



Site G Narrative Conditional Use Permit and Site Development Plan Application

For:

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

Located at:

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

Site G is located south of 220th Street SW, west of I-5, and east of 62nd Avenue W.

CITY OF MOUNTLAKE TERRACE PROJECT LOCATION:

Site G (within the 222nd Street SW right-of-way)

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 G: 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 G. Site G is located within the right-of-way (ROW) of 222nd Street located south of 220th Street SW, west of Interstate 5 (I-5), and east of 62nd Avenue W, as shown on the Vicinity Maps (Exhibit Book, Exhibits 1 and 2).

1.0 EXISTING SITE CONDITIONS

1.1 Size and Configuration of Site

Site G is approximately 8,076 square feet (0.19 acre) of vacant, existing City of Mountlake Terrace (City) ROW at the eastern end of 222nd Street SW, where the City's ROW meets WSDOT (I-5) ROW. The location of Site G, including a minimum of 500 feet from the perimeter of the site, parcel lines, and collector arterials are shown on the Vicinity Map (Exhibit Book – Exhibits 1 and 2). A visual overview of the site and its existing conditions, including property lines, adjacent rights-of-ways, public improvements, traffic-control devices, and easements on or adjacent to the site is provided in the Existing Features Map Attachment G – Site-Specific Drawings (Drawing Nos. SG-EFM117).

1.2 Zoning Designation

As shown on the City of Mountlake Terrace (City) Official Zoning Map (adopted March 2018), Site G is located within existing City ROW at the eastern end of 222nd Street SW, where the City's ROW meets WSDOT ROW (I-5). Properties south and west of Site G are within the Single-Household Residential (RS 7200) district, and property to the north is within the General Commercial (CG) zoning district.

1.3 Topography

Site G slopes from the north and south to the center of the site at an approximate average slope of 30 percent. There is a swale-like topography that slopes to the east at an approximate average slope of 12 percent. The Existing Features Map (Drawing No. SG-EFM117 in Attachment G – Site-Specific Drawings) provides topographic details for Site G.

1.4 Vegetation

Existing vegetation at Site G consists of coniferous evergreen and deciduous trees, and grassy areas.

1.5 Critical Areas

Critical areas on Site G are limited to Class II/Moderate and Class IV/Very High Landslide Areas. There are no wetlands or streams, wildlife habitat areas, flood hazard areas, critical erosion hazard areas, or aquifer recharge areas present at Site G and therefore they are not discussed further. Detailed information and the location of critical areas on the site are provided in the Existing Features map. See Drawing No. SG-EFM117 (Attachment G – Site Specific Drawings). A detailed discussion of all critical areas within 200 feet of the light rail alignment can be found in the City of 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 a strip of land running east-west along through middle of Site G and Class IV/Very High Landslide Hazard Areas occur along a second strip of land running east-west along the northeastern and northern border of the site. These geologic hazard areas are shown in the Existing Features Map on Drawing No. SG-EFM117 (Attachment G – 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 G is accessed via 222nd Street SW and 62nd Avenue W, and is bordered by the southbound I-5 on-ramp to the east and 222nd Street SW to the west, as shown on the Vicinity Maps (Exhibit Book, Exhibits 1 and 2).

1.7 Land Use and Site Improvements

Existing Site G is located within City ROW, at the eastern end of 222nd Street SW, and west of I-5. Site G is currently vacant vegetated land. Details of existing land uses and site improvements are shown on the Existing Features Map in Attachment G – Site-Specific Drawings, Drawing Nos SG-EFM117.

1.8 Surrounding Land Uses

Land uses surrounding Site G include residential houses to the south, and west, the I-5 corridor to the east of Site G and a former school (Melody Hill Elementary) is north of Site G. Site F and Site H are adjacent to Site G to the south and north, respectively. Properties around the site are zoned Single-Family Residential (RS 7200) and General Commercial (CG).

1.9 Parking

Site G does not feature existing off-street, private parking.

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1.10 Noise and Vibration

The major existing contributing source of noise at Site G is the I-5 corridor. The current noise levels were measured at multiple locations surrounding the site. The measurements were reported in the *Lynnwood Link Extension Final Environmental Impact Statement (FEIS)*, and were found to be 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/urban environment. For additional detailed noise analysis, please refer to the L300 Noise, Vibration, and Groundborne Noise Report (Exhibit Book, Exhibit 10).

2.0 PROPOSED USES

In the future, Site G will be temporarily used for construction staging. Improvements required to accommodate these uses are detailed in Section 3 of this narrative. Site G will also be used for storm drainage improvements, to accommodate stormwater from the 62nd Avenue W street improvements. The storm drainage improvements include two new storm drainage catch basins and a new storm drain pipe that connects existing storm drainage systems along 222nd Street SW with a new bioretention swale located to the south of the site. In addition, an approximately 90-foot section of existing watermain running north-south through Site G will be relocated approximately 5 feet to the north and lowered, and some existing utilities will be capped off. The work for these elements will include landscape restoration and planting, which is discussed in Section 3.7 and 7.3.1. The proposed site layout is provided on Drawings Nos. SG-PSP117 of Attachment G– Site-Specific Drawings.

3.0 PLANNED IMPROVEMENTS

3.1 Structures

Site G will not feature any buildings or structure elements. Site G is located directly underneath the guideway and includes area to the west and east of the Guideway alignment. The guideway and supporting structures are located entirely within the WSDOT ROW. The guideway and associated facilities are addressed in the Guideway narrative, but are mentioned here for clarity.

3.2 Design

Site G will not include any design features as it will not have any above ground structural components.

3.3 Aesthetics

Site G will not feature any hardscape aesthetic elements but will be restored with landscaping. 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 and western edge, where retaining walls associated with the guideway are located. Site G will require approximately 50 cubic yards of cut (for utility improvements) and approximately 450 cubic yards of fill. The guideway transects through Site G and has retaining walls. Excavated materials not used as fill on site will be transported by truck to an approved off-site disposal site. Grading drawings are provided in the Proposed Site Plan Map in Attachment G – Site-Specific Drawings (Drawing No. SG-PSP117).

3.5 Routes of Access

Proposed access to Site G will be from the west via the intersection of 222nd Street SW and 62nd Avenue W. Proposed access to Site G from the east will be from the I-5 on-ramp from 220th Street SW. A visual overview of existing roadways and proposed improvements is provided in the Proposed Site Plan Map in Attachment G – Site-Specific Drawings (Drawing No. SG-PSP117), with associated 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

There are no retaining walls proposed at Site G. Retaining walls will be constructed for the guideway, which traverses through Site G. A visual overview of this location is provided in the Proposed Site Plan Map in Attachment G – Site-Specific Drawings (Drawing No. SG-PSP117). For additional details on the retaining walls, refer to the Guideway narrative, which is part of this comprehensive application package.

3.7 Landscaping

The landscape design for Site G consists of 2,960 square feet of erosion control seed mix between the street end and eastern guideway edge. East of the guideway the landscape design will consist of a seeding strip adjacent to the guideway and 2,329 square feet of conifer and deciduous trees and shrubs extending to the WSDOT ROW. Temporary irrigation will be provided during the plant establishment period.

Landscape plans for Site G are provided in Drawing No. SG-LPP108 in Attachment G – Site-Specific Drawings.

3.8 Noise Walls

There are no noise walls proposed for Site G. Noise walls associated with the guideway are discussed in the Guideway narrative of this application.

3.9 Traction Power Substation / Signal Bungalows

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

3.10 Stormwater Management Facilities

There will be two new stormwater catch basins and a new storm drain pipe installed at Site G. The storm drainage pipe will connect existing storm drainage systems along 222nd Street SW with a new bioretention swale located to the south of Site G. Proposed drainage improvements are shown in the Proposed Site Plan Map (Attachment G – Site-Specific Drawings Drawing No. SG-PSP117). Additional information and analysis is provided in the Draft Mountlake Terrace Drainage Report (Exhibit Book, Exhibit 14).

3.11 Utilities

Site G contains an existing 10-inch water main that will be relocated and cased where it crosses under the guideway. Activities on Site G will also include the demolition and capping off of the old water service and water main across the Melody Hill School Site (Site H), just north of Site G. Drawings of the proposed utilities are provided in the Proposed Site Plan Map (Attachment G – Site-Specific Drawings Drawing No. SG-PSP117).

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

4.0 IMPACTS OF PLANNED USE AND IMPROVEMENTS

4.1 Surrounding Area and Land Uses

Use of and improvements on surrounding areas and land uses for Site G can be found in the *Lynnwood Link Extension FEIS* (Sound Transit 2015a: Chapter 4) and Appendix I-4.2 Land Use – Plans, Goals, and Policies (Sound Transit 2015b). See Section 1.8 of this narrative for more information the surrounding area and land use around Site G.

4.2 Loss of Vegetation

Existing vegetation that will be removed during work at Site G consists of coniferous evergreen and deciduous trees and some understory vegetation. Only the trees were surveyed. Approximately 11 trees will be removed from the site and replaced in connection with the overall mitigation plan for the Project, which is further described below. Tree removal for this area is shown in Drawing No. SG-eCXP117; in Attachment G – 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). As discussed in Section 1.5, there are areas of Class IV/Very High and Class II/Moderate Landslide Hazard Areas in the central and northern portions of the site. Impacts to the Landslide Hazard Areas are discussed below; detailed information is provided in the Mountlake Terrace Critical Areas Report in Exhibit Book, Exhibit 8.

4.3.1 Geologic Hazard Areas

Portions of Class II/Moderate and Class IV/Very High Landslide Hazard Areas within Site G 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.

Project impacts on landslide hazard areas will be minimized by evaluating slopes and designing retaining structures for adequate stability, using appropriate techniques, such as limiting slope inclination, limiting surcharge loading, or adding slope reinforcement, therefore minimizing the potential for impacts to the Landslide Hazard Areas. The Project will be designed in accordance with International Building Code (IBC), American Association of Station Highway and Transportation Officials (AASHTO), Sound Transit design standards, and MTMC 16.15. 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 No. SD-EFM111 in Attachment D – 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 ROD. Sound Transit is further assessing noise impacts and mitigations based on recently available design details. The L300 Noise, Vibration, and Groundborne Noise Report will be updated with the next design milestone in December 2018. As stated in the FEIS, Sound Transit will mitigate noise and vibration impacts associated with construction, operation, and maintenance of the Project. There are 3 residences within 250 feet of Site G that may be impacted by noise and vibration.

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

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

4.5 Illumination and Glare

Permanent lighting improvements are not required for Site G. 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 G will accommodate construction trailers, staging, and equipment and materials storage for the duration of construction. The site will be restored in accordance with landscaping drawings (Drawing No. SG-LPP108) as described in Section 3.7 of this narrative. At Site G, construction activities and associated impacts (removal of eleven trees, storm drainage upgrades, water main replacement, and other utilities work), will begin in 2019 and be completed before commencement of revenue service in 2024. (see Section 5.6 of this narrative). Construction impacts for the permanent features listed will be interim during the approximate 6-year construction period. 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 trackwork 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. SG-CHP002 in Attachment G – 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 by the contractor during the latter portions of the final design process and during construction, and will be included in any Right-of-Way Use Permit and/or Site Development Permit applications submitted to the City. The Maintenance of Traffic Plan will conform to City Engineering Standards for Temporary Traffic Control.

5.3 Illumination

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

5.4 Contractor Parking

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

5.5 Vibration and Noise

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

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

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

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

See Sections 4.4 and Section 7.3.7 for additional discussion regarding noise impacts and mitigation.

5.6 Longevity of Construction

Although construction activities at Site G are anticipated to last for a few months, the construction access area at Site G will be needed for the duration of the approximate six-year timeframe for construction.

5.7 Interim vs. Long-Term Impacts

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

6.0 PARKING

6.1 Construction Worker Parking

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

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

6.2 Hide and Ride Parking

Site G is located 1.5 miles walking distance from the Mountlake Terrace Station; therefore, “hide and ride” parking is not expected to occur.

6.3 Functionally Equivalent Parking

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

7.0 MITIGATION AND RESTORATION

7.1 Mitigation of Impacts

Critical areas on Site G are discussed in Section 1.5 of this narrative. Unavoidable impacts to landslide hazard areas are discussed in Section 4.3.1 of this narrative and in the Guideway Narrative. Site G will require mitigation for impacts related to vegetation, Geologic Hazard Areas, and noise and vibration as discussed in Sections 4.2, 4.3 and 4.4 of this narrative, and shown in Attachment G – Site Specific Drawings (Drawing No. SG-LPP108). Trees removed in Site G will be mitigated as part of the city-wide tree mitigation requirements, which will include trees planted in Project landscaping areas within Site G. A summary of the mitigation measures that have been established to address potential impacts is described below. More detailed information can be found in the City of Mountlake Terrace Critical Areas Report (Exhibit Book, Exhibit 8)

7.2 Restoration Proposals

Project-wide, including within the WSDOT limited access ROW, any critical areas temporarily impacted by project construction activities will be restored to pre-construction conditions or better. The surface at Site G will be restored with approximately 5,289 square feet of landscaping, as shown in Section 3.7. For non-landscaped areas, the site will be restored to its preconstruction condition or better after construction work at Site G is completed.

7.3 Interim vs. Long-Term

As noted in Section 5.7, the construction work and staging associated with Site G 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 G will be replaced in areas throughout the City, including on Site G, as part of the city-wide tree mitigation requirements.

7.3.2 Geologic Hazard Areas

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

Temporary erosion and sedimentation control (TESC) measures are incorporated in the project construction requirements to reduce the risk of erosion during construction, and permanent landscaping

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

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 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 G, so the only design elements included in this narrative relate to the utilities.

7.3.4 Aesthetics

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

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 G, due to the lack of any current off-street parking uses on this site.

7.3.7 Noise

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

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

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

7.4 Complaint Hotline and Ombudsman

Per the ROD, Sound Transit will provide a 24-hour construction telephone hotline and a community ombudsman (FEIS, Section 4.3). See 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, Site G includes existing City of Mountlake Terrace (City) ROW at the eastern end of 222nd Street SW, where the City's ROW meets WSDOT (I-5) ROW. The established character of the surrounding community is primarily single-family homes. There is a vacant former elementary school (Site H) north of Site G. The design and use of Site G will not adversely impact the surrounding vicinity's established character.

Work to be performed on Site G is limited to underground drainage, utility water system and some grading along the guideway wall. The landscape design for Site G consists of 2,960 square feet of erosion control seed mix between the street end and eastern guideway edge east of the guideway the landscape design will consist of a seeding strip adjacent to the guideway and 2,329 square feet of conifer and deciduous trees and shrubs extending to the WSDOT ROW. For non-landscaped areas, the site will be restored to the preconstruction conditions or better.

The established character of the surrounding vicinity is primarily single family homes. Site G will maintain its current use as undeveloped land with underground utilities that serve the surrounding neighborhood. Improvements for Site G include two underground storm drainage catch basins and connecting pipes, and relocation of an existing water main within a casing that will extend under the guideway crossing the site. Section 3.0 addresses in detail the planned improvements for each of these facilities, which are briefly summarized below. The proposed site layout is provided on Attachment G - Site-Specific Drawings, Drawing No. SG-PSP117.

Building Façade, Scale and Modulation Impacts

Buildings surrounding Site G include residential houses to the south and west, and a vacant former school (Site H) to the north. The I-5 corridor is east of Site G. The

project work at Site G will not adversely affect the established character of the surrounding vicinity. There are no building proposed for this site.

Tree Cover and Landscaping Impacts

The character of Site G's surrounding vicinity is unique due to its native vegetation, predominantly consisting of evergreen and deciduous trees and grass areas. The Site G landscape approach is to develop an integrated strategy and maintain this natural character through tree and vegetation protection to the greatest extent possible.

Within the built environment of the site, the landscape approach will enhance and provide continuity with the surrounding vegetation by using native, drought-tolerant plant materials. The street frontage along 62nd Avenue W will use approximately 1,480 square feet of seed mix between the pavement and western guideway edge grass seeding to provide a sense of uniformity with the adjacent landscaping on Site H, as described in section 3.7.

Signage (Sign and Location)

The character of surrounding signage near Site G is primarily related to street signs and a few signs left over at the vacant school site (Site H) north of Site G. The project work at Site G will not adversely impact the character of surrounding signage. Only temporary signage may be required during construction use of Site G. There is no permanent signage proposed at Site G.

Parking Impacts (Amount and Location)

Parking surrounding Site G is associated with the residential properties to the south and west. Site G is currently City ROW. While the site will be used for construction and staging during the six-year construction period, there will be no parking impact on the surrounding community because construction worker parking needs will be satisfied at an established satellite parking lot. There is no permanent parking proposed at Site G.

Fencing Impacts

Fencing in the surrounding community is primarily residential fencing and chain link fencing. The project work at Site G will not adversely affect the character of the surrounding fences. There is no fencing proposed for this site.

Additional Public Amenities

No additional public amenities are existing or proposed at Site G. The project work at Site G 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 G are primarily associated with the I-5 corridor. Per the Federal Transit Administration (FTA) manual, noise levels at existing Site G correspond to a suburban/urban environment.

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 3 residences within 250 feet of Site G that may be impacted by noise and vibration.

Standard mitigation, where necessary and to the extent practicable, may consist of but not be limited to portable noise walls, temporary noise barriers (acoustic blankets on fencing), and vehicle broadband backup alarms or smart alarms for nighttime to lessen impacts from construction activities. Where feasible, temporary noise walls that provide partial mitigation will be installed to replace existing traffic noise walls to partially compensate during periods when these walls must be taken down for construction of the Project. No noise walls are proposed for Site G. Noise walls associated with the guideway are discussed in the Guideway narrative of this application.

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 G 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 G. 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 G is primarily associated with the I-5 corridor and residential neighborhoods. Site G will see a minor increase in traffic 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 G will be temporarily used for construction staging. Before beginning any onsite work, the contractor will submit for Sound Transit approval the Site Safety and Security Plan (SSSP) which will address site safety and security. The SSSP will include sections to specifically address protection of the public when work is occurring above areas that are open to public access and how access to the all work areas will be controlled. The contractor will be required to maintain good housekeeping both onsite and adjacent public facilities. The contractor will be required to maintain both vehicle and pedestrian traffic circulation adjacent to the station site in accordance with Manual on Uniform Traffic Control Devices (MUTCD) and approved traffic control plans, which may include signage, barriers, lighting, flaggers, and/or uniformed police officers.

During the duration of all construction, work areas at Site G 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, and 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 G is located within existing City ROW at the eastern end of 222nd Street SW, where the City's ROW meets WSDOT ROW (I-5). Properties south and west of Site G are within the Single-Household Residential (RS 7200) district, and property to the north is within the 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 G, 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.*

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RESPONSE: The Project has been designed to incorporate improvements as needed to public facilities at Site G, including wet and dry utilities. The construction activities at Site G will not adversely impact the service of existing public facilities (sewer, water, fire stations, hospitals, schools, etc.). Refer to Sections 3.10 and Section 3.11 for details of the demolition and capping off of the old water service for the former elementary school north of Site G, and the relocation and encasement of the existing 10” water main running east and west across the site.

9.0 SITE DEVELOPMENT PLAN DECISION CRITERIA

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

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

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

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

RESPONSE: Site G is located on City ROW. As an essential public facility, the Lynnwood Link extension will introduce a fast, efficient, and reliable transportation system that provides the Mountlake Terrace community with alternative to single-occupancy vehicles and with linkages to other travel modes, including rail, buses, 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. Consistent with the Comprehensive Plan, such increased density constitutes efficient land use, allowing for cost-effective provision of services and facilities, and promoting walkable and cohesive neighborhoods.

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

RESPONSE: Site G is bordering both General Commercial (CG) and Single-Household Residential (RS 7200) zoning designations. Street improvements in Site G will be in compliance with the MTMC and is described in Section 10.0 of this narrative.

- 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?

RESPONSE: Sound Transit is coordinating with City staff to ensure the proposed improvements complement and enhance existing public facilities. As previously noted (Sections 3.0 and 8.0 of this narrative), the Project will incorporate improvements to public facilities to any extent that existing capacity is insufficient at Site G. Provisions made at Site G include the installation of new stormwater management facilities and replacement and

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casing of an existing water main. No additional changes to existing public facilities are required.

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

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

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

RESPONSE: The Project will comply with accessibility rules as adopted by the Washington State Building Code Council for making buildings and facilities accessible to and usable by physically disabled or elderly persons (adopted by reference in MTMC 15.05.170). Site G's compliance with the MTMC is discussed in Section 10.0 of this narrative.

10.0 MUNICIPAL CODE COMPLIANCE

The Project has been designed to comply with all applicable provisions of MTMC. The following table summarizes applicable elements of the MTMC with reference to the relevant sections, and discusses how the project facilities at Site G comply with each requirement.

Table 1: Site G 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 G. 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 as associated with the Project.
12.05 – SIDEWALKS – REPAIR AND MAINTENANCE RESPONSIBILITY	This chapter establishes a City-wide policy toward sidewalk maintenance and repair that addresses standards for construction, responsibilities of abutting property owners, and a process by which sidewalks are to be repaired or replaced.	MTMC 12.05 does not apply to Site G. No sidewalks will be constructed at this site.
12.20 – COMMUNICATIONS – USE OF RIGHT-OF-WAY BY WIRELINE SERVICE PROVIDERS	The chapter establishes guidelines to permit and manage reasonable access to City right-of-way for communication purposes.	MTMC 12.20 does not apply. No communications equipment will be installed at this site.
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 G. No solid waste will be produced at this site.
13.15 – RECYCLING RECEPTACLES	This chapter regulates the use of recycling receptacles within the City.	MTMC 13.15 does not apply to Site G. No recycling will be produced at this site.

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Chapters	Summary Description	Project Compliance
13.20 – SANITARY SEWERS	The chapter establishes regulations for the construction and operation of sanitary sewers, including construction standards and the permitting process.	MTMC 13.20 does not apply to Site G. No sanitary sewers will be impacted or constructed on this site.
13.25 – SANITARY SIDE SEWERS	This chapter regulates the construction and operation of sanitary side sewers.	MTMC 13.25 does not apply to Site G. No sanitary side sewers will be impacted or constructed on this site.
13.35 – WATER PRESSURE REGULATING VALVES	This chapter provides requirements for pressure regulating valves for existing and new water service.	MTMC 13.35 does not apply to Site G. No water pressure regulating valves will be constructed on this site.
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, stormwaters, grading, clearing, electricity, heating gases, telephone and television signals, and vehicular and pedestrian traffic, and by creating in accordance with City ordinances vehicular parking, landscaping, irrigation, and sight-screening on private property.	The Project will comply with the City permitting process and construction standards for work required at Site G. Illustrations of the proposed improvements are provided in Attachment G– 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.
13.55 – FIRE HYDRANT INSTALLATION	This chapter ensures the installation of fire hydrants within the City compliance with the City Engineer’s plans MT-G1, MT-G2, MT-G3, and MT-G4.	MTMC 13.55 does not apply to Site G. No fire hydrants will be constructed on this site.
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 G. No wastewater pretreatment will occur on this site.
15.05 – BUILDING CODE	This chapter regulates all structures within the city. The City has adopted several International Building, Mechanical, Performance, Green, Fuel Gas, National Electrical, Energy Conservation, Uniform Plumbing, and	Sound Transit will apply for all required construction permits during the construction phase of the Project, before commencement of any associated work.

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Chapters	Summary Description	Project Compliance
	<p>Fire Codes, among others. It also lays out the process of the associated local permits, tree removals, public right-of-way protection, and site improvements.</p>	<p>Building Codes and Permits: There are no proposed buildings on this Site.</p> <p>Tree Removal Standards and Permits: Sound Transit will protect and preserve trees on Site G to the extent possible, and will conduct any removal in compliance with MTMC 15.05. Exhibit 20 of the Exhibit Book provides the Draft Tree Removal and Mitigation Report.</p> <p>Public Right-of-Way Protection: All constructed light rail facilities and acquired property will be protected by security fence and/or a screen wall. Fencing will be designed and constructed in accordance with Sound Transit DCM Chapter 6.7 (Exhibit Book, Exhibit 21), and will also conform to MTMC 19.120.200. All fencing on private property within the City will only be constructed after acquiring such permits from the City as may be necessary. Proposed fencing improvements are provided in Attachment G Site Specific Drawings (Drawing No. SG-PSP117).</p> <p>Public and Site Improvements: As part of this Application, Sound Transit is submitting drawings for all public and site improvements required at Site G. Drawings of these improvements are provided in Attachment G – Site-Specific Drawings.</p>
<p>15.10 – FIRE CODE</p>	<p>This chapter regulates fire protection development standards for all infrastructure within the city. The City has adopted the International Fire Code (2015 Edition), as amended. In addition, the City has adopted several local amendments to the International Fire Code to add, amend, delete or replace sections.</p>	<p>MTMC 15.10 does not apply to Site G. No fire protection equipment will be installed on this site.</p>
<p>15.35 – PERFORMANCE GUARANTEES AND WARRANTIES</p>	<p>The chapter sets forth the regulations for all performance guarantees and warranties, which are required prior to the approval of any City permit.</p>	<p>Consistent with MTMC 15.35.030 and RCW 35.21.470, the Project is exempt from the requirements of 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.</p>

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Chapters	Summary Description	Project Compliance
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, and aquifers.	As described in detail in the City of Mountlake Terrace Critical Areas Report (Exhibit Book – Exhibit 8), Site G 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 G have been designed to comply with Chapter 16.20 including the City’s new low-impact development standards. The Project will include installation of a storm conveyance system and water main that carries stormwater from new storm drainage improvements on 62nd Avenue W to the existing drainage system heading west along 222nd Street SW. Stormwater from Site G west of the guideway flows west and is collected in the new conveyance system in 62nd Avenue W. Stormwater east of the guideway sheet flows east into the historic drainage basin in WSDOT ROW.</p> <p>A visual overview of these facilities is provided in The Proposed Site Plan Map in Attachment G – Site-Specific Drawings. Additional details are provided in the Draft Mountlake Terrace Drainage Report in Exhibit 14 in the Exhibit Book.</p> <p>Sound Transit’s contractors will be responsible for development and implementing the Stormwater Pollution Prevention Plan (SWPPP), Temporary Erosion and Sediment Control (TESC) Plans which will be reviewed by the City and Ecology, inspecting and maintaining</p>

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Chapters	Summary Description	Project Compliance
		<p>Best Management Practices, and monitoring and reporting. TESC measures will be provided for the Project in accordance with the City of Mountlake Terrace Engineering Standards, Washington State Department of Ecology Stormwater Management Manual for Western Washington, and Sound Transit Individual Construction Stormwater Permit. See Exhibit 16 of the Exhibit Book for the preliminary TESC and SWPPP.</p>
<p>18.10 – COMPREHENSIVE PLAN</p>	<p>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.</p>	<p>As noted above, Exhibit 18 of the Exhibit Book provides a detailed narrative of the Project’s consistency with the Comprehensive Plan.</p>
<p>18.12 – SUSTAINABILITY</p>	<p>This chapter adopts the City of Mountlake Terrace Sustainability Strategy set forth in Ordinance 2487 § 1, 2008.</p>	<p>Light rail transit service supports Mountlake Terrace Sustainability Strategy Goal II: Facilitate Desirable Development Patterns and Economic Vitality, insofar as the City encourages development in close proximity to the transit station (Transit Oriented Development). The Project’s approach to stormwater management prioritizes Low Impact Development, which also supports Goal II (see MTMC 16.20 of this table).</p> <p>Provision of 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 G design minimizes the removal of trees and other impacts to existing green space. This supports Mountlake Terrace Sustainability Strategy Goal IV: Enhance and Expand the City’s Green Spaces and Systems.</p> <p>The Project conforms to all Sound Transit sustainability requirements as expressed in Chapter 30 of the Project Design Criteria Manual (Exhibit Book – Exhibit 21).. These requirements include energy and water efficiency, as well efficient use of materials and minimizing construction and demolition waste. These practices support Mountlake Terrace Sustainability Strategy</p>

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Chapters	Summary Description	Project Compliance
		Goal V: Increase Energy and Water Efficiency and Goal VI: Encourage Material Conservation, Reuse, and Recycling. For additional information, see the L300 Sustainability Checklist (Exhibit Book, Exhibit 22).
18.15 – ESSENTIAL PUBLIC FACILITIES	This chapter describes specific City requirements for reasonably accommodating essential public facilities, including where they can be located and what land use process they will be subjected to.	<p><u>Allowable Uses:</u> As noted above, the Project is a Type A essential public facility, which is allowed in any zoning district through a Conditional Use Permitting process.</p> <p><u>Fencing:</u> Constructed light rail facilities and properties will be protected by security fence, in accordance with the Sound Transit DCM Chapter 6.7. Fencing will be designed to conform to MTMC 19.120.200. All fencing on private property within the City will be constructed after acquiring such permits from the City as may be necessary.</p> <p><u>Supplemental Public Notification:</u> In compliance with Section 18.15.070(A) and Chapter 18.25 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>
18.25 – PUBLIC NOTIFICATION – MAJOR LAND USE	This chapter establishes requirements for the proponents of certain types of major land use proposals to provide additional public notice signs to supplement the City’s normal public hearing postings.	Sound Transit will coordinate with the City to place public notice signs throughout the City at key locations for the Conditional Use Permitting process.
18.30 – IMPACT FEES	This chapter establishes a process for the City to charge and collect fees to ensure that all new development bears its proportionate share of the capital costs of off-site park and transportation facilities reasonably related to new development. These fees are necessary to maintain adopted levels of park service, and to maintain adopted levels of service in the City’s transportation facilities at the time of new development.	The Project is not subject to impact fees pursuant to state law, RCW 82.02.090.

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Chapters	Summary Description	Project Compliance
19.30 – RS – SINGLE-HOUSEHOLD RESIDENTIAL DISTRICTS	This chapter provides specific development standards for the RS – Single-Household (RS) zoning district.	Site G is located within the public ROW, with adjacent areas being in the RS 7200 zoning district. MTMC 19.30 does not apply because Site G is not within RS-7200.
19.23 – DEVELOPMENT STANDARDS – USES	This chapter provides a selection of allowable use standards that are applicable to the Project, specifically where transportation and certain types of electrical vehicle infrastructure are allowed.	Because Site G will not include any publicly-accessible parking facilities, there are no opportunities for construction of electrical vehicle facilities in Site G.
19.95 – TRANSPORTATION CODE	This chapter provides general transportation development standards regardless of zoning district. This includes regulations such as street design and access standards, street excavation and construction standards, special street regulations, performance and maintenance guarantees, transportation impact fees, and transportation concurrency requirements.	<p><u>Design Standards and Permits</u>: The proposed street improvements in Site G include the drainage system improvements, utility improvements, and pavement patching to repair the street surface after construction is completed. A visual overview is provided in the Proposed Site Plan Map in Attachment G–Site-Specific Drawings. ROW use and construction permits will be applied for later during the construction phase of the Project, prior to the commencement of any associated work.</p> <p><u>Transportation Mitigation, Impact Fees, and Concurrency</u>: As part of a region-wide effort to improve access to modes of transportation that offer alternatives to traffic congestion associated with peak-period trips, the Project will function as an essential public facility providing the public access to high capacity multimodal connections between light rail, bus transit, and non-motorized modes of circulation. Although the Project is not subject to concurrency requirements as a transportation facility of statewide significance, see RCW 36.70A.070(6)(c) and 47.06.140(1), Sound Transit will implement the mitigation measures established through environmental review including the impacts to the City’s transportation facilities identified in the FEIS and ROD.</p>
19.110 – PERMITS AND PROCEDURES	This chapter sets forth the procedures and standards for review of land use applications regulated by Title 19, which includes the Project.	Sound Transit is coordinating with the City to permit the Project through all applicable permitting processes. As directed by the City, Sound Transit is complying with the conditional use permitting process with the submittal of this Application, which will

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Chapters	Summary Description	Project Compliance
		<p>be evaluated under both the conditional use permit process and site development plan criteria. To the extent that the Project’s unique nature prevents it from conforming to particular requirements, Sound Transit will request modifications pursuant to the appropriate MTMC section, See Chapter 15.05, Building Code, in this table for code modification details.</p>
<p>19.120 – GENERAL PROVISIONS</p>	<p>This chapter provides a selection of general performance standards to minimize environmental impacts associated with land uses, regardless of zoning district. This chapter also establishes standards applicable to special uses that, by their nature, necessitate specific land use regulations that address the development and operation of such uses and activities to accomplish the purposes of Title 19 (Zoning).</p>	<p>As illustrated in the <i>Lynnwood Link Extension FEIS</i>, the Project has been designed to avoid, minimize, and mitigate environmental impacts. Section 7.0 of this narrative contains mitigation measures from the FEIS and ROD that are applicable to both operation and construction of the Lynnwood Link extension within the City. Table B-1 of the ROD (Exhibit 17) includes mitigations.</p> <p><u>Air Quality and Fugitive Dust:</u> The activities at Site G 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 (BMPs) to prevent and reduce air quality impacts resulting from construction activities.</p> <p><u>Lighting:</u> As discussed in Section 4.5 and 5.3 of this narrative, both construction and operation lighting is designed to minimize impacts on adjacent properties as required by 19.120.030.</p> <p><u>Noise and Vibration:</u> As discussed in Section 4.4 and 5.5, a Construction Noise and Vibration Mitigation and Monitoring Plan will be developed by the construction contractor and approved by the Sound Transit Construction Management Consultant Resident Engineer prior to commencement of construction activities outside normal daytime working hours. The plan will be provided to the City for review prior to commencement of construction activities outside normal daytime working hours.</p> <p>Sound Transit is further assessing noise impacts and mitigations based on recently available design details. The L300 Noise, Vibration and Groundborne Noise Report</p>

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Chapters	Summary Description	Project Compliance
		<p>will be updated with the next design milestone in December 2018. As stated in the FEIS, Sound Transit will mitigate noise and vibration impacts associated with construction, operation, and maintenance of the Project.</p> <p>Standard mitigation, where necessary and to the extent practicable, may consist of but not be limited to portable noise walls, temporary noise barriers (acoustic blankets on fencing), and vehicle broadband backup alarms or smart alarms for nighttime to lessen impacts from construction activities. Where feasible, temporary noise walls that provide partial mitigation will be installed to replace existing traffic noise walls to partially compensate during periods when these walls must be taken down for construction of the Project.</p> <p><u>Fences and Hedges:</u> As part of this application, Sound Transit is submitting applicable landscape drawings that illustrate preservation of existing trees, screening and perimeter landscaping on interior lot lines and buffering requirements for Site G as required by 19.130.230. Proposed drawings are provided in Drawing No. LPP108 in Attachment G – 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 G. Proposed drawings are provided in the Proposed Site Plan Map in Attachment G – Site-Specific Drawings.</p> <p><u>Street Lighting:</u> Does not apply because there is no street lighting proposed at Site G.</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.	There are no planned parking facilities for Site G, therefore MTMC 19.125 does not apply.
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 G.

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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 G has been designed, in coordination with the City, to meet all landscape design standards. Drawings of the proposal are provided in Drawing Nos. N20-LPP108 in Attachment G – Site-Specific Drawings. Construction permits will be applied for later during the construction phase of the Project, prior to the commencement of any associated work.
19.135 – SIGN REGULATIONS	This chapter regulates the use of exterior signs and displays.	There are no plans for signage on Site G, therefore MTMC 19.135 does not apply.

10.1 Exception Requests

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

MTMC 16.15.360 Reasonable use exceptions.

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

Sound Transit is requesting a reasonable use exception to MTMC 16.15.430 for work in the portion of Site G designated as a Class IV Landslide Hazard area along the eastern boundary 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.

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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 G is within the area designated as a Class IV/Very High Landslide Hazard Area. Site G will be temporarily used for construction staging, and for storm drainage improvements associated with the 62nd Avenue W street improvements. There will also be fill material placed within the site to accommodate construction of the guideway. Site G is located east and west of the guideway. Proposed access to Site G will be from the intersection of 62nd Avenue W and 222nd Street SW. There are no reasonable alternatives available to replace the proposed Site G uses and improvements, which are a necessary part of the new light rail system, an essential public facility. The development of the site as proposed will require that an exemption be granted for construction of the project components described above.

Justification: The stormwater improvements, construction staging, and the earthwork were designed to minimize development within the landslide hazard areas. All of these elements and the associated access are critical for constructing the new light rail system. This site was specifically chosen due to its proximity and elevation in relationship to the guideway.

Criteria Justification:

1. The application of the critical areas regulations would unreasonably restrict the ability to provide transit services to the public because Site G is the most reasonable construction access point to construct LLE elements adjacent to Site G. In addition, the Class IV landslide hazard areas within Site G would be affected regardless of the construction access points.
2. There is no other practical alternative to the proposed improvements with less impact on Class IV landslide area. Site G is located adjacent to the preferred alternative guideway alignment. Construction access from all other adjacent areas is not suitable, and the Class IV landslide hazard areas within Site G would be affected regardless of the construction access points. Adjacent areas would either have more impacts to Class IV Landslide Hazard Areas and/or impact residential properties. The work within Site G is a necessary part of the Project, an essential public facility. Therefore, construction in the landslide hazard area is unavoidable.
3. Planned improvements on Site M do not pose an unreasonable threat to the public health or safety on, or off, and are not materially detrimental to property. The L300 Geotechnical Recommendations Report referenced in the Mountlake Terrace Critical Areas Report (Exhibit Book, Exhibit 8) includes the geotechnical analysis and recommendations for Site G. 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.

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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. The guideway traverses through Site G, and by association it reduces some of the landslide hazard areas. The proposed grading within the site is at a 3:1 slope or flatter, and alters the grading to be a sheet-flow condition on the east side of the guideway. The previous grading formed a swaled condition, which is more prone to erosive conditions. All temporary impacted areas will be regraded to match previous slopes and all permanently impacted areas will be regraded to a slope of 3:1 or flatter. All disturbed areas will have vegetation, mulch, and topsoil to provide slope protection. This approach protects and mitigates temporary impacts to the existing critical area functions and values because it lessens the risk of sloughing, erosion, and sediment transport within the Site boundary. No net loss of functions and values associated with the landslide hazard areas is expected. Best management practices will be used during construction as indicated in the L300 Geotechnical Recommendations Report, which is referenced in the Mountlake Terrace Critical Areas Report (Exhibit Book, Exhibit 8).
5. The impacts to Class IV landslide hazard areas and alterations permitted are the minimum necessary to develop the LLE and will be mitigated consistent with the mitigation standards. Plans for the project include a drainage plan, and restoration plans. Temporary Erosion and Sedimentation Control Plans (TESC) will be prepared by the contractor and submitted to Sound Transit for approval prior to construction. Stormwater will be treated in accordance with the L300 NPDES permit issued by Ecology.
6. Sound Transit's evaluation of avoidance and minimization measures are documented in the LLE Final Environmental Impact Statement. Further efforts to avoid and minimize impacts to sensitive resources were evaluated during preliminary engineering and final design. All temporary impacts to sensitive resources will be restored after construction is complete.
7. The Project is consistent with all other applicable regulations and standards.

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ATTACHMENT G: SITE-SPECIFIC DRAWINGS