximum extent practicable.

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 and staging 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 E is located adjacent to the preferred alternative guideway alignment. Adjacent areas would either have more impacts to Class IV Landslide Hazard Areas and/or

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impact more residential properties. The impacts to Site E are minimized to what is needed to construct the guideway. The work within Site E 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 E. Sound Transit facilities are designed in accordance with International Building Code (IBC), American Association of State Highway Transportation Officials (AASHTO), and Sound Transit design standards as appropriate to meet all safety requirements. Based on the geotechnical information, the Project will not decrease the factor of safety for landslide occurrences. Slopes and retaining structures will be evaluated and designed for adequate stability using appropriate techniques such as limiting slope inclination, limiting surcharge loading, or adding slope reinforcement such as ground anchors.
4. Sound Transit plans to mitigate unavoidable temporary impacts to landslide hazard areas by regrading and planting vegetation after construction is complete to provide final slope stability that, at a minimum, meets current conditions. Temporary landscape protection fencing will be installed within the Site E boundary to preserve vegetation and slopes where possible. For the areas where impacts could not be avoided, the grades are restored to previous conditions and native vegetation and mulch will be installed for slope protection. The disturbed areas will be replanted with a mixture of native erosion control seed mix, container plants, and topsoil 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 E: SITE-SPECIFIC DRAWINGS