Enumberated Excerpt - Appendix B - Mitigation Plan Pages B-1 through B-14

# LYNNWOOD LINK EXTENSION

## Record of Decision

SOUNDTRANSIT

U.S. Department of Transportation
Federal Transit Administration

JULY 2015

# APPENDIX B – MITIGATION PLAN

The mitigation plan for the Lynnwood Link Extension describes Sound Transit's mitigation commitments that will be implemented to avoid or minimize impacts for the project. Many of the project impacts identified through the EIS process have been mitigated through incorporation of avoidance, minimization or improvement elements that are now included in the definition and design of the project.

The mitigation measures described are based on the mitigation measures identified in the Final EIS. Measures associated with the operation of Lynnwood Link (long-term impacts) are described first; measures associated with construction are described second.

The mitigation measures described in this appendix are conditions of the Lynnwood Link Extension ROD. FTA considers them to be material conditions of this ROD and will incorporate them in any future grant agreement that FTA may award Sound Transit for the construction of the Lynnwood Link Extension. Sound Transit will track these measures and report regularly to FTA to ensure that the mitigation commitments are being met and addressed. In some cases, Sound Transit will incorporate mitigation requirements into its contracting documents for final design and construction.

The Federal Transit Administration finds that with the accomplishment of these mitigation commitments, Sound Transit will have taken all reasonable, prudent and feasible means to avoid or minimize impacts from the project.

**Table B-1. Mitigation Plan**

| Mitigation Commitment ID | EIS Chapter/ Section | Resource | Impact Topic | Period | Mitigation Description |
|---|---|---|---|---|---|
| 3-A | 3 | Transportation | General Impacts | Long-term & Construction | For any transportation impact mitigation measures listed below that require the agreement of other agencies and jurisdictions, Sound Transit will coordinate with these parties to finalize and implement improvements to mitigate the Lynnwood Link Extension's impacts. |
| 3-B | 3 | Transportation | Arterials and Local Streets | Long-term | The following intersection improvements will improve the AM and PM peak hour intersection delay to meet LOS standards, or to achieve the same level of service or better for intersections that will be below standards with the No Build Alternative. Sound Transit will provide these improvements or other improvements as agreed to by the local jurisdictions. In lieu of constructing the proposed improvements, Sound Transit could instead contribute to a local jurisdiction's project to improve intersection performance, as agreed to with local jurisdictions.<br>• Segment A: North 185th Street and Meridian Avenue North (City of Shoreline): Add protected-permissive phasing to the northbound and southbound left turns.<br>• Segment A: NE 185th Street and 2nd Avenue NE (City of Shoreline): Add a two-way left-turn lane or refuge area on NE 185th Street.<br>• Segment C: 200th Street SW and 50th Avenue West (City of Lynnwood): Add overlap phase to northbound right-turn movement.<br>• Segment C: 200th Street SW and 48th Avenue West (City of Lynnwood): Add eastbound and southbound right-turn pockets.<br>• Segment C: 52nd Avenue West and 204th Street SW (City of Lynnwood): Change traffic control from two-way stop control to signal or roundabout.<br>• Segment C: 200th Street SW and 44th Avenue West (City of Lynnwood): Add a second northbound left-turn lane and extend the eastbound right-turn pocket back to the park-and-ride driveway. |
| 3-C | 3 | Transportation | Property Access and Local Circulation | Long-term | In areas where the project will modify property access or local circulation, Sound Transit will work with local jurisdictions to develop plans to maintain safe and effective access and circulation. Consistent with its access policies, it will give particular attention to providing safe pedestrian and bicycle access to stations, including the 145th Station/parking garage. In addition, Sound Transit will obtain WSDOT and FHWA approvals, as needed, for improvements to local street access, circulation or intersection modifications related to the modified interchange ramps at NE 145thStreet. |
| 3-D | 3 | Transportation | Property Access and Local | Long-term | To discourage cut-through traffic that may occur on residential streets in station areas, Sound Transit will work with local jurisdictions to identify areas where cut-through traffic is occurring and, subject to local agency agreement, implement mitigation such as |

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| Mitigation Commitment ID | EIS Chapter/ Section | Resource | Impact Topic | Period | Mitigation Description |
|---|---|---|---|---|---|
| | | | Circulation | | neighborhood traffic controls. |
| 3-E | 3 | Transportation | Parking | Long-term & Construction | Where the project will remove off-street private parking spaces, Sound Transit will provide compensation or equivalent replacement parking. |
| 3-F | 3 | Transportation | Parking | Long-term | Sound Transit will work with local jurisdictions to evaluate and, if necessary, implement hide-and-ride mitigation for all stations. 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 would be needed in coordination with the local jurisdictions. 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 local jurisdiction will be responsible for monitoring, enforcing, and maintaining the parking controls. |
| 3-G | 3 | Transportation | Safety | Long-term | To address potential safety concerns related to the placement of project structures in the I-5 right-of-way, Sound Transit will coordinate with FHWA and WSDOT during final design and to secure highway-related design approvals. |
| 3-H | 3 | Transportation | Transit | Construction | Sound Transit will mitigate the temporary loss of parking at park-and-ride lots through one or more of the following, determined in consultation with local jurisdictions, facility owners, and involved transit agencies:<br>• Implement service increases or other measures to encourage transit trips that do not require automobile access.<br>• Redirect transit riders that use these locations to other nearby park-and-ride lots.<br>• Develop temporary parking for transit riders to use during construction.<br>• Build new park-and-ride spaces before removing existing spaces.<br>• Lease parking lots and/or new parking areas near the closed park-and-ride lots. |
| 3-I | 3 | Transportation | Transit | Construction | Sound Transit will mitigate for partial closures of the Mountlake Terrace Transit Center and Lynnwood Transit Center by implementing one or more of the following, as appropriate, or other measures developed in coordination with transit agencies and local jurisdictions:<br>• Relocate transit stops to adjacent streets.<br>• Provide a temporary transit center at a nearby off-street location.<br>• Revise transit services (including temporary service between Mountlake Terrace and destinations in King County due to temporary closure of the Mountlake Terrace freeway station). |

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| 3-J | 3 | Transportation | Transit | Construction | Sound Transit will coordinate with local jurisdictions, King County Metro, Community Transit, and private transit service providers to minimize construction impacts and disruptions to bus facilities and services. Sound Transit will coordinate with those providers to inform passengers about changes with measures such as signage at existing transit stops, and using website information, rider information systems, emails, and agency mailing lists. To mitigate for partial or full street closures, Sound Transit will coordinate with transit providers to reroute buses, where appropriate. |
| 3-K | 3 | Transportation | Freeway Operations | Construction | As part of the WSDOT and FHWA approval process for construction within I-5 right-of-way and to minimize safety and operational impacts during construction, Sound Transit will obtain WSDOT and FHWA approval of the project's Maintenance of Traffic plan for I-5. |
| 3-L | 3 | Transportation | Freeway Operations | Construction | Sound Transit will coordinate construction with incident management, construction staging, and traffic control in places where the light rail construction will affect freeway traffic or involve changes to the roadside environment. Sound Transit will also coordinate with WSDOT to disseminate construction closure information to the public as needed. |
| 3-M | 3 | Transportation | Arterials and Local Streets | Construction | Sound Transit will develop and implement construction mitigation plans in coordination with local jurisdictions during the final design and permitting. Where conditions on arterials may affect freeway operations, Sound Transit will also coordinate with WSDOT. To mitigate impacts to arterials and local streets, Sound Transit will:<br>• Develop the Maintenance of Traffic plan to conform to the *Manual on Uniform Traffic Control Devices* and jurisdictional agency requirements for traffic control.<br>• Use lighted or reflective signage to direct drivers to truck haul routes to ensure visibility during nighttime work hours.<br>• Use temporary reflective truck prohibition signs on streets with a high likelihood of cut-through truck traffic.<br>• Communicate public information about construction activities through tools such as print, radio, posted signs, Web sites, email and direct communication with other agencies and affected parties; ongoing communications will update interested parties regarding street or freeway lane closures, detours, hours of construction, business access, and parking impacts.<br>• Coordinate access closures with affected businesses and residents. If access closures are required, property access to residences and businesses will be maintained to the extent possible. If access to the property cannot be maintained, the specific construction activity will be reviewed to determine if it could occur during non-business hours, or if the parking spaces and users of this access (for |

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| | | | | | example, deliveries) could be provided at an alternative location.<br>• Provide parking areas for construction workers, where necessary. This may include remote parking with shuttle service to and from the construction site if sufficient on-site parking cannot be provided.<br>• Post signs prior to construction in areas where surface construction activities will affect access to surrounding businesses.<br>• Schedule traffic lane closures and high volumes of construction truck traffic during off-peak hours.<br>• Evaluate and limit concurrent construction to minimize construction impacts.<br>• Cover potholes and open trenches, where possible, and use protective barriers to protect drivers from trenches remaining open.<br>• Provide temporary parking to mitigate loss due to construction staging or work activities, as appropriate. |
| 3-N | 3 | Transportation | Nonmotorized Facilities | Construction | Sound Transit will provide detour routes through construction areas and will notify the public of them. |
| 3-O | 3 | Transportation | Nonmotorized Facilities | Construction | Sound Transit will minimize closures of multi-use trails affected by construction. Detours will be provided when trails are closed, unless they are closed for short durations or in areas where a detour option is not feasible. |
| 3-P | 3 | Transportation | Nonmotorized Facilities | Construction | Closures or restrictions of I-5 overcrossings will be sequenced to maintain travel across I-5 at the next nearest crossing. |
| 3-Q | 3 | Transportation | Freight Mobility and Access | Construction | Sound Transit will work with local jurisdictions to develop and implement construction traffic control plans. The agency also will coordinate with affected businesses before and during the construction period to maintain business access as much as possible. |
| 3-R | 3 | Transportation | Freight Mobility and Access | Construction | For construction associated with I-5, Sound Transit will coordinate with freight stakeholder groups by providing construction information to WSDOT for use in the state's freight notification system. Sound Transit will provide information in a format acceptable to WSDOT. |
| 3-S | 3 | Transportation | Cumulative | Construction | Sound Transit will coordinate the construction activities of the Northgate Link Extension and Lynnwood Link Extension projects, and will also coordinate with the King County Metro TOD project to minimize impacts of overlapping construction periods. |
| 4.1-A | 4.1 | Acquisitions, Displacements, and Relocations | Acquisitions, Displacements, and Relocations | Long-term | Sound Transit will pay just compensation to owners whose property it acquires, as specified in Sound Transit's Real Estate Property Acquisition and Relocation Policy, Procedures, and Guidelines; the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended; and the State of Washington's |

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| Mitigation Commitment ID | EIS Chapter/ Section | Resource | Impact Topic | Period | Mitigation Description |
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| | | | | | relocation and property acquisition law and regulations. |
| 4.1-B | 4.1 | Acquisitions, Displacements, and Relocations | Acquisitions, Displacements, and Relocations | Construction | Sound Transit will pay just compensation for temporary construction easements and restore the property to its previous condition, unless Sound Transit and the owner agree to other compensation. |
| 4.1-C | 4.1 | Acquisitions, Displacements, and Relocations | Acquisitions, Displacements, and Relocations | Construction | Sound Transit will mitigate for conversions of federally designated highway beautification areas by providing replacement property along I-5, or by implementing other measures as agreed by WSDOT and FHWA. |
| 4.2-A | 4.2 | Land Use | Land Use | Long-term & construction | No mitigation is required. |
| 4.3-A | 4.3 | Economics | Economics | Construction | Sound Transit will dedicate staff to work specifically with affected businesses during construction to minimize project-associated impacts. It will develop construction mitigation plans to address the needs of businesses which will include the following measures:<br>• Provide a 24-hour construction telephone hotline.<br>• Provide business cleaning services on a case-by-case basis.<br>• Provide signage such as 'detour,' 'open for business,' and others as appropriate.<br>• Communicate with the public through measures such as meetings and construction updates, alerts, and schedules.<br>• Implement promotions and marketing to help affected business districts maintain their customer base during construction, consistent with Sound Transit policies.<br>• Maintain access as much as possible to each business and coordinate with businesses in advance of and during periods of limited access.<br>• Minimize utility disruptions, and provide advance notice of scheduled disruptions.<br>• Provide a community ombudsman. |
| 4.3-B | 4.3 | Economics | Economics | Construction | To avoid cumulative construction impacts, Sound Transit will coordinate construction planning with other project owners and potentially affected parties in construction areas with multiple projects at similar times. |
| 4.4-A | 4.4 | Social Impacts, Community Facilities, and Neighborhoods | Social Impacts, Community Facilities, and Neighborhoods | Long term & construction | No mitigation is required. |
| 4.5-A | 4.5 | Visual and Aesthetic | Visual and Aesthetic | Long-term | For areas with high visual impacts, Sound Transit's will: |

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|---|---|---|---|---|---|
| | | Resources | Resources | | • Comply with tree replacement and landscaping policies of WSDOT and local jurisdictions<br>• Develop a Roadside Master Plan, in accordance with WSDOT guidelines, for the portion of the route within the I-5 right-of-way,<br>• Replace converted federally designated highway beautification areas with replacement property along I-5, or with other measures as agreed by WSDOT and FHWA. Replacement parcels will meet the intended function of the original beautification area.<br>• Apply landscaping or visual treatments to retaining walls and other structures, consistent with available land, safety, and maintenance and operation needs. |
| 4.5-B | 4.5 | Visual and Aesthetic Resources | Visual and Aesthetic Resources | Construction | Sound Transit will shield light sources used in nighttime construction to reduce lighting impacts. Sound Transit will design and place construction screens or barriers to limit the visibility of work areas that will intrude on adjacent activities such as public open space, community facilities, and recreational areas and trails, where practical. |
| 4.6-A | 4.6 | Air Quality and Greenhouse Gases | Air Quality and Greenhouse Gases | Long-Term | No mitigation is required. |
| 4.6-B | 4.6 | Air Quality and Greenhouse Gases | Air Quality and Greenhouse Gases | Construction | Consistent with Puget Sound Clean Air Agency requirements, Sound Transit will use best management practices (BMPs) to prevent and reduce air quality impacts resulting from construction activities. Construction activities will comply with local regulations governing air quality, including those for controlling fugitive dust. Sound Transit will: :<br>• Spray exposed soil with water to control dust.<br>• Cover all transported loads of soils and wet materials before transport, or provide adequate freeboard (i.e., space from the top of the material to the top of the truck).<br>• Install wheel washes or manually wash truck wheels, where needed.<br>• Frequently remove the dust and mud that are deposited on paved, public roads.<br>• Route and schedule high volumes of construction traffic to reduce impacts, where practicable.<br>• Require appropriate emission-control devices on all construction equipment powered by gasoline or diesel fuel.<br>• Use well-maintained heavy equipment.<br>• Cover, apply mulch, or plant vegetation as soon as practicable after grading.<br>• Encourage contractors to employ emission-reduction technologies and practices |

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| | | | | | for both on-road and off-road equipment and vehicles (e.g., retrofit equipment with diesel control technology and/or use ultra-low sulfur diesel).<br>• Implement idling restrictions for construction trucks.<br>• Locate construction equipment and truck staging zones away from sensitive receptors, as practicable, and in consideration of other factors such as noise and safety. |
| 4.7-A | 4.7 | Noise and Vibration | Noise | Long-Term | Sound Transit will prevent and mitigate noise impacts consistent with its Light Rail Noise Mitigation Policy (Motion No. M2004-08). During final design, Sound Transit will review all predicted impacts and mitigation measures for verification. If it finds that equivalent mitigation can be achieved by a method less costly than what had been planned, or if the detailed analysis shows no impact, then the mitigation measure may be modified or eliminated.<br>To avoid noise impacts from light rail operations, Sound Transit will either (a) incorporate in the guideway a noise barrier 4 to 8 feet high on the edge of the structure closest to the noise-sensitive uses; or (b) install at-grade noise walls from 4 to 10 feet above the track height, or from the top of retaining walls built as part of the project.<br>Sound Transit will mitigate impacts from buses and cars operating in park-and-ride lots (at NE 185th Street and the Mountlake Terrace Station) by building noise barriers along the edge of the facility, applying sound insulation, or revising the design of the facility to move access driveways and bus loading areas farther from residences.<br>To avoid impacts from the replacement of existing noise walls, Sound Transit will build replacement noise walls 6 to 24 feet high.<br>To avoid impacts caused by wheel squeal, Sound Transit will regularly lubricate all curves with radii less than 600 feet near noise-sensitive uses. It may use a wayside or vehicle-mounted lubrication system. It will design all curves with radii between 600 and 1250 feet near noise-sensitive uses to accommodate a wayside track lubrication system that it will install should wheel squeal occur during operation.<br>If the above techniques are infeasible or will not be entirely effective at reducing noise levels below the FTA impact criteria or applicable requirement, Sound Transit will evaluate and offer sound insulation to residential properties where the existing building does not already achieve a sufficient exterior-to-interior reduction of noise levels.<br>While the mitigation described above is based on predicted impacts, Sound Transit will provide further noise mitigation if operations cause noise impacts for which mitigation is necessary and appropriate under FTA noise impact criteria. |
| 4.7-B | 4.7 | Noise and | Vibration | Long-Term | Sound Transit will use design measures to avoid vibration impacts based on FTA |

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| | | Vibration | | | criteria. Measures may include a tire-derived aggregate (shredded tires) in a layer below the track ballast; ballast mats; a resiliently supported track; high-compliance rail fasteners; or column isolation. Specific designs to mitigate impacts to below the FTA criteria will be determined during final design. |
| 4.7-C | | Noise and Vibration | Noise and Vibration | Long-Term | Special trackwork with low-impact frogs will be used in place of a conventional frog where cross-overs (the point at which two rails cross) will cause a noise or vibration impact that cannot be mitigated through other measures. |
| 4.7-D | 4.7 | Noise and Vibration | Noise | Construction | Where existing noise walls will require relocation, Sound Transit will relocate them as early in the construction process as practical so that the relocated walls will reduce noise from the ongoing construction activities. Sound Transit will seek appropriate noise variances from the local jurisdiction. |
| 4.7-E | 4.7 | Noise and Vibration | Noise and Vibration | Construction | Construction noise and vibration control mitigation will meet required noise limits and minimize vibration by using the following measures as necessary:<br>• Install construction site noise barrier or noise wall by noise-sensitive receivers where feasible.<br>• 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.<br>• Use low-noise emission equipment.<br>• Implement noise-deadening measures for truck loading and operations.<br>• Monitor and maintain equipment to meet noise limits.<br>• Use lined or covered storage bins, conveyors, and chutes with sound-deadening material.<br>• Use acoustic enclosures, shields, or shrouds for equipment and facilities.<br>• Install high-grade engine exhaust silencers and engine-casing sound insulation.<br>• Prohibit aboveground jack hammering and impact pile driving during nighttime hours.<br>• Minimize the use of generators or use whisper-quiet generators to power equipment.<br>• Limit use of public address systems.<br>• Use movable noise barriers at the source of the construction activity.<br>• Limit or avoid certain noisy or high vibration activities during nighttime hours. |

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| | | | | | • Demolish existing structures near vibration-sensitive receivers with methods that do not cause impact forces against the buildings or near them.<br>• Minimize use of vibratory soil compactors and vibratory hammers near vibration-sensitive receivers.<br>• Use oscillatory pile-casing techniques where appropriate.<br>• Avoid using variable-frequency vibratory hammers in dense residential areas, such as around the NE 130th Street, NE 145th Street, NE 155th Street, and NE 185th Street Stations.<br>• Use resonance-free vibratory hammers or variable eccentric moment vibrators or other appropriate substitute for conventional vibratory hammers or pile drivers. . |
| 4.8-A | 4.8 | Ecosystem Resources | Environmentally sensitive resources | Construction | Sound Transit will implement BMPs to protect all sensitive areas. It will use fencing and signage to mark and protect riparian vegetation, wetlands, woodlands, and other sensitive sites outside of the designated construction limits. |
| 4.8-B | 4.8 | Ecosystem Resources | Aquatic habitat | Construction | Sound Transit will use temporary work trestles or apply other footprint minimization techniques in the Scriber Creek wetland complex. |
| 4.8-C | 4.8 | Ecosystem Resources | Aquatic habitat | Construction | Sound Transit will use BMPs to protect fish and aquatic habitat. All work below the ordinary high water mark will comply with the terms and conditions set forth in the HPA issued by WDFW for the project. |
| 4.8-D | 4.8 | Ecosystem Resources | Vegetation and wildlife | Long-term | Sound Transit will coordinate with WSDOT, local jurisdictions, and resource agencies to minimize the potential for light rail facilities to interfere with future restoration projects. |
| 4.8-E | 4.8 | Ecosystem Resources | Aquatic habitat | Construction | To reduce the risk of adverse effects on migrating salmonids, Sound Transit will require construction contractors to direct lighting away from fish-bearing waters and to place hoods or shields on lights, as needed, to minimize the amount of backlight or dispersed light cast toward the water's surface. |
| 4.8-F | 4.8, 4.9 | Ecosystem Resources and Water Resources | Surface water | Construction | For water quality protection, Sound Transit will obtain and adhere to a construction stormwater general permit under the National Pollutant Discharge Elimination System (NPDES) permit program to reduce or eliminate stormwater pollution and other impacts on surface waters. It will also develop and implement construction stormwater pollution prevention plan (SWPPP), approved by Ecology, before the start of construction. The plan will include BMPs to (1) prevent erosion, (2) prevent sedimentation, and (3) identify, reduce, eliminate, or prevent stormwater contamination and water pollution from construction activity. The construction stormwater pollution prevention plan will include a temporary erosion and sediment control (TESC plan) that includes BMPS such as silt fences; protective ground covers such as straw, plastic sheeting, or jute |

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| | | | | | mats; and straw bales in drainage features; spill prevention, control, and countermeasures plan; concrete containment and disposal plan; dewatering plan; and a fugitive dust plan. |
| 4.8-G | 4.8 | Ecosystem Resources | Vegetation and wildlife | Construction | To avoid or minimize effects on vegetation and wildlife resources, Sound Transit will minimize vegetation clearing, restore temporarily affected areas, and prepare and implement a revegetation plan. |
| 4.8-H | 4.8 | Ecosystem Resources | Vegetation and wildlife | Construction | In accordance with the Migratory Bird Treaty Act, Sound Transit will consult with the U.S. Fish and Wildlife Service on measures to avoid impacts on migratory birds. Measures likely to be required may include pre-construction surveys for migratory birds and/or restrictions on vegetation clearing during the breeding season for migratory birds. Except where hazard trees pose an immediate threat to light rail safety or reliability, vegetation maintenance and hazard tree removal will be conducted outside of the breeding season for migratory birds. |
| 4.8-I | 4.8 | Ecosystem Resources | Vegetation and wildlife | Construction | Sound Transit will implement appropriate measures to minimize the risk of introduction and spread of noxious and invasive species, including restoring temporarily disturbed areas as soon as practical following construction activities. To minimize use of herbicides and fertilizers, restoration will include mulching, ground cover, and other planting strategies that discourage undesirable species. |
| 4.8-J | 4.8 | Ecosystem Resources | Environmentally sensitive resources | Long-term | Sound Transit will mitigate long-term impacts on wetlands and wetland buffers through the use of available approved mitigation banks, the King County in-lieu fee program, or project-specific mitigation developed by Sound Transit. Sound Transit will implement compensatory mitigation in accordance with applicable federal, state, and local requirements and guidelines. Sound Transit will mitigation for unavoidable impacts on streams, stream buffers, and wildlife habitat in compliance with local critical areas ordinances. Sound Transit's actions to mitigate for impacts on wetlands and wetland buffers (e.g., planting native trees and shrubs near wetland areas) will help offset the loss of some habitat for wildlife and contribute to improved ecological function of nearby streams and stream buffers. Tree planting required for compliance with WSDOT's and local jurisdictions' tree protection rules will also mitigate for impacts on streams, stream buffers, and wildlife habitat. Potential sites currently under consideration for project-specific mitigation for impacts on wetlands and wetland buffers are:<br>• North Seattle Community College Campus<br>• Jackson Park Golf Course/5th Avenue NE<br>• NE 145th Street Vicinity |

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| | | | | | • NE 155th Street Station Vicinity<br>• Ballinger Lake Golf Course<br>• Scriber Creek Wetland Complex (Wetland WLY4) |
| 4.8-K | 4.8, 4.9 | Ecosystem Resources and Water Resources | Aquatic Resources and Water Resources | Long-term | Sound Transit will comply with all federal, state, and local regulations to prevent or minimize long-term surface water impacts, including low-impact development (LID) approaches, where applicable, stormwater flow control and water quality treatments as identified in Table 4.9-1 in the EIS, and by designing drainage to maintain existing stream basin contributing areas. |
| 4.10-A | 4.10 | Energy Impacts | Energy Impacts | Long-term & construction | No mitigation is required. |
| 4.11-A | 4.11 | Geology and Soils | Geology and Soils | Long-term & construction | No mitigation is required. |
| 4.12-A | 4.12 | Hazardous Materials | Hazardous Materials | Construction | To mitigate impacts from potential contaminated sites in the project area, Sound Transit will perform environmental due diligence for properties along the project corridor before property acquisition. Sound Transit will perform a Phase I Environmental Site Assessment (ESA) on properties to be acquired or that have substantial associated construction activities. It will perform a Phase II ESA for property acquisition or for construction purposes if the Phase I ESA determines that the property has a likelihood of contamination. The results of these assessments will help establish the condition of acquisition properties and/or to determine plans for cleanup and construction management, as needed. Sound Transit will notify Ecology if unknown contamination is encountered during an assessment. If previously contaminated properties require longer-term covenants, restrictions, or other remedial activities, Sound Transit will take appropriate action as approved by Ecology. |
| 4.12-B | 4.12 | Hazardous Materials | Hazardous Materials | Construction | To address potential impacts on environmental resources from construction activities, Sound Transit will require contractors to prepare hazardous material management plans, construction stormwater pollution prevention plans, health and safety plans, spill control and prevention plans, contaminated media management plans, and lead and asbestos abatement programs, as necessary, and to implement the plans' procedures for managing hazardous materials in accordance with state and federal regulations. To the extent practicable, Sound Transit will limit construction activities that might encounter contaminated groundwater or contaminated soil. |
| 4.13-A | 4.13 | Electromagnetic Fields | Electromagnetic Fields | Long-term & construction | No mitigation is required. |

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| 4.14-A | 4.14 | Public Services | Public Services | Construction | Sound Transit will 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. |
| 4.14-B | 4.14 | Public Services | Public Services | Long-term & construction | During final design and construction, Sound Transit will coordinate with the Edmonds School District to minimize property impacts on School District properties in Segments B and C. |
| 4.14-C | 4.14 | Public Services | Public Services | Construction | Sound Transit will provide regular updates to schools, emergency service providers, local agencies, and postal services, and notices of unanticipated circumstances that could affect service delivery. It will also assist public school officials in providing advance and ongoing notices to students and parents about construction activity near schools. |
| 4.15-A | 4.15 | Utilities | Utilities | Construction | Sound Transit will avoid or minimize impacts to utilities by adhering to design standards and implementing BMPs such as potholing and preconstruction surveys to identify utility locations. Coordination with utility providers and outreach to the public during construction will minimize service disruptions and associated impacts. Sound Transit will follow safety protocols to protect the public and construction workers. |
| 4.16-A | 4.16 | Cultural, Archaeological, and Historic Resources | Cultural, Archaeological, and Historic Resources | Construction | To minimize the risk of damage to currently unknown archaeological resources, Sound Transit will develop an Inadvertent Discovery Plan prior to ground-disturbing construction activities. FTA and Sound Transit will coordinate with the State Historic Preservation Office (SHPO) and tribes to review the plan. In addition, archaeologists will conduct training for contractors to help them identify potential archaeological remains during construction; the training will also cover protocols to implement if something is discovered.<br><br>If potentially significant archaeological materials or sites (or evidence thereof) are discovered during construction, Sound Transit will halt activities around the find and take all reasonable measures to avoid or minimize harm to the property until FTA and Sound Transit, in consultation with the SHPO and interested tribes, determine that the project is in compliance with Section 106 of the National Historic Preservation Act.<br><br>The Inadvertent Discovery Plan will also describe the procedures that Sound Transit and FTA will follow if any human remains are discovered during project construction. |
| 4.17-A | 4.17 | Parks and Recreational Resources | Parks and Recreational Resources | Long-term | Ridgecrest Park: In coordination with the City of Shoreline, Sound Transit will restore the affected area and place a barrier between the light rail facility and the park to function like the existing berm in buffering I-5 noise and views of I-5. It will also design |

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| | | | | | and rebuild 1st Avenue NE from NE 159th to NE 161st Street, in coordination with the City, and transfer replacement property at the south end of the park, or other property as agreed to with the City, consistent with the requirements of Forward Thrust. The replacement land will be developed to a level comparable to the displaced park area, and the design process will include outreach in the adjacent neighborhood to inform roadway and park design, in coordination with the City. |
| 4.17-B | 4.17 | Parks and Recreational Resources | Parks and Recreational Resources | Construction | Shoreline Park and Stadium: Sound Transit will restore affected areas after construction, and will coordinate access improvements and construction activities with the Shoreline School District. |
| 4.17-C | 4.17 | Parks and Recreational Resources | Parks and Recreational Resources | Construction | Trails: For all temporary trail closures or reroutes associated with construction, Sound Transit will minimize closures during construction; when closures are unavoidable, it will coordinate with appropriate local jurisdictions to develop detours and to provide public information and signed detour routes to allow for continued connections. |