Exhibit ST-N01

Guideway 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 Guideway

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.

CITY OF MOUNTLAKE TERRACE PROJECT LOCATION:

Light Rail Guideway

(This CUP and SDP package addresses the overall project and guideway-specific issues)

Submitted to:

The City of Mountlake Terrace
Department of Community and Economic Development

Applicant:

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

ADA	Americans with Disabilities Act
BMP	Best Management Practice
CUP	Conditional Use Permit
HOV	high-occupancy vehicle
I-5	Interstate 5
IBC	International Building Code
LID	low impact development
ROD	Record of Decision
SEPA	State Environmental Policy Act
STart	Sound Transit Art Program
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) and Site Development Plan (SDP) approval 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). This narrative addresses the portion of the Project known as the Guideway. This narrative is part of a comprehensive application package, which includes 13 site areas (Sites A through M) and an Exhibit Book that includes documents referenced in all narratives of the CUP application.

This Guideway narrative addresses the guideway structure, noise walls, retaining walls, and other Project elements that are not site-specific. The 2.2-mile light rail guideway within the City of Mountlake Terrace will be a combination of at-grade, retained cut-and-fill, and elevated structures. Proposed right-of-way plans are provided in Drawing Nos. GW- eRPP106 through -124 in Attachment GW1 – Guideway Drawings. The plan and profile of the guideway are illustrated in Drawing Nos. L90- KAP103 through -112 in Attachment GW1 – Guideway Drawings. Figures 1 and 2 illustrate the cross-section of typical elevated and at-grade guideway profiles.

Other project elements are discussed in detail in separate site packages:

- Site A – Aerial Guideway Construction and Temporary Access
- Site B – Light Rail Station, TPSS, Plaza, and Parking
- Site C – 59th Place Temporary Parking
- Site D – Partial Take and Priority Habitat Tree Removal
- Site E – 228th Bridge Underpass
- Site F – Home Demolition, High Rail Access, and Signal Bungalow
- Site G – 222nd Street SW Use of Right-of-Way
- Site H – Construction Lay Down and Right-of-Way Acquisition
- Site I – 220th Street Overpass and Utility Relocation
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- Site K – Site of Wetland, Drainage Pond, and Resource Conservation Area
- Site L – 58th Avenue W Street End Use of Right-of-Way
- Site M – Stormwater and TPSS at 212th Street SW

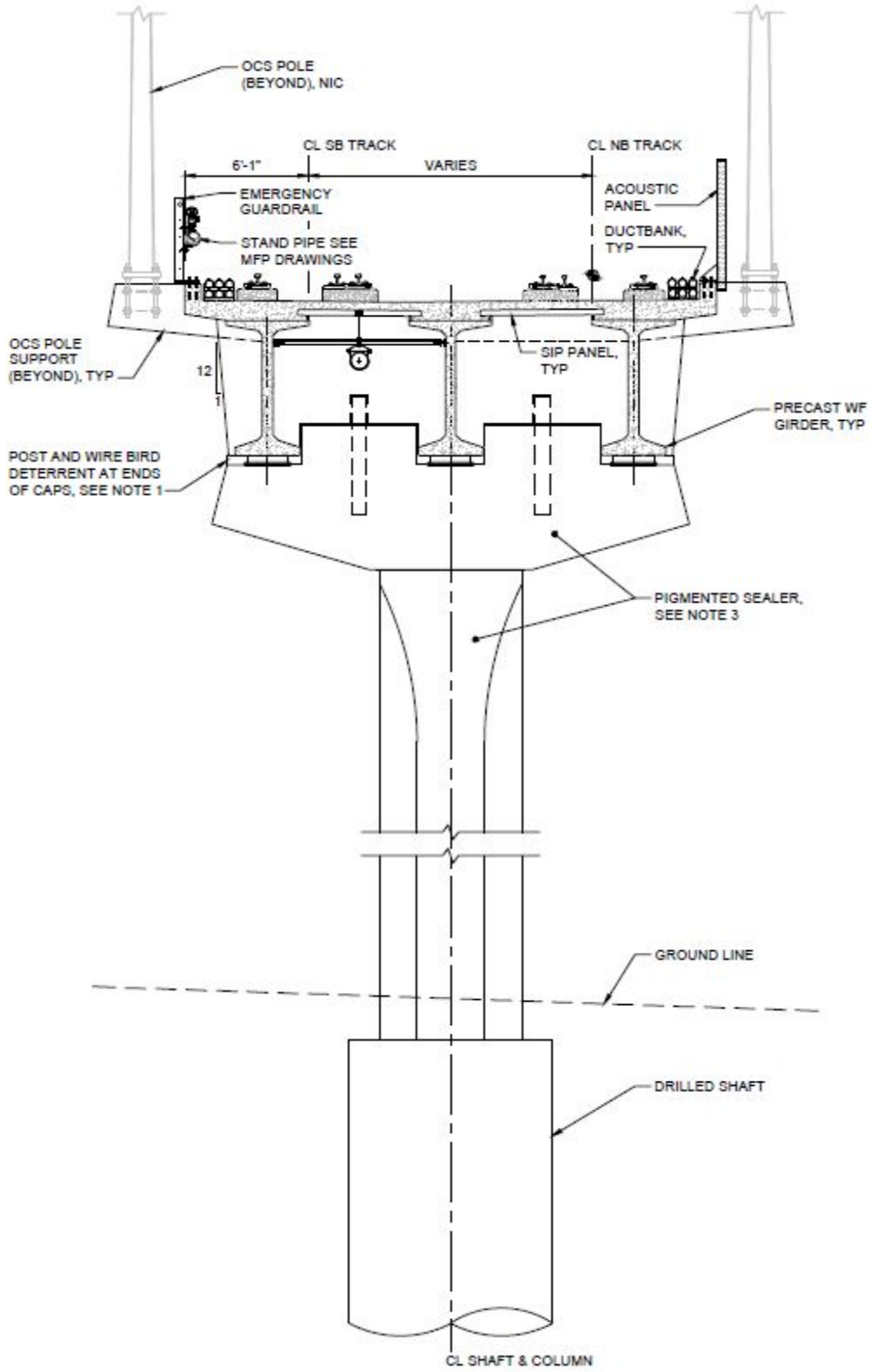

Figure 1: Typical Elevated Guideway Profile

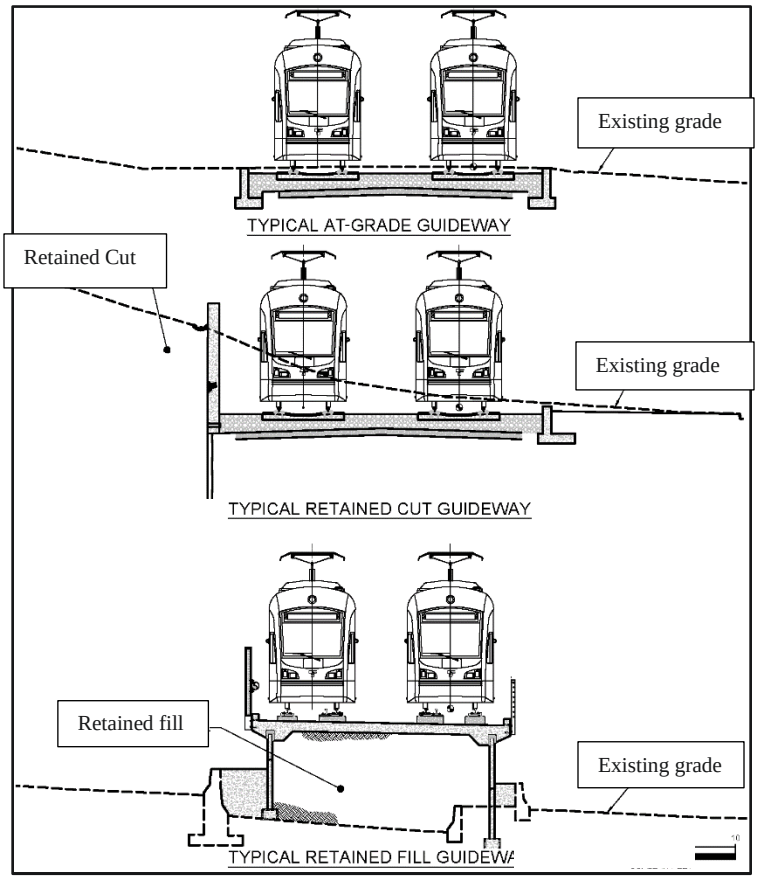

Figure 2: Typical At-Grade Guideway Profile

1.0 CHARACTERISTICS OF THE ENVIRONMENT

1.1 Location

The southern end of the guideway within the City will be located on the east side of I-5 at the SR 104 interchange (NE 205th Street) at the Shoreline/Mountlake Terrace city limits, and will extend north along I-5 to the proposed Mountlake Terrace Station (currently the Mountlake Terrace Transit Center). From the station area, the guideway will extend north until approximately 232nd Street SW, where it will cross the west side of I-5. The guideway will then continue north along the west side of I-5 until 212th Street SW (Mountlake Terrace/Lynnwood city limits). The location of the Project area, including a minimum 500 feet from the perimeter of the site, as well as parcel lines and collector arterials are shown on the Vicinity Map in Exhibit Book, Exhibit 1.

1.2 Land Uses

As shown on the City's Official Zoning Map (effective date March 2018), the Project will be located partially within Washington State Department of Transportation (WSDOT) right-of-way (ROW) and in eight City land use zones, including Freeway/Tourist (F/T), Public Facilities and Services (PFS), Community Business Downtown (BC/D), General Commercial (CG), Single Household Residential (RS 7200), Single Household Residential (RS 8400), Low Density Multi-Household (RML), and Medium Density Multi Household (RMM). The guideway alignment will be located within WSDOT ROW and five City zoning districts: F/T, PFS, CG, RS7200, and RML.

1.3 Landscape and Trees

The light rail guideway alignment of the Project generally will follow the I-5 corridor, which passes through the Puget Sound lowland in a post-glaciated landscape. The existing visual and spatial elements defining the character of the corridor and the surrounding community, consist of the following:

- Glaciated landforms (a composite of steep slopes, gently rolling terrain and lowlands).
- Existing drainages, creeks, and water features.
- Vegetation dominated by coniferous evergreen forests, interspersed with clusters of deciduous trees and mowed grassy areas maintained by WSDOT.

Field surveys were conducted to catalog all trees in the Project area. Information gathered for each tree included species, height, diameter at breast height (DBH), defects, and condition, along with other data. A total of 196 priority habitat trees (≥ 6 inches DBH) that will be affected by the Project were identified within the City of Mountlake Terrace. For the Project as a whole, most of the trees that will be affected are within WSDOT ROW and WSDOT property. Documented tree species were primarily conifers, with over 50 percent of the inventoried trees consisting of Douglas fir (*Pseudotsuga menziesii*). Red alder (*Alnus rubra*) and a variety of native and nonnative maple species (*Acer* spp.) were also common. Additional details are provided in the draft Tree Removal and Mitigation Report (Exhibit Book, Exhibit 20).

2.0 CLEARANCE STANDARDS

The guideway design complies with Chapter 4 of the Sound Transit Design Criteria Manual (DCM) (Exhibit Book, Exhibit 21) for track alignment and vehicle clearances. Per the DCM, the guideway alignment is required to provide a minimum of 7 feet on either side of the track to the face of any obstruction.

DCM Chapter 4.2.6 provides vehicle clearance standards to ensure proper clearance between the light rail vehicles, transit structures, and potential obstructions. The Clearance Envelope (the space into which no physical part of the system other than the light rail vehicle shall be placed, constructed, or protruded) for the Lynnwood Link extension was calculated based on the Vehicle Dynamic Envelope (VDE), plus the effects of other wayside factors (OWF) including construction and maintenance tolerances for track and various facilities, plus running clearances (RC). Refer to the DCM for the detailed definitions of each of the Clearance Envelope calculation (Exhibit Book, Exhibit 21). Based on the Project needs, this is defined as 6.5 inches in at-grade sections and 4.5 inches in elevated sections of the guideway. Since the Link system will draw electric traction power from an overhead contact wire system, the vertical clearances listed in Table 1 (from the top of the high rail along any section of track to the soffit of any overhead structure, within the horizontal limits of the Clearance Envelope) shall be provided as a minimum.

The elevated guideway will cross over several roadways within the City of Mountlake Terrace. Vertical clearances (the distance from the roadway surface to the bottom of the guideway) for these roadways is shown in the Table 1.

Table 1: Vertical Clearances over Roadways

NE 205th Street (SR 104)	Minimum 43.0 feet clearance
I-5 NB Off-Ramp to Eastbound NE 205th Street (SR 104)	Minimum 21.8 feet clearance
I-5 NB On-Ramp from Eastbound NE 205th Street (SR 104)	Minimum 26.1 feet clearance
I-5 NB Off-Ramp to Westbound NE 205th Street (SR 104)	Minimum 21.0 feet clearance
I-5 NB On-Ramp from Westbound NE 205th Street (SR 104)	Minimum 21.4 feet clearance
236th Street SW	Minimum 20.5 feet clearance
Bus Loop Road at Mountlake Terrace Transit Center	Minimum 28.3 feet clearance
I-5 Northbound	Minimum 26.7 feet clearance
I-5 Southbound	Minimum 22.2 feet clearance
220th Street SW	Minimum. 17.0 feet clearance
212th Street SW	Minimum. 24.6 feet clearance

In addition, the guideway crosses under 228th Street SW. The distance from the top of the guideway to the bottom of the 228th Street SW overcrossing is 16.7 feet.

3.0 RETAINING WALLS, NOISE WALLS AND CUT AND FILL

The Project includes constructing retaining walls and noise walls along the guideway alignment where the guideway profile is lower or higher in elevation than the surrounding topography and the guideway structure will not be supported using columns. In areas where soil nail or mechanically stabilized earth (MSE) walls are used, the Project will include permanent subterranean easements to protect the integrity of the tie backs used for these wall types. These easements are shown in Drawing Nos. L90-eRPP109 to L90-eRPP125 in Attachment GW1 – Guideway Drawings. Locations of noise walls and retaining walls are shown in Drawing Nos. GW-SWP800 through -811 and discussed below.

Temporary cut, fill, and retaining walls will be required during construction to provide access and work areas. When no longer needed, the area will be restored.

Noise walls are associated with the guideway to meet noise mitigation requirements for light rail operations. Where existing WSDOT noise walls are impacted, they are replaced with noise walls that meet highway noise mitigation requirements. Noise walls that are located on private property are also indicated in the Site narratives (Sites A through M).

3.1 Segment 1

Retaining walls are used to support an approximately 852-foot long segment of track that begins north of the Mountlake Terrace Station (just north of the bus transit loop) and continues to I-5, ending just before the guideway crosses the freeway.

The wall on the west side of the guideway is an 852-foot long, cast-in-place concrete wall that varies in height between 8.2 feet and 29 feet above existing grade. This wall is used to retain fill used to support the track profile at the desired elevation.

The wall on the east side of the guideway is 894 feet long. The wall begins as a 34-foot long, cast-in-place wall that retains fill used to raise the elevation of the existing topography to support the guideway profile. This wall is 16.8 feet above existing grade. The wall then transitions to a soil nail wall that is 804 feet long. This wall is used to retain existing soil along the cut slope east of the guideway. The top of the soil nail wall follows existing grades to reach a maximum height of 20 feet above the track profile. The east wall then ends with a 56-foot long cantilever soldier pile wall that is approximately 15 feet high.

Noise walls will be constructed where needed on the east side of the guideway to prevent guideway noise from reaching adjacent residences. A noise wall that is 120 feet long runs just east of the cast-in-place fill wall starting approximately 38 feet from where the wall begins. A noise wall that is approximately 48 feet long will be constructed on top of the cantilever soldier pile wall where the wall ends.

3.2 Segment 2

Retaining walls and noise walls are also used along a segment of guideway that is approximately 2,700-feet long beginning on the west side of I-5 and continuing north to transition to an elevated guideway structure approximately 280 feet south of 220th Street SW.

The wall on the west side of the track is 2,703 feet long and varies in height from 0 to 33 feet. The wall type varies depending on site conditions and the elevation of the track relative to the existing topography. The wall begins with 183 feet of cast-in-place concrete wall with concrete noise walls on top. This

segment of the wall is used to retain fill used to raise the track profile above existing grades. The wall transitions to a cut wall consisting of 110 feet of soil nail wall; 192 feet of cast-in-place concrete wall with concrete noise walls; 1,058 feet of soil nail wall; 70 feet of gravity wall; and ending with 234 feet of soil nail wall. The wall then continues as 40 feet of cantilevered soldier pile wall, which has the dual function of retaining existing soil and mitigating for guideway noise. The wall continues as 448 feet of precast concrete noise wall on shafts (with no retaining walls) before ending with 368 feet of MSE wall used to retain existing soil. Noise wall acoustic panels are installed on top of the MSE wall for noise mitigation.

The wall on the east side of the track is 2,704 feet long and varies in height from 0 to 15.24 feet. The wall type varies depending on site conditions and the elevation of the track relative to existing topography. The wall begins as 725 feet of gravity wall and then transitions to 192 feet of cantilevered soldier pile wall followed by 122 feet of gravity wall. These walls are cut walls used to retain existing soil adjacent to the tracks, which are slightly lower than existing topography. The wall transitions to a fill wall consisting of 240 feet of cast-in-place concrete wall, and then changes again to a cut wall consisting of 422 feet of gravity wall and 168 feet of cantilevered soldier pile wall. The remainder of the wall is a fill wall consisting of 660 feet of gravity wall, and ending with 175 feet of cast-in-place concrete wall. In most cases, the top of all cut walls follows the existing topography, except in the sections where a cantilevered soldier pile wall is used. In these sections, the top of wall will remain level and the wall panels will step up and down as needed to remain above proposed finish grades. The tops of fill walls follow the guideway profile.

3.3 Segment 3

The final segment of track supported by retaining walls begins approximately 900 feet (0.18 miles) north of the Mountlake Terrace City Hall at the point where 60th Ave W. curves to head north. The retaining walls follow the alignment of the guideway and continue approximately 2,276 feet north to end just south of 212th Street SW.

The wall on the west side of the track is 2,276 feet long and varies in height from 10 to 41.3 feet above existing grade. The wall type varies depending on site conditions, beginning with 586 feet of MSE wall with a concrete noise wall on top. This wall retains fill placed to raise existing grades to support the track profile, and the noise wall protects adjacent residents from guideway noise. The wall then transitions to a cut wall that retains the existing topography above the track profile. This cut wall starts as a 1,195-ft long soil nail wall and transitions to a cantilevered soldier pile wall with a noise wall on top for the last 45 feet. Noise walls are also constructed behind the last 113 feet of the soil nail wall using precast concrete panels on shafts. The wall then transitions to a fill wall constructed as a 450-foot-long MSE wall with a 4-foot-tall acoustic panel noise wall on top.

The Project will construct a 114-foot-long noise wall on WSDOT ROW west of the guideway and east of 213th Place SW to replace the existing noise wall that will be removed. This noise wall will be constructed using precast concrete noise wall panels on shafts. The noise wall will connect with an existing WSDOT noise wall and is intended to reduce highway noise.

The wall on the east side of the track is 2,306 feet long and varies in height from 7.6 to 22.2 feet above existing grade. The wall type varies depending on site conditions, beginning with 1,476 feet of MSE wall, and then transitioning to 750 feet of soil nail wall, and ending with 80 feet of MSE wall. The entire length

of the wall is a fill wall that supports the guideway at an elevation that is slightly higher than that of I-5. This wall separates the freeway and guideway and does not include noise walls.

A visual overview of these wall locations is provided in Drawing Nos. GW-SWP800 through -861 and SWD001 through SWD065 in Attachment GW1 – Guideway Drawings.

In areas where cut walls are proposed, excavation for the guideway will be approximately 40 feet wide with a variable depth. Excavated materials will be reused by the Project, provided they meet requirements, or transported by truck to a licensed disposal site. Grading on slopes will be no steeper than 2:1 (H:V) ratio, with retaining walls used where 2:1 slopes cannot be provided. The total quantities of cut are 24,200 cubic yards of material, and the total fill quantities are 21,300 cubic yards of material.

For cut and fill quantities at Sites A through M, see the narratives for each site.

4.0 ACCESS REQUIREMENTS TO GUIDEWAY

Emergency and maintenance access to the guideway will be provided along the corridor as required in DCM Chapter 5.9.1(B) (Exhibit Book, Exhibit 21) and agreed to by the Mountlake Terrace Fire Department. Fire Department Connection (FDC) standpipes are provided in locations along the guideway as agreed to with the fire department.

A total of six fire department connections will be installed at the Mountlake Terrace Station in a cluster located across the bus transit loop from the north station entrance. The south platform can be accessed by ladder truck from an access road from the future Gateway Boulevard, and the north platform can be accessed by ladder truck from the bus transit loop. There are also staircases at both ends of the platform for use during emergencies.

The elevated guideway can also be accessed using a ladder truck from the shoulders of both northbound and southbound I-5, as well as from 220th Street SW, 60th Avenue W, and 212th Street SW.

A total of 100 fire hose valves will be installed in the City, with a minimum of two valves installed every 200 feet along the guideway. In addition, the Project will install a pair of fire department connections adjacent to 60th Ave W, south of 212th Street SW, and where 227th Street SW dead-ends on the west side of I-5.

In addition, emergency access to the elevated guideway is provided by a driveway and paved area off 62nd Ave W just south of 222nd Street SW on the west side of I-5. The paved area includes a fire hydrant as well as two fire department connections (N20-FDC-04 and N20-FDC-05) that can be accessed at grade through a door in the noise wall. An overview of these facilities is provided in Drawing Nos. MFS900, -901, -950, and -951 in Attachment GW1 – Guideway Drawings.

5.0 NOISE

The primary sources of existing ambient noise and vibration levels in the Project area are associated with the I-5 corridor, with some additional traffic noise from arterial roads. Ambient sound level measurements were conducted along the alignment during the environmental analysis, and those existing noise levels are reported in the Project Environmental Documents (described in Section 9 of this narrative). Supplemental data were collected during the final design phase. Averaged over 24-hour periods, the sound levels range between 56 and 81 A-weighted decibels (dBA) day-night average sound level (Ldn). Note that the Ldn is a 24-hour average noise level with a 10 dB "penalty" added to noise levels generated during nighttime hours. Peak-hour levels of 51 to 78 dBA equivalent continuous noise level (1-hr Leq) were measured during the hour of the day with the highest noise level (typically between 6 AM and 9 AM). The noise levels at the first and second row of homes adjacent to I-5 are generally in excess of 70 dBA Ldn. These data are incorporated in the L300 Noise, Vibration, and Groundborne Noise Report (Exhibit Book, Exhibit 10). See response in Section 10.1 of this narrative regarding construction and operation noise mitigation.

5.1 Construction Noise

The City's ordinance (Chapter 8.20) and Washington Administrative Code (WAC) Chapter 173-60-40 provide the maximum permissible sound levels at various property use types during construction. Construction noise is generally exempted during daytime hours. Impacts are assessed at the nearest receptors, in this case mostly consisting of residential properties bordering the alignment. The noise levels received at residences are limited to 55, 57, or 60 dBA depending on the source of the noise (residential, commercial, and industrial, respectively). Focused analysis and appropriate mitigation based on final design and construction plans will be applied for any activity required to be performed at night when ambient noise levels are typically lower than during the day. See site-specific narratives (Sites A through M) in this comprehensive package for detailed discussion of construction noise impacts at each site.

Construction noise impacts are being further assessed based on recently available design details. For a detailed analysis conducted for the Project, please refer to the L300 Construction Noise, Vibration, and Groundborne Noise Report (Exhibit Book, Exhibit 15). This Report will be updated with the next design milestone in December 2018. 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 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 arterial roadways. These activities will be considered for localized, temporary noise control where feasible. Where necessary, variance from the City's noise code will be requested for specific work elements, subject to the City's discretionary approval.

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 (CMC) Resident Engineer. The plan will be provided to the City for its review before commencement of construction activities outside normal daytime working hours. In general, the plan will specify construction activities, monitoring locations, equipment, procedures, characterization of the noise produced with equipment, procedures, characterization of the noise produced with equipment usage, schedule of measurement, reporting methods to be used, on-site mitigation, local outreach, and responses 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.

5.2 Operational Noise

Potential noise impacts and mitigation measures for the Project were identified in the Project Environmental Documents. Sound Transit is further assessing noise impacts and mitigation measures based on recently available design details. As stated in the Final Environmental Impacts Statement (FEIS), Sound Transit will be mitigating noise and vibration impacts associated with operation and maintenance of the light rail transit system and bus transit centers. Noise and vibration predictions for light rail operations were performed using standard FTA methodology and compared with FTA criteria to determine impacts. For a detailed analysis conducted for the Project, please refer to the L300 Noise, Vibration, and Groundborne Noise Report (Exhibit Book, Exhibit 10). This Report will be updated with the next design milestone in December 2018. The existing ambient highway noise levels at the residences that will be closest to the future light rail vehicles (in locations where the alignment borders the highway) along most of the alignment are already significantly greater than the baseline noise criteria put forth in the WAC in many cases.

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 properties adjacent to the Project in accordance with applicable FTA criteria. A visual overview of the proposed walls is provided in Drawing Nos. SWD041 through SWD043 in Attachment GW1 – Guideway Drawings. In addition, light rail transit stations will be designed to reduce noise from I-5 for patrons moving about the platform, and to control reverberation so that public address announcements, including those for emergencies, can be clearly heard and focused within the station environment.

6.0 VEGETATION

The guideway alignment is dominated by coniferous evergreen forests, interspersed with clusters of deciduous trees and mowed grassy areas maintained by WSDOT. The focus of the urban and landscape design for the guideway, and the Project as a whole, is to visually and functionally integrate the track, stations, and other associated light rail construction into the larger landscape context. The Project will provide landscape buffers to screen light rail facilities from adjacent properties. Such landscaping may be included on street frontages and property boundaries. Landscape buffers will include a variety of trees and shrubs with a focus on evergreen species to provide for year-round screening. Trees removed for the Project will be replaced as part of the city-wide tree mitigation requirements, which will include trees planted in project landscaping areas in the City. See Section 10.3 and the Draft Tree Removal and Mitigation Report (Exhibit Book, Exhibit 20) for additional information on tree removal and mitigation.

7.0 CRITICAL AREAS

All critical areas within 200 feet of the light rail alignment are discussed in the attached City of Mountlake Terrace Critical Areas Report (Exhibit Book, Exhibit 8), including wetlands, streams, wildlife habitat areas, geologic hazard areas, flood hazard areas, and aquifer recharge areas. Most of the critical areas potentially impacted along the Project alignment are within WSDOT limited access ROW, where the City's critical areas code does not apply (see Critical Areas Concurrence Letter, dated March 19, 2018; Exhibit Book, Exhibit 9). With the exception of geological hazard areas, the vast majority of critical areas potentially impacted by the Project on parcels/private property outside the WSDOT limited access ROW are addressed as part of the site-specific narratives. In order to avoid duplication, the Guideway narrative does not include a discussion of any critical areas already addressed in the site-specific narratives. Below is a summary of the remaining critical areas outside the WSDOT limited access ROW, and the impacts and mitigation for those impacts. More detailed information is provided in the City of Mountlake Terrace Critical Areas Report (Exhibit Book, Exhibit 8).

7.1 Wetlands and Streams

All wetlands, streams, and their associated buffers potentially impacted by the Project outside of the WSDOT limited access ROW are discussed in site specific narratives. Information on all wetlands, streams, and associated buffers within 200 feet of the light rail alignment, including those within the WSDOT limited access ROW, can be found in the attached City of Mountlake Terrace Critical Areas Report (Exhibit Book, Exhibit 8).

7.2 Wildlife Habitat Areas

All wildlife habitat areas potentially impacted by the Project outside of the WSDOT limited access right-of-way are discussed in site specific narratives.

7.3 Geologic Hazard Areas

Erosion Hazard Areas, Landslide Hazard Areas, and Seismic Hazard Areas occur along the length of the Project area as shown in Figure 11 in the Mountlake Terrace Critical Areas Report (Exhibit Book, Exhibit 8). As shown on the City's Official Critical Areas: Geologic Features map (June 2016), there is a Critical Erosion Hazard Area east of I-5 in the Project area, extending from the City of Shoreline boundary to approximately 228th Street SW. There are also two Critical Erosion Hazard areas west of I-5 in the Project area, extending from 232nd Street SW to approximately 224th Street SW. Two areas of potentially liquefiable or seismic hazards bisect the I-5 corridor; one near the southern boundary of Mountlake Terrace east of Lake Ballinger, and the other at the northern end.

As discussed in the L300 geotechnical analysis included in the Mountlake Terrace Critical Areas Report, areas with moderate slopes of 15 to 40 percent and steep slopes 40 percent or greater were mapped based on available elevation data for the project area. Based on City code, these meet the criteria for Class II/Moderate Landslide Hazard Areas and Class IV/Very High Landslide Hazard Areas. Many portions of the slopes along the I-5 corridor are steeper than 40 percent and are mapped as steep slope hazards even though these slopes have been engineered. Based on the review of the data sources previously listed, there have been no documented landslides within the project alignment. Although there are steep slopes within

the project area, based on the density and composition of the soils, the steep slopes do not represent significant landslide hazards.

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. The Project is also designed in accordance with Critical Areas Reasonable Use Provision, 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.

Critical Erosion Hazard Areas and Class II/Moderate and Class IV/Very High landslide hazard areas along the Project will be temporarily impacted during construction. Project temporary 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. All landslide hazards will be mitigated by the design such that the finished Project is expected to result in no impact or improved stability in potential Landslide Hazard Areas. Slopes and retaining structures will be evaluated and designed for adequate stability using appropriate techniques, such as limiting slope inclination, limiting surcharge loading, or adding slope reinforcement, therefore minimizing the potential for impacts to the Landslide Hazard Areas.

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.

Limited clearing of vegetation and soil disturbance will temporarily expose soils in areas defined as Critical Erosion Hazard Areas. To mitigate impacts to Erosion Hazard areas, best management practices (BMPs) will be implemented to limit erosion and sedimentation of exposed soils and a Temporary Erosion and Sediment Control (TESC) plan will be developed, implemented, and monitored by the contractor to address potential erosion and sediment transport during construction. Temporarily disturbed areas will be restored as soon as practical to minimize the risk of erosion.

Vegetation cleared in all Geologic Hazard 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. 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.

7.4 Flood Hazard Areas

All Flood Hazard Areas potentially impacted by the Project outside of the WSDOT limited access ROW are discussed in site specific narratives.

7.5 Aquifer Recharge Areas

The City of Mountlake Terrace has not mapped any aquifer recharge areas within its jurisdiction. The U.S. Geologic Survey geographic information system (GIS) information from Snohomish County maps most of the Project area as having low aquifer sensitivity, with some isolated areas of moderate aquifer susceptibility located in the I-5 vicinity at the southern and northern portions of the corridor, particularly near Hall Lake and Ballinger Lake. Based on the Natural Resources Conservation Service's soil mapping of the area, these moderate aquifer susceptibility areas correspond with the City's definition of Aquifer Recharge Areas of medium significance in MTMC 16.15.080(F). This information is shown on Figure 12 in the Mountlake Terrace Critical Areas Report (Exhibit Book, Exhibit 8). There are no mapped wellhead protection areas or sole source aquifers mapped in the Project area.

The Project is not anticipated to negatively impact aquifer recharge areas, either during construction or operations. During construction, clean fill soils will be used for retaining walls and other structures. BMPs will be used to reduce the potential for leaks and spills associated with construction equipment and materials. The Project will adhere to a contractor-generated hazardous and contaminated waste management plan; a spill prevention, control, and countermeasures plan; a storm water pollution prevention plan; and a TESC plan.

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

More detailed information can be found in the City of Mountlake Terrace Critical Areas Report (Exhibit Book, Exhibit 8).

8.0 ENVIRONMENTAL REVIEW OVERVIEW

Sound Transit is the lead agency for the Project's compliance with the Washington State Environmental Policy Act (SEPA). The Project has been subject to procedural and substantive SEPA review through issuance of the following environmental documents, which comprise the following Project Environmental Documents:

- North Corridor Transit Project Alternatives Analysis Report and SEPA Addendum, Sound Transit, September 2011
- Lynnwood Link Extension Draft Environmental Impact Statement (DEIS), Sound Transit and FTA, July 26, 2013
- Lynnwood Link Extension FEIS, Sound Transit and FTA, April 1, 2015
- FTA Record of Decision (ROD), July 10, 2015
- Federal Highway Administration (FHWA) ROD, August 31, 2015
- 2018 SEPA Addendum to the Lynnwood Link Extension FEIS (April 2015), Sound Transit, May 2018

Sound Transit and the City have agreed in the Permit Agreement (Exhibit Book, Exhibit 4) that the City will use the Project Environmental Documents, unchanged, for its review and decisions on permit applications related to the Project (fulfilling responsibilities under MTMC 16.05 and SEPA), unless otherwise exempted by law, regulations, or agreement. The FEIS and ROD for the Project provide detailed information regarding the potential environmental impacts associated with the Project and details regarding committed mitigation measures. See Section 10.0 of the narrative of this narrative contains mitigation measures from the FEIS and ROD that are applicable to construction of the Project within the City. Table 2 provides references to topics addressed in the FEIS.

Sound Transit also prepared a Critical Areas Report to demonstrate project compliance with critical areas development standards in MTMC 16.15 (See Exhibit Book, Exhibit 8).

Table 2: FEIS References

Resource	FEIS Reference Section	FEIS Appendix/Backup Report Reference
Transportation	3	Transportation Technical Report
Acquisitions, Displacements, and Relocations	4.1	Appendix I-4.1
Land Use	4.2	Appendix I-4.2
Economics	4.3	Not Applicable (N/A)
Social Impacts, Community Facilities, and Neighborhoods	4.4	Appendices C and L
Visual and Aesthetic Resources	4.5	Appendices G and I-4.5; Technical Analysis Methodologies Report
Air Quality and Greenhouse Gases	4.6	Appendix I-4.6
Noise and Vibration	4.7	Noise and Vibration Technical Report
Ecosystems Resources	4.8	Appendix O; Ecosystems Resources Technical Report
Water Resources	4.9	Appendix I-4.9
Energy Impacts	4.10	N/A
Geology and Soils	4.11	Appendix I-4.11
Hazardous Materials	4.12	Appendix I-4.12
Electromagnetic Fields	4.13	N/A
Public Services, Safety, and Security	4.14	N/A
Utilities	4.15	Appendix I-4.15
Cultural, Archaeological, and Historic Resources	4.16	Appendix I-4.1; Cultural, Archaeological, and Historic Resources Technical Report
Parks and Recreational Resources	4.17	Appendix I-4.15
Section 4(f) and Section 6(f) Resources	4.18	Appendix D
The Lynnwood Link Extension (LLE) Final Environmental Impact Statement and Record of Decision are available through the Project document archive page: https://www.soundtransit.org/Projects-and-Plans-Lynnwood-Link-Extension/Lynnwood-Link-Document-Archive		

Additional environmental review and documentation under SEPA are expected to be completed as necessary.

9.0 MITIGATION AND RESTORATION

The Project Environmental Documents provide detailed information regarding the potential environmental impacts associated with the Project and details regarding committed mitigation measures. For a list of the committed mitigation measures applicable to construction and operation of the Project in the City, please refer to the Summary of ROD Mitigations in Table B-1 of the ROD (Exhibit Book, Exhibit 17). Mitigation related to noise, vibration, and vegetation is discussed below.

9.1 Noise

Noise impacts associated with construction, operation, and maintenance of the area described in Section 6.0 of this narrative and the L300 Noise, Vibration and Groundborne Noise Report (Exhibit Book, Exhibit 10).

9.2 Vibration

Vibration impacts associated with operation and maintenance of the Project were assessed in the Project Environmental Documents. Vibration predictions for light rail operations were performed using mandated FTA methodology, and were compared with FTA criteria to determine impacts. For detailed additional analysis conducted for the Project please refer to the L300 Noise, Vibration, and Groundborne Noise Report (Exhibit Book, Exhibit 10).

Vibration impacts associated with the operation and maintenance of the light rail system will primarily be related to the passing of light rail vehicles. Vibration mitigation, where needed, would involve introducing resilient materials (e.g., rubber) or an alternative track slab configuration into the trackway design.

To address vibration impacts from construction activities, a Construction Noise and Vibration Mitigation and Monitoring Plan will be developed by the construction contractor and approved by the CMC Resident Engineer before commencement of construction activities. The plan will be provided to the City for its review before 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 vibration 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.

9.3 Vegetation

Construction and operation of the guideway will require clearing and grubbing of vegetation along the alignment. DCM guidelines for light rail safety require a vegetation clear zone along the guideway, as illustrated in Figure 3. The vegetation clear zone is a minimum clearing limit for vegetation above a certain size that could infringe on the guideway and affect guideway operations. The clear zone is generally set at 31 to 35 feet from the guideway centerline on both sides, depending on the tree species. Trees that extend higher than the rail on an elevated guideway segment must fall outside of the 35-foot-wide clear zone to be retained. Even though the vegetation clear zone criteria require a 31- to 35-foot setback from the center of the guideway, design efforts used an average tree removal setback of approximately 25 feet from the edge of guideway, which equates to a setback of approximately 39 feet

from the guideway centerline. This approach ensures that larger existing trees do not encroach into the vegetation clear zone. Trees (and other vegetation) that are planted to restore disturbed areas are carefully selected so that they will not encroach into the vegetation clear zone.

A summary of tree impacts associated with the Lynnwood Link extension is provided in the draft Tree Removal and Mitigation Report (Exhibit Book, Exhibit 14). In summary, approximately 196 significant trees will be removed by the Project within the City. While the City regulations require replacement plantings totaling only 392 trees, Sound Transit plans to provide approximately 1,317 trees in the City limits to help meet replacement requirements for Lynnwood Link overall. Strategies for protecting and retaining other mature trees that surround the guideway rely on planning for and enforcing the installation of robust tree-protection measures during construction, as well as the use of sensitive construction methods. As design progresses, a separate long-term tree management plan will be developed to provide detailed information on monitoring, assessing, and removing hazardous trees, as well as the process for retaining large mature trees in the vicinity of the guideway, while reducing risks to the safe operation of the light rail system.

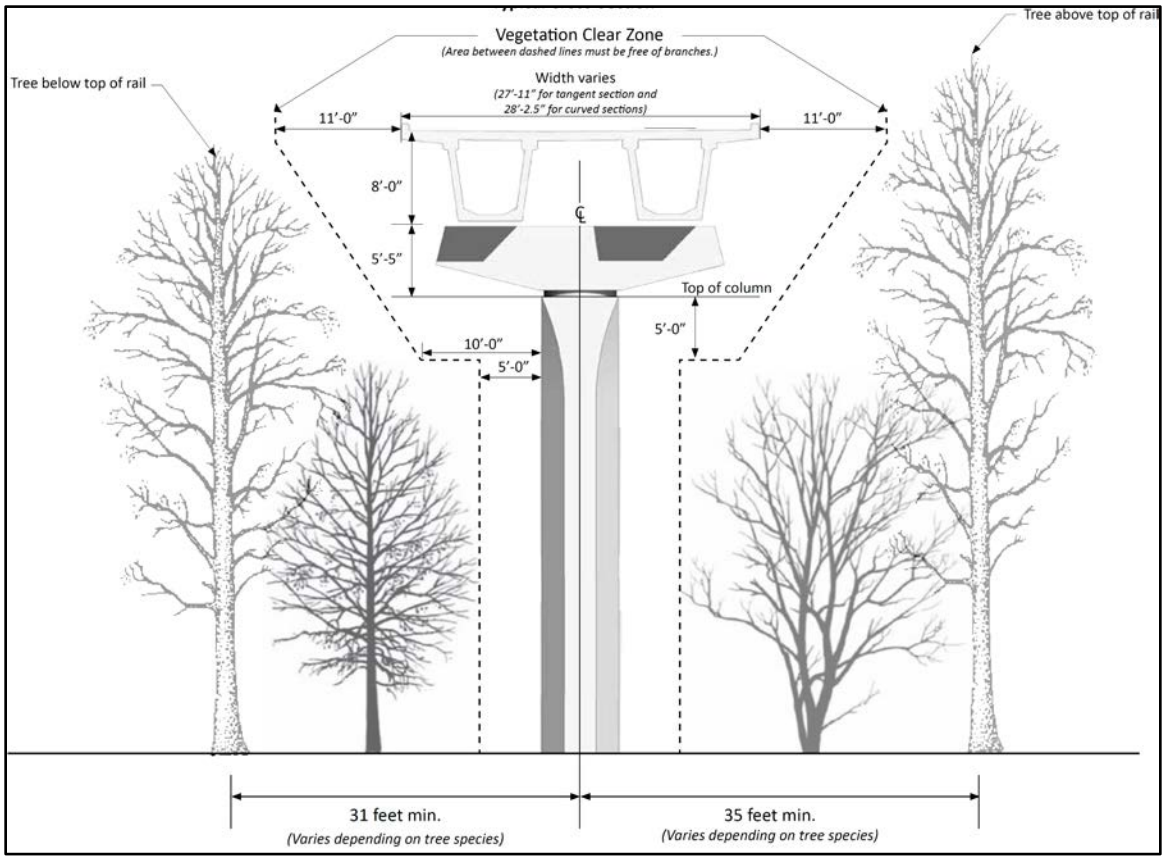

Figure 3: Vegetation Clear Zone

10.0 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(D).

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 of Mountlake Terrace Comprehensive Plan (adopted June 2015, amended 2017), as illustrated in Exhibit 18 of the Exhibit Book. As an integral part of the Project, the light rail guideway supports the Project's overall objectives and consistency with the City's 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: The guideway alignment of the Project generally follows the I-5 corridor through the City. The Project has been developed with an integrated design strategy that creates access and connections to many modes of transportation; it creates a community amenity that enhances the public realm, and visually and functionally integrates the light rail system corridor into the surrounding landscape and adjacent communities. The guideway accomplishes this through an alignment plan, profile, and landscaping that complements the following:

      - **The existing transportation network by elevating the guideway over the arterial roadways along the alignment (SR 104/NE 205th Street, 236th Street SW, 220th Street SW, and 212th Street SW) to maintain their operation.**
      - **The existing landscape by protecting trees and vegetation to the greatest extent possible, and restoring temporarily affected areas and mitigation areas.**
      - **The existing communities by blending the guideway alignment into an existing transportation corridor (I-5). In addition, both visual and noise buffers are provided in the form of noise walls and native vegetation that maintains dense foliage throughout all seasons, such as evergreens.**
      - **The existing transportation network and landscaping by integrating the City streetscape landscaping and furnishing requirements into the entry points of the station at 236th Street SW.**

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

RESPONSE:

Noise and Vibration

As discussed above in Sections 10.1 and 10.2, Sound Transit has assessed and is mitigating noise and vibration impacts in the adjacent communities associated with construction and operation of the Project. Standard construction mitigation, where necessary and to the extent practicable, will 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. 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.

Operational noise mitigation in the form of acoustic panels or noise walls is being integrated with the final design of guideway structures with the goal of eliminating or minimizing noise impacts in communities surrounding the Project. See the L300 Noise, Vibration, and Groundborne Noise Report for additional information (Exhibit Book, Exhibit 10). Operational vibration mitigation, where needed, would involve introducing resilient materials (e.g., rubber) or an alternative track slab configuration into the trackway design. In addition, the light rail transit stations are designed to reduce noise from I-5 and control reverberation so that public address announcements, including those for emergencies, can be clearly heard and focused within the station environment.

Refer to Sections 6.0 and 10.2 for additional details on noise and vibration.

Odors

Within the project area, existing sources of odors are primarily related to traffic and vehicle exhaust along the I-5 corridor. The established character of the surrounding community will not be adversely affected by the project work.

Potential short-term odors from construction of the guideway could occur from onsite construction materials and equipment, including concrete form oil used to construct the pier columns, abutments, and the I-5 crossing and guideway deck; organic soils that will be disturbed near the south end of the light rail station; and diesel and exhaust fumes from construction vehicles, such as drill rigs and excavation equipment. These odors are generated while equipment is in use, localized to the construction site, and will dissipate once work is completed in each localized area.

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: For Project operation, levels of service at key intersections affected by increases in traffic associated with the Project will 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).

For Project construction, 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. 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.

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

RESPONSE: Before beginning any onsite work, the contractor will submit and Sound Transit will approve 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 in accordance with the Manual on Uniform Traffic Control Devices (MUTCD) and approved traffic control plans, which may include signage, barriers, lighting, flaggers, and/or uniformed police officers.

The guideway has been designed to provide a singular access point to the Link light rail system within the City at the Mountlake Terrace Station, where safety personnel will be present during all hours of operation once revenue service begins. The rest of the guideway will be fenced off from the public with secured access points for Sound Transit maintenance personnel and emergency services. The guideway will have two emergency exits at the Mountlake Terrace Station, one emergency access point off of 58th Avenue W, and one high rail maintenance access point on 62nd Avenue W. Vehicular and pedestrian conflicts have also been avoided by elevating the guideway over arterial corridors (SR 104/NE 205th Street, 236th Street SW, 220th Street SW, and 212th Street SW). Dedicated and protected pedestrian access paths will be provided to allow pedestrian access to the existing parking garage and I-5 bus flyer stop during construction. This will include access either by walkway or shuttle from the temporary parking area. Vehicle access to the existing parking garage will be maintained during construction.

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: The guideway's compliance with the municipal code is described in Section 13.0.

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

RESPONSE: The Project has been designed to incorporate improvements to public facilities needed for the guideway operation including electricity to power the track system, drainage facilities to manage stormwater, water to supply the FDC standpipes, and service roads to access this infrastructure. Sound Transit is coordinating with City staff to ensure the proposed improvements complement and enhance existing public facilities.

11.0 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 19.110.220(C). The City is using these criteria to evaluate the proposed design of the Project through the City's CUP process.

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, as detailed in Exhibit 18 of the Exhibit Book. As an essential element of the overall Project, the Guideway is integral to achieving both Project objectives and goals of the Comprehensive Plan, in particular City 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: The guideway is located within WSDOT ROW and eight City zoning districts: REC, F/T, PFS, CG, RS7200, RS 4800, RML, and RMM. Pursuant to MTMC 18.15.030, Type A essential public facility, the Project (a transportation facility of statewide significance) is allowed in any district through a conditional use permitting process. 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 an alternative to single-occupancy vehicles and with linkages to other travel modes, including rail, buses, bicycle connections, 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 public access point to the system in the City) where existing zoning and land use codes allow for greater density. Consistent with the Comprehensive Plan and the City's broader land use policies, this increased density constitutes efficient land use, allowing for an efficient provision of services and facilities, as well as 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: The Project's compliance with all requirements of the municipal code, including all applicable development standards, is described in Section 13.0.

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

RESPONSE: Electrical service for the light rail guideway and station operations as well as the siting of the traction power substation (TPSS) sites have been coordinated with the local electricity provider, Snohomish Public Utility District (SnoPUD). For normal operations, water and sewer demands are relatively low; standard utility service connections to existing municipal utility mains provide adequate capacity. Fire suppression system design for the guideway and station included flow tests of the city municipal water system to confirm that there is sufficient capacity in the event of an emergency. Stormwater runoff from Sound Transit infrastructure will be managed in facilities owned and operated by Sound Transit. Sound Transit is coordinating with City staff to ensure the proposed improvements complement and enhance existing public facilities. The Project will incorporate improvements to public facilities to any extent that existing capacity is insufficient. Provisions will be made to extend and preserve stormwater management facilities, wet and dry utilities, a solid waste receptacle/loading area, and pedestrian and vehicular access routes.

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 describe how the Project has been subject to procedural and substantive SEPA review through issuance of the Project Environmental Documents which identify the applicable mitigation measures. Exhibit 8 of the Exhibit Book includes a Critical Areas Report to demonstrate Project compliance with critical areas development standards in MTMC 16.15.

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

RESPONSE: The Project will comply with accessibility rules as adopted by the Washington State Building Code Council for making buildings and facilities accessible to and usable by physically disabled or elderly persons (adopted by reference in MTMC 15.05.170). The Project's compliance with the municipal code is discussed in Section 13.0 of this narrative.

The Project will comply with new interim and temporary parking rules consistent with Chapter 19.50.075 MTMC where the Project as a public agency must replace existing parking for a temporary and limited period of time, in relation to a public use, ensuring that minimum parking lot development standards related to vehicular circulation, safe pedestrian travel, landscape buffers abutting incompatible uses such as single family residential, adequate lighting, and other standards to protect environment and public health, safety and welfare are met.

12.0 MUNICIPAL CODE COMPLIANCE

The Project has been designed to comply with the Mountlake Terrace Municipal Code. All reasonable use exceptions requests for the Project are included in the site-specific narratives. Sound Transit has reviewed the code to identify the applicable elements. Table 3 summarizes the relevant sections and discusses how the guideway complies.

Table 3: Guideway Code Compliance

Municipal Code Chapter	Chapter Description	Project Compliance
8.20 – REGULATION OF NOISE AND SOUND	This chapter regulates nuisance noise in the public spaces of 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 10.1 and 10.2, the Project will comply with the City noise code during construction of the guideway. Project noise during operations is addressed by mitigation measures incorporated into the design (e.g., noise walls) according to FTA guidelines. Additional details of the analysis and proposed mitigation is provided in the L300 Construction Noise, Vibration and Groundborne Noise Report (Exhibit Book, Exhibit 15) and the L300 Noise, Vibration and Groundborne Noise Report (Exhibit Book, Exhibit 10). The City Code does not regulate operational noise associated with the Project.
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 building permits, tree removals, public right-of-way protection, and site improvements.	Sound Transit will apply for all required construction permits later in the construction phase of the Project, prior to the commencement of any associated work. Building Codes and Permits: As illustrated in the Mountlake Terrace Guideway and Wayside Facilities Code Compliance Summary in Attachment GW2, the Project will comply with the various local, national, and international buildings codes. Sound Transit will apply for construction permits for the guideway based on the final design prior to the commencement of associated work. Tree Removal Standards and Permits: Sound Transit will protect and preserve trees along the guideway to the extent possible, and will conduct any removal in compliance with this chapter of the Municipal Code. Exhibit Book, Exhibit 14 provides the Draft Tree Removal and Mitigation Report. In summary, approximately 196 priority habitat trees will be removed by the Project within the City. While the City regulations require replacement, plantings totaling only 392 trees, Sound Transit plans to provide approximately 1,317 trees within the City limits to help meet replacement

Municipal Code Chapter	Chapter Description	Project Compliance
		requirements for Lynnwood Link overall. A clearing and grading permit will be obtained prior to the removal of trees, unless removed under a separate permit approval. Public Right-of-way Protection: 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 DCM Chapter 6.7 (Exhibit Book, Exhibit 21), and will also conform to MTMC 19.120.200. All fencing on private property within the City of Mountlake Terrace will only be constructed after acquiring the necessary Fence Permit from the City. Public Site Improvements: As part of this Application, Sound Transit is submitting plans for all public and site improvements required for the guideway. Please see Sections 7.0 and 10.3 of this narrative for discussions of the vegetation plans and vegetation mitigation and restoration, respectively. Plans of these improvements are provided in Attachment GW1 – Guideway Drawings.
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.	As illustrated in the Mountlake Terrace Guideway and Wayside Facilities Code Compliance Summary in Attachment GW2, the project will comply with both International Fire Code and the City's local amendments. Sound Transit will apply for all required construction permits in the construction phase of the Project, prior to the comments of any associated work.
15.35 – PERFORMANCE GUARANTEES AND WARRANTIES	The chapter sets forth the regulations for all performance guarantees and warranties, which are required prior to the approval of any City permit.	Consistent with MTMC 15.35.030 and RCW 35.21.470, the Project is exempt from the requirements of this chapter for financial security devices. Sound Transit will provide written assurance to the City that adequate provisions have been made to 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 above, 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 9 above summarizes SEPA compliance and Section 10.0 of this narrative describes the mitigation measures from the FEIS and ROD that are applicable to construction of the Project.

Municipal Code Chapter	Chapter Description	Project Compliance
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), the guideway has been located and designed to avoid and minimize impacts on critical areas, to the extent possible. Sound Transit will comply with all development restrictions applicable to critical areas outside WSDOT limited access ROW, and is seeking the exception requests detailed in Section 10.1 of the site-specific narratives.
16.20 – CONTROLLING STORMWATER RUNOFF FROM NEW DEVELOPMENT, REDEVELOPMENT, AND CONSTRUCTION SITES	This chapter regulates stormwater during both construction and operation of infrastructure within the City.	Stormwater management facilities for the guideway have been designed to comply with MTMC 16.20, including the City's new low-impact development standards. Additional details are provided in the Draft Mountlake Terrace Drainage Report (Exhibit Book, Exhibit 14). Sound Transit's contractors are responsible for development and implementing the Stormwater Pollution Prevention Plan, Temporary Erosion and Sediment Control, (TESC), inspecting and maintaining BMPs, 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 the Sound Transit Individual Construction Stormwater Permit.
18.10 – COMPREHENSIVE PLAN	This chapter adopts the Comprehensive Plan, as amended, to serve as the guiding framework for decisions relating to land use, environment, economic vitality, housing, capital facilities, recreation, parks and open space, transportation, and utilities.	As noted above. Exhibit 18 of the Exhibit Book provides a detailed narrative of the Project's consistency with the Comprehensive Plan.
18.12 – SUSTAINABILITY	This chapter adopts the City of Mountlake Terrace Sustainability Strategy set forth in Ordinance 2487 § 1, 2008.	Light rail transit service supports Mountlake Terrace Sustainability Strategy Goal II: Facilitate Desirable Development Patterns and Economic Vitality, insofar as the City encourages development in close proximity to the transit station (Transit Oriented Development). The Project's approach to stormwater management prioritizes Low Impact Development, bioretention and infiltration facilities to treat and reduce Stormwater runoff, which also supports Goal II (see Chapter 16.20 of this table).

Municipal Code Chapter	Chapter Description	Project Compliance
		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. The Project alignment along the I-5 corridor 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*. The Project conforms to all Sound Transit sustainability requirements as expressed in the Sound Transit DCM (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).
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. In addition, it lays out specific fencing and public notification regulations.	Allowable Uses: As noted above, the Project is an essential public facility allowed in any zoning district through a CUP process. Fencing: 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 issuance of the necessary Fence Permit from the City Supplemental Public Notification: In compliance with Section 18.15.070(A) and MTMC 18.25 MTMC, Sound Transit has conducted extensive public outreach for the Lynnwood Link extension Project. See the background section of the Introduction to the Application Package for information regarding Sound Transit's public outreach for the Project.
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.

Municipal Code Chapter	Chapter Description	Project Compliance
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 in order to maintain adopted levels of park service, and to maintain adopted levels of service in the City's transportation facilities at the time of new development.	The Project is not subject to impact fees pursuant to state law, RCW 82.02.090.
19.30 – SINGLE-HOUSEHOLD RESIDENTIAL DISTRICTS	The chapter provides specific development standards for all single-household residential zoning districts, including allowable uses, dimensional requirements, special regulations, and low impact development standards.	Portions of the guideway are located within the RS7200 Single-household residential district. Allowable Uses: A light rail guideway is not addressed in the transportation uses table in MTMC 19.23.050 referred to by 19.30.020. Pursuant to MTMC 18.15, as a Type A essential public facility the Project is allowed in any zoning district through a CUP process. Dimensional Requirements: The Project conforms to all development standards, where practicable, including height, bulk, scale, and dimensional regulations, established in the City Code. The Project is a Type A essential public facility and local codes cannot preclude the siting of such facilities. See Attachment GW2 for the Code Compliance Summary for the Guideway and Wayside Facilities. Plan views of all proposed facilities are provided in Attachment GW1 – Guideway Drawings. Low Impact Development: The Project's approach to stormwater management prioritizes Low Impact Development, and the guideway will comply with the applicable design standards referred to in MTMC 16.20.090, where practicable.
19.35 – RM – MULTIPLE HOUSEHOLD RESIDENTIAL DISTRICTS	This chapter provides specific development standards for all multiple-household residential zoning districts.	The portion of the guideway between 213th Street SW and 212th Street SW is located within the Medium Density Multi Household (RML) district. Allowable Uses: A light rail guideway is not addressed in the transportation uses table in MTMC 19.23.050 referred to by 19.35.020. Pursuant to MTMC 18.15, as a Type A essential public facility the Project is allowed in any zoning district through a CUP process.

Municipal Code Chapter	Chapter Description	Project Compliance
		Dimensional Requirements: The Project conforms to all development standards, where practicable, including height, bulk, scale, and dimensional regulations, established in the City Code. The Project is a Type A essential public facility and local codes cannot preclude the siting of such facilities. See Attachment GW2 for the Code Compliance Summary for the Guideway and Wayside Facilities. Plan views of all proposed facilities are provided in Attachment GW1 – Guideway Drawings.
19.55 – CG – GENERAL COMMERCIAL DISTRICT	This chapter provides specific development standards for the General Commercial (CG) zoning district.	The portion of the guideway between 222nd Street SW and 216th Street SW is located within the CG zoning district. Allowable Uses: As noted above, the Project is an essential public facility allowed in any zoning district through a CUP process. Dimensional Requirements: The Project conforms to all development standards, where practicable, including height, bulk, scale, and dimensional regulations, established in the City Code. The Project is a Type A essential public facility and local codes cannot preclude the siting of such facilities. See Attachment GW2 for the Code Compliance Summary for the Guideway and Wayside Facilities. Plan views of all proposed facilities are provided in Attachment GW1 – Guideway Drawings. Landscaping and Open Space Requirements: Landscaping for the guideway has been designed, in coordination with the City, to meet all landscape design standards. Landscaping adjacent to or under the guideway on private property is addressed in the site narratives (Sites A through M) that are part of this comprehensive application package.
19.60 – F/T – FREEWAY/TOURIST DISTRICT	This chapter provides specific development standards for the Freeway/Tourist (F/T) zoning district.	The portion of the guideway between 224th Street SW and 236th Street SW is located within this zoning district. Allowable Uses: The Project is an essential public facility allowed in any zoning district through a CUP process. Dimensional Requirements: The Project conforms to all development standards, where practicable, including height, bulk, scale, and dimensional regulations, established in the City Code. The Project is a Type A essential public facility and local codes cannot preclude the

Municipal Code Chapter	Chapter Description	Project Compliance
		siting of such facilities. See Attachment GW2 for the Code Compliance Summary for the Guideway and Wayside Facilities. Plan views of all proposed facilities are provided in Attachment GW1 – Guideway Drawings. Landscaping and Open Space Requirements: Landscaping for the guideway has been designed, in coordination with the City, to meet all landscape design standards. Landscaping adjacent to or under the guideway on private property is addressed in the site narratives (Sites A through M) that are part of this comprehensive application package. Special Regulations for Design Standards: The guideway will comply with the applicable design standards referred to in 19.60.070(K), where practicable.
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.	The access roads for the TPSS sites and signal bungalow will meet the applicable design standards for access roads. Sound Transit will apply for the required construction and public right-of-way use permits prior to construction. Design Standards and Permits: In compliance with Chapter 19.95, the Project will include several proposed street improvements, including street widening, curbs, gutters, sidewalks, closed drainage system, and street lighting. Right-of-way use and construction permits will be applied for later during the construction phase of the Project, prior to the commencement of any associated work. Transportation Mitigation, Impact Fees, and Concurrency: As part of a region-wide effort to improve access to modes of transportation that offer alternatives to traffic congestion associated with peak-period trips, the Project will function as an essential public facility providing the public access to high capacity multimodal connections between light rail, bus transit, and nonmotorized modes of circulation. Although the Project is not subject to concurrency requirements, as a transportation facility of statewide significance, see RCW 36.70A.070(6)(c) and 47.06.140(1), Sound Transit will implement the mitigation measures established through environmental review, including the impacts to the City's transportation facilities identified in the Project Environmental Documents.

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19.105 – PUBLIC FACILITIES AND SERVICES DISTRICT	This chapter provides specific development standards for the public facilities and services zoning district.	The portion of the guideway adjacent to the light rail station is located within this zoning district. Allowable Uses: A light rail facility is not addressed under in MTMC 19.105. The Project is an essential public facility allowed in any zoning district through a CUP process. Dimensional Regulations: The Project conforms to all development standards, where practicable, including height, bulk, scale, and dimensional regulations, established in the City Code. The Project is a Type A essential public facility and local codes cannot preclude the siting of such facilities. See Attachment GW2 for the Code Compliance Summary for the Guideway and Wayside Facilities. Plan views of all proposed facilities are provided in Attachment GW1 – Guideway Drawings.
19.110 – PERMITS AND PROCEDURES	This chapter sets forth the procedures and standards for review of land use applications regulated by Title 19.	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 CUP process with the submittal of this Application, which is a consolidation of both the conditional use permit process and site development plan process. To the extent that the Project cannot conform to certain regulations due to its unique nature, Sound Transit will request modifications pursuant to the appropriate MTMC section.
19.120 – GENERAL PROVISIONS	This chapter provides a selection of general performance standards to minimize environmental impacts associated with land uses, as well as grading, drainage, and fence standards.	As described in the Project Environmental Documents, the Project has been designed to avoid, minimize, and mitigate environmental impacts. Section 9.0 of this narrative summarizes SEPA compliance and Section 10 contains the mitigation measures applicable to both operation and construction of the Project. Exhibit 17 of the Exhibit Book contains the Summary of ROD Mitigations. Air Quality and Fugitive Dust: The activities associated with the guideway will comply with all local, state, and federal air quality and fugitive dust standards throughout construction and operation. Sound Transit will use BMPs to prevent and reduce air quality impacts resulting from construction activities. Lighting: Lighting will be required during construction of the guideway. Lighting during work hours would be provided by exterior lighting on the contractor trailer, as well as light

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		poles/temporary light standards pointed inwards toward the site, away from adjacent properties as much as possible. During non-working hours, a lower amount of lighting will be provided to maintain security on the premises. Noise and Vibration: Noise and vibration impacts and mitigation measures are described in Section 6 and 10 of this narrative. Fences: 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. For the guideway facility, security fencing requirements are fulfilled by the guideway walls or the noise walls. Where these walls do not satisfy the minimum height criteria for security, fencing will be installed on top of the walls. Grading and Drainage: As part of this Application, Sound Transit is submitting all necessary information for a site development plan needed for grading and drainage activities associated with the guideway.
19.130 – LANDSCAPE DEVELOPMENT AND SITE BUFFERING	This chapter provides landscape development, site buffering, and maintenance requirements for all proposed and existing developments, regardless of zoning district.	Landscaping for the guideway has been designed, in coordination with the City, to meet all landscape design standards. Landscaping adjacent to or under the guideway on private property is addressed in the site narratives (Sites A through M) that are part of this comprehensive application package. Sound Transit will apply for construction permits prior to the commencement of any associated work.
19.135 – SIGN REGULATIONS	This chapter regulates the use of exterior signs and displays.	Signs associated with the guideway will include public warning signs on the fenced at-grade portions of the guideway. These will meet the location and setback requirements of the MTMC. No lighting for the signs is required. Sound Transit will be responsible for ongoing maintenance of all signs. The contractor will use signage along the guideway corridor during construction that will comply with the regulations set forth in 19.135.090(B).

ATTACHMENT GW1: GUIDEWAY DRAWINGS

ATTACHMENT GW2: L300 CODE COMPLIANCE SUMMARY CITY OF MOUNTLAKE TERRACE GUIDEWAY AND WAYSIDE FACILITIES