

Lynnwood Link Extension Special Use Permit (SPL18-0140) Revised Conditions of Approval

As requested by the Hearing Examiner at the April 24, 2019, public hearing, the following is a consolidated and updated list of the City's recommended conditions of approval for Sound Transit's Special Use Permit Application (SPL18-0140). This list includes the original department recommended conditions in the City's Staff Report (Exhibit 1) as corrected, amended, and modified by the following:

- Exhibit 47 - Errata to Lynnwood Link Extension SUP SPL18-0140 Staff Report
- Exhibit 48 - Amendments to Lynnwood Link Extension SUP SPL18-0140 Staff Report
- Exhibit 58 - Additional Amendments and Errata to Lynnwood Link Extension SUP SPL18-0140 Staff Report
- Modifications verbally agreed during the public hearing based on the Sound Transit Staff Report (Exhibit 45).

Since the public hearing, Sound Transit and City of Shoreline staff further discussed the recommended conditions and agree that the recommended conditions as proposed in this document are appropriate and reasonable. The recommended conditions of approval in the above-mentioned exhibits are hereby replaced in their entirety by the following:

A. Neighborhood Compatibility

1. Sound Transit shall, consistent with FTA ROD Mitigation Commitment 4.5-A (Exhibit 7, pp. 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 in locations 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 9, 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

- c. In the event that a Partnership Agreement is not executed by 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 on average for the length of the Shoreline South/145th Garage building façade 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. 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 proposed walls are constructed 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).
- f. Sound Transit shall comply with SMC 9.05 Noise control for all construction staging sites for the Project and shall, as part of the construction Noise and Vibration Control Plan(s), 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:
 - 1) 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;
 - 2) Process for assessing subsequent changes in the construction staging noise levels due to new or different construction staging activities occurring in the staging area that are expected to increase noise levels or when complaints are received by the City or Sound Transit staff;
 - 3) Threshold of change in noise levels, above which noise mitigation measures would be implemented; and
 - 4) Proposed mitigation measures consistent with FTA ROD Mitigation Commitment 4.7E (Exhibit 7) to be used if the agreed noise threshold is exceeded.

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), which provides for measures such as 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/Aldercrest Elementary (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 multimodal 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 complete construction in such a manner so as not to 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 Avenue 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 which Sound Transit shall submit to the City for review and approval under applicable 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 within 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 and -eRPP128:
 - 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. 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. 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. Shoreline South/145th Station:
 - 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. Within the relocated 1st Avenue NE ROW from just south of NE 159th to NE 161st Streets: 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:
 - 1) 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).
 - 2) 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.
 - 3) Installation of a new water main within the 8th Avenue NE ROW in front of the Shoreline North/185th Station.
 - 4) 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.
 - 5) 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 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, consistent with SMC 20.30.290 and the ministerial decision process. Otherwise, Sound Transit shall be permitted to apply the granted deviations to construction permit applications deemed complete after February 28, 2019.

31. Except as provided in the Partnership Agreement referenced in Condition A.1.b, and c, 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 Cascade K-8 School/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. Cascade K-8 School/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. Cascade K-8 School/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.¹
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 N 155th Street and financially compensate the City for the easement consistent with standard acquisition 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. Except as provided in the Partnership Agreement referenced in Condition A.1.b, and c, 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

¹ Exhibit 18, Ridgecrest Park 4(f) Letter of Concurrence, date March 8, 2018.

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.
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.

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, 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 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 20.80.082, 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 20.80.082, 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 54-59 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 Criteria Manual (Exhibit 2, Attachment R).

3. Sound Transit shall provide small-scale solar as part of the on-demand bike lockers located at 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 a 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.
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

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. Approval of Code Modification No. 1 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.
3. 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.
4. 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 shall provide 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.
5. 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 Principles²

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 the exterior garage walls for the Shoreline South/145th and Shoreline North/185th Parking 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.

² Exhibit 10, Guiding Principles for Light Rail Facility Design, Adopted by City Council February 29, 2016

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;
 - 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 required 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.
8. Sound Transit shall construct an ADA accessible pedestrian bridge contingent on Sound Transit's receipt of funding as agreed to by King County Metro and the City of Shoreline. The pedestrian bridge would span from the northwest corner of the transit center on the top of the Shoreline North/185th parking garage to the northern station platform entrances (Exhibits 49 and 50).

L. Street Vacation and Redevelopment

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.
2. To the extent property is identified as surplus and conveyed for redevelopment, where possible, Sound Transit shall merge lots or adjust lot lines such that the resulting 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.

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.