



Memorandum

DATE: April 23, 2019

TO: City of Shoreline Hearing Examiner

FROM: Jennifer K. Wells, Sound Transit Senior Planner
Juniper Nammi, Sound Transit Project Manager

RE: Amendments to Exhibit 1 – Lynnwood Link Extension SUP
PLN18-0140 Staff Report

On April 11, 2019, the City issued a Staff Report (Exhibit 1) to the Hearing Examiner on the Lynnwood Link Extension Special Use Permit application (PLN18-0140). The City corrected that Staff Report by an errata memorandum dated April 19, 2019. City Staff has identified a number of substantive corrections, omissions, or additions to the City's analysis and recommended conditions of approval.

The City submits the following amendments to the April 11, 2019 Staff Report, as corrected by errata:

1. Section I Findings of Fact shall be amended to add a new subsection at Page 34 of the Staff Report, Subsection F Project Early Work and Main Package, to read as follows:

F. Project Early Work and Main Package

The Project underwent extensive redesign efforts in mid to late 2017 and early 2018 to achieve significant cost reductions. During that process, design was essentially on hold and delayed substantially. Sound Transit asked the City to permit certain elements of the project ahead of the required SUP decisions to support the construction schedule and minimize the delay to the opening date of the Project.

The City and Sound Transit came to agreement on the scope of "Early Work" that could be permitted independent of the light rail guideway, station sites and related structures and systems. This agreement is included in Section II of the Funding Agreement (Exhibit 2, Attachment H). Early work includes demolition, tree removal and grading, utility relocations, and critical area mitigation – all activities that can be permitted without a special use permit.

Early work permits include conditions requiring compliance with any applicable SUP conditions that may adjust or modify the original permits and do not apply any code modifications that have been requested through the SUP. Engineering deviations related to the offset distance of utility poles from travel

lanes on a few street ends is included with the ROW Early Work Permits. The balance of the Project construction work is commonly referred to as the “Main Package.”

2. Section II Analysis and Conclusions, Subsection 1(e) *Streamlining transfers between transit modes to minimize the frequency and locations of bus turning movements* at Page 67 of the Staff Report shall be amended to include the City’s Analysis which is to read as follows:

City Analysis:

The City concludes that Sound Transit has designed the Project to streamline transfers between transit modes and minimize the frequency and locations of bus turning movements by including features such as locating bus bays within the station site that are in proximity to the light rail station access points, which reduces walking distances for transit riders.

Additionally, the project includes a pedestrian bridge connection between the transit center on the top level of the Shoreline North/185th Parking Garage and the track overpass at the north end of the light rail platforms. This bridge connection provides a more direct and accessible route to both the northbound and southbound light rail platforms from the north end of the transit center. The inclusion of the bridge connection is dependent on commitments by both King County Metro (KCM) and the City to contribute to the bridge cost articulated in the KCM email on June 4, 2018, and the City email on June 10, 2018 (included as exhibits for the record).

Staff recommends a condition requiring the completion of this accessible connection between buses and light rail at the north end of the station and transit center.

3. Section III Department Recommendations, Subsection K Guiding Principles at Page 148 of the Staff Report shall be amended to add a new condition, Condition No. 8, to read as follows:

8. Sound Transit shall construct an ADA accessible pedestrian bridge from the northwest corner of the Shoreline North/185th Transit Center on the top of the Parking Garage connecting to the track overpass and platform entrances at the north end of the light rail station. Sound Transit may request supporting funding, if needed, as agreed to by King County Metro and the City of Shoreline.

4. Section III Department Recommendations, Subsection B Noise, Condition No. 1(e) at Page 131 of the Staff Report shall be amended to read as follows [new language in underline]:

- e. ~~Around construction staging areas and in~~ In locations where existing noise walls will be removed and other areas along the Project Corridor where identified in the Construction Noise Report (Exhibit 2, Attachment X), Sound Transit shall install temporary noise barriers ~~shall be installed to provide mitigation of highway and/or proximate construction noise until new proposed walls are constructed or construction staging activities are completed~~ consistent with Mitigation Commitments 4.7-D and 4.7-E in the

2015 FTA ROD Mitigation Plan (Exhibit 7, p. B-9 to B-10). Replacement walls shall be constructed as soon as possible, and no later than prior to start of light rail guideway systems testing (prior to trains running on tracks).

5. Section III Department Recommendations, Subsection B Noise, Condition No. 1 at Page 131 of the Staff Report shall be amended to include a new condition, Condition No. 1(f), to read as follows:

- f. Sound Transit shall submit proposal(s) for assessing, and if needed, mitigating noise from offsite staging areas for City approval and acceptance under the required site development permit(s). The proposal(s) shall include the following:
 - a. Processes for documenting ambient noise levels prior to start of construction staging use and changes in noise levels at adjacent properties after construction staging use begins; or subsequent changes in the construction staging noise levels due to new or different construction staging activities occurring in the staging area;
 - b. Threshold of change in noise levels, above which noise mitigation measures would be implemented; and
 - c. Proposed mitigation measures to be used if threshold is exceeded.

6. Section III Department Recommendations, Subsection B Noise, Condition No. 2 at Page 131 of the Staff Report shall be amended to read as follows [new language in underline]:

2. Operational Noise:

Sound Transit shall mitigate for operational noise impacts from the Project consistent with the recommendations in the final Noise, 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 site specific implementation of one or more of the following methods: 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.

7. Section III Department Recommendations, Subsection C Multimodal Transportation, Condition No. 6 at Page 132 of the Staff Report shall be amended to read as follows [new language in underline; deleted language in strikethrough]:

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 complete construction in such a manner ~~that is compatible in the future and will so as not to~~ preclude the City's future Trail Along the Rail project.

8. Section III Department Recommendations, Subsection C Multimodal Transportation, Condition No. 10.e. at Page 134 of the Staff Report shall be amended to read as follows [new language in underline; deleted language in strikethrough]:
 - 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 which Sound Transit shall ~~to be submitted to the City by Sound Transit~~ for review and approval under applicable ~~construction~~ permits and then implemented by Sound Transit to mitigate the issues.”

9. Section III Department Recommendations, Subsection D Public Facilities and Services, Condition No. 6 at Page 135 of the Staff Report shall be amended to read as follows [new language in underline; deleted language in strikethrough]:
 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, and -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); and
 - ~~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. c. During construction, if additional potential, individual and non-contiguous 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. Section III Department Recommendations, Subsection L. Street Vacation at Page 149 of the Staff Report shall be amended as follows:
 - A. Title shall be amended to read: L. Street Vacation and Redevelopment.
 - B. A new Condition No. 2 shall be added to read as follows:
 2. Sound Transit shall merge or adjust lot lines, on acquired properties identified for surplus sale, prior to selling them for redevelopment, so that when contiguous properties were acquired the surplus lots meet minimum lot size and dimensions specified in SMC 20.50.020 and consistent with the applicable zoning. Exception (14) to Table 20.50.020(1) and Table 20.50.020(2) do not apply to properties sold as surplus by Sound Transit following completion of the Project, unless additional ROW dedication is required for future redevelopment.

8. Section III Department Recommendations, Subsection D Public Facilities and Services, Condition No. 30 at Page 140 of the Staff Report shall be amended to read as follows [new language in underline]:
 30. 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, consistent with SMC 20.30.290 and the ministerial decision process.
9. Section III Department Recommendations, Subsection G Construction Coordination and Restoration at Page 142 of the Staff Report shall be amended to include a new condition, Condition No. 4, to read as follows:
 4. Sound Transit may utilize the Regional Utility Corridor property, owned by Seattle City Light, as a materials and equipment staging area for the Project for up to six (6) years, and not beyond December 31, 2024, if approved by Seattle City Light and with a site development permit issued by the City prior to any preparation or use of the site for the Project.
10. Section III Department Recommendations, Subsection I Environmental Sustainability – Architecture and Site Design at Page 145 of the Staff Report shall be amended to include a new condition, Condition No. 9, to read as follows:
 9. Sound Transit shall use paving materials with a Solar Reflectance Index (SRI) of 29 or higher for nonmotorized hardscape areas, in combination with shading of those areas at the Shoreline South/145th and Shoreline North/185th Stations to reduce the heat island effect. At a minimum, the landscaping for each station shall be designed and installed to achieve shading, within five (5) years installation, as follows:
 - a. Shoreline South/145th Station: 47.6 percent shading
 - b. Shoreline North/185th Station: 7.0 percent shading
11. Section III Department Recommendations, Subsection K Guiding Principles, Condition No. 1 at page 147 of the Staff Report, shall be amended to read as follows [new language in underline]:
 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. Sound Transit shall also provide a decorative form-liner pattern to all of the garage walls for the Shoreline South/145th and Shoreline North/185th Parking Garages.