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CITY OF SHORELINE

Planning & Community Development

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SPECIAL USE PERMIT
Sound Transit
Application No. SPL18-0140

I. FINDINGS OF FACT

A. SUMMARY INFORMATION

Applicant:	Sound Transit[1]
Project:	Lynnwood Link Extension Project
Station Addresses:	4701 5th Avenue NE 710 NE 185th Street
Parcel Numbers:	There are approximately 107 full acquisition and 147 partial acquisition parcels that make up the Lynnwood Link Extension Project (Project) area within the City of Shoreline (City).[2]
Zoning:	Stations: Mixed-use residential: MUR-70' Corridor: Mixed-use residential: MUR-70', MUR-45', Low density residential: R-6 (6 dwelling units per acre, High density residential: R-24 (24 dwelling units per acre)
Comprehensive Plan Land Use Designation:	Public, Station Area, Public Open Space, Low Density Residential, High Density Residential
Neighborhoods:	Ballinger, Echo Lake, Meridian Park, North City, Parkwood, and Ridgecrest
Neighborhood Meeting:	June 27, 2018
Complete Application:	August 16, 2018

[1] Sound Transit is the preferred name for the Central Puget Sound Regional Transit Authority created pursuant to Chapter 81.112 RCW.

[2] See the proposed right-of-way plans as shown in Drawing Nos. L85-eRPP119 through L85-eRPP200, L90-eRPP100 through L90-eRPP103 and L90-eRPP138 in Right-of-Way, Book 1 of 2 (Exhibit 2, Attachment I). Additional acquisitions for the LLE Project include permanent and temporary easements needed for construction and staging.

Notice of Application: September 24, 2018

Revised Notice of Application: October 3, 2018

National Environmental Policy Act (NEPA) and State Environmental Protection Act (SEPA) Determination: The Federal Transit Administration is the federal Lead Agency under NEPA and Sound Transit is the state lead agency under SEPA (Chapter 43.21C RCW). The Draft and Final Environmental Impact Statements were jointly prepared by the FTA and Sound Transit. As provided in SMC 20.30.530(B)[3] and WAC 197-11-600, the City utilized these NEPA/SEPA documents in making its decision on the Lynnwood Link Extension proposal. A Final Environmental Impact Statement (FEIS) was issued by Sound Transit and the Federal Transit Administration for the Lynnwood Link Extension on April 1, 2015 (Exhibit 3) and a SEPA Addendum to the FEIS was issued May 3, 2018 (Exhibit 4). The FTA also determined that the Lynnwood Link Extension Project refinements would not have additional significant impacts. NEPA refinement approvals were provided by the FTA on January 6, 2017 (Exhibit 5) and May 4, 2018 (Exhibit 6).

Federal Transit Administration Record of Decision: The Federal Transit Administration (FTA) Record of Decision (FTA ROD) was issued on July 10, 2015 (Exhibit 2, Attachment E).[4] The FTA, as the federal lead agency, completed the FTA ROD for the Lynnwood Link Extension Light Rail Transit Project in the cities of Seattle, Shoreline, Mountlake Terrace and Lynnwood, in King and Snohomish Counties, and issued its finding that the requirements of the National Environmental Policy Act (NEPA) have been satisfied for the construction and operation of the Lynnwood Link Extension.

Federal Highway Administration Record of Decision: The Federal Highway Administration (FHWA) Record of Decision (FHWA ROD) was issued on August 31, 2015 (Exhibit 8). The FHWA, as a cooperating agency under NEPA, issued the

[3] Exhibit 9, Shoreline Municipal Code, Title 20 Development Code, Excerpt of sections applicable to Light Rail System/Facilities

[4] Exhibit 7 is an Excerpt from the FTA ROD (Exhibit 2, Attachment E) of Appendix B – Mitigation Plan that has been enumerated by the City to facilitate referencing specific mitigation commitments listed in Appendix B

	FHWA ROD for the Project to address FHWA's anticipated approval actions related to the elements of the Project affecting interstate right-of-way.
Decision Type:	SMC 20.30.060[5] classifies a Special Use Permit (SUP) as a Type C decision. Pursuant to Table 20.30.060, the City of Shoreline Hearing Examiner, after holding an open record public hearing and preparing findings and conclusions, has decision making authority on a SUP.
Appeals:	The Hearing Examiner's decision may be appealed to Superior Court as provided in the Land Use Petition Act, Chapter 36.70C RCW.

B. REGULATORY AUTHORITY[6]

Essential Public Facilities

Pursuant to RCW 36.70A.200, regional transportation facilities and regional transit authority facilities such as the one proposed by Sound Transit are considered essential public facilities. SMC 20.30.330(A) states that a SUP is the mechanism by which an essential public facility may be located within the City.

Hearing Examiner Authority

The Shoreline Municipal Code (SMC)[7] Table 20.30.060 provides that the Hearing Examiner is the review and decision-making authority for a SUP.

Included with the SUP are eleven ministerial (Type A) decision that can be categorized into two action types as listed in SMC Table 20.30.040. These two action types are:

- Deviation from Engineering Standards (SMC 20.30.290); and
- Administrative Design Review (SMC 20.30.297).

In a standard permit review process, the decision authority for these Type A actions is the Director of Public Works for Deviations from Engineering Standards and the Director of Planning & Community Development for Administrative Design Review. As provided in SMC 20.30.130,[8] when action from more than one hearing body is required, the decision authority in a consolidated permit review process shall be the decision-making authority with the broadest discretionary powers.[9]

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[5] Exhibit 9, Shoreline Municipal Code, Title 20 Development Code, Excerpt.

[6] See Exhibit 9 for the Shoreline Municipal Code, Title 20 Development Code Sections applicable to the LLE Project

[7] Exhibit 9, Shoreline Municipal Code, Excerpt from Title 20 Development Code.

[8] Consistent with SMC 20.40.438(F)(1), Sound Transit entered into an Expedited Permitting and Reimbursement Agreement (Agreement) with Shoreline (Exhibit 2, Attachment G). The Agreement provides that the City's SUP process, as described in SMC 20.30.330, will be utilized for the Project following the consolidated permit process in SMC 20.30.130.

[9] Critical Areas Special Use Permits (CASUP) required for the LLE project were not consolidated with this SUP based on mutual agreement between the City and Sound Transit to facilitate earlier review and permitting of the critical area impacts and proposed mitigation.

Thus, per Table 20.30.060 and SMC 20.30.130, the Hearing Examiner is the review and decision-making authority for all consolidated permit actions under this SUP.

Special Use Permit Review and Decision Criteria

Table 20.40.140 and Table 20.40.160 permit a Light Rail Transit System/Facility in various zoning districts of the City subject to a SUP and supplemental use criteria. SMC 20.30.330 sets forth the process and decision criteria for a SUP with SMC 20.30.330(C) providing the supplemental SUP decision criteria that apply to a light rail transit system/facility.

The additional decision criteria in SMC 20.30.330(C) pertains to general consistency with the City's adopted Guiding Principles for Light Rail Facility Design (Guiding Principles)[10] including, energy efficient and environmentally sustainable architecture and site design consistent with both the City's principles and Sound Transit's design criteria manual (Exhibit 2, Attachment R) and appropriate mitigation of adverse impacts on the City's multimodal transportation infrastructure.

The supplemental use criteria in SMC 20.40.438 pertain to conformity of the light rail systems/facilities land use with various standards in the SMC, including, but not limited to, commercial design, parking, landscaping, signage, critical areas, tree conservation, engineering, public facilities, and dimensional standards, as provided in SMC 20.40.438(B) and .438(C).

SMC Waivers, Modifications, Deviations, and Departures

Pursuant to SMC 20.40.438(D), Sound Transit requested five (5) modifications or waivers of the standards set forth in SMC 20.40.438(B) and .438(C) through the SUP process. Four (4) of the requested code modifications are listed and described in Part II Analysis and Conclusions, Section C Code Modifications. Sound Transit withdrew Code Modification No. 5 on April 1, 2019 so it is not included in this staff report.[11]

Pursuant to SMC 20.30.290, Sound Transit has requested seven (7) deviations from the engineering standards which include three (3) stand-alone deviations and four (4) groups of deviations organized by standard being deviated from, with multiple geographic locations and/or geographic area. The requested deviations are listed and described in Part II Analysis and Conclusions, Sections D Deviation from Engineering Standards.

Pursuant to SMC 20.30.927, Sound Transit has requested four (4) departures from design standards. These departures are listed and described in Part II Analysis and Conclusions, Sections E Administrative Design Review.

Vesting for Public Agency SUPs

Pursuant to SMC 20.30.330(D), on November 19, 2018, Sound Transit submitted a request for modification to the standard vesting period set forth in SMC 20.30.160.[12] Under this provision, vesting of the SUP may be allowed for up to five years from the date of the Hearing Examiner approval. The expiration date for the SUP Decision vesting shall be set forth as a condition in the SUP Decision.

[10] Exhibit 10, Guiding Principles for Light Rail Facility Design, Adopted by City Council February 29, 2016.
[11] Exhibit 11, Request to Withdraw Floodplain Development Code Modification, Letter dated April 1, 2019.
[12] Exhibit 2, Attachment EE, LLE SUP Vesting Extension Request, Letter dated November 19, 2018.

C. PROPOSAL

Sound Transit proposes to construct approximately 3.2 miles of the Lynnwood Link Extension Project regional light rail transit system and facilities within the City between NE 145th Street (the City's southern boundary) and NE 205th Street (the City's northern boundary).[13] Construction will occur within the R-6, R-24, MUR-45', and MUR-70' zoning districts, unclassified City Rights-of-Way (ROW), and within Washington State Department of Transportation Rights-of-Way (WSDOT ROW).

The Lynnwood Link Extension service is slated to begin in 2024. The Project, which is part of Sound Transit's regional light rail system, will extend service from the Northgate Station to the City of Lynnwood in Snohomish County, providing for service from Lynnwood to Sea-Tac Airport via the University of Washington and downtown Seattle. Light rail transit service will be provided daily from 5:00 a.m. to 1:00 a.m. Trains will arrive at the stations every four minutes during peak service and serve an estimated 63,000 – 74,000 riders each weekday.

The Project light rail transit system and facilities in the City include two light rail stations, two parking garages, light rail guideway, related systems equipment, and associated infrastructure relocations and improvements. The plans submitted with the SUP application mainly represent In-Progress 90 percent (IP90%) design plans for the Project. The proposed Project includes the following elements.[14]

1. **Shoreline South/145th Station and Parking Garage**[15]
   a) Station Site: The Shoreline South/145th Station will be located on an approximately 4.71 acre site along the east side of I-5 at NE 148th Street. The station site will include the elevated guideway and station platform, station access stairs and escalators, ancillary station buildings, a 500-space parking garage, a passenger pickup and drop-off area, and public plaza adjacent to a bus transit center. The station site is proposed to be located within WSDOT ROW, the current North Jackson Park & Ride parcel, a portion of NE 148th Street (subject to vacation by the City), and on parcels zoned MUR-70'.

   b) Station Site Access: Vehicular access to the station site will be from the west side of 5th Avenue NE at the intersection with NE 148th Street. Bicycle and pedestrian access will be from 5th Avenue NE and from the Ridgecrest neighborhood into the north end of the station site via a shared-use path that will connect to NE 149th Street and NE 151st Street.

   c) Station and Platform Entrances: There will be pedestrian entrances to the station platform that are accessed off the public plazas. Elevators and two sets of up-escalators paired with stairs access the elevated platform. No down-escalators are proposed. Emergency exit stairs are included at each end of the station. Fare vending machines are proposed at each entry plaza and ORCA pass card readers will be located at each entry point (elevators and escalator/stairs).

[13] See Exhibit 13 – Lynnwood Link Extension Open House Shoreline Roll Plot
[14] See Exhibit 13 – Lynnwood Link Extension Open House Shoreline Roll Plot
[15] See N15-ASP100 Architectural Site Plan, Attachment I, in Exhibit 2

d) Station Layout: The proposed station will be an elevated central platform with ground floor entrances and ancillary buildings arranged around two entry plazas and parallel to a central bus plaza. The elevated tracks will pass on the east and west sides of the central platform so that both northbound and southbound trains are accessed from a single central platform.

(1) *Plaza level*: The ground floor plaza level will be comprised of three areas – south, central, and north - located underneath the elevated guideway.

(a) *South plaza level:* The proposed open-air south entry plaza will include an elevator, public unisex restrooms, drinking fountains, stairwell, up-escalator, and a freestanding fare vending machine. Public access to the station platform can be closed with a security gate when there is no light rail service. The public stairs will have "runnels" that bicyclists can use to facilitate walking their bicycle up to or down from the platform level.

(b) *Central plaza level:* West of a long bus plaza, the station will include two (2) open areas underneath the elevated guideway with bike lockers against a cement masonry unit (CMU) noise wall to the west. An ancillary building will be situated between these two bike locker areas. This central plaza level building will consist entirely of ancillary spaces such as a communications room, emergency responders' equipment room, fire control room, and staff/transit drivers' restrooms.

(c) *North plaza level:* The proposed open-air north entry plaza under the guideway will be bounded by an up-escalator, a stairwell with bicycle "runnels", a CMU noise wall, the elevator, and another proposed fare vending island. Public access to the station platform can be closed with a security gate when there is no light rail service. An enclosed storage yard will be located on the west side of these two buildings and behind the CMU noise wall west of the entry plaza.

(2) *Platform level*: The tracks will run on the east and west sides of the single, central platform, which means riders will be able to take any of the stairs, escalators or elevators up to reach both north and southbound train service. The platform level will be approximately 7,900 square feet in area, partially covered with approximately 6,040 square feet of an aluminum framed glazed canopy that will be open on all sides. The platform level has three (3) sections that correspond with the plaza level sections: south, central, and north. In the area between the elevators and up-escalators/public stair entrances, covered and uncovered waiting areas including regular seating and Americans with Disabilities Act (ADA) seating spaces.

e) Public Plazas: The public plazas are proposed to be approximately 26,000 square feet in total area. All public plazas will be located to the east of the station around the transit center. A large public gathering space is proposed to the southeast of, and contiguous to, the south station entry plaza and will provide the primary bicycle and pedestrian connection to the station from 5th Avenue NE. A central bus plaza will connect the south station entry plaza and the north station entry plaza. North of the station a small bike plaza is proposed with additional bike lockers and providing connection between the shared use

path exiting the station site to the north connecting to the Ridgecrest neighborhood.

f) Passenger pickup and drop-off area: The station passenger pickup and drop-off area will be located on the northern side of the parking garage. This one-way loop will share access from 5th Avenue NE with the parking garage and transit center. The loop includes four (4) parallel, temporary spaces. The passenger pickup/drop off area is designed as a shared-use, flexible public gathering space that can be closed to vehicular use for special events outside of peak commute hours. It features multi-functional bollards rather than curbs to separate vehicles from pedestrians, a center raised island that can be used by performers in the center of the pickup/drop-off loop, and seat walls by the north side of the pickup/drop-off loop, with art, landscaping, and site design that supports use of this space as a passenger pickup/drop-off area and as a public gathering space.

g) Transit Center: The station site will also accommodate a bus transit center located on the central portion of the site. The transit center, serving multiple transit agencies, will include active loading bays (including one Bus Rapid Transit (BRT) platform), layover bus spaces, and a bay for paratransit. Buses will access the transit center from 5th Avenue NE by its intersection with NE 148th Street.

h) Parking Garage: The parking garage for the Shoreline North/145th Station is proposed in the southeast corner of the station site at the intersection of the I-5 north on-ramp and 5th Avenue NE. The parking garage will be approximately 161,151 square feet in area and contain about 500 parking spaces on six (6) levels, including ADA parking spaces. Level A will be below grade in a daylight basement configuration and Levels B through F will be above grade.

(1) *Garage entrances/exits:* The vehicular entrance/exit to the garage will be on the north side of the building at Level B with access to the garage from 5th Avenue NE by its intersection with NE 148th Street. Pedestrians will access the garage from the public plaza at the southwest corner of the building at Level A.

(2) *Parking spaces:* The parking spaces located within the parking garage will replace, and add to, the 68 parking spaces in the North Jackson Park & Ride which will be removed by construction of the Project. Consistent with FTA ROD Mitigation Commitment 3-H,[16] Sound Transit is providing a temporary park and ride with the equivalent number of temporary off-street parking spaces to account for this loss during Project construction.[17]

Sound Transit has identified the existing parking lots at the adjacent Shoreline Unitarian Universalist Church and the Phillippi Presbyterian Church of Seattle on 1st Avenue NE and N 148th Street, west side of I-5, as the proposed location for a temporary park and ride during the four- to five-year construction period. Sound Transit will add signage and shoulder

[16] Exhibit 7, FTA ROD Mitigation Commitment 3-H

[17] Exhibit 16, Letter of Concurrence with King County specifying how the closure of the North Jackson Park & Ride will be mitigated.

striping to delineate a clear walkway on the shoulder of the east side of 1st Avenue NE, extending from the end of the existing sidewalk to N 145th Street to provide a safe walking route to and from the two (2) existing transit stops on N 145th Street.[18]

i) Bicycle Parking Facilities: Bicycle parking facilities will provide for a total of 66 parking spaces through two-level, on-demand bike lockers and bicycle racks that will be available when the station opens for service. Areas have also been designated by Sound Transit for future bicycle parking facilities proving an additional 38 bicycle parking spaces, to be added at their discretion.

j) Station Landscaping: Landscaping for the station site, including entrances, plaza areas, the parking garage, adjacent property boundaries, and street frontages is proposed to consist of a variety of trees (including evergreens), shrubs, groundcover, and hardscape. Landscape screening along the norther edge of the site will be designed to mimic a forest and consists entirely of native plants. The landscaping theme is the Western Red Cedar which will be reflected in the plant material and hardscape design.

k) Public Art: Artwork will be provided and is intended to establish character for the Shoreline South/145th Station, give vibrancy to the public spaces, and provide a means of wayfinding for riders within the station site. Sound Transit has commissioned Buster Simpson, a local artist, under the Sound Transit Art Program (ST*art*) to provide art for the Shoreline South/145th Station site.

(1) *Art theme:*[19] The art themes for the Shoreline South/145th Station will address how stormwater is conveyed from hard surfaces in two (2) three-dimensional sculptural art piece and wayfinding and timekeeping (potentially celestial navigation) in a three-dimensional art piece. The stormwater art pieces will be located on the north and south sides of the parking garage and the wayfinding/timekeeping art will be attached to the eastern half of the south façade of the parking garage.

l) Critical Areas/Critical Area Buffers: [20] The Shoreline South/145th station site includes one Category IV wetland in the vicinity of the proposed north bike plaza that will be permanently filled to accommodate ground improvements and Project construction. This wetland impact will be mitigated with an off-site mitigation project. No critical areas or associated buffers would remain on the station site.

m) Significant Trees: Tree removal and replacement is being reviewed by the City at the Project level, so no station site calculations for tree removal and replacement are required by the City. The station site will be located within an area that is zoned MUR-70' and no critical areas or critical area buffers will remain after construction, so all proposed significant tree removal on the

[18] Exhibit 2, Attachment I, Drawing Nos. L85-eCMP201 and eCMP202 in Civil Pavement Marking & Signage, Book 1
[19] For a more detailed description of the proposed public art, see Exhibit 2, SUP Narrative, pp. 17 and 71-72, and Exhibit 2, Attachment L: St*art* Images from the Open House
[20] Exhibit 2, Attachment T and Attachment T.1, Critical Areas Report and Addendum #1

station site will be exempt from retention and replacement requirements per SMC 20.50.310(A).

n) Excavation and Grading: Approximately 1,600 cubic yards (CY) of cut and 35,000CY of fill material will be required to prepare the station site for development.[21] The parking garage will require about 2,500 CY of cut and 2,300 CY of fill.

2. **Shoreline North/185th Station and Parking Garage**[22]

a) Station Site: The Shoreline North/185th Station will be located on an approximately 3.0-acre site just north of NE 185th Street and east of the I-5 overpass. The station site includes an at grade center guideway and side station platforms, station access stairs, elevators, pedestrian overpass bridges, an ancillary station building, a parking garage (approximately 500 spaces), a passenger pickup and drop-off area and entry public gathering space, a public plaza between the station and garage, and a bus transit center on the roof of the garage. The station site is proposed to be located within former WSDOT right-of-way, a portion of 7th Avenue NE from its intersection with NE 185th Street to its terminus (subject to vacation by the City), and on parcels zoned MUR-70'.

b) Station Access: Transit access to the transit center will be from NE 185th Street at the intersection with 5th Avenue NE on the east side of I-5. Non-transit vehicular access into the parking garage will be from 8th Avenue NE at the northeast corner of the station site access to the passenger pickup and drop-off area will also be along 8th Avenue NE, between the garage entrance and NE 185th Street. Bicycle and pedestrian access to the station will be from NE 185th Street, 5th Avenue NE, 8th Avenue NE, from a pedestrian bridge at the northwest corner of the transit loop on the top level of the parking garage, and from the North City neighborhood by the north end of the station via a shared use path that connects to NE 189th Street.

c) Station and Platform Entrances: There will be pedestrian entrances to the station platforms that are accessed off the south and north public plazas. The south station entry is proposed from the south public plaza that fronts on NE 185th Street. Passengers will descend to the southbound and northbound platforms via public stairs or elevators. Both public stairs will have “runnels” that bicyclists can use to facilitate walking their bicycle down to the platform level or up to the south entry plaza. Passengers will also be able to descend to the south end of the northbound platform via public stairs from the southwest corner of the transit loop.

There will be two ways to access the southbound platform: from the north end of the station, via the public stairs or elevator from the north plaza at the platform level to the pedestrian overcrossing, or from the northwest corner of the transit center via a pedestrian bridge to the pedestrian overcrossing.

[21] See Exhibit 2, SUP Narrative, p. 19.

[22] See Exhibit 2, Attachment I, Drawing No. N17-ASP100 Architectural Site Plan

Fare vending machines will be located at both the upper and lower level entries to the station platforms and ORCA pass card readers will be located at each entry point.

d) Station Layout: The Shoreline North/185th Station will be located at grade with central tracks and platforms on either side. The platforms can be accessed via stairs or elevators off NE 185th Street, elevators in the adjacent parking garage, or elevators and stairs off a pedestrian overpass at the north end of the platforms. The northbound platform can also be accessed from the plaza between the station and parking garage. At the north end of the platforms the pedestrian overcrossing over the tracks will connect to a pedestrian bridge extending east to the transit center on the roof of the parking garage. All public access points to the station platforms can be closed with security gates when there is no light rail service.

(1) *South station entry*: The covered southern entry to the Shoreline North Station will be from a plaza adjacent to 185th Street and will include public stairs, elevators. A 10-foot deep overhead canopy will connect these buildings and a fare vending machine island will be center between the two stairways. At the platform level, there will be another fare vending machine and ORCA card reader for passengers accessing the south end of northbound platform from the ground level of the parking garage. Elevators that provide access between the NE 185th Street Plaza/Transit Center level and the northbound platform level will also serve the parking garage.

(2) *North station entry*: The north end of the station platforms will be accessible from an uncovered pedestrian bridge from the Transit Center on top of the garage connecting to a covered pedestrian overcrossing structure that will contain public stairs and elevators servicing both station platforms. The northbound platform will also be accessed directly from a northern entry plaza between the garage and the ancillary building. Fare vending machines will be located at both the plaza level entry to the overpass and the upper level entry from the pedestrian bridge.

(3) *Ancillary buildings*: Ancillary buildings and service areas will be located north of the station and includes ancillary services such as a fire control room, communications room, mechanical room, two public restrooms, and staff/ transit drivers' restrooms.

(4) *Public Plazas:* The public plazas are proposed to be approximately 32,000 square feet in total area. Three of the four public plazas are adjacent to the Station and the fourth is at the south east corner of the station site at the intersection of 8th Ave NE and NE 185th Street. The proposed southern entry plaza fronts on NE 185th Street and is located west of the pedestrian and transit entry to the transit center. The fire lane located between the northbound platform and the parking garage will double as a public plaza with proposed landscape berms, seat walls, decorative paving, and public art. The northern entry plaza will be accessible with non-motorized means via shared-use walkways from the public sidewalk on 8th Avenue NE and from the North City neighborhood at NE 189th Street. This north entry plaza is proposed adjacent to the public restrooms and on-demand bike lockers with decorative paving and landscape berms with seat walls. This public corner plaza will be located at the northwest corner of the NE 185th Street

and 8th Avenue NE intersection and is access from the public sidewalks along the station street frontages. The corner plaza will include landscape berms with seat walls, large specimen trees in the landscaping, exterior lighting, and decorative paving.

e) Passenger pickup and drop-off area: The station pickup and drop-off area will be located on the eastern side of the parking garage with access from 8th Avenue NE. It is designed as a one-way loop with two separate driveway access points, circulating from north to south. Five (5) parallel, temporary pickup/drop-off spaces are proposed adjacent to the garage.

f) Transit Center: A bus transit center is proposed on the top level of the Shoreline North/185th parking garage. Buses will access the transit center from NE 185th Street at the realigned and signalized intersection with 5th Avenue NE. The transit center will include active bus bays with adjacent bus shelters (including two BRT platforms), bus layover spaces, a bay for paratransit with an adjacent paratransit shelter, and transit supervisor parking spaces. Pedestrians will be able to access the transit center from NE 185th Street, via a pedestrian bridge from the light rail station at the northwest corner of the transit center, and from the south end of the northbound platform via the elevator or public stairs.

g) Parking garage: The parking garage for the Shoreline North/185th Station is proposed east of the light rail station, on the central portion of the station site. The parking garage will contain about 500 parking spaces, including ADA parking spaces, on two (2) levels. Level A will be below grade and Level B will be at grade with the station platforms.

(1) *Garage entrances/exits:* The vehicular entrance/exit will be at the northeast corner of the garage from Level A onto 8th Avenue NE. Pedestrian access to the garage will be at three of the four corners of the building. The stairs at the northwest corner of the garage will serve as both entry and exit from the garage to access the north entry plaza and ancillary services building, which includes both public and transit driver restrooms.

h) Bicycle parking facilities:[23] Bicycle parking facilities will provide for a total of 58 parking spaces through two-level, on-demand bike lockers and bicycle racks that will be available when the station opens for service. Areas have also been designated by Sound Transit for future bicycle parking facilities proving an additional 44 parking spaces, to be installed at Sound Transit's discretion.

i) Station Landscaping: Station site landscaping, including at entrances, in plaza areas, along adjacent north and east property boundaries, and along street frontages, is proposed to consist of trees (including evergreens), shrubs, flowers, groundcover, and hardscape. Landscaping screening along the northern and eastern edges of the station site adjacent is proposed to provide screening of the parking garage and the passenger pickup and drop-off area. The Shoreline North/185th Station landscaping theme is the Douglas Fir.

j) Public Art: Artwork will be provided and is intended to establish character for the 185th Street Station, give vibrancy to the public spaces, and provide a

[23] See Exhibit 2, Attachment I, Drawing No. N17-ASP100 Architectural Site Plan and Drawing Nos. N17-LPP241-242 Landscape Planting Plans in Book 2 for the locations of bicycle facilities.

means of wayfinding for riders within the station site. Sound Transit has commissioned Mary Lucking, an Arizona-based artist, under the Sound Transit Art Program (ST*art*) to provide art for the Shoreline North/185th Station.

(1) *Art theme*:[24] The art theme for the Shoreline North/185th Station is metal, plant-form sculptures that bring forms of the forest understory into the station site emerging from the cracks and crevices of the buildings. The sculptures will be placed in multiple locations, primarily near station entries. The Parking Garage will also be enclosed on the east and west facades with a cut metal screen designed by Mary Lucking and inspired by the needle shapes of evergreen trees in the region.

k) Critical Areas/Critical Area Buffers: [25] The station site currently contains moderate to high risk landslide hazard areas on the north side of NE 185th Street and the east side of 7th Avenue NE, due to the grade differences between NE 185th Street bridge over I-5 and the adjacent surrounding neighborhood. These landslide hazard areas will be eliminated by the construction of the station and garage. No other critical areas or critical area buffers overlay this station site.

l) Significant Trees: Tree removal and replacement is being reviewed by the City at the Project level, so no station site calculations for tree removal and replacement are required by the City. The station site will be located within an area that is zoned MUR-70' and no critical areas or critical area buffers will remain after construction, so all proposed significant tree removal on the station site will be exempt from retention and replacement requirements per SMC 20.50.310(A).

m) Excavation and Grading: The design of the Shoreline North/185th Station Site, is still in development and so earthwork quantities cannot be determined at this point in time. Excavation will comprise the majority of the earthwork to remove the fill that was placed for 7th Avenue NE and for construction of Level B of the parking garage below grade. Earthwork quantities will be confirmed when updated grading plans are submitted for the Shoreline North/185th Station.

3. **Features Common to both Shoreline South/145th Station and Shoreline North/185th Station**

a) Signage and Wayfinding: At the stations and parking garages, Sound Transit will provide signage and wayfinding on site. Wayfinding is integrated through facility design, art, materials, architectural surfaces, color and graphics. The final signage plan is provided only for the Shoreline South/145th Station and Parking Garage.[26] The final signage plan for the Shoreline North/185th Station and Parking Garage has not been completed, however, Sound Transit

[24] For more details, see Exhibit 2, SUP Narrative, p. 70, and Attachment J, Open House Renderings for Shoreline North/185th Station

[25] Exhibit 2, Attachment T and Attachment T.1, Critical Areas Report and Addendum #1

[26] Exhibit 2, Attachment I, Shoreline South/145th Station Signage Plans in Drawing Nos. N15-ANP100 through -403 and Shoreline South/145th Garage Signage Plans in Drawing Nos. N15-ANP201 through -702.

indicates that it will be comparable to signage for the Shoreline South/145th Station and Parking Garage.

b) Multimodal Access to Stations:[27] Sound Transit analyzed and identified possible multimodal access improvements for the Shoreline South/145th Station and Shoreline North/185th Station in coordination with City staff. Table 1 in the *Multimodal Access Assessment and Mitigation Plan*[28] lists the City's priorities for access improvement projects for both Stations. These projects will either be completed by Sound Transit prior to the first day of revenue operation or funds will be transferred to the City for project construction in accordance with the *2018 Funding and Intergovernmental Cooperative Agreement* (Funding Agreement).[29]

c) Neighborhood Traffic and Parking Management Action Plans: The Lynnwood Link Extension FTA ROD[30] requires that Sound Transit work with the City to develop plans to maintain safe and effective access and circulation including discouraging cut-through traffic and hide-and-ride parking that may occur on residential streets in the station areas.

(1) *Construction Traffic Management:* In the SUP Narrative, Sound Transit describes the public engagement and outreach to be conducted prior to the start of construction with the neighborhoods impacted within a quarter mile of each station.[31] This engagement includes meeting with neighbors and submittal of construction management plans for City review and approval prior to the issuance of applicable construction permits.

The City and Sound Transit have agreed on an approach for addressing traffic impacts during construction to meet FTA ROD Commitments 3-M, 3-N, and 3-Q, (Exhibit 7, pp. B-4 to B-5) and SMC 20.40.438(E)(2). Construction management plans will include assessment of and mitigation for construction impacts to both arterial and local streets. The construction management plan will specify the process for identifying, resolving, and escalating traffic safety impacts through study and coordination with the City on mutually agreeable and efficient mitigation actions that generally meet the intent of the City's Neighborhood Traffic Safety Program and are consistent with Sound Transit's ROD Mitigation Commitments.

(2) *Neighborhood Traffic Mitigation:*[32] Sound Transit is required per the FTA ROD, to identify and mitigate post construction impacts to traffic on both arterial and local streets within approximately ¼ mile of the station sites for the first year of revenue service. In the SUP Narrative, Sound Transit articulates a strategy for developing traffic mitigation plans to address impacts after the start of light rail revenue service that would use the City's previously developed neighborhood traffic action plans (TAPs) as a baseline and then working to update these plans. The City and Sound Transit have agreed on an approach for identifying and addressing traffic

[27] Exhibit 2, Attachment N, L200 City of Shoreline Station Area Access assessment Report.
[28] Exhibit 2, Attachment O, pp. 2-3.
[29] Exhibit 2, Attachment H, Section III Station Access Enhancement Funds and Projects, pp. 5-7.
[30] Exhibit 7, FTA ROD Mitigation Commitments 3-D, 3-F, 3-M, 3-N, and 3-Q, pp. B-2 to B-5.
[31] Exhibit 2, Attachment FF, LLE Construction Outreach Plan.
[32] Exhibit 2, SUP Narrative, Section 6, p. 18.

impacts after the first day of revenue service that allows for consideration of approaches other than basing this work on the TAPs for the impacted neighborhoods. Prior to the issuance of the Stations' Certificates of Occupancy, Sound Transit in coordination with the City, will determine the scope, timing, public outreach approach, escalation process, and study parameters for the evaluation and mitigation of traffic impacts. The study and mitigation plan will focus on arterial and local streets within approximately ¼ mile of station sites and address impacts from cut-through traffic or pick up and drop off in areas not designated for this use.

(3) *Parking Hide and Ride mitigation*:[33] Sound Transit states it will work with the City to evaluate and, if necessary, implement "hide-and-ride" (transit users parking or hiding vehicles on neighborhood streets around a transit station) mitigation for both station areas. The City and Sound Transit have come to agreement on an approach for identifying and addressing parking impacts after the first day of revenue service. At least six months prior to the first day of revenue service, Sound Transit and the City will determine the scope and study parameters for the evaluation of parking availability and use in the vicinity of both stations and determine mutually agreed upon threshold(s) at which mitigation actions are necessary. Sound Transit will be responsible for the cost of plan implementation and parking controls for one (1) year after the Project begins operation, and the City will be responsible for monitoring, enforcing, and maintaining the parking controls after the first year.

4. **Light Rail Guideway**[34]

The Light Rail Guideway (Guideway) will be located east of I-5 in the Light Rail Transit Corridor (Corridor), from NE 145th Street to NE 205th Street. The Guideway will be located within the Corridor and is typically 30 to 40 feet wide with room for two (2) sets of tracks. The width also includes room for poles, overhead wiring to power the light rail trains, train signals, and other supporting infrastructure.

Approximately 3.2 miles of Guideway will be constructed across a combination of at-grade, retained cut and fill, and elevated structures within Shoreline. The trains will enter Shoreline at NE 145th Street on elevated guideway and continues through the Shoreline South/145th Station until it reaches NE 151st Street, where it transitions to retained fill and then to grade. Heading north, the guideway is mainly at-grade, with a few segments that are retained cut or retained fill and with overpass bridges over NE 155th Street and NE 175th Street until it reaches approximately NE 200th Street. The tracks leave Shoreline on elevated guideway to pass over the NE 205th Street interchange with I-5.

a) Noise/retaining walls: Sound Transit proposes new precast concrete noise walls for the Guideway at-grade and on retained cut and fill, where there are no existing noise walls for I-5. Sound Transit also proposes new noise walls where existing noise walls need to be replaced because they will be impacted by Project construction. A decorative form-liner pattern will be applied to exposed noise/retaining wall faces to enhance their visual appearance.[35] On

[33] Exhibit 2, SUP Narrative, Section 6, p. 19.
[34] Exhibit 13 – Shoreline Roll Plot
[35] Exhibit 2, SUP Narrative, p. 34 and 57.

the west side of the noise walls, the form-liner pattern will be the WSDOT standard design and on the east side of the noise walls the decorative form liner pattern that is unique to Shoreline and compliments the tree themes of the landscape/hardscape plans of the station sites.

b) Landscaping: There will be landscaping along the Guideway including street frontages and landscape screening along adjacent property boundaries. Landscaping will consist of primarily native trees, shrubs, and groundcover or erosion control grass. In locations, where minimum landscape buffers cannot be provided dues to vegetation clear zones or lack of Sound Transit owned property, Sound Transit is requesting a code modification for relief or exemption from the requirement and is proposing offering landscape plantings to affected individuals and neighborhoods in the vicinity of the Project area.[36]

5. **Building Demolition**

Sound Transit proposes demolition of approximately 80 residential dwelling units located on 87 full acquisition properties within the City, totaling 66,840 square feet and one approximately 1,200 square foot accessory structure on one of 147 partial acquisition properties. Relocation assistance will be provided by Sound Transit to all displaced residents as required by applicable federal and state law.

6. **Tree Removal**

Sound Transit proposes removal of approximately 351 significant trees within the City (private parcels and right-of-way) and about 763 significant trees within WSDOT right-of-way, for an estimated total of 1,114 significant trees to be removed in Shoreline.[37]

These numbers do not include approximately 300 exempt significant trees located within the MUR-70' zones or any non-significant trees that do not require replacement. The City's tree conservation regulations (SMC 20.50.360(C)) specifies the amount, size, and height of replacement trees required. Sound Transit proposes planting 1,625 native conifers and 341 replacement native deciduous trees within the City (private parcels and right-of-way). Within WSDOT right-of-way, Sound Transit proposes planting 542 native conifers and 224 native deciduous replacement trees.

7. **Associated Infrastructure**

The Project includes associated infrastructure, which will facilitate construction and operation of the light rail transit system, including traction and power substations (TPSS) and signal bungalows, roadway, traffic signal and illumination system improvements, stormwater management facilities, and extension or relocation of utilities. The infrastructure components are as follows.[38]

a) Stormwater Management Facilities: Stormwater management facilities are proposed throughout the Project corridor to meet the requirements of onsite stormwater management, runoff water quality treatment and flow control, and for consistency with sustainable design principles. The design of the

[36] Exhibit 2, SUP Narrative, p. 41 and 77.
[37] See Exhibit 2, Attachment V.2 – Revised Draft Shoreline Tree Mitigation Summary and Attachment V.3 – Shoreline Tree Removal Inventory.
[38] Exhibit 2, Attachment I.

stormwater management facilities aims to keep runoff from pollution generating surfaces and non-pollution generating surfaces separate to the maximum extent possible.

There will be separate flow control and water quality facilities proposed for the stations, parking garages, and TPSS sites. Flow control facilities are proposed along the guideway to control runoff from the guideway. The City agreed that guideway runoff would not require water quality treatment, and the guideway will be considered a non-pollution generating surface.[39] Street improvements associated with the stations and guideway impacts will have flow control and water quality treatment facilities provided at the site of the improvements.

Onsite stormwater compliance was reviewed along the entire Project Corridor and Low Impact Development (LID) measures such as porous pavement in parking and pedestrian areas were evaluated for implementation dependent on where the soils and groundwater table could meet LID requirements. Based on geotechnical investigation findings and infiltration testing, Sound Transit concluded that there are no locations identified that are feasible for infiltration within the City, eliminating implementation of potential LID measures.

Sound Transit states that onsite stormwater compliance will consist of soil amendments to meet the Post-Construction Soil Quality and Depth requirements in the Washington State Department of Ecology Stormwater Manual (Stormwater Manual) and sheet flow dispersion for the shared-use path segments, where feasible. While some bioretention facilities are proposed, these facilities would not have the ability to infiltrate which means they do not meet the requirements of the Stormwater Manual for onsite stormwater.

b) Traction and Power Substation (TPSS) and Signal Bungalows: There will be a TPSS and signal bungalow proposed to be constructed north of each station. Approximately 12-foot high, masonry noise/screening walls are proposed around the TPSS and signal bungalow for the Shoreline South/145th Station and around the TPSS for the Shoreline North/185th Station. The design of the masonry walls was still under development at the time of the SUP application and City approval is required to ensure the design is visually interesting to reduce the aesthetic impact to the neighboring properties. The Shoreline North/185th signal bungalow to be located in the service area on the south side of NE 189th Street will have a decorative, metal vertical railing picket fence[40] located between the west side of the shared-use path and the landscape screening of the service area.

c) Utilities:[41] Each of the light rail transit stations and parking garages, TPSSs, and signal bungalows require new utility services including sanitary sewer, water, electrical, and telecommunications infrastructure. Also, existing utilities will be relocated throughout the Project Corridor to move them out of the area where station site improvements, tracks, noise walls, retaining walls or other system infrastructure are proposed. Ronald Wastewater District owned

[39] Exhibit 12, LLE Guideway Determination of Non-Pollution Generating Impervious Surface Letter dated March 30, 2018.
[40] Exhibit 2, SUP Narrative, p. 41.
[41] Exhibit 2, SUP Narrative, p. 39-40.

sanitary sewer mains currently located within the guideway alignment are being relocated east by Sound Transit as part of the Project early work.[42] Overhead electrical and telecommunications infrastructure located on Sound Transit property, on immediately adjacent ROW, and along relocated roads will be undergrounded per SMC 20.70.430(A). Sound Transit indicates that the Project will not conflict with the Ronald Wastewater District's existing Lift Station No. 15 overflow outfall pipe and the pipe will be protected in place. Fire flow availability certificates[43] and sewer availability certificates[44] have been provided with this SUP application. Water main improvements are proposed where fire flow is not currently available to meet required flows at existing or new hydrants.[45]

d) Roadway Improvements: Roadway improvements in Shoreline, that will improve the a.m. and p.m. peak hour intersection delay to meet Level of Service (LOS) standards, are required by the FTA ROD.[46] Sound Transit will provide roadway and transportation improvements as agreed to with the City. The following is a list of proposed roadway and transportation improvements, where some of the roadway or transportation improvements on this list are not shown in the civil roadway and site plans.

(1) Provide a pedestrian walkway as outlined in the 145th station King County Metro Letter of Concurrence[47] on the east side of 1st Avenue NE from N 145th Street to N 147th Street where the existing sidewalk ends, for a pedestrian walkway to and from the interim Park & Ride at the Shoreline Unitarian Universalist Church and the Phillippi Presbyterian Church of Seattle to provide access to the existing transit stops for King County Metro busses on N 145th Street, west of I-5.

(2) Roadway frontage improvements throughout the Project Corridor are illustrated in the Civil Roadway and Site Plan Drawings[48] and were further refined and concurrence reach on alternate frontage improvements as illustrated in the Balance Sheet Concurrence Letter.[49]

(3) Modify existing traffic signal to implement proposed protected/permissive signal phasing for northbound and southbound left turns from Meridian Avenue N to NE 185th Street.[50]

[42] Exhibit 14, Utility Relocation Agreement Between Ronald Wastewater District and Sound Transit (for Lynnwood Link Project), executed January 10, 2017.
[43] Exhibit 2, Attachment S.
[44] Exhibit 2, Attachment GG.
[45] Exhibit 15, North City Water District Utility Relocation and Water System Extension Agreement No 2017-01 with Sound Transit.
[46] Exhibit 7, FTA ROD Mitigation Commitments 3-B, p.B-2.
[47] Exhibit 16, North and South Jackson Park & Rides and Flyer Stop Letter of Concurrence.
[48] Exhibit 2, Attachment I, Book 1 of 2, Drawing Nos. N14-CRP160 -162, N16-CRP122-CRP123, and N16-CRP127 Civil Roadway and Site Plans and N16-LPP114-LPP119 Corridor Landscape Planting Plans.
[49] Exhibit 16, Street Ends and Balance Sheet Letter of Concurrence (Balance Sheet LOC) dated March 18, 2019
[50] Exhibit 7, FTA ROD Mitigation Commitments 3-B, p.B-2, and Exhibit 2, Attachment P, Scope of Work and cost estimate for traffic signal modifications required at N 185th Street and Meridian Avenue North.

(4) Restripe NE 185th Street, from the west end of the NE 185th Street Bridge deck to 2nd Avenue NE, to provide a center two-way left turn lane at 2nd Avenue NE to address FTA ROD Mitigation Commitment 3-B.[51]

8. **Ridgecrest Park Impacts and Mitigation**

The Project will impact Ridgecrest Park as outlined and Sound Transit proposes the following mitigation for those impacts (with concurrence from the City).[52]

a) Project Impacts

Below is a list of anticipated impacts to Ridgecrest Park:

(1) Acquisition of approximately 0.30 acres of the western and southern edges of Ridgecrest Park for construction of retained cut guideway and reconstruction of NE 161st Street end with frontage improvements;

(2) Relocation of the sanitary sewer main so that it extends directly south rather than veering west into the WSDOT right-of-way;

(3) Construction of retaining walls adjacent to Metro base access ramps with permanent soil nails extending under the park;

(4) Temporary construction use proposed on the western edge of the park (west of the baseball backstop) and most of the park's parking lot for the sewer main relocation as well as the guideway and related infrastructure construction;

(5) For the relocated sanitary sewer main, a permanent sanitary sewer main easement is required;

(6) Permanent soil nail easement is proposed in the northwest corner of the park;

(7) Permanent, retaining wall and noise wall maintenance easements are proposed along the west 10 feet of the park; and

(8) The existing park monument sign, drinking fountain, parking light pole, park electricity connection, and irrigation system will also be impacted.

b) Ridgecrest Park Mitigation

The Project impacts to Ridgecrest Park are subject to Section 4(f) of the Department of Transportation Act (re-codified as 49 USC 303) and the requirements of the Forward Thrust Covenant on the park title. Per the FTA ROD, in coordination with the City, Sound Transit will:

(1) Restore the affected area and place a barrier between the light rail facility and the park to function like the existing noise wall and berm in buffering I-5 noise and views of I-5;

(2) Design and rebuild 1st Avenue NE from NE 159th to NE 161st Street, where the design process will include outreach in the adjacent neighborhood to inform roadway and park design; and

[51] Exhibit 7, FTA ROD Mitigation Commitments 3-B, p.B-2, and Exhibit 2, Attachment Q, illustrating the left turn lane restriping proposed on N 185th Street at 2nd Ave NE.
[52] Exhibit 18, Ridgecrest Park 4(f) Letter of Concurrence, dated March 8, 2018.

(3) Transfer replacement property at the south end of the park, or other property as agreed to with the City, consistent with the requirements of the covenants on the park property title. The replacement land will be developed to a level comparable to the displaced park area.

Sound Transit coordinated with the City regarding the above FTA ROD mitigation requirements and the City concurred[53] with the following proposed mitigation plan:

(1) Acquisition of two parcels (Parcel Number [PN] 2111600040 and PN 2111600035) adjacent to the south side of the park fronting on NE 161st Street abutting the existing gravel parking lot to the east will be transferred to the City as park land replacement;

(2) House demolition on the two replacement parcels, grading and construction of a replacement parking lot (20 parking stalls) on the easternmost replacement parcel (PN 2111600035), with ADA access to the park, within 1.5 years of closing the existing parking lot;

(3) Temporary on-street parking shall be acceptable for park users during the duration of the early work and replacement parking lot construction as long as an ADA-compliant, temporary pedestrian access is provided from the street into the park and traffic control is provided when vehicles are accessing the construction work area from NE 161st Street to reduce conflicts between pedestrians and vehicles at the temporary entrance to the park;

(4) Replacement parking must meet current City standards for stormwater design, parking stall dimensions, and ADA standards. The City prefers asphalt with drainage to a bioswale for water quality treatment but is willing to consider pervious pavers. Consistent with Administrative Order No. PLN18-0028-030118, a paved parking lot required by SMC 20.50.410(C), which requires that "all vehicle parking for commercial uses must be on a paved surface, pervious concrete, or pavers;"

(5) Maintenance of public access to most of the park throughout the construction of the Project;

(6) Final grading should result in removal of the berm separating the replacement parcels from the park where the current parking lot parcel (PN 2111600046) and west replacement parcel (PN 2111600040) abutting the parking lot are level with each other;

(7) Frontage improvements on the north side of NE 161st Street must extend to the east edge of the east replacement parcel (PN 2111600035);

(8) The portion of the parking lot parcel (PN 2111600046) needed for the required cul-de-sac and frontage improvements at the end of NE 161st Street must be dedicated as City right-of-way;

(9) Replacement of the impacted irrigation system controls in the park at the location determined by the City and financial compensation for the impacted irrigation system based on current replacement cost for system

[53] Exhibit 18, Ridgecrest Park 4(f) Letter of Concurrence, date March 8, 2018.

of comparable function and value. Parts must be those currently utilized by City Parks;

(10) Replacement of impacted parking lot light, in a location that will adequately illuminate the parking lot and is downlit and shielded from adjacent properties, and associated power connection into the park on the impacted light pole;

(11) Replacement of existing drinking fountain consistent with the City's current adopted codes in the location determined by the City; and

(12) Replacement of the existing park sign consistent with the City's adopted park signage guidelines and design details in the location determined by the City.

9. **Twin Ponds Park Impacts and Mitigation**[54]

Sound Transit will impact Twin Ponds Park with required new and existing utility poles needed for undergrounding of existing overhead electricity distribution powerline that would conflict with the overhead power for the light rail trains. The proposed undergrounding work adjacent to Twin Ponds Park includes the following:

- Replacement of one existing Seattle City Light (SCL) poles with two new poles, either at the back of sidewalk partially within the park;
- At least three SCL vaults within the street right-of-way; and
- Up to 250 lineal feet of SCL underground duck bank under the northern half of N 155th Street with multiple transverse cuts to bring the utilities back above ground along the south amenity zone adjacent to Twin Ponds Park.

a) Project Impacts: Sound Transit is proposing to underground a portion of SCL's overhead electrical distribution power line within the westbound lane of NE 155th Street. This power line will resurface on the south side of NE 155th where Sound Transit will also replace one existing SCL pole with two new poles along the back of the sidewalk. The aerial power lines will extend over a portion of Twin Ponds Park and require an overhead utility easement. Mitigation for any impacts to Twin Ponds Park will be consistent with the Twin Ponds Park Utility Relocation – Section 4(f) concurrence letter dated March 8th, 2018 (Exhibit 19).

Based on current design, Sound Transit will acquire any necessary permanent easements needed for the overhead utility lines across the full width of the Twin Ponds Park frontage on NE 155th Street and financially compensate the City for the easement consistent with the applicable standard acquisition processes and requirements. The impacts to Twin Ponds Park are subject to Section 4(f), the requirements of the Forward Thrust Covenant on the park title, and SMC 20.80 Critical Areas for floodplain and stream buffer impacts. Sidewalk restoration and new pole installations along the northern edge of the park and on the north side of N 155th Street will result in minor temporary impacts to the

[54] Exhibit 19, Impacts and Mitigation described in Twin Ponds Utility Relocation 4(f) Letter of Concurrence, dated March 8, 2018.

stream buffer and floodplains addressed in Section 10. Critical Areas of this staff report.

b) Mitigation: Sound Transit will work with the City and SCL to modify the proposed undergrounding design in order to minimize or eliminate the impacts to the park. Mitigation is not required for the impacts to the floodplain and stream buffer because exemptions can be granted under SMC 13.12.700(C) and SMC 20.80.030(B)(2).[55] Sound Transit will acquire the necessary permanent 10-foot utility easement, on behalf of SCL, across the full width of the Twin Ponds Park Frontage on N 155th Street and financially compensate the City for the easement consistent with standard accusation processes and requirements.[56]

10. **Critical Areas**

Within the Project area, critical areas and associated buffers are present, including wetlands, streams, flood hazard areas, geologic hazard areas (landslide hazard, seismic hazard, and erosion hazard areas), and fish and wildlife conservation areas. The critical areas and associated buffers, critical areas and buffer impacts, and proposed mitigation in Shoreline are described in the *Contract L200, City of Shoreline, Critical Areas Report,* dated July 13, 2018.[57] A summary of the types, location of, proposed impacts to, and proposed mitigation for critical areas found in the City follows.

a) Wetlands: Sound Transit identified and delineated nine (9) category III and IV wetlands within the Project area, to date. These wetlands are located primarily within the North Branch of Thornton Creek subbasin and are located on the east side of I-5, approximately between NE 148th Street and NE 155th Street.

Two (2) wetlands, WSH4 and WSH5, are located within the McAleer Creek basin. Wetland WSH5 and adjacent buffer are located entirely within the southeast I-5/SR 104 cloverleaf. The WSH5 wetland buffer and McAleer Creek and stream SSH4 stream buffers are coincident.

Two (2) additional wetlands, in the Ballinger Creek basin, were identified and approximately delineated on the Aldercrest Annex property owned by the Shoreline School District and proposed for construction staging use.[58] The City is not requiring accurate delineation and classification of these two wetlands, per SMC 20.80.045(B)(2), because Sound Transit proposes to protect the wetlands at the limits of an assumed 105-foot wide buffer, which is the estimated standard buffer required per SMC Table 20.80.330(A)(1). The required 165-foot wetland buffer for the wetland delineated by the City in Brugger's Bog Park marginally overlays the Aldercrest Annex property and will be protected at the buffer limit.

The proposed impacts and mitigation to WSH5 and proposed mitigation for impacts to the remainder of wetlands were the subject of two Critical Areas

[55] Exhibit 9 Shoreline Municipal Code – Title 20 Development Code, Excerpt of Applicable Sections, and Exhibit 20, Shoreline Municipal Code – Chapter 13.12 Floodplain Management Excerpt of Applicable Sections.
[56] Exhibit 19, Impacts and Mitigation described in Twin Ponds Utility Relocation 4(f) Letter of Concurrence, dated March 8, 2018.
[57] Exhibit 2, Attachment T, Shoreline Critical Areas Report, and Attachment T.1, Critical Areas Report Addendum.
[58] Exhibit 2, Attachment U, Aldercrest Annex Staging Area – Critical Areas Figure.

Special Use Permits (CASUP), see Exhibit 21 and Exhibit 22. Site development permits are required for the final review for compliance with SMC Chapter 20.80 and City approval of the proposed construction plans and details for the proposed wetland impacts and mitigation, and to confirm consistency with the CASUP Decisions where applicable.

(1) The proposed Wetland Mitigation Project at Ronald Bog Park was reviewed under a CASUP because the mitigation project is only possible if relief from certain critical area standards is granted. Sound Transit submitted a CASUP application (Permit No. PLN18-0086) on June 15, 2018, Approval with conditions was granted by the Hearing Examiner on December 11, 2018.[59]

(2) The proposed wetland and wetland buffer impacts and mitigation plan for wetlands in the McAleer Creek Basin were reviewed under a CASUP because the coincident stream is classified as a Type F-anadromous. Sound Transit submitted a McAleer Creek CASUP application (Permit No. PLN18-0114) on July 18, 2018. Approval with conditions was granted by the Hearing Examiner on January 4, 2019, and a clarification of one condition was issued in response to a request from Sound Transit on January 14, 2019.[60]

(3) City review and approval of the Wetland critical area and buffer impacts and mitigation will be reviewed under the required site development permits prior to start of work in these areas. Migratory Bird Surveys will be completed prior to start of clearing and grading activity. All required state and federal permits and approvals, such as those obtained via Joint Aquatic Resource Permit Applications, will be obtained prior to start of work and the work conducted in accordance with conditions applied to the Project.

b) Fish and Wildlife Habitat Conservation Areas: Fish and wildlife habitat conservation areas include waters of the state (streams and wetlands), state priority habitats and species, as well as areas where there are state or federally designated endangered, threatened, and sensitive species. Wetlands are described in the preceding section. Waters of the State and other fish and wildlife conservation habitat areas within the Project area are described below:

(1) Federally Listed Threatened and Endangered Species: Federally listed threatened and endangered species documented within 300 feet of the Project area are limited to two salmonid fish species (Chinook salmon and steelhead trout) in McAleer Creek. Potential salmonid use of Thornton Creek upstream of I-5 cannot be totally precluded as an adult steelhead trout upstream of Twin Ponds Park was observed.

(2) State Priority Habitat and Species: Portions of Twin Ponds Park and Ronald Bog Park (including the pond) are state priority habitats or potential habitats for waterfowl concentrations, wetlands, Coho salmon, resident cutthroat trout, and Yuma-Little Brown Bat habitat. The potential for

[59] Exhibit 21, Ronald Bog Park Wetland Mitigation Critical Area Special Use Permit, PLN18-0114, Decision issued December 11, 2018.
[60] Exhibit 22, McAleer Creek Critical Area Special Use Permit, PLN18-0114, Decision issued January 4, 2019, and Response to Request for Clarification issued January 14, 2019.

resident cutthroat trout habitat also exists in Ballinger Creek near the Aldercrest Annex staging site but is not confirmed.

(3) Waters of the State: The Project area includes streams that are under the jurisdiction of the state and as such are classified as Fish and Wildlife Habitat Conservation Areas. Sound Transit identified three streams in the immediate Project area including the North Branch of Thornton Creek near Twin Ponds Park, McAleer Creek, and stream SSH4, which is a tributary to McAleer Creek.

Thornton Creek is a Type F-nonanadromous stream with piped segments. The minor temporary impacts proposed within the stream buffer near Twin Ponds Park can be exempted from the critical area regulations per provisions in SMC 20.80.040. Thornton Creek also flows through the wetland in Ronald Bog Park and required buffers overlap for both types of critical areas. The impacts and mitigation within Ronald Bog Park are discussed under the preceding subsection of this staff report - a) Wetlands.

McAleer Creek, tributary stream SSH4, and the required buffers are located entirely within the southeast northbound onramp loop (cloverleaf) of the I-5/SR 104 interchange. The stream buffers for McAleer Creek and stream SSH4 overlap with the wetland buffer for WSH5. McAleer Creek is classified as a Type F-Anadromous Stream containing potential habitat for anadromous fish per SMC 20.80.270. Development activities and uses that result in alteration of a Type F-Anadromous Stream and associated buffers shall be prohibited subject to the critical area reasonable use and critical area special use provisions of SMC 20.30.333 and 20.30.336.

A fourth watercourse in the Project Corridor was included in the City's stream inventory as crossing under I-5 at NE 200th Street and flowing into McAleer Creek. Sound Transit submitted a limited critical area report documenting this watercourse for City review under Code Interpretation Application No. PLN17-0119.[61] Based on third party review of the critical area report submitted, the City agreed that the piped watercourse mapped on NE 200th Street at I-5 is not a stream and is not a regulated Fish and Wildlife Habitat Conservation Area subject to SMC Chapter 20.80 Critical Areas.

A small portion of stream and stream buffer for Ballinger Creek, within Brugger's Bog Park, extends into the Shoreline School District's Aldercrest Annex property (located approximately one mile east of I-5 on 25th Avenue NE between NE 195th and NE 200th Streets) which Sound Transit proposes to be used for offsite construction staging and storage yard.[62] The City is not requiring accurate delineation and classification of the stream, per SMC 20.80.045(B)(2). The City previously delineated and classified the stream as Type F-anadromous and the stream will be protected at the limits of the required 115-foot wide buffer, per SMC Table 20.80.330(A)(1).

[61] Exhibit 23, Administrative Order No. 17-0119-1024217, 200th Street Piped Water Course, dated October 24, 2017.
[62] Exhibit 2, Attachment U, Aldercrest Annex Staging Area – Critical Areas Figure.

(4) Impacts to Fish and Wildlife Conservation Areas: Sound Transit indicates that no in-water work will occur in any of the streams in the immediate Project area. In-water work will be performed along the edge of Ronald Bog wetland during construction of the wetland mitigation site in order to remove debris along the water's edge. There will be permanent and temporary impacts to the McAleer Creek and SSH4 tributary stream buffers, due to proposed construction of one electrical transmission line utility pole foundation and four elevated Guideway support columns within the western portion of the I-5/SR 104 southeast interchange loop. Per the Biological Assessment prepared for the *Lynnwood Link Extension FEIS*, [63] no adverse impacts on federally listed threatened or endangered species and no impacts on state-listed or state priority fish species are anticipated.

The proposed impacts and mitigation for alteration of the McAleer Creek Stream critical area buffer were the subject of the required CASUP PLN18-0114[64] described in section the preceding subsection of this staff report - a) Wetlands.

No adverse impacts of priority habitats at Twin Ponds Park or Ronald Bog Park are anticipated. Ballinger Creek stream (and adjacent wetland) buffers will be protected with construction limit fencing at the outer limit of the standard buffer to avoid impacts to Ballinger Creek and the required buffer. City review and approval of the Fish and Wildlife Habitat Conservation Area and buffer impacts and mitigation will be reviewed under the required site development permits prior to start of work in these areas.

Migratory Bird Surveys will be completed prior to start of clearing and grading activity. All required state and federal permits and approvals, such as those obtained via Joint Aquatic Resource Permit Applications, will be obtained prior to start of work and the work conducted in accordance with conditions applied to the Project.

c) Flood Hazard Areas: There are two (2) flood hazard areas located within 200 feet of the Project area that are associated with North Branch of Thornton Creek where it flows through the wetland at Ronald Bog Park and where it crosses N 155th Street north of Twin Ponds Park. Flood Hazard Areas are regulated critical areas, however by references in SMC 20.80.360 to -.380 all the applicable standards and requirements are in SMC Chapter 13.12 Floodplain Management.[65] Authorization of construction activities within flood hazard areas will be reviewed by the City under required site development or ROW use permits after Floodplain Development permits or exemptions are issued.

(1) Ronald Bog Park – Thornton Creek floodplain: Sound Transit's proposed wetland mitigation at Ronald Bog Park will consist of removing enough of the fill material adjacent to the pond to establish approximately one acre of

[63] Exhibit 3, Lynnwood Link Extension Final Environmental Impact Statement, Appendix O – Biological Assessment, December 2014, pp. 1-13 to 1-14.
[64] Exhibit 22, McAleer Creek Critical Area Special Use Permit, PLN18-0114, Decision issued January 4, 2019, and Response to Request for Clarification issued January 14, 2019.
[65] Exhibit 20, SMC Chapter 13.12 Floodplain Management, Excerpt of applicable sections.

emergent/scrub-shrub/forested wetlands using native vegetation and planting the upland around the re-established wetland with native vegetation to establish an 85-foot wide wetland buffer. Sound Transit states that this wetland mitigation will provide approximately 10,319 cubic yards or 6.40 acre-feet of additional floodwater storage, and therefore no adverse impacts on the Ronald Bog floodplain are anticipated. A floodplain development permit is required for all development activities (including mitigation work) in the floodplain per SMC 13.12.700. Sound Transit submitted a floodplain development permit application (Permit No. PLN18-0131) on August 10, 2018. Sound Transit recently obtained FEMA approval of Sound Transit's Conditional Letter of Map Revision (CLOMR) as required per SMC 13.12.600(E)(1) prior to issuance of the floodplain development permit City review of Permit No. PLN18-0131 is proceeding and is anticipated to be ready for issuance in April 2019.

(2) N 155th Street – Thornton Creek floodplain: North of Twin Ponds Park and immediately west of I-5, the regulatory floodplain for the North Branch of Thornton Creek extends over NE 155th Street where the water course crosses under the street in two separate culverts. Sound Transit will be undergrounding electrical utilities within the roadway prism, which includes the area of roadway located within the floodplain. The proposed work will consist of excavating a trench in the roadway, installing the utility duct bank, backfilling, and restoring the roadway to the existing elevation.[66] There will be a temporary and minor impact to the flood hazard area that extends across NE 155th Street. The roadway will be excavated to install the underground the duct bank and will be restored to its current elevation. The work does not change the base flood elevation of the floodplain. Mitigation is not required for the impacts to the floodplain because an exemption can be granted under SMC 13.12.700(C). A floodplain development permit is required for this work in the floodplain. Sound Transit submitted a floodplain development permit application (Permit No. PLN18-0130) on August 28, 2018 and this permit was approved by the City on November 27, 2018.

d) Geologic Hazard Areas: Geologic hazard areas in the Project area include landslide hazard areas, seismic areas, and erosion hazard areas described below.[67]

(1) Landslide Hazard Areas: The City regulates "moderate to high risk landslide hazard areas" (15% to 40% slopes and slopes greater than 40% that are less than 20 feet high when averaged over ten vertical feet) and "very high-risk landslide hazard areas" (greater than 40% slopes that are greater than 20 feet high when averaged over ten vertical feet). Moderate to high risk landslide hazard areas are mapped throughout the Corridor. Very high-risk landslide hazard areas are generally mapped in the middle of the Corridor, from Ridgecrest Park to about NE 170th Street, and at the north end of the Corridor from approximately NE 190th Street to the city limits at SR 104, which includes the southeast cloverleaf of the I-5/SR 104 interchange. Landslide hazard areas along the Corridor were generally

[66] Exhibit 19, Proposed scope of work described in Twin Ponds Utility Relocation 4(f) Letter of Concurrence, dated March 8, 2018.
[67] Exhibit 2, Attachment T, Critical Areas Report, pp. 39-46.

created by the construction of I-5 and largely consist of cuts and fills, sometimes supported by existing retaining walls.

(a) Impacts to Landslide Hazard Areas: Project impacts to landslide hazard areas include removal of vegetation (including large trees), excavation of temporary and permanent cut slopes, placement of earth embankment fills, construction of temporary access roads and benches, construction of columns in drilled shafts for elevated guideway, construction of foundations for large utility poles, and construction of retaining structures.

(b) Proposed Mitigation: Slopes and retaining structures will be evaluated and designed for adequate stability using appropriate techniques. Sound Transit will construct elevated guideway structures within landslide hazard areas and states that the permanently drilled shafts on the slope will slightly increase the overall stability of the existing slope. Retaining walls will be designed to stabilize landslide hazard areas adjacent to the guideway consistent with applicable building codes and critical area regulations. Mitigation for temporary construction impacts to landslide hazard areas will consist of regrading and planting of native vegetation after construction is complete to provide final slope stability that, at a minimum, meets current conditions.

A CASUP is required for as Sound Transit proposes construction of a portion of the elevated guideway in one very high-risk landslide area that do not meet the SMC factors of safety for stability. Sound Transit submitted a CASUP application (Permit No. PLN19-0019) on January 24, 2019, requesting relief from the geologic hazard standards in SMC 20.80.224(F)(1) Design Criteria for Alteration of Very High-Risk Landslide Areas. Permit No. PLN19-0019 is currently under review by the City. The public hearing before the Hearing Examiner is scheduled for April 10, 2019 and the permit decision is expected prior to the SUP public hearing scheduled for April 24, 2019.

(2) Seismic Hazard Areas: One seismic hazard area is mapped by the City adjacent to the Project Corridor, near the northern city limits. Based on borings taken near this seismic hazard area, no potentially liquefiable soils are present in this location. However, Sound Transit identified several areas of loose soil below the groundwater table as areas of potentially liquefiable soil - from Shoreline South/145th Station to NE 155th Street and from approximately NE 158th Street to NE 161st Street (just south of Ridgecrest Park).

(a) Impacts to Seismic Hazard Areas: No adverse impacts to seismic hazard areas by the Project are anticipated. Where potentially liquefiable soils are present in the Corridor, these soils will be improved with deep soil mixing prior to construction. Additionally, elevated light rail and at-grade retaining structures will be designed to withstand the effects of seismic ground shaking, thereby minimizing the risks to rail facilities and users. Sound Transit light rail design standards are based on the occurrence of a rare and large seismic event, therefore the risk of damage from seismic

ground shaking is low according to the geotechnical engineers of record.

(3) Erosion Hazard Areas: Erosion hazard areas are defined as lands or areas underlain by soils identified by the U.S. Department of Agriculture Natural Resources Conservation Service as having "severe" or "very severe" erosion hazard potential. Two potential erosion hazard areas are in the Project alignment: one from approximately between NE 198th Street and NE 201st Street, near identified very high-risk landslide hazard areas, and the second from NE 160th Street to NE 167th Street. However, the King County map used for this information was generated in 1952, prior to the construction of I-5. The placement of structural fill for construction of the I-5 roadway embankment has likely changed the soil conditions, so the soil survey map is no longer accurate.

(a) Impacts to Erosion Hazard Areas: The Project includes extensive vegetation clearing, excavation of temporary and permanent cut slopes, and placing earth embankment fills throughout the Corridor for construction activities. Without the use of appropriate Best Management Practices (BMPs) to limit erosion and sedimentation, most exposed soils within the Project area could be potentially subject to erosion.

(b) Proposed Mitigation: A temporary erosion and sediment control plan will be developed, implemented, and monitored to address potential erosion and siltation during construction. Temporarily disturbed areas will be restored as required consistent with the Stormwater Manual standards to minimize the risk of erosion. The potential to cause significant erosion or increase erosion hazard areas is considered low with use of BMPs.

11. **Noise Impacts and Mitigation**

There are two types of noise associated with the Project - construction noise and operational noise. Construction noise includes both the noise from construction equipment and activities, as well as, the temporary removal of existing noise walls that buffer existing neighborhoods from noise in I-5 and limited night time construction necessary for maintenance of traffic flow and electrical power service during the day. Operational noise is associated with operation and maintenance of the light rail transit system and bus transit centers. In Shoreline, receptors of noise from the Project consist primarily of single-family residences with a few apartment complexes, one place of worship, and one fire station. Noise impacts and mitigation measures were identified in the FEIS and FTA ROD.[68] Sound Transit will mitigate noise and vibration impacts in the adjacent communities associated with operation and maintenance of the light rail transit system and bus transit centers. Sound Transit proposes mitigation consisting of the following to address noise impacts:

a) Construction noise mitigation:[69] Standard mitigation for construction noise, where necessary and to the extent practicable, may consist of, but not be

[68] Exhibit 3, *Lynnwood Link Extension Final Environmental Impact Statement* and Exhibit 2, Attachment E.
[69] Exhibit 2, Attachment X, L200 Construction Noise, Vibration and Groundborne Noise Report.

limited to, portable noise barriers, temporary noise barriers (acoustic blankets on chain link fence or pipe frame), and vehicle broadband backup alarms or smart alarms to lessen impacts from construction activities (typically nighttime construction) outside of exempt hours. Where feasible, temporary noise barriers will be installed to replace existing traffic noise walls to compensate during periods when these walls must be taken down for construction of the LLE Project. Sound Transit will, as needed, offer noise mitigation packages consisting of materials such as ear plugs, white noise machine, and/or sound dampening curtains to mitigate noise impacts to residents affected by construction noise as described in Sound Transit's Construction Outreach Plan.[70]

Pursuant to SMC 9.05.060(B), construction noise is exempt between the hours of 7:00 a.m. to 10:00 p.m., Monday through Friday, and 9:00 a.m. to 10:00 p.m., Saturday, Sunday, and holidays. Sound Transit indicates that 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 adjacent I-5 freeway and other arterial roadways. These activities will be considered for localized, temporary noise control where feasible. Where necessary, a noise variance from the City's noise code will be requested for specific work elements, subject to the City's discretionary approval.

Sound Transit will produce a Construction Noise and Vibration Mitigation and Monitoring Plan demonstrating onsite mitigation, monitoring, local outreach and response to community concerns. Sound Transit 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 of exempt hours.

b) Operational noise mitigation: SMC 9.05.060(A)(4) exempts: "Sounds generated by the normal operation of a light rail transit system consistent with the Federal Transit Administration guidance set forth in the Transit Noise and Vibration Impact Assessment (May 2006), as amended." Mitigation for train operational noise, for consistency with FTA guidance, is proposed to consist of acoustic panels, elevated sound walls or sound barriers, noise walls that are integrated with the design of the trackway structures and constructing curves with radii between 600 and 1200 feet as "lubrication ready" to address noise from the light rail system operation.[71]

To address noise from the passenger pickup and drop-off areas and the bus transit centers, Sound Transit proposes a combination of masonry noise walls at least 10 feet in height and residential sound insulation improvements. At the Shoreline South/145th Station site a masonry noise wall will be constructed along the north property line and residential sound insulation improvements will be made for receptors on the east side of 5th Avenue NE where a noise

[70] Exhibit 2, Attachment FF, LLE Construction Outreach Plan, Appendix 2, pp. 7-8.
[71] Exhibit 2, Attachment W, L200 Noise, Vibration and Groundborne Noise Report, pp. 22-27.

wall would not be effective due to driveway interruptions. Noise mitigation for the Shoreline North/185th Station site will be either a noise barrier on the south, east and north sides of the bus transit center on the top of the garage that is aesthetically acceptable to the City or residential sound insulation improvements for the identified receptors immediately adjacent to or across the street from the station site.

Additionally, the Stations will be 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.

Operational noise from the 151st TPSS and signal bungalow, as well as the Shoreline North TPSS, will be mitigated with 10-foot tall masonry noise walls around at least three sides of the TPSS sites. The Shoreline North signal bungalow is not co-located with the TPSS, so operational noise will be mitigated with placement of the HVAC units on the west side away from residences.

c) Vibration and Groundborne noise mitigation: Light rail train construction and operation will also have vibration and ground-borne noise impacts from light rail train operation.[72] Sound Transit considered two types of FTA approved vibration isolation provisions for vibration mitigation: 1) a ballast mat (made up of rubber or other type of elastomer placed under the ballast), and 2) isolation slab track (IST) which is an alternative track slab configuration where the rails would be fixed to either a continuous or segmented concrete slab that would be supported by natural rubber pads. Where vibration and groundborne noise impacts are predicted for Shoreline residences, Sound Transit proposes installation of ballast mat for both types of impacts.

12. **Associated Construction Activities**

There are a number of activities that will be associated with construction of the Project that will impact the surrounding neighborhoods for a duration of approximately five (5) years, including maintenance of traffic, construction staging areas, other construction activities, and construction management, described below.

a) Maintenance of Traffic: Sound Transit proposes to control traffic during construction of the Project though a variety of methods to ensure the safety of the public and construction contractors. Detailed plans, including construction phasing and access, traffic control, and detour plans will be developed by Sound Transit during the latter portions of the final design process and during construction. These plans will be included in Right-of-Way Use Permit applications submitted to the City.

b) Construction Staging Areas: The final layout of the staging areas will be determined prior to mobilization. As such, the kinds of construction-related activities that can be expected at staging sites is only described in general terms. Sound Transit anticipates that construction staging will be necessary over much of the construction period, approximately five (5) years. Prior to the commencement of any activity on the site, Sound Transit will obtain the necessary construction-related permits and approvals from the appropriate

[72] Exhibit 2, Attachment W, L200 Noise, Vibration and Groundborne Noise Report.

permitting agencies.[73] Sound Transit will use four types of properties for staging and construction of light rail facilities,[74] as follows:

(1) Properties adjacent to the Guideway,

(2) City ROW adjacent to the guideway,

(3) WSDOT Limited Access ROW adjacent to the Guideway.

(4) Other private or publicly owned properties leased outside of the Project area. There are three (3) proposed private property leases outside of the Project Corridor at this time, listed below.

(a) Seattle City Light - Regional Utility Corridor property: This property (PN 0526049039)[75] is located on the north side of NE 185th Street between the residences on 8th Avenue NE and 10th Avenue NE. It will be used as a laydown or stockpile location.

(b) Shoreline School District - Aldercrest Annex property: This property (PN 4022900853)[76] is located approximately one mile east of I-5 on 25th Avenue NE between NE 195th and NE 200th Streets. It may be leased for offsite staging and as a storage yard.

(c) Merlone Geier Partners – Former Sears building: This existing building (PN 1826049014) is located approximately one mile west of I-5, just west of Aurora Avenue N at N 155th Street. A portion of this building will be used for offices, meeting rooms, small equipment repair, and limited warehousing of construction supplies.

Activities on these sites will include, but will not be limited to, site preparation, demolition, excavation and grading, material laydown areas, station and parking garage construction, field offices, and other uses required for construction of the Project.

(5) Other Activities Occurring with Construction of Light Rail Facilities: Other related activities can be expected to occur with the proposed construction of light rail facilities, as well as associated Project modifications to public infrastructure (such as utilities and roadways), such as the following:

- Installation of fencing and security lighting
- Temporary construction trailers/offices
- Delivery and storage of construction materials and equipment
- Access, egress, and storage of various types and sizes of vehicles
- Construction worker parking
- Changes to site access
- Temporary street, sidewalk, or lane closures
- Route changes for public transit routes and school busses
- Removal of existing vegetation (including trees)
- Demolition of existing pavement

[73] Exhibit 2, SUP Narrative, p. 8-10, Table 1 listing the permits required for the LLE Project in Shoreline.
[74] Exhibit 2, Attachment I, Drawings L85-eCCP108-121 showing the first three types of staging areas listed.
[75] Exhibit 2, Attachment I, Drawings L85-eCCP123.
[76] Exhibit 2, Attachment U, Aldercrest Annex Staging Area – Critical Areas Figure.

- Demolition of buildings
- Grading, excavation, and fill
- Utility capping and relocations
- Temporary storage areas for excavated soils
- Removal (haul) of excavated site material
- Pruning of existing street trees along haul routes or near bus stops
- Installation of quarry spall, gravel, or paved surfaces
- Collection, storage, treatment, and discharge of construction water and/or groundwater
- Truck wheel washing facilities
- Construction of modifications to public roadways
- Construction of access roadways along the guideway alignment
- Construction of onsite station and parking garage access roadways
- Construction of station and parking garage structures
- Construction of aerial guideway, rail track and structural supports
- Construction of bus loading/unloading areas
- Final site restoration and landscaping

c) Construction Management: Construction contract documents for the Project will include restrictions to manage the impacts of construction from activities such as hauling, night construction, contractor parking, road closures, and materials staging. These documents include special conditions and technical specification sections, covering, but not limited to, temporary facilities, haul routes, traffic control, construction noise, and stormwater pollution prevention plans.

There are areas where construction (such as retaining and noise walls) is occurring along or close to private property lines which will require temporary construction easements. Site-specific mitigation will be addressed in the construction management plan, which will be developed and submitted to the City for approval prior to construction. In general, work will be only within the limits of the easement, temporary mitigation will be provided as necessary, and the easement will be restored in coordination with the landowners.

D. PROCEDURAL HISTORY

Special Use Permits are Type C actions under SMC 20.30.050. Required procedures include:

1. Pre-application meeting between Sound Transit and City staff (SMC 20.30.080): The first pre-application meeting for the Project was held on November 8, 2016. Given the amount of time between when this pre-application meeting was held and when the SUP application was anticipated to be submitted to the City and changes and adjustments to the Project design since the 2016 pre-application meeting, the City determined that a refresher pre-application meeting was necessary. The refresher pre-application meeting was held on May 23, 2018.

2. Neighborhood meeting (SMC 20.30.090): Sound Transit held a neighborhood meeting on June 27, 2018, at Shoreline High School.

3. Application and Determination of Completeness (SMC 20.30.110): The application for the Special Use Permit was received on August 16, 2018 and determined to be complete on the same date.

4. Public Notices (SMC 20.30.120 and -.180):[77] The Notice of Application was provided as required by SMC 20.30.120. Notice was issued by the City on September 24, 2018. On that same day, the notice was mailed to property owners within 500 feet of the site and published in the *Seattle Times* newspaper and on the City's Land Use Action and Planning Notices webpage. The City discovered that the notice was not posted on the signs on the same day as the mailing and publishing in the *Seattle Times*, which triggered re-noticing of the Notice of Application. The re-noticing occurred on October 3, 2018, where on that same day, the notice was posted on signs in multiple locations, mailed to property owners within 500 feet of the site, and published on the City's Land Use Action and Planning Notices webpage.[78] The re-noticing was not published in the *Seattle Times* due to a clerical error.

   The Notice of Public Hearing was provided as required by SMC 20.30.180. Notice was issued by the City on April 9, 2019, via Mail, Newspaper, and on sign posted in multiple designated locations around the Project Corridor.

E. PUBLIC COMMENT

1. Neighborhood Meeting: On June 13, 2018, Sound Transit sent out notices for the June 27, 2018, neighborhood meeting[79] as required by SMC 20.30.090(B). According to Sound Transit's door count, there were 275 attendees of the June 27, 2018 neighborhood meeting, of which, 160 attendees signed in.

   At the meeting, Sound Transit staff and consultants gave a presentation to describe the status of the Lynnwood Link Extension Project and describe the design and function of key Project elements in the City, including the two proposed light rail stations and associated parking garages. The presentation also addressed the Project permits (including the SUP) anticipated in the City, provided contact information for the City, the means of officially commenting in response to the neighborhood meeting, and noted how public comments from the meeting would be used.

   Public comments at the neighborhood meeting were received and documented in two ways:

   1) Comment forms - intended to capture written comment after residents reviewed Project materials and asked questions of staff, and

[77] Exhibit 9, SMC Title 20 Development Code, Excerpt of applicable sections including SMC 20.30.120 Public Notices of Application and SMC 20.30.180 Public Notices of Public Hearing.
[78] Exhibit 24, Noticing Materials including Notices of Application, Declarations of Mailing, Noticing Area Map, and Sign Posting Locations.
[79] Exhibit 2, Attachment D, Neighborhood Meeting Notice Materials.

2) Post-it notes at Project information stations.

Nineteen completed comment forms and seventeen post-it notes were received. Sound Transit summarized verbal and written comments received from the neighborhood meeting and Sound Transit's responses in the neighborhood meeting summary.[80] The subject matter for the comments received is listed below.

- Additional traffic on City streets
- Inefficiencies at drop-off areas
- Escalators should be provided at the stations/eliminating down escalators does not comply with ADA requirements
- Leave space at the end of each platform end to accommodate potential future platform extensions
- Insufficient restroom facilities
- Wetland mitigation activity at Ronald Bog
- Redesign of boarding platforms to be narrower as part of cost-saving initiative
- Tree retention: maintaining as many trees as possible to mitigate sightlines to construction, as well as for environmental reasons
- Screening of Shoreline South/145th Parking Garage from 5th Avenue NE: request to plant tall trees to hide the parking garage from 5th Avenue NE as much as possible
- Color schemes for both stations: dislike and like aspects of the color schemes
- Size of the Shoreline North/185th Parking Garage: creates huge concrete area, request for more greenery or potential commercial space on top of the garage, and maybe the garage doesn't need to be so low – zoning allows up to a 6-story structure
- Increased bus service to the light rail stations: buses from Shoreline Community College to either of the stations, plans for circulators to encourage carless access to stations,
- New design of the parking garage at the Shoreline South/145th Station
- Adequate room to stand under canopy (weather protection) on platform
- Consideration of pedestrians traveling to the stations
- Elimination of or reducing parking garages: Shoreline South/145th Station parking garage specifically mentioned, and have Transit Oriented Development (TOD) instead to increase ridership
- Insufficient parking
- Transit Center for Shoreline North/185th Station:
- Consideration of a rezone at Shoreline South/145th Station to increase light rail ridership
- Provision of public access to space around a Project drainage facility
- Addition of a stop light or roundabout at 8th Avenue NE: at NE 185th Street and at NE 188th Street requested by different individuals
- Provision of traffic lights instead of a traffic circle at NE 185th Street/8th Avenue NE intersection

[80] Exhibit 2, Attachment C, Neighborhood Meeting Summary.

2. Public Comments: The September 24, 2018, Notice of Application provided for a 21-day public comment period ending on October 15, 2018, and the October 3, 2018 Revised Notice of Application extended the public comment period to October 24, 2018, for an actual 31-day comment period. The City received written comments on the SUP application during the public comment period, which are documented in Exhibit 25, and generally include the following topics:
   a. Pedestrian safety on 5th Ave NE and sidewalks included in the Project
   b. Traffic impacts and mitigation for the Project
   c. Tree removal concerns – lost benefits of mature evergreens and potential for protection of smaller trees during construction
   d. Concern about haul routes and safety on their local streets as well as restoration of roads if damaged by heavy vehicle use
   e. Private property security and value during construction
   f. Construction vibration impacts to homes, dust, and noise concerns
   g. Concern about landslide hazard areas and measures to prevent slides adjacent to light rail
   h. Inadequacy of proposed tree and shrub plantings for visual screening from adjacent homes.
3. Agency Comments: The SUP application materials were circulated among City departments and outside agencies for review and comment, including:
   - Public Works
   - Parks, Recreation, and Cultural Services
   - Planning and Community Development
   - Shoreline Police Department
   - Shoreline Fire Department
   - North City Water District
   - Ronald Wastewater District
   - Shoreline School District

   Staff met with these City departments and outside agencies to discuss Project design, impacts and mitigation, and potential conditions to be recommended to the Hearing Examiner.

II. ANALYSIS AND CONCLUSIONS

A. DECISION CRITERIA (SMC 20.30.330(B))

Decision criteria that the Hearing Examiner must examine for a Special Use Permit is set forth in SMC 20.30.330(B).[81] All the criteria must be satisfied for a SUP to be granted. The decision criteria are listed below, followed by the Sound Transit's demonstration of compliance and the City's analysis of Sound Transit's compliance with each criterion.

1. The use will provide benefit or satisfy a public need of the neighborhood, district, City or region.

Sound Transit Statement:

The Project will provide public benefits for the residents of the City, as well as the region, and is an essential public facility under the Washington State Growth Management Act. The Project is part of the regional Link Light Rail System, which is a critical part of a region-wide effort to meet the public need for the relief of traffic congestion in daily commutes. The Project will provide a reliable transit option between Seattle and Lynnwood by creating high-capacity light rail consistent with local, state and federal policy directives for these essential public facilities. In addition, both the Shoreline South/145th Station and Shoreline North/185th Station will promote strong multimodal connections between light rail, high capacity transit, and non-motorized circulation by providing bicycle storage, parking stalls, passenger drop-off loops, parking for shared vehicle services, and multiple pedestrian access paths to each station, all of which will benefit and address the transit needs of the public.

City Analysis:

The City concurs with Sound Transit's analysis. Given the burgeoning volume of traffic in the area, providing an affordable, reliable method of public transportation benefits not only the region but Shoreline itself. The LLE Light Rail Project, part of a regional system connecting the three densely populated Puget Sound counties (Snohomish, King, and Pierce), will allow for reduced reliance (for both Shoreline residents and non-residents) on single-occupancy vehicles, thereby reducing traffic volumes and allowing Shoreline to fulfill its commitment to reducing emissions [Climate Action Plan/Environmental Sustainability Strategy]. It is anticipated that Shoreline will also benefit economically for the LLE Project through higher property values and employment/business creation.

The City concludes that the Project, as conditioned and subject to the approval of related landscape code modification (See Section II. C. Code Modifications), satisfies this decision criterion.

2. The characteristics of the special use will be compatible with the types of uses permitted in surrounding areas.

Sound Transit Statement:

The Project will be located partially within WSDOT and other public rights of-way, as well as within three separate land use zones: R-6, MUR-45, and MUR-70. As discussed in Sections 2.1 and 3.3, Sound Transit developed the design of the

[81] Exhibit 9, SMC Title 20 Development Code, Excerpt of applicable sections including 20.30.330.

Project in close coordination with the City and the public through multiple open houses and public comment opportunities, as part of its efforts to ensure ongoing compatibility with the types of uses permitted in areas surrounding the Project.

The areas around the Shoreline South/145th Station and Garage site and the Shoreline North/185th Station and Garage site have recently been zoned MUR-70. The Project is consistent with the City's 145th Station Subarea Plan and 185th Station Subarea Plan, as well as this zoning, which contemplated and is intended to be compatible with the Project. The Project will help create a land use, transportation, and infrastructure framework for a livable, equitable, and sustainable transit-oriented community consistent with the City's growth target.

The design elements of each station and garage, as illustrated in the architectural drawings provided in [Exhibit 2], *Attachment I, Book 2 of 2, demonstrate the features that are incorporated into the design to ensure its compatibility with the surrounding built environment and the range of commercial and residential use types permitted in the surrounding area. (This narrative describes the final improvements proposed. The plan set submitted has not yet been updated to show the final the Shoreline North/185th Station and garage design.) The facades, plazas, landscaping, and site circulation areas have been scaled to accommodate patron volumes while maintaining a pedestrian-level sense of detail and texture, consistent with the surrounding uses to provide a cohesive sense of place. Both stations include public gathering space, which will serve to enhance both community and retail engagement. Further, to facilitate connection with the proposed multifamily residential development, both stations have multiple pedestrian-oriented access points oriented in all directions around the stations. Access to the Shoreline South/145th Station was designed to ensure compatibility with a future pedestrian bridge across I-5. Public art will also be implemented to enhance the appearance of the facilities when viewed from within each site or from the surrounding properties and uses (*[Exhibit 2], *Attachment K, Public Art Approach, and Attachment L, STart Images from the Open House).*

The guideway and associated facilities are located primarily within the R-6 residential zone, with two small areas zoned MUR-45. These facilities are located adjacent to I-5 and are designed to integrate into an existing transportation corridor to ensure compatibility with permitted uses in the surrounding areas. This includes a guideway configuration that has been designed to be a combination of surface, elevated, and retained cut and fill depending on the specific nature of each portion of the Project alignment. In addition, these facilities have been designed for compatibility with the developed private properties in this area through the use of setbacks between the light rail facilities and these properties, construction of noise walls, and vegetative buffering to soften the appearance of the guideway. Noise walls included in the Project will use a decorative form-liner to enhance their visual appearance. Drawings of vegetative buffers to be installed along the Project alignment are provided in Drawing Nos N14-LPP110 through N18-LPP124 and N18-LPP100 through N18-LPP103 ([Exhibit 2], *Attachment I, Landscape, Book 2 of 2).*

City Analysis:

By its very nature as an essential public facility the Project cannot be fully compatible with the existing and future uses within the surrounding area without

including design elements that buffer or enhance the Project and weave it into its surrounding.

To understand the community perspective, Sound Transit held multiple public open houses and hosted online opportunities for public feedback in addition to the required neighborhood meeting prior to SUP application submittal. A primary focus of this public outreach was to obtain public input on the Project design, including neighborhood compatibility. In Staff's opinion, Sound Transit has been responsive to both public comment and design review comments from public agencies having jurisdiction over the Project, including the City.

To ensure the Project's, particularly the Guideway and associated facilities, compatibility with primarily single-family residential properties along the light rail corridor, located adjacent to I-5, Sound Transit will use setbacks between light rail facilities and these residential properties, construct noise walls, and provide vegetative buffering to soften the appearance of the Guideway. Retaining and noise walls along the Guideway will have a decorative form-liner treatment to enhance the walls' appearance. Thus, the inclusion of the following elements in the Project will serve to provide compatibility:

- Pedestrian scale design elements including hardscape texture and design, color and texture variation in CMU walls, form liner patterns on the concrete garage and noise or retaining walls;
- Artwork on the station sites that illustrate the community's affinity for nature and sustainability and provides a complementary visual enhancement of the Project;
- Perforated metal screening on the garages that adds visual interest and artwork to structures that would otherwise be large concrete blocks while also reducing light pollution from the interior garage lighting that would otherwise reach residences adjacent to the station;
- Colors that brighten and enhance the visual landscape that is otherwise dominated by grey concrete;
- Use of landscape design to reestablish elements of native conifer character that these station sites are replacing and inclusion of a variety of color and form in the landscape plans on both sites;
- Landscape screening between the Project and adjacent residential uses to the maximum extent possible, with an alternative method for delivering landscaping to impacted neighborhoods where safety constraints or limited land acquisition limit the immediate buffering of the Project with landscape screening from adjacent residences;
- Inclusion of public gathering spaces to activate the station as a destination and not just a place to pass through the neighborhood;
- Nonmotorized, shared-use connections to the adjacent neighborhoods and forward compatibility with City projects for additional nonmotorized connections to the station sites;
- Mitigation measures and processes to address noise and vibration impacts during and after construction;
- Mitigation processes for identifying and addressing potential spillover parking impacts in adjacent neighborhoods; and

- Mitigation processes for anticipated impacts to neighborhood traffic on local and arterial streets during and after construction of the Project.

Based on the above, Staff has recommended conditions to ensure that essential Project elements which facilitate compatibility with the surrounding land uses are carried out as understood by the City. Conditions include: landscape screening, texture and color treatment of concrete and CMU walls, public gathering spaces, multi-modal improvements connecting neighborhoods, and mitigation for noise, traffic, and parking impacts.

The City concludes that the proposed Project, as conditioned and subject to the approval of related code modification and administrative design departures (See Section II(C) and II(E)), satisfies this decision criterion.

3. The special use will not materially endanger the health, safety and welfare of the community.

Sound Transit Statement:

The stations, garages, and associated plaza spaces are designed with health, safety and welfare of patrons as a primary emphasis, incorporating Crime Prevention through Environmental Design (CPTED). Ways to improve pedestrian movements at the stations were analyzed, and increased auto and bus traffic associated with the stations and garages were accounted for the in the station design. Landscape and physical delineation are used to help separate vehicle space from pedestrian environments for greater safety. Screening materials on the lowest level of the garage are designed to allow visibility into the garages while meeting Shoreline code requirements to provide landscaping around the garage perimeters. The public spaces in the garage, stations, and plazas have been developed to intentionally eliminate, to the extent possible, alcoves, blind corners, and dead-end corridors where people could hide. Proposed landscape improvements will be specified with low planting and trees limbed up to allow for clear site lines at all intersections, access points, and pedestrian plazas.

The design of each of these elements was formulated based on best practices for light rail design with input from Sound Transit's Safety and Security personnel. The design also includes egress stairs, emergency phones, safety signage, and fire alarms, as well as fences, walls, and other barriers to reduce individuals' ability to cross the tracks.

In addition to prominent safety signage, audible alarm systems will be used at each station to reduce the chances of anyone crossing the guideway in inappropriate or unsafe locations and to prevent accidents in case that someone does access the guideway in an unsafe location. The Project includes three types of audible safety warning devices that fall under this category, each of which is designed to minimize sound levels while maintaining their effectiveness for safety purposes. Train-mounted bells will generally be sounded twice when the trains enter and exit stations. Audible and visual announcements of arrivals and departures will be made at each station. Finally, a louder horn is available to train operators for use in emergency situations. Sound Transit has met the above SUP criterion by incorporating each of the above safety features into its design and the operation of the Shoreline stations.

Sound Transit is assessing and will mitigate noise and vibration impacts in the adjacent communities associated with operation of the light rail system and park-and-ride facilities, as well as project construction. Noise and vibration predictions for light rail operation have been performed using standard FTA methodology and compared with FTA criteria to determine impacts. For detailed analysis conducted for the Project, please refer to the L200 Noise, Vibration and Groundborne Noise Report ([Exhibit 2], *Attachment W) and L200 Construction Noise, Vibration and Groundborne Noise Report (*[Exhibit 2], *Attachment X).*

Operational noise mitigation in the form of acoustic panels and noise walls will be integrated with trackway structures to minimize noise impacts in communities surrounding the Project. Vibration mitigation, where needed, would involve the introduction of resilient materials (e.g., rubber) into the trackway design. In addition, light rail transit stations will be 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.

A detailed analysis of construction noise impacts under applicable standards will confirm construction impacts and mitigation measures. Mitigation, where necessary and practicable, will be conducted to lessen impacts from construction activities. Where feasible, temporary noise barriers (acoustic blankets on fencing) will be installed to replace existing traffic noise walls to compensate during periods when these walls must be taken down for construction of the Project. Construction activity schedules, to the extent possible, 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 WSDOT 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. In addition, Sound Transit will implement the mitigation measures specified in the ROD ([Exhibit 2, Attachment E], *Table B-1 of the ROD, Appendix B – Mitigation Plan), including the following:*

- *Use smart backup alarms during nighttime work or lower the alarm level or tone based on the background noise level or switch off back-up alarms and replace with spotters.*
- *Use low-noise emissions equipment.*
- *Implement noise-deadening measures for truck loading and operations.*
- *Monitor and maintain equipment to meet noise limits.*
- *Use lined or covered storage bins, conveyors, and chutes with sound-deadening material.*
- *Use acoustic enclosures, shields, or shrouds for equipment and facilities.*
- *Install high-grade engine exhaust silencers and engine-casing sound insulation.*
- *Prohibit aboveground jack hammering and impact pile driving during nonexempt hours.*

- *Minimize the use of generators or use whisper-quiet generators to power equipment.*
- *Use movable noise barriers at the source of the construction activity.*
- *Demolish existing structures near vibration-sensitive receivers with methods that do not cause impact forces against the buildings or near them.*
- *When in close proximity to vibration sensitive receivers, limit the use of vibratory soil compactors and vibratory hammers to the allowed hours.*
- *Use oscillatory pile-casing techniques where appropriate.*
- *Avoid using variable-frequency vibratory hammers in dense residential areas, such as around the stations.*
- *Use resonance-free vibratory hammers or variable eccentric moment vibrators or other appropriate substitute for conventional vibratory hammers or pile drivers.*

The above features, in addition to the broad public benefits of enhanced transit services, are expected to significantly enhance the safety, health, and welfare of the traveling public and nearby residents.

City Analysis:
The City finds that the proposed Project does not materially endanger the health, safety, and welfare of the community. First, as to community safety and welfare, the proposed Project it incorporates site and building design practices based on Crime Prevention Through Environmental Design (CPTED) criteria, building and site layout to minimize unsafe conditions, safety and emergency elements, and noise and vibration mitigation during and after construction. Additionally, the Project will adhere to the *Standards for Fixed Guideway Transit and Passenger Rail Systems (*NFPA[82] 130) which covers fire protection and life safety for such systems. Lastly, as noted for Criterion No. 1, the development of a regional light rail system will reduce reliance (for both Shoreline residents and non-residents) on single-occupancy vehicles, thereby reducing both traffic volumes and emissions.

Specifically, in regard to health, safety, and welfare, the proposed Project meets this criterion through inclusion of the following elements:

- Street improvements, traffic mitigation measures, and Maintenance of Traffic plans for transportation safety during both construction and operation of the light rail system;
- Separate and improved nonmotorized facilities connecting neighborhoods to the stations;
- Design consistent with Sound Transit standard design guidelines in the adopted DCM (Exhibit 2, Attachment R) to ensure light rail system safety with provisions such as vegetation clear zones, throw prevention fencing where road and pedestrian facilities cross over light rail tracks, lighting levels appropriate to the proposed uses, and use of glazing in elevators to provide visibility into and out of the elevators;

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- Provision of off-street pickup and drop off locations for transit riders to minimize potential unsafe loading and unloading on City streets;
- Provision of primary and secondary emergency access locations for emergency response and systems for fire suppression at the stations and along the guideway;
- Inclusion of fire control rooms at both stations and other emergency response systems and equipment as required in Sound Transit's DCM (Exhibit 2, Attachment R), and
- Public outreach to address noise complaints and mitigation for noise and vibration impacts during construction and for operation of the light rail system and associated transit centers.

However, the proposed Project does not adequately address training of emergency response providers within the City, methods of ensuring pedestrian safety near public schools in close proximity to the station, or mitigation of construction noise. Staff recommends the following as conditions of approval to address these issues:

1. Provide Link Light Rail Emergency Responder training to Shoreline Fire Department personnel in conformance with Sound Transit's Link Light Rail Emergency Responder Training Guide.

2. Prepare Maintenance of Traffic (MOT) Plan(s) or Traffic Control Plans (TCP) to address pedestrian safety and vehicular movement at school crosswalks during school zone hours.

By conditioning the proposed Project as recommended, staff believes it does not materially endanger the health, safety and welfare of the community. To reiterate, such conditions included multimodal infrastructure improvements, traffic mitigation measures, Maintenance of Traffic plans, lighting design, emergency response facilities and access points; and noise mitigations during construction and operation of the light rail system and transit centers.

The City concludes that the proposed Project, as conditioned and subject to the approval of related landscape code modification (See Section II. C. Code Modifications), satisfies this decision criterion.

4. The proposed location shall not result in either the detrimental over-concentration of a particular use within the City or within the immediate area of the proposed use, unless the proposed use is deemed a public necessity.

Sound Transit Statement:

The location of Project facilities has been developed in coordination with the City. The City has also undertaken rezoning of the areas around each station to create a higher density mixed residential and commercial environment. Given the unique nature of the Project (i.e., a single, linear transportation corridor with associated facilities), concerns about a "detrimental over-concentration of a particular use" are not applicable to the Project, which has been deemed necessary as an essential public facility under state and local laws.

City Analysis:
The proposed Project - a light rail facility/system - is the first of its kind in the City and it is unlikely that such a facility/system be constructed at other locations within the City. The City finds that two (2) stations within the City is not detrimental but, rather, appropriate based on current population and planned growth anticipated within the City. Regardless, given the traffic issues faced by residents in both Shoreline and the surrounding counties, issues that only seem to become worse as population grows, public necessity supports this Project.

The City concludes that the proposed Project, as conditioned and subject to the approval of related landscape code modification (See Section II. C. Code Modifications), satisfies this decision criterion.

5. The special use is such that pedestrian and vehicular traffic associated with the use will not be hazardous or conflict with existing and anticipated traffic in the neighborhood.

Sound Transit Statement:
The stations will increase both pedestrian and vehicular traffic in the vicinity of the stations, but the Project will relieve traffic congestion and safety impacts in other places throughout the region, including in Shoreline. Traffic analysis to identify mitigation measures and inform the design of access improvements was part of the Lynnwood Link Extension FEIS, preliminary engineering, and final design efforts, to ensure that traffic associated with the Project would not be hazardous or conflict with traffic in the vicinity of the Project area.

The Lynnwood Link Extension FEIS evaluated vehicular levels of service and found that four locations along arterial streets as currently existing would not meet the level of service standards identified in SMC 20.60.140(A). To mitigate potential hazards, conflicts, and congestion at these locations, Sound Transit has incorporated mitigation at the intersection of NE 145th Street and 5th Avenue NE, and at the intersection of NE 185th Street and 2nd Avenue NE as part of the Project design. For the remaining location identified in the Lynnwood Link Extension FEIS ROD ([Exhibit 2], *Attachment E), on NE 185th Street at Meridian Avenue N, Sound Transit proposes to reimburse the City of Shoreline for the cost of traffic signal modifications to be implemented under the City traffic signal maintenance contract with King County, as negotiated between Sound Transit and the City (*[Exhibit 2], *Attachment P). Level of service analysis for NE 145th Street at 5th Avenue NE and NE 185th Street at 8th Avenue NE are summarized in the L200 Traffic Engineering Report (*[Exhibit 2], *Attachment Y). The analysis for the remaining two locations on NE 185th Street is summarized in the Lynnwood Link FEIS Transportation Discipline Report. These reports, as well as further analysis carried out by Sound Transit and the City, indicate that the above measures will adequately mitigate potential hazards or conflicts with existing or anticipated traffic patterns.*

In summary, for vehicular traffic, Sound Transit proposes:

- *Mitigation at two signalized intersection locations where the arterial level of service would be below Level of Service (LOS) D, as defined by the Highway Capacity Manual (signalized control delay of more than 35 to 55 seconds, and unsignalized control delay of more than 25 to 35 seconds):*

- *At the NE 145th Street and 5th Avenue NE intersection, a westbound right-turn lane and overlap phase will be constructed, as illustrated in Drawing Nos. N14-TSP130 through -132.*
- *At the NE 185th Street and Meridian Avenue N intersection, northbound and southbound protected/permissive left-turn traffic signal phasing will be implemented, by replacing two left-turn signal heads and the traffic signal controller to implement a flashing yellow arrow permissive signal phase. Sound Transit will reimburse the City for the work, which will be performed by King County, the City's traffic signal maintenance contractor (*[Exhibit 2], *Attachment P).*

- *Mitigation at two unsignalized intersection locations where the level of service will be below LOS D:*
  - *At the NE 185th Street and 2nd Avenue NE intersection, NE 185th Street will be restriped between 1st Avenue NE and 3rd Avenue NE to provide a center two-way left-turn lane.*
  - *At the NE 185th Street and 8th Avenue NE intersection, a roundabout will be constructed. (This narrative describes the final improvements proposed. The plan set submitted has not yet been updated to show the final traffic signal modifications at Meridian Avenue N to NE 185th Street, restriping of NE 185th Street, and the traffic signal or roundabout at the intersection of NE 185th Street and 8th Avenue NE.)*

- *As outlined in the ROD, Sound Transit will work with the City to address impacts on neighborhood streets.*
  - *Through a series of joint meetings to occur before station openings, Sound Transit will work closely with City staff to engage the communities surrounding the stations to develop an action plan identifying anticipated problem areas on local streets and potential mitigation strategies. previously developed City Neighborhood Traffic Action Plans will provide the baseline for these discussions. Action Plans will be updated for current conditions and to reflect anticipated impacts and neighborhood concerns specific to station impacts. The updated Neighborhood Traffic Action Plans will be used to inform a streamlined NTSP process for traffic calming project implementation.*
  - *During construction and after station opening, residents will be able to initiate a Sound Transit-specific NTSP process to address impacts occurring on local streets. The Sound Transit-specific process will be based on the City's existing NTSP guidelines and physical device implementation criteria; however, a streamlined method will be developed with residents during the joint Sound Transit and City of Shoreline meetings to address impacts in a timely manner.*

The Lynnwood Link Extension FEIS Transportation Technical Report included an inventory of pedestrian facilities within a 0.50-mile radius of the Shoreline South/145th Station and Shoreline North/185th Station. Pedestrian levels of service were analyzed within 300 feet of each station, and improvements to affected sidewalks are included in the Project to provide LOS D or better. An additional

assessment of pedestrian and bicycle facilities within a 0.25-mile radius of both stations has been conducted and is summarized in the L200 City of Shoreline Station Area Access Assessment Report ([Exhibit 2], *Attachment N).*

Pursuant to the Funding Agreement (discussed above in Section 3.3.3), Sound Transit and the City identified a list of potential station access enhancement projects to be designed and constructed by the City or Sound Transit as City projects that would be eligible for reimbursement funding by Sound Transit. These projects serve to provide the City with improvements that result in enhanced access to both Shoreline stations. The Funding Agreement also allows for additional projects to be included, if both parties mutually agree that those projects meet the objective of the agreement. For more details, refer to the Multimodal Access Assessment and Mitigation Plan ([Exhibit 2], *Attachment O).*

Additional design features already integrated into the design of the Project include providing accessible pedestrian signal push buttons and countdown pedestrian signals, and buffers for bike lanes in the vicinity of both stations. These features, the mitigation measures described above, and the broad public benefits of enhanced transit services is expected to significantly enhance the safety, health, and welfare of the traveling public, thus meeting the purpose and intent of this decision criterion.

City Analysis:
The proposed traffic mitigation and multimodal access improvements satisfy this decision criterion for most of the Project, but not all the potential traffic and vehicular access impacts due to the Project. Staff recommends conditions to address these impacts, neighborhood traffic safety, and multimodal access improvements, identified as follows:

- Provision of temporary and/or permanent mitigation measures for construction impacts to arterial streets that cause a LOS failure.
- Pay invoiced cost for the traffic signal modifications at Meridian Ave N and N 185th Street directly to King County instead of reimbursing the City (Exhibit 2, Attachment Q).
- Restriping of N 185th Street between 1st Ave NE all the way to 5th Ave NE in order to connect to restriping on the I-5 overpass required for the new signalized intersection on the east side of I-5 at 5th Ave NE.
- Ensure safe vehicular access for loading and unloading of transit riders at the passenger pick-up and drop off locations at both the Shoreline South/145th Station and Shoreline North/185th Station.
- Develop a Traffic Mitigation Study and Plan in coordination with the City and impacted communities address neighborhood traffic safety concerns as required by the FTA ROD.
- Delineate that Sound Transit shall either construct multimodal access improvements within the station areas consistent with the Balance Sheet LOC (Exhibit 17) and shall transfer funds to the City to complete the multimodal access improvements in accordance with the Funding Agreement (Exhibit 2, Attachment H).

The City concludes that the proposed Project, as conditioned and subject to the approval of related frontage improvement and dedication code modifications and engineering departures (See Section II. C. Code Modifications), satisfies this decision criterion.

6. The special use will be supported by adequate public facilities or services and will not adversely affect public services to the surrounding area or conditions can be established to mitigate adverse impacts.

Sound Transit Statement:

Public facilities and services were evaluated as part of the Lynnwood Link FEIS and were addressed in the final design for the Project. No adverse impacts on public facilities, including parks and recreational facilities, transit service, libraries, school districts, emergency service providers, or fire protection have been identified. In order to mitigate potential impacts on public utilities, the following upgrades were included in the LLE Project:

Dry Utilities

- *Seattle City Light will upgrade power from one phase to three phases along 5th Avenue NE to bring three phase service along NE 152nd Street to the TPSS site at NE 152nd Street.*

Wet Utilities

- *The Project includes upgrading a portion of water main from 4-inch to 8-inch pipe to accommodate the fire hydrant on NE 161st Street, which will provide fire department connection service for the guideway.*
- *The Project includes upgrading a port of water main from 4-inch to 8-inch pipe to accommodate the fire hydrant on NE 195th Street, which will provide fire connection service for the guideway.*

While Sound Transit does not anticipate any other impacts on public facilities and services apart from the greatly enhanced access to public transportation, Sound Transit will continue to coordinate with the City to address any deficiencies that require mitigation.

City Analysis:

The purpose of chapter 20.60 SMC Adequacy of Public Facilities is to ensure that the adequate provision of public facilities and services is maintained as new development occurs and to fairly allocate the cost of those facilities and services.

This chapter of the SMC requires that all development proposals that require City approval shall be adequately served by sewer and/or wastewater disposal, water supply, fire protection service, surface water and stormwater management, and streets and access prior to the time of occupancy, plat recording, or other land use approval, and contains standards to ensure adequate provision of these public facilities and services occurs (SMC 20.60.020). Project impacts to state routes and federal highways and to electrical utility infrastructure were not analyzed by the City because Seattle City Light and WSDOT are independently reviewing and approving the Project through these agencies own processes.

The Ronald Wastewater District, North City Water District, Shoreline Fire Department, and City staff reviewed the proposed plans for provision of adequate public facilities and services and found that conditions are needed to ensure adequate wastewater disposal, water supply, fire protection services, and adequate streets and access are provided for the Project.

This SUP decision criteria also requires that a special use will not adversely affect public services in the surrounding area. The Shoreline School District reviewed the proposed plans in regard to the effect of construction on the safety of students coming to and going to schools in the area. In this regard, the School District has requested certain conditions be imposed to ensure safety.

Adequate provision of public facilities and services provided by the City, also means that the public facilities must meet the Engineering and Development Standards contained in SMC Chapter 20.70. City staff has identified that a condition is needed for the design and construction of alternate frontage improvements consistent with SMC 20.70.340(B) and forward compatibility with the City's planned multimodal capital projects that are parallel with or will cross through the light rail transit way.

The City concludes that the proposed Project, as conditioned and subject to the approval of related frontage improvement and dedication code modifications and engineering deviations (see Section II. C. Code Modifications and D. Deviations from Engineering Standards), satisfies this decision criterion.

7. The location, size and height of buildings, structures, walls and fences, and screening vegetation for the special use shall not hinder or discourage the appropriate development or use of neighboring properties.

Sound Transit Statement*:*

To ensure that the Project does not hinder or discourage appropriate development or uses in the vicinity of the Project, the location, size, and height of the Project's buildings, structures, walls, fences, and landscaping will meet the City's code requirements where practical, or Sound Transit has collaborated with the City to identify appropriate modifications or departures, neither of which are anticipated to hinder or discourage development or use of nearby properties. At the Shoreline South/145th Station, provisions have been made at the northwest corner of the site to connect with an interim and future final shared use path. This connection will also provide convenient access to future development north of the station. There are multiple pathways from 5th Avenue NE to the station that are buffered by landscaping, which create inviting connections from potential future development to the station and to the shared use public gathering/drop-off space.

At the Shoreline North/185th Station the shared use path extending north to NE 189th Street provides access to the north station plaza and entrance from future development to the north. This development could connect to the path between the station and NE 189th Street. Additionally, for the boundary between the station site and the properties to the north and east, Sound Transit elected to grade a slope rather than build a wall, specifically to ease connection of future development to the station. The inclusion of a landscaped public gathering space on the corner of NE 185th Street and 8th Avenue NE will create a more inviting connection to

future development to the south and east. The addition of public gathering spaces at both stations provides public benefits for residents and businesses that will enhance the urban design character of the neighborhood. Elevations of each station and garage are provided in Drawing Nos. N15-AEE100 through -107 (Shoreline South/145th Station), NP15-AEE101 through NP15-AEE104 (NE 145th Street Garage), N17-AEE100 through N17-AEE300 (Shoreline North/185th Station), and NP17-APP991 through NP17-APP992 (NE 185th Street Garage) in [Exhibit 2], *Attachment I, Book 2 of 2.*

Fences will be constructed per WSDOT standard details and will meet the City's height requirements. Where required, fences in commercial or highly visible areas will be screened with vegetation or a decorative picket vertical railing type fence will be used. Plans of fences and noise walls are provided in Drawing Nos. N14-CRP119 through N16-CRP193 and N18-CRP100 through N18-CRP138 ([Exhibit 2], *Attachment I, Roadway, Book 1 of 2). Height information for walls is provided in Drawing Nos. L85-SWP835 through L85-SWP981 (*[Exhibit 2], *Attachment I, Structures, Book 1 of 2). Except where modifications are requested, landscape buffers will be provided to meet the City's size and height requirements for Type I and Type II Landscape buffers, per SMC 20.50.460, and buffer plantings will be used to screen the guideway, stations, and garages from adjacent residential properties. In addition, tree plantings will be offered to affected individuals and neighborhoods in the vicinity of the Project area.*

City Analysis:

In 2015 and 2016, the City adopted two subarea plans in relationship to the light rail, specifically centering these subareas around the two (2) light rail stations. With the adoption of these subareas the City rezoned properties to provide for a higher density and mix of uses that would be supportive of light rail. Thus, the Project will actually promote the development of properties at a level envisioned by the City's zoning and at a level that will facilitate transit-oriented development (TOD). In fact, in anticipation of the upcoming light rail, these rezoned neighborhoods are now in transition from single-family residential to mixed-use residential with the City already processing applications for redevelopment and being made aware of property acquisition and consolidation to effectuate the zoning and TOD.

While the Project will facilitate the envisioned level of development in the subareas, the City recognizes that the Guideway will be adjacent to low-density single-family residential neighborhoods, potentially hindering use and future redevelopment of the existing single-family character. Similarly, the Project is adjacent to existing single family uses in the MUR-70' zones and may hinder the existing single family uses adjacent to the stations or guideway in these zones. To mitigate this, the City is recommending conditions to provide a visual buffer and privacy for these neighborhoods through the code required landscape screens or alternatives proposed through the code modification requested and discussed in Section C of this staff report.

In addition, the buildings and structures in the proposed Project meet applicable building setback, height, and size standards consistent with the MUR-70' zone in which the stations are located. Noise walls are used together with or in lieu of Type I landscape screens, consistent with SMC 20.50.490 and the requested code modification, to provide visual buffer and privacy between the station site and

guideway or existing single-family uses. Fence height restrictions, normally found in the R-6 zone, do not apply to the noise walls for the Project because Commercial Zone Design standards are specified as applicable to the light rail project under SMC 20.40.438.

Staff recommends a condition for requiring a City-approved form liner treatment of concrete noise and retaining walls or texture and color variation requirements for CMU walls in order to improve the visual aesthetic of the walls facing the adjacent neighborhoods. In order to allow for future use compatibility with mixed use transit-oriented redevelopment, staff recommends a condition of approval requiring collaboration between Sound Transit and developers to allow for modification of visual screening and noise barrier requirements to better facilitate connections between the station sites and new development.

Sound Transit's proposal for the location, size and height of buildings, structures, walls and fences, and screening vegetation for the special use will satisfy this decision criterion, as conditioned and subject to approval of the requested design departures and the code modification to SMC 20.50.490(A) and (C) (see Sections C and E). In addition, Staff is recommending a condition for an alternate provision of landscape plantings within affected neighborhoods to meet the purpose of the City's landscape standards for consistency with Criterion No. 2 that is also recommended for consistence with this Criterion (No. 7).

8. The special use is not in conflict with the basic purpose of this title.

Sound Transit Statement:

The Project conforms, where applicable, to the objective requirements of the SMC, except where modifications or departures are requested by Sound Transit. As discussed in the following sections, these requests are the result of collaborative efforts between Sound Transit and the City to identify modifications or departures that are consistent with the spirit and intent of the SMC. Further, as discussed above, the Project is consistent with local, state, and Federal codes and policies favoring the development and operation of high-capacity regional transit systems.

City Analysis:

The purpose of Title 20 Unified Development Code of the SMC is specified in SMC 20.10.020 which articulates multiple facets of a vibrant, healthy, and save community that is formed through high quality and environmentally sustainable development. Included in the purpose and particularly relevant to the Project are:

- Guide development consistent with the Comprehensive Plan;
- Carry out goals and policies of the Comprehensive Plan by the provisions specified in the Code;
- Provide regulations and standards that lessen congestion on the streets;
- Provide for planned areas of transit-oriented communities around light rail stations and along other high-capacity transit corridors; and
- Facilitate adequate provisions for transportation, utilities, schools, parks, and other public needs.

Staff finds that by its very nature that as a light rail facility the Project will lesson congestion and provide a transit corridor for transit-oriented development consistent with the basic purpose of SMC Title 20.

Additionally, the Project is consistent with the City's Comprehensive Plan and carries out or supports the following Comprehensive Plan Goals and Policies:

Land Use Goals and Policies –

Goal LU IV - Work with regional transportation providers to develop a system that includes two light rail stations in Shoreline and connects all areas of the city to high capacity transit using a multi-modal approach.

Policy LU23 - Collaborate with regional transit providers to design transit stations and facilities that further the City's vision by employing superior design techniques, such as use of sustainable materials; inclusion of public amenities, open space, and art; and substantial landscaping and retention of significant trees.

Policy LU24 - Work with Metro Transit, Sound Transit, and Community Transit to develop a transit service plan for the light rail stations. The plan should focus on connecting residents from all neighborhoods in Shoreline to the stations in a reliable, convenient, and efficient manner.

Policy LU25 - Encourage regional transit providers to work closely with affected neighborhoods in the design of any light rail transit facilities.

Policy LU26 - Work with neighborhood groups, business owners, regional transit providers, public entities, and other stakeholders to identify and fund additional improvements that can be efficiently constructed in conjunction with light rail and other transit facilities.

Policy LU27 - Maintain and enhance the safety of Shoreline's streets when incorporating light rail, through the use of street design features, materials, street signage, and lane markings that provide clear, unambiguous direction to drivers, pedestrians, and bicyclists.

Policy LU44 - Consider a flexible approach in design of parking facilities that serve light rail stations, which could be converted to other uses if demands for parking are reduced over time.

Policy LU53 - Work with transit providers to site and develop park and rides with adequate capacity and in close proximity to transit service.

Community Design Goals and Policies –

Goal CD I - Promote community development and redevelopment that is aesthetically pleasing, functional, and consistent with the City's vision.

Policy CD1 - Encourage building design that creates distinctive places in the community.

Policy CD13 - Encourage the use of native plantings throughout the city.

Policy CD22 - Consider Crime Prevention through Environmental Design (CPTED) principles when developing mixed use, commercial and high-density residential uses.

Policy CD24 - Encourage building and site design to provide solar access, as well as protection from weather.

Policy CD27 - Where appropriate and feasible, provide lighting, seating, landscaping, and other amenities for sidewalks, walkways, and trails.

Policy CD30 - Provide pedestrian gathering spaces to unify corners of key intersections involving principal arterials.

Policy CD33 - Encourage the use of visual barriers and sound absorption methods to reduce impacts from the freeway to residential neighborhoods.

Transportation Design Goals and Policies –

Goal T IV - Work with transit providers and regional partners to develop and implement an efficient and effective multi-modal transportation system to address overall mobility and accessibility, and which maximizes the people carrying capacity of the surface transportation system.

Goal T VIII - Coordinate the implementation and development of Shoreline's transportation system with neighboring transit systems and regional partners.

Policy T3 - Reduce the impact of the city's transportation system on the environment through the use of technology, expanded transit use, and non-motorized transportation options.

Policy T5 - Communicate with and involve residents and businesses in the development and implementation of transportation projects.

Policy T11 - Site, design, and construct transportation projects and facilities to avoid or minimize negative environmental impacts to the extent feasible.

Policy T30 - Work with transportation providers to develop a safe, efficient, and effective multi-modal transportation system to address overall mobility and accessibility. Maximize the people-carrying capacity of the surface transportation system.

Natural Environment Goals and Policies –

Goal NE V - Protect clean air and the climate for present and future generations through reduction of greenhouse gas emissions, and promotion of efficient and effective solutions for transportation, clean industries, and development.

Policy NE25 - Strive to achieve a level of no net loss of wetlands function, area, and value within each drainage basin.

Policy NE27 - Focus on wetland and habitat restoration efforts that will result in the greatest benefit for areas identified by the City as priority for restoration.

Policy NE29 - Stream alterations, other than habitat improvements, should only occur when it is the only means feasible, and should be the minimum necessary.

The Project directly implements and support the Comprehensive Plan Goals and Policies related to mass transit, light rail, and non-motorized facilities and neighborhood connections under Land Use and Transportation. The Project is incorporating a variety of design elements or mitigations that align with the policies and goals listed under Community Design and Natural Environment including proposed landscaping, minimization of the wetland and stream impacts and mitigation that is onsite or in the same subbasin as the unavoidable impacts, and the architecture and site design elements that are consistent with CPTED principles and contribute to distinctive placemaking. Many other Comprehensive

Plan Goals and Policies are only possible if you have a light rail system in place around which to redevelop and to connect with other public transit systems.

In addition, the Light Rail Subarea Plans adopted by the City set forth goals and policies that encourage development of a livable, equitable community around high-capacity transit. The Subarea Plans envision the redevelopment of the current single-family character into a transit-orient mix of land uses will support the region's investment in high-capacity transit.

The City concludes that the proposed Project, with approval of the requested code modifications, design departures, and engineering deviations, is not in conflict with the basic purpose of SMC Title 20.

9. The special use is not in conflict with the standards of the critical areas regulations, Chapter 20.80 SMC, Critical Areas, or Shoreline Master Plan, SMC Title 20, Division II.

Sound Transit Statement:[83]

Sound Transit has designed the Project for consistency with the City's critical area regulations, and will seek the following approvals:

- *Two Critical Areas Special Use Permits (Ronald Bog Mitigation Site and McAleer Creek)*
- *Two Floodplain Development Permits*
- *Construction Permits*

Wetlands, fish, and wildlife habitat conservation areas, geologic hazard areas, and flood hazard areas will be altered as a result of the Project. A summary of the Project's consistency with the critical areas development standards is provided below. More detailed information is provided in the Critical Areas Report ([Exhibit 2], *Attachment T).*

During Project development, Sound Transit evaluated a range of alignment alternatives that are documented in the Final EIS. Once the Sound Transit Board of Directors selected the project to build, preliminary engineering and final design efforts further evaluated avoidance and minimization measures to reduce impacts on sensitive areas within the City, including streams, Category II, III, and IV wetlands, and their associated buffers. As a result, permanent impacts on wetlands and buffers were further reduced from the potential impacts evaluated in the Final EIS.

Sound Transit proposes to compensate for the unavoidable loss of acreage and functions and values of wetlands and buffers in the Thornton Creek subbasin of Shoreline by constructing the Ronald Bog Wetland Mitigation Site at Ronald Bog Park. Given the amount of mitigation needed to meet City, state, and federal regulatory requirements, opportunities for onsite mitigation were inadequate, constrained primarily by parcel size and the presence of existing wetlands. Following a wetland mitigation site screening process and coordination with the City of Shoreline Parks, Recreation and Cultural Services Department, Ronald Bog

[83] Exhibit 2, SUP Narrative, pp. 41-43.

Park was identified as the most feasible site. Although it is not in the Project area, Ronald Bog Park is the best option for meeting SMC requirements for wetland and buffer mitigation based on best available science. It was also deemed the best option by the Washington State Department of Ecology and U.S. Army Corps of Engineers.

The Ronald Bog Wetland Mitigation Site will accommodate offsite mitigation within the same subbasin and will fully compensate for the loss of acreage and functions by 1) creating approximately 1 acre of wetland, 2) enhancing existing wetlands and buffers by removing fill material and invasive species, and 3) replanting all wetland/wetland buffer areas with native vegetation. Sound Transit's mitigation performance standards for the site meet the requirements set forth in SMC 20.80.082. Construction of the mitigation site is part of Sound Transit's Early Work construction bid package, which means that construction of the mitigation site will generally begin at the start of light rail construction and be completed well in advance of the end of light rail construction. To complete the proposed work at the mitigation site, Sound Transit is seeking relief from certain critical area standards that will be addressed through the application for the Ronald Bog Mitigation Site Critical Areas Special Use Permit.

Alteration of fish and wildlife habitat conservation areas and their buffers is limited to construction of the elevated guideway in the McAleer Creek stream buffer and is subject to Critical Areas Special Use review. During preliminary engineering and final design, reasonable measures have been taken to avoid or minimize impacts on wetlands, streams, and buffers within the southeast quadrant of the I-5/SR 104 interchange. Through design, Sound Transit avoided impacts on McAleer Creek, but impacts on the stream buffer are unavoidable. These unavoidable impacts and the mitigation for those impacts will be addressed through the application for the McAleer Creek Critical Areas Special Use Permit. Since complete avoidance is not feasible, application of the City's critical areas regulations will unreasonably restrict Sound Transit's ability to provide public transportation benefits to the public.

Permanent and temporary impacts on the stream buffer will be mitigated onsite within the I-5/SR 104 interchange loop through extensive replanting of native vegetation, infill planting in areas not affected, and enhancement of portions of stream buffer by removal of invasive species. With these measures, the Project does not pose an unreasonable threat to the public health, safety, or welfare, or to the environment on- or off-property.

For the alteration of moderate to high risk landslide areas and very high-risk landslide areas, qualified professionals have determined that the Project will not increase the risk of damage or risk of potential landslides and will not decrease the factor of safety for landslide occurrences. The stability analyses completed for the slopes along the alignment indicate that the Project does not decrease the post construction stability on or adjacent to the light rail alignment. The Project is being designed in accordance with the International Building Code (IBC), American Association of Station Highway and Transportation Officials (AASHTO), and Sound Transit design standards. Project elements such as elevated guideway shaft foundations, retaining walls, ground improvements, and structural fills will be designed to appropriate factors of safety to maintain slope stability. All potential landslide hazards will be mitigated by the design such that the finished Project will

result in no impact or result in improved stability. Where vegetation is cleared in landslide hazard areas during construction, Sound Transit will plant native vegetation, unless otherwise prohibited by WSDOT, and restore those areas to preconstruction conditions or better.

Development within designated flood hazard areas will comply with SMC 13.12, Floodplain Management. Development standards in flood hazard areas will be addressed in the applications for a Floodplain Development Permits. One Floodplain Development Permit is being sought for the excavation of existing fill material in the floodplain of Ronald Bog pond to construct the Ronald Bog Wetland Mitigation Site. This excavation will increase the storage capacity of the floodplain. A separate Floodplain Development Permit is required for the relocation of utilities within the roadway prism of NE 155th Street, near Twin Ponds Park, where the floodplain of the North Branch of Thornton Creek extends over the roadway. After digging a trench in the roadway and installing a duct bank underground, the roadway will be restored to its current elevation.

City Analysis:

The Project is not located within the jurisdictional boundaries of the City's Shoreline Master Program.

The City concurs with Sound Transit's analysis of the critical area alterations and mitigations proposed, except regarding the permit requirements for alteration of geologic hazard areas. The City obtained third party review of the Shoreline Critical Areas Report and Addendum for the Project and identified the need for an additional Critical Areas Special Use Permit (CASUP). In addition to the two CASUP and the two Floodplain Development Permit (FDP) applications identified by Sound Transit, a CASUP is required for alteration proposed to a Very High-Risk Landslide Area in the vicinity of NE 200th Street and east of the northbound I-5 onramp at the interchange with SR 104 (NE 205th Street). The reason for a CASUP is that this area may not meet the Factor of Safety specified in SMC 20.80.224(F)(1) Design Criteria for Alteration of Very High-Risk Landslide Areas.

Alteration of critical areas beyond those identified as requiring CASUP or FDP approvals and for review of construction plan consistency with applicable CASUP and FDP conditions are subject to review for consistency with SMC Chapter 20.80 through the applicable site development or ROW use permits for construction of the Project.

Staff recommends conditions reiterating requirements for applicable construction permits for critical area alteration and compliance with the conditions of the CASUPs and FDPs required for the Project including:

- CASUP No. PLN18-0086 and FDP No. PLN18-0131 for the proposed Wetland Mitigation Site at Ronald Bog Park,[84]
- CASUP No. PLN18-0114 for proposed Project impacts critical area and buffer impacts along McAleer Creek,[85]
- CASUP No. PLN19-0019 for the Project proposed alterations in a very high-risk landslide hazard area in the vicinity of NE 200th Street, and

[84] Exhibit 21, Ronald Bog CASUP PLN18-0131 Decision.
[85] Exhibit 22, McAleer Creek CASUP PLN18-0114 Decision and Response to Request for Clarification.

- FDP No. PLN18-0130 for the proposed Project work in the N 155th Street ROW within a regulatory floodplain, and

With approval of the 200th Street Geologic Hazard CASUP (PLN19-0019), and the floodplain development permit for Ronald Bog Pond (PLN18-0131), in addition to the approvals already granted for the Ronald Bog Park CASUP (PLN18-0086), McAleer Creek CASUP (PLN18-0114), and the floodplain development permit for Thornton Creek – NE 155th Street (PLN-0130), this decision criterion will be satisfied.

The City concludes that the Project, as conditioned and with approvals of the applicable land use and construction permits, is not in conflict with the standards of the critical areas regulations set forth in chapter 20.80 SMC.

B. LIGHT RAIL DECISION CRITERIA (SMC 20.30.330(C))

In addition to the general decision criteria in SMC 20.30.330(B), a Special Use Permit for a light rail transit system/facility located anywhere in the City may be granted only if the applicant demonstrates that the following standards are met:

1. **The proposed light rail transit system/facilities uses energy efficient and environmentally sustainable architecture and site design consistent with the City's guiding principles for light rail system/facilities and Sound Transit's design criteria manual used for all light rail transit facilities throughout the system and provides equitable features for all proposed light rail transit system/facilities.**

   Sound Transit Statement:

   Consistent with Sound Transit's commitment to environmentally sustainable construction and operation of its entire system, the Project will meet this decision criterion. The American Public Transportation Association awarded Sound Transit "Platinum" signatory status level for its commitment to sustainability, and Sound Transit continues to advance the agency's work by focusing its efforts in capital projects, including:

   - *Incorporating sustainability strategies into early planning processes.*
   - *Integrating sustainable design into major capital projects, as required in the Sound Transit DCM Chapter 30: Sustainability, checklist requirements (*[Exhibit 2]*, Attachment R).*
   - *Enhancing "best practices" for sustainable construction to address pollutants, greenhouse gas emissions, and protection of nearby ecologically significant areas.*

   Sound Transit maintains an internationally certified (ISO 14001) Environmental and Sustainability Management System to be accountable for controlling any environmental impacts, maintaining environmental compliance, and demonstrating improvements in performance.

   As a light rail facility that is part of the regional transit system, the Project is inherently a key component of providing a sustainable alternative to single occupancy vehicle travel in the City and the region. The Project will enhance

accessibility and connectivity between the City and regional destinations, including connecting residents of Shoreline with jobs, retail, and entertainment in other areas, while positively affecting greenhouse gas emissions and air quality.

Sound Transit ensures equitability of sustainable design across the entire LINK system. As a means to ensure this equal dispersion, the DCM Chapter 30 Sustainability Checklist provides minimum level requirements that must be met by each station/facility, irrespective of location, to ensure a sustainable design in similar fashion to United States Green Building Council Leadership in Energy and Environmental Design (LEED) prerequisites and LEED minimum program requirements.

All stations are built to the highest energy efficiency standards, are independently commissioned, provide significant alternative transportation access, rely on recycled and low-emitting materials, and incorporate LID management techniques as determined by the Western Washington requirements on LID. Regardless of a project's ability to pursue LEED Certification, these same design requirements are placed on all LINK projects that are governed by the Sound Transit DCM. As such, stations without conditioned occupiable space (which defines whether LEED certification is possible), have the same features as the LEED Certified Stations.

The proposed light rail stations have been designed to include all required sustainability practices pursuant to Sound Transit's DCM Chapter 30 ([Exhibit 2], *Attachment R) that are suitable in nature for transportation facilities. The Draft Sustainability Report and the Sustainability Checklist in the appendix of the report (*[Exhibit 2]*, Attachment Z) are patterned after the LEED rating system, with a targeted equivalent certification level of "Silver", which requires 50 points by LEED Standards. Key energy efficient and environmentally sustainable features of the Project are described below.*

<u>Energy Efficient Design Strategies</u>

Sound Transit DCM, Chapter 30 (Sustainability) requires that stations align to the City of Seattle Energy Code Amendments to the Washington State Energy Code. The Seattle Energy Code, one of the most progressive in the country, provides an average energy savings of 10% above LEED standards (LEED aligns to ASHRAE 90.1-2010). Additionally, current design of the Lynnwood Link stations has shown an anticipated energy cost savings in excess of 18%, as modeled by the design team. Through efficient building design strategies, occupancy sensors, daylight photocell sensors, and LED lighting, it is anticipated the energy use index of these stations will be significantly lower than national averages for transit facilities. Additionally, as a means to ensure these facilities operate as the design intended, Sound Transit will independently commission each station, and continuously monitor real-time energy usage through advanced energy metering software. Such strategies have shown significant savings over the life of the building.

In addition to the currently designed energy efficiency measures, the garages are designed to for future compatibility with up to a 50kW solar panel system along the south or west facades. External mounts, utilizing Unistrut or equivalent hangar system, would be used on garage facades to support panels, with conduits to manage electrical conveyance; mounts are not recommended to be installed until a photovoltaic system has been designed and chosen.

The garages are also designed to allow for future installation of electric vehicle charging stations. At a future point in time when/if electric vehicle charging is planned for installation at the garage, additional load calculations would be performed to determine power draw, dependent on type and level of chargers chosen. As current power draw for chargers (levels 1, 2, 3) varies significantly, it is recommended to be allocated at the time of future installation. Provisions for these future installations exceed the City's energy efficiency requirements but advance the energy efficient and environmentally sustainable design of the Project.

Architectural Features and Building Materials

Sustainable architectural and site-design features to be incorporated range from generous daylighting and weather protection to the use of extra insulation to reduce heating and cooling loads. Exterior roofing materials will have high solar reflective index values to reduce urban heat islands.

Building materials that pose significant environmental threats will be avoided. Adhesives, sealants, paints, and coatings used as part of station design will be low in VOC content. All insulation materials integrated into the work will not contain urea formaldehyde, asbestos, or halogenated flame retardants. In addition, expanded polystyrene, spray polyurethane foam, and polyisocyanurate will not be used. The exterior finishes will not contain zinc, galvanized material, lead, or copper where exposed to rainwater or water runoff, except where required for operational systems. All products, sealants, and their manufacturing processes shall be chlorofluorocarbon- and hydrochlorofluorocarbon-free.

Energy-efficient LED lighting throughout the stations and garages will reduce energy demand, and lighting is designed so that there are no upward facing lights to reduce night sky pollution, which may otherwise affect avian species and local neighbors.

As part of material procurement, Sound Transit requires that 25% of total materials include salvaged, renewable, recycled, and/or regionally sourced items, by cost, within the design.

Site Design

Bicycle facilities and carpool spaces encourage low-carbon commuting, and the use of durable materials will minimize painting and replacement over the life of the structures. The garage designs will incorporate 5% of stalls designated for carpools.

Proposed landscape plants will be native and/or adaptable to the region and supported by a temporary, water-efficient irrigation system that could be abandoned at a later date once plants are established. The irrigation design has been specified to target at a minimum a 50% reduction in potable water use when compared to industry standard systems. Permeable green space is maximized in the site design, and trees will be used for shading over impermeable areas.

As part of site preparation, Sound Transit promotes the salvage and deconstruction of existing buildings to be demolished, in addition to landscape materials, ensuring maximum reuse of appropriate materials within the greater community. Specific to the Lynnwood Link Extension Corridor, Sound Transit has held multiple plant and hardscape salvage events in 2017 and 2018, which included salvaged items such as shrubs, grasses, and pavers that would otherwise be demolished in the development of the Project.

Over the course of construction, Sound Transit also requires that a minimum 80% of total non-hazardous waste produced as a byproduct of construction be diverted from landfills. A number of materials are required to be reused, salvaged, or recycled, and 100% of the waste of these materials will be diverted from landfills. These materials include asphalt paving, asphalt roofing shingles, brick, cardboard, carpet, concrete, gypsum scrap (new construction only), metals, plastic sheet and film, and wood (unpainted and untreated).

Equitable Features

The Project, like all of Sound Transit's facilities, will also include a number of equitable features to make the facilities accessible to all riders. Universal design principles were included in the design of the Project, allowing access to the site by all people. In addition to facilitating access to high-capacity transit for riders coming from multiple modes of transport, the facilities within the Project will be compliant with the Americans with Disabilities Act (ADA) and designed to be convenient and accessible for all riders. Sound Transit's criterion for accessibility goes beyond code minimums by including multiple accessible public areas and public pathways, as opposed to just one designated route. For example, Sound Transit will provide safety devices to accommodate its visually impaired customers throughout the stations. Each station will use tactile wayfinding provisions to assist people with disabilities, who are blind, or who have vision impairments. These include platform edges with detectable warning surfaces that meet ADA Accessibility Guidelines, tactile paths to guide users through stations, and tactile train waiting areas identifying the location of the set of center-most doors of a two-car train based on the vehicles' stopping location. These provisions begin at ticketing and continue the length of the platform. Refer to Drawing Nos. N15-LSP100 through -109 ([Exhibit 1], *Attachment I, Landscape Hardscape, Book 2 of 2) for the Shoreline South/145th Station and Garage hardscape plans. (This narrative describes the final improvements proposed. The hardscape design for the Shoreline North/185th Station is not currently shown in the drawings.)*

The Project's consistency with the City's Guiding Principles for Light Rail Facility Design is discussed in further detail in Section 6.2 of this Application.

City Analysis:

This criterion is focused on an energy efficient and environmentally sustainable design. The City met extensively with Sound Transit to determine if the Project will satisfy this criterion. Staff concurs that the Project's consistency with Sound Transit's DCM Chapter 30 ([Exhibit 2], Attachment R) requirement result in the stations and garages being at Sound Transit's equivalent "Silver" rating applied

where there are no conditioned occupiable spaces patterned after the LEED system.

City analysis is based on City review of the SUP application materials and review comment discussions with Sound Transit. The City notes that these discussions revealed that seven (7) sustainability design elements (measures) in the Draft Sustainability Checklist[86] (Sustainability Checklist) and the Draft Sustainability Report[87] (Sustainability Report) did not meet this decision criterion and City priorities for sustainable building and site design. These measures are discussed below.

Some of these sustainability measures in the Sustainability Checklist (solar panels, small scale solar, electrical vehicle charging stations, car sharing programs) are described above as strategies that Sound Transit indicates in the Sustainability Report that it will implement or were added through a revision of the SUP Narrative. In cases where Sound Transit's response in the Sustainability Report conflicts with the response in the SUP Narrative to this decision criterion, the response listed in SUP Narrative is referenced as it is the most up-to-date document.

Staff analysis of the measures discussed and addressed through revision of the SUP application materials includes the following:

a) Solar/Photovoltaic Power – While installation of photovoltaic systems is outside the budget for the Project, the City and Sound Transit agreed that the garages could be designed to accommodate future installation of photovoltaic systems on the south and or west facades. Current net metering is allowed up to 100kW in Washington. However, the physical area needed for current solar panel technology takes more space than is available on the garage facades. Sound Transit is designing its garages for future compatibility with 50kW photovoltaic systems based on the available area for potential solar panel installation and current technology area requirements.

b) Small Scale Solar Equipment – The City agrees with Sound Transit's basis for not installing small scale solar equipment security and emergency related equipment like CCTVs.[88] The application of small scale solar to on-demand bike lockers appear to be a reasonable application of this technology as it meets Sound Transit's intent for using small scale solar and does not present safety conflicts.

c) Car Sharing Program - Sound Transit proposes in the Draft Sustainability Report[89] to accommodate car sharing programs at the Shoreline South/145th and Shoreline North/185th Stations. To accomplish this, Sound Transit proposes signage designating the car sharing parking spaces be installed before the garages are to open to the public. Sound Transit indicates that it will work with the City to determine the appropriate

[86] Exhibit 2, Attachment Z.1
[87] Exhibit 2, Attachment Z
[88] Exhibit 2, Attachment Z, p. 10.
[89] Exhibit 2, Attachment Z

percentage of parking stalls designated for car sharing services to accurately plan for their inclusion.

d) Electrical Vehicle Charging Stations – Due to the mismatch in Level 2 EV station charge times (a few hours) and typical commuter parking hours (8-12 hours) Sound Transit is reevaluating its policy on inclusion of EV Charging Stations at its park and ride garages. The City and Sound Transit agreed that designing the garaged for future compatibility with installation of EV Charging Stations met the intent of this criterion.

e) Water Reuse during Construction – Sound Transit confirmed that it will reuse non-potable water during construction where practicable depending on both the availability of water for recycling and whether treatment is needed and available for the proposed reuse.

f) Local Soil Reuse – Sound Transit's contracts with its General Contractors give the contract responsibility over the excavated soils. Additionally, the local soil may not meet fill soil specifications for the Project or other capital projects in the City. The City will work with Sound Transit and its contractors to determine where local soil reuse for the Project or nearby City projects might be practicable.

g) Sustainability Interpretative Signage – Sound Transit reevaluate this measure and agreed to include sustainability interpretive signage at the Shoreline stations to promote awareness of the sustainable design features, as requested by the City.

Provision of equitable features at both station sites under this criterion is specific to energy efficient and environmentally sustainable architecture and site design. Both stations sites will meet Sound Transit's "silver" equivalent through incorporation of almost all of the same features and design elements in the stations and garages. The primary difference between the two stations is the form of the buildings differs between the station sites presenting a different area of façade that would be suitable for solar panel installation.

Staff recommends conditions to address the sustainability measures included in the Project and understood by the City as necessary to demonstrate that this criterion is met.

The City concludes that the Project, as conditioned, satisfies this decision criterion.

2. The use will not result in, or will appropriately mitigate, adverse impacts on City infrastructure (e.g., roads, sidewalks, bike lanes) as confirmed by the performance of an access assessment report or similar assessment, to ensure that the City's transportation system (motorized and nonmotorized) will be adequate to safely support the light rail transit system/facility development proposed. If capacity or infrastructure must be increased to meet the decision criteria set forth in this subsection, then the applicant must identify a mitigation plan for funding or constructing its proportionate share of the improvements.

Sound Transit Statement:

As described in Section 3.2, Sound Transit has completed the substantive and procedural environmental review for the Project, which identified potential impacts

on City infrastructure, efforts taken to avoid impacts, and appropriate corresponding mitigation measures for unavoidable impacts. To ensure that the City's transportation system will be adequate to safely support the Project, Sound Transit will implement the mitigation measures established in the environmental review of the Project, including the impacts identified in the Lynnwood Link Extension FEIS and ROD. The City of Shoreline Station Area Access Assessment Report ([Exhibit 2], *Attachment N) provides details on existing and future conditions of the City's transportation infrastructure around the stations and identifies potential improvements to be provided by Sound Transit, the City, WSDOT, King County Metro Transit, and Community Transit. Pursuant to the Funding Agreement (discussed above in Section 3.3.3), Sound Transit and the City identified a list of potential station access enhancement projects to be designed and constructed by the City or Sound Transit as City projects that would be eligible for reimbursement funding by Sound Transit. The parties anticipate that these projects will result in enhanced access to both Shoreline stations. The Funding Agreement also allows for additional projects to be included, if both parties mutually agree that those projects meet the objective of the agreement. For more details, refer to the Multimodal Access Assessment and Mitigation Plan (*[Exhibit 2], *Attachment O).*

As described in Section 3.2, Sound Transit has completed the substantive and procedural environmental review for the Project, which identified potential impacts on City infrastructure, efforts taken to avoid impacts, and appropriate corresponding mitigation measures for unavoidable impacts. To ensure that the City's transportation system will be adequate to safely support the Project, Sound Transit will implement the mitigation measures established in the environmental review of the Project, including the impacts identified in the Lynnwood Link Extension FEIS and ROD. The City of Shoreline Station Area Access Assessment Report ([Exhibit 2]*, Attachment N) provides details on existing and future conditions of the City's transportation infrastructure around the stations and identifies potential improvements to be provided by Sound Transit, the City, WSDOT, King County Metro Transit, and Community Transit.*

Pursuant to the Funding Agreement (discussed above in Section 3.3.3), Sound Transit and the City identified a list of potential station access enhancement projects to be designed and constructed by the City or Sound Transit as City projects that would be eligible for reimbursement funding by Sound Transit. The parties anticipate that these projects will result in enhanced access to both Shoreline stations. The Funding Agreement also allows for additional projects to be included, if both parties mutually agree that these projects meet the objective of the agreement. For more details, refer to the Multimodal Access Assessment and Mitigation Plan ([Exhibit 2], *Attachment O).*

As outlined in the ROD, Sound Transit will work with the City to evaluate and, if necessary, implement "hide-and-ride" mitigation for both station areas. Sound Transit will inventory on-street parking around each station before and after the start of light rail revenue service and will then determine where appropriate mitigation measures will be needed in coordination with the City. Potential parking control measures include parking meters, restricted parking signage, passenger and truck load zones, and residential parking zone programs. Sound Transit will be responsible for the cost of the parking controls for 1 year after the light rail

extension begins operation. The City will be responsible for monitoring, enforcing, and maintaining the parking controls.

City Analysis:

This criterion seeks to ensure that the City's transportation system if adequate to support the Project and, that if it is not adequate, that Sound Transit must identify a mitigation plan for funding and constructing of its share of improvements to address the inadequacy. The City and Sound Transit worked together extensively during the Project design review process to clearly identify where City standards or the multimodal transportation impacts of the Project warranted construction of shared-use path, sidewalks, or paved road sections for non-motorized and emergency vehicle use only by Sound Transit as part of the Project. The package of frontage improvements, a frontage improvement code modification, and the requested deviations from the engineering standards agreed to by both Sound Transit and the City of Shoreline is documented in the Balance Sheet LOC.[90] Additionally, Table 1 in the *Multimodal Access Assessment and Mitigation Plan*[91] lists the City's prioritized access improvement projects for the Shoreline South/145th and Shoreline North/185th Stations beyond the immediate Project Corridor and outside of the scope of work proposed for the Project itself.

Sound Transit will satisfy all necessary multimodal access improvement mitigation for the Project's two stations within the City through a combination of the improvements identified in the Balance Sheet LOC and funding of the prioritized multimodal access improvements in accordance with the Funding Agreement.

Sound Transit will work with the City to evaluate and, if necessary, implement "hide-and-ride" mitigation for both station areas, as outlined in the FTA ROD Mitigation Commitment 3-F.[92] Sound Transit will study on-street parking around each station before and after the start of light rail revenue service and will then determine where appropriate mitigation measures will be needed in coordination with the City. The City and Sound Transit have come to agreement on an approach to determining the scope, geography, timing, and methods for assessing and mitigating potential hide-and-ride impacts around both stations. Staff recommends a condition that lays out the agreed upon approach and timing for parking mitigation planning and implementation.

The City concludes that the Project, as conditioned, appropriately mitigates impacts on the City's transportation infrastructure, including providing for a funding plan, so as to satisfy this criterion.

4. The applicant demonstrates that the design of the proposed light rail transit system/facility is generally consistent with the City's guiding principles for light rail system/facilities.

The Guiding Principles for Light Rail Facility Design ([Exhibit 10], adopted by City Council February 29, 2016) contains eight Guiding Principles for light rail facilities. The decision criteria applicable to the Project require general consistency with

[90] Exhibit 17, Street Ends and Balance Sheet Letter of Concurrence, dated March 15, 2019 and attached Exhibit updated April 10, 2019.
[91] See Attachment O in Exhibit 2
[92] Exhibit 7.

these Guiding Principles of SMC 20.30.330(C)(3). Sound Transit's and the City's analysis of the Project's consistency with each of these Guiding Principles is summarized in the following sections.

This section will first provide the introductory section of the Guiding Principles followed by the options, means, measures, or elements that can fulfill the Guiding Principle.

1. ***Multimodal – stations should be full-service transit hubs and provide great access and inviting and convenient connections for trains, buses, bikes, and pedestrians through options such as:***

   a. ***Ensuring that all modes of non-motorized users can easily access the stations from both sides of I-5 and NE 185th and 145th Streets.***

      Sound Transit Statement:

      Both stations include facilities to promote high-quality access and inviting and convenient connections between light rail and other modes of transportation including: bike racks, bike lockers, passenger drop-off loops, and multiple shared-use paths to each station. Site plans of each station and garage area are provided in Drawing Nos. N15-ASP100 and N17-ASP100 ([Exhibit 2]*, Attachment I, Architecture, Book 2 of 2). (This narrative describes the final improvements proposed. The plan set submitted has not yet been updated to show the final the Shoreline North/185th Station and Garage design.)*

      Access across I-5 for nonmotorized users to/from the Shoreline South/145th Station is provided via sidewalks on the existing NE 145th Street bridge and new sidewalks along the west side of 5th Avenue NE between the station and NE 145th Street. (This narrative describes the final improvements proposed. The plan set submitted has not yet been updated to show the planned removal of the ADA underpass beneath NE 145th Street at I-5 and connections to 5th Avenue.) Pedestrian crossings of 5th Avenue NE between NE 145th Street and NE 148th Street will be improved with installation of accessible curb ramps and new traffic signals at the I-5 northbound on-ramp and NE 148th Street intersections, and upgrades to accessible curb ramps and pedestrian signal equipment at the NE 145th Street intersection.

      Access across I-5 for nonmotorized users to/from the Shoreline North/185th Station is provided via sidewalks along the exiting NE 185th Street Bridge. The sidewalk on the north side of NE 185th Street provides a direct connection to the south station entrance. A new signalized intersection with pedestrian signals at NE 185th Street and 5th Avenue NE will provide improved access for those on the south side of NE 185th Street.

      Bicycle access provisions include a shared-use path on the west side of 5th Avenue NE and a buffered bike lane on the east side of 5th Avenue NE between NE 145th Street and the station, and bike lanes on both sides of 5th Avenue in the vicinity of 148th Avenue NE. Sidewalks and buffered bike lanes will be provided on both sides of NE 185th Street from 5th Avenue NE west of I-5 and 8th Avenue NE east of I-5. Nonmotorized access from both

sides of NE 145th Street and NE 185th Street will be provided to through crosswalks at signalized intersections.

Sound Transit will design and build a 14-foot wide shared-use path connection, generally following the guideway alignment, between the north entrance of the Shoreline South/145th Station to the intersection of NE 151st Street and 3rd Avenue NE, as shown on Drawing No. N16-CRP122. This path will connect into the frontage improvements being constructed along Sound Transit's TPSS and signal house site. This design will also meet street connection requirements in the Shoreline Engineering Development Manual Section 12.6 and is compatible with the City's future plans for a woonerf street in this area. Sound Transit has confirmed with the City that the design will accommodate this future improvement.

City Analysis:

The City concludes that the Project, has ensured that that all modes of non-motorized users can easily access the stations from both sides of I-5 and NE 185th and 145th Streets, and this guiding principle is satisfied.

b. Providing safe non-motorized access to and from the stations and garages, including consideration of a pedestrian/bicycle bridge connecting the 145th Station to the west side of I-5.

Sound Transit Statement:

Both stations and garages have been designed with multiple safe access points for pedestrians and bikes, providing access for nonmotorized users coming from each direction. Bike storage facilities have been located near the main station entries.

At the Shoreline South/145th Station, the South Station Entry and the North Station Entry are accessible for non-motorized patrons. The East Station Entry is accessible for cars, buses, and non-motorized patrons and will have signage, crosswalks, pedestrian paths, and a pick up/drop off loop to ensure nonmotorized users and vehicles are safely directed to appropriate access points.

At the Shoreline North/185th Station, both the North Station Entry and South Station Entry are accessible for cars, buses, and nonmotorized patrons, and are designed with the same safety features described for the Shoreline South/145th Station. Site plans of each station and garage are provided in Drawing Nos. N15-ASP100 and N17-ASP100 ([Exhibit 2], *Attachment I, Architecture, Book 2 of 2). See description of pedestrian and bicycle access in the response to Guiding Principle 1(a) for more detail.*

Since the City's guiding principles were approved in February 2016, the City will pursue a pedestrian/bicycle bridge (the 148th Street Nonmotorized Bridge) connecting the Shoreline South/145th Station to the west side of I-5 as a project separate from the Lynnwood Link Extension Project. Sound Transit and the City coordinated to ensure forward compatibility between the Project and the City's non-motorized trail and 148th Street

Nonmotorized Bridge. The bridge will require additional coordination when the design becomes available to confirm it is compatible with the Project.

City Analysis:

The City concludes that the Project, has provided safe non-motorized access to and from the stations and garages including consideration of the future 148th Street Nonmotorized Bridge that will connect the Shoreline South.145th Station to the west side of I-5, and this guiding principle is satisfied.

c. Balancing the need to maximize parking spaces with the desire to expand opportunities for emerging trends such as car- and bike-sharing programs.

Sound Transit Statement:

Both parking garages at each of the stations have approximately 500 parking stalls. The garages will include dedicated parking spaces for carpool parking and shared vehicle parking. Additionally, the number of drop-off spaces at each station has been increased from the three stalls indicated in the preliminary engineering design to four at the Shoreline South/145th Station, and five at the Shoreline North/185th Station in recognition of the increasing use of rideshare services. To further increase the use of car sharing, Sound Transit is also pursuing partnerships with carshare companies to serve riders' transportation needs getting to and from the station. The stations also include bike racks and bike lockers, conveniently located for bike commuters.

City Analysis:

The City finds that Sound Transit has balanced maximizing parking spaces at both stations with expanding opportunities for emerging trends such as car- and bike-sharing programs, except that more specificity is needed the provision of parking spaces for car-sharing programs.

Regarding provision of parking spaces for car sharing programs, there is an overlap between this guiding principle and Light Rail Decision Criterion No. 1 that addresses energy efficiency and sustainability. In response to Criterion No. 1, Sound Transit proposes accommodating car sharing programs at the Shoreline South/145th and Shoreline North/185th Stations and proposes signage designating the car sharing parking spaces be installed before the facility is to open (e.g. Project revenue service). Sound Transit indicated that it will work with the City to determine the appropriate percentage of parking stalls designated for car sharing services to accurately plan for their inclusion. The City recommends a condition that captures this commitment and is clear about how and when car sharing parking spaces are designated for both stations.

The City concludes that the Project, as conditioned, satisfies this guiding principle.

d. *Providing well-marked way-finding in the station areas, including pedestrian pathways*.

Sound Transit Statement:

Sound Transit's approach to signage and wayfinding, as described in the Sound Transit Customer Signage Manual ([Exhibit 2]*, Attachment M), has been to design a convenient, comprehensive program of static signage tailored to address customer information and assist in navigating a complex physical environment within the station area and to areas of interest beyond the station. Pedestrian pathways are located to provide safe, direct access to station entries, garage entries, bus stops, and connect to paths beyond station limits. Pathways are sized as shared-use, accommodating a variety of users while also connecting larger public gathering spaces. Signage plans are provided in Drawing Nos. N15-ANP100 through N15-ANP403 (Shoreline South/145th Station), NP15-ANP201 through NP15-ANP702 (145th Garage) in (*[Exhibit 2], *Attachment I, Book 2 of 2.) (This narrative describes the final improvements proposed. The plan set submitted has not yet been updated to show the final signage design for the Shoreline North/185th Station, but it will be similar to signage at Shoreline South/145th Station and will continue to be advanced in close coordination with the City.)*

Pursuant to the Funding Agreement, Sound Transit also agreed to provide the City with up to $2 million per station to pay for station access enhancement projects, and these funds could be used for wayfinding signage beyond the station areas.

Beyond signage, Sound Transit integrates wayfinding through facility design, art, materials, architectural surfaces, color, and graphics to assist persons of all abilities in finding their way and conveniently using Sound Transit services. Station signage, paving treatments, and landscaping designs will help guide patrons to the stations and entrances. Adjacent seat walls and site furnishings are provided to guide pedestrians and are kept clear of circulation routes. Urban design patterns will reinforce primary circulation patterns, plaza areas, and station entrances.

At the Shoreline South/145th Station, these patterns include swooping bands, reflecting the arching branches of the western red cedar tree, and are included in the paving patterns, reinforcing primary pedestrian circulation. At the Shoreline North/185th Station, curved benches, circular exposed aggregate surfaces and planting areas frame pathways and enhance paving patterns, highlighting pedestrian routes and open plaza spaces.

At the Shoreline North/185th Station, curved benches, circular exposed aggregate surfaces and planting areas frame pathways and enhance paving patterns, highlighting pedestrian routes and open plaza spaces. Site plans of each station and garage area are provided in Drawing Nos. N15-ASP100, N17-ASP100, and NP17-ASP100 ([Exhibit 2]*, Attachment I, Architecture, Book 2 of 2).*

City Analysis:

The City finds that this guiding principle is satisfied except regarding provision of wayfinding signage along pedestrian walkways and multi-use paths at both station sites. Drawing No. N15-ANP100[93] (the signage site plan for the Shoreline South/145th Station) shows the lack of wayfinding signage along the pedestrian walkways and multi-use paths that lead from 5th Avenue NE through the station site to the station, from the passenger pick-up and drop off area, and by the northwest entry to the station from the North City neighborhood.

The signage plan for the Shoreline North/185th Station has not been developed, but wayfinding signage along pedestrian walkways and multi-use paths that connect to public rights-of-way or entries to the station site needs to be provided. The City reviewed the architectural site plan[94] for the Shoreline North/185th Station to identify the pedestrian walkways, multi-use and share-use paths where wayfinding signage should be provided. A condition that requires that wayfinding directional signage be provided at both station sites along pedestrian walkways, multi-use and shared-use paths is recommended.

For both station sites, the City has identified pedestrian and bicycle paths where Type G[95] wayfinding directional signage should be provided to direct pedestrians to the station and cyclists to the station and bicycle facilities, as follows:

a) Shoreline South/145th Station: wayfinding directional signage shall be provided along the pedestrian/bicycle paths at the station site in the following locations:

- From the intersection of 5th Avenue NE and the northbound I-5 on ramp;
- For the path off 5th Avenue NE that is parallel to the north station boundary;
- From the path on the south side of the entry driveway that extends west along the north side of the parking garage, then south along the west side of the parking garage; and
- By the entrance to the station at the northwest corner of the station site.

b) Shoreline North/185th Station: wayfinding directional signage shall be provided along the pedestrian/bicycle paths at the station site in the following locations:

[93] See Exhibit 2, Attachment I, Architecture, Book 2 of 2

[94] Exhibit 2, Attachment I, Architecture, Book 2 of 2, Drawing No. N17-ASP100

[95] Sign Type G is identified as directional signage that guides both vehicles and pedestrians to destinations. The design and implementation of directional systems are often referred to as “wayfinding” (from highways, street and parking to amenities, platform and vehicles). See Exhibit 2, Attachment M, pgs. 1B-1 and 1B-3.

- From the public plaza at the northwest corner of the intersection of NE 185th Street and 8th Avenue NE heading west along the path's frontage on NE 185th Street;
- For the path off 8th Avenue NE heading west along the north side of the parking garage to the north plaza; and
- From the entry to the station site at NE 189th Street along the shared-use path to the north plaza.

Timing for when Sound Transit will submit the station wayfinding signage plans for both stations for review and approval by the City is needed. The City recommends that the station wayfinding signage plans for both stations be submitted for City review and approval under the required site development permits for each station site.

The City concludes that the Project, as conditioned, satisfies this guiding principle.

e. Streamlining transfers between transit modes to minimize the frequency and locations of bus turning movements.

Sound Transit Statement:

Both stations will include bus transit transfer and bus layover provisions as indicated by Sound Transit Regional Express, King County Metro, and Community Transit service plan updates that represent an increase in proposed service over the preliminary design of the Project. Bus transit facilities have been located with access off adjacent arterial streets: 5th Avenue NE for the Shoreline South/145th Station and NE 185th Street for the Shoreline North/185th Station.

Several design features have been included in the Project to streamline transfers between transit modes consistent with this criterion. For example, transit patrons transferring between bus and light rail transit modes will utilize bus bays located within the station site and in proximity to the light rail station access points, reducing walk distances that would otherwise be required if bus stops were located on adjacent streets. Layover provisions within the site facilitate bus routes that directly serve the station and transferring patrons, instead of requiring bus stops on adjacent streets.

f. Encouraging transit use through:

i. Convenient connections to Bus Rapid Transit and other transportation services.

Sound Transit Statement:

Transit use will be encouraged through convenient access to both stations and parking garages. The Shoreline South/145th Station includes four active bus bays and six layover bus bays, and the Shoreline North/185th Station includes four active bus bays and three layover bus bays, including provisions for future ST3 BRT service at the Shoreline South/145th Station and a proposed extension of Community Transit's Swift BRT service to the Shoreline North/185th Station. Site

plans of each station are provided in Drawing Nos. N15-ASP100 and N17-ASP100 ([Exhibit 2]*, Attachment I, Book 2 of 2).*

City Analysis:

The City concludes that the Project, encourages transit use by providing convenient access to the stations and garages, and this guiding principle is satisfied.

ii. Electronic, dynamic sigs with transit data; and

Sound Transit Statement:

Electronic variable message signs will be located in each of the entrances of the stations providing dynamic, real-time transit information. Locations of variable message signs are provided in SUP Drawing Nos. N15-ANP100 through ANP403 (Shoreline South/145th Station), in [Exhibit 2], *Attachment I, Book 2 of 2. (This narrative describes the final improvements proposed. The plan set submitted has not yet been updated to show the final signage design for the Shoreline North/185th Station, but it will be similar to signage at Shoreline South/145th Station and will continue to be advanced in close coordination with the City.)*

City Analysis:

Sound Transit has stated where it will provide electronic, dynamic signs for both stations. The City concludes that the Project satisfies this guiding principle.

iii. Availability of Orca cards for purchase at the stations.

Sound Transit Statement:

Each station will have ticket vending machines that sell ORCA cards in the entrances as illustrated in Drawing Nos. N15-APP201 and N17-APP201 ([Exhibit 2]*, Attachment I, Architecture, Book 2 of 2).*[96]

City Analysis:

Sound Transit has stated where it will provide ticket vending machines for both stations. The City concludes that the Project satisfies this guiding principle.

2. Neighborhood Character – stations should connect to the surrounding community to encourage and enhance vibrant place-making by such means as:

a. Providing gathering places, such as plazas, that could be used for a variety of functions within the station footprint.

Sound Transit Statement:

[96] Drawing Nos. N15-APP201 and N17-APP201 only show the location of ticket vending machines (TVM) by south plaza level entrances. Drawing No. N15-APP203 shows the TVM location by the north plaza level entrance for the Shoreline South/145th Station and Drawing Nos. N17-APP203 and APP301 show the TVM location at the north plaza level entrance and south station entrance off of NE 185th Street.

The stations will connect the surrounding community to essential public facilities with strong multimodal connections between light rail, bus transit, vehicular, and nonmotorized circulation. While the principal purpose of the stations is focused on meeting the needs of the operators and users of the facilities, open plaza and public gathering spaces within the station areas were incorporated into the design, as described below. These spaces could accommodate multiple uses that are complementary with transit and help the City encourage and enhance vibrant place-making.

The Shoreline South/145th Station, as shown in Drawing No. N15-ASP100 ([Exhibit 2]*, Attachment I, Architecture, Book 2 of 2), is designed to facilitate pedestrian access from the north, south, and east via walkways and open plaza areas. The nature of the site and circulation lend themselves to a sequence of vibrant public spaces spread throughout the site, which are ultimately connected to a long, linear plaza east of the station. At the southeast corner of the site just north of the I-5 on-ramp on the west side of 5th Avenue NE, pedestrians and bicyclists enter the site via a wide shared-use path. This path continues west toward the station and opens out into a plaza, where bicyclists will dismount, and pedestrians can continue to the station.*

The plaza continues east in front of the station, providing a continuous flow from the southeast corner of the site to the North Entry of the station with bicycle storage located under the elevated station platform. This provides convenient access for pedestrians and bicyclists arriving from the northeast corner of the site along 5th Avenue NE. In addition, the plaza serves as the primary location for bus pick-up and drop-off, providing access from the bus loop (including paratransit) into the North and South Entries of the station. A plaza space in the northwest corner of the site includes covered bicycle storage and accommodates a shared-use path entering the site from NE 149th Street.

An additional plaza at the Shoreline South/145th Station is located just north of the parking garage. This plaza will serve patrons parking in the garage and using the pick-up/drop-off area, who will then move south to join the pedestrians headed for the station from the southeast corner of the site. It includes multifunctional bollards, rather than curbs, to separate cars from pedestrians, with art, landscaping, and site design combined to support a flexible public gathering space that also functions as a station pick-up/drop-off area. The site can be closed to auto traffic and used for a variety of public gatherings and special functions (in which case pick-up/drop-off users would be temporarily directed to the garage). The pick-up/drop-off area will fully comply with City policies favoring more public gathering space within the station area as described in the City's Guiding Principles for Light Rail. Site plans of each station area are provided in Drawing Nos. N15-ASP100 and NP17-ASP100 ([Exhibit 2]*, Attachment I, Architecture, Book 2 of 2).*

The Shoreline North/185th Station has also been designed to facilitate a variety of access points from the community, allowing for movement, as well as gathering and waiting spaces, as shown in Drawing No. N17-ASP100 ([Exhibit 2]*, Attachment I, Architecture, Book 2 of 2[34]). Similar to*

the Shoreline South/145th Station, public spaces at the north and south ends of the station are connected to a linear public plaza that runs between the station and garage. From NE 185th Street, pedestrians and bicyclists can enter the site by sidewalks or new bike lanes, move north toward the station to dismount and store their bicycle in bicycle racks or lockers adjacent to the station or parking garage. The plaza adjacent to NE 185th Street acts as the "face" of the station with seating areas and landscape.

A long, linear plaza between the parking garage and station presents a visually appealing, engaging space while patrons wait for buses above, or from the adjacent platform to the west. This large space provides opportunities for gathering prior to, or after boarding. The south end is level with the middle level of the parking garage, providing direct access from the garage. Landscaping and enhanced paving is arranged to soften the edges of the garage and platform. Refer to Drawing Nos. N17-LPP240 through -242 ([Exhibit 2]*, Attachment I, Landscape, Book 2 of 2).*

Pedestrians and bicyclists can also enter the site from 8th Avenue NE, by a shared-use path that parallels 8th Avenue NE and turns west toward the north end of the parking garage. This path intersects a large, vibrant plaza accommodating bicycle storage, seating areas, and landscape. This path that continues north to NE 189th Street.

At the corner of NE 185th Street and 8th Avenue NE, an additional public place is provided for community gathering and welcomes patrons arriving from the east on NE 185th Street and the adjacent pick-up/drop-off area. The space includes an open plaza area, seating, and landscape to support a variety of uses.

City Analysis:

After it's determined where light rail facilities need to be located on the Shoreline South/145th Station and Shoreline North/185th Station sites there are oddly shaped areas that could be used as gathering places, but that present design challenges. Sound Transit has worked with the City in the design of these spaces to ensure that they are attractive, inviting and functional spaces, given these design challenges. However to ensure Sound Transit's commitment to design and construct the Shoreline South/145th Station site pick-up/drop off area by the north side of the parking garage (Exhibit 2, Attachment I, Book 2 of 2, Architecture, Drawing No. N15-ASP100 Architectural Site Plan) as a dual function space that can also serve as a flexible public gathering space, specificity is needed about the design details that need to be provided. A condition is recommended to require that the design of the dual function space at the Shoreline South/145th Station site includes multifunctional bollards and raised concrete benching rather than curbs to delineate the vehicular area and also to provide seating space.

The City concludes that the Project, as conditioned, satisfies this guiding principle.

b. Promoting excellent design that conveys a sense of place through pedestrian scale features, façade and sound wall treatments, and complementary lighting.

Sound Transit Statement:

The design and site for the Shoreline South/145th Station and Garage must address multiple modes of transportation, from pedestrians to buses and trains, as well as multiple scales, from small elements such as bus shelters up to a large parking structure and guideway. These various modes and scales can easily result in overwhelming visual complexity and disorientation for patrons. The design approach seeks to convey a sense of place by creating commonality and standardization between similar elements to simplify and streamline the visual environment so that unique, site-specific design elements can read more clearly. Garage and building facades, materials, and colors will be unique to the station.

At the Shoreline South/145th Station [Exhibit 28]*, a golden yellow color is being used as the signature or accent color for the station. This is the color of daylight and sunshine and serves to counteract the use of concrete in the construction of much of the light rail system. Patrons approaching the station will perceive the ticketing and information kiosks, which are designed to stand out against the backdrop, aiding in wayfinding to the north and south lobbies.*

The secondary or background color used on larger portions of the facade is a cool slate blue-grey, which will recede in the visual field and not compete with the signature color, while providing its complement. This color represents the evening, the winter, and the cool water of the Puget Sound. Likewise, the block façade of the ancillary buildings will be expressed in several grey tones, intermingling smooth and polished faces, to provide visual interest, while also not drawing attention away from the entry kiosks.

The parking garage façade features Sound Transit's standard pigmented sealer in Washington Grey, with metal panels on the ground floor and lobby levels in a similar tone, but in a metallic finish. The interplay of matte-finished concrete and reflective metal will create a similar effect to that on the ancillary building, enhancing its visual interest while not distracting from the station.

To enhance the parking garage design to fit with the neighborhood character, screening that is compatible with the overall design aesthetic of the station and garage will also be incorporated on the upper levels of the east and north sides. This screening will also serve to minimize light spillage to ensure compatibility with existing and future surrounding developments.

At the Shoreline North/185th Station and Garage [Exhibit 2, Attachment J]*, façade elements are a dark green in recognition of the forested nature of the City. The elements with this color are the elevator towers for both the station and garage. A brighter green is used to identify the primary stair at*

the garage and is used in the guardrails at the south entry plaza to tie the station and garage together.

For passenger wayfinding, a contrasting orange accent color is used to identify fare vending areas at the entries to the station. The same color is used along the underside of the platform canopy, which cues the rider as to which station they are arriving.

The back of house building facade is a darker, neutral material to provide a distinction between the public and private spaces. The garage will use a mixture of textured concrete and perforated metal panel screening.

To enhance the parking garage design to fit with the neighborhood character, screening that is compatible with the overall design aesthetic of the station and garage will also be incorporated on the upper levels of the east garage façade. This screening will also serve to minimize light spillage to ensure compatibility with existing and future surrounding developments.

Landscape, (N15-LPP220 through N15-LPP263, N15-LPD201 through N15-LPD202, N15-LPS201, N15-220 through N15- 263, and N15-LRS201) and hardscape (N15-LSP100 through N15-LSP109, and N15-LSD100 through N15-LSD103)[97] *will add to the sense of place through the use of natural motifs and plant materials as described below.*

The Shoreline South/145th Station will emphasize the western red cedar with sweeping metal inlayed bands and gradients of exposed aggregate. These urban design treatments will highlight primary circulation routes, as well as open plaza spaces. This includes a curbless plaza at the pick-up/drop-off area with additional seating elements for temporary events during non-peak hours. Site lighting is included to highlight pedestrian plazas, pathways, and underneath the guideway. Wall treatments for the retaining walls and noise walls will include form-liner patterns that are consistent along the exposed face of the WSDOT right-of-way (west facing walls), and on the interior, are unique to the Shoreline South/145th Station design. Plans of the Shoreline South/145th Station are provided in [Exhibit 2]*, Attachment I, Book 2 of 2.*

The Shoreline North/185th Station is also designed to facilitate multiple pedestrian-scale elements. Landscape (N17-LPP240 through N17-LPP242) and hardscape (N17-LSD106) will add to the sense of place through the use of natural motifs and plant materials as described below. Plans of the Shoreline North/185th Station are provided in [Exhibit 2]*, Attachment I, Book 2 of 2. The facades, plazas, and site circulation areas have been scaled to accommodate patron volumes while maintaining a pedestrian-level sense of detail and texture. The materials used on the*

[97] City Added Clarification: Landscape plans for the Shoreline North/185th Station and Garage can be found on Drawing Nos. N17-LPP240 through N17-LPP242 in in Book 2 of 2, Attachment I, Exhibit 2. (Drawing Nos. N17-LLP270 and N17-LPP271 which contain the landscape plan for a portion of the NE 185th Street frontage to the northwest corner of the intersection of NE 185th Street and 8th Avenue, continuing north along the 8th Avenue NE site frontage, and the plant schedule are not provided in this plan set). The hardscape plan is located on Drawing No. N17-LSD106.

station are inspired by the fabric of the surrounding community with an eye toward the future and the civic character of the new station area.

Site walls, low seating walls, trees and plantings will enhance the user experience. The urban design of the Shoreline North/185th Station will highlight the Douglas fir tree, with iconic seat walls resembling fir needles and swooping textured paving. The repeating seat walls and paving patterns will provide a unified design at the station and garage. Complementary site lighting is located to highlight key pedestrian intersections and provide wayfinding. Retaining wall and sound wall treatments will include form-liner patterns that are consistent along the exposed face of the WSDOT right-of-way (west facing walls), and on the interior, are unique to the Shoreline North/185th Station design.

City Analysis:

The City concurs that the Project has created a design that conveys a sense of place through pedestrian scale features, building façade treatments using different materials (concrete, masonry, metal screening, glazing), sound wall treatments (using decorative formliner patterns on concrete or masonry noise/retaining walls to provide visual interest and neighborhood compatibility), use of color and patterns in the design to provide visual interest and as wayfinding, provided complementary lighting, and established a theme for each station that is unique to the area in which the station is located. However, there are aspects of the Project design where clarity is needed to be more specific about where the design treatment is applied and what elements are required, requiring conditions to ensure that the Project can satisfy this guiding principle. The specific elements where conditions are needed, are as follows:

a) Perforated metal panel screening on both Shoreline South/145th and Shoreline North/185th Parking Garages: Sound Transit states that metal panel screening will be provided at both garages and proposes which facades will have the metal panel screening but does not indicated how much of the façade will have this screening. The City is requiring screening to address the aesthetics of the parking garages and ensure neighborhood compatibility. Below is a summary by station garage where Sound Transit proposes the screening and what needs to be provided in the Project.

   1. Shoreline South/145th Garage: Sound Transit proposes metal panels on the ground floor and lobby levels of the parking garage and indicates that metal panel screening that is compatible with the overall design aesthetic will also be incorporated on the upper levels of the east and north sides of the garage, where the screening will also serve to minimize light spillage to ensure compatibility with existing and future surrounding development. This parking garage is five stories tall and highly visible on its east façade fronting on 5th Avenue NE and on its north façade. A condition is recommended that would require perforated metal panel screening on approximately 50 percent of the upper level openings of the east and north facades, to improve the aesthetic design of

these facades that are visible from adjacent residential neighborhoods and to minimize light spillage from the garage.

2. Shoreline North/185th Garage: To enhance the parking garage design to fit with neighborhood character, Sound Transit proposes screening that is compatible with the overall design aesthetic of the station and garage be incorporated on the upper levels of the east side, where the screening will also serve to minimize light spillage to ensure compatibility with existing and future surrounding development. The east façade of the garage faces 8th Avenue NE and is highly visible. A condition is recommended to require full screening on the east façade of the garage to improve the aesthetic design of these facades that are visible from adjacent residential neighborhoods and to minimize light spillage from the garage.

Sound Transit has also requested a design departure from SMC 20.50.250(B)(8) Building Articulation – Materials to install metal siding or metal perforated screening extending as low as six inches above grade at the Shoreline South/145th and Shoreline North/185th Stations and Garages. The departure is applicable to the metal panels on the lower levels of both garages and a few of the buildings at both stations and also needs approval to meet this guiding principle.

b) Limiting Light Spillage from the Shoreline South/145th and Shoreline North/185th Parking Garages: The design of both parking garages are a combination of concrete panels and openings, where direct light from the parking garages, especially at night, can spill onto neighboring properties. The proposed perforated metal panel screening cannot totally address this issue, so the light fixtures in the garage need to be positioned to prevent direct light from entering neighboring properties and minimize light spillage from the garages, and lighting technology such as limiting the amount of time that the lights need to be on, needs to be employed. SMC 20.50.240(H)(2) Outdoor Lighting requires that all private fixtures shall be shielded to prevent direct light from entering neighboring properties. A condition is recommended to ensure that light spillage is minimized, this standard can be met, and this guiding principle can be satisfied.

c) Decorative Form-liner Treatment for Exposed Wall Faces of Noise/Retaining Walls: Sound Transit proposes wall treatments for the retaining walls and noise walls that will include form-liner patterns along the exposed face of the WSDOT right-of-way (west facing walls), and on the interior face that are unique to the Shoreline South/145th and Shoreline North/185th Stations. This is also applicable in the Project Corridor between the stations. Details of the form-liner pattern that is unique to Shoreline and plans that show the walls where the form-liner treatment is being applied were not provided with the SUP application. A condition is needed to

identify where the decorative form-liner shall be applied along the Project Corridor and for both Stations to enhance the visual appearance of the exposed wall faces and neighborhood compatibility.

d) Masonry Noise/Screening Walls Around TPSS Sites: Sound Transit requested a code modification (Code Modification No. 2, in Section C Code Modification (SMC 20.30.438(d) of this staff report) in order to provide a screening wall around the perimeter of its two TPSS sites in lieu of providing Type I or Type II landscaping per SMC 20.50.490(A) and SMC 20.50.490(C). The proposed masonry noise/screening walls are tall, over ten feet high, and needs to provide visual interest to neighboring properties and neighborhood compatibility. A condition is needed to require a decorative pattern (color, texture, or form-liner) on the masonry noise/screening walls around the perimeter of the TPSS sites to provide visual interest for neighboring properties, and when Sound Transit shall submit the final design of these walls for City review and approval.

The City concurs with Sound Transit's analysis and concludes that the Project, as conditioned, with approval of the requested code modification and design departure for the Project will satisfy this guiding principle.

c. Providing common design elements between both Shoreline stations.

Sound Transit Statement:

The landscape design elements for both stations portray a common, cohesive natural character between the two Shoreline stations, while allowing some differentiations in specific plant palette and accent planting at each station. Planted buffers around the perimeters of the stations will include native varieties of trees, shrubs, and groundcover. This includes the native western red cedar and Douglas fir trees, which represent the character of the plants of Shoreline. These buffers provide a consistent character and transition to existing buffers, and corridor planting along the guideway within WSDOT right-of-way.

Paving materials will provide further commonalities between the two Shoreline stations, with accent areas remaining distinct to reinforce the station entrances and plaza spaces. This includes scored concrete in simple geometric patterns that transition seamlessly to the public sidewalks at both stations. Light fixtures, signage, ticket vending machines, and bicycle racks and bike lockers are other elements that will be common between the two stations. Additionally, while the stations use a different platform configuration, the canopy appearance between the stations will be similar, using similar materials and form.

City Analysis:

The City concurs that the Project has provided common design elements such as bicycle facilities, ticket vending machines, benches, light fixtures, and signage between both Shoreline stations. Landscaping contains some common plant materials (primarily native plants) and some specific plant

palettes that help to establish the unique character and sense of place for each station. The hardscaping for both stations uses similar materials that are applied in different ways (patterns and colors) and there are also seating features (needle benches, seat walls) that are part of the landscape design that also unique to each station. Overall, the design of the Project struck a balance between making all the design elements common to both stations and providing design elements that are unique to each station and help to establish the unique character for the station and achieve neighborhood compatibility.

The City concludes that the Project satisfies this guiding principle.

d. Providing landscaping that reflects Shoreline's commitment to green space and sustainability.

Sound Transit Statement:

The landscape design includes ample green space and shows a commitment to sustainability by using local native and/or drought-tolerant plant materials, reinforcing the natural form, structure, and character of the overall planting design. Permeable green space is maximized in the site design and used to reinforce circulation and wayfinding through the site. Landscape buffers, per the city's code are provided around the stations and garages to provide a vegetative screen, with large native trees. The landscaping is designed to balance CPTED safety components with the desired green space.

Sustainability is enhanced through drought-tolerant planting, and a low-water use irrigation system with a rain sensor and connections to a central control system for real-time monitoring for increased efficiency. Stormwater is diverted to landscaped areas or bioretention facilities where feasible, to reduce the amount of infrastructure required for treatment and storage. Underground Soil Cells are included to provide additional soil volume to large canopy trees. Maintenance and care of landscaping will employ the principles of Integrated Pest Management with the intent of limiting pesticide and herbicide use through healthy landscape practices.

City Analysis:

The City concurs that the landscaping provided for the Project and landscaping practices used provide landscaping that reflects Shoreline's commitment to green space and sustainably. The proposed landscaping consists mainly of native and/or drought-tolerant plans materials and the landscaping is used to reinforce circulation and wayfinding throughout the station sites. Art is also incorporated with the landscaping design at the Shoreline South/145th Station that addresses movement of stormwater from the parking garage to be diverted into landscaped areas. Using a low-water use irrigation system with rain sensors and real-time monitoring coupled with an Integrated Pest Management plan represent sustainable practices. Within the landscape design, green and hardscape landscaping is provided where people have easy access to it and can participate in relaxing activities. For example, at the Shoreline South/145th Station, the passenger pick-up/drop off area is designed to also accommodate events

when the area is not being used, with a central island that can be used as a stage, and where people have numerous places to sit. The Shoreline North/185th Station also has a public plaza at the northwest corner of the NE 185th Street and 8th Avenue NE intersection with landscaping in berms, seating areas (needle benches), a large, signature specimen tree and a paved area where events could be held.

The City concludes that the Project has provided landscaping that reflects Shoreline's commitment to green space and sustainability and satisfies this guiding principle.

e. Consider making use of areas under powerlines or trackways where feasible, including a potential trail connecting both stations (ex. City-managed public open spaces and/or trails).

Sound Transit's Statement:

Sound Transit will partner with the City to identify potential opportunities for the City's future Trail Along the Rail Project alignment to the extent practical, prudent, and feasible. Potential public open space opportunities include making available, by agreement, those parcels of unused land acquired by Sound Transit for the Project that remain available after all the required elements of the Project have been accommodated, including the guideway and associated structure and retaining walls, stations, ancillary buildings (e.g., TPSS and signal bungalows), stormwater management facilities, utilities, noise walls, fences, right-of-way improvements, other elements necessary for or required by the Project, and maintenance and access to these elements, as needed, in a way that is efficient and beneficial to the Project or Sound Transit surplus property policies.

City Analysis:

The City concurs that Sound Transit has coordinated with the City in identifying potential opportunities for the future Trail Along the Rail project alignment including making adjustments in the design of the Project, but additional coordination is needed and a condition is needed that describes Sound Transit's commitments regarding multi-modal frontage improvements in locations cooperatively identified by the City and Sound Transit, and that Sound Transit shall grade and stabilize areas where it is not constructing multi-modal frontage improvements as part of the Project in a manner that is future compatible and will not preclude the City's future Trail Along the Rail project. There are also one code modification and three engineering deviations associated with the multi-modal frontage improvements that are needed to facilitate these cooperatively identified non-standard frontage improvements.

The City concludes that the Project, as conditioned, with approval of the requested code modification and engineering deviations will satisfy this guiding principle.

3. Sustainability – all Sound Transit development should consider sustainable and climate friendly practices such as:

a. Incorporating energy-efficient and "green building" features, including Low Impact Development techniques for storm water management.

City staff notes that this Sustainability Guiding Principle overlaps with Light Rail Decision Criterion No. 1 and Sound Transit provided the same response in the application narrative. See pp. 53-55 of this staff report for additional analysis for this guiding principle.

Sound Transit Statement:

Consistent with Sound Transit's commitment to environmentally sustainable construction and operation of its entire system, the Project will meet this decision criterion. The American Public Transportation Association awarded Sound Transit "Platinum" signatory status level for its commitment to sustainability, and Sound Transit continues to advance the agency's work by focusing its efforts in capital projects, including:

- *Incorporating sustainability strategies into early planning processes.*
- *Integrating sustainable design into major capital projects, as required in the Sound Transit DCM Chapter 30: Sustainability, checklist requirements (Attachment R).*
- *Enhancing "best practices" for sustainable construction to address pollutants, greenhouse gas emissions, and protection of nearby ecologically significant areas.*

Sound Transit maintains an internationally certified (ISO 14001) Environmental and Sustainability Management System to be accountable for controlling any environmental impacts, maintaining environmental compliance, and demonstrating improvements in performance.

As a light rail facility that is part of the regional transit system, the Project is inherently a key component of providing a sustainable alternative to single occupancy vehicle travel in the City and the region. The Project will enhance accessibility and connectivity between the City and regional destinations, including connecting residents of Shoreline with jobs, retail, and entertainment in other areas, while positively impacting greenhouse gas emissions and air quality.

Sound Transit ensures equitability of sustainable design across the entire LINK system. As a means to ensure this equal dispersion, the DCM Chapter 30 Sustainability Checklist provides minimum level requirements that must be met by each station/facility, irrespective of location, to ensure a sustainable design in similar fashion to LEED prerequisites and LEED minimum program requirements. All stations are built to the highest energy efficiency standards, are independently commissioned, provide significant alternative transportation access, rely on recycled and low-emitting materials, and incorporate LID management techniques as determined by the Western Washington requirements on LID. Regardless of a project's ability to pursue LEED Certification, these same design requirements are placed on all Link projects that are governed by the Sound Transit DCM. As such, stations without conditioned occupiable space (which defines whether LEED certification is possible), have the same features as the LEED Certified Stations.

The proposed light rail stations have been designed to include all required sustainability practices pursuant to Sound Transit's DCM Chapter 30 (Attachment R) that are suitable in nature for transportation facilities. The Draft Sustainability Report and the Sustainability Checklist in the appendix of the report (Attachment Z) are patterned after the LEED rating system, with a targeted equivalent certification level of "Silver", which requires 50 points by LEED Standards. Key energy efficient and environmentally sustainable features of the Project are described below:

Energy Efficient Strategies and "Green Building" Features

Sound Transit DCM, Chapter 30 (Sustainability) requires that stations align to the City of Seattle Energy Code Amendments to the Washington State Energy Code. The Seattle Energy Code, one of the most progressive in the country, provides an average energy savings of 10% above LEED standards (LEED aligns to ASHRAE 90.1-2010). Through efficient building design strategies, occupancy sensors, daylight photocell sensors, and LED lighting, it is anticipated the energy use index of these stations will be significantly lower than national averages for transit facilities.

Additionally, as a means to ensure these facilities operate as the design intended, Sound Transit will independently commission each station, and continuously monitor real-time energy usage through advanced energy metering software. Such strategies have shown significant savings over the life of the building.

In addition to the currently designed energy efficiency measures, the garages are designed for future compatibility with up to a 50kW solar panel system along the south or west facades. External mounts, utilizing Unistrut or equivalent hangar system, would be used on garage facades to support panels, with conduits to manage electrical conveyance; mounts are not recommended to be installed until a photovoltaic system has been designed and chosen.

The garages are also designed to allow for future installation of electric vehicle charging stations. At a future point in time when/if electric vehicle charging is planned for installation at the garage, additional load calculations would be performed to determine power draw, dependent on type and level of chargers chosen. As current power draw for chargers (levels 1, 2, 3) varies significantly, it is recommended to be allocated at the time of future installation. Provisions for these future installations exceed the City's energy efficiency requirements but advance the energy efficient and environmentally sustainable design of the Project.

Sustainable architectural and site-design features to be incorporated range from generous daylighting and weather protection to the use of extra insulation to reduce heating and cooling loads. Exterior roofing materials will have high solar reflective index values to reduce urban heat islands.

Building materials that pose significant environmental threats are avoided. Adhesives, sealants, paints and coatings used as part of station design will be low VOC. All insulation materials integrated into the work will not contain

urea formaldehyde, asbestos, nor halogenated flame retardants. In addition, expanded polystyrene, spray polyurethane foam, and polyisocyanurate will not be used. The exterior finishes will not contain zinc, galvanizing, lead, or copper where exposed to rainwater or water runoff, except where required for operational systems. All products, sealants, and their manufacturing processes shall be chlorofluorocarbon- and hydrochlorofluorocarbon-free.

Energy-efficient LED lighting throughout the stations and garages will reduce energy demand, and lighting is designed so that there are no upward facing light in order to reduce night sky pollution which may otherwise affect avian species and local neighbors.

As part of material procurement, Sound Transit requires that 25% of total materials include salvaged, renewable, recycled, and/or regionally sourced items, by cost, within the design.

To reduce energy consumption by vehicles during construction, idling will be reduced, and no idle zones shall be instituted. Contractor equipment shall meet the following emissions standards set by the Environmental Protection Agency (EPA):

- *Tier 2 emissions standards and above for off-road equipment*
- *Tier 3 and above for 75% of all equipment*
- *2007 and newer models for all on-road vehicles and equipment.*

Subcontractor equipment must meet EPA Tier 2 standards and above for off-road equipment and must be 2007 and newer models for on-road vehicles and equipment, with some exceptions for Small and Disadvantaged Business Enterprise subcontractors and low-usage equipment.

<u>Site Design</u>
Bicycle facilities and carpool spaces encourage low-carbon commuting, and the use of durable materials will minimize painting and replacement over the life of the structures. The garage designs will incorporate 5% of stalls designated for carpools.

Proposed landscape plants will be native and/or adaptable to the region and supported by a temporary, water-efficient irrigation system that could be abandoned at a later date once plants are established. The irrigation design has been specified to target at a minimum a 50% reduction in potable water use when compared to industry standard systems. Permeable green space is maximized in the site design, and trees will be used for shading over impermeable areas.

As part of site preparation, Sound Transit promotes the salvage and deconstruction of existing buildings to be demolished, in addition to landscape materials, ensuring maximum reuse of appropriate materials within the greater community. Specific to the Lynnwood Link Extension Corridor, Sound Transit has held multiple plant and hardscape salvage events in 2017 and 2018, which included salvaged items such as shrubs,

grasses, and pavers that would otherwise be demolished in the development of the Project.

Over the course of construction, Sound Transit also requires that a minimum 80% of total non-hazardous waste produced as a byproduct of construction be diverted from landfills. A number of materials are required to be reused, salvaged, or recycled, and 100% of the waste of these materials will be diverted from landfills. These materials include asphalt paving, asphalt roofing shingles, brick, cardboard, carpet, concrete, gypsum scrap (new construction only), metals, plastic sheet and film, and wood (unpainted and untreated).

Stormwater Management Facilities

The design of stormwater management facilities follows general guidance provided in Sound Transit's DCM Chapter 6.4 related to sustainability and meets the requirements of the 2014 Department of Ecology Stormwater Management Manual for Western Washington, which is adopted by reference in SMC 13.10.200 as the City's stormwater standards.

Two major aspects of sustainability, flow control and water quality treatment, are integral to the stormwater management design of the Project. Several stormwater management facilities are proposed throughout the Project alignment to meet the requirements of onsite stormwater management, runoff treatment, and flow control, and to meet the intent of sustainable design. The design aims to keep runoff from pollution generating surfaces and non-pollution generating surfaces separate to maximum extent possible.

Sound Transit-owned and operated facilities will mitigate runoff from the guideway, stations, and TPSS sites. Five separate flow-control facilities for non-pollution-generating surfaces and separate water-quality facilities for pollution-generating surfaces are proposed. The runoff from the guideway will not require treatment because it is not considered to be a pollution-generating surface under applicable stormwater requirements. Additional facilities are provided to meet requirements for runoff within City right-of-way.

Street improvements associated with the stations and the guideway will have flow control and water quality treatment facilities provided at the site of the improvements, as applicable based on jurisdictional standards. Currently the 185th and 145th station redesign is under development, and the design will evaluate the inclusion of LID facilities to the extent feasible, as determined by geotechnical analysis.

Facilities at the Stations, included in the current conceptual design for the Project, will combine drainage with Sound Transit guideway facilities to promote sustainability by minimizing the amount of land required and by abating impacts on utilities, existing vegetation, and the need for topsoil replacement.

Onsite stormwater compliance was reviewed along the entire project corridor. LID measures, such as porous pavements in parking and pedestrian areas, were evaluated for implementation dependent on where the soils and groundwater table could meet LID requirements. Based on geotechnical investigation findings and infiltration testing, there are no locations identified that are feasible for infiltration within the City, eliminating implementation of potential LID strategies.

Onsite Stormwater compliance will consist of soil amendments to meet the Post-Construction Soil Quality and Depth requirements in the Department of Ecology Stormwater Manual and sheet flow dispersion for the multiuse path where feasible. While some bioretention facilities are proposed, they do not have the ability to infiltrate which means they do not meet the requirements in the Department of Ecology Stormwater Manual for onsite stormwater.

Updated drainage plans and a drainage memorandum will be provided with the next design milestone in December 2018. This memorandum will include a detailed review of feasibility criteria for the previously described stormwater plan.

Construction contract documents for the Project will include restrictions to manage the impacts of construction, including the requirement for the contractor to prepare and submit for approval a Stormwater Pollution Prevention Plan.

City Analysis:

This sustainability guiding principle regarding incorporating energy-efficient and "green building" features including LID techniques for storm water management is substantially the same as Light Rail Decision Criterion C(1) that requires that: "the proposed light rail transit system/facilities uses energy efficient and environmentally sustainable architecture and site design consistent with the City's guiding principles for light rail system/facilities and Sound Transit's design criteria manual for all light rail transit facilities throughout the system and provides equitable features for all proposed light rail transit system/facilities", except it does not include provision of equitable features.

In its response to Light Rail Decision Criterion C(1), the City concurred that the Project uses environmentally sustainable architecture and site design consistent with the guiding principles and Sound Transit's design criterial manual, except for these sustainability measures: future solar panel systems at both garages, small-scale solar equipment for both stations, designation of car sharing program spaces, design structures and electrical systems at both garages to allow future installation of electrical vehicle charging stations, using recycled or non-potable water in the construction of the Project, reusing soil excavated from the Project area, and provision of sustainability interpretative signage at both stations.

The City concluded that the Project, as conditioned, satisfies Light Rail Decision Criterion C (1) and also concludes that satisfying Light Rail Decision Criterion C(1) will satisfy this guiding principle.

b. Restoring impacted streams, wetlands, and other critical areas and associated buffers.

Sound Transit Statement:

Construction of the Project is expected to temporarily impact wetlands, wetlands buffers, stream buffers, landslide hazard areas, and flood hazard areas. After construction, Sound Transit proposes to restore temporarily impacted critical areas to preconstruction conditions or better.

Restoration of wetlands, wetland buffers, and stream buffers after construction will include 1) removal of temporary fill, 2) restoring grades to pre-construction conditions, 3) lofting or loosening soils and adding soil amendments where necessary, and 4) replanting with native plant species unless otherwise provided by WSDOT standards for areas within the I-5 right-of-way. Many wetlands and buffers being impacted are currently dominated by invasive species, including Himalayan blackberry and reed canary grass. Replacing these invasive monocultures with native vegetation communities will increase the wetland and buffer functions as a result of restoration.

The Project will require clearing and other construction in moderate to high risk and very high risk landslide areas. Some of these slopes will be removed to accommodate the Project. Where they remain, these areas will be restored after construction by replanting with native plant species unless otherwise prohibited by WSDOT. In areas where the existing slope cannot be retained undisturbed with native vegetation, Sound Transit is using retaining walls or other design methods to maintain the natural slope.

Flood hazard areas temporarily impacted will be restored to existing grades or, in the case of the Ronald Bog pond floodplain, to a lower grade in order to reestablish wetlands. Lowering the grade of the Ronald Bog pond floodplain adjacent to the pond will provide an increase in flood storage capacity.

City Analysis:

The City concurs with Sound Transit analysis of the critical area alterations and mitigations proposed, except regarding the permit requirements for alteration of geologic hazard areas. The City obtained third party review of the Shoreline Critical Areas Report and Addendum for the Project and identified the need for an additional CASUP. In addition to the two CASUP and the two Floodplain Development Permit (FDP) applications identified by Sound Transit, a CASUP is required for alteration proposed to a Very High Risk Landslide Area, in the vicinity of NE 200th Street and east of the northbound I-5 onramp at the interchange with SR 104 (NE 205th Street), that does not meet the Factor of Safety specified in SMC 20.80.224(F)(1) Design Criteria for Alteration of Very High Risk Landslide Areas. See the City Analysis for Decision Criterion No. 1 (Section II, A of this report) for a more detailed analysis of the Project

consistency with the critical areas regulations and related restoration of critical areas proposed as mitigation for Project impacts.

c. Providing information about the functions and values of adjacent critical areas through interpretive signage or other means.

Sound Transit Statement:

Critical areas near the Project are predominantly within or adjacent to WSDOT right-of-way and are not accessible to the public. However, Sound Transit proposes to install three interpretive signs at strategic locations at the edge of the Ronald Bog Wetland Mitigation Site. It is anticipated that the interpretive signs will include information on the functions and values of the wetland ecosystem, as well as information pertaining to the history of the site, which historically was a peat bog.

City Analysis:

The City concurs with Sound Transit that installation of three interpretative signs at strategic locations at the edge of the Ronald Bog Park Wetland Mitigation Site will provide information about the functions and values of this critical area, and this guiding principle will be satisfied.

d. Preserving significant trees when possible*.*

Sound Transit Statement:

A draft Tree Removal and Mitigation Report ([Exhibit 2], *Attachment V) has been prepared to provide detailed information on potential impacts on trees associated with the Project. A final version of this report will be developed as the design progresses. An updated Project-wide Tree Inventory was completed as part of the In-Progress 90% Design Development Submittal, and is also included in* [Exhibit 2], *Attachment V.*

Approximately 497 significant trees will be removed within the City when the Project is constructed. City regulations require replacement plantings totaling 1,295 trees. Sound Transit will plant sufficient numbers of trees to meet these requirements within the City limits. Additional trees beyond the minimum required may be planted to help meet replacement requirements for the overall Lynnwood Link Extension Project, and to provide screening of the guideway and other Project elements. Strategies for protecting and retaining other mature trees that surround the light rail line rely on planning for and enforcing the installation of robust tree protection measures during construction, as well as the use of sensitive construction methods. For example, Sound Transit is assessing the feasibility of including a mechanically stabilized earth wall foundation in the grading design in order to preserve two Douglas fir trees at the Shoreline South/145th Station.

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 light rail line, while reducing risks to the safe operation of the light rail system.

City Analysis:
Both City and WSDOT staff worked closely with Sound Transit during the design review process to reduce the Project impacts to significant trees. Staff is satisfied that the proposed Project is preserving significant trees throughout the Project Corridor given the VCZ and other project construction and operation limitations.

4. Public Safety – the facilities should be safe, welcoming areas for people of all ages at all times through measures such as:

a. Limiting locations where vehicles, including buses, may cross dedicated pedestrian routes.

Sound Transit Statement:
In order to create a safe and welcoming environment for pedestrians, the layout of each station, as illustrated in Drawing Nos. N15-ASP100 and N17-ASP100 ([Exhibit 2]*, Attachment I, Architecture, Book 2 of 2), was specifically designed to minimize pedestrian/vehicular interaction. Patrons can access the station entrances from the bus stops and passenger drop-off areas without crossing vehicular traffic.*

At the Shoreline South/145th Station, both transit and general-purpose vehicles enter the site at the same location, NE 148th Street, minimizing pedestrian crossings along 5th Avenue NE. Pedestrians approaching the station from the north and south can enter the site without crossing the vehicular entrance. The one roadway pedestrian crossing within the site, across the garage entrance road, is located to provide adequate space for vehicles to see pedestrians and stop.

At the Shoreline North/185th Station, pedestrian access from the parking garage to the station is free of pedestrian/vehicular crossings. Signalized pedestrian crosswalks are provided at the transit-only access on NE 185th Street. Patrons accessing the station from the drop-off loop can get to the station entrances with a single crossing either at the signalized intersection of 5th Avenue NE and NE 185th Street where bus traffic enters the transit loop or where vehicle traffic enters the garage off 8th Avenue NE.

Patrons arriving by King County Metro Transit buses will be dropped off on a center island in the transit plaza and will then walk to the station via well-marked crosswalks that only cross slow speed bus traffic within the transit loop. The higher volume Community Transit Swift bus platforms are placed so that bus transit patrons accessing the Swift platforms will not cross the transit loop. All bus patrons will access the station either by the dedicated pedestrian bridge on the north end of the station, or via the pedestrian path on the south end of the station without crossing additional vehicle traffic.

City Analysis:
At the Shoreline South/145th Station, there is one on-site place where pedestrians would need to cross the entrance to the garage if accessing the station from the south side of the entry driveway off the public shared-use sidewalk on the west side of 5th Avenue NE. Through pedestrians traveling

south or north on the shared-use sidewalk on the west side of 5th Avenue NE would also have to cross the entry driveway at NE 148th Street.

Pedestrian access from the Shoreline North/185th Garage to the station on the station site is mainly free of pedestrian/vehicular crossings. Signalized pedestrian crosswalks are provided at the transit-only access road on NE 185th Street. Pedestrians accessing the station entries from the passenger drop-off loop can either walk to the south entry along the sidewalk on NE 185th Street and cross the transit access road or walk through the garage from the southeast corner of the garage west. Through pedestrians walking on the west side of 8th Avenue NE and the north side of NE 185th Street, would have to cross the two driveways for the passenger pick-up/drop off loop and the transit road entry.

The City concludes that Sound Transit has limited locations where vehicles including buses may cross dedicated pedestrian routes, at both the Shoreline South/145th and Shoreline North/185th Station sites, to the extent practicable given the site configurations for both stations, and this guiding principle is satisfied.

b. Integration of Crime Prevention Through Environmental Design (CPTED) at all facilities*.*

Sound Transit's Statement:

Implementation of CPTED has been ongoing in the design development of the station and garages. The Project design includes lighting, elimination of alcoves and hidden/dark spaces, transparent screening and glazing, and ensuring clear sightlines around station areas. In addition, the design seeks balance between providing ample landscape buffers with CPTED design by including low-growing plant material in specified areas to maintain clear sight lines of pedestrian spaces and circulation routes. Sound Transit will comply with FTA guidance for security design, according to the FTA Transit Security Design Considerations, Final Report November 2004.

City Analysis:

Throughout the design of the Project, Sound Transit has incorporated CPTED design and has adjusted the design to address areas where there may be security or safety issues, to ensure that the Shoreline South/145th and Shoreline North/185th Station sites and along the Corridor (where light rail facilities are located) are secure and safe for all users.

The City concludes that the Project, has integrated CPTED into the design of the light rail facilities/system, and this guiding principle is satisfied.

c. Security cameras (monitored) and emergency call-boxes.

Sound Transit's Statement:

Several security and emergency features will be present throughout each station and garage. Closed circuit television cameras will be located at the station lobbies, platform canopies, plazas, bicycle storage areas, and in the parking garage's public areas: parking areas, vehicle and pedestrian entries

and exits to the site, and the structure and garage perimeter. An Emergency Telephone System, as required by National Fire Protection Association 130 and the DCM, will be located at each end of station platforms, in rooms housing the uninterruptible power supply, communications, sprinkler valve, elevator machine, and fire control, and in the parking garages. Passenger Emergency Telephones at both stations will be located at fare vending areas, bicycle storage areas, within 5 feet of exit stairs at each level, at each elevator lobby and in elevator cars, and within 300 feet of any location in the public areas of the station.

City Analysis:

The City concurs with Sound Transit's statement regarding the provision of security cameras (monitored) and emergency call boxes. The City has recommended conditions that address security equipment, emergency equipment, and fire protection that are in III. Department Recommendations, D. Public Facilities and Services in this staff report.

The City concludes that the Project, as conditioned will satisfy this guiding principle.

d. Station designs that are as open as possible with maximum use of transparent panels.

Sound Transit's Statement:

The design of each station and garage maximizes open design with the use of glass and transparency at entrances, elevators, platform level windscreens, and other areas. At the Shoreline South/145th Station, the stair/escalator enclosure below the platform uses a perforated panel enclosure that allows visibility into the stair escalator. Above the platform, the windscreens around the stair/escalator are glass. The station entrances are open to the east, facilitating clear sight lines into the entry areas. A linear open plaza extends between the north and south station entrances. At the Shoreline North/185th Station, the south plaza, stairs, and north pedestrian crossing utilize glazing to promote light and visibility, while providing protection from the wind and rain. The windscreens along the side platforms are transparent as well. Both garages utilize perforated panel screening on the lowest level and public stairs to allow the garage to be secured while still promoting light and visibility into the structure. Alcoves and places of potential concealment are minimized. Façades of the facilities are shown in Drawing Nos. N15-AEE100through N15-AEE-107 (Shoreline South/145th Station) and NP15-AEE101 through NP15-AEE105 (NE 145th Street Garage) in [Exhibit 2], Attachment I, Book 2 of 2. (This narrative describes the final improvements proposed. The plan set submitted has not yet been updated to show the final Shoreline North/185th Station and garage design.)

City Analysis:

The City concludes that the station designs are successful at being as open as possible with maximum use of transparent panels to the extent possible, with one exception where Sound Transit requested a design departure (see II. Analysis and Conclusions, E. Administrative Design Review (SMC 20.30.297(A), Departure No. 3, for more detail) to reduce the minimum

required window area per SMC 20.50.240(C)(1)(d) at the Shoreline North/185th Station and Garage ground floor facades to 35 percent minimum for the station and zero percent for the garage facing NE 185th Street.

The City concludes that the Project, with approval of the design departure will satisfy this guiding principle.

e. Lighting that enhances safety but is non-intrusive for neighbors.

Sound Transit's Statement:

Illumination levels are designed in accordance with Chapter 21 of Sound Transit's DCM (Attachment R) to enhance patron safety and create a secure environment throughout the site, garage, and station. Site lighting will employ neighborhood friendly optic fixtures and be positioned to minimize light spillage onto adjacent properties. when needed, the use of motion sensors or other lighting technology will be used to limit light spillage. Lighting levels that will be generated at the Shoreline South/145th Station and Garage, and at the Shoreline North/185th Station, are described in further detail in Section 6.4. Exhibits discussed below in Section 6.4 ([Exhibit 2]*, Exhibit 4 of Attachment BB) of this Application show the details of the proposed fixtures.*

City Analysis:

Sound Transit has requested a design departure to the outdoor lighting standards in SMC 20.50.240(H)(1) to use the lighting levels specified in DCM (Table 21-3) in place of the light levels required in SMC 20.50.240(H)(1)(b) and (c) which are specifically designed for light rail transit facilities/system (see II. Analysis and Conclusions, E. Administrative Design Review (SMC 20.30.297), Departure No. 4). Sound Transit will be required to meet the standards for pole heights and shielding in SMC 20.50.240(H) to ensure that the lighting is not intrusive for neighboring properties.

The City concludes that the Project, with approval of the design departure will satisfy this guiding principle.

5. *Mobility* – stations should provide accommodations for people of all ages and abilities including:

a. Providing accommodations for people with mobility challenges;

b. Access to allow easy mobility for those with strollers and/or luggage;

c. Providing disabled parking and drop-off zones; and

d. Constructing safe, ADA-compliant, wide walking paths, sidewalks and curb ramps (non-slip).

Sound Transit Statement:

The Project, like all of Sound Transit's facilities, will include numerous equitable features to make the facilities accessible to all riders. Universal design principles were included in the design of the Project, allowing access to the site by all people. Both stations are designed to provide equitable access, accommodation for those with mobility challenges, and easy navigation by individuals with strollers, or luggage.

The facilities within the Project will be compliant with the ADA and designed to be convenient and accessible for all riders. Sound Transit's criteria for accessibility go beyond code minimums by including multiple accessible public areas and public pathways, as opposed to just one designated route.

For example, Sound Transit will provide safety devices to accommodate its visually impaired customers throughout the stations. Each station will use tactile wayfinding provisions to assist people with disabilities or who have vision impairments. These include platform edges with detectable warning surfaces that meet ADA Accessibility Guidelines, tactile paths to guide users through stations, and tactile train waiting areas identifying the location of the set of center-most doors of a two-car train based on the vehicles' stopping location. These provisions begin at ticketing and continue the length of the platform. Refer to Drawing Nos. N15-LSP100 through -109 ([Exhibit 2]*, Attachment I, Landscape Hardscape, Book 2 of 2) for the Shoreline South/145th Station and Garage hardscape plans. (This narrative describes the final improvements proposed. The hardscape design for the Shoreline North/185th Station is not currently shown in the drawings.)*

Each station includes ADA-compliant parking and drop-off areas. Paths around the stations meet or exceed ADA requirements, including wide walking paths, sidewalks, and non-slip curb ramps. The Project was also designed to keep grades as low as possible to facilitate accessibility. Site plans of each station and garage area are provided in Drawing Nos. N15-ASP100 and N17-ASP100 ([Exhibit 2]*, Attachment I, Architecture, Book 2 of 2). (This narrative describes the final improvements proposed. The plan set submitted has not yet been updated to show the final design of the NE 185th Street Garage.)*

All stations also include elevator access to the station platforms and all levels of the garages. The elevators are located along the main travel paths, to be quickly accessed after purchasing fare. At the Shoreline North/185th Station, patrons using the pedestrian bridge between the transit loop and north station entrance will have direct elevator access on both the northbound and southbound platforms. Floor plans of the Shoreline South/145th Station are provided in Drawings N15-APP200 through N15-APP403, while similar plans for the Shoreline North/185th Station are shown in N17-APP200 through N17-APP303, in [Exhibit 2]*, Attachment I, Book 2 of 2.*

City Analysis:

The City concurs with Sound Transit's description of how and where the Project provides accommodation for people of all ages and abilities including providing accommodation for people with mobility challenges, allowing easy access/mobility for those with strollers and/or luggage, providing disabled parking and drop-off zones, and constructing safe, ADA-compliant, wide walking paths, sidewalks and curb ramps. Throughout Project design, Sound Transit has taken care to ensure that mobility for all users is addressed at both stations and has coordinated with the City to address areas where the design needed revision to address any mobility issues.

The City concludes that the Project, will satisfy this guiding principle.

6. Public Amenities – the stations should provide gathering places that create a sense of community and emphasize art, culture, and history of the community by such means as:

a. Using bridge design to create an iconic look where feasible.

Sound Transit's Statement:

The Shoreline South/145th Station has been designed for integration with the pedestrian/bicycle bridge (the 148th Street Non-Motorized Bridge) project in order to incorporate that public amenity and support a broader sense of community. The Shoreline North/185th Station's pedestrian bridge is provided between the parking garage and the station to accommodate ease of pedestrian access between the bus loop (on the top level of the parking garage), and the station is an iconic form-follows-function design statement.

City Analysis:

The design of the future 148th Street Non-Motorized Bridge will be by the City, not Sound Transit, so this response is not applicable to this guiding principle. The design of the pedestrian bridge between the top deck of the transit center to the station entry bridge will be designed by Sound Transit's contractor and is a bare-bones functional design which the City does not consider to be an iconic design.

The location of this pedestrian bridge west of the parking garage does not appear to be visible from 8th Avenue NE, NE 185th Street or adjacent properties to the north and east until redevelopment occurs as the existing development consists of one- to two-story single-family residences.

The City concludes that although the pedestrian bridge at the Shoreline North/185th Station cannot be considered an iconic design, as it was more important to provide the physical access from the top of the transit center to the station, there are other aspects of the station design that minimize the appearance of this bridge, and this guiding principle will be satisfied.

b. Installing bicycle storage with covered racks and lockers.

Sound Transit's Statement:

Each station has covered rack storage, locker storage, and uncovered rack storage for bicycles. The Shoreline South/145th Station will have bicycle racks installed along the east side of the south and north station structures on the station plaza. Bicycle lockers are will also be located on the west side of the plaza between the south station structure and the north station structure, as shown on drawings N15-APP201 through -203 ([Exhibit 2]*, Attachment I, Architecture, Book 2 of 2).*

The Shoreline North/185th Station will have bicycle racks installed at the south end of the station, on the southwesterly corner of the entry plaza. In addition, there will also be bicycle lockers located just east of the north end of the station, between the ancillary building and the pedestrian/bicycle path coming from the north, as shown on drawing N17-ASP100 ([Exhibit 2]*, Attachment I, Architecture, Book 2 of 2).*

City Analysis:
Staff concurs with Sound Transit's analysis in that the Project reasonably provides covered racks and lockers for bicycle storage.

c. Installing garbage and recycling receptacles.

Sound Transit's Statement:
The stations and garages will have garbage and recycling receptacles per Sound Transit DCM Chapter 9.8.6 ([Exhibit 2]*, Attachment R), which provides that "[t]rash and recycle receptacles at at-grade stations shall be placed in clear areas away from canopies and windscreens. Trash and recycle receptacles shall be provided near fare vending areas and at plazas and bus/shuttle areas. A minimum of one trash and one recycle receptacle per fare vending area shall be provided."*

City Analysis:
Staff concurs with Sound Transit's analysis in that the Project reasonably provides garbage and recycling receptacles at the proposed light rail stations and adjacent transit centers.

d. Providing seating (covered and uncovered).

Sound Transit's Statement:
Covered and uncovered seating for patrons is provided at each light rail transit station's platform area. Platform seating is distributed along the length of the platform and most seating is located adjacent to windscreens to provide more weather protection for patrons while seated. Covered and uncovered seating is also provided in the station plaza areas and at the station entrances. Floor plans of the Shoreline South/145th Station are provided in N15-APP200 through N15-APP403, while similar plans for the Shoreline North/185th Station are shown in N17-APP200 through N17-APP303, in [Exhibit 2]*, Attachment I, Book 2 of 2.*

City Analysis:
Staff concurs with Sound Transit's analysis in that the Project reasonably provides both covered and uncovered seating, including ADA accessible seating, at the proposed light rail stations, in public plazas within the station sites, and adjacent to both passenger pick-up/drop off locations and transit centers.

e. Using icon-based signage.

Sound Transit's Statement:
Sound Transit's standard signage uses pictograms for station identification as well as wayfinding and general information. The station pictograms are unique symbols used to represent each station throughout the system. The design and selection of the pictogram image for each station will be developed in 2020 as part of Sound Transits in-house pictogram design process for all the Lynnwood Link Extension stations and will be a part of the station signage. The design process includes a community outreach component for community involvement with the design development. Signage plans are provided in N15-ANP100 through

N15-ANP403 (Shoreline South/145th Station), NP15-ANP201 through NP15-ANP702 (NE 145th Street Garage), in Attachment I, Book 2 of 2. Additional detail is provided in the Sound Transit Customer Signage Manual in Attachment M. (This narrative describes the final improvements proposed. The plan set submitted has not yet been updated to show the final signage design for the Shoreline North/185th Station, but it will be similar to signage at Shoreline South/145th Station and will continue to be advanced in close coordination with the City.)

City Analysis:
Staff understand that Sound Transit's intends for signage at both stations to utilize icon-based signage, however the final signage plans are not yet available. The City recommends a condition for City acceptance of the final signage plans for both stations through the applicable construction permits for the stations and station sites.

f. Creating flexible spaces for gathering and entertainment, including the potential for leasing spaces.

Sound Transit's Statement:
Consistent with Guiding Principle #2, open gathering spaces and plazas are part of the designs at both stations to facilitate public gathering and entertainment. Each of the station plazas are designed to accommodate vendor carts, although leasable spaces are not anticipated at the stations. These areas are illustrated on the site plans of each station area that are provided in Drawing Nos. N15-ASP100 and N17-ASP100 ([Exhibit 2]*, Attachment I, Architecture, Book 2 of 2).*

The public plaza at the Shoreline South/145th Station (approximately 26,000 square feet) is along the front of the station, extending from the North Station Entry south to the South Station Entry and turning east to the associated parking garage. The station area pick-up/drop-off area, north of the parking garage, includes multifunctional bollards rather than curbs to separate cars from pedestrians, while also providing seating space. The public space includes art, landscaping, and site design combined to support a flexible public gathering space that also functions as a station pick-up/drop-off area. The site can be closed to auto traffic and used for public gatherings and special events (pick-up/drop-off users would be directed into the garage at these times).

At the Shoreline North/185th Station, public plaza spaces (approximately 32,000 square feet total) are located at the South Station Entrance at NE 185th Street and 5th Avenue NE, between the station and garage, and at the junction of the shared use path at the North Station Entrance. An additional public gathering space is provided at the corner of NE 185th Street and 8th Avenue NE. Pedestrian amenities such as benches and resting areas, public art, colored and varied texture pathways are provided within the public plaza areas.

City Analysis:
Staff concurs with Sound Transit's analysis in that the Project reasonably provides concession connections for leasable outdoor spaces and flexible spaces for public events and entertainment in the plazas within the station sites, and through the duel function design of the Shoreline South/145th passenger pick-up/drop off loop.

g. Including weather protection elements.

Sound Transit's Statement:
There are numerous weather protection elements at the stations including bus shelters, covered bike storage, and platform canopies with windscreens. At the Shoreline South/145th Station, much of the plaza is covered by the elevated platform and guideway. Station entrances, stairs and the track crossing structure at Shoreline North/185th Station are covered with canopies and protected by windscreens as well. Elevator surge zones also have canopies, protecting patrons who are waiting for the elevator. Details regarding weather protection elements are provided in Drawing Nos. N15-ASP100 and N15-AZV002 (Shoreline South/145th Station and Garage) and N17-ASP100 and N17-AZV003 (Shoreline North/185th Station) [Exhibit 2, Attachment I]*.*

City Analysis:
Staff concurs with Sound Transit's analysis in that the Project reasonably provides weather protection at public entrances, seating areas, and bicycle parking areas.

h. Consider providing restrooms.

Sound Transit's Statement:
Restrooms for transit vehicle operators and maintenance staff, as well as public restrooms for commuters, are provided at each station. The Shoreline South/145th Station has two transit driver restrooms that are located on the plaza level at the northwest corner of center station structure. There is one staff restroom, also located in the center station structure on the plaza level and is accessed from the interior station corridor. Two public restrooms are located on the west side of the south station entrance on the plaza level. Restrooms are shown on drawings N15-APP201 through -203 ([Exhibit 2]*, Attachment I, Book 2 of 2).*

The Shoreline North/185th Station restrooms are all located in the Ancillary Building located northeast of the north end of the station. There are two transit driver restrooms at the southeast corner of the Ancillary Area and two public restrooms on the southwest corner of the Ancillary Area. Restrooms are shown on drawing N17-AID101 ([Exhibit 2]*, Attachment I, Book 2 of 2).*

City Analysis:
This item in the Guiding Principles was included prior to City changes to the adoption of NPFA 130 that require public restrooms at both stations. The Proposed project meets this element of the guiding principles and the applicable building code provisions.

7. *Transit Oriented Development* – promote TOD through facility siting and design that is supportive of future development opportunities.

Sound Transit's Statement:

Each station is designed to support and promote transit-oriented development in its vicinity to help build transit-oriented communities and increase ridership, in accordance with Sound Transit's Equitable Transit Oriented Development Policy, Resolution R2018-10. The siting and design of the stations is supportive of the City's recently adopted station area development code and encourages future transit-oriented development opportunities as called for in this criterion. To ensure that the Project does not hinder or discourage appropriate development or uses near the Project, the Project's buildings, structures, walls, fences, and landscaping will meet the City's code requirements where practical, or Sound Transit has collaborated with the City to identify appropriate modifications or departures, neither of which are anticipated to hinder or discourage development or use of nearby properties.

For example, shared-use pathways within the station areas serve to provide multimodal connections to surrounding pathways and sites designed to support future transit-oriented development surrounding the stations. Furthermore, plaza spaces at stations are designed to promote pedestrian activities that support the density anticipated with transit-oriented development near the stations.

At the Shoreline South/145th Station, provisions have been made at the northwest corner of the site to connect with an interim and future final shared use path. This connection will also provide convenient access to future development north of the station. There are multiple pathways from 5th Avenue NE to the station that are buffered by landscaping, which create inviting connections from potential future development to the station and to the shared use public gathering/drop-off space.

At the Shoreline North/185th Station, the shared use path extending north to NE 189th Street provides access to the north station plaza and entrance from future development to the north. This development could provide direct connection to the path between the station and NE 189th Street. Additionally, for the boundary between the station site and the properties to the north and east, Sound Transit elected to grade a slope rather than build a wall, specifically to ease connection of future development to the station. The inclusion of a landscaped public gathering space on the corner of NE 185th Street and 8th Avenue will create a more inviting connection to future development to the south and east.

The addition of public gathering spaces at both stations provides public benefits for future residents and businesses that will enhance the urban design character of the neighborhood. Elevations of each station and garage are provided in Drawing Nos. N15-AEE100 through -107 (Shoreline South/145th Station), NP15-AEE101 through NP15-AEE104 (Shoreline South/145th Garage), N17-AEE100 through N17-AEE300 (Shoreline North/185th Station), and NP17-APP991 through NP17-APP992 (Shoreline North/185th Station Garage in [Exhibit 2, Attachment I, Book 2 of 2].

City Analysis:

Staff concurs with Sound Transit's analysis in that the Project reasonably provides multi-modal connections to the adjacent neighborhoods, public gathering spaces that will activate the station sites making them amenities that are desirable

adjacent to TOD. The City recommends a condition requiring coordination between Sound Transit and developers pursuing TOD adjacent to the Stations and allows for modification of required landscaping and noise walls to better connect new TOD with the stations.

8. Public Art – integrate elements of art wherever possible by:

a. Utilizing local artists when feasible.

Sound Transit's Statement:

The artist for the Shoreline South/145th Station and Garage, Buster Simpson, is a local artist based in Seattle, Washington. While a nonlocal artist will be used for the Shoreline North/185th Station, Sound Transit's art procurement process was open to all qualified applicants and local artists are used when feasible. [Exhibit 2]*, Attachment K provides additional information on this process.*

City Analysis:

City staff and residents were involved in the art procurement process for the Shoreline stations. Additionally, the artwork for both stations is inspired by the natural environment of Shoreline. Staff is satisfied that the intent of this element of the guiding principles is met by the Project artwork.

b. Enhancing facades and public spaces with art.

Sound Transit's Statement:

The intent of the station art is to be integrated into each station's design, enhancing the look and feel of the public space.

For the Shoreline South/145th Station, artist Buster Simpson has designed a sculptural downspout on the south façade of the station's parking garage. The sculpture consists of a graceful archway of steel with wire supports that will jump from the building to a sculptural "cairn" in the landscape below. Inspired by the straightforward forms of center-pivot farm irrigation, the sculpture is intended to highlight the pathway of stormwater flowing from the garage's upper level to the ground, where some of it will be used to support the station's landscape. The stormwater will be channeled from the cairn to the top of the south sound barrier wall (separating the station entrance from I-5), where strategically placed weep holes will feed a moss garden near the entrance to the light rail station.

Simpson's planned companion sculptural downspout for the north garage façade is not shown in this Application because of unanticipated complications with the facility's drainage design. If that artwork proves infeasible, the STart Program will work with Simpson to develop artwork on the north side of the garage as a replacement.

In addition to the sculptural downspouts, Simpson is designing two-dimensional artwork for the eastern edge of the south façade of the station parking garage. In its early stages of development, the artist is interested in wayfinding and timekeeping and may use celestial navigation as a theme.

Simpson has championed sustainable development since long before it became a common concern. Throughout his career, Simpson has created works that explore and reveal how we manage our natural resources and has used those works to suggest thoughtful and pragmatic approaches to the development of our built surroundings. Simpson's projects for the Shoreline South/145th Station are related to stormwater-harvesting artworks he has created for other cities and institutions in the US.

For the Shoreline North/185th Station, inspired by Shoreline neighbors' stories of living amid big trees, artist Mary Lucking will create a series of sculptures bringing the forms of the forest understory into the station facility. As a fan of illustrated children's literature, Lucking imagines herself in the role of the hero of Harold and the Purple Crayon, drawing a landscape of plants as lines in space. Lucking hopes to work with a blacksmith to realize the artwork in hand-worked materials.

Mary Lucking writes, "I create artworks that help people explore and understand the environments and communities where they live. My work ranges from large-scale, permanent artworks to temporary interactive installations. My projects include art incorporated into urban and rural walking and biking trails, public transit stations, college campuses, and neighborhood parks."

Images of the proposed artwork are provided in [Exhibit 2]*, Attachment L. Additional information on Sound Transit's approach* to public art is provided in [Exhibit 2], Attachment K.

City Analysis:

Staff concurs that Sound Transit has enhanced facades and public spaces with art at both the Shoreline South/145th and Shoreline North/185th Stations in a manner that ties into each station's unique identity and design theme.

The City concludes that the Project, as conditioned, is generally consistent with the City's adopted Guiding Principles for Light Rail Systems/Facilities, so as to satisfy this criterion.

C. CODE MODIFICATIONS (SMC 20.30.438(D))

Due to the unique nature of a regional light rail system and its facilities, strict application of the Shoreline Development Code development standards will not always be possible; therefore per SMC 20.40.438(D), the City may waive or modify the development standards listed in subsections B and C of SMC 20.40.438 as part of the Special Use Permit process, if the applicant demonstrates that compliance with one or more of the development standards or requirements set forth in subsections B and C would:

a) Make siting, development or operation of the facilities impossible or impracticable (as that term is defined by WAC 365-196-550 and/or other law); or

b) Result in reduced public benefits; or

c) Alternative actions could meet or exceed the intended goals of such requirements.

Sound Transit is requesting four (4) code modifications to the standards listed in SMC 20.40.438(B) for a light rail system/facility, stations and parking garages, organized by standard as it appears in the SMC, as follows:

1. <u>Code Modification No. 1</u>: Parking Stall Length – Shoreline South/145th Garage and Shoreline North/185th Garage[98] modification of *SMC 20.50.410(F) Minimum Parking Stall and Aisle Dimensions.*

<u>Sound Transit Modification Request</u>:

Sound Transit proposes that the parking garage layout consist of a 90-degree parking stall layout, each stall designated as standard will be a minimum of 8.5 feet wide by 18 feet long. The two-way drive aisles will be a minimum of 23 feet wide. Parking stalls designated as compact will be a minimum of 8 feet wide by 16 feet long.

Sound Transit proposes columns that encroach into the parking stall 1-foot, on one side only, for the last foot of stall depth. At Shoreline South/145th Garage, 491 of the 500 stalls (98%) meet or exceed the proposed standard stall depth, 35 (7.0%) are compact in width (8 feet wide), 9 (1.8%) stalls are compact in depth (16 feet deep), and the remaining 9 stalls (1.8%) designated as ADA compliant. At Shoreline North/185th Garage, all the stalls meet or exceed the proposed standard stall size of 8.5 feet wide by 18 feet long.

<u>Sound Transit Justification</u>:

The requested modification provides the equivalent total unit depth of 59 feet for a parking layout as would result from meeting the requirements of SMC 20.50.410(F) with a standard size parking stall depth on one side of the two-way drive aisle and a compact size parking stall depth on the other. Instead of a 20-foot by 23-foot by 16-foot configuration this modification provides a minimum of an 18-foot by 23-foot by 18-foot configuration.

[98] Exhibit 2, Attachment AA – Code Modification Requests Exhibits, see Code Modifications Exhibit 1a – Shoreline South/145th Parking Garage Floor Plans, Code Modifications Exhibit 1b – Shoreline North/185th Garage – Architecture Floor Plans, and Code Modifications Exhibit 1c – DCM Chapter 31 and approved Sound Transit deviations to the Chapter 31 requirements.

The requested code modification allows for a 12-inch structural column encroachment instead of a 6-inch structural column encroachment but limits the extents of this encroachment to the first foot of the stall depth rather than the first and last four feet and restricts the encroachment to only one side. The proposed wider but shallower encroachment requested in this modification will allow the parking stall to function as well or perhaps better than it would under the column encroachment requirements of SMC 20.50.410(F).

SMC 20.50.380.E states part of the purpose of the code is to "Assure safe, convenient, efficient and adequately sized parking facilities." The proposed modification meets or exceeds this purpose. Under the proposed code modification, only one side of a stall will be encroached rather than potentially having both sides encroached. With two sides encroached in accordance with the SMC standard, the overall width of encroachment would be the same as what Sound Transit is proposing. Additionally, the one-foot deep encroachment will be less impactful to maneuverability in and out of a parking stall that a 4-foot deep encroachment, which would require vehicles to be better aligned when parking.

Though current code would allow up to 50 percent of the required parking spaces to be compact in depth and/or width, this proposed design would provide over 85 percent of the required parking spaces to be the proposed standard size stalls. As a result, there will be a better customer experience due to larger vehicles no longer having to travel as far to find a standard stall size, or having such vehicles attempt to park in a compact stall and take up more than one stall, rather than find a standard stall. The proposed 8.5-foot-wide by 18-foot deep stalls (uniform stall size) for the majority of the parking stalls in both garages is consistent with industry standard to use uniform stall sizes in parking garages.

Sound Transit has also minimized the number of compact width parking stalls for the Shoreline South/145th Garage and Shoreline North/185th Garage which allows for wider vehicles to be fully accommodated within the stall and not to take up more than one parking space.

SMC 20.40.438(D) indicates that SMC 20.50.410(F) may be modified if the alternative action meets or exceeds the intended goal of the requirement. With an identical unit depth for the parking bays and column encroachment only at the front corner of a stall, this modification will meet or exceed the intended goals of the requirement of SMC 20.50.410(F) to provide adequate space for vehicles to maneuver and park within the garage.

Sound Transit Supporting information:
Attachment AA provides the Shoreline South/145th Garage floor plan ([Exhibit 2, Attachment AA, Code Modifications] *Exhibit 1a), the Shoreline North/185th Garage floor plan (*[Exhibit 2, Attachment AA, Code Modifications] *Exhibit 1b), and DCM Chapter 31 and approved Sound Transit deviations to the Chapter 31 requirements (*[Exhibit 2, Attachment AA, Code Modifications] *Exhibit 1c).*

City Analysis:

With this modification Sound Transit is request that the width and depth of parking stalls be reduced along with the unit depth and that structural columns be permitted to encroach into parking stalls. The purpose of the parking standards is provided

for in SMC 20.50.380 which states the standards are to "ensure that the parking and circulation aspects of all developments are well designed with regards to safety, efficiency and convenience of vehicles, bicycles, pedestrians, and transit" and to "assure safe, convenient, efficient and adequately sized parking facilities."

SMC Table 20.50.410(F) requires the following minimum dimensions for 90-degree angle parking stalls:

Parking Angle	**Stall Width** ***(feet)***	**Curb Length** ***(feet)***	**Stall Depth** ***(feet)***	**Aisle Width** ***(feet)***		**Unit Depth** ***(feet)***	
				1-Way	**2-Way**	**1-Way**	**2-Way**
90	8.0* Min. 8.5 Desired 9.0	8.0* 8.5 9.0	16.0* <u>20.0</u> 20.0	23.0 23.0 23.0	23.0 <u>23.0</u> 23.0	** 63.0 63.0	** <u>63.0</u> 63.0

Notes:

* For compact stalls only. No more than 50 percent of the required minimum number of parking stalls may be compact spaces.

** Variable, with compact and standard combinations.

SMC 20.50.410(F) also requires that: "Structural columns or permanent structures can only encroach into a parking stall six inches the first four feet and the last four feet of the parking stall."

The SMC classifies parking stalls less than 20 feet in depth as compact stalls with an allowance of up to 50 percent of the required minimum number of parking stalls may be compact spaces. Based on the Project EIS and FTA ROD, the required number of stalls is 500, so up to 250 stalls may be compact consistent with SMC 20.50.410.

The proposed parking stall depth of 18-foot, 0-inch for the majority of the parking stalls in the both garages would drop below the minimum depth dimension set for standard size parking stalls and may only be allowed with code modification. The total unit depth is equivalent when you compare the 59-foot unit depth with 50 percent compact stalls (20-foot standard stall depth, 23-foot aisle width, and 16-foot compact stall depth) with the proposed alternative of 18-foot stalls, 23-foot aisle, and 18-foot stalls (also totaling 59-foot). Sound Transit provided the City, independent of this SUP application, with turning movement exhibits (AutoTurn) modeling a variety of vehicles with both arrangements of stall depth and illustrated that they are essentially equivalent in function.

Sound Transit's basis for the proposed code modifications is to adhere to Sound Transit's parking dimensions set forth in the DCM Parking Facility Parking Layout dimensions (DCM 31.3.2.E.1) which states that "No compact stalls shall be utilized." Adhering to these standards allows Sound Transit uniformity in the parking garages in regard to stall size, resulting in cost efficiency.

The proposed standard parking stall width is 8.5-foot, consistent with the City's requirements. The City's regulations do allow for structural encroachments of up to six inches in specified portions of a stall. The intent is to allow for limited structural encroachment without effectively reducing the stall below the minimum width or depth requirements.

Sound Transit's standard for uniform stall size and no compact stalls is based on a stated preference in the DCM for one size fits all parking layout designs (DCM 31.3.2.E.1). The DCM also states that "In the case that a regulation by the AHJ [the City] conflicts with an element of the DCM, the AHJ has the authority of a final interpretation" (DCM 31.2 Codes and Reference Standards).

While stall dimension in the SMC allow enough room to permit limited encroachment into the stalls, City staff concludes that the proposed code modification to increase the allowed encroachment from 6-inches to 12-inches does not meet the intent of the code. Staff believes this would result in more cars taking up more than one parking space or projecting into the travel aisle due to limitations created by the columns. This can be avoided by clearly labeling stalls that do not meet standard dimensions due to greater than 6-inch structural column encroachment as compact and demarcating the limited encroachment with a wheel stop or wider paint striping between stalls to exclude the excess encroachment from the delineated stall.

Sound Transit submitted an internal approval of a deviation from Sound Transit's own design criteria for parking garage layout standards as the Engineering Deviations Exhibit 1c, demonstrating that the Project can include compact stalls.[99] Additionally, Staff analysis indicates that Sound Transit can comply with the 50 percent maximum of compact stalls and still demarcate the stalls with structural encroachment as compact.

Staff finds that the proposed code modification of standard stall depth from 20-feet to 18 feet with a minimum unit depth of 59 feet to be functionally equivalent to the allowed 50/50 standard and compact unit depth of 59 feet and, therefore, meets the intended goals of such requirements. The City recommends approval of the requested Code Modification No. 1 changing the standard stall depth to 18-foot minimum and the standard unit depth to 59-foot unit minimum.

However, Staff finds that the requested code modification to increase the allowed structural columns or permanent structures encroachment into parking stalls from 6 inches to 12 inches is not consistent with the intended goals of this standard. The City recommends denial of this portion of the requested code Modification No. 1.

2. <u>Code Modification No. 2</u>: Landscape Buffers – R-6, MUR-70' and MUR-45' zones modification of *SMC 20.50.490(A) and SMC 20.50.490(C) Landscaping Along Interior Lot Lines.*

<u>Sound Transit Modification Request</u>:

The majority of the Project will be constructed and operated within WSDOT right-of-way adjacent to I-5. Sound Transit will typically acquire the rights to use these portions of WSDOT right-of-way through air space leases. In some areas where the Project will be located at-grade, Sound Transit and WSDOT may agree that fee ownership conveyances may be more appropriate.

[99] Exhibit 2, Attachment AA, Code Modifications Exhibit 1c.

WSDOT staff have informed Sound Transit and City staff that pursuant to state law, the State has the power to regulate land uses within its highway system, not local jurisdictions. Thus, as a general rule, the City's Landscape Buffer standards would not apply to Project facilities constructed in WSDOT right-of-way.

Sound Transit and City staff concur that for those portions of the Project constructed in WSDOT right-of-way subject to the air space leases, the Project will comply with WSDOT's landscaping standards, instead of the City's.

Where Sound Transit's Project is located within WSDOT right-of-way and Sound Transit purchases the land from WSDOT, the Project will be constructed consistent with the City's Landscape Buffer standards except in limited cases, as described in this code modification request, as follows:

Sound Transit requests a waiver from SMC 20.50.490(A and C) to allow areas along the Corridor, where the Project is adjacent to R-6, MUR-70' and MUR-45' zones, to fully or partially omit the Type I and Type II landscape buffer plantings. These locations along the Corridor are shown in [Exhibit 2, Attachment AA, Code Modifications] *Exhibits 2a and 2c.*

Sound Transit Justification:

The Type I and Type II landscape buffers required by SMC 20.50.460 in these locations would normally require the planting of large evergreen and deciduous trees. For the reasons set forth below, strict application of the standards to require Sound Transit to provide buffers and plant in these locations, or acquire more property to meet the standard, would be impracticable, would substantially reduce public benefits, and the intended goals of these requirements can be met through alternative actions.

Specifically, where landscape buffers cannot be planted, Sound Transit proposes a payment in lieu agreement be completed between Sound Transit, the City (and/or a third party), whereby Sound Transit would provide an amount of up to $250,000 to fund the installation of alternative landscaping in nearby neighborhoods.

- Proximity to Guideway/Vegetation Clear Zone:[100] *In the areas shown in* [Exhibit 2, Attachment AA, Code Modifications] *Exhibit 2a, there is not sufficient space to plant safely adjacent to the guideway. This occurs in both the MUR and R-6 zoned areas. These locations fall within the Vegetation Clear Zone of the light rail facility where trees are not allowed to be planted. The Vegetation Clear Zone requirements are described in the Sound Transit DCM section 10.3.2 and shown in Figures 10-1 and 10-2[43]. These requirements are in place to keep vegetation from creating safety or operational hazards to the light rail facility.*

  The close proximity and small width of the construction work zone (i.e. available planting area) prohibits moving these buffers further away from the guideway. In short, there is not enough available space adjacent to the guideway to safely plant these buffers and Sound

[100] City staff added underlined, non-italicized labels for each of the proposed landscape code modification descriptions and locations to provide additional clarity on the reason for each modification listed and to facilitate finding the right location in the Code Modification Exhibits.

Transit and City staff agree that purchasing and demolishing homes and/or other property to adhere to the landscape buffer code requirement is impracticable and unreasonable.

In all locations of this code modification there is an existing noise wall to remain or a proposed noise wall to be built that will act as partial screening, and in combination with the alternative landscaping arrangements, would meet or exceed the intended goals of the code.

- TPSS Sites: *At two TPSS locations shown in* [Exhibit 2, Attachment AA, Code Modifications] *Exhibit 2a the equipment and functional requirements of the sites extend to the property lines. This leaves no additional room for landscape buffers. These locations are in the MUR-70' zone, and strict application of the required buffer would not fit on the site or would fall within the Vegetation Clear Zone. The landscape buffer at both locations will be replaced by a screening wall; an alternative design which will also advance the intended goals of the landscape buffer.*

- Temporary Construction Impacts: *Included in* [Exhibit 2, Attachment AA, Code Modifications] *Exhibit 2a are private properties where temporary construction impacts occur. These areas fall within the Vegetation Clear Zone, where the application of the landscaping requirements would be impracticable or impossible. Sound Transit will restore to a seeded condition and provide financial compensation for vegetation loss as part of the temporary construction easement agreement. Sound Transit proposes the third-party alternative landscaping option to be applied to this impacted area. This will advance the intended goals of the landscape buffer requirements.*

- Potential Residentially Zoned Surplus Property: *The two Sound Transit owned parcels, LL172 and LL182 (shown on Drawing Nos. N16-LPP113 and N16-LPP114, respectively, in* [Exhibit 2, Attachment AA, Code Modifications] *Exhibit 2a), are zoned residential and would likely remain so even if surplussed by Sound Transit in the future. The required buffer planting would cover almost the entire property. It seems to be an inefficient use of public funds to provide the buffer planting at this time, only to have it removed in the near future by the subsequent owners. Instead, Sound Transit proposes to include these as eligible parcels in the payment in lieu agreement.*

- Reduction of Available Planting Width: *On two Sound Transit owned parcels (LL177 and LL196* [Exhibit 2, Attachment AA, Code Modifications Exhibit 2a]) *design changes at the 100% design phase have reduced the available width to plant a full 20-foot wide Type I buffer.*

  LL177 - east side: *The 20-foot wide Type I buffer planting is limited to 15'-9" width for a 20-foot long section adjacent to an access driveway. The full number of required buffer trees will still be planted though, and the required shrub planting will exceed the minimum width of 20 feet for the remaining length of the parcel. This will meet the intended goal of the landscape buffer requirement.*

LL196 – east side: *Along most of the east side of LL196, a 20-foot wide Type I buffer is provided. The northernmost 60 feet of the buffer though, tapers from the full 20-foot width, down to 10'-4" wide at the north end of the parcel. This taper is due to Vegetation Clear Zone limitations as the buffer angles towards the guideway. The full number of required trees will be planted along the entire length of the buffer. In addition to the tapered width of the buffer planting there is a new noise wall built next to the guideway. In conjunction together, these will meet the intended screening goal of the landscape buffer requirements.*

- LL169 – Type I and Type II buffers: *On Parcel LL169, Type I and Type II buffers are required along the northern property line. The Type I buffer on the east end of the property line will be provided by existing planting in combination with corridor planting on the interior of the site. The west end of the property line is a combination of required Type I buffer adjacent to residences, and Type II buffer adjacent to the fire station. A sewer pipe and easement run along the west end of the north property line limiting the ability to plant trees there. The planting in this location consists of wetland and wetland buffer restoration work. In line with best practices this area will need to be planted with smaller material. This combination of the sewer easements and smaller wetland planting limit restrict the available area to plant required buffer. While the smaller plantings will not be at the required height at time of planting, they should fill in fairly quickly. This includes the 8-foot tall corridor planting in the center of the parcel that will help to mitigate for the lack of screening provided.*

- South of NE 195th Street to WSDOT RCA/North of NE 195th Street to L200 End: *The 20-foot width of Type I buffer is provided by proposed tree plantings, and existing vegetation. In these locations, however, the shrub portion of the required landscape buffer would be omitted due to existing vegetation and the existing noise wall, which act as that portion of the buffer for the adjacent residential area, and which serves to advance the intended goals of the landscape buffer requirements. Between these two areas, as indicated in* [Exhibit 2, Attachment AA, Code Modifications] *Exhibit 2a, the 20-foot wide Type I buffer could not be provided due to lack of available planting area. The existing noise wall will remain throughout.*

- *Aerial Guideway in WSDOT ROW: In the areas shown in* [Exhibit 2, Attachment AA, Code Modifications] *Exhibit 2c the light rail facility is aerial and fully within WSDOT right-of-way. Sound Transit is leasing the land from WSDOT, which will not allow permanent landscape buffer planting within the limited access right-of-way, so any City requirement for additional, permanent landscaping would make it impracticable or impossible for the Project to be sited. To satisfy any tree planting required by WSDOT, additional trees may be planted in these areas as infill planting, but they will not be treated as or considered permanent landscape buffer under the SMC. Trees in this location will be planted by Sound Transit and not subject to the payment in lieu/third party option.*

City Analysis:

With this modification Sound Transit requests either full or partial relief from the City's landscape buffer provisions. The City worked with Sound Transit extensively during the Project design review process to ensure that the landscape screening requirements in the current design to the maximum extent possible. The locations of requested code modification were mutually identified by both agencies.

The City concurs with Sound Transits justification in that the Vegetation Clear Zone (VCZ) standard in the DCM is important for safety of light rail system operation and transit riders. Staff concludes that this safety consideration would mean landscape screening consistent with SMC 20.50.490 would result in reduced public benefits.

City Staff confirmed with WSDOT that the agency would not allow landscape screen standards to be required within the I-5 Limited Access Area. The reasoning behind this is that WSDOT needs the ability to expand the freeway within that Limited Access Area, if necessary, and future projects could conflict with City landscape screening standards that apply to light rail.

The City has worked with Sound Transit and WSDOT to adjust the proposed landscape planting plans, within I-5 Limited Access Area that Sound Transit is using through air space leases rather than acquiring in fee, to improve the visual screening that may result with plantings consistent with WSDOTs own landscaping and tree replacement standards. Staff concludes that the proposed code modification in areas that the Project is within Limited Access Area adjacent to R-6 zoning, when combined with a condition for the alternate in-lieu agreement proposed and adjustments to the landscaping plans for this WSDOT Limited Access Area to increase the number of large native evergreens planted outside the VCZ, will meet the intended goals of the City's landscape screening requirements.

The City recommends conditions to ensure the alternate in-lieu agreement proposed is executed and implemented, the proposed locations of the modifications to SMC 20.50.490 be verified through City review of the required site development permits for Project construction in these locations, and City review of the modified landscaping plans in WSDOT Limited Access Area through the same site development permits to confirm the increased evergreen plantings in the identified locations.

3. Code Modification No. 3: Dedication of Right-of-Way timing to modify *SMC 20.70.120(A) Dedication of Right-of-Way.*

Sound Transit Modification Request:

Sound Transit requests a modification to SMC 20.70.120(A) regarding the timing of right-of-way dedications that would allow construction permits to be issued before finalization of all dedications, and that these dedications occur before the start of the Project's revenue service and final occupancy. This proposal is intended as an alternative action that will meet or exceed the intended goals of the City's dedication requirements.

Sound Transit Justification:

Sound Transit has provided the City with documentation of Sound Transit Board authorization to acquire properties needed for the Project. Sound

Transit also plans to provide documentation of possession and use for all applicable properties, ahead of issuance of the Special Use Permit.

In order to determine the exact dimensions of dedications to the City that would meet the intended goal of this section, Sound Transit must wait for construction and as-built surveys in order to base the dedications on the most accurate information. Given past experiences from light rail projects, Sound Transit anticipates revisions and/or adjustments will occur during construction that could affect the limits of dedications. Dedication based on final construction conditions is the most accurate and efficient way to manage dedications in a manner that best utilizes taxpayer dollars instead of correcting dedications if adjustments are needed.

City Analysis:

The intent of SMC 20.70.110 is "to provide guidance regarding the dedication of facilities to the City." Thus, SMC 20.70.120 requires dedication of ROW prior to permit issuance for development projects and, with most private development projects, this is clear and easy to convey because the project is on a few parcels already acquired by the developer. Sound Transit's acquisition process includes exercising eminent domain (condemnation) when the property owner is not a willing seller. As such, Sound transit will not have full ownership of all the property that needs to be dedicated to the City prior to permit issuance. A number of the properties are currently going through condemnation and Sound Transit states that is should have a Possession and Use order from a superior court judge to support permit issuance.

Sound Transit's requested code modification will provide an alternate process for dedication of ROW to the City that meets the intended goals of the SMC. In addition, this alternate process ensures that the dedication is accurate when completed and should not require correction, as might occur if dedications were based on permit drawings rather than as-built survey drawings.

The City recommends approval of this code modification with a condition reflecting the alternate process for the timing of dedications to the City.

4. Code Modification No. 4: Frontage Improvements as dedication only in certain locations to modify *SMC 20.70.320 Frontage Improvements*.

Sound Transit Modification Request:

Sound Transit requests a modification to the frontage improvement requirements of SMC 20.70.320. The proposed modification seeks to provide the following for locations where it is mutually agreed that full standard frontage improvements are not necessary based on the traffic impacts anticipated from the Project:

1) non-standard shared-use path or shared-use sidewalk will be constructed in lieu of the standard non-motorized frontage improvements, at various locations in the vicinity of the Project, consistent with the engineering deviations requested in Section 6.5 of this SUP application, or

2) standard frontage improvements may consist only of right-of-way dedications, and not frontage improvements.

The specific locations of the shared-use path or shared-use sidewalk are currently included in the design documents for the Project [Exhibit 2, Attachment AA, Code Modifications Exhibit 4a]*. The locations for right-of-way dedication are agreed upon in principle by both the City and Sound Transit as outlined in the Letter of Concurrence provided in* [Exhibit 2, Attachment AA, Code Modifications] *Exhibit 4b.*

Sound Transit Justification: *Sound Transit Justification:*

The purpose of this chapter is to "provide safe and accessible transportation facilities for all modes of travel as described in the Comprehensive Plan, Transportation Master Plan, and the Parks, Recreation and Open Space Plan." The Project's anticipated impacts to motorized and non-motorized traffic vary by location within the City. The City and Sound Transit have agreed upon providing a variety of frontage improvements along the Project alignment that benefit the public beyond existing frontage infrastructure and are commensurate with the anticipated impacts of the Project. The locations of the shared-use trail and sidewalk best serves the public where current pedestrian and bike connections do not exist or are substandard.

In addition, on February 2, 2018, the City and Sound Transit entered into a Funding and Intergovernmental Cooperative Agreement ("Funding Agreement") [Exhibit 2, Attachment H] *that provides, in part, that the parties work together to improve public access within or adjacent to the Project and identify options for non-motorized access projects, such as the City's "Trail Along the Rail Project"* [Exhibit 2, Attachment H, Funding Agreement Exhibit F]. *Granting this code modification for the agreed upon shared-use trail or sidewalk in lieu of full frontage improvements outlined in* [Exhibit 2, Attachment AA, Code Modifications] *Exhibit 4b is consistent with these purposes, as well as the commitments in the Funding Agreement. Specific locations and further design details are discussed in Deviation Nos. 5 and 6 in Section 6.5 Engineering Deviation Requests of the SUP Narrative and are shown in the accompanying exhibits for that section* [Exhibit 2, SUP Narrative, pp. 89-99, and Attachment CC Engineering Deviations Exhibits 5 and 6]*.*

At several locations where the Project is not anticipated to increase motorized or non-motorized traffic, the City and Sound Transit agree that providing right-of-way dedication will meet the intent of the Code. The intent of the applicable City Code chapter is met because the public will benefit from adequate ROW for the construction of frontage improvements in the future, when impacts from other projects result in increased motorized and non-motorized traffic.

City Analysis:

As previously mentioned in the City Analysis for SUP General Criteria No. 1 and Light Rail Specific Criteria No. 2, the City and Sound Transit worked extensively to determine a package of frontage improvements that balances SMC frontage improvement requirements with the concentration of Project's direct transportation impacts in the vicinity of the station sites as laid out in the Balance Sheet LOC.[101]

[101] Exhibit 17

SMC 20.70.320 is formulated based on more common residential and commercial developments which only have frontage immediately adjacent to the trip generating uses.

The Project fundamentally differs in that the Project Corridor is adjacent to City ROW in multiple locations since it bisects the City and triggering requirements for frontage improvements based on the building construction valuation relative to the existing homes that the Project is replacing. The multi-modal trip generating uses (stations, parking garages, pick-up/drop off loops, and transit centers) are concentrated on the station sites.

The frontage improvements identified in the Balance Sheet LOC propose multi-modal improvements including non-motorized, shared-use facilities closer to the station sites and in stretches where the Project proposed to relocate City street improvements and proposes relieve from standard frontage improvements along the Project Corridor where demolitions of existing residences will marginally decrease trips generated.

Staff concludes that approval of this code modification, together with the Engineering Deviations requested, will result in greater public benefit than requiring the Project to construct standard frontage improvements at every location the Project would trigger such improvements along the Project Corridor. Additionally, the intent of these standards is met with this code modification for "safe and accessible transportation facilities for all modes of travel as described in the Comprehensive Plan, Transportation Master Plan, and the Parks, Recreation and Open Space Plan" in that it would facilitate installation of non-motorized, shared use facilities in locations that compliment the City's future capital projects such as the Trail Along the Rail.

The City recommends approval of this code modification, as conditioned and in combination with the Engineering Deviations requested in Section D of this staff report.

D. DEVIATION FROM ENGINEERING STANDARDS (SMC 20.30.290 - Type A Action)

Deviations from the engineering standards is a mechanism to allow the City to grant an adjustment in the application of engineering standards, as adopted in the *City of Shoreline Engineering Development Manual* (EDM),[102] where there are unique circumstances relating to the proposal. An engineering standards deviation shall be granted only if the applicant demonstrates all of the following:

1) The granting of such deviation will not be materially detrimental to the public welfare or injurious or create adverse impacts to the property or other property(s) and improvements in the vicinity and in the zone in which the subject property is situated;
2) The authorization of such deviation will not adversely affect the implementation of the Comprehensive Plan adopted in accordance with State law;
3) The deviation is not in conflict with the standards of the critical areas regulations, Chapter 20.80 SMC, Critical Areas, or Shoreline Master Program, SMC Title 20, Division II;
4) A deviation from engineering standards shall only be granted if the proposal meets the following criteria:
    a) Conform to the intent and purpose of the Code;
    b) Produce a compensating or comparable result which is in the public interest; and
    c) Meet the objectives of safety, function and maintainability based upon sound engineering judgement;
5) Deviations from road standards must meet the objectives for fire protection. Any deviation from road standards, which does not meet the International Fire Code, shall also require concurrence by the Fire Marshal;
6) Deviations from drainage standards contained in the Stormwater Manual and Chapter 13.10 SMC must meet the objectives for appearance and environmental protection;
7) Deviations from drainage standards contained in the Stormwater Manual and Chapter 13.10 SMC must be shown to be justified and required for the use and situation intended;
8) Deviations from drainage standards for facilities that request use of emerging technologies, an experimental water quality facility or flow control facilities must meet these additional criteria:
    a) The new design is likely to meet the identified target pollutant removal goal or flow control performance based on limited data and theoretical consideration;
    b) Construction of the facility can, in practice, be successfully carried out; and

[102] Exhibit 32, City of Shoreline 2016 Engineering Development Manual, Excerpts of sections applicable to the Project.

c) Maintenance considerations are included in the design, and costs are not excessive or are borne and reliably performed by the applicant or property owner;

9) Deviations from utility standards shall only be granted if the following facts and conditions exist:

a) The deviation shall not constitute a grant of special privilege inconsistent with the limitation upon uses of other properties in the vicinity and in the zone in which the property on behalf of which the application was filed is located;

b) The deviation is necessary because of special circumstances relating to the size, shape, topography, location or surrounding of the subject property in order to provide it with use rights and privileges permitted to other properties in the vicinity and in the zone in which the subject property is located; and

c) The granting of such deviation is necessary for the preservation and enjoyment of a substantial property right of the applicant possessed by the owners of other properties in the same zone or vicinity.

Sound Transit has requested seven deviations (three stand-alone deviations and four groups of deviations organized by standard being deviated from, with multiple geographic locations and/or geographic areas) from engineering standards per SMC 20.30.290. All the requested deviations are from engineering standards contained in the 2016 EDM (Exhibit 32) and are listed in the order submitted by Sound Transit (Exhibit 2, SUP Narrative, Section 6.5, pp, 89-99), as follows:

1. <u>Deviation No. 1</u> - Turn Lane Widths on NE 185th Street and 5th Avenue NE deviation from *EDM 12.2. Widths – Table 9. Typical Lane Widths.*

<u>Sound Transit Deviation Request</u>:

Decrease the left turn lane widths from 12 to 11 feet on NE 185th Street between 5th Avenue NE (west side of I-5) and 8th Avenue NE (east side of I-5). Drawings of the proposed roadway section are provided in Engineering Deviations Exhibit 1.[103]

<u>Sound Transit Justification</u>:

An 11-foot left turn lane width would provide better utilization of the existing NE 185th Street bridge and roadway widths. In order to provide the additional one-foot of width per the EDM, not only would additional right-of-way acquisition be required but the bridge would need to be replaced (unless pedestrian path and sidewalk widths were decreased, which is not desired). The bridge cross section was extensively discussed with City engineers and planners, and the resultant section with included 11-foot-wide lanes was determined to be the best solution to accommodate vehicles and pedestrians.

As proposed, this deviation would: (a) conform to the intent and purpose of the Code; (b) produce a compensating or comparable result which is in the public interest; and (c) meet the objectives of safety, function and maintainability based upon sound engineering judgement. Furthermore, this deviation would not be materially detrimental to the public welfare, or injurious, or create

[103] Exhibit 2, Attachment CC, Engineering Deviations Exhibit 1

adverse impacts on properties. Increasing the turn lane width to 12 feet could be accommodated by reducing the sidewalk width, which is not desired.

In addition, the proposal is consistent with the Comprehensive Plan by balancing the need for improvements with the need to maintain connectivity through this portion of the City. If the bridge were to be replaced, the bridge would need to be closed for an extended period of time, which would require additional detours for the public to cross I-5. The proposed improvements would meet the City's intent to maximize multimodal connectivity while reducing the roadway closures or detours during construction.

No conflicts with critical areas regulations or Shoreline Master Program are anticipated since no critical areas or shorelines are located within the area of deviation. This deviation meets International Fire Code and would have no impacts on fire protection objectives.

City Analysis:
With this deviation request, Sound Transit is asking for a reduction in the turning lane width from 12 feet to 11 feet. Staff has determined that Deviation No. 1 is not needed to provide 11-foot wide left turn lanes on NE 185th Street between 5th Avenue NE (west side of I-5) and 8th Avenue NE (east side of I-5), as Section 12.2 of the EDM identifies typical lane widths. This allows flexibility in the determination of lane widths without a deviation. Staff has determined a 10 foot lane width is an acceptable lane width for these locations.

2. Deviation No. 2 - NE 185th Street/5th Avenue NE (East of I-5) Intersection deviation from *EDM 13.6 Intersection Grades.*

Sound Transit Deviation Request:

At the NE 185th Street/5th Avenue NE intersection on the east side of I-5, allow a 3.75-percent slope at the intersection, then increase to an eight (8) percent slope[104] east along NE 185th Street from just outside the intersection east to 8th Avenue NE. Drawings of the proposed intersection are provided in Engineering Deviations Exhibit 2.[105]

Sound Transit Justification:

The existing intersection grade along this section of NE 185th Street near the proposed light rail station is at a six (6) percent slope. This is due to existing constraints with the bridge over I-5 (four (4) percent slope) and the proximity of the NE 185th Street/8th Avenue NE intersection (240 feet, and an approximate grade difference of 15 feet), which create a steep intersection area. To meet EDM Section 13.6 (C), the existing I-5 crossing bridge would need to be rebuilt and the NE 185th Street/8th Avenue NE intersection would be raised greater than 10 feet to keep grades below two (2) percent. The proposed intersection grade would meet Americans with Disabilities Act (ADA) crosswalk standards (Public Rights-of-Way Accessibility Guidelines Section R302.6 Cross Slopes)

[104] This description of the increase in slope along NE 185th Street to just outside the NE 185th Street/8th Avenue NE intersection to 8th Avenue NE is incorrect. The slope is 6.65-percent as shown on Drawing No. L85-CRV103 in Engineering Deviations Exhibit 2.

[105] Exhibit 2, Attachment CC, Engineering Deviations Exhibit 2

for the south, west and north legs of the intersection. No crossing is proposed on the east leg. Adequate sight distance is still provided to see the traffic signal.

As proposed, this deviation would (a) conform to the intent and purpose of the Code; (b) produce a compensating or comparable result which is in the public interest; and (c) meet the objectives of safety, function and maintainability based upon sound engineering judgement. Furthermore, the deviation will not be materially detrimental to the public welfare or injurious or create adverse impacts to the property or other properties and improvements in the vicinity and in the zone in which the subject property is situated.

The authorization of this deviation would be consistent with the implementation of the Comprehensive Plan by providing improved multimodal and Americans with Disabilities Act (ADA) access near the Shoreline North/185th Station. This deviation would not conflict with the critical areas regulations or Shoreline Master Program since no critical areas or shorelines are within the area of deviation. This deviation meets International Fire Code and would have no impacts on fire protection objectives.

City Analysis:
With this deviation, Sound Transit is requesting that the maximum permissible grade at a signalized intersection be increased from 2 percent to between 3.75 and 6.65 percent. Given the existing topography, to conform with the required grade percentages Sound Transit would be burdened with the reconstruction or substantial modification of infrastructure (i.e. the I-5 bridge). Even with the greater grades, the proposed design would still provide for adequate sight distance and conformity with ADA standards. Staff's review concluded that the deviation would not be averse to the public interest and is consistent with the intent of the Code in regards to transportation safety. Staff recommends approval of Deviation No. 2.

3. **Deviation No. 3 - Horizontal Curves of 5th Avenue NE at NE 185th Street deviation from EDM *12.5. Horizontal Curve Criteria – Table 13. Horizontal Curve Design.***

Sound Transit Deviation Request:

Allow the horizontal curve design of 5th Avenue NE (east of I-5) just south of NE 185th Street to meet 25 miles per hour (mph) design speed requirements instead of the existing posted speed of 30 mph. The deviation would apply for both directions. The horizontal curve is designed with a 250 ft radius to meet the design speed of 25 mph. A 300 ft radius is required to meet a design speed of 30 mph. Drawings of the proposal and sight distance exhibits are provided in Engineering Deviations Exhibit 3a and 3b, respectively.[106]

Sound Transit Justification:

As arterial roadways, both NE 185th Street and 5th Avenue NE are currently designed to 30 mph design/posted speed requirements. Per SMC 20.30.290(B), Sound Transit is proposing to reduce design speed on the curves of 5th Avenue NE to 25 mph at the intersection with NE 185th Street. This would be consistent with the City Engineer's intent to calm traffic around

[106] Exhibit 2, Attachment CC, Engineering Deviations Exhibit 3

the station and garage by slowing vehicles approaching NE 185th Street in the northbound direction. In the southbound direction the reduced design speed will have no impacts to traffic functions, all users will be going at reduced speeds through the tee intersection at NE 185th St and 5th Ave NE. A higher design speed would require a larger horizontal curve, which in turn, would require additional private property acquisition. Adequate horizontal sight distance would be provided at both intersections to see the traffic signals.

The authorization of this deviation would be consistent with the implementation of the Comprehensive Plan by providing road improvements that support safe multimodal options in near the station and garage. This deviation would not conflict with the critical areas regulations or Shoreline Master Program since no critical areas or shorelines are within the area of deviation. This deviation meets International Fire Code and would have no impacts on fire protection objectives.

This deviation would thus (a) conform to the intent and purpose of the Code; (b) produce a compensating or comparable result which is in the public interest; and (c) meet the objectives of safety, function and maintainability based upon sound engineering judgement.

Furthermore, the deviation will not be materially detrimental to the public welfare or injurious or create adverse impacts to the property or other properties and improvements in the vicinity and in the zone in which the subject property is situated.

City Analysis:

With this deviation, Sound Transit is requesting that this road segment's design speed be reduced from 30 mph to 25 mph to accommodate a smaller horizontal curve radius. Staff finds that slower speeds will be used by vehicles in this area due to the right-angled turning movements and signalized intersection that are proposed for this area. Thus, given the reduction in speed, designing a smaller horizontal curve radius based on the reduced speed is appropriate. Staff believes this will meet the deviation decision criteria and recommends approval of Deviation No. 3.

4. Deviation No. 4: Other Deviations in NE 185th Street Vicinity from *EDM 7.7. Frontage Improvements.*

Sound Transit Deviation Request:

On 5th Avenue NE (south of NE 185th Street). Relocated street to alternate cross section as designed per direction from the City.[107] Standard 66-foot right-of-way or more as designed. A drawing of the proposed improvements is provided in Engineering Deviations Exhibit 4a.[108] Specifics of the proposed frontage improvements on 5th Avenue NE are summarized below:

- *On 5th Avenue NE (south of NE 185th Street) - beginning on LL-224 west side. Dedication to bring west portion of 5th Avenue NE right-of-way up to standard. Shared-use path adjacent to noise wall as designed in lieu of sidewalk and amenity zone on west side of 5th Avenue NE in front of LL224,*

[107] Exhibit 2, Attachment CC, Engineering Deviations Exhibit 4b

[108] Exhibit 2, Attachment CC, Engineering Deviations Exhibit 4a

226, 227 and 228. Shared-use path with modified amenity zone on west side in lieu of standard sidewalk and on-street bike lanes south of pedestrian crossing as designed. Mid-block pedestrian crossing provided.

- *On 5th Avenue NE (South of NE 185th Street) - beginning on LL-229 east side. Standard frontage improvements north to LL222.4. No on-street bike lanes north of mid-block pedestrian crossing. No sidewalk or amenity zone north of LL222.4. Midblock crossing facilitates pedestrian and bicycle access to shared use path and NE 185th Street beyond.*
- *At NE 185th Street and 8th Avenue NE roundabout - provide widened 10-foot sidewalk in lieu of amenity zone at northeast and southeast corner of roundabout to avoid adverse property impacts.*

Sound Transit Justification:

This deviation to modify portions of the amenity zone would not be materially detrimental to the public welfare, or injurious, or create adverse impacts on surrounding properties. The authorization of this deviation would be consistent with the implementation of the Comprehensive Plan by providing road improvements that support safe multimodal options in near the station and garage. This deviation would not conflict with the critical areas regulations or Shoreline Master Program since no critical areas or shorelines are within the area of deviation.

The proposed deviations would (a) conform to the intent and purpose of the Code; (b) produce a compensating or comparable result which is in the public interest; and (c) meet the objectives of safety, function and maintainability based upon sound engineering judgement consistent with the engineering deviation criteria. The City and Sound Transit are in coordination to identify compensating and comparable opportunities in the public interest to accomplish the City's goals to provide nonmotorized connectivity paralleling the guideway through shared-use paths for pedestrians and bicyclists.

This deviation meets International Fire Code and would have no impacts on fire protection objectives.

City Analysis:

With this deviation Sound Transit is requesting a modification to the amenity zone requirement set forth in Section 7.7.

For the proposed deviations to 5th Avenue NE, Staff does not concur with Sound Transit that the issuance of this deviation will not be materially detrimental to the public welfare or injurious or create adverse impacts to the property or other property(s) and improvements in the vicinity and in the zone in which the subject property is situated. To allow for a deviation in conformance with SMC 20.30.290, the proposed cross section design without curbs and asphalt thickened edge for 5th Avenue NE needs to be modified to provide standard concrete vertical curb and gutter consistent with EDM Standard Detail 312 Curbs.

Staff agrees that while the proposed deviations generally conform to the intent and purpose of the Code, the proposed deviations to 5th Avenue NE do not produce a compensating or comparable result which is in the public interest nor do the proposed deviations meet the objectives of safety, function and maintainability

based on sound engineering judgement, without modification of the design for the cross sections as described above.

Staff concurs with Sound Transit's analysis for the proposed deviation locations on streets other than 5th Avenue NE.

Staff recommends approval of Deviation No. 4 subject to a condition requiring the design of the cross sections for the proposed 5th Avenue NE deviations is modified to provide standard vertical concrete curb and gutter consistent with EDM Standard Detail 312 Curbs.

5. Deviation No. 5 - Site Specific Cross Section Dimension Deviation from the first paragraph of EDM 7.7. *Frontage Improvements.*

Sound Transit Deviation Request:

Deviate from the standard frontage improvement requirements in a number of locations due to existing constraints or alternative improvements approved by the City. Drawings of these proposed improvements are provided in Engineering Deviations Exhibit 5.[109]

- *Along NE 145th Street at 5th Avenue NE: provide a 7-foot wide sidewalk without amenity zone adjacent to right turn lane. The narrower cross section is required to avoid impacts to an existing Seattle Public Utilities pump station on the north side of NE 145th Street and to reduce impacts to Jackson Park Golf Course on the south side of the street, which is subject to federal 4(f) protections. The roadway alignment and channelization of lanes have been shifted south to the maximum extent feasible without causing reconstruction of the NE 145th Street/5th Avenue NE intersection.*
- *At the end of NE 149th Street: the standard for a cul-de-sac is a 90-foot diameter bulb, curb, gutter, sidewalk, and amenity zone. This deviation will provide an 80-foot diameter cul-de-sac bulb. A shared-use path will be constructed elsewhere in the City in lieu of the sidewalk and amenity zone, consistent with Code Modification No. 4, which will provide public benefits to non-motorized traffic.*
- *Along 3rd Avenue NE: north of NE 151st Street, construct 14-foot wide shared-use sidewalk along frontage for parcels LL165, LL166 and LL167 in lieu of amenity zone and 12-foot dedication.*
- *At the end of 3rd Ave NE: north of NE 152nd Street, construct 14-foot wide pavement in place of the existing gravel access driveway in the 3rd Avenue NE right-of-way,* [110] *deviating from the standard half-street frontage improvements. A shared-use path will be constructed elsewhere in the city in lieu of an amenity zone and sidewalk on west side as detailed in Code Modification No. 4.*
- *Along 1st Avenue NE: south of NE 159th Street, nonstandard frontage cross section consisting of 14-foot wide shared-use path on west side of the roadway and no frontage improvements on the east side. No frontage*

[109] Exhibit 2, Attachment CC, Engineering Deviations Exhibit 5, pp. 21-22.

[110] The design drawing for this deviation is still under development. See Exhibit 2, Attachment CC, Engineering Deviations Exhibit 5, p. 18, for the area where this deviation is proposed.

improvements on south side of NE 159th Street are proposed. Standard frontage improvements on the north side of NE 159th Street consist of 5-foot wide amenity zone and 5-foot wide sidewalk connecting into new shared-use path.

- *Intersection at NE 170th Street and 1st Avenue NE: remains an uncontrolled intersection as it exists today. At the southwest corner of the NE 170th Street and 1st Avenue NE intersection, 5-foot wide sidewalk with an 8-foot wide amenity zone is proposed, matching into existing sidewalks and amenity zone widths.*
- *Along 1st Avenue NE, from NE 172nd Street to NE 174th Street: the roadway width is reduced to 22 feet to accommodate the construction of a 12-foot-wide shared use path between the guideway and roadway. A 5-foot wide amenity zone and 5-foot wide sidewalk will be constructed on east side of roadway.*
- *At the west street end of NE 178th Street east to 2nd Place NE: construct 20-foot wide paved road on the north half of the ROW, from the intersection of NE 178th Street and 2nd Place NE, to the access to the drainage facility at the west street end, deviating from the standard half street frontage improvements. Dedication of the south half standard ROW not required because it is not needed for future frontage improvements. Construct a shared-use path elsewhere in the City in lieu of amenity zone and sidewalk along the noise wall as detailed in Code Modification No. 4.*

Sound Transit Justification:

This deviation to modify portions of the amenity zone, sidewalk, and roadway configurations would not be materially detrimental to the public welfare, or injurious, or create adverse impacts on surrounding properties. Authorization of this deviation would be consistent with implementation of the land use and transportation goals and policies of the Comprehensive Plan since the proposed deviation would provide beneficial road improvements, while at the same time, reduce private property impacts. In addition, this deviation would not conflict with the critical areas regulations or Shoreline Master Program since no critical areas or shorelines are located within the area of deviation.

The proposed deviations would (a) conform to the intent and purpose of the Code; (b) produce a compensating or comparable result which is in the public interest; and (c) meet the objectives of safety, function and maintainability based upon sound engineering judgement consistent with the engineering deviation criteria. The City and Sound Transit are in coordination to identify compensating and comparable opportunities in the public interest to accomplish the City's goals to provide nonmotorized connectivity paralleling the guideway through shared use paths for pedestrians and bicyclists. The locations discussed above generally do not have sufficient space available to provide both the shared-use path and standard frontage improvements as required in the EDM. A strict application of the above requirements would impair the public benefits to be provided by the shared-use paths to meet the requirements for frontage improvements.

This deviation meets International Fire Code and would have no impacts on fire-protection objectives.

City Analysis:

With this deviation, Sound Transit is requesting deviations from the standard frontage improvement requirements set forth in Section 7.7. The requested deviations range from elimination of improvements (e.g. no amenity zone) to road and sidewalk width reduction. Except for in two (2) locations, Staff finds that the proposed group deviations to provide alternate frontage improvements[111] meet the deviation approval criteria. For those two (2) locations that do not satisfy the approval criteria, to allow for a deviation in conformance with SMC 20.30.290, the final design for the alternate improvement needs modification as follows:

- End of NE 149th Street: Vertical curb and gutter per Standard Detail 312 Curbs needs to be installed, where the face of curb should be set at the 80-foot diameter location unless a different shaped cul-de-sac is proposed.
- At the west street end of NE 178th Street east to 2nd Place NE: The drawing for the 20-foot wide paved road in the northern portion of the NE 178th Street ROW needs to show the extension of the 20-foot pavement width west from the intersection of NE 178th Street with 2nd Place NE to the access for the drainage facility located on the north side of the west end of NE 178th Street.

Staff recommends approval of Deviation No. 5 subject to conditions ensuring that the final design of the alternate frontage improvements for the NE 149th Street and NE 178th Street is modified as set forth above.

6. **Deviation No. 6 - Alternate Dedication & Path in Lieu of Standard Facilities deviation from the first paragraph of *EDM 7.7. Frontage Improvements, EDM 12.6 Street End,* and the dimensional standards in *EDM Appendix F Master Street Plan***.

Sound Transit Deviation Request:

Modify the standard frontage improvements, street end improvements, and/or Master Street Plan requirements in the locations listed below, to instead provide a nearby shared-use path, consistent with Code Modification No. 4. Drawings of these proposed improvements are provided in Exhibit 6[112].

- *NE 161st Street end: provide a 5-foot wide amenity zone and 8-foot wide sidewalk[113] on the north side of the roadway and cul-de-sac only and connect into the shared-use path west of the street end. Shared-use path construction provided in lieu of amenity zone and sidewalk on west and south sides of the cul-de-sac. This design also avoids additional property impacts on the south side of the cul-de-sac.*
- *West end of NE 180th Street: construct skewed hammerhead turnaround, without frontage improvements, and construct shared-use path west of hammerhead.*
- *End of NE 189th Street: construct a section of shared-use path in Shoreline North/185th Station site and hammerhead turnaround in lieu of the standard*

[111] As set forth in the Balance Sheet LOC, Exhibit 17.

[112] Exhibit 2, Attachment CC, Exhibit 6

[113] Drawing Nos. L85-CRP127 and L85-CRP128 in Exhibit 6 of Attachment CC, show the sidewalk width as being six feet wide, when an 8-foot wide sidewalk is required. The deviation description is correct, but the drawing for the improvements needs revision.

frontage improvements and street end treatment on NE 189th Street at LL-264 and LL-265.

- *End of NE 195th Street: construct an offset-style hammerhead in lieu of a standard street end treatment and a shared-use path connection to non-motorized use bridge in lieu of standard frontage improvements and street end treatments on LL267.1, LL-267.2 and LL-266.*

Sound Transit Justification:

This deviation to modify portions of the amenity zone would not be materially detrimental to the public welfare, or injurious, or create adverse impacts on surrounding properties. Authorization of this deviation would be consistent with implementation of the land use and transportation goals and policies of the Comprehensive Plan since the proposed deviation would provide beneficial road improvements, while at the same time, reduce private property impacts. In addition, this deviation would not conflict with the critical areas regulations or Shoreline Master Program since no critical areas or shorelines are located within the area of deviation.

The above described deviations would (a) conform to the intent and purpose of the Code; (b) produce a compensating or comparable result which is in the public interest; and (c) meet the objectives of safety, function and maintainability based upon sound engineering judgement consistent with the engineering deviation criteria. The City and Sound Transit are in coordination to identify compensating and comparable opportunities in the public interest to accomplish the City's goals to provide nonmotorized connectivity paralleling the guideway through shared use paths for pedestrians and bicyclists.

The locations listed above, where surplus space is available, have been identified as potential locations for shared-use paths; however, sufficient space is not available to provide both the path and standard frontage improvements as required in the EDM. A strict application of the above requirements would impair the public benefits to be provided by the shared use paths to meet the requirements for frontage improvements.

Regarding the offset style hammerhead at NE 195th Street, per SMC 20.30.290(B), a conventional hammerhead design at the end of NE 195th Street would require the full take of an additional residential property. Instead, Sound Transits proposes a deviation to provide an offset-style hammerhead, as shown in Drawing No. L85-CRP145,[114] which can utilize a property on the north side of NE 195th Street that Sound Transit is already acquiring for the project. In addition, this would allow the fire department to turn around on an existing street that has no facility. The offset-style hammerhead allows the existing NE 195th Street pedestrian bridge path (not ADA compliant grades) to be rebuilt to meet ADA grades. Turning movements provided in the Civil Roadway Calculations package illustrate how the offset style of hammerhead meets the same functionality of the standard hammerhead shown in the EDM.

City Analysis:

Staff finds that the proposed group deviations to provide alternate dedications and shared-use paths in lieu of standard frontage and street end improvements, meet

[114] Exhibit 2, Attachment CC, Exhibit 6

the engineering deviation decision criteria, and recommend approval of Deviation No. 6 except for NE 161st Street end and NE 189th Street End. For those two (2) locations that do not satisfy the approval criteria, to allow for a deviation in conformance with SMC 20.30.290, the final design for these road segments need modification as follows:

- NE 161st Street end: the drawing(s) for the NE 161st Street deviation needs to be modified to show an 8-foot wide sidewalk on the north side of NE 161st Street connecting to the shared-use path.
- End of NE 189th Street: Drawing No. L85-CRP142 (and other related design drawings) need to show provision of street trees along the TPSS frontage on north side of NE 189th Street, and on the south side of NE 189th Street, a connection from the shared-use path to the existing sidewalk on the east side of the shared-use path needs to be provided.

Staff recommends approval of Deviation No. 6 subject to conditions ensuring that the final design of the NE 161 Street end and End of NE 189th Street road segments are modified as set forth above.

7. Deviation No. 7 - Restoration of Two Existing Residential Driveways (Parcel LL200) deviation from *EDM 10.2. Access Provision, B. and C.*

Sound Transit Deviation Request:

Roadway realignment and reconstruction on 1st Avenue NE south of NE 174th Street involves reconstructing driveway connections to a number of existing residential driveways. Parcel LL200 has two existing driveways today, which is one more than currently permitted by the EDM. One 10-foot-wide driveway is to a carport and one 8-foot-wide driveway is to a parking space in front of a former garage that appears to have been converted to living space. The project proposes to reconnect both existing driveways with 10-foot wide driveway approaches, which will be 34 feet apart. Drawing No. L85-CRP133 shows the proposed improvements.[115]

Sound Transit Justification:

This deviation to allow this parcel continued use of a second driveway would not be materially detrimental to the public welfare, or injurious, or create adverse impacts to the property or other properties. Allowing this driveway to remain will not adversely affect the implementation of the Comprehensive Plan. If the property was to redevelop in the future, they would be held to current EDM standards and only one driveway would be permitted.

As proposed, this deviation would (a) conform to the intent and purpose of the Code; (b) produce a compensating or comparable result which is in the public interest; and (c) meet the objectives of safety, function and maintainability based upon sound engineering judgement consistent with the engineering deviation criteria.

[115] Exhibit 2, Attachment CC, Engineering Deviation Exhibit 7

This deviation also meets International Fire Code and would have no impacts on fire protection objectives.

City Analysis:
With this deviation, Sound Transit proposes to reconfigure two (2) existing driveways on Parcel LL200 (e.g. Sound Transit's identification for the property addressed as 17052 1st Avenue NE, PIN 7305300245), spacing the driveways less than the 50 feet stated in the EDM.

Granting of this deviation will allow the private property owner to retain the existing, nonconforming driveway configuration of this parcel. The Project is modifying the frontage improvements adjacent to the property and reconstruction of the driveway accesses is occurring through no action of the property owner. Approval of this deviation should be conditioned to make clear that approval is not intended to address whether or not this condition was legally established and future development activity on this parcel by a property owner may require access to the parcel to be brought into compliance with the relevant standards in effect at the time of that future activity. Staff finds that the proposed improvements meet the purpose of the SMC, the EDM access provision standards, and the applicable engineering deviation criteria.

Staff recommends approval of Deviation No. 7 to allow for this driveway reconfiguration.

E. ADMINISTRATIVE DESIGN REVIEW (SMC 20.30.297(A) - Type A Action)

SMC 20.30.297(A) allows for Administrative Design Review approval of departures from the design standards in SMC 20.50.220 through 20.50.250 and SMC 20.50.530 through 20.50.610, upon finding that the departure is:

1) Consistent with the purposes or intent of the applicable subsections; or

2) Justified due to unusual site constraints so that meeting the design standards represents a hardship to achieving full development potential.

Sound Transit has requested four (4) departures from design standards per SMC 20.30.297. Three of the departures are from site design standards in SMC 20.50.240 and one departure is from a building design standard in SMC 20.50.250 and are listed in the order submitted by Sound Transit (Exhibit 2, SUP Narrative, Section 6.4, pp. 80-89), as follows:

1. <u>Departure No. 1</u> – Southeast corner of Shoreline South/145th Garage [116] departure from *SMC 20.50.240(D)(1)(c) Corner Sites.*

<u>Sound Transit Departure Request</u>:

Allow an average width of 20 feet of Type II landscaping for the length of the Shoreline South/145th Garage building adjacent to 5th Avenue NE and the I-5 onramp. Due to the multi-use pedestrian pathways proposed, and the space allocated for the transit center and the pick-up/drop-off areas, consistent 20-foot wide Type II landscaping is not practicable without reducing other public benefits of the project, which justifies a departure. However, by averaging the widths, and including landscaping within the WSDOT right-of-way north of the I-5 onramp, the total amount of Type II landscaping provided more than doubles what is required and will help soften the appearance of the parking garage, meeting or exceeding the intended goals of the corner site design requirements.

<u>Sound Transit Justification</u>:

Of the design treatment options listed, only Option "c" is applicable, or best serves the public and complements the light rail development at the Shoreline South/145th Garage. Option "a" is not recommended as it would place the parking garage farther from the station, reducing public benefits by requiring longer distances for pedestrians to walk to and from the station. Moving the parking structure closer to the street corner would also reduce the space available for the multi-use path, and publicly beneficial landscaping, in particular evergreen trees, to help visually soften the garage.

Option "b" is not recommended as the corner would reduce public benefits by creating safety concerns by encouraging pedestrians to gather too close to the I-5 on-ramp to the south. In addition, pedestrians and bicyclists will be moving between modes of transportation and will not need to wait or mingle at this corner. This option is more applicable to a downtown main street condition with retail at ground levels. Option "d" is not recommended for similar reasons, as there is no publicly beneficial rationale for the safety risks of waiting at the corner of NE 145th Street and the I-5 onramp. In addition, it would be dangerous to encourage vehicles to drop off or pick up at this location. Designated waiting

[116] Exhibit 2, Attachment BB, Exhibit Nos. 1a and 1b

areas are provided at the pick-up/drop off area north of the garage, and at plazas closer to the station. Option "c" is the most appropriate standard to apply to the Shoreline South/145th Garage building.

In accordance with the ADR provisions of SMC 20.30.297, the proposed departure is consistent with the purposes or intent of the applicable subsection. The purpose statement for this subsection is in SMC 20.50.240(A) Site Design. Below is the justification for how the proposed departure is consistent with the purposes of this subsection.

1. *Promote and enhance public walking and gathering with attractive and connected development.*

   On the east side of the garage, adjacent to 5th Avenue NE, the proposed average landscape buffer provides more total buffer between the garage and the shared-use sidewalk than is required by code (4,400 square feet required, 5,000 square feet provided). The configuration also minimizes the distance from the garage to the station, while also providing width for a 14-foot wide shared-use sidewalk and a 5-foot wide amenity strip adjacent to 5th Avenue NE.

   Changing the garage or site layout to provide 20 feet of buffer along the entire length would either reduce the amenity strip, reduce the width of the shared-use sidewalk, or reduce the width of the walkway on the west side of the garage. Any of these changes would degrade the public's walking experience compared to the proposed configuration.

   On the south side of the garage, adjacent to the northbound I-5 onramp, a minimum 11-foot wide buffer is provided between the garage and the multi-use path. In addition, there is an approximately 45-foot wide buffer provided between the multi-use path and the onramp. The proposed average buffer area is greater than the amount required by code (2,600 square feet required, 7,300 square feet provided).

   The proposed solution maximizes the separation between the onramp where cars will be accelerating to freeway speeds, and the multi-use path, while still maintaining enough buffer width to provide vegetative screening between the garage and multi-use path. This configuration meets the purpose of enhanced public walking space with an attractive connected development by providing a protected and aesthetically pleasing connection between the station plaza and the street corner.

2. *Promote distinctive design features at high visibility street corners.*

   The primary concern at this corner for the functionality of the station is to draw people to the pathways that lead them to the station plaza and entrance. The design of the street corner, with the landscape buffer, 14-foot wide shared-use sidewalk along 5th Avenue NE and wide multi-use paths around the garage helps to achieve this goal. The garage itself is distinctive and will be enhanced by artwork on the south shear wall closest to the corner of 5th Avenue NE and the I-5 onramp. A large specimen tree will be located at the corner, with groundcover planting, to help guide pedestrians to the primary multi-use path.

3. *Provide safe routes for pedestrians and people with disabilities across parking lots, to building entries, and between buildings.*

   This purpose is not directly applicable with regards to the departure request of averaging the width of landscape buffer. The landscape buffer adjacent to the garage building provides sufficient width in all areas to contribute toward the safety of routes for pedestrians and people with disabilities.

4. *Promote economic development that is consistent with the function and purpose of permitted uses and reflects the vision for commercial development as expressed in the Comprehensive Plan.*

   This purpose is not directly applicable with regards to the departure request of averaging the width of landscape buffer. The landscape buffer widths adjacent to the garage building does not impact promotion of economic development but supports the vision for development by providing landscape buffers adjacent to multi-use pathways leading to building entries.

City Analysis:

Staff finds that Sound Transit has demonstrated that the proposed departure from the corner site standard to provide a 20-foot depth of Type II landscaping for the entire length of the required building frontage (SMC 20.50.240(D)(1)(c)) meets the intent of the site design standards per SMC 20.50.240(A), given the Shoreline South/145th Station site constraints, where a full 20-foot depth of Type II landscaping along the 5th Avenue NE garage frontage cannot be provided without a major alteration of the site design as described above.

The design of the Type II landscaping[117] along the garage frontage successfully balances providing effective landscape screening of the garage, without compromising safety of people walking or bicycling on the shared-use sidewalk along the 5th Avenue NE garage frontage or walking or bicycling on the multi-use path along the south side of the garage frontage along the northbound I-5 onramp, where the tree and plant selection provides year-round interest (color, texture, plant sizes) that provides a visually pleasing walking or bicycling experience.

Staff recommends approval of Departure No. 1.

2. Departure No. 2 - Metal Proximity to Grade, for Shoreline South/145th Station and Shoreline North/185th Station, departure from *SMC 20.50.250(B)(8)(a) Materials*.

Sound Transit Departure Request:[118]

Allow metal siding to extend as low as six (6) inches above grade at the Shoreline South/145th and Shoreline North/185th Stations and Garages.

[117] Exhibit 2, Attachment I, Book 2 – Landscape, Drawing Nos. N15-LPP261 – Landscape Planting Plan, N15-LPD201 and LPD202 – Landscape Planting Enlargements and N15-LPS201 – Landscape Plant Schedule, provide the details of the Type II landscape design.

[118] City Staff consolidated this request, added bullets, and added underlined, non-italicized labels for each of the proposed metal proximity to grade design departure descriptions and locations from Sound Transit organization of these departures to make it easier to follow the requested locations and justifications. See Exhibit 2, SUP Narrative for Sound Transit's original departure request (pp. 83-86).

- Shoreline South/145th Station: *Sound Transit proposes that along approximately 403 feet of the 784-foot perimeter of the Shoreline South/145th Station, concrete or masonry will extend from the ground up at least three (3) feet-six (6) inches above grade. For the remaining 381 feet, which flank each station entrance, metal panels extend to within six (6) inches of grade.*
- Shoreline South/145th Garage: *Sound Transit proposes that along approximately 652 feet of the 712-foot perimeter concrete or masonry will extend from the ground up at least three (3) feet-eight (8) inches above grade. For the remaining 60 feet, which flank the elevator enclosure and pedestrian entrance, metal panels extend to within six (6) inches of grade.*
- Shoreline North/185th Station: *Sound Transit proposes that the elevator shafts are clad in metal panels for the full height of the elevator shaft and that the Ticket Vending kiosks are clad in a porcelain enamel metal panel.*
- Shoreline North/185th Garage: *Sound Transit proposes full height perforated metal screening is proposed along the east and west facades of the garage and at the public and egress stairs.*

  Sound Transit Justification:

  In accordance with the ADR provisions of SMC 20.30.297, the proposed departure is consistent with the purposes or intent of the applicable subsection. The purpose statement for this subsection is in SMC 20.50.250(A) Building Design. Below is the justification for how the proposed departures are consistent with the purposes of this subsection.

  1. *Emphasize quality building articulation, detailing and durable materials.*

     The proposed perforated and solid metal panels, as specified in Specifications Section 057500 – Decorative Formed Metal and Section 074210 – Metal Wall Panels [Exhibit 2, Attachment BB, Design Departures Exhibit Nos. 2a-2b]*, consist of 0.125-inch aluminum, supported on steel tube framing, with a fluoropolymer finish. The panels would be secured with tamper-resistant fasteners. Accordingly, the panels would meet the intent for durability and quality detailing established in the code requirement. Elevation drawings of the Shoreline South/145th Station are provided in Drawing Nos. N15-AEE100 through N15-AEE107 and for the Shoreline South/145th Garage are provided on N15-AEE101 through N15-AEE104* [Exhibit 2, Attachment BB, Design Departures Exhibit 2c]*. The Elevation drawings of the Shoreline North/185th Station are provided in Drawing No. N17-AEE200 and N17-AEX201* [Exhibit 2, Attachment BB, Design Departures Exhibit 3]*. The elevation drawings for the Shoreline North/185th Garage are currently under development and are not part of the SUP application.*

  2. *Reduce the apparent scale of buildings and add visual interest for the pedestrian experience.*

     The design and materials at the Shoreline South/145th Garage are presented in such a way that the overall facade is broken up into a smaller, more human scale pattern by the variation in pattern between the spandrel and columns and the variation in material between the concrete spandrels

and metal panel screening or open spaces. The variation in panel widths and perforation types provides visual interest for the pedestrian.

At the Shoreline South/145th Station, the TVM kiosk is a small pedestrian scale standalone structure serving as a visual marker for the station entrance. The metal panels along the stairs/escalator transition from solid to perforated with the rise in the stair and escalator, breaking up the larger enclosure.

The Shoreline North/185th Garage is partially buried reducing the overall scale of the structure. The variation between smooth concrete, textured concrete and screening break up the exposed portion of the structure into smaller scale elements and the variation in panel widths and perforation types provides visual interest for the pedestrian.

The varied elements and elevations of the Shoreline North/185th Station help break up the structures into pedestrian scale elements.

3. *Facilitate design that is responsive to the commercial and retail attributes of existing and permitted uses.*

   The station design for the Shoreline South/145th and Shoreline North/185th Stations is responsive to the attributes of permitted uses (in this case a transit facility) which requires a safe and secure environment. The metal screening on the Shoreline South/145th and Shoreline North/185th Garages permit visibility and ventilation on the long faces of the garage, and the screening at the stairs provides visibility from the plaza to the garage, while allowing for closing off the garage during hours when the station and garage are closed.

   The station design for both stations requires a clear and easy identification of components of the circulation system and the fare vending system. The decision to use full height metal panels at the elevators allows passengers to clearly identify the location of the elevators. The decision to use full height metal panels at the ticket vending machines allows for easy identification of the kiosks from a distance.

   Additionally, a light rail station, by nature, contains multiple elements offering variety in material, texture, size and visual appearance that are often not inherent in other building types. By extending metal panels close to grade, the design maintains a varied but clean appearance.

City Analysis:

Staff finds that Sound Transit has demonstrated that the proposed design departure from the materials standard in SMC 20.50.250(B)(8)(a) to allow metal siding to extend lower than four feet above grade meets the intent of the building design standards per SMC 20.50.250(A), as these standards were developed for commercial or mixed-use buildings and are difficult to apply to light rail facilities (buildings/structures) that do not have the same shape, size or function as a typical commercial or mixed-use building.

For the Shoreline South/145th and Shoreline North/185th Garage buildings, decorative metal panels are used to improve the appearance of the highly visible buildings from public rights-of-way and neighboring properties. The amount of metal paneling that extends lower than four feet above grade is limited and

foundation landscaping will obscure any views of the lower parts of this metal paneling.

Staff recommends approval of Departure No. 2.

3. <u>Departure No. 3</u> - Window Area at Ground Floor for Shoreline North/185th Station and Garage departure from *SMC 20.50.240(C)(1)(d) Site Frontage.* [119]

<u>Sound Transit Departure Request</u>:

Reduce window percentage to 35 percent of the Shoreline North/185th Station façade facing NE 185th Street and to zero percent of the Shoreline North/185th Garage façade facing NE 185th Street. At the station, the front façade is composed of the face of the elevator, two stair entries, and a glazed windscreen (glass window) at the entry to the station. These design features are necessary to provide sufficient access and protection from the elements for commuters using the station. The solid (elevator) portion is 42.5-percent of the façade area. The open areas at the stairways are 22.2-percent, and the windscreen glazing (glass windows) is 35.3-percent. The south wall of the Shoreline North/185th Garage is primarily below grade, however the portions of the wall visible from NE 185th Street are either solid sheer wall or elevator shaft.

<u>Sound Transit Justification</u>: In accordance with the ADR provisions of SMC 20.30.297, the proposed departure is consistent with the purposes or intent of the applicable subsection. The purpose statement for this subsection is in SMC 20.50.240(A) Site Design. Below is the justification for how the proposed departure is consistent with the purposes of this subsection.

1. *Promote and enhance public walking and gathering with attractive and connected development.*

   The façade facing NE 185th Street serves as the open-air entrance to the station. The combination of the plaza space, the TVM kiosk, the canopy and the glazing at the station serve to enhance the public walking and gathering spaces while drawing people to the station entrance. Glazing is provided in the space between the stair entrances serving, with the canopy, to provide weather protection while allowing light and visibility to the entrance area. Additional glazing would have to be added exterior to the canopy and would not provide enhancement of this area.

2. *Promote distinctive design features at high visibility street corners.*

   The overall station entrance is designed to be distinctive and serve as a focal point for the station. The TVM kiosk, plaza, and canopy are all in front of the glazed façade and serve to promote visibility of the building. The glazing serves as a transparent backdrop for these more distinctive features.

3. *Provide safe routes for pedestrians and people with disabilities across parking lots, to building entries, and between buildings.*

[119] Exhibit 2, Attachment BB, Design Departures Exhibit 3: Drawing Nos. N17-AEE200 (Elevation), N17-AEX201 (Section), N17-APP301 (Plan), N17-AZV003 and N17-AZV004 (Three-Dimensional Exterior Views).

The station entrance plaza and adjacent sidewalks are designed to provide safe routes for people to access the station. Access is provided from the area west of I-5 via a connection to the sidewalk on the NE 185th Street bridge, from the bus transit center via a dedicated walkway, and from the south side of NE 185th Street via a signalized crosswalk. The plaza space includes planters and seat walls that serve as physical barriers between vehicular and pedestrian spaces. The intent of this stated purpose is fulfilled without requiring additional glazing in the station façade.

4. *Promote economic development that is consistent with the function and purpose of permitted uses and reflects the vision for commercial development as expressed in the Comprehensive Plan.*

   This purpose is not applicable to the criteria for a 50% glazed façade. The façade glazing at the station entrance does not have an impact on promoting economic development.

City Analysis:

Staff finds that Sound Transit has demonstrated that the proposed design departure from the minimum window area standard in SMC 20.50.240(C)(1)(d) meets the intent of the site design standards per SMC 20.50.240(A), especially since these standards were developed for commercial or mixed-use buildings and are difficult to apply to light rail facilities (buildings/structures) that do not have the same shape, size or function as a typical commercial or mixed-use building.

The design of the Shoreline North/185th Station façade facing NE 185th Street not only provides the appropriate amount glazing suited to its function, but also contains other design features, including public art, that make it aesthetically appealing for this very visible entry to the Station and for the public who are walking through or gathering in the adjacent public plaza. The Garage façade visible from NE 185th Street does not include glazing, because it is structurally not feasible. Staff recommends approval of Departure No. 3.

4. Departure No. 4 - Outdoor Lighting at Stations and Garages, at both Shoreline South/145th Station and Shoreline North/185th Station, departure from *SMC 20.50.240(H)(1) Outdoor Lighting.*

Sound Transit Departure Request:

Sound Transit requests that the Shoreline South/145th and Shoreline North/185th Stations and Parking Garages and sites use the DCM (Table 21-3) required lighting level in place of the light levels required in SMC 20.50.240(H)(1)(b) and (c). Pole height requirements are unaffected by this departure request.

DCM Light Levels by Design Area:

Area	Average Illuminance in Foot Candles (fc)
Platform Edge (Up to four feet back)	10
Remaining Platform	Avg: 7, Min: 5
Mezzanines	5
Stairs, Escalators	10
Fare vending Areas	20
Approaches to Elevators	10
Approaches to Escalators and Stairways	10

Emergency Lighting	Avg: 1, Min: 0.1
Public Restrooms	20
Concessions	10
Entry approaches to stations	7
Bicycle Parking	5
Open Plaza	5
Pedestrian Walkways	3
Bus Loading Zones and Roadways	4
Passenger Drop-off	4
Parking Lots and Garage Roof Parking	Avg: 3, Min: 1.5
Parking Garage Deck and Ramps	5
Face of Signs (vertical)	Min: 10
Fare Vending Areas (vertical)	10

Sound Transit Justification:

The required light levels in SMC 20.50.240(H)(1)(b) and (c) for outdoor public accessible lighting do not represent best lighting design practices for the areas of a combined light rail station and bus terminal. The purpose of SMC 20.50.240 is to "promote and enhance public walking and gathering with attractive and connected development" (A)(1), "promote distinctive design features at high visibility street corners" (A)(2), "provide safe routes for pedestrians and people with disabilities across parking lots, to building entries, and between buildings" (A)(3), and to "promote economic development that is consistent with the function and purpose of permitted uses and reflects the vision for commercial development as expressed in the Comprehensive Plan" (A)(4). The proposed departure would meet or exceed the intent of SMC 20.50.240(A), Site Design,

- *to "promote and enhance public walking and gathering with attractive and connected development" (A)(1) and*
- *to "provide safe routes for pedestrians and people with disabilities across parking lots, to building entries, and between buildings" (A)(3).*

The proposed departure affects lighting levels which will not have an impact on the projects distinctive design features at street corners (A)(2) nor on economic development (A)(4). The various areas of the station are designed to comply with requirements in DCM Chapter 21 ([Exhibit 2, Attachment BB, Design Departures] *Exhibit 4e), which have been calculated based on task areas, decision and transition points, providing safety in areas of potential hazard through environmental design (CPTED), as well as recommendations from the Illuminating Engineering Society (IES). An overview of recommendations from the IES (the recognized technical authority on illumination), requirements from other accepted codes, and examination of tasks in different use areas all support this approach.*

The Sound Transit DCM requires light levels that closely match IES recommendations and were specifically developed for light rail transit station applications present at all Sound Transit light rail stations. Using the lighting levels proposed in this departure at each design area provides an appropriate level of lighting for their function, while at the same time minimizing objectionable glare and/or interference with task accuracy, vehicular traffic, and neighboring areas. Requiring each area to decrease illumination to 4-foot candles would negatively impact public walking and gathering and compromise crime prevention (CPTED) and safe routes for pedestrians. These light levels are implemented consistently across all Sound Transit projects.

Supporting information: See [Exhibit 2, Attachment BB, Design Departures] *Exhibits 4a (Backup and Code Comparison for Proposed Design Departures to Outdoor Lighting Levels), 4b (Direct Light to 145th Garage Exterior), 4c (145th Site Lighting Levels), 4d (185th Site Lighting Levels), 4e (Sound Transit DCM - Lighting), 4f (145th Garage Roof Direct Light Emittance), 4g (145th Garage Roof Lighting Levels), 4h (Light Fixture Brochure Excerpt) in Attachment BB for additional discussion of lighting levels, including recommendations from the IES for the areas noted above.*

City Analysis:
Staff finds that Sound Transit has demonstrated that the proposed design departure from the outdoor lighting illumination standards in SMC 20.240(H)(1)(a) and 1(b) meets the intent of site design standards per SMC 20.50.240(A) by using the best lighting design practices for the areas of a combined light rail station and bus terminal which will provide the appropriate amount of illumination of public areas that will not negatively impact walking and gathering at both stations, compromise crime prevention, and will not negatively impact neighboring properties. Staff recommends approval of Departure No. 4.

III. DEPARTMENT RECOMMENDATIONS

Based on the above findings of fact, analysis, and conclusions, the City's Planning & Community Development Department recommends approval of Sound Transit's Special Use Permit for the Lynnwood Link Extension (LLE) Project File No. SPL18-0140, including Code Modifications, Engineering Deviations, Administrative Design Departures, and the SUP Vesting Extension Request, subject to the following conditions:

A. Neighborhood Compatibility

1. Sound Transit shall, consistent with FTA ROD Mitigation Commitment 4.5-A (Exhibit 7, p. B-6 to B-7), provide landscape screens as visual buffers between the light rail facilities and residential zones or development up to twenty (20) feet wide as required by SMC 20.50.490, except locations in where Code Modification No. 3, described in Section II(C) of this staff report, is applicable. Approval of Code Modification No. 3 is granted, contingent on:

    a. Exact locations where Code Modification No. 3 applies shall be generally consistent with locations described in Section II(C), and shall be confirmed in the respective Sound Transit site development permit applications for the Project for review and approval by the City; AND

    b. Sound Transit shall, in consultation with the City and King Conservation District, finalize and execute an intergovernmental agreement (Partnership Agreement) with a scope of work and funding requirement in an amount not to exceed Two Hundred Fifty Thousand, Nine Hundred and Fifty-Two Dollars ($250,952). The Partnership Agreement shall be substantially the same as the *DRAFT – April 5, 2019, Lynnwood Link Urban Tree Canopy and Landscape Enhancement Partnership* attached as Exhibit 27 and executed by Sound Transit and the participating parties no later than August 31, 2019, unless the City agrees to extend this deadline; OR

    a. In the event that a Partnership Agreement is not executed the deadline referenced above, Sound Transit shall execute an agreement with the City and provide funding not to exceed Two Hundred Fifty Thousand Nine Hundred Fifty-Two Dollars ($250,952) directly to the City for the same or equivalent scope of work to meet the intent of the City's code for landscape screen requirements no later than January 1, 2020. The payment will be used for planting of the same quantity of trees and understory vegetation, as originally proposed in the Partnership Agreement (Exhibit 27) or alternate scope of landscape enhancement related work as mutually agreed to by the City and Sound Transit, within one quarter mile of the Project Corridor within the City.

2. If adjacent properties redevelop during or after construction of the Project, Sound Transit should work collaboratively with the developers to facilitate non-motorized connections between the station sites and adjacent Transit Oriented Development. If such collaboration results in removal of visual screening or noise walls, then Sound Transit is permitted to do so.

3. Approval is granted for the four (4) design departures to the standards listed and described in Section II(E) of this staff report. These departures are found to meet the criteria under SMC 20.30.297 by meeting the Commercial Design Standards purposes listed in SMC 20.50.240(A) for Site Design and SMC 20.50.250(A) for Building Design.

a. SMC 20.50.240(C)(1)(d): Site Frontage

Minimum required window area at the Shoreline North/185th Station and Garage ground floor façades shall be 35 percent minimum for the station and zero percent for the garage facing NE 185th Street.

b. SMC 20.50.240(D)(1): Corner Sites

Type II landscaping shall be provided with 20 feet of depth of on average for the length of the Shoreline South/145th Garage building adjacent to 5th Avenue NE and the I-5 onramp.

c. SMC 20.50.240(H)(1): Outdoor Lighting

Sound Transit may use the DCM (Table 21-3) required lighting level in place of the light levels required in SMC 20.50.240(H)(1)(b) and (c) so long as the standards in 20.50.240(H) for pole heights and shielding to protect neighboring properties are met.

d. SMC 20.50.250(B)(8): Building Articulation – Materials

Sound Transit may install metal siding or metal perforated screening extending as low as six (6) inches above grade at the Shoreline South/145th and Shoreline North/185th Stations and Garages.

B. Noise

1. Construction Noise:

a. The Construction Noise and Vibration Mitigation and Monitoring Plan prepared for the Project shall be subject to City review and approval with the Master Site Development and ROW Use Permits main package revisions. The plan shall be provided to the City at least 30 days prior to initiating main package construction activities. The plan shall include regular reporting on monitoring to the City during construction.

b. Temporary noise barrier materials shall comply with the minimum density standard of four (4) pounds per square foot.

c. Nighttime construction work outside the limits of weekday and/or weekend hours in SMC 9.05.040 shall be subject to application for variance pursuant to SMC 9.05.080.

d. Noise abatement measures (including temporary noise barriers) shall be monitored weekly during construction, and any damage or issues with the noise abatement measures shall be repaired or rectified within three days of identifying the issue, to ensure that such measures are installed and maintained to specifications. Complaints regarding noise abatement measures provided to residents for use inside their homes shall be addressed through the public engagement process and do not require regular monitoring by Sound Transit.

e. Around construction staging areas and in locations where existing noise walls will be removed, temporary noise barriers shall be installed to provide mitigation of highway and construction noise until new walls are constructed or construction staging activities are completed consistent with Mitigation Commitments 4.7-D and 4.7-Ein the 2015 FTA ROD Mitigation Plan (Exhibit 7, p. B-9 to B-10). Replacement walls shall be constructed as soon as possible.

2. Operational Noise:

   Sound Transit shall mitigate for operational noise impacts from the Project consistent with the recommendations in the final Nosie, Vibration, and Groundborne Noise Reports for the Project and consistent with Mitigation Commitments 4.7-A in the 2015 FTA ROD Mitigation Plan (Exhibit 7, p. B-8), including a combination of noise walls, acoustic panels, lubrication ready track design, acoustical treatment of service area rooms and the underside of platform canopies, and residential sound insulation improvements to individual residences.

3. Public Engagement:
   a. Sound Transit, prior to start of construction, shall notify the public of the noise-complaint process and shall provide public notification procedures to the City for review and approval.

   b. Any noise complaints received by Sound Transit shall be provided to the City including regular summary of any complaints received and resolutions.

   c. Sound Transit shall offer a Noise Mitigation Package to the residents of properties identified in the final Construction Noise, Vibration and Groundborne Noise Reports for the Project as expected to experience an increase of 6dBA or greater during construction, even with temporary noise barriers installed, as proposed in the final LLE Construction Outreach Plan (Exhibit 2, Attachment FF, Appendix 2, pp. 7-8).

C. Multimodal Transportation

1. Sound Transit shall complete and submit construction management plans including Maintenance of Traffic (MOT) Plan(s) and Traffic Control Plans (TCP), for City review and approval through applicable construction permits, that assess and mitigate for construction impacts to traffic on both arterial and local streets consistent with Mitigation Commitments 3-M, 3-N, and 3-Q, in the 2015 FTA ROD Mitigation Plan (Exhibit 7, p. B-4 to B-5) and SMC 20.40.438(E)(2) and include the following:

   a. In coordination with the City, determine the scope and study parameters for the evaluation of light rail construction impacts to traffic on arterial and local streets where traffic impacts during construction are anticipated. The scope shall include potential mitigation actions to address specific traffic impacts;

   b. Complete a baseline traffic survey documenting preconstruction traffic on streets within approximately ¼ mile of the station sites and areas of construction impact to City ROW along the corridor. Submit a report of the baseline survey to the City prior to the issuance of ROW main package construction permits;

   c. Specify, in the construction management plan, the process for identifying, resolving, and escalating traffic safety impacts through study and coordination with the City on mutually agreeable and efficient mitigation actions that generally meet the intent of the City's Neighborhood Traffic Safety Program and are consistent with Sound Transit's ROD Mitigation Commitments. In the event a proposed mitigation measure does not adequately address a specific issue in a given location, the City and Sound Transit shall reconvene to determine a secondary mitigation approach. Sound Transit shall implement the second traffic mitigation measure, after

which the City will be responsible for any subsequent replacement, modification and maintenance for that specific issue and location;

d. In cases where Sound Transit and the City identify persistent arterial level of service failures in accordance with SMC 20.60.140(A), Sound Transit and the City will mutually agree on additional measures to be submitted by Sound Transit for review and approval under applicable construction permits and then implemented by Sound Transit to mitigate the failures; and

e. Public outreach for the traffic impact study and construction mitigation of any identified traffic impacts shall be generally consistent with Sound Transit's existing community outreach program. The outreach shall ensure advanced notification is provided before construction activities begin and create a venue for Shoreline residents to discuss construction impacts and issues.

The City will be responsible for maintaining any traffic controls that remain in City ROW after completion of Project construction.

2. Sound Transit shall include, in the required Maintenance of Traffic (MOT) Plan(s) and Traffic Control Plans (TCP) for the Project, methods to address pedestrian safety and vehicular movement at school crosswalks, especially adjacent to North City Elementary School (816 NE 190th Street) and Cascade K-8 School (2800 NE 200th Street), during school zone hours. Sound Transit shall coordinate with Shoreline School District to identify the school crosswalks that may be impacted by construction and haul routes on local streets and to determine where flaggers or other traffic control measures should be implemented. MOT Plans or TCPs containing these methods shall be submitted for City review under the relevant ROW Permits.

3. Sound Transit shall coordinate with other public agency capital projects and development projects near the Project Corridor, providing other construction projects reasonable use of the ROW to the maximum extent feasible and to the satisfaction of the City consistent with FTA ROD Mitigation Commitment 4.3-B (Exhibit 7, p. B-6). Conversely these projects should expect that they will also be conditioned to coordinate their ROW use with Sound Transit and the City.

4. Sound Transit shall develop a construction haul route plan that minimizes use of local residential streets for haul routes. The construction haul route plan shall be submitted with the Master Right-of-Way Use permit application.

5. Sound Transit shall provide funding for multimodal access improvements for both the Shoreline South/145th and Shoreline North/185th Station Subareas as set forth in Section III in the Funding Agreement (Exhibit 2, Attachment H, p.p. 4-6), and in Table 1 of the *Multimodal Access Assessment and Mitigation Plan* (Exhibit 2, Attachment O, pp. 2-3).

6. Sound Transit shall design, construct, and dedicate ROW for segments of multi-modal frontage improvements in locations cooperatively identified by the City and Sound Transit pursuant to the Funding Agreement (Exhibit 2, Attachment H) and the Street Ends and Balance Sheet Letter of Concurrence (Balance Sheet LOC) dated March 18, 2019 (Exhibit 17). Sound Transit shall grade and stabilize in areas where Sound Transit is not constructing multi-modal frontage improvements as part of the Project in such a manner that is compatible in the future and will not preclude the City's future Trail Along the Rail project. In order

to facilitate the cooperatively identified non-standard frontage improvements the following additional decision approvals are necessary:

a. Code Modification No. 4 allowing for frontage improvements consisting of only ROW dedication in the locations agreed upon in the Balance Sheet LOC is approved to support future City construction of multi-modal facilities in locations where the Project is not increasing local non-motorized traffic.

b. Engineering Deviations Nos. 4, 5, and 6 are also approved with conditions to facilitate construction of non-standard shared-use path and shared-use sidewalk frontage improvement segments in areas constrained by site specific conditions and within existing ROW to reduce acquisition impacts to properties adjacent to the Project. See subsection D. Public Facilities and Services for the conditions applicable to these engineering deviations.

7. Project multi-modal improvement elements of the Project to be designed and constructed by Sound Transit shall comply with National (American Association of State Highway and Transportation Officials (AASHTO) and the Manual on Uniform Traffic Control Devices (MUTCD)) standards and City standards (EDM and Standard Details).

8. Sound Transit shall pay the final invoiced cost directly to King County for the Traffic Signal Modifications at the intersection of N 185th Street and Meridian Avenue North consistent with FTA ROD Mitigation Commitment 3-B (Exhibit 7, p. B-2) and with the scope and cost estimate for this work (Exhibit 2, Attachment Q).

9. Sound Transit shall complete restriping of N 185th Street between 1st Ave NE and connecting to restriping required on the I-5 overpass for the Project to provide the required two-way left turn lane or refuge area consistent with FTA ROD Mitigation Commitment 3-B (Exhibit 7, p. B-2) and generally consistent with (Exhibit 2, Attachment P).

10. Sound Transit shall complete and implement a Traffic Mitigation Study and Plan for the first year of revenue service to identify and mitigate for post construction impacts to traffic on both arterial and local streets within approximately ¼ mile of the station sites consistent with ROD Mitigation Commitment 3-D (Exhibit 7, p. B-2 to B-3) and include the following:

    a. Prior to issuance of the Stations' Certificates of Occupancy in coordination with the City, determine the scope, timing, public outreach approach, escalation process, and study parameters for the evaluation and mitigation of traffic impacts. The study and mitigation plan will focus on arterial and local streets within approximately ¼ mile of both the Shoreline South/145th and Shoreline North/185th Station sites and address impacts from cut-through traffic or pick-up and drop off in areas not designated for this use;

    b. A pre-revenue service baseline traffic survey documenting pre-service traffic on streets near both station sites for measuring against post-revenue service traffic conditions and provide a report to the City prior to the first day of revenue service.

    c. A traffic survey or surveys within the same study area approximately three to six months after the first day of revenue service to verify public feedback and compare the results with the pre-revenue service baseline.

d. A Traffic Mitigation Plan to the City that identifies potential mitigation actions to address specific traffic impacts and, specifies the process for identifying and resolving traffic safety impacts within one year following the first day of revenue service, in coordination with the City, through mitigation actions that generally meet the intent of the City's Neighborhood Traffic Safety Program and are consistent with Sound Transit's mitigation actions; and

e. In cases where Sound Transit and the City identify persistent safety issues due to patron pick-up and drop off in undesignated locations, Sound Transit and the City will mutually agree on additional measures to be submitted by Sound Transit for review and approval under applicable construction permits and then implemented by Sound Transit to mitigate the issues.

The City will be responsible for maintaining traffic controls that are installed in City ROW to mitigate for traffic impacts after the start of revenue service.

11. Pursuant to FTA ROD Mitigation Commitments 3-O (Exhibit 7, p. B-5), Sound Transit shall minimize the number and duration of temporary pedestrian or multi-use path or bridge closures and reroutes associated with construction of the LLE Project; when closures are unavoidable, Sound Transit shall coordinate with the City to develop detours and to provide advanced public information and signed detour routes to allow for continued connections.

D. Public Facilities and Services

1. Pursuant to chapter 20.60 SMC, Sound Transit shall comply with the following public facilities and services requirements for the LLE Project prior to issuance of the Stations' Certificates of Occupancy: sewer/wastewater disposal, public water supply, fire protection services, surface water and stormwater management, streets, and vehicular and pedestrian access.

2. All connections for the provision of sewer/wastewater and water with the City's ROW shall be made in accordance with the applicable standards set forth in the 2016 EDM or the 2019 EDM, depending on permit vesting dates.

3. Sound Transit shall relocate and improve sanitary sewer system infrastructure consistent with the Wastewater Agreement (Exhibit 14), or as amended.

4. Prior to discharging into the Ronald Wastewater District (RWD) sanitary sewer system, Sound Transit shall obtain an RWD Industrial Discharge Permit. Approval of this permit will require an approved Industrial Discharge Permit issued by either the King County Wastewater Treatment Division – Industrial Waste Program or the City of Edmonds Wastewater Treatment Plant Division. Sound Transit shall comply with applicable code requirements and conditions of the issued permits.

5. Prior to discharging into the RWD sanitary sewer system, Sound Transit shall construct, and convey to RWD, a manhole structure (access point and connecting pipe), if such an approved structure is not already existing, pursuant to the applicable specifications set forth in the RWD Developer Extension Project Manual, Version R1-23-2014 (2014 DEPM). Sound Transit shall execute a Contract for Developer Extension with RWD for construction of the manhole structure or obtain any other required approval or permit for this work from RWD.

6. Future stub-outs for single family residential water and sanitary sewer service connections shall be retained or reinstalled by Sound Transit for all single-family residential zoned (R-6) parcels identified by Sound Transit as potential surplus parcels, including the following parcels as identified on Exhibit 2, Attachment I, Drawing Nos. L85-eRPP125, -eRPP128, -eRPP132, and -eRPP133:

   a. LL-172 at the terminus of NE 156th Street (maintain or replace stub-outs for existing parcel);

   b. LL-182 at the terminus of NE 163rd Street (maintain or replace stub-outs for existing parcel).

   c. LL-201, LL-202, LL-203, LL-204, LL-205, LL-206 on 1st Avenue NE south of NE 174th Street (provide utility stub-out service connections at the front property line for potentially three or four single family residential surplus lots meeting minimum lot dimensions consistent with SMC 20.50.020); and

   d. During construction if additional surplus properties are identified in areas zoned R-6, Sound Transit shall maintain or provide water and sanitary sewer utility stub-out service connections to the property lines.

7. Pursuant to the Uniform Plumbing Code and Uniform Plumbing Code Standards, as adopted by SMC 15.05.010(F), Sound Transit shall install backflow preventers at all public water service connections.

8. Sound Transit shall secure all necessary permits or authorizations from NCWD and comply with all terms and conditions set forth therein and in the *Utility Relocation and Water Extension Agreement* (Water Agreement), entered into between the North City Water District (NCWD) and Sound Transit dated May 1, 2017 (Exhibit 15), or as amended. prior to issuance of the Stations' Certificates of Occupancy. Consistent with Section 5 of the Water Agreement and to provide adequate public water service to the Project, Sound Transit shall provide the following water system modifications and improvements or comparable alternative improvements, as required and approved by NCWD.

   a. Install a tee on the SPU water main within the 5th Avenue NE right-of-way near the existing inactive NCWD connection, identified to be removed by ST, for a future NCWD connection.

   b. <u>Shoreline South/145th Station</u>:

      1) Removal of existing water meters, as identified in NCWD approved plans;

      2) Installation of an eight-inch water main loop and appurtenances through the Shoreline South/145th Station Site with four (4) air relief valves located west of 5th Avenue NE at the high points of the new main. Valves shall be added adjacent to these services in locations that will support uninterrupted water services to the station will during future maintenance work. New stormwater lines shall be installed both above and below the proposed new water main.

   c. <u>Within the relocated 1st Avenue NE ROW from just south of NE 159th to NE 161st Streets</u>: Installation of a new eight-inch water main and associated appurtenances, with an air release valve installed at the high point of the main, at the connection with the existing main on NE 161st Street. This work shall be done as part of the Early Work phase and avoid conflicts with other underground utilities that would necessitate bends in the water main.

d. Within the relocated 1st Avenue NE ROW from NE 170th Street to NE 174th Street: Installation of a new eight-inch water main and appurtenances. This work shall be done as part of the Early Work phase at depths that will avoid conflicts with other underground utilities that would necessitate bends in the water main.

e. From NE 175th Street north to Shoreline North/185th Station (:

1) Removal of existing water meters, as identified in NCWD approved plans.

2) Installation of a new water main beginning north of NE 180th Street on 5th Avenue NE, extending north to NE 185th Street. The final length of water main extending into NE 185th Street shall be at zero-percent slope so that an air valve at the high point of the line can be installed at the eastern boundary of 5th Avenue NE.

f. Shoreline North/185th Station:

a) Installation of a water main along the southern boundary of the Shoreline North/185th Station within the NE 185th Street ROW from the intersection with 8th Avenue NE and the western boundary of the Station near the freeway (I-5).

b) Relocation of an existing air valve on an existing water main southeast of the NE 185th Street and 8th Avenue NE intersection to avoid the new roundabout at this intersection.

c) Installation of a new water main within the 8th Avenue NE ROW in front of the Shoreline North/185th Station.

d) Installation of two new water services and a fire water line to the Station at two locations connecting to the new main on 8th Avenue NE.

e) Location of the new stormwater lines both above and below the proposed water main with the required minimum clearance in accordance with NCWD standards.

g. NE 195th Street: Installation of a new eight-inch water main and appurtenances from the light rail line east to NCWD's main near 10th Avenue NE as part of the L200 phase. This main shall remain in service during construction and crews shall make the final connection to the water system.

h. NE 200th Street: Removal and/or relocation of the existing water services along NE 200th Street as part of the L200 phase. These services shall meet current NCWD standards.

i. NE 205th Street and I-5 Intersection: Installation of a new fire hydrant and irrigation service as part of the L300 phase.

9. Sound Transit shall provide fire flow and water systems improvements for the Shoreline South/145th and Shoreline North/185th Parking Garages, as determined by the North City Water District based on International Fire Code (IFC) Appendix B, as amended by the City, and per the fire flow availability analyses in Fire Flow Availability Certificate Nos. 1520A and 1520E (Exhibit 2, Attachment S), as follows:

a. Shoreline South/145th Parking Garage: For the proposed Type IB building, the required fire flow is 2,125 gallons per minute (gpm), for a 2-hour duration at a minimum residual pressure of 20 pounds per square inch (psi). To provide this required fire flow, Sound Transit shall provide a pipe loop to the

existing 10-inch pipe located in 5th Avenue NE connecting to either an 8-inch or 12-inch diameter pipe.

b. Shoreline North/185th Parking Garage: For the proposed Type IIB (sprinklered) building, the required fire flow is 4,000 gpm, for a 2-hour duration at a minimum residual pressure of 20 psi. The available fire flow to this site is 4,600 gpm at residual pressure of 20 psi, with no system improvements needed to provide required fire flow.

10. Sound Transit shall provide standpipe valves with a fire flow of 500 gpm, at a maximum of 200 psi.

11. Sound Transit shall locate Fire Department Connections (FDC) within 75 feet of a fire hydrant and not across arterial streets. The proposed location of new fire hydrants and FDCs shall be as shown in the July 30, 2018, Letter of Concurrence: AE 0010-15 LOC 14SL (Exhibit 29). Final fire hydrant and FDC locations shall be approved by the Shoreline Fire Department via construction permit review.

12. Based on the current fire flow analyses as described in the flow availability certificates (Exhibit 2, Attachment S), Sound Transit shall upsize Hydrant B2-12 at 822 NE 195th Street and the associated water main to NCWD minimum required design standards to provide required fire flow. Additional fire hydrant and water main upgrades may be required by the Shoreline Fire Department and NCWD based on final fire flow analyses.

13. Sound Transit shall provide onsite fire hydrants and mains for the Shoreline South/145th and Shoreline North/185th Stations as required by the Shoreline Fire Department consistent with IFC 507 and SMC 15.05.050(T)(1).

14. Sound Transit shall utilize automatic fire suppression at both the Shoreline South/145th and Shoreline North/185th Stations, as a means of protecting emergency wiring systems as provided in National Fire Protection Association (NFPA) 70, 2017 edition, and in addition to emergency wiring protection options found in NFPA 130 Section 12.4.4, 2014 and 2017 editions, as described in the August 1, 2018 Letter of Concurrence: AE 0010-15: LOC 09SL Automatic Fire Suppression System Protection for Station Emergency Wiring (Exhibit 30).

15. Sound Transit shall utilize an in-building fire Emergency Voice/Alarm Communication System (EVACS) within all areas of both the Shoreline South/145th and Shoreline North/185th Stations, as required by NFPA 130 Chapter 5 Standard for Fixed Guideway and Passenger Rail Systems, International Building Code (IBC)/International Fire Code (IFC) Section 907.5.2.2, and NFPA 72 National Fire Alarm and Signaling Code 2016, Chapter 24, as described in the April 8, 2019 Letter of Concurrence: AE 0010-15 LOC 11SL PA System for Emergency Voice/Alarm Communications (Exhibit 31).

16. Sound Transit shall design the top deck for the Shoreline North/185th Parking Garage, where the Transit Center is located, to meet the American Association of State Highway and Transportation Officials (AASHTO) HS-20 load standard to support the weight of Shoreline Fire Department fire apparatuses that need to access the top deck to respond to an emergency.

17. Sound Transit shall provide an unobstructed, fire apparatus access road for every facility, building, or portion of a building constructed on both the Shoreline South/145th Station and Shoreline North/185th Station sites in compliance with IFC 503 Fire Apparatus Access Roads. Any proposed revision to these roads shall be submitted to, reviewed, and approved by the Shoreline Fire Department. Fire apparatus access roads shall comply with the following:
    a. Unobstructed width of 20 feet and an unobstructed vertical clearance of not less than 13 feet 6 inches shall be provided;
    b. Shall be designed and maintained to support the imposed loads of fire apparatus and shall be surfaced to provide all-weather driving capabilities;
    c. Shall extend to within 200 feet of all portions of a facility and all portions of the exterior walls of the first story of a building as measured by an approved route around the exterior of the building or facility;
    d. Dead end fire apparatus access roads exceeding 150 feet in length shall be provided with an approved turnaround, consistent with IFC Appendix D; and
    e. Road shall be a 15% maximum grade unless approved by the Shoreline Fire Department.

18. Sound Transit shall provide a rolled curb at the 8th Avenue NE entry to the fire apparatus access road at the Shoreline North/185th Station.

19. Sound Transit shall provide key boxes approved by the Shoreline Fire Department, consistent with IFC 506 Key Boxes, for all restricted access facilities during construction and after construction of the Lynnwood Link Extension Project, for immediate access for life-saving or fire-fighting purposes. The operator of buildings or facilities shall immediately notify the Shoreline Fire Department and provide the new key when a lock is changed or rekeyed. The key to such lock shall be secured in the key box.

20. Sound Transit shall provide primary and second emergency responder access points onto the Project guideway, pursuant to the July 30, 2018, Letter of Concurrence AE 0010-15 between Sound Transit and the Shoreline Fire Department (Exhibit 29).

21. All fire sprinkler systems provided for the Lynnwood Link Extension Project by Sound Transit shall comply with NFPA 13 standards, as amended.

22. In the fire control room for each station, Sound Transit shall provide a fire alarm control panel (FACP), FACP relay cabinet, private automatic branch exchange (PBX) and emergency telephone (ETEL) phones, traction power emergency trip station (ETS) switch, public address (PA) microphone, and counter for building maps, manuals, and reference information at both the Shoreline South/145th and Shoreline North/185th Stations.

23. All emergency responder radio coverage at both the Shoreline South/145th and Shoreline North/185th Stations and Garages shall meet IFC Section 510 Emergency Responder Radio Coverage, as amended.

24. Sound Transit shall provide Link Light Rail Emergency Responder training to Shoreline Fire Department personnel prior to the first day of revenue service for the Lynnwood Link Extension Project. The number of personnel and extent of

the training to be provided shall be mutually determined with Shoreline Fire Department and at a minimum address the content of Sound Transit's Link Light Rail Emergency Responder Training Guide, most recent version.

25. Pursuant to FTA Rod Mitigation Commitment 4.14-A, Sound Transit shall coordinate with the Shoreline Fire Department during final design to avoid construction impacts to Station No. 65, and to define and implement measures to minimize impacts on response times and operations.

26. Sound Transit shall comply with all applicable provisions in SMC 13.10 Surface Water Utility and SMC 20.70.330 Surface Water Facilities, the Stormwater Management Manual for Western Washington published by Washington State Department of Ecology, henceforth referred to as "Stormwater Manual," the standards in the EDM including Standard Engineering Drawings, reference versions as adopted by the City.

27. Sound Transit shall record Declarations of Covenant, in form acceptable to the City, for all permanent surface water Best Management Practices to be constructed for the Project, per SMC 13.10.245 Operation and Maintenance and EDM Section 4.9 Declaration of Covenant. The Declaration of Covenant shall be recorded, at Sound Transit's expense, with the King County Recorder's Office by December 31, 2023, and a copy of the recorded document returned to the City.

28. Sound Transit shall install all required utility replacements and improvements as agreed to with all utility agencies providing services to the Project corridor, prior to issuance of final Certificates of Occupancy for the Stations.

29. Sound Transit shall install required or alternate frontage improvements as specified and agreed to in the Balance Sheet LOC (Exhibit 17) and consistent with approved engineering deviations and code modifications, except when the City issues an approved Right-of-Way Use permit for a non-Sound Transit related development project including frontage improvements that would overlap with improvement required of Sound Transit. If the ROW Use Permit for non-Sound Transit development is issued prior to construction of frontage improvements by Sound Transit, then the City will reevaluate the minimum frontage improvements required of Sound Transit and may revise or reduce the Project requirement for compatibility with permitted improvements required for other development projects on the same ROW as the Project.

30. Sound Transit's deviations request is granted, subject to the conditions set forth below, for Deviation Nos. 2, 3, 4, 5, 6, and 7 as described in Section II(D) of this staff report and consistent with the Balance Sheet LOC (Exhibit 17). The six (6) granted deviations are found to meet the criteria set forth in SMC 20.30.290, subject to the following conditions.

    a. Deviation No. 2 - NE 185th Street/5th Avenue NE (East of I-5) Intersection deviation from *EDM 13.6 Intersection Grades* approved as proposed.

    b. Deviation No. 3 - Horizontal Curves of 5th Avenue NE at NE 185th Street deviation from EDM *12.5. Horizontal Curve Criteria – Table 13. Horizontal Curve Design* approved as proposed.

    c. Deviation No. 4: Other Deviations in NE 185th Street Vicinity *from EDM 7.7(A). Frontage Improvements* approved with requirement that the design

of the cross sections for the proposed 5th Avenue NE deviations is modified to include standard vertical concrete curb and gutter consistent with Standard Detail 312 Curbs.

d. Deviation No. 5 - Site Specific Cross Section Dimension Deviation from *EDM 7.7(A). Frontage Improvements* approved as proposed.

e. Deviation No. 6 - Alternate Dedication & Path in Lieu of Standard Facilities deviation from *EDM 7.7(A). Frontage Improvements, EDM 12.6 Street End,* and *EDM Appendix F Master Street Plan* approved with two conditions, as follows:

   1) NE 161st Street end design shall include an 8-foot wide sidewalk on the north side of NE 161st Street connecting to the shared-use path.

   2) End of NE 189th Street design (Drawing No. L85-CRP142 and other related design drawings) shall include provision of street trees along the TPSS frontage on north side of NE 189th Street, and a connection from the shared-use path to the existing sidewalk on the on the south side of NE 189th Street to the east.

f. Deviation No. 7 - Restoration of Two Existing Residential Driveways (Parcel LL200) deviation from *EDM 10.2. Access Provision, B. and C.* approved as proposed.

For construction permit applications that will be deemed complete after February 28, 2019, therefore subject to the 2019 EDM, the City will review the correlating provision in the 2019 EDM and determine if the 2019 EDM resulted in a substantial change to the provision as set forth in the 2016 EDM. If there has been a substantial change that would result in the granted deviation being inconsistent with the 2019 EDM, then Sound Transit must submit a new deviation request to the City. Otherwise, Sound Transit shall be permitted to apply the granted deviations to construction permit applications deemed complete after February 28, 2019.

31. Sound Transit shall, at its own cost and expense, maintain, monitor, and timely replace as necessary all required street trees for a minimum of three (3) years from the date of the City's acceptance of as-built drawings that indicate actual planted locations and quantities for the required ROW permit under which the street trees will be planted. No financial guarantee is required for the street tree maintenance and monitoring period consistent with RCW 35.21.470.

32. Sound Transit shall, at its sole cost and expense, ensure the maintenance and operation of all ROW frontage improvements, ROW drainage facilities, and on-site drainage facilities for a period of at least two (2) years from the date of the City's acceptance of as-built drawings for such improvements or facilities for the required ROW permit under which the frontage improvements or drainage facilities were installed. No financial guarantees are required for the frontage improvement and drainage facilities maintenance and monitoring periods consistent with RCW 35.21.470.

33. Sound Transit construction trucks shall minimize and manage co-mingling with pedestrian, bus, and parent traffic to/from the Aldercrest Elementary and North City Elementary school sites during the start and end of the main school day via best practices such as traffic control measures or scheduling of work and consistent with FTA ROD Mitigation Commitment 3-M (Exhibit 7, p. B-4 to B-5), as follows:

a. Aldercrest Elementary: between 8:45 a.m. – 9:15 a.m. and 3:15 p.m. – 3:45 p.m.

b. North City Elementary: between 8:25 a.m. – 8:55 a.m. and 2:45 p.m. – 3:15 p.m.

34. Sound Transit shall minimize and manage noise disruption adjacent to Aldercrest Elementary and North City Elementary school sites during the main school day to the extent practicable via best practices or scheduling of work and consistent with FTA ROD Mitigation Commitment 4.7-E (Exhibit 7, p. B-9 to B-10), as follows:

    a. Aldercrest Elementary: between 9:10 a.m. – 3:30 p.m.

    b. North City Elementary: between 8:40 a.m. – 3:00 p.m.

    c. Other school times available as needed, contact Marla Miller, Deputy Superintendent, Shoreline School District, for other school times.

35. Sound Transit shall communicate road/lane closures a minimum of 72 hours (3 days), or more, in advance to the Shoreline School District's Transportation Department consistent with SMC 12.15.130 and FTA ROD Mitigation Commitment 4.14-C (Exhibit 7, p. B-13).

36. Sound Transit shall communicate haul routes in advance to the Shoreline School District's Transportation Department consistent with SMC 20.50.340 and FTA ROD Mitigation Commitment 3-N and 4.14-C (Exhibit 7, p. B-5 and B-13).

E. City Parks

1. Sound Transit shall maintain public access to Ridgecrest Park, excluding the active construction area, throughout the construction of the Project, including construction of the replacement parking lot and all details as outlined in the Ridgecrest Park 4(f) Letter of Concurrence (Exhibit 18) and consistent with FTA ROD Mitigation Commitment 4.17-A (Exhibit 7, pp. B-13 to B-14), and including the following:

    a. The City right-of-way on NE 161st Street shall be used for temporary public parking until the replacement parking lot is completed; and

    b. Temporary on street parking on NE 161st Street shall be acceptable for park users during the duration of early work and replacement parking lot construction, an ADA compliant temporary pedestrian path shall be provided from the street into the park, and traffic control provided when vehicles are accessing the construction work area from NE 161st Street to reduce conflicts between pedestrians and vehicles at the temporary entrance to the park.

2. As part of the Ridgecrest Park mitigation for Project impacts to the park, Sound Transit shall replace impacted park infrastructure within the park, including, but not limited to, the park sign, drinking fountain, irrigation system, utility connections, and parking lot light.[120]

3. Sound Transit shall acquire the necessary permanent 10-foot utility easement, to be conveyed to SCL, across the full width of the Twin Ponds Park frontage on

[120] Exhibit 18, Ridgecrest Park 4(f) Letter of Concurrence, date March 8, 2018.

N 155th Street and financially compensate the City for the easement consistent with standard accusation processes and requirements (Exhibit 19).

4. Pursuant to FTA ROD Mitigation Commitments 4.17-C, Sound Transit shall minimize the number and duration of temporary park trail closures and park access reroutes associated with construction of the Project; when closures are unavoidable, Sound Transit shall coordinate with the City regarding duration, develop detours, provide advanced public information, and signed detour routes to allow for continued connections.

F. Trees

1. Pursuant to SMC Chapter 20.50, Sound Transit shall provide a tree and landscape protection plan for all trees to be retained on-site or on adjoining property with the submittal of the Master Site Development Permit application. The tree and landscape protection plan shall meet the applicable tree protection standards in the Code. Pursuant to SMC 20.50.370, the tree protection plan shall show the tree retention locations, their size in DBH (diameter at breast height), whether the trees are conifers or deciduous, and indicate if the trees are being counted toward meeting the minimum 30 percent retention requirement per SMC 20.50.350(B)(2).

2. Sound Transit shall, at its sole cost and expense, maintain, monitor, timely replace as necessary all required replacement trees and landscape screening vegetation, consistent with the requirements of SMC 20.50.360, for a minimum of three (3) years from the date of the City's acceptance of as-built drawings that indicate actual planted locations and quantities for the required construction permit under which the trees and landscaping will be planted.

G. Construction Coordination and Restoration

1. Pursuant to FTA ROD Mitigation Commitment 4.14-C and 4.15-A, Sound Transit shall provide regular construction updates and notices of unanticipated circumstances that could affect service delivery to Shoreline School District, Shoreline Police Department and Shoreline Fire Department, King County Metro and Community Transit, the US Postal Service, utility service providers, and the City. Sound Transit shall also assist Shoreline School District officials in providing advance and ongoing notices to students and parents about construction activity near schools and affecting school bus routes.

2. Sound Transit may utilize the Aldercrest Annex property, owned by the Shoreline School District, as a materials and equipment staging area for the Project for up to five (5) years, and not beyond December 31, 2024, if approved by the School District and with a site development permit issued by the City prior to any preparation or use of the site for the Project.

3. Sound Transit shall, prior to the first day of revenue service or no more than 60 days following the last day of staging on each property, whichever is less, restore compacted soils and permanently stabilize all properties and ROW used for Project staging, consistent with the Stormwater Manual BMPs.

H. Critical Areas

1. Sound Transit shall comply with all applicable conditions of the Critical Areas Special Use Permits (CASUP) required for the Project. Sound Transit has obtained or applied for the following CASUPs for the Project to date:

    a. Permit No. PLN18-0086 for the proposed Wetland Mitigation Project at Ronald Bog Park approved with conditions by the Hearing Examiner on December 11, 2018 (Exhibit 21).

    b. Permit No. PLN18-0114 for proposed Project impacts within overlapping stream, wetland, and landslide hazard areas and buffers along McAleer Creek (File No.), was approved with conditions on January 4, 2019 (Exhibit 22).

    c. Permit No. PLN19-0019 for the Project proposed alterations in a very high-risk landslide hazard area in the vicinity of NE 200th Street, that cannot meet the design criteria in SMC 20.80.224(F) Design Criteria for Alteration of Very High-Risk Landslide Hazard Areas. The public hearing before the City's Hearing Examiner is scheduled for April 10, 2019. Issuance of the decision for CASUP application PLN19-0019 is required prior to start of any construction activity that would alter the identified Very High-Risk Landslide Area east of I-5 northbound off ramp in the vicinity of NE 200th Street.

2. Sound Transit shall comply with all applicable conditions of the FDPs required for the Project. Sound Transit has obtained or applied for the following FDPs for the Project to date:

    a. Permit No. PLN18-0130 for the proposed Project work in the N 155th Street ROW within the Thornton Creek regulatory floodplain as approved November 27, 2018.

    b. Permit No. PLN18-0131 for the proposed wetland mitigation project within the Thornton Creek regulatory floodplain in Ronald Bog Park as submitted on August 10, 2018. Issuance of the FDP (PLN18-0131) is required prior to approval and issuance of any construction permit for work that would alter the regulatory floodplain within Ronald Bog Park.

3. Sound Transit shall submit all required site development permit(s) demonstrating compliance with Title 20.80 and applicable CASUP or FDP permit conditions and receive approval and issuance of said permits from the City prior to commencing any work that would alter critical areas within the Project site(s).

4. If the Aldercrest Annex property is leased from the School District for construction staging use for the Project, Sound Transit shall provide protection of the critical areas and associated buffers located on or adjacent to the Aldercrest Annex property as approved by the through any required site development permit and consistent with any applicable provisions of SMC Chapter 20.80 Critical Areas.

5. Sound Transit, at its sole cost and expense, shall maintain and monitor the Ronald Bog Park Mitigation Site, consistent with the requirements of SMC 20.30.082, for a period of ten (10) years from the date of the City's acceptance of as-built drawings that indicate actual limits of new critical areas and buffers, and planted locations and quantities for the required site development permit for construction of this wetland mitigation site. Maintenance and monitoring of the mitigation site shall be completed consistent with mitigation plan in the Shoreline

Critical Areas Report and Addendum (Exhibit 2, Attachment T and T.1) and annual monitoring reports submitted to the City.

6. Sound Transit, at its sole cost and expense, shall maintain and monitor all other restored wetland and wetland buffer areas, stream buffer areas, and geologic hazard areas within the Project Corridor, consistent with the requirements of SMC 20.30.082, for a minimum of five (5) years from the date of the City's acceptance of as-built drawings that indicate actual limits of new critical areas and buffers, and planted locations and quantities for the required site development permit under which the critical areas will be restored. Maintenance and Monitoring program(s) that address all these types of critical areas within the Project Corridor, shall be submitted for City review and acceptance with the required site development permit for each location.

7. Sound Transit shall, at its own expense, record with the King County Recorder a Notice to Title in a form acceptable to the City Attorney, on all properties acquired by Sound Transit for the Project containing a critical area or critical area buffer, consistent with SMC 20.80.100. A copy of the recorded document shall be provided to the City.

I. Environmental Sustainability – Architecture and Site Design

1. Sound Transit shall implement the sustainability measures as described on pages 53-56 in Section II(B)(1) of the SUP staff report.

2. Sound Transit shall design both the Shoreline South/145th and Shoreline North/185th Parking Garages for future compatibility to accommodate a minimum 50 kilowatt (kW) solar panel system, based on current technology requirements, along the south or west garage facades including utilizing an Unistrut or equivalent hanger system to support panels and exposed/surface-mounted conduits for electrical wiring conveyance consistent with the approved ST Deviation No. LLE-021 from Sound Transit's Design Criterial Manual (Exhibit 2, Attachment R).

3. Sound Transit shall provide small-scale solar as part of the on-demand bike lockers located at the both the Shoreline South/145th and Shoreline North/185th Stations.

4. Sound Transit shall designate parking spaces, with signs, for car sharing programs within the parking facilities for both the Shoreline South/145th and Shoreline North/185th Stations and shall coordinate with the City to determine the appropriate percentage of parking stalls for each Station to be designated for car sharing programs, prior to opening of revenue service for the Project.

5. Sound Transit shall design the structures and electrical systems at both the Shoreline South/145th and Shoreline North/185th Parking Garages to allow future installation of minimum of 15 (three percent of the approximately 500 parking spaces in each garage) electrical vehicle charging stations. When electrical vehicle charging is planned for installation at the parking garage(s), Sound Transit shall perform additional load calculations to determine power draw, dependent on the type and level of chargers chosen and ensure that the electrical system is designed to accommodate these future loads.

6. Sound Transit shall use recycled or non-potable water in construction of the Project: e.g. wheel wash, dust control, etc. where practicable, to ensure minimized use of potable water in the City.

7. Where soil quality, site conditions and schedule allow, Sound Transit shall reuse soil excavated from the Project area through site balancing of earthwork on site or within the Project or when financially feasible for City projects requiring fill and/or needing soil amendments. Sound Transit shall first coordinate with the City to identify potential City projects with reuse opportunities for any excavated soils that are either not suitable for the Project within Shoreline, or are in excess to required fill needs, before coordination with any Sound Transit internal projects not located within Shoreline.

8. Sound Transit shall provide interpretative signage at the Shoreline South/145th and Shoreline North/185th Stations to educate and promote public awareness of the sustainable design features used in the Project.

J. Parking

1. Sound Transit shall evaluate and implement mitigations to discourage "spillover" or "hide-and-ride" parking (i.e. parking on local streets by transit patrons) near both the Shoreline South/145th and Shoreline North/185th Station Areas consistent with ROD Mitigation Commitment 3-F (Exhibit 7, p. B-3) and SMC 20.40.438(E)(2) and include the following:

   a. At least six months prior to the first day of revenue service, in coordination with the City, determine the scope and study parameters for the evaluation of parking availability and use in the vicinity of both stations and determine mutually agreed upon threshold(s) at which mitigation actions are necessary;

   b. Conduct a baseline study of on-street parking availability and use within ¼ mile radius around each station and provide a report to the City prior to the first day of revenue service;

   c. Conduct a study to determine the change in parking conditions from the results of the baseline study and provide a report to the City within three months following the first day of revenue service; and

   d. Implement or provide funding to the City for all appropriate parking controls, which may include signs, labor, and all related parking restriction development, installation, and associated program management and permit costs for the first year of controls.

   The City will be responsible for monitoring, enforcing, and maintaining the parking controls.

2. Potential parking control measures include parking meters, restricted parking signage, passenger and truck load zones, and residential parking zone programs. For locations where the mitigation is accepted and approved by City staff, Sound Transit shall provide funding for implementing all appropriate parking controls including signs, labor and all related parking restriction installation and associated permit costs. Sound Transit will be responsible for the cost of the parking controls for one year after the light rail extension begins operation. The City will be responsible for monitoring, enforcing, and maintaining the parking controls.

3. Approval of Code Modification No. 2 is partially granted for standard stall dimensions, contingent on:

    a. All standard parking stalls shall be a minimum of 8.5-feet wide and 18-feet long;

    b. Structural encroachments into the minimum parking stall area shall not exceed the encroachment allowed by SMC 20.50.410(F); and

    c. All stalls that do not meet these standard minimum dimensions or will have structure encroachments greater than allowed shall be marked as compact, counted towards the maximum allowed number of compact stalls consistent with SMC Table 20.50.410(F), and wheel-stops or surface paint lines shall be used to visually indicate the dimensional limitations of compact parking stalls.

4. Sound Transit staff and the Contractor's employees and subcontractors for the Project shall not park personal or privately-owned vehicles in City ROW, except as minimally necessary for the construction of the Project.

5. Consistent with FTA ROD Mitigation Commitment 3-H (Exhibit 7, p. B-3) Sound Transit shall mitigate for the temporary loss of 68 parking spaces at the North Jackson Park & Ride (Shoreline South/145th Station site). Sound Transit leased existing parking lots at the adjacent Shoreline Unitarian Universalist Church and the Philippi Presbyterian Church of Seattle on 1st Avenue NE and N 148th Street, west side of I-5, as the interim location for park and ride for transit service customers during the four- to five-year construction period as its mitigation for the temporary loss of parking. Sound Transit shall provide and maintain the following, consistent with the North Jackson Park & Ride Letter of Concurrence between Sound Transit and King County Metro (Exhibit 16):

    a. A minimum of 68 parking spaces at the temporary park and ride;

    b. Signage and shoulder striping, as completed under Permit No. ROW19-0597, to delineate a clear walkway on the shoulder of the east side of 1st Avenue NE, extending from the end of the existing sidewalk along the Shoreline Unitarian Universalist Church frontage to N 145th Street (Exhibit 2, Attachment I, Book 1 of 2, Drawing Nos. L85-ECMP201 and ECMP202) to provide a safe walking route to and from the two (2) existing King County Metro transit stops on N 145th Street prior to closure of the. North Jackson Park & Ride (Exhibit 16); and

    c. Sound Transit shall not close the temporary park and ride at the Shoreline Unitarian Universalist Church and the Philippi Presbyterian Church of Seattle parking lots until after the Shoreline South/145th Parking Garage is open for transit rider parking and with 30-day notice to King County Metro on the timing of the temporary parking and ride lot closure or as otherwise agreed to by both parties.

6. As part of the Ridgecrest Park mitigation for Project impacts to the park, Sound Transit shall construct a replacement parking lot on the two replacement parcels adjacent to Ridgecrest Park immediately east of the current parking lot consistent with details of the March 8, 2018, Ridgecrest Park Letter of Concurrence (Exhibit 18), as follows:

    a. The parking lot shall be paved and contain 20 parking spaces;

b. The parking lot shall be completed consistent with applicable City standards for drainage, landscaping and frontage improvements; and

c. Construction of the parking lot shall be completed within 1.5 years of closing the existing parking lot.

K. Guiding Principles[121]

1. Sound Transit shall provide perforated metal panel screening on approximately fifty percent (~50%) of the upper level openings of the east and north facades of the Shoreline South/145th Parking Garage and full screening on the east façade of the Shoreline North/185th Parking Garage, to improve the aesthetic design of these facades that are visible from adjacent residential neighborhoods and to minimize light spillage from the garages.

2. The lighting fixtures within the Shoreline South/145th and Shoreline North/185th Parking Garages shall be positioned to prevent direct light from entering neighboring properties, and where needed, lighting technology shall be used within the garages to limit light spillage.

3. Sound Transit shall provide a decorative form-liner pattern to the exposed wall faces of noise/retaining walls to enhance their visual appearance and neighborhood compatibility, as follows:

   a. Primarily along the east face (the exposed faces of some walls may face north or south) of the noise/retaining walls in the Project Corridor; and

   b. On both sides of the visible surfaces of the noise/retaining walls along the perimeter boundaries for the Shoreline South/145th Station and Shoreline North/185th Station where facing the station and residential neighborhoods.

4. Sound Transit shall provide a decorative pattern (color, texture, or form-liner) on the masonry noise/screening walls around the perimeter of the TPSS sites to provide visual interest for neighboring properties and submit final design of these walls for City review and approval under the required construction permits.

5. Along the west façade of the Shoreline South/145th Parking Garage, Sound Transit shall provide minimum weather protection along 80 percent of the façade where over pedestrian facilities, consistent with the weather protection standard in SMC 20.50.240(C)(1)(f).

6. Sound Transit shall provide Type G wayfinding directional signage along pedestrian and bicycle paths at the Shoreline South/145th and Shoreline North/185th Station Sites to direct pedestrians to the station and cyclists to the station and bicycle facilities, as follows:

   a. Shoreline South/145th Station: wayfinding directional signage shall be provided along the pedestrian/bicycle paths at the station site in the following locations:

      - From the intersection of 5th Avenue NE and the northbound I-5 on ramp;
      - For the path off 5th Avenue NE that is parallel to the north station boundary;

[121] Exhibit 10, Guiding Principles for Light Rail Facility Design, Adopted by City Council February 29, 2016

- From the path on the south side of the entry driveway that extends west along the north side of the parking garage, then south along the west side of the parking garage; and
- By the entrance to the station at the northwest corner of the station site.

b. Shoreline North/185th Station: wayfinding directional signage shall be provided along the pedestrian/bicycle paths at the station site in the following locations:

- From the public plaza at the northwest corner of the intersection of NE 185th Street and 8th Avenue NE heading west along the path's frontage on NE 185th Street;
- For the path off 8th Avenue NE heading west along the north side of the parking garage to the north plaza; and
- From the entry to station site at NE 189th Street along the shared-use path to the north plaza.

Station wayfinding signage plans for both stations site shall be submitted for City review and approval under the require site development permits for each station site.

7. Sound Transit shall design, subject to the City's acceptance which shall not be unreasonably withheld, and construct the Shoreline South/145th Station site pick-up/drop off area by north side of the parking garage (Exhibit 2, Attachment I, Drawing Nos. N15-ASP100 and N15-LSP100) as a dual function space so it can also serve as a flexible public gathering space that can be used for public gatherings and special events and shall include multifunctional bollards and raised concrete benching rather than curbs to delineate the vehicular area and that also provide seating space.

L. Street Vacation

1. Sound Transit shall submit and complete petition(s) for the vacation of certain City ROW as set forth in Section I of the Funding Agreement (Exhibit 2, Attachment H, pp 2-3) for vacation of City ROW locations as approximately illustrated in the Funding Agreement (Exhibit 2, Attachment H, pp 16-35) and listed below for additional reference:

a. NE 148th Street, west of 5th Ave NE to the I-5 WSDOT ROW;

b. 1st Avenue NE, south end, west of LL175 and LL176;

c. 1st Avenue NE, west side, between NE 159th and NE 161st Streets;

d. 1st Avenue NE, west of LL180, north of NE 161st Street adjacent to Ridgecrest Park;

e. NE 170th Street ROW end, west of proposed Noise Wall;

f. 1st Avenue NE, south of NE 174th Street parallel to road reconstruction;

g. NE 178th Street ROW end, west of proposed Noise Wall;

h. NE 180th Street ROW end, west of proposed Noise Wall;

i. 5th Avenue NE, north of NE 182nd Court parallel to road reconstruction;

j. 7th Avenue NE, north of NE 185th Street;

k. NE 185th Street, north of proposed sidewalk in NE 185th Street ROW between the I-5 WSDOT ROW and intersection with NE 8th Ave NE; and

l. NE 189th Street ROW end, west of proposed Noise Wall.

M. SUP Decision Vesting

1. As provided for in SMC 20.30.330(D) and Sound Transit's request (Exhibit 2, Attachment EE), Special Use Permit SPL18-0140 shall be vested for a period of five (5) years from the date of Hearing Examiner Decision Issuance, after which it will expire unless a complete building permit application is filed before the end of the five-year term.

_____ _____, 2019

Jennifer K Wells, CSBA, Senior Planner Date