



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

For:

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

Located at:

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

Site H is a former school site at 6205 222nd Street SW.

CITY OF MOUNTLAKE TERRACE PROJECT LOCATION:

Site H (6205 222nd 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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ATTACHMENTS

Attachment H: Site-Specific Drawings

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
CG	General Commercial
dBA	A-weighted decibels
DCM	Design Criteria Manual
FEIS	Final Environmental Impact Statement
FTA	Federal Transit Administration
I-5	Interstate 5
IBC	International Building Code
Ldn	Day-night average sound level
Leq	dBA equivalent continuous noise level
LID	low impact development
MTMC	Mountlake Terrace Municipal Code
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
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 H. Site H is a former school located at 6205 222nd Street SW, west of Interstate 5 (I-5), 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 H encompasses approximately 293,894 square feet (6.7 acres) of privately-owned land (parcel number 00378200300600). Additional parcel information is provided in the Property Acquisitions document (Exhibit Book, Exhibit 7). Site H is vacant land with the remaining foundations of Melody Hill Elementary School. The school features the remnants of a small parking area north of 222nd Street SW with a sports field located on the northern portion of Site H, just south of 220th Street SW. The location of Site H, including a minimum of 500 feet from the perimeter of the site, parcel lines, and collector arterials are shown on the Vicinity Maps (Exhibit Book, Exhibits 1 and 2). A visual overview of the site and its existing conditions, including property lines, adjacent rights-of-way, public improvements, traffic-control devices, and easements on or adjacent to the site is provided on the Existing Features Map in Attachment H – Site-Specific Drawings.

1.2 Zoning Designation

As shown on the City of Mountlake Terrace (City) Official Zoning Map (adopted March 2018), Site H is located within the General Commercial (CG) zoning district. Property to the north and west are also within the CG zoning district. Property to the south of Site H is within the Single-Household Residential (RS 7200) district. WSDOT right-of-way (ROW) for I-5 borders Site H to the east, and City ROW borders Site H to the north and south.

1.3 Topography

Site H is relatively flat in the center and slopes down to the northwest and southwest with an average slope of approximately 0.5 percent. It is covered by impervious surfaces that include the remnant building foundations from the demolished school and the school's parking lot in addition to open field areas. Topography details for Site H are provided on the Existing Features Map. See Drawing Nos. SH-PSP116 to SH-PSP161 in Attachment H – Site-Specific Drawings.

1.4 Vegetation

Existing vegetation at Site H includes coniferous evergreen and deciduous trees along the north, west, and east site boundaries. Lawn and shrub areas are interspersed.

1.5 Critical Areas

Critical areas on Site H are limited to Class II/Moderate and Class IV/Very High Landslide Areas that run east-west in a narrow band through the middle of the site and along the northern edge of the property along 22th Street SW. These areas are discussed in more detail below. 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). There are no wetlands, streams, wildlife habitat areas, flood hazard areas, or aquifer recharge areas identified at within the boundaries of Site H and are therefore not discussed further. Class II/Moderate and Class IV/Very High Landslide Areas are present at Site H.

This CUP addresses critical areas on Site H which is a privately-owned property. It does not address critical areas on the adjacent WSDOT limited access ROW (see Critical Areas Concurrence Letter, dated March 19, 2018) (Exhibit Book, Exhibit 9). A detailed discussion of all critical areas within 200 feet of the light rail alignment can be found in the 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 occur along two narrow strips of land running east-west along the northern site boundary and through middle of Site H. These geologic hazard areas are shown in the Existing Features Map on Drawing Nos. SH-EFM117, 118, 160, and 161 (Attachment H – Site-Specific Drawings) and further described in the Mountlake Terrace Critical Areas Report (Exhibit Book, Exhibit 8).

1.6 Routes of Access to Site

Site H is bordered by I-5 to the east, with access to the site from northbound and southbound I-5 via Exit 179, east and west along 220th and 222nd Streets SW, north and south along 64th Avenue W and 62nd Avenue W from the south. Access to the Site will be primarily from 222nd Street SW. These routes are shown on the Vicinity Maps (Exhibit Book, Exhibits 1 and 2).

1.7 Land Use and Site Improvements

Existing Site H includes vacant land with the remaining foundations of Melody Hill Elementary School. Existing vegetation on the site includes native trees such as Douglas fir (*Pseudotsuga menziesii*) and red alder (*Alnus rubra*), ornamental trees including weeping birch (*Betula pendula*), and ornamental shrubs such as juniper (*Juniperus* spp.), as well as grass fields. Details of existing land use and site improvements are shown on the Existing Features Map in Attachment H – Site-Specific Drawings, Drawing Nos. SH-EFM117, 118, 160, and 161.

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1.8 Surrounding Land Uses

Land uses surrounding the site include single- and multifamily residential to the west and south and commercial properties to the north. The I-5 corridor is on the east side of Site H. Properties around Site H are zoned RS 7200 to the south and CG to the north.

1.9 Parking

Site H features multiple small surface parking lots from the previous school site, which are no longer in service.

1.10 Noise and Vibration

The noise and vibration levels at Site H are primarily associated with the I-5 corridor. The existing noise levels at three locations on the south end of the site were measured and reported in the Lynnwood Link Extension Final Environmental Impact Statement (FEIS). Sound levels were in the range of 56 to 57 A-weighted decibels (dBA) day-night average sound level (Ldn) with peak-hour levels of 52 to 67 dBA equivalent continuous noise level (Leq). Per the Federal Transit Administration (FTA), who provides typical sound levels for various transit operations and typical background ambient sound levels, these sound levels correspond to a suburban or urban neighborhood. For additional detailed noise analysis, please refer to the L300 Noise, Vibration and Groundborne Noise Report (Exhibit Book, Exhibit 10).

2.0 PROPOSED USES

During construction, Site H will be used for staging and access for the Project. Temporary uses will include siting of construction trailers, work force parking, storage, and maintenance of equipment and materials and welding of track and other activities incidental to the maintaining and securing the staging area. The Project will replace an existing watermain with a new 12-inch water main through the east side of the site from 220th Street SW to 222nd Street SW. A fire hydrant will be installed approximately 180 feet north of 222nd Street SW.

A storm drain line will be installed along the north edge of the site to convey stormwater from 220th Street SW to a bioretention swale located in the northeast corner of Site H. Guideway runoff within Site H will flow south in the aerial drainage system that runs beneath the guideway, where it will then be conveyed to a bioretention swale west of the guideway. The swale will discharge to the north into a conveyance system that follows the existing path and connects to the existing conveyance along 220th Street SW.

A chain link fence will be installed around the property to prevent unauthorized access during construction and afterwards to reserve the site for future use. The permanent fence will be set back from the property's southern edge by approximately 7 feet and from the site's northern edge by approximately 13 feet. The new fence will tie into an existing fence running along the west edge of Site H.

A large portion of the existing unused parking lot and building pads on the site will be removed and the ground restored to a pervious hydroseeded condition. The runoff from at-grade and retained fill sections of the guideway will be collected in the track underdrain system and routed to the existing drainage system within 222nd Street SW.

A potential light rail station near Site H (220th Street SW) is contemplated in the future. Although this station will not be constructed as part of the Project, the potential is accommodated through low-cost infrastructure improvements to help facilitate construction of the potential future station, if approved by the Sound Transit Board. Those infrastructure improvements will include:

- A platform curb to facilitate future construction of side platforms with limited disruption to ongoing operations.
- Connections for duct work away from side platforms.
- Centered OCS poles so not to interfere with future side platforms.
- An end span to allow future access to side platforms under the guideway.

The proposed site layout is provided in Drawing Nos. SH-PSP116 to SH-PSP161 in Attachment H – Site-Specific Drawings for this narrative.

3.0 PLANNED IMPROVEMENTS

3.1 Structures

Site H will include a portion of the guideway that is constructed on retaining walls and elevated on columns on the eastern edge of the site. For details related to the guideway, refer to the Guideway narrative, which is part of this comprehensive application package.

3.2 Design

Site H will include the following design elements: a water line and stormwater conveyance line and bioswale.

Pursuant to MTMC Chapter 19.95, street frontage improvements including new curb, gutter, and sidewalk along 222nd Street SW adjacent to Site H will be built and permitted separately as part of another Sound Transit or transit oriented development project in order to meet the City's land use permitting requirements. See Section 10.1 for more information.

3.3 Aesthetics

Site H will not feature any hardscape aesthetic elements but will be restored with hydroseeding. See Section 3.7 of this narrative for landscape elements.

3.4 Grading

The Project will include the placement of fill along the guideway at the site's eastern edge, where retaining walls are used to elevate the guideway above existing grades. Fill placed on the west side of the guideway is minimal. On the east side of the guideway, up to 5 feet depth of fill will be used to tie the base of the retaining wall into existing grades. Approximately 55 cubic yards (CY) of cut and approximately 2,280 CY of fill will be required at Site H. Excavated materials not used as fill on site will be transported by truck to an approved off-site disposal site. During construction, localized grading will occur as required to support the Site activities. Grading will be limited to removal of remnants of previous Site structures and preparations for installation of landscaping and utilities. Grading plans are provided in the Proposed Site Plan Map in Attachment H – Site-Specific Drawings.

3.5 Routes of Access

Proposed access to Site H will be from I-5 via the 220th Street SW interchange to 64th Avenue W, 222nd Street SW and 62nd Avenue W, or via a temporary right-in only driveway off of eastbound 220th Street SW. A visual overview of existing roadways and proposed improvements is provided in the Vicinity Maps (Exhibit Book, Exhibits 1 and 2). Associated traffic improvements are shown in the Proposed Site Plan Map in Attachment H – Site-Specific Drawings, 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

Retaining walls will be constructed for the guideway on the eastern edge of Site H. A visual overview of this location is provided in the Proposed Site Plan Map in Attachment H – Site-Specific Drawings. For

additional details on the retaining walls, refer to the Guideway narrative, which is part of this comprehensive application package. No other permanent retaining walls are planned for Site H.

Onsite temporary retaining walls may be required during construction to support Site activities.

3.7 Landscaping

Site H will be stabilized with erosion control seeding after construction. Seeding will also be applied adjacent to the guideway retaining walls in areas where operational clearance is required. Seeded areas will receive temporary irrigation during the plant establishment period. Landscape plans for Site H, provided in Drawing Nos. SH-LPP108, and LPP109, and SH-LPD100, LPD102, and LPD103, and SH-LPS101, LPS102, and LPS103 in Attachment H – Site-Specific Drawings.

3.8 Noise Walls

No noise walls are proposed for Site H. Noise walls associated with the guideway are discussed in the Guideway narrative of this application.

3.9 Traction Power Substations / Signal Bungalows

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

3.10 Stormwater Management Facilities

A storm drain line will be installed along the north edge of the site to convey stormwater from 220th Street SW to a bioretention swale located in the northeast corner of Site H.

Guideway runoff within Site H will flow south in the aerial drainage system that runs beneath the guideway where it will then be conveyed to a bioretention swale located east of the guideway. The swale will discharge to the north into a conveyance system that follows the existing path and connects to the existing conveyance along 220th Street SW. A large portion of the existing unused parking lot and building pads on the site will be removed and the ground restored to a pervious condition. The runoff from at-grade and retained fill sections of the guideway will be collected in the track underdrain system and routed to the existing drainage system for 222nd Street SW.

Plans of the proposed stormwater management facilities are provided in the Proposed Site Plan Map in Attachment H – Site-Specific Drawings. Additional information and analysis is provided in the Draft Mountlake Terrace Drainage Report (Exhibit Book, Exhibit 14).

3.11 Utilities

An existing water main will be replaced with a 12-inch diameter water main through the eastern side of Site H from 220th Street SW to 222nd Street SW. A new fire hydrant and a pressure-reducing valve will be installed at the south edge of the property. Utility demolition activities at Site H will include removal of the existing sanitary sewer and side sewer, electrical service, water service, and water main. Plans of the proposed utilities are provided in the Proposed Site Plan Map in Attachment H – Site-Specific Drawings.

Any temporary water, power, sewer or communications services that may be required during construction 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 H can be found in the *Lynnwood Link Extension FEIS* (Sound Transit 2015a: Chapter 4) and Appendix I-4.2 Land Use – Plans, Goals, and Policies (Sound Transit 2015b). See Section 1.8 of this narrative and the Vicinity Maps (Exhibit Book, Exhibits 1 and 2) for more information regarding Site H's surrounding area and land uses.

4.2 Loss of Vegetation

Existing vegetation patterns in this area consists of mostly open field, with some evergreen trees, deciduous trees, and various shrubs along the site perimeter. Approximately 78 trees will be removed from the site and replaced in connection with the overall mitigation plan for the Project, which is further described in Section 7.0 of this narrative. Demolition plans for Site H are provided in Drawing Nos. SH-eCXP117 and eCXP118, and SH-eCXP160 and eCXP161; in Attachment H – Site-Specific Drawings. Mitigation for tree removal is discussed in Section 7.3.1.

4.3 Critical Areas

A detailed discussion of impacts to critical areas can be found in the Mountlake Terrace Critical Areas Report (Exhibit Book, Exhibit 8). Class II/Moderate and Class IV/Very High Landslide Areas are present at Site H. Below is a summary of impacts to those geologic hazard areas; detailed information is provided in the Mountlake Terrace Critical Areas Report in Exhibit Book, Exhibit 8.

4.3.1 Geologic Hazard Areas

Class II/Moderate and Class IV/Very High landslide hazard areas within Site H will be temporarily impacted by the Project. Project impacts to landslide hazard areas may include removal of vegetation, excavation of temporary and permanent cut slopes, placement of earth embankment fills, and construction of retaining structures. Slopes and retaining structures will be evaluated and designed for adequate stability using appropriate techniques, such as limiting slope inclination, limiting surcharge loading, or adding slope reinforcement, therefore minimizing the potential for impacts to the Landslide Hazard Areas.

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

Limited clearing of vegetation and soil disturbance will expose soils in areas defined as landslide hazard areas, as shown in Drawing Nos. SH-EFM117, 118, 160, and 161 in Attachment H – Site-Specific Drawings. Best management practices (BMPs) will be implemented to limit erosion and sedimentation of exposed soils and a Temporary Erosion and Sediment Control (TESC) plan will be developed, implemented, and monitored to address potential erosion and siltation during construction.

4.4 Noise and Vibration

Potential noise impacts and mitigation measures for the Project were identified in the Lynnwood Link Extension FEIS and Record of Decision (ROD). Sound Transit is further assessing noise impacts and

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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 30 residences within 250 feet of Site H that may be impacted by noise and vibration.

Construction noise and vibration impacts on the nearest residences may occur, as detailed in Sections 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 H. For a description of temporary lighting improvements required during construction, see Section 5.3 below.

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

Site H will accommodate construction trailers, staging, and equipment and materials storage for the duration of construction. The site will be regraded 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).

5.0 CONSTRUCTION

5.1 Anticipated Construction Schedule

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

5.2 Use of City Streets and Haul Routes

Haul routes to and from the site will provide access to the I-5 corridor as directly as possible using collector and arterial streets. Preliminary haul routes are provided in Drawing No. SH-CHP002 in Attachment H – Site-Specific Drawings. Final haul routes will be developed by the contractor. The access and haul routes were chosen to result in minimal pedestrian/vehicle conflict by using the most direct route to arterials. Detailed construction phasing and access, final haul routes, a Traffic Control Plan, and a Maintenance of Traffic Plan will be developed with by 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 H. Lighting during work hours will likely include mobile light plants, light poles, exterior lighting on the contractor trailers, and lights 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 non-working hours, a reduced amount of lighting will be provided to maintain security on the premises.

5.4 Contractor Parking

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

5.5 Vibration and Noise

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

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

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

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

See Sections 4.4 and 7.3.7 of this narrative for additional discussion regarding noise impacts and mitigation.

5.6 Longevity of Construction

Construction activities at Site H are anticipated to occur 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 H 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. The Interim Stormwater Plan is included in Exhibit 16 of the Exhibit Book.

6.0 PARKING

6.1 Construction Worker Parking

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

- Providing parking within 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 H is located 1.6 miles walking distance from the Mountlake Terrace Station; therefore, “hide and ride” parking is not expected to occur.

6.3 Functionally Equivalent Parking

Site H has no off-street private parking spaces in use; therefore, equivalent replacement parking is not necessary for this site.

7.0 MITIGATION AND RESTORATION

7.1 Mitigation of Impacts

Critical areas on Site H are discussed in Section 1.5 of this narrative. Unavoidable impacts to geologic hazard areas are discussed in Section 4.3 of this narrative and shown in Drawing Nos. SH-EFM117 to SH-EFM118 and SH-EFM160 to SH-EFM161 (Attachment H – Site-Specific Drawings). A summary of the mitigation measures that have been established to address Project impacts are described below. More detailed information can be found in the City of Mountlake Terrace Critical Areas Report (Exhibit Book, Exhibit 8).

Removal and replacement of trees and vegetation from critical areas within the Site H are discussed in Sections 7.3.1 and 7.3.4, respectively. Mitigation related to other disciplines is also discussed below.

7.2 Restoration Proposals

Project-wide, including within the WSDOT limited access ROW, any critical areas temporarily impacted by project construction activities will be restored to pre-construction conditions or better. Temporarily disturbed landslide areas will be revegetated and restored as soon as practical to minimize the risk of erosion. The surface at Site H will be seeded and restored with approximately 56,759 square feet of landscaping, as shown in the landscape plans and as described in Section 3.7. For non-landscaped areas, the site will be restored to its preconstruction condition or better after construction work at Site H is completed.

7.3 Interim vs. Long-Term

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

7.3.1 Vegetation

Trees removed on Site H will be replaced in areas throughout the City as part of the city-wide tree mitigation requirements, including trees planted within Site H as shown in the landscape restoration plans in Drawing Nos. SH-LPP108 to SH-LPP109 and SH-LPD100 to SH-LPS103 the Tree Removal and Mitigation Report (Exhibit Book, Exhibit 14). These are long-term mitigation measures.

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.

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

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

7.3.3 Design

There are no long-term facilities currently planned at Site H, so the only design elements included in this narrative relate to the proposed water line, stormwater conveyance line, and bioswale. See Sections 3.10 and 3.11 for more details on these design elements.

7.3.4 Aesthetics

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

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 proposed for Site H, due to the lack of any current off-street parking uses on this site. Construction worker parking within Site H avoids and mitigates for potential on-street parking impacts throughout the project area by concentrating construction worker parking within the vacant land in Site H.

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

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

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

7.4 Complaint Hotline and Ombudsman

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

8.0 CONDITIONAL USE PERMIT DECISION CRITERIA

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

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

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

- 2) *The proposal will not adversely impact the established character of the surrounding vicinity. For purposes of this section, "character" shall mean:*
- a. *The distinctive features or attributes of building and site design, including but not limited to building façade, scale, building modulation, tree cover, landscaping, size and location of signs, amount and location of parking, fencing and walkability:*

RESPONSE:

As described in Section 1, the existing land use at Site H includes vacant land, with the remaining foundations of Melody Hill Elementary School which includes the remnants of a small parking area north of 222nd Street and a sports field located on the northern portion of Site H. The vacant site is surrounded by a chain link fence. The WSDOT I-5 corridor is located east of the site. The established character of the surrounding area is primarily commercial and transportation corridors to the north and east, and single- and multi-family areas to the south and west. The design and use of Site H will not adversely impact the surrounding vicinity's established character.

During construction, any interim potential impacts from construction and staging activities at Site H will be mitigated to the greatest extent possible, as described in this narrative and required by the Project ROD. After construction, a segment of the light rail guideway will run along the eastern edge of Site H, and the surface at Site H will be seeded and restored with approximately 56,759 square feet of landscaping, as shown in the landscape plans and as described in Section 3.7. The light rail guideway is discussed separately in the Guideway narrative.

Building Façade, Scale and Modulation Impacts

Buildings surrounding Site H include residential houses to the south and west, and commercial properties to the north. The I-5 corridor is east of Site H. The project work at Site H will not adversely affect the established character of the surrounding vicinity.

The segment of light rail guideway that will run along the eastern edge of Site H will be elevated. There are no buildings proposed at Site H.

Tree Cover and Landscaping Impacts

The landscaping and tree cover surrounding Site H includes native trees such as Douglas fir and red alder. Project work at Site H will not adversely affect the established character of the surrounding vicinity regarding tree cover and landscaping. The landscape approach at Site H is to develop an integrated strategy and maintain this natural character through tree and vegetation protection to the greatest possible extent. Site H will be stabilized with erosion control seeding after construction, and seeding will also be applied adjacent to the guideway retaining walls, as described in Section 3.7.

Signage (Sign and Location)

The character of surrounding signage near Site H is primarily related to commercial businesses north of Site H. The project work at Site H will not adversely impact the character of surrounding signage. Only temporary signage may be required during construction use of Site H. There is no permanent signage proposed at Site H.

Parking Impacts (Amount and Location)

Parking surrounding Site H is associated with the residential properties to the south and west, and commercial parking to the north. Site H is currently a fenced vacant lot. While the site may be used for construction worker and equipment parking during the six-year construction period, there will be no parking impact on the surrounding community because these parking needs will be satisfied on-site or at an established satellite parking lot.

Fencing Impacts

Fencing in the surrounding community is primarily residential fencing and chain link fencing. The Project work at Site H will not adversely affect the character of the surrounding fences. Site H is currently surrounded by chain link fence, and will be surrounded by chain link fence during construction. All constructed light rail facilities and acquired property will be protected by security fence and/or screen wall.

Walkability Impacts

There are existing sidewalks along 220th Street and 222nd Street. The I-5 corridor is east of Site H. The work at Site H will not adversely impact neighborhood walkability. A segment of the light rail guideway will run along the eastern edge of Site H. This section of guideway is elevated above existing grade and will not adversely affect walkability.

Additional Public Amenities

No additional public amenities are existing or proposed at Site H. The project work at Site H will not adversely affect the established character of the surrounding vicinity with respect to public amenities.

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

RESPONSE:

Noise and Vibration Impacts

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

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 30 residences within 250 feet of Site H that may be impacted by noise and vibration.

Standard mitigation, where necessary and to the extent practicable, may consist of but not be limited to portable noise walls, temporary noise barriers (acoustic blankets on fencing), and vehicle broadband backup alarms or smart alarms for nighttime to lessen impacts from construction activities. Where feasible, temporary noise barriers that provide partial mitigation will be installed to replace existing traffic noise walls to partially compensate during periods when these walls must be taken down for construction of the Project. Site H will have a noise wall along the westerly edge of the at-grade portion of the guideway. Noise walls associated with the guideway are discussed in the Guideway narrative of this application.

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

Odor Impacts

Odors associated with the surrounding community are primarily related to traffic and vehicle exhaust along the I-5 corridor.

Potential short-term odors from construction staging equipment at Site H could occur as a result of 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, so they are not expected to adversely impact properties in the vicinity of Site H. 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 H is primarily associated with the I-5 corridor and residential neighborhoods. Site H will see a minor increase in traffic to the site to access field offices, work force parking, and stored equipment and materials, but not to the extent that the Project will adversely impact 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: Site H will be used for construction access and staging for the light rail guideway. Before beginning any onsite work, the contractor will submit for Sound Transit review and approval a Site Safety and Security Plan (SSSP). The SSSP will include sections to specifically address protection of the public when work is occurring above areas that are open to public access and how access to the all work areas will be controlled. The contractor will be required to maintain good housekeeping both onsite and adjacent public facilities. The contractor will be required to maintain both vehicle and pedestrian traffic circulation adjacent to the station site in accordance with the Manual on Uniform Traffic

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

During the duration of all construction, work areas at Site H will be fenced off to ensure safety for both the public and construction staff. This site will be used as a construction staging and storage yard, and will be restored once project construction is complete. The only impact on neighborhood circulation would be the intermittent entrance and exit of construction vehicles during working hours. Safe driving practices by all drivers entering or leaving the site will be strictly enforced at all times.

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 H is within the City's General Commercial (CG) 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 H, 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 H, including new stormwater management facilities and replacement of an existing water main with a new water main and pressure reducing valve (PRV) station. A new fire hydrant will also be installed. No additional changes to existing public facilities are required. The project work at Site H will not adversely impact the service of existing public facilities (sewer, water, fire stations, hospitals, schools, etc.). 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 June 2017), as detailed in Exhibit 18. As essential elements to the overall project, the proposed facilities at Site H 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 MIMC 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: Site H will be used for construction access and staging for the light rail guideway, and after construction, an elevated segment of light rail guideway will run along the eastern edge of Site H. Site H is located within the CG City zoning district, and within the City Comprehensive Plan CG land use designation, as shown on the Comprehensive Plan Map adopted February 2018. The proposed use of Site H 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: See Section 10.0 for details regarding compliance with requirements of the MIMC.

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

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RESPONSE: Sound Transit is coordinating with City staff to ensure the proposed improvements complement and enhance existing public facilities. As previously noted in Sections 3.0 and 8.0 of this narrative, the Project will incorporate improvements to public facilities to any extent that existing capacity is insufficient at Site H. Improvements to utilities will include new stormwater management facilities and replacement of an existing water main and installation of a new fire hydrant. No additional changes to existing public facilities are required. The project work at Site H will not adversely impact the service of existing public facilities (sewer, water, fire stations, hospitals, schools, etc.).

- 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 MIMC 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 MIMC 15.05.170). Site H's compliance with the MIMC 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 H comply with each requirement.

Table 1: Site H 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 H. Project noise during operations is controlled by mitigation measures incorporated into the design (e.g., noise walls) according to FTA guidelines. Additional details of the analysis and proposed mitigation is provided in the L300 Noise, Vibration and Groundborne Noise Report in (Exhibit Book, Exhibit 10), and the L300 Construction Noise, Vibration and Groundborne Noise Report in (Exhibit Book, Exhibit 15). The MTMC does not regulate operational noise associated with the Project.
12.05 – SIDEWALKS – REPAIR AND MAINTENANCE RESPONSIBILITY	This chapter establishes a City-wide policy towards sidewalk maintenance and repair that addresses standards for construction, responsibilities of abutting property owners, and a process by which sidewalks are to be repaired or replaced.	MTMC 12.05 does not apply to Site H. There are no new or existing sidewalks within or around Site H.
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 H. There are no new or existing communications equipment within or around Site H.
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 H. No solid waste will be produced from Site H 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 H. No recycling receptacles will be located at Site H during operation.
13.20 – SANITARY SEWERS	The chapter establishes regulations for the construction	Sewer demolition at Site H will comply with all local and state regulations. A visual overview of the

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Chapters	Summary Description	Project Compliance
	and operation of sanitary sewers, including construction standards, and the permitting process.	proposed improvements is provided in Drawing Nos. L90-UCP308 through -341 in Attachment H – Site-Specific Drawings. Specific instructions for the contractor will be included in the Project’s special conditions. Sound Transit will apply for the required construction permits later in the construction phase of the Project, prior to the commencement of any associated work.
13.25 – SANITARY SIDE SEWERS	This chapter regulates the construction and operation of sanitary side sewers.	Side sewer demolition at Site H will comply with all local and state regulations. A visual overview of the improvements is provided in Drawing Nos. L90-UCP308 through -341 in Attachment H – Site-Specific Drawings. Specific instructions for the contractor will be included in the Project’s special conditions. Sound Transit will apply for the required construction permits later in the construction phase of the Project, prior to the commencement of any associated work.
13.35 – WATER PRESSURE REGULATING VALVES	This chapter provides requirements for pressure regulating valves for existing and new water service.	Site H will include the replacement of an existing water main with a 12-inch water main and pressure regulating valve station. The site will also include installation of one new hydrant to be used as a blow off for the adjacent pressure relief valve. This work will be completed in compliance with the code and will be located within the City’s water system. The Project will comply with all requirements for pressure regulating valves. Illustrations of the proposed improvements are provided in Attachment H – Site-Specific Drawings.
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 and improvements at Site H. Illustrations of the proposed improvements are provided in Attachment H – Site-Specific Drawings. Sound Transit will apply for construction permits later in the construction phase of the Project, prior to the commencement of associated work.

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Chapters	Summary Description	Project Compliance
13.55 – FIRE HYDRANT INSTALLATION	This chapter ensures the installation of fire hydrants within the City compliance with the City Engineer’s plans MT-G1, MT-G2, MT-G3, and MT-G4.	Site H will require the installation of one new hydrant to be used as a blow off for the adjacent pressure relief valve. This work will be completed in compliance with the code and will be located within the City’s water system. Illustrations of the proposed improvements are provided in Attachment H – Site-Specific Drawings.
14 – WASTEWATER PRETREATMENT	This title sets forth uniform requirements for users of the publicly owned treatment works operated by the city of Edmonds and/or King County, and enables the City to comply with all applicable state and federal laws, including the Clean Water Act (33 USC 1251 et seq.) and the General Pretreatment Regulations (40 CFR Part 403).	MTMC 14 does not apply to Site H. There will be no wastewater pretreatment on Site H.
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 proposed buildings at Site H. No building permits will be required.</p> <p><u>Tree Removal Standards and Permits:</u> Sound Transit will protect and preserve trees on Site H to the extent possible, and will conduct any tree removal in compliance with MTMC 15.05. Exhibit 20 of the Exhibit Book provides the Draft Tree Removal and Mitigation Report.</p> <p><u>Public Right-of-Way Protection:</u> All constructed light rail facilities and acquired property will be protected by security fence and/or screen wall. Fencing will be designed and constructed in accordance with Sound Transit Design Criteria Manual (DCM) Chapter 6.7, and will also conform to MTMC 19.120.200. All fencing on private property within the City will only be constructed after acquiring such permits from the City as may be necessary. Fencing design is shown in Drawing Nos. SH-PSP117, SH-PSP118, SH-PSP160, and SH-PSP161.</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 H. Plans of these improvements are provided in Attachment H – Site-Specific Drawings.</p>

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Chapters	Summary Description	Project Compliance
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 fire hydrant location and looped water system design complies with the Fire Code and City development standards of Chapter 15.10
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 provisions have been made guarantee the required performance or maintenance.
16.05 – PROCEDURES UNDER THE STATE ENVIRONMENTAL POLICY ACT	The City adopted this chapter to implement the SEPA and the State Environmental Policy Act Rules (WAC 197-11).	As noted in the Background section of this application Sound Transit is the lead agency for the Project’s compliance with SEPA, and the Project has been subject to procedural and substantive SEPA review through issuance of the project environmental documents. Section 7.0 of this narrative describes the mitigation measures from the FEIS and ROD that are applicable to construction of the Project.
16.15 – CRITICAL AREAS	Chapter 16.15 regulates development within critical areas in the City, including wetlands, streams, wildlife habitat areas, geologic hazard areas, flood hazard areas, and aquifers.	As described in detail in the City of Mountlake Terrace Critical Areas Report (Exhibit Book – Exhibit 8), Site H is designed to avoid and minimize impacts on critical areas, to the where possible. Sound Transit will comply will all development restrictions applicable to critical areas outside WSDOT limited access ROW, and is seeking the exception request described in Section 10.1 of this narrative.
16.20 – CONTROLLING STORMWATER RUNOFF FROM NEW DEVELOPMENT, REDEVELOPMENT, AND CONSTRUCTION SITES	This chapter regulates stormwater during both construction and operation of infrastructure within the City.	<p>Stormwater management facilities at Site H have been designed to comply with MTMC 16.20, including the City’s new low-impact development standards.</p> <p>A visual overview of these facilities is provided in Drawing Nos. SH-PSP117, SH-PSP118, SH-PSP160, and SH-PSP161. Additional details are provided in the Draft Mountlake Terrace Drainage Report in Exhibit Book, Exhibit 14).</p> <p>Sound Transit’s contractors will be responsible for developing and implementing a Stormwater Pollution Prevention Plan (SPPP), Temporary Erosion and Sediment Control (TESC) Plan which will be reviewed by the City and Ecology, inspecting and maintaining best management practices, and monitoring and reporting. TESC measures will be provided for the Project in accordance with the City of Mountlake Terrace Engineering Standards,</p>

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Chapters	Summary Description	Project Compliance
		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.	<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 near the transit station (Transit Oriented Development). The Project’s approach to stormwater management prioritizes Low Impact Development, which also supports Goal II (see MTMC 16.20 of this table).</p> <p>Light rail transit service inherently supports Mountlake Terrace Sustainability Strategy Goal III: Maximize Energy-Efficient Mobility Options that Connect City Residents to the Places Where They Live, Work, and Play.</p> <p>Site H design minimizes the removal of trees and other vegetation. This supports Mountlake Terrace Sustainability Strategy Goal IV: Enhance and Expand the City’s Green Spaces and Systems.</p> <p>The Project conforms to all Sound Transit sustainability requirements as expressed in Chapter 30 of the Project Design Criteria Manual (Exhibit Book – Exhibit 21). These requirements include energy and water efficiency, as well as efficient use of materials and minimizing construction and demolition waste. These practices support Mountlake Terrace Sustainability Strategy Goal V: Increase Energy and Water Efficiency and Goal VI: Encourage Material Conservation, Reuse, and Recycling. See the L300 Sustainability Checklist (Exhibit Book, Exhibit 22).</p>
18.15 – ESSENTIAL PUBLIC FACILITIES	This chapter describes specific City requirements for reasonably accommodating essential public facilities, including where they can be located and what land use process they will be subjected to.	<p><u>Allowable Uses:</u> As noted above, the Project is a Type A essential public facility, which is allowed in any zoning district through a Conditional Use Permitting process.</p> <p><u>Fencing:</u> Constructed light rail facilities and properties will be protected by a security fence in</p>

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		<p>accordance with Sound Transit DCM Chapter 6.7. Fencing will conform to MTMC 19.120.200. All fencing on private property within the City will be constructed after acquiring such City permits 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>
<p>18.25 – PUBLIC NOTIFICATION – MAJOR LAND USE</p>	<p>This chapter establishes requirements for the proponents of certain types of major land use proposals to provide additional public notice signs to supplement the City’s normal public hearing postings.</p>	<p>Sound Transit will coordinate with the City to place public notice signs throughout the City at key locations for the Conditional Use Permitting process.</p>
<p>18.30 – IMPACT FEES</p>	<p>This chapter establishes a process for the City to charge and collect fees to ensure that all new development bears its proportionate share of the capital costs of off-site park and transportation facilities reasonably related to new development. These fees are necessary to maintain adopted levels of park service, and to maintain adopted levels of service in the City’s transportation facilities at the time of new development.</p>	<p>The Project is not subject to impact fees pursuant to state law, RCW 82.02.090.</p>
<p>19.23 – DEVELOPMENT STANDARDS – USES</p>	<p>This chapter provides a selection of allowable use standards that are applicable to the Project, specifically where transportation and certain types of electrical vehicle infrastructure are allowed.</p>	<p>Because Site H will not include any publicly-accessible parking facilities, there are no opportunities for construction of electrical vehicle facilities in Site H.</p>
<p>19.55 – CG – GENERAL COMMERCIAL DISTRICT</p>	<p>This chapter provides specific development standards for the CG – General Commercial (CG) zoning district.</p>	<p>Site H is located within a CG zoning district. Allowable Uses: Pursuant to Chapter 18.15, the Project is a Type A essential public facility, and is allowed in any zoning district through issuance of a Conditional Use Permit.</p>

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		<p>Dimensional Requirements: 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 H–Site-Specific Drawings.</p> <p>Sound Transit will submit a final temporary structure layout plan for the construction staging at Site H when Sound Transit applies for technical permits for construction. Sound Transit will comply with the zoning code for dimensional requirements including the rear and side setbacks. The General Commercial District zoning for the site requires a rear setback of 25-feet, a front setback of 15-feet, and side setbacks of 10-feet. These setbacks will be incorporated on the layout and no temporary structures will be placed on property lines. The temporary trailers are one story with 720 square feet (sq. ft.) of office space and include sanitation facilities. Typically, the contractor puts two of these trailers together for a total of 1,440 sq. ft. The associated temporary storage and maintenance facilities will be covered with a modular tent.</p>
<p>19.95 – TRANSPORTATION CODE</p>	<p>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>	<p><u>Design Standards and Permits:</u> There are no proposed street improvements in Site H.</p> <p><u>Transportation Mitigation, Impact Fees, and Concurrency:</u> As part of a region-wide effort to improve access to modes of transportation that offer alternatives to traffic congestion associated with peak-period trips, the Project will function as an essential public facility providing the public access to high capacity multimodal connections between light rail, bus transit, and non-motorized modes of circulation. Although the Project is not subject to concurrency requirements as a transportation facility of statewide significance, see RCW 36.70A.070(6)(c) and 47.06.140(1), Sound Transit will implement the 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</p>

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		<p>Project’s unique nature prevents it from conforming to particular requirements, Sound Transit will request exceptions and waivers pursuant to the appropriate MTMC section.</p>
<p>19.120 – GENERAL PROVISIONS</p>	<p>This chapter provides a selection of general performance standards to minimize environmental impacts as 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 H 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 of this narrative, both construction and operation lighting is designed to minimize impacts on adjacent properties as required by 19.120.030.</p> <p><u>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 as 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 barriers that provide partial mitigation will be installed to replace existing traffic noise walls to partially compensate during periods</p>

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		<p>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 Site H will be seeded on the west side of the guideway to accommodate the potential for future development. Proposed planting plans are provided in Drawing Nos. SH-LPP108 and SH-LPP109 in Attachment H – 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 H. Proposed plans are provided in Drawing Nos. SH-PSP117, SH-PSP118, SH-PSP160, and SH-PSP161 in Attachment H – Site-Specific Drawings.</p> <p><u>Street Lighting:</u> This section does not apply because there is no new street lighting is proposed for Site H.</p>
19.125 – OFF-STREET PARKING AND LOADING	This chapter provides standards for off-street parking and loading areas, including their location, size, and capacity.	MTMC 19.125 does not apply. There are no planned off-street parking facilities for Site H.
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 H, as there is no planned parking at Site H.
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 H has been designed, in coordination with the City, to meet all landscape design standards. Drawings of the proposal are provided in Drawing Nos. SH-LPP108 and SH-LPP109 in Attachment H – 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.	MTM 19.135 does not apply. There are no planned exterior signs or displays for Site H.

10.1 Exception and Waiver Requests

As noted earlier in this application, the Project is a Type A essential public facility and local codes cannot preclude the siting of such facilities.

Request #1 – Critical Areas Reasonable Use Exception Request

The MTMC provides a process for requesting a reasonable use exception to Title 16.15 (Critical Areas) as follows:

MTMC 16.15.360 Reasonable use exceptions.

- 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 for work in the portion of Site H that is designated as a Class IV Landslide Hazard Area. These areas occur in a thin strip that runs east-west through the middle of the site, as well as along the northern and southeastern portions of the site. 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

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

Exception Request: A portion of Site H is within a Class IV landslide hazard area. The Class IV landslide hazard areas within City jurisdiction are along the northern boundary of the site and running through the middle of site (east-west). Site H is being used by the Project as a construction staging and laydown yard, and will not have any permanent facilities constructed other than the guideway, which will traverse the easterly end of the property, and will not have a bearing on the ultimate development of a majority of the site, which can be fully developed in the future as either a light rail station or as any type of use allowed for this zoning classification.

The entire site area is needed to accommodate all of the project facilities on Site H. There are no reasonable alternatives available to replace the proposed Site H uses, which are a necessary part of the

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Project, an essential public facility. The development of the site as proposed will require that an exception be granted for construction of the activities described above.

Justification: Site H is currently undeveloped and vacant. The area needed for construction staging and laydown will not affect current uses and avoids and minimizes impacts to Class IV landslide hazard areas to the maximum extent practicable. The elements within Site H are crucial for anticipated ridership on the Project.

Criteria Justification:

1. The application of the critical areas regulations would unreasonably restrict the ability to provide transit services to the public because Site H is an ideal location for construction staging and laydown because it is undeveloped, vacant, and is a central location for the Project. It is also one of the few areas that is large enough to accommodate the staging and laydown of large equipment.
2. There is no other practical alternative to the proposed improvements with less impact on Class IV landslide area. The entire site area is needed to accommodate all of the project facilities on Site H as it relates to constructing the guideway. There are no reasonable alternatives available to replace the proposed Site H uses, Adjacent areas would either have more impacts to Class IV Landslide Hazard Areas and/or impact residential properties. The work within Site H 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 H 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 H. 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. Most of Site H will be disturbed. Impacts will be unavoidable, but most of the grades will be restored to previous conditions and vegetation and mulch will be installed for slope protection. Minor regrading is planned adjacent to the guideway, but these proposed slopes are 4:1 to 25:1, which will not increase the amount of landslide area within the site. 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

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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.

Request #2 - Design Waiver Request

The Project is requesting a waiver to MTMC 19.95.030, Section (D)(2) for Full frontage improvements on the north side of 222nd Street SW adjacent to the Melody Hills (previously Edmonds School District) property. See Attachment H – Site Specific Drawings (Drawing Nos. SH-117 and 160)

MTMC 19.95.030, Section D Public Street Right-of-Way Design Standards. Type of Improvements. The required minimum street improvements shall include but not be limited to curbs, gutters, landscape buffers, sidewalks, and lighting on each side of the street, except as provided under subsection (D)(2) of this section. Required improvements shall be designed and constructed in conformance with this chapter and other applicable statutes.

Waiver Request: Site H is being used by the Project as a construction staging and laydown yard, and will not have any permanent facilities constructed other than the guideway, which will traverse the easterly end of the property, and will not have a bearing on the ultimate development of a majority of the site, which can be fully developed in the future as either a light rail station or as any type of use allowed for this zoning classification. Construction of full frontage street improvements as part of the guideway construction would likely require substantial modifications to meet the needs of any future development of the site. In addition to demolition of curb, gutter, and sidewalks for construction of relocated and additional driveways to meet future needs, there would also need to be multiple additional areas of demolition to accommodate new utility services, drainage connections and improvements, relocation of roadway illumination, and modification of landscaping to accommodate new and additional driveways and other changes to accommodate future development facilities.

Justification: The construction of the guideway across the east end of the property does not rise to the level of “development” that will require construction of permanent driveway, illumination, drainage, utility

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services and landscaping improvements. When this property is developed in the future, many of the frontage improvements will need to be demolished and reconstructed to accommodate the actual needs of the proposed future development. MTMC 19.95.030, Section D Public Street Right-of-Way Design Standards states "Unless required by another chapter of the Zoning Code, the requirement for landscape buffers, sidewalks, and lighting on either or both sides of a street may be waived by the Community and Economic Development Director for development projects where he/she has determined that geographic constraints make installation not reasonably feasible or there is no need, including future need, for pedestrian access or circulation".

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ATTACHMENT H: SITE-SPECIFIC DRAWINGS