

Appendix H

Other Projects Considered for Cumulative Effects

APPENDIX H – OTHER PROJECTS CONSIDERED FOR CUMULATIVE EFFECTS

The National Environmental Policy Act (NEPA) requires that any agency proposing a major federal action, which may significantly affect the environment, consider the environmental impacts of the proposed action, any unavoidable adverse environmental impacts, and the relationship between local short-term uses and long-term productivity of the environment (42 United States Code [USC] § 4332(c)). As part of analyzing cumulative effects and predicting conditions for the future regional transportation system for the Lynnwood Link Extension project, Sound Transit identified other projects that are “reasonably foreseeable.” These projects included planned in the Puget Sound region’s federally required Metropolitan Transportation Plan (MTP), Puget Sound Regional Council’s (PSRC) Transportation 2040, as well as the funded or committed projects identified in the region’s Transportation Improvement Plan and the related PSRC travel demand forecast model.

In addition, the Final Environmental Impact Statement (EIS) for the Lynnwood Link Extension has identified other non-transportation projects and actions that are planned or in development that could alter the level of impacts a resource or an area might experience, compared to the impacts defined for the No Build Alternative or light rail alternatives alone. The projects described below are separate actions undertaken even if the Lynnwood Link Extension project is not developed. Under each environmental topic in the Final EIS, the cumulative effects of the Lynnwood Link Extension are discussed in combination with the projects described here and other past, current, or planned projects.

Transportation Projects

- *Northgate Link Extension Project*—Sound Transit is extending Link light rail to Northgate in north Seattle. This project will connect the Northgate, Roosevelt, and University District neighborhoods to downtown Seattle and the Seattle-Tacoma International Airport. Construction of this project is underway, and will be open for service in 2021. The EIS for this project, North Link Final Supplemental Environmental Impact Statement, was completed in 2006, which also covered the University Link project from downtown Seattle to the University District. (This project and other projects by Sound Transit that were authorized by Sound Transit 2 [ST2] are already assumed under the No Build Alternative and light rail alternatives as part of the light rail system anticipated to be in place when the Lynnwood Link Extension begins operation. While the transportation forecasts already take the Northgate Link Extension into account, it is highlighted here

because it involves construction and operation adjacent to where the Lynnwood Link Extension would start.)

- *SR 520 Bridge Replacement and HOV Program*—A new floating bridge will be constructed across Lake Washington with four general purpose lanes and two inside high-occupancy vehicle (HOV) lanes. A reversible transit/HOV ramp will operate from State Route (SR) 520 to the existing Interstate 5 (I-5) Express Lanes. This ramp facilitates westbound SR 520 HOV lane movements to the southbound I-5 Express Lanes in the AM period, and northbound I-5 Express Lanes movements to the eastbound SR 520 HOV lane in the PM period.
- *I-90 Two-Way Transit and HOV Operations Project*—This project will provide two-way transit and HOV operations on I-90 between Bellevue and Seattle by providing HOV lanes on the outer roadways. It will retain the existing reversible operations on the center roadway, with both lanes operating in the same direction—westbound in the AM period and eastbound in the PM period. Single-occupancy vehicles (SOVs) will only be allowed to use the center roadway between Rainier Avenue in Seattle and Island Crest Way on Mercer Island. The center and outer roadway HOV lanes will likely operate with a 2 + occupants per vehicle restriction.
- *SR 99 Alaskan Way Viaduct Seawall Replacement Program*—This project will build a new SR 99 corridor through downtown Seattle. The project includes boring a 2-mile tunnel beneath Seattle, constructing a mile-long stretch of new highway that connects to the south entrance of the tunnel, and constructing a new Alaskan Way surface street along the waterfront that connects SR 99 to downtown.
- *Lakeview Trail, Mountlake Terrace Transit Center to Interurban Trail* (PSRC TIP#: MOU-19)—This project will construct a combination of bicycle lanes, sidewalks, and a new non-motorized trail from the Interurban Trail at 228th Street SW to the west end of the 236th Street SW bridge over I-5, which is adjacent to Community Transit's Mountlake Terrace Transit Center and Sound Transit's Mountlake Terrace Freeway Station.
- *"Main Street" Reconstruction* (PSRC TIP#: MOU-23)—This project includes improvements to 56th Avenue West (236th Street SW to 230th Street SW) and 236th Street SW (transit center to 56th Avenue West). The project will reconstruct existing roadways to allow two travel lanes, bicycle lanes, and curbside parking.
- *Interurban Trail Improvement Project: Missing Links* (PSRC TIP#: LYN-40)—This project will complete two missing links along the Interurban Trail located between 212th Street SW and 52nd Avenue West by constructing a

continuous 12-foot-wide non-motorized bicycle/pedestrian trail that is separated from traffic.

- *196th Street SW (SR 524) Improvement Project (48th Avenue W to 37th Avenue W)* (PSRC TIP#: LYN-43)—This project would add an additional lane in each direction on 196th Street SW (SR 524) extending between 48th Avenue West to 37th Avenue West. The project will improve 196th Street SW (SR 524) by providing additional multimodal capacity, safety, and aesthetic features for a boulevard appearance. Improvements include installation of business access and transit (BAT) lanes in each direction, a planted center median with left-turn and U-turn movements, new curbs, gutters, 12-foot sidewalks, landscaping, undergrounding of overhead utilities, street lighting, and new traffic signals beginning at 48th Avenue West and extending east to 36th Avenue West.
- *Poplar Way Extension Bridge (Poplar Way/196th Street)*—This project would construct an arterial bridge across I-5 to connect the intersections of Poplar Way and 196th Street SW and 33rd Avenue West/Alderwood Mall Boulevard. Intersection modifications would occur at Alderwood Mall Parkway/Poplar Way, 196th Street SW/Poplar Way, and Alderwood Mall Boulevard/33rd Avenue West. The project would include widening portions of Poplar Way, 196th Street SW, Alderwood Mall Boulevard, and 33rd Avenue West. Major elements of the project include a new 600-foot-long, 6-lane bridge with sidewalks and bicycle lanes on both sides.
- *44th Avenue W, I-5 to 194th Street SW Improvement Project* (upcoming project in Lynnwood)—This project plans to widen the roadway to seven lanes, with eight lanes just south of 196th Street SW, including wider sidewalks and landscape features. The improvements are needed to accommodate future growth envisioned for the Lynnwood City Center and to create an enhanced pedestrian environment with a boulevard appearance.
- *200th Street SW, 64th Avenue W to 40th Avenue W Improvement Project* (upcoming project in Lynnwood)—This project plans to add additional lanes (exact locations have not yet been identified), wider sidewalks, landscape features, and bicycle facilities. The improvements are needed to accommodate future growth envisioned for the Lynnwood City Center and the extension of light rail to the Lynnwood Transit Center by 2023.

Other Development Projects

- *Link Operations and Maintenance Satellite Facility*—A NEPA/SEPA EIS is being prepared by Sound Transit and the Federal Transit Administration (FTA) for this project. See Chapter 2, Section 2.9.1 for details. Appendix R has additional information on the OMSF project. Sound Transit is

proposing this facility to provide operations and maintenance capacity for the expanded light rail fleet called for in the ST2 Plan.

- *King County Transit-Oriented Development at Thornton Place, Northgate*—King County is continuing a longer-range program to leverage transit investments by the County and Sound Transit to encourage further transit-oriented development at Thornton Place in Northgate. While development specifics are not in place at this time, higher density developments are anticipated consistent with City of Seattle plans for the Northgate District and the related population and employment growth assumed for the area.
- *Edmonds School District Melody Hill property, 6205 222nd Street SW, Mountlake Terrace*—This site was recently zoned for higher density use by the City of Mountlake Terrace. The school district site, which is now vacant, is being marketed for redevelopment.
- *Edmonds School District, District Support Site*—The Edmonds School District has adopted plans and completed its SEPA review to develop a support center that would relocate all of the District’s existing support functions onto one site. The consolidated functions would include administrative offices, a bus base and vehicle maintenance facilities, facilities maintenance, a district warehouse, and a fuel and wash island (with a below-ground tank). A comprehensive plan amendment and rezone application for portions of the property were approved by the Lynnwood City Council in September 2006. The Lynnwood site alternative for the Link Operations and Maintenance Satellite Facility overlaps with the District’s planned development. Both of these potential projects are considered in the cumulative effects analysis for the Lynnwood Link Extension.
- *Kings Gate: 240007 56th Avenue W* (land use approved but on hold in Mountlake Terrace)—This project plans to construct a mixed-use (commercial/residential) development in the Town Center District with 3,475 square feet of commercial space and 46 residential units on a 0.93-acre site. The project includes shared open space, landscaping, vehicle/bicycle parking, and a pedestrian activity area. The existing structures will be demolished.
- *Mountlake Terrace Senior Living Apartments: 5525 244th Street SW* (land use approved in Mountlake Terrace)—This project proposes to develop a 0.86-acre vacant lot with approximately 96 units of affordable, independent senior housing (not state licensed). The proposal also includes bicycle and vehicle parking spaces, pedestrian activity area, shared open space, and landscaping. A request to reduce parking requirements has been approved.

- *Mountlake Terrace Town Center*—This project involves an adopted Town Center Plan that calls for development of new stores, restaurants, offices, and housing in a 68-acre downtown zone. Wider sidewalks, street trees, and a public plaza for community use are part of the mix. See Town Center Plan, amended December 2009, on the City’s Web site.
- *Mountlake Terrace Gateway Development*— this project south of 236th Street SW and the Mountlake Terrace Transit Center, is in a district the City of Mountlake Terrace has targeted for higher density development. It would include roadway improvements extending Gateway Boulevard to 236th Street SW, with adjacent developments that include 600 apartment units and about 100,000 square feet of commercial space.
- *City of Lynnwood New City Center Planning*—Adopted in 2005 and amended in 2007, the City of Lynnwood Subarea Plan for the City Center calls for upgrades to the city’s transportation network and includes new public spaces and parks, housing, cultural attractions, and pedestrian amenities. Plans and projects associated with the City Center are located on the City Center project Web site: <http://www.ci.lynnwood.wa.us/City-Services/Planning-and-Development/City-Center/Plans---Projects.htm>.
- *Lynnwood City Center Senior Living Development: 19501 40th Avenue West* (development agreement with City of Lynnwood approved August 12, 2013)—This project proposes to develop 308 residential units in an 8-story building.

Appendix I

Chapter 4 Supporting Information on Affected Environment and Environmental Impacts

Provided on CD with the Draft EIS and available on the project website at www.soundtransit.org/Ile

I-4.1 Acquisitions, Displacements, and Relocations

I-4.2 Land Use

I-4.5 Visual and Aesthetic Resources

I-4.6 Air Quality and Greenhouse Gases

I-4.9 Water Resources

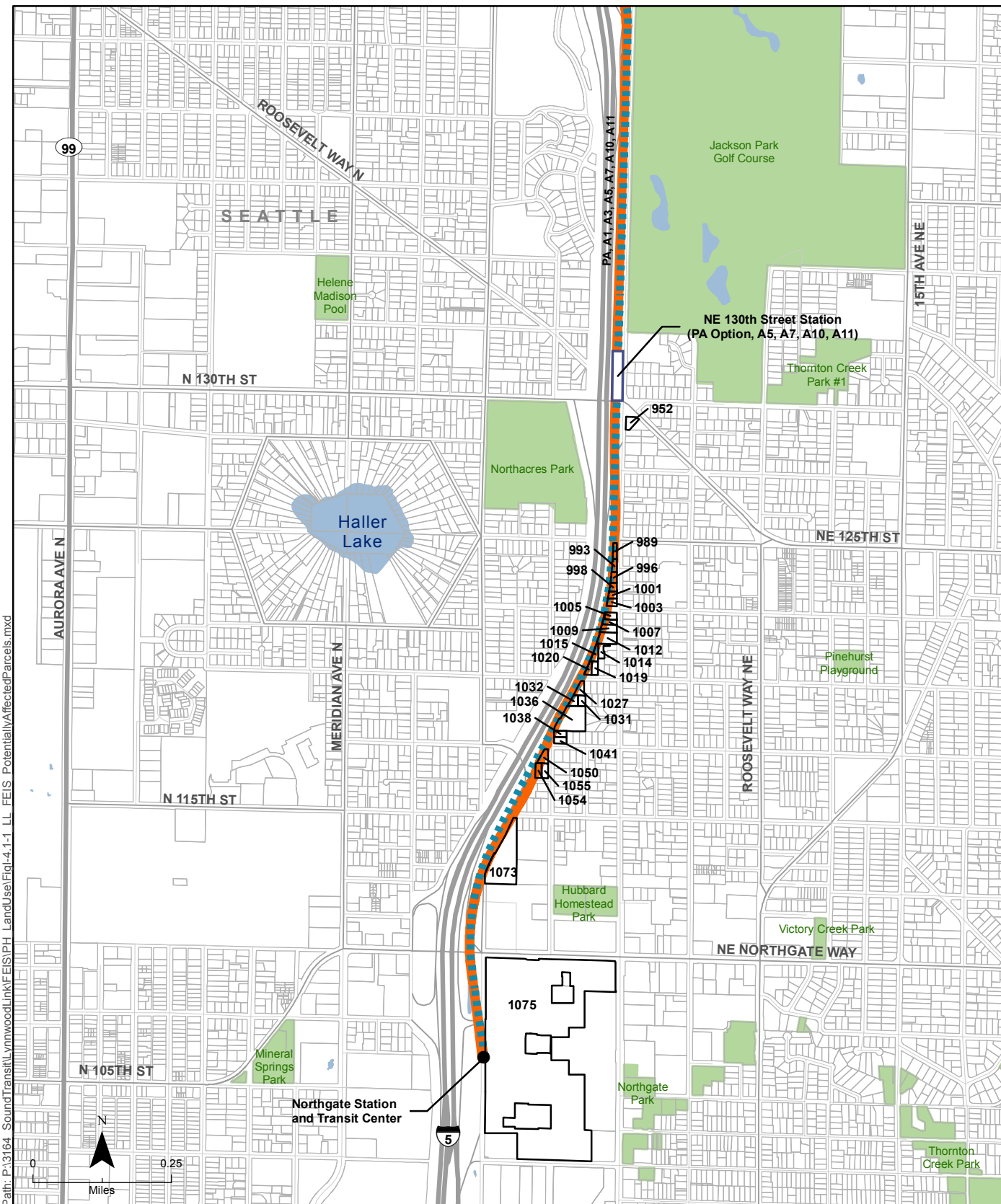
I-4.11 Geology and Soils

I-4.12 Hazardous Materials

I-4.15 Utilities

APPENDIX I-4.1

Acquisitions, Displacements, and Relocations



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Data Sources: (King County, Snohomish County, WSDOT, Sound Transit)

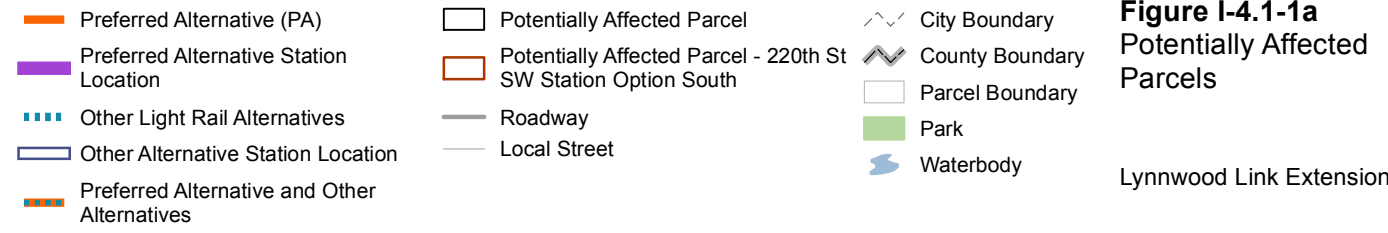
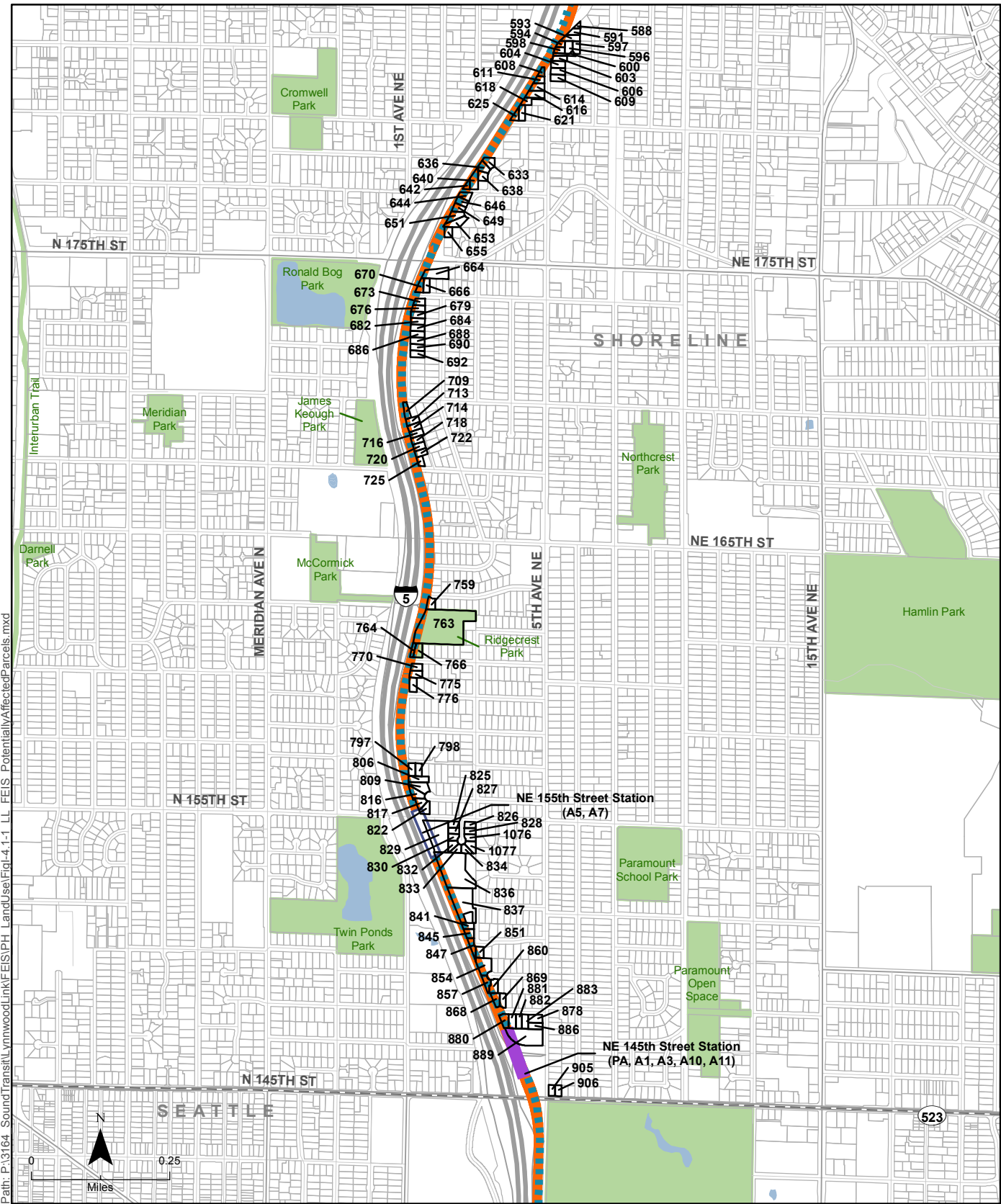


Figure I-4.1-1a
Potentially Affected
Parcels

Lynnwood Link Extension



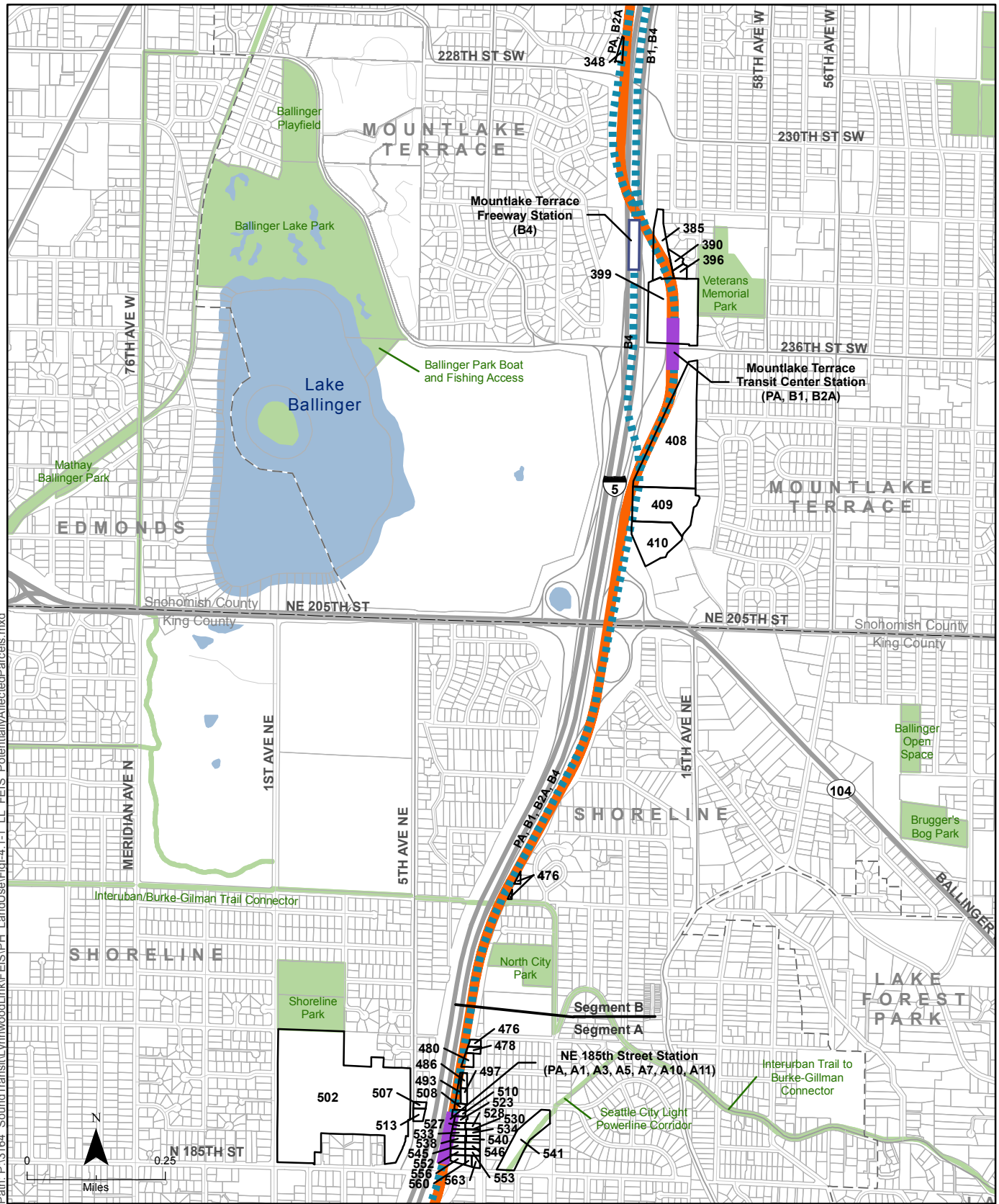
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Data Sources: (King County, Snohomish County, WSDOT, Sound Transit)

- | | | |
|--|--|-----------------|
| Preferred Alternative (PA) | Potentially Affected Parcel | City Boundary |
| Preferred Alternative Station Location | Potentially Affected Parcel - 220th St SW Station Option South | County Boundary |
| Other Light Rail Alternatives | Roadway | Parcel Boundary |
| Other Alternative Station Location | Local Street | Park |
| Preferred Alternative and Other Alternatives | | Waterbody |

Figure I-4.1-1b
Potentially Affected
Parcels

Lynnwood Link Extension



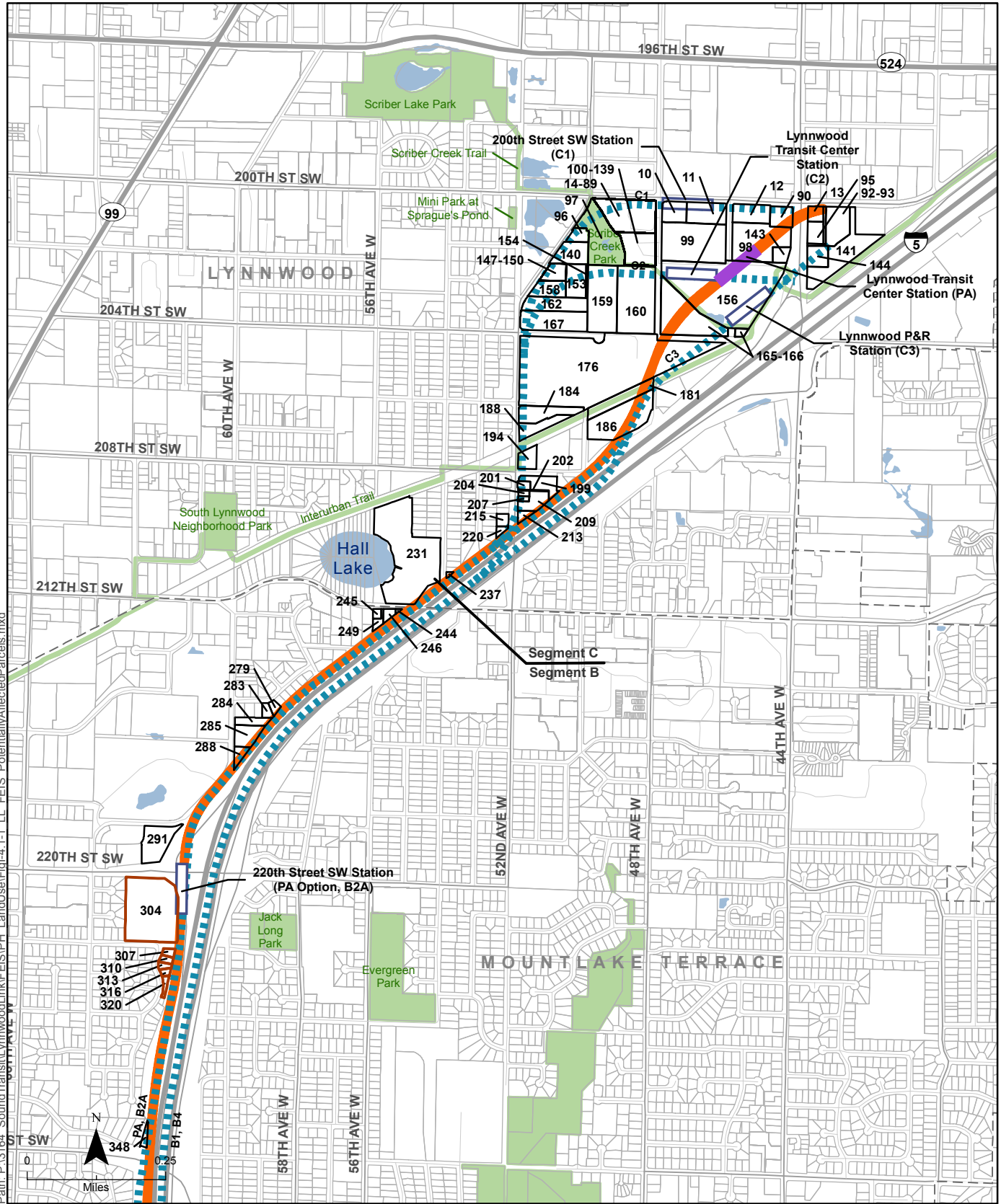
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Data Sources: (King County, Snohomish County, WSDOT, Sound Transit)

- | | | |
|--|--|-----------------|
| Preferred Alternative (PA) | Potentially Affected Parcel | City Boundary |
| Preferred Alternative Station Location | Potentially Affected Parcel - 220th St SW Station Option South | County Boundary |
| Other Light Rail Alternatives | Roadway | Parcel Boundary |
| Other Alternative Station Location | Local Street | Park |
| Preferred Alternative and Other Alternatives | | Waterbody |

Figure I-4.1-1c
Potentially Affected
Parcels

Lynnwood Link Extension



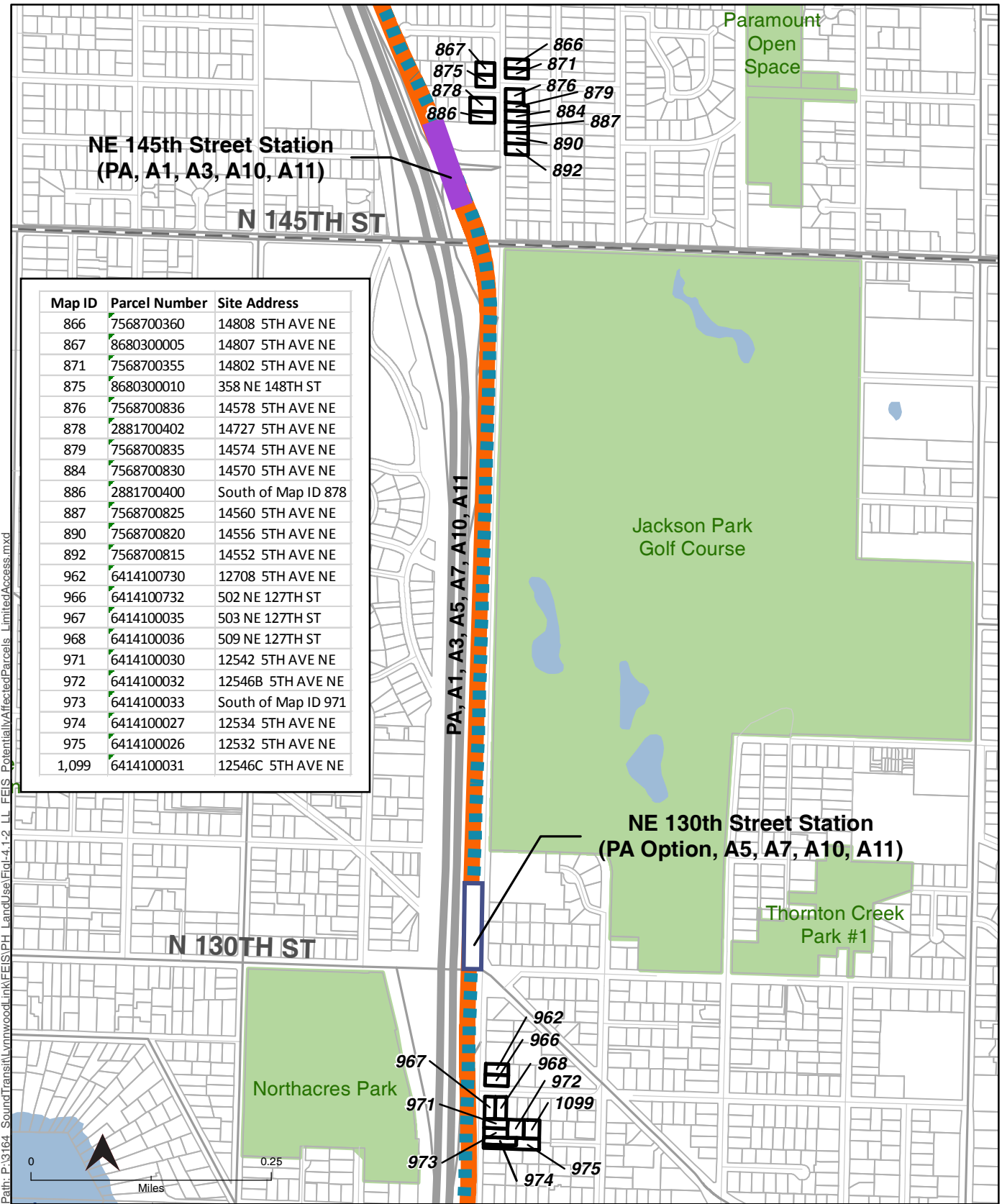
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Data Sources: (King County, Snohomish County, WSDOT, Sound Transit)

- Preferred Alternative (PA)
- Preferred Alternative Station Location
- Other Light Rail Alternatives
- Other Alternative Station Location
- Preferred Alternative and Other Alternatives
- Potentially Affected Parcel
- Potentially Affected Parcel - 220th St SW Station Option South
- Roadway
- Local Street
- City Boundary
- County Boundary
- Parcel Boundary
- Park
- Waterbody

Figure I-4.1-1d
Potentially Affected
Parcels

Lynnwood Link Extension



Path: P:\3164_SoundTransit\Lynnwood\link\FEIS\PH_LandUse\Fig-4.1-2_LL_FEIS_PotentiallyAffectedParcels_LimitedAccess.mxd

Data Sources: (King County, Snohomish County, WSDOT, Sound Transit)

- Preferred Alternative
- Preferred Alternative Station Location
- Other Light Rail
- Other Alternative Station
- Preferred Alternative and Other Alternatives
- Limited
- Roadway
- Local Street
- City Boundary
- County Boundary
- Parcel Boundary
- Park
- Waterbody

Figure I-4.1-2
Parcels Potentially Affected
by Interchange Access
Modifications

Lynnwood Link Extension

Table I-4.1-1. Potential Property Acquisitions for Segment A Alternatives

Map ID	Parcel Number	Site Address	Land Use	PA	A1	A3	A5	A7	A10	A11
1077	411100020	15408 2nd Avenue NE	Single Family				X	X		
1076	411100015	15414 2nd Avenue NE	Single Family				X	X		
1075	2926049025	301 NE Northgate Way	Commercial	X	X	X	X	X	X	X
1073	6174800000	11300 1st Avenue NE	Multi Family	X		X	X	X	X	X
1055	6411600147	156 NE 116th Street	Single Family	X		X	X	X	X	X
1054	7810300005	150 NE 116th Street	Single Family	X	X	X	X	X	X	X
1050	6411600146	157 NE 117th Street	Single Family	X		X	X	X	X	X
1041	6411600414	308 NE 117th Street	Single Family	X	X	X	X	X	X	X
1038	6411600413	11708 3rd Avenue NE	Single Family	X	X	X	X	X	X	X
1036	6411600420	11710 3rd Avenue NE	Institutional	X	X	X	X	X	X	X
1032	6411600429	323 NE 120th Street	Single Family	X	X	X	X	X	X	X
1031	6411600430	325 NE 120th Street	Single Family	X	X		X		X	
1027	6411600428	327 NE 120th Street	Single Family	X	X	X	X	X	X	X
1020	6412100091	332 NE 120th Street	Single Family	X	X	X	X	X	X	X
1019	6412100097	338 NE 120th Street	Single Family	X						
1015	6412100087	12029 5th Avenue NE	Single Family	X	X	X	X	X	X	X
1014	6412100085	12027 5th Avenue NE	Single Family	X						
1012	6412100080	12035 5th Avenue NE	Single Family	X	X	X	X	X	X	X
1009	6412100082	12045 5th Avenue NE	Single Family	X	X	X	X	X	X	X
1007	6412100081	12049 5th Avenue NE	Single Family	X	X	X	X	X	X	X
1005	6412100084	12051 5th Avenue NE	Single Family	X	X	X	X	X	X	X
1003	6412100280	12301 5th Avenue NE	Single Family*	X	X	X	X	X	X	X
1001	6412100281	12311 5th Avenue NE	Single Family*	X	X	X	X	X	X	X
998	6412100282	12321 5th Avenue NE	Single Family*	X	X	X	X	X	X	X
996	6412100283	12327 5th Avenue NE	Single Family*	X	X	X	X	X	X	X
993	6412100284	12401 5th Avenue NE	Single Family*	X	X	X	X	X	X	X
989	6412100250	12417 5th Avenue NE	Single Family*	X	X	X	X	X	X	X

Table I-4.1-1. Potential Property Acquisitions for Segment A Alternatives (continued)

Map ID	Parcel Number	Site Address	Land Use	PA	A1	A3	A5	A7	A10	A11
952	6414100759	12740 5th Avenue NE	Single Family	X	X		X		X	
906	7568700775	East of Map ID# 905	Single Family	X						
905	7568700780	501 NE 145th Street	Single Family	X						
889	2881700390	14701 5th Avenue NE	Public	X	X	X	X	X	X	X
886	2881700400	West of 5th Avenue NE	Single Family	X	X				X	
883	8680300060	345 NE 148th Street	Single Family		X				X	
882	8680300055	339 NE 148th Street	Single Family		X				X	
881	8680300050	333 NE 148th Street	Single Family	X	X	X			X	X
880	8680300045	327 NE 148th Street	Single Family	X	X	X	X	X	X	X
878	2881700402	14727 5th Avenue NE	Single Family	X	X				X	
869	8680300035	324 NE 148th Street	Single Family	X						
868	8680300040	316 NE 148th Street	Single Family	X	X	X	X	X	X	X
860	2004100050	309 NE 149th Street	Single Family	X	X	X	X	X	X	X
857	2004100052	305 NE 149th Street	Single Family	X	X	X	X	X	X	X
854	2004100045	308 NE 149th Street	Single Family	X	X	X	X	X	X	X
851	3222200030	301 NE 151st Street	Single Family	X	X	X	X	X	X	X
847	2881700323	15101 3rd Avenue NE	Single Family	X	X	X	X	X	X	X
845	2881700322	15109 3rd Avenue NE	Single Family	X	X	X	X	X	X	X
841	2881700321	15117 3rd Avenue NE	Single Family	X	X	X	X	X	X	X
837	2881700310	225 NE 152nd Street	Institutional	X	X	X	X	X	X	X
836	2881700301	West of 3rd Avenue NE	Single Family	X	X	X	X	X	X	X
834	411100025	15404 2nd Avenue NE	Single Family				X	X		
833	411100030	15401 2nd Avenue NE	Single Family				X	X		
832	411100035	15407 2nd Avenue NE	Single Family				X	X		
830	411100040	15419 2nd Avenue NE	Single Family				X	X		
829	411100055	145 NE 155th Street	Public	X	X	X	X	X	X	X
828	411100010	15420 2nd Avenue NE	Single Family				X	X		
827	411100045	15425 2nd Avenue NE	Single Family				X	X		

Table I-4.1-1. Potential Property Acquisitions for Segment A Alternatives (continued)

Map ID	Parcel Number	Site Address	Land Use	PA	A1	A3	A5	A7	A10	A11
826	411100005	301 NE 155th Street	Single Family				X	X		
825	411100050	165 NE 155th Street	Single Family				X	X		
822	2241700045	110 NE 155th Street	Single Family	X			X	X		
817	2881700240	106 NE 155th Street	Single Family	X	X	X	X	X	X	X
816	2241700040	104 NE 156th Street	Single Family	X	X	X	X	X	X	X
809	2241700035	108 NE 156th Street	Single Family	X	X	X	X	X	X	X
806	2881700230	15618 1st Avenue NE	Single Family	X	X	X	X	X	X	X
798	2881700220	111 NE 157th Street	Single Family	X						
797	2881700223	101 NE 157th Street	Single Family	X	X	X	X	X	X	X
776	6159400045	104 NE 159th Street	Single Family	X	X	X	X	X	X	X
775	2111600100	15918 1st Avenue NE	Single Family	X	X	X	X	X	X	X
770	2111600095	15924 1st Avenue NE	Single Family	X	X	X	X	X	X	X
766	2111600046	North of NE 161st Street	Public	X	X	X	X	X	X	X
764	2111600045	North of NE 161st Street	Public	X	X	X	X	X	X	X
763	2881700193	108 NE 161st Street	Public	X	X	X	X	X	X	X
759	7301400120	121 NE 163rd Street	Single Family	X						
725	5727500086	114 NE 167th Street	Single Family	X	X	X	X	X	X	X
722	5727500103	16719 2nd Avenue NE	Single Family	X	X	X	X	X	X	X
720	5727500100	16723 2nd Avenue NE	Single Family	X	X	X	X	X	X	X
718	5727500102	16729 2nd Avenue NE	Single Family	X	X	X	X	X	X	X
716	5727500111	16731 2nd Avenue NE	Single Family	X	X	X	X	X	X	X
714	5727500110	16735 2nd Avenue NE	Single Family	X	X	X	X	X	X	X
713	5727500113	16741 2nd Avenue NE	Single Family	X	X	X	X	X	X	X
709	5727500120	109 NE 170th Street	Single Family	X	X	X	X	X	X	X
692	7305300235	17040 1st Avenue NE	Single Family	X						
690	7305300240	17046 1st Avenue NE	Single Family	X	X	X	X	X	X	X
688	7305300245	17052 1st Avenue NE	Single Family	X	X	X	X	X	X	X
686	7305300250	17058 1st Avenue NE	Single Family	X	X	X	X	X	X	X

Table I-4.1-1. Potential Property Acquisitions for Segment A Alternatives (continued)

Map ID	Parcel Number	Site Address	Land Use	PA	A1	A3	A5	A7	A10	A11
684	7305300255	17204 1st Avenue NE	Single Family	X	X	X	X	X	X	X
682	7305300260	17210 1st Avenue NE	Single Family	X	X	X	X	X	X	X
679	7305300265	17216 1st Avenue NE	Single Family	X	X	X	X	X	X	X
676	7305300270	17222 1st Avenue NE	Single Family	X	X	X	X	X	X	X
673	7305300275	105 NE 174th Street	Single Family	X	X	X	X	X	X	X
670	7305300010	110 NE 174th Street	Single Family	X	X	X	X	X	X	X
666	7305300015	116 NE 174th Street	Single Family	X	X	X	X	X	X	X
664	7305300080	South of NE 175th Street	Public	X	X	X	X	X	X	X
655	1115100235	206 NE 175th Street	Single Family	X	X	X	X	X	X	X
653	7772400150	17733 2nd Place NE	Single Family	X	X	X	X	X	X	X
651	7772400160	17737 2nd Place NE	Single Family	X	X	X	X	X	X	X
649	7772400170	17741 2nd Place NE	Single Family	X	X	X	X	X	X	X
646	7772400180	17747 2nd Place NE	Single Family	X	X	X	X	X	X	X
644	7772400190	17753 2nd Place NE	Single Family	X	X	X	X	X	X	X
642	1115100065	224 NE 178th Street	Single Family	X	X	X	X	X	X	X
640	1115100070	230 NE 178th Street	Single Family	X	X	X	X	X	X	X
638	7772400020	17809 3rd Avenue NE	Single Family	X	X	X	X	X	X	X
636	7772400030	17815 3rd Avenue NE	Single Family	X	X	X	X	X	X	X
633	7772400040	17821 3rd Avenue NE	Single Family	X	X	X	X	X	X	X
625	6084100118	332 NE 180th Street	Single Family	X	X	X	X	X	X	X
621	6084100117	338 NE 180th Street	Single Family	X	X	X	X	X	X	X
618	6084100113	18019 5th Avenue NE	Single Family	X	X	X	X	X	X	X
616	6084100105	18023 5th Avenue NE	Single Family	X	X	X	X	X	X	X
614	6084100100	18027 5th Avenue NE	Single Family	X	X	X	X	X	X	X
611	6084100095	18031 5th Avenue NE	Single Family	X	X	X	X	X	X	X
609	927100082	18036 5th Avenue NE	Single Family	X						
608	6084100086	18041 5th Avenue NE	Single Family	X	X	X	X	X	X	X
606	927100083	504 NE 182nd Court	Single Family	X						

Table I-4.1-1. Potential Property Acquisitions for Segment A Alternatives (continued)

Map ID	Parcel Number	Site Address	Land Use	PA	A1	A3	A5	A7	A10	A11
604	927100085	18210 5th Avenue NE	Single Family	X	X		X		X	
603	927100090	505 NE 183rd Court	Single Family	X	X		X		X	
600	92710TRCT	NE 183rd Court	Single Family	X						
598	927100094	18310 5th Avenue NE	Single Family	X	X		X		X	
597	927100092	520 NE 183rd Court	Single Family		X		X		X	
596	927100093	514 NE 183rd Court	Single Family	X	X		X		X	
594	927100098	18320 5th Avenue NE	Single Family	X	X		X		X	
593	927100105	18326 5th Avenue NE	Single Family	X	X		X		X	
591	927100100	18330 5th Avenue NE	Single Family	X	X		X		X	
588	927100110	East of 5th Avenue NE	Single Family	X	X		X		X	
563	0526049030	18509 8th Avenue NE	Single Family	X		X	X	X	X	X
560	0526049052	18511 8th Avenue NE	Single Family	X		X	X	X	X	X
556	0526049029	18510 7th Avenue NE	Single Family	X	X	X	X	X	X	X
553	0526049028	18517 8th Avenue NE	Single Family	X		X	X	X	X	X
552	0526049060	18516 7th Avenue NE	Single Family	X	X	X	X	X	X	X
546	0526049040	18523 8th Avenue NE	Single Family	X		X	X	X	X	X
545	0526049027	18520 7th Avenue NE	Single Family	X	X	X	X	X	X	X
541	0526049039	804 NE 185th Street	Public				X		X	
540	0526049054	18529 8th Avenue NE	Single Family	X		X	X	X	X	X
538	0526049044	18528 7th Avenue NE	Single Family	X	X	X	X	X	X	X
534	0526049055	18533 8th Avenue NE	Single Family	X		X	X	X	X	X
533	0526049015	18534 7th Avenue NE	Single Family	X	X	X	X	X	X	X
530	0526049026	West of 8th Avenue NE	Single Family	X		X	X	X	X	X
528	0526049050	18539 8th Avenue NE	Single Family	X	X	X	X	X	X	X
527	0526049056	18540 7th Avenue NE	Single Family	X	X	X	X	X	X	X
523	0526049061	18546 7th Avenue NE	Single Family	X	X	X	X	X	X	X
513	0526049022	18556 5th Avenue NE	Single Family	X	X					

Table I-4.1-1. Potential Property Acquisitions for Segment A Alternatives (continued)

Map ID	Parcel Number	Site Address	Land Use	PA	A1	A3	A5	A7	A10	A11
510	0526049032	18552 7th Avenue NE	Single Family	X	X	X	X	X	X	X
508	0526049031	18558 7th Avenue NE	Single Family	X	X	X	X	X	X	X
507	0526049051	18560 5th Avenue NE	Single Family	X	X					
502	2225300360	18560 1st Avenue NE	Public	X	X					
497	3971702321	707 NE 189th Street	Single Family	X	X	X	X	X	X	X
493	3971702325	703 NE 189th Street	Single Family	X	X	X	X	X	X	X
486	3971702320	715 NE 189th Street	Single Family	X	X	X	X	X	X	X
480	3971702295	718 NE 189th Street	Single Family	X	X	X	X	X	X	X
478	3971702210	18915 8th Avenue NE	Single Family		X	X	X	X	X	X
476	3971702215	18921 8th Avenue NE	Single Family		X	X		X		X

Notes: X denotes a potentially affected parcel by the alternative. This table does not include public rights-of-way.

* The King County assessor data reports this parcel as “single family”, but the parcel contains a rooming house with several units.

Land use designations developed from King County and Snohomish County assessor data.

Table I-4.1-2. Potential Property Acquisitions for Segment B Alternatives

Map ID	Parcel Number	Site Address	Land Use	PA	B1	B2A	B4
447	3985300330	North of NE 195th Street	Single Family	X			
410	27043200401300	6021 244th Street SW	Commercial				X
409	27043200401600	North of I-5 on ramp at NE 205th Street	Vacant	X	X	X	X
408	27043200400700	6004 237th Street SW	Institutional	X	X	X	X
399	27043200100200	Mountlake Terrace Transit Center	Public	X	X	X	X
396	00524800001400	6004 233rd Place SW	Single Family			X	
390	00524800001300	6005 233rd Place SW	Single Family			X	
385	27043200100500	North of Mountlake Terrace Transit Center	Vacant	X	X	X	X
348	00524000000500	6101 227th Street SW	Single Family			X	
320	00524000005100	22209 62nd Avenue W	Single Family	X ¹		X	
316	00524000005400	22207 62nd Avenue W	Single Family	X ¹			
313	00524000005500	22205 62nd Avenue W	Single Family	X ¹			
310	00524000005600	22203 62nd Avenue W	Single Family	X ¹			
307	00524000005700	22201 62nd Avenue W	Single Family	X ¹			
304	00378200300600	6205 222nd Street SW	Institutional	X ¹			
288	00619900005000	South of 214th Street SW	Vacant	X		X	
285	00619900004800	South of 214th Street SW	Vacant	X		X	
284	00525100002500	21503 60th Avenue W	Single Family	X		X	
283	00525100000800	5906 214th Street SW	Single Family	X		X	
279	00525100000700	5904 214th Street SW	Single Family	X		X	
249	27042800202400	5516 212th Street SW	Single Family	X		X	
246	27042800202200	5522 212th Street SW	Single Family	X		X	
245	27042800202300	5518 212th Street SW	Single Family	X		X	
244	27042800202100	South of 212th Street SW	Vacant		X	X	X
231	27042100305400	54th Avenue W	Single Family	X		X	

Note: X denotes a potentially affected parcel by the alternative. This table does not include public rights-of-way.

¹ Parcel impacted only with 220th Street SW Station South Option.

Land use designations developed from King County and Snohomish County assessor data.

Table I-4.1-3. Potential Property Acquisitions for Segment C Alternatives

Map ID	Parcel Number	Site Address	Land Use	PA	C1	C2	C3
237	27042100306100	North of 212th Street SW	Single Family	X	X	X	X
220	00462601300800	20924 52nd Avenue W	Single Family		X	X	
215	00462601300400	20918 52nd Avenue W	Single Family		X	X	
213	27042100403800	20909 52nd Avenue W	Industrial	X	X	X	X
209	27042100404200	20825 52nd Avenue W	Industrial	X	X	X	X
207	27042100404000	East of 52nd Avenue W	Industrial		X	X	
204	27042100404100	East of 52nd Avenue W	Industrial		X	X	
202	27042100403900	East of 52nd Avenue W	Industrial		X	X	
201	27042100403600	20815 52nd Avenue W	Industrial		X	X	
199	27042100403500	5030 208th Street SW	Industrial	X	X	X	
194	00619500000602	20727 52nd Avenue W	Industrial		X	X	
188	00619500000300	20623 52nd Avenue W	Industrial		X	X	
186	00619500000900	20610 48th Avenue W	Industrial	X			X
184	00619500000301	20621 52nd Avenue W	Industrial		X	X	
181	27042100403700	Interurban Trail	Public	X	X	X	X
176	00619500000102	20525 52nd Avenue W	Industrial	X	X	X	X
167	00608400300402	20311 52nd Avenue W	Industrial		X	X	
166	00372600600902	Lynnwood Transit Center	Public	X		X	X
165	00372600600901	Lynnwood Transit Center	Public	X		X	X
162	00608400300401	20305 52nd Avenue W	Industrial		X	X	
160	00608400400302	West of Lynnwood Transit Center	Industrial			X	
159	00608400400301	West of Lynnwood Transit Center	Industrial			X	
158	01067400000100	East of Cedar Valley Road	Industrial		X	X	
156	00372600600900	Lynnwood Transit Center	Public	X		X	X
154	00608400300303	East of Cedar Valley Road	Industrial			X	
153	00608400300300	20207 Cedar Valley Road	Industrial			X	
150	01082800010400	20201 Cedar Valley Road, Unit 104	Industrial		X	X	

Table I-4.1-3. Potential Property Acquisitions for Segment C Alternatives (continued)

Map ID	Parcel Number	Site Address	Land Use	PA	C1	C2	C3
149	1082800010300	20201 Cedar Valley Road, Unit 103	Industrial		X	X	
148	1082800010200	20201 Cedar Valley Road, Unit 102	Industrial		X	X	
147	1082800010100	20201 Cedar Valley Road, Unit 101	Industrial		X	X	
144	372600702301	20115 44th Avenue W	Commercial				X
143	372600601302	20102 44th Avenue W	Commercial	X			
141	372600702108	4220 200th Street SW	Commercial				X
140	608400300203	20121 Cedar Valley Road	Industrial		X		
99	372600600800	20110 46th Avenue W	Commercial		X		X
98	372600601301	20111 46th Avenue W	Commercial	X			
97	608400300101	20015 Cedar Valley Road	Public		X		
96	608400300201	East of Cedar Valley Road	Industrial		X		
95	372600702101	20101 44th Avenue W	Commercial				X
93	372600702106	4220 Alderwood Mall Boulevard	Commercial				X
92	372600702105	East of 44th Avenue W	Commercial				X
90	372600601401	20000 44th Avenue W	Commercial	X	X		
14-89	Multiple Numbers	Cedar Creek Condominiums	Multi Family	X ^a	X		
13	372600702102	20007 44th Avenue W	Commercial	X			
12	372600601406	4520 200th Street SW	Commercial	X	X		
11	372600600702	4630 200th Street SW	Commercial	X	X		
10	372600600703	4720 200th Street SW	Commercial	X	X		

Note:

X denotes a potentially affected parcel by the alternative. This table does not include public rights-of-way.

Land use designations developed from King County and Snohomish County assessor data.

^a Affects a common property area of condominium complex, and not specific units.

APPENDIX I-4.2

Land Use

APPENDIX I-4.2 LAND USE — PLANS, GOALS, AND POLICIES

4.2.1 Introduction

Sound Transit reviewed regional, state, local, and major institution master plans to identify goals and/or policies applicable to the Lynnwood Link Extension to determine the project's land use compatibility and conformance. The following sections summarize the applicable plans, as presented in Table 4.2-1, and discuss the proposed project's consistency with these plans. Tables 4.2-2 through 4.2-19 provide information on specific goals and policies in relevant plans, and the consistency of the Lynnwood Link Extension with each. The tables present the text of the applicable plan element and subsections, identify whether the Lynnwood Link Extension is consistent with the goal or policy, and present a brief discussion on how the project would be consistent with the goal or policy. However, many policies are not listed because they were not relevant to Lynnwood Link Extension.

Table 4.2-1. State, Regional, and Locally Adopted Plans and Policies Evaluated for Consistency

State and Regionally Adopted Plans and Policies
Washington State Growth Management Act (GMA), adopted 1990, as amended
Puget Sound Regional Council's (PSRC) VISION 2040, adopted 2008
PSRC <i>Transportation 2040</i> , adopted May 2010, updated May 2014
Sound Transit Regional Transit Long-Range Plan, adopted July 2005 (update in progress)
Sound Transit 2 (ST2), the Regional Transit System Plan for Central Puget Sound, adopted May 2007
Locally Adopted Plans and Policies
Sound Transit Transit-oriented Development Strategic Plan, adopted September 2011, updated April 2014
Sound Transit Transit-oriented Development Policy, adopted 2012
City of Seattle
City of Seattle Comprehensive Plan, 2009 (update expected 2015)
City of Seattle Transportation Strategic Plan, 2005
Seattle Department of Transportation Northgate Coordinated Transportation Investment Plan, 2006
Seattle Pedestrian Master Plan, 2009
Seattle Bicycle Master Plan, 2014
City of Seattle Transit Master Plan, 2012
City of Shoreline
City of Shoreline Comprehensive Plan, 2012 (update expected 2015)
City of Shoreline Southeast Neighborhoods Subarea Plan, 2010
City of Shoreline Transportation Master Plan, 2011
City of Shoreline Environmental Sustainability Strategy, 2008
City of Shoreline Light Rail Guiding Principles, 2011
City of Shoreline 185th Street Station Subarea Planned Action Final EIS (2014)*

Table 4.2-1. State, Regional, and Locally Adopted Plans and Policies Evaluated for Consistency

City of Mountlake Terrace

City of Mountlake Terrace Comprehensive Plan, 2011 (update expected 2015)
 Mountlake Terrace Town Center Design Standards, 2008
 Mountlake Terrace Freeway/Tourist District Design Standards, 2010
 Mountlake Terrace Multifamily Design Standards, 2010
 Mountlake Terrace Economic Vitality Strategy, 2008
 Mountlake Terrace Sustainability Strategy, 2008
 Mountlake Terrace Transit Oriented Development Study, 2003
 Mountlake Terrace Transit Service Strategy, 2010
 Melody Hill Subarea Plan, 2006

City of Lynnwood

City of Lynnwood Comprehensive Plan, 2011 (update expected 2015)
 Lynnwood Access Study, 2007
 Lynnwood City Center Sub-Area Plan, 2007
 Lynnwood City Center Design Guidelines, 2012
 City of Lynnwood Mode Split for City Center Street Master Plan, 2009
 Lynnwood Local Improvement District (LID) Feasibility Study, 2008

* The City of Shoreline is also preparing a 145th Street Station Subarea Plan, but the study process is behind those associated with the 185th Street Station Subarea Plan. The 145th Street Station Subarea Planned Action Draft EIS is anticipated to be published in January 2015.

4.2.2 State and Regional Plans

From a state and regional perspective, five planning documents establish the framework for local land use:

- Washington State GMA (adopted 1990, as amended)
- PSRC's VISION 2040 (adopted 2008)
- PSRC's *Transportation 2040* (adopted May 2010)
- Sound Transit Regional Transit Long-Range Plan (adopted July 2005)
- Sound Transit 2 (ST2), the Regional Transit System Plan for Central Puget Sound (adopted May 2007)

Washington State Growth Management Act

Plan Summary

The GMA (Revised Code of Washington [RCW] 36.70A), adopted in 1990 to mandate comprehensive planning throughout Washington, provides a comprehensive framework for managing growth and coordinating land use development with the construction of transportation facilities and other infrastructure. Local, county, and regional plans in Washington are required to be consistent with the policies of the GMA. The GMA includes 13 planning goals for

managing urban growth, protecting agricultural lands, reducing sprawl, and encouraging multimodal transportation systems. The overall goals of the GMA encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner. The Act also encourages efficient multimodal transportation systems that are based on regional priorities and are coordinated with county and city comprehensive plans.

Jurisdictions that would be affected by the proposed project, including Seattle, Shoreline, Mountlake Terrace, and Lynnwood, keep pace with land development by making public road and transit improvements to help meet the expected transportation demand. The GMA requires local governments to develop and adopt growth management policies, plans, and regulations. Under the GMA, comprehensive plans must have elements that address land use, housing, capital facilities, utilities, rural lands (counties only), and transportation. In addition, the transportation element is required to be consistent with the land use element. Coordination of land use and transportation is a key component of the GMA. Cities and counties are also mandated by the GMA to establish a process in their comprehensive plans to make the provision for siting essential public facilities, such as airports, state or regional transportation facilities, solid waste handling facilities, mental health facilities, group homes, and secure community transition facilities.

Consistency with Lynnwood Link Extension

The Lynnwood Link Extension is consistent with the GMA in that it would encourage growth within the urban areas, reduce sprawl, and provide a transportation alternative to single-occupancy vehicles. The project's alternatives and stations are located within the cities of Seattle, Shoreline, Mountlake Terrace, and Lynnwood, and all have adopted comprehensive plans and regulations consistent with the provisions identified in the GMA. The Lynnwood Link Extension would connect the four cities and their centers of employment and activity and would advance the goals of the GMA.

In addition, the Lynnwood Link Extension is considered an essential public facility and, as such, under GMA, the role of each of the cities (Seattle, Shoreline, Mountlake Terrace, and Lynnwood) is one of collaboration with Sound Transit in the decision-making process. When Sound Transit's routing and station decisions are final, the cities have a "duty to accommodate" the light rail project in their land use plans.

Puget Sound Regional Council VISION 2040

Plan Summary

VISION 2040, adopted in 2008, serves as the region's integrated long-range growth management strategy. It builds from the VISION 2020 plan and expands the focus on sustainability in the incorporation of a projected additional 1.7 million

people in the Puget Sound region by 2040. It promotes the development of a coordinated transportation system that is integrated with and supported by the growth management strategy and builds upon and supports local, countywide, regional, and state planning efforts. Countywide planning policies in each of the counties supply the local framework and provide additional detail for county and city comprehensive plans. VISION 2040's strategies and policies are established within six elements: environment; development patterns; housing; economy; transportation; and public services.

VISION 2040's focus is to contain growth, concentrate new employment in urban centers, and link the centers with a high-quality multimodal transportation system. This strategy is designed to foster a greater mix of land uses and a more complete and efficient network of streets and other public rights-of-way, and to support an urban environment that is more amenable to walking, bicycling, and using transit. VISION 2040 contains many goals and policies that are applicable to the Lynnwood Link Extension.

Consistency with Lynnwood Link Extension

The Lynnwood Link Extension is identified in VISION 2040 and is a key component in linking urban centers. The Preferred Alternative and all other light rail alternatives would support long-range planning and growth management to varying degrees. The Preferred Alternative is generally consistent with regional and local plans and policies in the study area. Some of the other alternatives have alignments or features that are less consistent with some aspects of local policies. However, at the regional level, all alternatives would comply with goals and policies identified in PSRC's VISION 2040 by providing a regional transit system serving a growing transportation need in planned high-density areas, with residential and employment uses within designated urban centers. Also, PSRC's Growing Transit Communities Strategy (2013), which reviewed several of the region's major transit corridors, including the "North Corridor" extending from Lynnwood to Everett, describes regional and local actions to encourage more housing, jobs, and services close to major transit investments.

Table 4.2-2 provides more detailed information on the goals and policies of VISION 2040 and how the Lynnwood Link Extension is consistent with this regional strategy.

Table 4.2-2. Lynnwood Link Extension’s Consistency with the Goals and Policies of VISION 2040

Specific Goals and Policies	Discussion
DEVELOPMENT PATTERNS	
<p>Goal: The region will direct growth and development to a limited number of designated regional growth centers.</p> <p>MPP-DP-5: Focus a significant share of population and employment growth in designated regional growth centers.</p> <p>MPP-DP-6: Provide a regional framework for designing and evaluating regional growth centers.</p> <p>MPP-DP-7: Give funding priority—both for transportation infrastructure and for economic development—to support designated regional growth centers. County-level and local funding are also appropriate to prioritize to regional growth centers.</p> <p>MPP-DP-35: Develop high quality, compact urban communities throughout the region’s urban growth area that impart a sense of place, preserve local character, provide for mixed uses and choices in housing types and encourage walking, bicycling, and transit use.</p>	<p>The Lynnwood Link Extension would support mixed-use (commercial, office, and residential) development to allow growth at greater density where existing land use policies and regulations allow, and provide connections to urban centers with a fast, efficient, and reliable transit system.</p>
<p>Goal: Subregional centers, such as those designated through countywide processes or identified locally, will also play important roles in accommodating planned growth according to the regional vision. These centers will promote pedestrian connections and support transit-oriented uses.</p> <p>MPP-DP-14: Preserve and enhance existing neighborhoods and create vibrant, sustainable compact urban communities that provide diverse choices in housing types, a high degree of connectivity in the street network to accommodate walking, bicycling and transit use, and sufficient public spaces.</p> <p>MPP-DP-17: Promote transit service to and from existing cities in rural areas.</p>	<p>The Lynnwood Link Extension would support mixed-use development (commercial, office, and residential) in designated urban growth areas and would help focus the majority of growth in station areas where existing zoning and land use codes allow for greater densities. The increased density would allow for more efficient use of land, allowing for an efficient provision of services and facilities as well as promoting walkable and cohesive neighborhoods. The Lynnwood Link Extension would provide fast, reliable, and efficient connections to the other urban centers in the project corridor and to other urban communities as well as regional destinations.</p> <p>Linking the urban centers with fast, reliable, and efficient transit increases the effectiveness of bus transit services to outer areas of the Puget Sound region.</p>
<p>Goal: The region will permanently sustain the ecological functions, resource value, lifestyle, and character of rural lands for future generations by limiting the types and intensities of development in rural areas.</p> <p>MPP-DP-21: Contribute to improved ecological functions and more appropriate use of rural lands by minimizing impacts through innovative and environmentally sensitive land use management and development practices.</p> <p>MPP-DP-22: Do not allow urban net densities in rural and resource areas.</p>	<p>The Lynnwood Link Extension would support mixed-use (commercial, office, and residential) development to allow greater density where existing land use policies and regulations allow, and provide connections to urban centers with a fast, efficient, and reliable transit system, which would prevent the need for growth in non-urban areas and allow them to be preserved for these preferred values.</p>

Table 4.2-2. Lynnwood Link Extension’s Consistency with the Goals and Policies of VISION 2040

Specific Goals and Policies	Discussion
<p>Goal: The region will use design to shape the physical environment in order to create more livable communities, better integrate land use and transportation systems, and improve efforts to restore the environment.</p> <p>MPP-DP-35: Develop high quality, compact urban communities throughout the region’s urban growth area that impart a sense of place, preserve local character, provide for mixed uses and choices in housing types, and encourage walking, bicycling, and transit use.</p> <p>MPP-DP-36: Provide a wide range of building and community types to serve the needs of a diverse population.</p> <p>MPP-DP-40: Design transportation projects and other infrastructure to achieve community development objectives and improve communities.</p> <p>MPP-DP-42: Recognize and work with linear systems that cross jurisdictional boundaries—including natural systems, continuous land use patterns, and transportation infrastructure systems—in community planning, development, and design.</p>	<p>The Lynnwood Link Extension would provide a fast, efficient, and reliable transportation system that would provide an alternative to the use of single-occupancy vehicles. It would also provide linkages to other travel modes, including rail, buses, and walking. This would help the overall transportation system operate more efficiently with fewer cars, and provide more walkable and livable communities with affordable transportation options.</p>
TRANSPORTATION	
<p>Goal: As a high priority, the region will maintain, preserve, and operate its existing transportation system in a safe and usable state. (MPP-T-1 through MPP-T-8)</p> <p>MPP-T-1: Maintain and operate transportation systems to provide safe, efficient, and reliable movement of people.</p> <p>MPP-T-3: Reduce the need for new capital improvements through investments in operations, pricing programs, demand management strategies, and system management activities that improve the efficiency of the current system, goods, and services.</p> <p>MPP-T-5: Foster a less polluting system that reduces the negative effects of transportation infrastructure and operation on the climate and natural environment.</p> <p>MPP-T-6: Seek the development and implementation of transportation modes and technologies that are energy efficient and improve system performance.</p>	<p>The Lynnwood Link Extension would provide a fast, efficient, and reliable transportation system as an alternative to the use of single-occupancy vehicles and would also provide linkages to other travel modes, including rail, buses, and walking. Lynnwood Link would also provide connections among regional growth centers, which would reduce the need to expand other transportation facilities. Overall, less infrastructure development would be needed with this higher density development.</p> <p>The Lynnwood Link Extension would help reduce air pollution and conserve energy. Most of the stations would be located in areas designated for increased density, and Lynnwood Link Extension would provide direct and frequent access to those areas, as well as provide connections to other regional destinations.</p>
<p>Goal: The future transportation system will support the regional growth strategy by focusing on connecting centers with a highly efficient multimodal transportation network. (MPP-T-9 through MPP-T-22)</p> <p>MPP-T-9: Coordinate state, regional, and local planning efforts for transportation through the Puget Sound Regional Council to develop and operate a highly efficient,</p>	<p>The Lynnwood Link Extension would support mixed-use development (commercial, office, and residential) in designated urban growth areas and would help focus the majority of growth in station areas where existing zoning and land use codes allow for greater densities. The increased density would allow for more efficient use of land, thus allowing for efficient provision of services and facilities and promoting walkable and cohesive</p>

Table 4.2-2. Lynnwood Link Extension’s Consistency with the Goals and Policies of VISION 2040

Specific Goals and Policies	Discussion
<p>multimodal system that supports the regional growth strategy.</p> <p>MPP-T-10: Promote coordination among transportation providers and local governments to ensure that joint- and mixed-use developments are designed in a way that improves overall mobility and accessibility to and within such development.</p> <p>MPP-T-11: Prioritize investments in transportation facilities and services in the urban growth area that support compact, pedestrian- and transit-oriented densities and development.</p> <p>MPP-T-12: Give regional funding priority to transportation improvements that serve regional growth centers and regional manufacturing and industrial centers.</p> <p>MPP-T-13: Make transportation investments that improve economic and living conditions so that industries and skilled workers continue to be retained and attracted to the region.</p> <p>Context and Design</p> <p>MPP-T-20: Design transportation facilities to fit within the context of the built or natural environments in which they are located.</p> <p>MPP-T-21: Apply urban design principles in transportation programs and projects for regional growth centers and high capacity transit station areas.</p> <p>MPP-T-22: Implement transportation programs and projects in ways that prevent or minimize negative impacts to low income, minority, and special needs populations.</p>	<p>neighborhoods.</p> <p>The Lynnwood Link Extension would provide a fast, efficient, and reliable transportation system that would provide an alternative to the use of single-occupancy vehicles. It would also provide linkages to other travel modes, including rail, buses, and walking. The Lynnwood Link Extension would provide connections among regional growth centers as well as to adjacent communities served by Central Link and East Link light rail.</p>
<p>Goal: The region will invest in transportation systems that offer greater options, mobility, and access in support of the regional growth strategy.</p> <p>MPP-T-23: Emphasize transportation investments that provide and encourage alternatives to single-occupancy vehicle travel and increase travel options, especially to and within centers and along corridors connecting centers.</p> <p>MPP-T-24: Increase the proportion of trips made by transportation modes that are alternatives to driving alone.</p> <p>MPP-T-25: Ensure mobility choices for people with special transportation needs, including persons with disabilities, the elderly, the young, and low-income populations.</p> <p>MPP-T-26: Strategically expand capacity and increase efficiency of the transportation system to move goods, services, and people to and within the urban growth area. Focus on investments that produce the greatest net benefits to people and minimize the environmental impacts of</p>	<p>The Lynnwood Link Extension would provide a transportation alternative to single-occupancy vehicles, including for people with special needs. The Lynnwood Link Extension would efficiently move large numbers of people, increase the capacity of existing facilities, and promote more walkable and cohesive neighborhoods. The Lynnwood Link Extension would also provide connections to the other urban centers in the project corridor as well as regional destinations.</p> <p>Completion of the environmental impact statement (EIS) process will enable Sound Transit to preserve right-of-way for the Preferred Alternative for future light rail service.</p>

Table 4.2-2. Lynnwood Link Extension’s Consistency with the Goals and Policies of VISION 2040

Specific Goals and Policies	Discussion
transportation. MPP-T-29: Promote the preservation of existing rights-of-way for future high-capacity transit.	
ENVIRONMENT	
<p>Goal: The overall quality of the region’s air will be better than it is today.</p> <p>MPP-En-17: Maintain or do better than existing standards for carbon monoxide, ozone, and particulates.</p> <p>MPP-En-18: Reduce levels for air toxics, fine particulates, and greenhouse gases.</p> <p>MPP-En-19: Continue efforts to reduce pollutants from transportation activities, including through the use of cleaner fuels and vehicles and increasing alternatives to driving alone, as well as design and land use.</p>	<p>The Lynnwood Link Extension would advance regional policies related to reducing dependence on single-occupancy vehicles and increasing nonmotorized travel modes, especially within urban centers. It would also help reduce air pollution and conserve energy, as discussed in Sections 4.6, Air Quality and Greenhouse Gases, and 4.10, Energy Impacts, of the Final EIS. Most of the stations would be located in areas designated for increased density, and the Lynnwood Link Extension would provide direct and frequent access to those areas, as well as provide connections to regional destinations. Promoting transit and walkable communities would reduce vehicle miles and hours traveled and therefore would help reduce air pollution.</p>
<p>Goal: The region will reduce its overall production of harmful elements that contribute to climate change.</p> <p>MPP-En-20: Address the central Puget Sound region’s contribution to climate change by, at a minimum, committing to comply with state initiatives and directives regarding climate change and the reduction of greenhouse gases. Jurisdictions and agencies should work to include an analysis of climate change impacts when conducting an environmental review process under the State Environmental Policy Act.</p> <p>MPP-En-21: Reduce the rate of energy use per capita, both in building use and in transportation activities.</p> <p>MPP-En-22: Pursue the development of energy management technology as part of meeting the region’s energy needs.</p> <p>MPP-En-23: Reduce greenhouse gases by expanding the use of conservation and alternative energy sources and by reducing vehicle miles traveled by increasing alternatives to driving alone.</p>	<p>See the previous goal and Sections 4.6 and 4.10 of the Final EIS. In addition, the Lynnwood Link Extension would be powered by electricity. In the Puget Sound region and areas that would provide power to the Lynnwood Link Extension, much of the power sources come from hydropower, which is a non-polluting power source. The Lynnwood Link Extension would also reduce greenhouse gases during operation by decreasing vehicle miles and hours traveled. The Lynnwood Link Extension would advance regional policies related to decreasing dependence on single-occupancy vehicles and increasing nonmotorized travel modes, especially within urban centers.</p>

Puget Sound Regional Council’s *Transportation 2040*

Plan Summary

Transportation 2040 is the long-range plan for transportation in the central Puget Sound region through 2040 and is the transportation element of VISION 2040. The transportation-related plans of the cities, counties, transit agencies, and the

region form the basis for the *Transportation 2040* plan. The plan looks at the needs of the Central Puget Sound region and identifies what improvements in transportation are needed to meet the anticipated growth. *Transportation 2040* supports a balanced multimodal transportation system that provides options to users and identifies specific projects that have been designed to result in improved roads, transit, and ferry service. To meet recent federal and state mandates, an updated *Transportation 2040* was adopted in May 2014. This minor update reflects changes in the region since the plan was adopted in 2010 and includes completing ongoing work items, meeting statutory obligations, and incorporating planning activities currently underway.

Consistency with Lynnwood Link Extension

The Lynnwood Link Extension is identified in *Transportation 2040* and is a key component in the development of a regional high-capacity transit system linking urban centers. In addition, the Lynnwood Link Extension would allow for jurisdictions to better implement transit- and pedestrian-oriented land use patterns where current zoning allows for such development to occur.

Sound Transit 2005 Regional Transit Long-Range Plan

Plan Summary

The Sound Transit 2005 Regional Transit Long-Range Plan, which was updated in 2005, represents the goals, policies, and strategies for the long-term development of a high-capacity transit system within the Central Puget Sound region. As the Regional Transit Authority (under Chapter 81.104 and 81.112 RCW), Sound Transit is responsible for regional mass transit system planning in the context of *Transportation 2040*. The Sound Transit Long-Range Plan serves as the basis for the next phase of high-capacity transit investments, known as ST2. ST2 builds upon *Sound Move*, the initial implementation phase of the Sound Transit Long-Range Plan, and extends the regional transit network, especially in jurisdictions that are now encouraging increases in land use density in their comprehensive plans and development regulations. The Lynnwood Link Light Rail Transit Project (now the Lynnwood Link Extension) is included in ST2, which was approved by voters in November 2008.

In 2013, Sound Transit initiated an update of its Regional Transit Long-Range Plan to confirm and clarify the long-term vision, make the plan consistent with updated local and regional plans, identify potential modifications to the previously existing plan, and establish Sound Transit's priorities for a future system plan and the next phase of high-capacity transit improvements beyond ST2. An updated plan was adopted by the Sound Transit Board of Directors in December 2014.

Consistency with Lynnwood Link Extension

The Lynnwood Link Extension is an extension of the region's existing light rail system and is consistent with the current Sound Transit Long-Range Plan.

4.2.3 Sound Transit Transit-oriented Development Program

A summary of Sound Transit's transit-oriented development program strategic plan and transit-oriented development policy, as well as a brief discussion of the Lynnwood Link Extension's compatibility and conformance with the strategic plan are presented below.

Sound Transit Transit-oriented Development Strategic Plan and Transit-oriented Development Policy

Plan Summary

Sound Transit's Transit-oriented Development Strategic Plan, which was adopted in September 2011 and updated in April 2014, describes Sound Transit's vision, goals, and strategy for creating transit-oriented development on and around its stations, transit centers, and park-and-ride lots. Transit-oriented development is compact public and private development that supports transit use by emphasizing pedestrian and transit access, such as clustering development and mixing land uses and activities at and around transit facilities. Generally, the purpose of this strategy is to assist in integrating land use and transit in an environmentally responsible way. Specifically, this plan outlines an implementation strategy for Sound Transit's transit-oriented development program, recognizing that interagency, intra-agency, and public collaboration and support are critical factors in the achievement of Sound Transit's transit-oriented development policies. Of particular importance is the transformation of light rail transit station areas into livable transit communities. Recent updates to the plan focus on the role of transit-oriented development in long-range and project planning. Sound Transit's Transit-oriented Development Policy, adopted by the Sound Transit Board in 2012, establishes a framework in which Sound Transit will evaluate, facilitate, and implement transit-oriented development strategies as the agency plans, designs, builds and operates the regional transit system, through cooperation and partnerships with public and private entities, as allowed by applicable laws, regulations, plans, and policies.

Consistency with Lynnwood Link Extension

The Lynnwood Link Extension supports transit-oriented development in local station areas that allow for increased density. Any transit-oriented development occurring in station areas as a result of the Lynnwood Link Extension would follow the implementation strategy for Sound Transit's transit-oriented development program. This strategy is described in the Sound Transit Transit-oriented

Development Program Strategic Plan and Sound Transit Transit-oriented Development Policy.

4.2.4 Local Land Use Plans

The local land use plans and development regulations that are relevant to the Lynnwood Link Extension are summarized below. Each section also provides specific goals and policies as applicable, and briefly discusses the Lynnwood Link Extension’s compatibility and conformance with these plans.

City of Seattle Comprehensive Plan

Plan Summary

Seattle’s Comprehensive Plan: Toward a Sustainable Seattle, which was first adopted in 1994 and last amended in 2006, was developed to guide how Seattle will accommodate residential and employment growth over the next 20 years. The plan consists of 11 elements that each contain goals and policies for guiding growth in Seattle: Urban Village, Land Use, Transportation, Housing, Capital Facilities, Utilities, Economic Development, Neighborhood Planning, Human Development, Cultural Resources, and Environment. Sound Transit reviewed the elements to identify the applicable goals and policies. The only elements with goals and policies applicable to the proposed project were in the Land Use and Transportation elements.

Consistency with Lynnwood Link Extension

Table 4.2-3 summarizes the relevant Land Use Element and Transportation Element goals and policies of Seattle’s Comprehensive Plan and discusses how the Lynnwood Link Extension is compatible and in conformance with these goals and policies.

Table 4.2-3. Lynnwood Link Extension’s Consistency with the Goals and Policies of the City of Seattle Comprehensive Plan

Specific Goals and Policies	Discussion
LAND USE ELEMENT	
<p>LUG31: Provide flexibility in, or supplement, standard zone provisions to achieve special public purposes where circumstances warrant. Such areas include shoreline areas, airport height districts, historic landmark and special review districts, major institutions, art and cultural districts, areas around high capacity transit stations, and other appropriate locations.</p>	<p>A portion of the proposed NE 130th Street Station area is located within the Northgate Overlay District. This district was identified to support commercial development, protect the residential character of residential neighborhoods, be amenable to pedestrians, and support Northgate as a regional mass transit center. Specific development standards and design guidelines apply to commercial zones within the overlay district. The standards, including street facades, sidewalk design, and parking, are intended to encourage pedestrian use and activity in the area.</p>

Table 4.2-3. Lynnwood Link Extension’s Consistency with the Goals and Policies of the City of Seattle Comprehensive Plan

Specific Goals and Policies	Discussion
<p>LU178: Promote the integration of high capacity transit stations into the neighborhoods surrounding them and foster development appropriate to significant increases in pedestrian activity and transit ridership. Use overlay districts or other adjustments to zoning to cultivate transit-oriented communities.</p>	<p>Same as Goal LUG31.</p>
TRANSPORTATION ELEMENT	
<p>TG8: Meet the current and future mobility needs of residents, businesses, and visitors with a balanced transportation system.</p> <p>TG9: Provide programs and services to promote transit, bicycling, walking, and carpooling to help reduce car use and single-occupancy vehicle trips.</p>	<p>The Lynnwood Link Extension would provide an alternative to single-occupancy vehicle travel; maintain mobility; and provide fast, efficient, and reliable connections to urban centers. It would also encourage increased density and a mixture of land uses, which promote transit use and more walkable communities.</p>
<p>TG14: Increase transit ridership, and thereby reduce use of single-occupancy vehicles to reduce environmental degradation and the societal costs associated with their use.</p>	<p>The Lynnwood Link Extension would provide an alternative means of transportation over single-occupancy vehicles and would improve air quality and conserve energy.</p>
<p>T20: Work with transit providers to provide transit service that is fast, frequent, and reliable between urban centers and urban villages and that is accessible to most of the city’s residences and businesses. Pursue strategies that make transit safe, secure, comfortable, and affordable.</p>	<p>The Lynnwood Link Extension would be designed for and maximize safety, as well as provide fast and reliable transit access between urban centers and regional destinations.</p>
<p>T21: Support development of an integrated, regional high capacity transit system that links urban centers within the city and the region.</p>	<p>The Lynnwood Link Extension would connect with the Northgate Link, Central Link, and East Link, thus providing transit links to urban centers and regional destinations.</p>
<p>TG22: Reduce or mitigate air, water, and noise pollution from motor vehicles.</p>	<p>The Lynnwood Link Extension would reduce air, water, and noise pollution from motor vehicles by providing people with another mode of travel over single-occupancy vehicles.</p>
<p>TG24: Actively engage other agencies to assure that regional projects and programs affecting the city are consistent with City plans, policies, and priorities.</p> <p>T58: Coordinate with regional, state, and federal agencies, local governments, and transit providers when planning and operating transportation facilities and services in order to promote regional mobility for people and goods and the urban center approach to growth management.</p>	<p>Sound Transit would coordinate and work with the City to make the Lynnwood Link Extension consistent with City plans, policies, and priorities.</p>

City of Seattle Transportation Strategic Plan

Plan Summary

The City of Seattle’s Transportation Strategic Plan, first adopted in 1998 and last amended in 2005, is the 20-year functional work plan for the Seattle Department of Transportation (SDOT). The Transportation Strategic Plan describes the actions SDOT will take to accomplish the goals and policies in the Comprehensive Plan over the next 20 years.

Consistency with Lynnwood Link Extension

Because the goals and policies of Seattle’s Comprehensive Plan are used in the City’s Transportation Strategic Plan, the Lynnwood Link Extension would also be compatible and in conformance with this plan.

Seattle Department of Transportation Northgate Coordinated Transportation Investment Plan

Plan Summary

The Northgate Coordinated Transportation Investment Plan is a blueprint to guide public and private transportation investments through 2030. These investments will make better land use and transportation choices possible, thus helping to transform the Northgate Urban Center and link it to healthy surrounding neighborhoods and the region. The Coordinated Transportation Investment Plan recommends projects to address existing transportation deficiencies and anticipated future needs.

Consistency with Lynnwood Link Extension

Table 4.2-4 summarizes the relevant transportation improvement concepts of the Coordinated Transportation Investment Plan and discusses how the Lynnwood Link Extension is compatible and in conformance with these concepts.

Table 4.2-4. Lynnwood Link Extension’s Consistency with the Goals and Policies of the Seattle Department of Transportation Northgate Coordinated Transportation Investment Plan

Specific Goals and Policies	Discussion
TRANSPORTATION IMPROVEMENT CONCEPTS	
<p>J-3: Improve transit service with average of 15 minutes frequencies during peak periods and 30 minutes frequencies during off-peak period to other urban villages, such as Bitter Lake and Aurora-Licton Springs.</p>	<p>The Lynnwood Link Extension would have exclusive rights-of-way for trains, thus allowing the system to operate outside of traffic and avoid operating and safety conflicts. This would allow the trains to run the fast and frequent service needed to serve the corridor, with trains as often as 4 minutes during peak times.</p>

Table 4.2-4. Lynnwood Link Extension’s Consistency with the Goals and Policies of the Seattle Department of Transportation Northgate Coordinated Transportation Investment Plan

Specific Goals and Policies	Discussion
<p>J-13: Work with Sound Transit and stakeholders to study and implement proactive parking management techniques around the station to prevent use of neighborhood streets for park-and-ride purposes, prior to the opening of the light rail station.</p>	<p>There are a total of 720 on-street and off-street parking spaces within 0.25 mile of the proposed NE 130th Street Station. Sixty percent of the available parking is on-street and 94 percent of all parking is not time-restricted. In neighborhoods where parking is currently not restricted, Sound Transit would work with the applicable jurisdictions to implement preventative strategies (i.e., time limits or neighborhood permit programs), where appropriate.</p>

Seattle Pedestrian Master Plan

Plan Summary

The mission of the Seattle Pedestrian Master Plan, which was adopted in 2009, is to make Seattle the most walkable city in the nation. The plan aims to meet that mission while supporting the vision of the Pedestrian Master Plan Advisory Group through four main goals: safety, equity, vibrancy, and health.

Consistency with Lynnwood Link Extension

Table 4.2-5 summarizes the relevant objectives of the Seattle Pedestrian Master Plan and discusses how the Lynnwood Link Extension is compatible and in conformance with these objectives.

Table 4.2-5. Lynnwood Link Extension’s Consistency with the Goals and Policies of the Seattle Pedestrian Master Plan

Specific Goals and Policies	Discussion
OBJECTIVE 3: INCREASE PEDESTRIAN SAFETY	
<p>Strategy 3.2: Improve crossing conditions, especially in areas with high pedestrian demand</p> <ul style="list-style-type: none"> a. Develop and maintain short block lengths to maximize pedestrian crossing opportunities. b. Provide short and direct pedestrian crossings. c. Implement and evaluate enhancement and enforcement programs. d. Revise design standards for curb ramps and curb radii. e. Encourage transit providers to locate transit stops close to signalized intersections. f. Evaluate current signal timing practices and revise, as needed, to balance pedestrian crossing delay and 	<p>At the proposed NE 130th Street Station, the sidewalks adjacent to the roadway on the I-5 overpass are narrow and not buffered from traffic. Depending on the guideway configuration, the NE 130th Street overpass may be reconstructed, resulting in better pedestrian access across I-5. Sound Transit has considered pedestrian safety in developing the Lynnwood Link Extension alternatives and will continue to do so throughout project development. Mitigation measures will be considered, as appropriate, for any impacts on pedestrian safety that cannot be avoided. Nonmotorized facilities are discussed in Chapter 3 of the Final EIS.</p>

Table 4.2-5. Lynnwood Link Extension’s Consistency with the Goals and Policies of the Seattle Pedestrian Master Plan

Specific Goals and Policies	Discussion
demand with full intersection functionality. g. Adopt and install technologies and systems that reduce barriers to walking as well as conflicts between pedestrians and motorists.	
OBJECTIVE 5: CREATE VIBRANT PUBLIC SPACES THAT ENCOURAGE WALKING	
Strategy 5.1: Create an appropriate mix of uses and destinations within neighborhoods. a. Use land use and zoning tools to encourage and support pedestrian-friendly growth and development.	The Lynnwood Link Extension would support mixed-use development in designated urban growth areas. The project also would help to focus the majority of growth in the NE 130th Street Station area in Seattle where existing zoning and land use codes allow for greater densities. The increased density would allow for more efficient use of land, thus allowing for an efficient provision of services and facilities as well as promoting walkable and cohesive neighborhoods.

Seattle Bicycle Master Plan

Plan Summary

The Seattle Bicycle Master Plan, which was adopted in 2014, provides a framework for improving the bicycling environment throughout the city. A central focus of the plan is to design and implement bicycle facilities that are as safe and appropriate for riders of all ages and abilities. The plan also provides guidance on how bicycle investments will be prioritized in the future; performance measures to track progress in accomplishing the plan’s goals; and other actions the City and its partners can take to support bicycling in the future.

Consistency with Lynnwood Link Extension

Table 4.2-6 summarizes the relevant goals, objectives, and strategies of the Seattle Bicycle Master Plan and discusses how the Lynnwood Link Extension is compatible and in conformance with this plan.

Table 4.2-6. Lynnwood Link Extension’s Consistency with the Goals and Policies of the Seattle Bicycle Master Plan

Specific Goals and Policies	Discussion
Goals: Ridership: Increase the amount and mode share of bicycling in Seattle for all trip purposes. Safety: Improve safety for bicycle riders. Connectivity: Create a bicycle network that connects to places that people want to go, and provides for a time-efficient travel option.	The NE 130th Street Station access for bicyclists occurs primarily along arterials, and access to the west of I-5 is limited by the few freeway crossings. NE 130th Street crosses I-5, but the roadway on the overpass is narrow. Depending on the guideway configuration, the NE 130th Street overpass may be reconstructed, resulting in better nonmotorized access across I-5.

Table 4.2-6. Lynnwood Link Extension’s Consistency with the Goals and Policies of the Seattle Bicycle Master Plan

Specific Goals and Policies	Discussion
<p>Objective 2: Integrate planning for bicycle facilities with all travel modes and principles for complete streets.</p> <p>Strategy 4.2: Implement cycle tracks (protected bicycle lanes) as part of the bicycle network.</p> <p>4.2.4: Partner with transit agencies during project development and design to implement cycle tracks along transit corridors to allow for a continuous lane for people riding bicycles.</p> <p>Strategy 4.9: Coordinate bicycle network implementation with partners.</p> <p>4.9.3: Coordinate with transit agencies for last-mile bicycle connections.</p> <p>4.9.5: Coordinate with partners to install staircase runnels on staircases not owned by SDOT that allow bicycle accessibility to various destinations.</p> <p>Strategy 4.11: Improve bicycle safety and access at railroad and rail transit crossings and parallel facilities.</p> <p>4.11.1: Assess all railroad and rail transit crossings that intersect bicycle facilities and install appropriate bicycle-supportive infrastructure. Use signage and pavement markings to facilitate crossings at 90 degrees to the maximum extent feasible.</p> <p>4.11.2: Assess all railroad and rail transit lines that run parallel with existing bicycle facilities and install signage to facilitate safer travel behavior and enhance parallel bicycle facilities when possible.</p> <p>Strategy 4.14: Consider transit mobility improvements that minimize conflicts with people riding bicycles.</p> <p>4.14.2: Design transit passenger waiting and boarding facilities to minimize conflicts and pinch points with people riding bicycles.</p> <p>4.14.5: Recognize that Multimodal Corridor development is also a transit access—last mile—strategy. Enhance connections to and end-of-trip facilities at light rail stations, major transit hubs, major bus stops, and park-and-ride lots.</p> <p>Strategy 5.5: Provide short- and long-term secure bicycle parking at high-capacity transit stations, transit hubs, and heavily-used bus stops.</p> <p>5.5.1: Coordinate with transit agencies and large institutions to develop clear, comprehensive, and consistent bicycle parking demand estimation and documentation methodologies.</p> <p>5.5.2: Support transit agency partners in their efforts to</p>	<p>The Lynnwood Link Extension would support Sound Transit’s updated Bicycle Policy (2009) integrating bicycles with regional transit services and facilities where land regulations allow. Basic elements of the policy include providing convenient means to secure bicycles, short- and long-term bicycle parking, and a facility design and layout that accommodate both bicycle and pedestrian movements.</p>

Table 4.2-6. Lynnwood Link Extension’s Consistency with the Goals and Policies of the Seattle Bicycle Master Plan

Specific Goals and Policies	Discussion
<p>track quality and quantity of bicycle parking at transit stations.</p> <p>5.5.3: Partner with local and regional transit agencies and large institutions to coordinate funding, construction, operations and maintenance of long-term secure bicycle parking facilities. Develop a universal on-demand bicycle parking access and fee system, as well as wayfinding, for future secure bicycle parking facilities.</p>	

City of Seattle Transit Master Plan

Plan Summary

The City of Seattle Transit Master Plan, which was updated in April 2012, is a 20-year plan that identifies the types of transit facilities, services, programs, and system features that will be required to meet Seattle’s transit needs through 2030. Building from an extensive market analysis, review of future growth patterns, and evaluation of transit needs, the Transit Master Plan identifies capital investment priorities needed to establish a network of high-quality, frequent transit services that meet the travel needs of most Seattle residents and workers. The Transit Master Plan evaluates and recommends preferred transit modes for high-priority corridors and sets a framework for implementing corridor-based transit improvements in close coordination with other modal needs.

Consistency with Lynnwood Link Extension

Table 4.2-7 summarizes the relevant strategies and policies of the City of Seattle Transit Master Plan and discusses how the Lynnwood Link Extension is compatible and in conformance with these strategies and policies.

Table 4.2-7. Lynnwood Link Extension’s Consistency with the Goals and Policies of the City of Seattle Transit Master Plan

Specific Goals and Policies	Discussion
<p>Strategy 1: Destination Accessibility: Coordinate land uses and the transit network</p> <p>Policy ToN1.1: Locate transit intensive land uses in urban villages and along priority transit corridors so they can be efficiently served by frequent transit.</p>	<p>The Preferred Alternative has an option considering a potential station at NE 130th Street. The Lynnwood Link Extension would support limited transit-oriented development around the NE 130th Street Station area if that station area is selected for development. The station would increase the walkability of the surrounding area.</p>

Table 4.2-7. Lynnwood Link Extension’s Consistency with the Goals and Policies of the City of Seattle Transit Master Plan

Specific Goals and Policies	Discussion
<p>Policy ToN1.2: Direct most development within urban villages, urban centers.</p>	<p>The Lynnwood Link Extension would support mixed-use development (commercial, office, and residential) in designated urban growth areas and would help focus the majority of growth in the NE 130th Street Station area (if selected for development) in Seattle where existing zoning and land use codes allow for greater densities. The increased density would allow for more efficient use of land, thus allowing for efficient provision of services and facilities as well as promoting walkable and cohesive neighborhoods.</p>
<p>Policy ToN1.3: Design transit nodes, stations, and corridors to maximize their value to neighborhoods.</p>	<p>For the entire Lynnwood Link Extension, Sound Transit would develop design criteria that provide a consistent architectural theme for all elevated elements, and for features such as stations, while also reflecting the character of individual station areas. These criteria would be developed with input from the Cities through which the project corridor passes (Seattle, Shoreline, Mountlake Terrace, and Lynnwood). Visual and aesthetic resources are discussed in Section 4.5 of the Final EIS.</p>
<p>Strategy 2: Distance: Create a transit-supportive urban structure & street network.</p> <p>Policy ToN2.1: Provide a fine-grained pedestrian and bicycle network that connects to transit.</p>	<p>The NE 130th Street Station (if selected for development) would be designed to integrate within a pedestrian-friendly environment and would incorporate context-sensitive design considerations. Designated drop-off areas are planned at proposed station locations, and bicycle racks are planned where appropriate. Signage and wayfinding designs for each travel mode would be developed with input from affected jurisdictions.</p>
<p>Strategy 3: Density: Concentrate and intensify activities near transit.</p> <p>Policy ToN3.1: Use zoning to focus the highest densities closest to transit corridors and nodes.</p> <p>Policy ToN3.2: Use land near transit nodes and corridors as efficiently as possible.</p> <p>Policy ToN3.3: Plan for density that responds to the character of existing development.</p> <p>Policy ToN3.4: Identify opportunity sites for increased densities on the FTN [Frequent Transit Network].</p> <ul style="list-style-type: none"> • Work with owners of vacant and likely redevelopment parcels in station areas and priority transit corridors to encourage infill development. 	<p>The Lynnwood Link Extension would support mixed-use development in designated urban growth areas and help focus the majority of growth in the NE 130th Street Station area (if selected for development) in Seattle where existing zoning and land use codes allow for greater densities. The increased density would allow for more efficient use of land, thus allowing for an efficient provision of services and facilities as well as promoting walkable and cohesive neighborhoods.</p> <p>Sound Transit will promote and encourage transit-friendly, transit-oriented development, joint development, and quality public and private projects at and around the NE 130th Street Station (if selected for development) to enhance the community, build transit ridership, and aid economic</p>

Table 4.2-7. Lynnwood Link Extension’s Consistency with the Goals and Policies of the City of Seattle Transit Master Plan

Specific Goals and Policies	Discussion
<ul style="list-style-type: none"> • Encourage partnerships with transit agencies to catalyze TOD [transit-oriented development] projects through property acquisition and/or redevelopment. • Ensure public agencies do not hold property where redevelopment is feasible. • Explore the potential of converting existing surface parking lots into future redevelopment sites. • Focus development at the best-connected transit nodes. • Encourage development opportunity at model interchanges and station areas. • Encourage the location of major destinations at the intersection of transit lines. <p>Strategy 4: Diversity: Encourage a mix of uses.</p> <p>Policy ToN4.1: Mix residential, employment, recreation, and commercial uses in station areas and along the FTN.</p>	<p>development. Sound Transit will also support and work collaboratively with the City of Seattle and the private sector to ensure transit-oriented development around Sound Transit facilities.</p>
<p>Strategy 6: Demand Management: Provide incentives and disincentives.</p> <p>Policy ToN6.2: Reduce auto-dependency by providing transit supportive services and programs.</p>	<p>The Lynnwood Link Extension would provide a fast, efficient, and reliable transportation system as an alternative to the single-occupancy vehicle and would also provide links to other travel modes, including rail, buses, and walking.</p>

City of Shoreline Comprehensive Plan

Plan Summary

Shoreline’s Comprehensive Plan, which was first adopted in 1998 and updated in December 2012, builds off the 2005 Comprehensive Plan update. The plan was developed to address anticipated population and employment growth and how facilities and services will be maintained or improved to accommodate expected growth. The plan consists of nine comprehensive plan elements that each contains goals and policies for guiding growth in Shoreline: Land Use; Community Design; Housing; Transportation; Economic Development; Natural Environment; Parks, Recreation and Open Space; Capital Facilities; and Utilities. Additionally, the Shoreline Master Program and Subarea Plans are included as appendices to the Comprehensive Plan. Sound Transit reviewed the elements of the plan and relevant appendices to identify the applicable goals and policies. Goals and policies applicable to the proposed project are included in the Land Use, Housing, Transportation, and Economic Development elements.

Consistency with Lynnwood Link Extension

Table 4.2-8 summarizes the relevant goals and policies of Shoreline’s Comprehensive Plan and discusses how the Lynnwood Link Extension is compatible and in conformance with these goals and policies.

Table 4.2-8. Lynnwood Link Extension’s Consistency with the Goals and Policies of the City of Shoreline Comprehensive Plan

Specific Goals and Policies	Discussion
FRAMEWORK GOALS	
FG 2: Provide high quality public services, utilities, and infrastructure that accommodate anticipated levels of growth, protect public health and safety, and enhance the quality of life.	The Lynnwood Link Extension would provide mass transit service to the City of Shoreline, generally following I-5, as well as to other urban centers along the project corridor, and adjacent centers associated with the Central Link and Northgate Link Extension projects.
FG 13: Encourage a variety of transportation options that provide better connectivity within Shoreline and throughout the region.	The Lynnwood Link Extension would bring a light rail transit option to Shoreline with potential stations located at NE 145th Street (Preferred Alternative and Alternatives A1, A3, A10), NE 155th Street (Alternatives A5, A7, A11), and NE 185th Street (Preferred Alternative and Alternatives A1, A3, A5, A7, A10, A11). The Lynnwood Link Extension would also connect with the Northgate Link Extension, University Link Extension, and East Link Extension, thus providing transit connections from Shoreline to urban centers and other regional destinations.
FG 14: Designate specific areas for high-density development, especially along major transportation corridors.	The Lynnwood Link Extension would support mixed-use development in designated urban areas and help focus the majority of growth in the potential NE 145th Street, NE 155th Street, and NE 185th Street Station areas in Shoreline where existing zoning and land use codes allow for greater densities. The increased density would allow for more efficient use of land, thus allowing for an efficient provision of services and facilities as well as promoting walkable and cohesive neighborhoods.
LAND USE ELEMENT	
Goal LU I: Encourage development that creates a variety of housing, shopping, entertainment, recreation, gathering spaces, employment, and services that are accessible to neighborhoods.	The Lynnwood Link Extension would support mixed-use development in designated regional growth centers and help focus the majority of growth in the potential NE 145th Street, NE 155th Street, and NE 185th Street Station areas in Shoreline where existing zoning and land use codes allow for greater densities. The increased density would allow for more efficient use of land, thus allowing for an efficient provision of services and facilities, as well as promoting walkable and cohesive neighborhoods and protecting those areas where growth is not encouraged.
Goal LU III: Create plans and strategies that implement the City’s Vision 2029 and Light Rail Station Area Planning Framework Goals for transit supportive development to occur within a ½ mile radius of future light rail stations.	Same as Goal LU I.

Table 4.2-8. Lynnwood Link Extension’s Consistency with the Goals and Policies of the City of Shoreline Comprehensive Plan

Specific Goals and Policies	Discussion
<p>Goal LU IV: Work with regional providers to develop a system that includes two light rail stations in Shoreline, and connects all areas of the city to high capacity transit using a multi-modal approach.</p>	<p>The Lynnwood Link Extension would include two light rail stations in the City of Shoreline. Segment A alternatives, the Preferred Alternative, and Alternatives A1, A3, A10, and A11 include light rail station options at NE 145th Street and NE 185th Street. Alternatives A5 and A7 include light rail station options at NE 155th Street and NE 185th Street.</p> <p>The Lynnwood Link Extension would provide light rail transit—a fast, reliable, and efficient mode of travel that would provide linkages to other nonmotorized and transit options.</p>
<p>LU 19: The Special Study Area designates future subarea planning or Light Rail Station Areas. The underlying zoning for this designation remains unless it is changed through an amendment to the Comprehensive Plan Land Use Map and Development Code.</p>	<p>The Lynnwood Link Extension would support mixed-use development in designated regional growth centers. The project would also help to focus the majority of growth in the potential NE 145th Street, NE 155th Street, and NE 185th Street Station areas in Shoreline where existing zoning and land use codes allow for greater densities. The increased density would allow for more efficient use of land, thus allowing for an efficient provision of services and facilities, as well as promoting walkable and cohesive neighborhoods and protecting those areas where growth is not encouraged.</p>
<p>LU 20: Collaborate with regional transit providers to design transit stations and facilities that further the City’s vision by employing superior design techniques, such as use of sustainable materials; inclusion of public amenities, open space, and art; and substantial landscaping and retention of significant trees.</p>	<p>Sound Transit would develop design criteria that provide a consistent architectural theme for all elevated elements and for features such as stations. These criteria would be developed with input from the Cities through which the project corridor passes (Seattle, Shoreline, Mountlake Terrace, and Lynnwood). Visual and aesthetic resources are discussed in Section 4.5 of the Final EIS.</p>
<p>LU 21: Work with Metro Transit, Sound Transit, and Community Transit to develop a transit service plan for the light rail stations. The plan should focus on connecting residents from all neighborhoods in Shoreline to the stations in a reliable, convenient, and efficient manner.</p>	<p>Sound Transit will continue to coordinate with the City of Shoreline and transit agencies to develop a transit service plan for Shoreline’s stations.</p>
<p>LU 22: Encourage regional transit providers to work closely with affected neighborhoods in the design of any light rail transit facilities.</p>	<p>Sound Transit will continue to coordinate with the City of Shoreline regarding the Lynnwood Link Extension.</p>
<p>LU 23: Work with neighborhood groups, business owners, regional transit providers, public entities, and other stakeholders to identify and fund additional improvements that can be efficiently constructed in conjunction with light rail and other transit facilities.</p>	<p>Sound Transit has provided extensive opportunities for public involvement throughout the Lynnwood Link Extension planning phase and will continue to do so throughout the entire project.</p>

Table 4.2-8. Lynnwood Link Extension’s Consistency with the Goals and Policies of the City of Shoreline Comprehensive Plan

Specific Goals and Policies	Discussion
<p>LU 24: Maintain and enhance the safety of Shoreline’s streets when incorporating light rail, through the use of street design features, materials, street signage, and lane markings that provide clear, unambiguous direction to drivers, pedestrians, and bicyclists.</p>	<p>Sound Transit will design the project to ensure that safe connections would be maintained or integrated into the potential NE 145th Street, NE 155th Street, and NE 185th Street Stations, and in other locations where the project would alter roadways or other features of the transportation network.</p>
<p>LU 25: Evaluate property within a ½ mile radius of a light rail station for multi-family residential choices (R-18 or greater) that support light rail transit service, non-residential uses, non-motorized transportation improvements, and traffic and parking mitigation.</p>	<p>The potential NE 145th Street, NE 155th Street, and NE 185th Street Station locations were chosen for their proximity to existing and planned commercial, employment, and residential concentrations consistent with community plans, and optimum ridership potential.</p>
<p>LU 26: Evaluate property within a ¼ mile radius of a light rail station for multi-family residential housing choices (R-48 or greater) that support light rail transit service, non-residential uses, non-motorized transportation improvements, and traffic and parking mitigation.</p>	<p>Same as LU 25 above.</p>
<p>LU 27: Evaluate property along transportation corridors that connects light rail stations and other commercial nodes in the city, including Town Center, North City, Fircrest, and Ridgecrest for multi-family, mixed-use, and non-residential uses.</p>	<p>Same as LU 25 above.</p>
<p>LU 28: Implement a robust community involvement process that develops tools and plans to create vibrant, livable, and sustainable light rail station areas.</p>	<p>Sound Transit has provided extensive opportunities for public involvement throughout the Lynnwood Link Extension planning phase and will continue public outreach throughout the entire project.</p>
<p>LU 29: Create and apply innovative methods and tools to address land use transitions in order to manage impacts on residents and businesses in a way that respects individual property rights. Develop mechanisms to provide timely information so residents can plan for and respond to changes.</p>	<p>Sound Transit has provided extensive opportunities for public involvement throughout the Lynnwood Link Extension planning phase and will continue public outreach throughout the entire project. In addition, Sound Transit will support and work collaboratively with the City of Shoreline and the private sector to ensure transit-oriented development around Sound Transit facilities.</p>
<p>LU 30: Encourage and solicit the input of stakeholders, including residents; property and business owners; non-motorized transportation advocates; environmental preservation organizations; and transit, affordable housing, and public health agencies.</p>	<p>Sound Transit has provided extensive opportunities for public involvement throughout the Lynnwood Link Extension planning phase and will continue to do so throughout the entire project.</p>
<p>LU 31: Create a strategy in partnership with the adjoining neighborhoods for phasing redevelopment of current land uses to those suited for Transit-Oriented Communities (TOCs), taking into account when the city’s development needs and market demands are ready for change.</p>	<p>Sound Transit will support and work collaboratively with the City of Shoreline and the private sector to ensure transit-oriented development around Sound Transit facilities.</p>

Table 4.2-8. Lynnwood Link Extension’s Consistency with the Goals and Policies of the City of Shoreline Comprehensive Plan

Specific Goals and Policies	Discussion
<p>LU 32: Allow and encourage uses in station areas that will foster the creation of communities that are socially, environmentally, and economically sustainable.</p>	<p>The Lynnwood Link Extension would support mixed-use development in designated urban growth areas. The project would also help to focus the majority of growth in the potential NE 145th Street, NE 155th Street, and NE 185th Street Station areas in Shoreline where existing zoning and land use codes allow for greater densities. The increased density would allow for more efficient use of land, thus allowing for an efficient provision of services and facilities, as well as promoting walkable and cohesive neighborhoods and protecting those areas where growth is not encouraged.</p>
<p>LU 33: Regulate design of station areas to serve the greatest number of people traveling to and from Shoreline. Combine appropriate residential densities with a mix of commercial and office uses, and multi-modal transportation facilities.</p>	<p>The potential NE 145th Street, NE 155th Street, and NE 185th Street Station locations were chosen for their proximity to existing and planned commercial, employment, and residential concentrations consistent with community plans, and optimum ridership potential.</p> <p>Sound Transit would develop design criteria that provide a consistent architectural theme for all elevated elements and for features such as stations. These criteria would be developed with input from the Cities through which the project corridor passes (Seattle, Shoreline, Mountlake Terrace, and Lynnwood). Visual and aesthetic resources are discussed in Section 4.5 of the Final EIS.</p>
<p>LU 34: Pursue market studies to determine the feasibility of developing any of Shoreline’s station areas as destinations (example: regional job, shopping, or entertainment centers).</p>	<p>The potential for development related to the Lynnwood Link Extension is analyzed (in the Final EIS) for the potential NE 145th Street, NE 155th Street, and NE 185th Street Station locations.</p>
<p>LU 35: Identify the market and potential for redevelopment of public properties located in station and study areas.</p>	<p>Same as LU 34.</p>
<p>LU 36: Encourage development of station areas as inclusive neighborhoods in Shoreline with connections to other transit systems, commercial nodes, and neighborhoods.</p>	<p>The Lynnwood Link Extension would provide a fast, efficient, and reliable transportation system that would provide linkages to other travel modes, including rail, buses, bicycling, and walking.</p>
<p>LU 37: Regulate station area design to provide transition from high-density multi-family residential and commercial development to single-family residential development.</p>	<p>Sound Transit will support and work collaboratively with the City of Shoreline and the private sector to ensure transit-oriented development around Sound Transit facilities.</p>
<p>LU 38: Through redevelopment opportunities in station areas, promote restoration of adjacent streams, creeks, and other environmentally sensitive areas; improve public access to these areas; and provide public education about the functions and values of adjacent natural areas.</p>	<p>The Lynnwood Link Extension would provide the opportunity for development around station areas. As development occurs, the City of Shoreline could promote various environmental restoration projects.</p>

Table 4.2-8. Lynnwood Link Extension's Consistency with the Goals and Policies of the City of Shoreline Comprehensive Plan

Specific Goals and Policies	Discussion
LU 39: Use the investment in light rail as a foundation for other community enhancements.	The Lynnwood Link Extension would support mixed-use development in designated urban growth areas. The project also would help to focus the majority of growth in the potential NE 145th Street, NE 155th Street, and NE 185th Street Station areas in Shoreline where existing zoning and land use codes allow for greater densities. The increased density would allow for more efficient use of land, thus allowing for an efficient provision of services and facilities, as well as promoting walkable and cohesive neighborhoods and protecting those areas where growth is not encouraged.
LU 40: Explore and promote a reduced dependence upon automobiles by developing transportation alternatives and determining the appropriate number of parking stalls required for TOCs. These alternatives may include ride-sharing or vanpooling, car-sharing (i.e., Zipcar), bicycle sharing, and walking and bicycle safety programs.	The Lynnwood Link Extension would reduce dependency on the automobile by providing a fast, efficient, and reliable mode of travel with linkages to other travel modes, and it would also support development in those areas targeted for growth.
LU 41: Consider a flexible approach in design of parking facilities that serve light rail stations, which could be converted to other uses if demands for parking are reduced over time.	Sound Transit will continue to coordinate with the City of Shoreline regarding parking for the Lynnwood Link Extension that could be converted to other uses as parking demand shrinks.
LU 42: Transit Oriented Communities should include non-motorized corridors, including undeveloped rights-of-way, which are accessible to the public, and provide shortcuts for bicyclists and pedestrians to destinations and transit. These corridors should be connected with the surrounding bicycle and sidewalk networks.	Sound Transit will support and work collaboratively with the City of Shoreline and the private sector to ensure transit-oriented development around Sound Transit facilities.
LU 43: Employ design techniques and effective technologies that deter crime and protect the safety of transit users and neighbors.	Sound Transit implements crime prevention through environmental design principles directed at reducing crime incidents at park-and-ride lots. Other measures to minimize crime would include the use of equipment (i.e., closed circuit TV), the use of anti-crime programs such as anti-graffiti programs, and the use of security personnel.
LU 49: Consider the addition of compatible mixed uses and shared (joint use) parking at park-and-ride facilities.	Sound Transit will continue to coordinate with the City of Shoreline regarding parking for the Lynnwood Link Extension that could be converted to other uses as parking demand shrinks.
LU 50: Work with transit providers to site and develop park and rides with adequate capacity and in close proximity to transit service.	Sound Transit will continue to coordinate with the City of Shoreline regarding parking for the Lynnwood Link Extension.

Table 4.2-8. Lynnwood Link Extension’s Consistency with the Goals and Policies of the City of Shoreline Comprehensive Plan

Specific Goals and Policies	Discussion
LU 52: Parking requirements should be designed for average need, not full capacity. Include regulatory provisions to reduce parking standards, especially for those uses located within ¼ mile of high-capacity transit, or serving a population characterized by low rates of car ownership. Other parking reductions may be based on results of the King County Right-Sized Parking Initiative.	Sound Transit will continue to coordinate with the City of Shoreline regarding parking within ¼ mile of high-capacity transit.
HOUSING ELEMENT	
H 18: Consider mandating an affordability component in Light Rail Station Areas or other Transit-Oriented Communities.	Sound Transit will support and work collaboratively with the City of Shoreline and the private sector to ensure transit-oriented development around Sound Transit facilities.
TRANSPORTATION ELEMENT	
Goal T III. Provide a pedestrian system that is safe, connects destinations, accesses transit, and is accessible by all.	Lynnwood Link Extension stations would be designed to encourage pedestrian and nonmotorized accessibility.
Goal T IV: Work with transportation providers and regional partners to develop and implement an efficient and effective multimodal transportation system to address overall mobility and accessibility, and which maximizes the people-carrying capacity of the surface transportation system.	The Lynnwood Link Extension would provide light rail transit—a fast, reliable, and efficient mode of travel that would provide linkages to other nonmotorized and transit options.
Goal T VI: Encourage alternative modes of transportation to reduce the number of automobiles on the road.	The Lynnwood link Extension would reduce dependency on the automobile by providing a fast, efficient, and reliable mode of travel with linkages to other travel modes.
Goal T VIII: Coordinate the implementation and development of Shoreline’s transportation system with our neighboring transit systems and regional partners.	Sound Transit would coordinate and work with the City of Shoreline regarding the Lynnwood Link Extension.
Goal T IX: Support increased transit coverage and service that connects local and regional destinations to improve mobility options for all Shoreline residents.	The Lynnwood Link Extension would provide a fast, reliable, and efficient mode of mass transit linking Shoreline to other urban centers in the project corridor and other urban communities and destinations in the region.
T1: Work with the community and regional partners to create standards for development of the Light Rail Station Special Study Areas identified in the Land Use Map (Figure LU-1) and to implement Light Rail Framework Goals, which became LU20 – LU43.	Sound Transit would coordinate and work with the City of Shoreline regarding the Lynnwood Link Extension.
T3: Reduce the impact of the city’s transportation system on the environment through the use of technology, expanded transit use, and non-motorized transportation options.	The Lynnwood Link Extension would provide light rail transit—a fast, reliable, and efficient mode of travel that would provide linkages to other nonmotorized and transit options.

Table 4.2-8. Lynnwood Link Extension’s Consistency with the Goals and Policies of the City of Shoreline Comprehensive Plan

Specific Goals and Policies	Discussion
<p>T28: Encourage development that is supportive of transit, and advocate for expansion and addition of new routes in areas with transit supportive densities and uses.</p>	<p>The Lynnwood Link Extension would support mixed-use development in designated urban growth areas. The project also would help to focus the majority of growth in the potential NE 145th Street, NE 155th Street, and NE 185th Street Station areas in Shoreline where existing zoning and land use codes allow for greater densities. The increased density would allow for more efficient use of land, thus allowing for an efficient provision of services and facilities as well as promoting walkable and cohesive neighborhoods.</p>
<p>T30: Work with transportation providers to develop a safe, efficient, and effective multi-modal transportation system to address overall mobility and accessibility. Maximize the people-carrying capacity of the surface transportation system.</p>	<p>The Lynnwood Link Extension would provide light rail transit—a fast, reliable, and efficient mode of travel that would provide linkages to other nonmotorized and transit options.</p>
<p>T34: Work with Sound Transit, the Shoreline School District, the Washington State Department of Transportation, King County Metro Transit, the City of Seattle, and Shoreline neighborhoods to develop the final light rail alignment and station area plans for the areas surrounding the future Link Light Rail stations. (See LU20 – LU43 for additional light rail station study area policies.)</p>	<p>Sound Transit and the City of Shoreline have been coordinating through the Lynnwood Link Extension planning phase and will continue to coordinate throughout the entire project.</p>
<p>T38: Work with Metro Transit, Sound Transit, and Community Transit to develop a bus service plan that connects residents to light rail stations, high-capacity transit corridors, and park and ride lots throughout the city.</p>	<p>Same as T34 above.</p>
<p>T39: Implement traffic mitigation measures at Light Rail Station Areas.</p>	<p>Transportation impacts of the Lynnwood Link Extension would be mitigated. Please see Chapter 3 of the Final EIS for more information.</p>
<p>T40: Promote livable neighborhoods around the light rail stations through land use patterns, transit service, and transportation access.</p>	<p>The Lynnwood Link Extension would support mixed-use development in designated urban growth areas. The project also would help to focus the majority of growth in the potential NE 145th Street, NE 155th Street, and NE 185th Street Station areas in Shoreline where existing zoning and land use codes allow for greater densities. The increased density would allow for more efficient use of land, thus allowing for an efficient provision of services and facilities, as well as promoting walkable and cohesive neighborhoods.</p>

Table 4.2-8. Lynnwood Link Extension’s Consistency with the Goals and Policies of the City of Shoreline Comprehensive Plan

Specific Goals and Policies	Discussion
Economic Development	
<p>Goal ED I: Maintain and improve the quality of life in the community by:</p> <ul style="list-style-type: none"> • Increasing employment opportunities and the job base; • Supporting businesses that provide goods and services to local and regional populations; • Reducing reliance on residential property tax to fund City operations and capital improvements; • Providing quality public services; • Complementing community character; and • Maximizing opportunities along Bus Rapid Transit corridors and areas to be served by light rail. 	<p>The Lynnwood Link Extension would provide a fast, efficient, and reliable transportation system that would be an alternative to the single-occupancy vehicle. It would also provide linkages to other travel modes, including rail, buses, and walking. Efficiencies in transportation and more walkable communities are shown to improve people’s quality of life.</p>
<p>ED1: Improve economic vitality by:</p> <ul style="list-style-type: none"> • Promoting existing businesses; • Recruiting new businesses; • Assisting businesses to create strategies and action plans through the Small Business Accelerator Program; • Encouraging increased housing density around commercial districts, especially those served by high capacity rapid transit, to expand customer base; and • Developing design guidelines to enhance commercial areas with pedestrian amenities, and “protect and connect” adjacent residential areas. 	<p>The Lynnwood Link Extension would support mixed-use development in designated urban growth areas. The project also would help to focus the majority of growth in the potential NE 145th Street, NE 155th Street, and NE 185th Street Station areas in Shoreline where existing zoning and land use codes allow for greater densities. The increased density would allow for more efficient use of land, thus allowing for an efficient provision of services and facilities, as well as promoting walkable and cohesive neighborhoods.</p>
<p>ED2: Promote non-motorized connections between commercial businesses, services, and residential neighborhoods.</p>	<p>The Lynnwood Link Extension would bring to the City of Shoreline light rail transit—a fast, reliable, and efficient mode of transportation connecting to other nonmotorized and transit options.</p>
<p>ED31: Plan the Light Rail Station Areas to create connectivity for appropriate growth.</p>	<p>The Lynnwood Link Extension would support mixed-use development (commercial, office, and residential) in designated urban growth areas. The project also would help to focus the majority of growth in the potential NE 145th Street, NE 155th Street, and NE 185th Street Station areas in Shoreline where existing zoning and land use codes allow for greater densities. The increased density would allow for more efficient use of land, thus allowing for efficient provision of services and facilities.</p>

City of Shoreline Southeast Neighborhoods Subarea Plan

Plan Summary

Shoreline’s Southeast Neighborhoods Subarea Plan, which was adopted in 2010, proposes a long-range vision, identifies infrastructure priorities, implements appropriate zoning, and informs development of code modifications for the Briarcrest and Paramount special study areas (located predominantly in the Ridgecrest neighborhood). The plan consists of seven elements that each contain goals and policies for guiding growth in Shoreline’s Southeast Neighborhoods: Land Use; Housing; Transportation; Parks, Recreation, and Open Space; Economic Development; Community Design; and Natural Environment. The only elements with goals and policies applicable to the proposed project were in the Land Use and Transportation elements.

Consistency with Lynnwood Link Extension

Table 4.2-9 summarizes the relevant Land Use and Transportation goals and policies of Shoreline’s Southeast Neighborhoods Subarea Plan and discusses how the Lynnwood Link Extension is compatible and in conformance with these goals and policies.

Table 4.2-9. Lynnwood Link Extension’s Consistency with the Goals and Policies of the City of Shoreline Southeast Neighborhoods Subarea Plan

Specific Goals and Policies	Discussion
LAND USE	
LU4: Establish policies and zoning to provide appropriate transitions between existing and proposed development and dissimilar land uses to minimize conflicts related to solar access, noise, scale, etc.	Sound Transit will support and work collaboratively with the City of Shoreline and the private sector to ensure transit-oriented development around Sound Transit facilities.
LU5: Place highest density housing (mixed-use) on transit lines in already established commercial zones.	The Lynnwood Link Extension would support mixed-use development in designated urban growth areas. The project also would help to focus the majority of growth in the potential NE 145th Street, NE 155th Street, and NE 185th Street Station areas in Shoreline where existing zoning and land use codes allow for greater densities. The increased density would allow for more efficient use of land, thus allowing for an efficient provision of services and facilities, as well as promoting walkable and cohesive neighborhoods and protecting those areas where growth is not encouraged.
LU9: As the housing market and transportation technologies evolve to support more options, establish zoning designations for areas that may be appropriate for car-free zones or reduced parking standards.	The Lynnwood Link Extension would reduce dependency on the automobile by providing a fast, efficient, and reliable mode of travel with linkages to other transportation modes. Doing this lends support for future car-free zones or reduced parking standards.

Table 4.2-9. Lynnwood Link Extension’s Consistency with the Goals and Policies of the City of Shoreline Southeast Neighborhoods Subarea Plan

Specific Goals and Policies	Discussion
LU10: Quality of life for current residents in the subarea should be considered in decision-making processes that involve new development in the community, even though decisions must also take into account overall land use goals and the economic needs of the City as a whole.	The Lynnwood Link Extension would provide a fast, efficient, and reliable transportation system that would provide an alternative to the single-occupancy vehicle and also provide linkages to other travel modes, including rail, buses, and walking. Efficiencies in transportation and more walkable communities are shown to improve people’s quality of life.
TRANSPORTATION	
T2: Retain, improve, and expand public transit	The Lynnwood Link Extension would expand light rail transit as part of a balanced regional transportation system.
T3: Increase local transit service to economic hubs and schools (in addition to service to downtown Seattle) that focuses on east/west connections.	The Lynnwood Link Extension in its connection to Northgate Link Extension and University Link Extension would provide direct transit service to the University of Washington and downtown Seattle as well as regional job centers north to Lynnwood.
T11: Encourage the City to work with Seattle, King County, Sound Transit, and WSDOT to undertake a corridor study on 145th Street that would result in a plan for the corridor to improve safety, efficiency, and modality for all users.	As part of the Lynnwood Link Extension, a potential station could be located at Interstate 5 and NE 145th Street. Sound Transit would coordinate and work with the City of Shoreline on a corridor study on NE 145th Street, as needed, to improve safety, efficiency, and modality for all users.

City of Shoreline Transportation Master Plan

Plan Summary

Shoreline’s Transportation Master Plan, which was adopted in 2011, provides policies and goals for development of the City’s transportation system based upon growth assumptions through 2030. The Transportation Master Plan focuses on satisfying future travel demand by making efficient use of the existing infrastructure, planning for improvements to the City’s transportation network, and providing the facilities and services to encourage walking, bicycling, and transit as priority modes. Included as part of the Transportation Master Plan are the Bicycle Plan, Pedestrian Plan, Transit Plan, and Master Street Plan.

Consistency with Lynnwood Link Extension

Table 4.2-10 summarizes the relevant goals and policies of Shoreline’s Transportation Master Plan and discusses how the Lynnwood Link Extension is compatible and in conformance with these goals and policies.

Table 4.2-10. Lynnwood Link Extension’s Consistency with the Goals and Policies of the City of Shoreline Transportation Master Plan

Specific Goals and Policies	Discussion
SUSTAINABILITY AND QUALITY OF LIFE	
<p>Goal T II: Work with transportation providers to develop a safe, efficient, and effective multimodal transportation system to address overall mobility and accessibility. Maximize the people-carrying capacity of the surface transportation system.</p>	<p>The Lynnwood Link Extension would provide light rail transit—a fast, reliable, and efficient mode of travel that would provide linkages to other nonmotorized and transit options.</p>
<p>T2: Reduce the impact of the City’s transportation system on the environment through the use of technology, expanded transit use and nonmotorized transportation options.</p>	<p>Lynnwood Link Extension would be powered by electricity. In the Puget Sound region and areas serving power to the Lynnwood Link Extension project corridor, much of the power sources come from hydropower, which is a non-polluting power source. The Lynnwood Link Extension would also reduce greenhouse gases during operation by reducing vehicle miles and hours traveled. The Lynnwood Link Extension would further promote regional policies related to reducing dependence on single-occupancy vehicles and increasing nonmotorized travel modes, especially within urban centers.</p>
<p>T10: Transportation projects and facilities should be sited, designed, and constructed to avoid or minimize negative environmental impacts to the extent feasible.</p>	<p>The Lynnwood Link Extension would provide for an improved quality of life by providing a fast, efficient, and reliable mode of travel; encouraging increased densities where allowed; and promoting more walkable and cohesive neighborhoods. The Lynnwood Link Extension includes mitigation and design measures that would minimize impacts on the environment.</p>
<p>10: Encourage the use of programs and services that minimize the need to own a car, such as car sharing and increased transit use.</p>	<p>The Lynnwood Link Extension would provide a fast, efficient, and reliable transportation system that would provide an alternative to the use of single-occupancy vehicles.</p>
<p>10.10: Encourage the use of technologies that minimize reliance on fossil fuels and reduce greenhouse gas emissions, such as electric and high fuel efficiency automobiles.</p>	<p>The Lynnwood Link Extension would be powered by electricity. In the Puget Sound Region and areas the Lynnwood Link Extension would serve, non-polluting hydropower is a major source of power. The Lynnwood Link Extension would result in a decrease of greenhouse gases during operation by reducing vehicle miles and hours traveled. The Lynnwood Link Extension would further promote regional policies related to reducing dependence on single-occupancy vehicles and increasing nonmotorized travel modes, especially within urban centers.</p>
<p>Goal T IV: Encourage alternative modes of transportation to reduce the number of automobiles on the road.</p>	<p>The Lynnwood link Extension would promote reduced automobile use by introducing a new transit alternative.</p>

Table 4.2-10. Lynnwood Link Extension’s Consistency with the Goals and Policies of the City of Shoreline Transportation Master Plan

Specific Goals and Policies	Discussion
T5: Support and promote opportunities and programs so that residents have options to travel throughout Shoreline and the region using modes other than single-occupancy vehicles.	Same as Goal T IV.
Goal T VII: Coordinate the implementation and development of shoreline’s transportation system with its neighbors and regional partners.	Sound Transit will continue to coordinate with the City of Shoreline and transit agencies to develop a transit service plan for Shoreline’s stations.
BICYCLE PLAN	
Goal T VIII: Develop a bicycle system that is connective, safe and encourages bicycling as a viable alternative method of transportation.	The Lynnwood Link Extension would support Sound Transit’s updated Bicycle Policy (2009) to integrate bicycles with regional transit services and facilities where land use regulations allow. Basic elements of the policy include providing convenient means to secure bicycles, short- and long-term bicycle parking, and facility design and layout that accommodate both bicycle and pedestrian movement.
T14: Implement the Bicycle System Plan. Develop a program to construct and maintain bicycle facilities that are safe, connect to destinations, access transit and are easily accessible. Use short-term improvements, such as signage and markings, to identify routes when large capital improvements will not be constructed for several years.	Same as Goal T VIII.
PEDESTRIAN PLAN	
Goal T IX: Provide a pedestrian system that is safe, connects to destinations, accesses transit and is accessible by all.	The Lynnwood Link Extension would support mixed-use development (commercial, office, and residential) in designated urban growth areas. This project also would help to focus the majority of growth in the potential NE 145th Street, NE 155th Street, and NE 185th Street Station areas in Shoreline where existing zoning and land use codes allow for greater densities. The increased density would allow for more efficient use of land, thus allowing for efficient provision of services and facilities as well as promoting walkable and cohesive neighborhoods.
17.1: Develop wayfinding signage and mapping system for pedestrian facilities that directs and guides users to public facilities, parks, schools, significant transit stops, and transportation facilities and commercial areas.	Sound Transit has considered pedestrian safety in development of the Lynnwood Link Extension alternatives and will continue to do so throughout project development. Signage and wayfinding designs would be developed with input from the City of Shoreline. Nonmotorized facilities are discussed in Chapter 3 of the Final EIS.

Table 4.2-10. Lynnwood Link Extension’s Consistency with the Goals and Policies of the City of Shoreline Transportation Master Plan

Specific Goals and Policies	Discussion
<p>T18: When identifying transportation improvements, prioritize construction of sidewalks, walkways, and trails. Pedestrian facilities should connect to destinations, access transit and be accessible by all.</p>	<p>Same as Goal 17.1.</p>
<p>TRANSIT PLAN</p>	
<p>Goal T X: Support and encourage increased transit coverage and service that connects local and regional destinations to improve mobility options for all Shoreline residents.</p>	<p>The Lynnwood Link Extension would provide fast, reliable, and efficient connections to the city of Shoreline and the other urban centers in the corridor as well as regional destinations.</p>
<p>22.4: Support the ongoing programs of transit providers to provide bicycle racks on all buses and trains.</p>	<p>The Lynnwood Link Extension would support Sound Transit’s updated Bicycle Policy (2009) to integrate bicycles with regional transit services and facilities where land use regulations allow. Basic elements of the policy include providing convenient means to secure bicycles, short- and long-term bicycle parking provisions, and facility design and layout that accommodate both bicycle and pedestrian movements.</p>
<p>T27: Work with transit agencies to improve east-west service across the City of Shoreline and service from Shoreline to the University of Washington.</p>	<p>The Lynnwood Link Extension is part of the Link light rail system and would directly connect to the northern terminus of the system at the Northgate Station, which is now under construction. From there, riders could continue south on the Link system to the University of Washington, Capitol Hill, downtown Seattle, and SeaTac. Separate projects to extend light rail to the south or east will also allow direct connections to Bellevue, Redmond, and Federal Way.</p>
<p>T29: Work with Sound Transit, the Shoreline School District, Washington State Department of Transportation, Metro Transit, the City of Seattle and Shoreline neighborhoods to develop the final light rail alignment and station area plans for the areas surrounding the future Link light rail stations.</p>	<p>Sound Transit and the City of Shoreline have been coordinating through the Lynnwood Link Extension planning phase and will continue to coordinate throughout the entire project.</p>
<p>29.1: Participate in the Sound Transit planning process and environmental review to identify the final alignment for light rail from Northgate to Lynnwood. Advocate for two stations in Shoreline that will result in the highest ridership, most cost-effective solution and compatibility with planned surrounding land uses. Should the final light rail alignment be located on I-5, it should be on the side(s) that takes advantage of potential TOD (transit-oriented development), increased employment and residential densities, and land in public ownership, such as the Shoreline Conference Center and NE 185th Street.</p>	<p>Same as Goal T29. In addition, as part of the Lynnwood Link Extension, two stations are planned within the city of Shoreline, with three potential locations along Interstate 5 at NE 145th, NE 155th, and NE 185th streets. Station ridership, cost-effectiveness, compatibility with planned surrounding land uses, and transit-oriented development potential are analyzed for each of the proposed station locations in the Final EIS.</p>

Table 4.2-10. Lynnwood Link Extension’s Consistency with the Goals and Policies of the City of Shoreline Transportation Master Plan

Specific Goals and Policies	Discussion
<p>29.2: Work with the neighborhoods and communities surrounding the future light rail stations to determine the types of land uses desired near the stations. Modify the City’s land use policies and development regulations, as needed, to create the underlying zoning that will result in development of the stations as desired.</p>	<p>The Lynnwood Link Extension would support mixed-use development in designated urban growth areas. The project also would help to focus the majority of growth in the potential NE 145th Street, NE 155th Street, and NE 185th Street Station areas in Shoreline where existing zoning and land use codes allow for greater densities. The increased density would allow for more efficient use of land, thus allowing for an efficient provision of services and facilities as well as promoting walkable and cohesive neighborhoods. Light rail stations are being designed to integrate access from other travel modes. Stations will be designed to fit in neighborhoods and facilitate transit use consistent with light rail best practices. Sound Transit will continue to work with the City of Shoreline to potentially modify the City’s land use policies and development regulations to achieve growth in station areas.</p>
<p>29.3: Determine the desired and needed traffic mitigation for the station areas based upon the planned future land use and anticipated future traffic demand in the area, including provisions for bicycles and pedestrian facilities at and connecting to the stations.</p>	<p>The Final EIS outlines the avoidance, minimization, and mitigation measures for potential traffic impacts in the city of Shoreline associated with operation of the Lynnwood Link Extension.</p>
<p>29.4: Coordinate with Sound Transit during their planning process to ensure the City’s future land use plans are considered and integrated into station area designs.</p>	<p>Sound Transit and the City of Shoreline have been coordinating through the Lynnwood Link Extension planning phase and will continue to coordinate throughout the entire project.</p>
<p>29.5: Closely monitor and participate in Sound Transit’s required mode study, alternatives analysis and environmental process, and coordinate with cities to the north and south of Shoreline regarding Sound Transit planning and design.</p>	<p>Same as Goal T29.4.</p>
<p>T32: Continue to install and support the installation of transit-supportive infrastructure.</p>	<p>The potential NE 145th Street, NE 155th Street, and NE 185th Street Stations would include amenities and considerations of patrons’ needs, including weather protection, pedestrian comfort, and safety designs. Signage and wayfinding designs would be developed in cooperation with input from affected jurisdictions.</p>
<p>32.2: Ensure private developers continue to construct improvements that are transit-supportive.</p>	<p>The Lynnwood Link Extension would support transit-oriented development in the potential NE 145th Street, NE 155th Street, and NE 185th Street Station areas that allow for increased density and also increase the walkability of the surrounding area.</p>

Table 4.2-10. Lynnwood Link Extension’s Consistency with the Goals and Policies of the City of Shoreline Transportation Master Plan

Specific Goals and Policies	Discussion
T33: Work with Metro Transit, Sound Transit and Community Transit to develop a bus service plan that connects residents to light rail stations, high-capacity transit corridors, and park & ride lots throughout the City.	Sound Transit will continue to coordinate with the City of Shoreline and transit agencies to develop a transit service plan for Shoreline's stations.
T34: Implement traffic mitigation measures at light rail stations areas.	The Final EIS outlines the avoidance, minimization, and mitigation measures for potential traffic impacts in the potential NE 145th Street, NE 155th Street, and NE 185th Street Station areas associated with operation of the Lynnwood Link Extension.
34.2: Work with Sound Transit to implement traffic mitigation in the light rail station areas, as developed in the station area planning process.	Same as Goal T34.
34.3: Improve bicycle and pedestrian facilities in the vicinity of the light rail stations to encourage nonmotorized transportation at stations.	The potential NE 145th Street, NE 155th Street, and NE 185th Street Stations are being designed to integrate into the pedestrian-friendly environment and with context-sensitive design considerations. Bicycle racks are planned where appropriate.
34.4: Work with the City of Seattle, WSDOT, Sound Transit and Metro Transit to improve N/NE 145th Street from Lake City Way NE to Greenwood Avenue N in order to provide better east-west bus connections to the Aurora Avenue N BRT line, the light rail station at NE 145th Street and the future BRT line on Lake City Way NE.	Sound Transit will continue to coordinate with the City of Shoreline and other transit agencies.
T35: Promote livable neighborhoods around light rail stations through land use patterns, transit service and transportation access.	The Lynnwood Link Extension would provide a fast, efficient, and reliable transportation system that would be an alternative to the single-occupancy vehicle. It would also provide linkages to other travel modes, including rail, buses, and walking. Efficiencies in transportation and more walkable communities are shown to improve people's quality of life.
35.1: Ensure feeder routes to the light rail stations are serving all neighborhoods in Shoreline and operating at frequencies that encourage light rail use.	Sound Transit would work with local bus service providers to integrate bus service and planning for adequate bus transfers at the potential NE 145th Street, NE 155th Street, and NE 185th Street station locations.
35.2: Monitor traffic traveling to and from the light rail stations to ensure surrounding neighborhoods are not experiencing cut-through traffic or other negative impacts. Implement appropriate solutions to minimize impacts and improve safety.	The Final EIS outlines the avoidance, minimization, and mitigation measures for potential traffic impacts in the potential NE 145th Street, NE 155th Street, and NE 185th Street Station areas associated with the operation of the Lynnwood Link Extension.

Table 4.2-10. Lynnwood Link Extension’s Consistency with the Goals and Policies of the City of Shoreline Transportation Master Plan

Specific Goals and Policies	Discussion
MASTER STREET PLAN	
<p>T36: Design City transportation facilities with the primary purpose of moving people and goods via multiple modes, including automobiles, freight trucks, transit, bicycles, and walking, with parking identified as a secondary use.</p>	<p>The Lynnwood Link Extension would bring light rail transit to Shoreline. This fast, reliable, and efficient mode of transportation would provide linkages to other nonmotorized and transit options.</p>
CONCURRENCY AND LEVEL OF SERVICE	
<p>T40: Adopt the following levels of service as the desired frequency of transit service in the city of Shoreline:</p> <ul style="list-style-type: none"> - Headways on all-day service routes should be no less than 30 minutes, including weekends and evenings (strive for 20-minute or less headways during the day on these routes). - Headways on peak-only routes should be no more than 20 minutes (strive for 15-minute or less headways on these routes). 	<p>The Lynnwood Link Extension would have 4-minute headways during peak hours, 10-minute headways during midday and early evening hours, and 15-minute headways during early morning and late evening hours.</p>

City of Shoreline Environmental Sustainability Strategy

Plan Summary

Shoreline’s Environmental Sustainability Strategy, adopted in 2008, is intended to establish an inclusive set of principles and priorities and provide strategic direction for the City to undertake in order to become an environmentally sustainable city. Actions included in the strategy address Shoreline’s operations, future development, leadership, and planning processes, including prioritization of nonmotorized transportation investment planning. The Environmental Sustainability Strategy includes five focus areas: city operations, practice, and outreach; energy conservation and carbon reduction; ecosystem management and stewardship; sustainable development and green infrastructure; and waste reduction and resource conservation.

Consistency with Lynnwood Link Extension

Table 4.2-11 summarizes the relevant guiding principles, focus areas, and recommendations of the strategy and discusses how the Lynnwood Link Extension is compatible and in conformance with these principles.

Table 4.2-11. Lynnwood Link Extension’s Consistency with the Goals and Policies of the City of Shoreline Environmental Sustainability Strategy

Specific Goals and Policies	Discussion
TEN GUIDING PRINCIPLES	
<p>6. Manage Expected Growth in a Sustainable Way: The regional benefits of growth management must not come at the expense of livability. Growth and density will be focused in environmentally sustainable areas and serviced by improved infrastructure, including non-motorized facilities, transit, and enhanced access to parks and natural features.</p>	<p>The Lynnwood Link Extension would support mixed-use development in designated urban areas and help focus the majority of growth in the potential NE 145th Street, NE 155th Street, and NE 185th Street Station areas in Shoreline where existing zoning and land use codes allow for greater densities. The increased density would allow for more efficient use of land, thus allowing for an efficient provision of services and facilities as well as promoting walkable and cohesive neighborhoods and protecting those areas where growth is not encouraged.</p>
<p>10. Energy Solutions are Key to Reducing Our Carbon Footprint: The City will reduce the amount of energy used in vehicles and facilities and promote sustainable energy sources. The City will evaluate energy use and carbon emissions and develop conservation targets. The City recognizes the relationship between energy and sustainable development principles. Transportation solutions and efficient buildings are key priorities for both.</p>	<p>Lynnwood Link Extension would be powered by electricity. In the Puget Sound region and areas that the Lynnwood Link Extension will serve, much of the power sources come from hydropower, which is a non-polluting power source. The Lynnwood Link Extension would reduce greenhouse gases during operation by reducing vehicle miles and hours traveled. The Lynnwood Link Extension would further regional policies related to reducing dependence on single-occupancy vehicles and increasing nonmotorized travel modes, especially within urban centers.</p>
TOP 10 LIST OF KEY PROGRAM STRATEGIES	
<p>4. Measure Emissions in Permitting and Planning and Take Steps to Mitigate: Evaluate energy consumption and greenhouse gas emissions in both long-range planning and development review decisions using quantitative tools. This includes implementation of this recommendation in State Environmental Policy Act (SEPA) review and the use of quantitative tools during the next major Comprehensive Plan update.</p>	<p>The Lynnwood Link Extension would provide an alternative means of transportation over the single-occupancy vehicle and would improve air quality and conserve energy. The Final EIS provides specific analysis on project energy consumption and greenhouse gas emissions.</p>
<p>5. Prioritize Non-Motorized Transportation Investment and Planning: Devote more planning and capital resources to developing a pedestrian and bicycle system as an attractive alternative to single-occupancy vehicles. Prioritize non-motorized transportation planning and improvements with a focus on linking destinations, including an emphasis on the development of the Green Streets program. Non-motorized transportation investment is a key item in the U.S. Mayor’s Climate Protection Agreement.</p>	<p>The potential NE 145th Street, NE 155th Street, and NE 185th Street Stations are designed to encourage pedestrian and nonmotorized accessibility.</p>

Table 4.2-11. Lynnwood Link Extension’s Consistency with the Goals and Policies of the City of Shoreline Environmental Sustainability Strategy

Specific Goals and Policies	Discussion
FOCUS AREA 3: SUSTAINABLE DEVELOPMENT AND GREEN INFRASTRUCTURE	
Develop plans for a coordinated bicycle and pedestrian system which provides and connects to major destinations and offers an attractive alternative to other modes.	Same as number 5 on list of key program strategies.
Establish clear transit priorities, strengthen the land use and transportation link in adopted plans, and promote improvements that benefit Shoreline residents.	The Lynnwood Link Extension would bring a light rail transit option to Shoreline with potential stations located at NE 145th Street (Preferred Alternative and Alternatives A1, A3, A10), NE 155th Street (Alternatives A5, A7, A11), and NE 185th Street (Preferred Alternative, Alternatives A1, A3, A5, A7, A10, A11). The Lynnwood Link Extension would also connect with the Northgate Link Extension, University Link Extension, and East Link Extension, thus providing links in Shoreline to urban centers and regional destinations.
Promote a transit-supportive land use pattern that focuses new development nodes near existing and proposed transit corridors and improvements, especially along the I-5 corridor.	The Lynnwood Link Extension would support mixed-use development in designated urban areas and help focus the majority of growth in the potential NE 145th Street, NE 155th Street, and NE 185th Street Station areas in Shoreline where existing zoning and land use codes allow for greater densities. The increased density would allow for more efficient use of land, thus allowing for an efficient provision of services and facilities as well as promoting walkable and cohesive neighborhoods.
Promote natural solutions to stormwater management in private and public development with both incentives and requirements by revising engineering and development code standards, implementing CIP projects, and through public outreach.	The Lynnwood Link Extension would include stormwater detention and treatment to address impacts related to stormwater runoff and the designed systems. Sound Transit’s Environmental Sustainability and Management System requires that low-impact operational stormwater management techniques be investigated and considered during the project design process.

City of Shoreline Light Rail Guiding Principles

Plan Summary

The City of Shoreline’s Light Rail Guiding Principles, adopted in 2011, is a guiding document for Shoreline regarding future discussions and input to Sound Transit with respect to planning, construction, and operation of light rail to directly serve Shoreline residents. The document is organized into three major elements: Performance, Maximizing Funds, and Local Opportunities and Impacts.

Consistency with Lynnwood Link Extension

Table 4.2-12 summarizes the relevant Light Rail Guiding Principles and discusses how the Lynnwood Link Extension is compatible and in conformance with these principles.

Table 4.2-12. Lynnwood Link Extension’s Consistency with the Goals and Policies of the City of Shoreline Light Rail Guiding Principles

Specific Goals and Policies	Discussion
PERFORMANCE	
Support a light rail system that provides the shortest travel times for riders traveling to and from Shoreline.	The Lynnwood Link Extension would operate on a grade-separated guideway, thereby increasing travel time and reliability benefits. For example, transit travel times from Shoreline to downtown Seattle would be between 16 and 18 minutes under the 2035 light rail alternatives compared to 28 minutes under the 2035 No Build Alternative. Chapter 3 of the Final EIS presents more information regarding Lynnwood Link Extension transit travel times.
Support development of a complete light rail system that serves the Puget Sound region efficiently and minimizes travel times to destinations.	The Lynnwood Link Extension is part of the Link light rail system and would directly connect to the northern terminus of the system at the Northgate Station, which is now under construction. From there, riders could continue south on the Link system to the University of Washington, Capitol Hill, downtown Seattle, and SeaTac. Separate projects to extend light rail to the south or east will also allow direct connections to Bellevue, Redmond, and Federal Way.
Support the development of a light rail system that will serve the greatest number of riders traveling to and from Shoreline.	The potential NE 145th Street, NE 155th Street, and NE 185th Street Station locations in Shoreline were chosen for proximity to existing and planned commercial, employment, and residential concentrations consistent with community plans and optimum ridership potential.
Support the development of light rail stations that are easily accessed by foot, bicycle, bus, or car. The stations should expand opportunities for convenient access to other forms of transit, such as bus rapid transit and local bus service. Traffic impacts should also be minimized and mitigated in station areas.	<p>The potential NE 145th Street, NE 155th Street, and NE 185th Street Station designs consider all joining travel modes—pedestrian, passenger pick-up/drop-off, transit transfers, bicycles, and park-and-ride facilities.</p> <p>The Final EIS outlines the avoidance, minimization, and mitigation measures for potential traffic impacts in the potential NE 145th Street, NE 155th Street, and NE 185th Street Station areas associated with both the construction and the operation of the Lynnwood Link Extension.</p>

Table 4.2-12. Lynnwood Link Extension’s Consistency with the Goals and Policies of the City of Shoreline Light Rail Guiding Principles

Specific Goals and Policies	Discussion
MAXIMIZING FUNDS	
Ensure that as decisions are made, funding remains in the project budget to fund two light rail stations in Shoreline.	As part of the Lynnwood Link Extension, two stations are planned within the City of Shoreline, with three potential locations along Interstate 5 at NE 145th Street, NE 155th Street, and NE 185th Street.
Support minimizing costs associated with right-of-way acquisition and capital investments as well as ongoing operation and maintenance costs while maximizing performance of the light rail system.	The Lynnwood Link Extension would minimize right-of-way acquisitions to the extent possible in the city of Shoreline while still maximizing performance of the light rail system.
Support extension of a light rail system through Shoreline and Seattle that maximizes the available funding in the north King County subarea. In accordance with Sound Transit’s subarea equity policy, funds generated in this subarea should be spent only in this subarea and be used to provide high quality transit services and amenities for north King County residents.	The Lynnwood Link Extension would extend light rail from the Northgate neighborhood of Seattle north to Shoreline, Mountlake Terrace, and Lynnwood.
LOCAL OPPORTUNITIES AND IMPACTS	
Support the location, alignment and operation of light rail that provides access to a socially, economically, and geographically diverse ridership.	The potential NE 145th Street, NE 155th Street, and NE 185th Street Station locations were chosen for their proximity to existing and planned commercial, employment, and residential concentrations consistent with community plans.
Believe land uses around light rail stations should support transition to transit-oriented communities over time and in partnership with the local neighborhood.	The Lynnwood Link Extension supports transit-oriented development in the potential NE 145th Street, NE 155th Street, and NE 185th Street Station areas in Shoreline that allow for increased density, which would allow for more efficient use of land and allow for an efficient provision of services and facilities as well as promote walkable and cohesive neighborhoods. Sound Transit is coordinating with the City of Shoreline and will continue to do so regarding transit-oriented development at the selected City of Shoreline station sites.
Committed to a robust community involvement process that develops tools and plans to create and enhance vibrant, livable, and sustainable transit-oriented station areas.	Sound Transit has provided extensive opportunities for public involvement throughout the Lynnwood Link Extension planning phase and will continue public outreach throughout the entire project.

Table 4.2-12. Lynnwood Link Extension’s Consistency with the Goals and Policies of the City of Shoreline Light Rail Guiding Principles

Specific Goals and Policies	Discussion
Ensure impacts on residents and businesses are managed and individual property rights are protected; provide timely information so residents can plan for and respond to changes.	Any private property acquisitions required for the Lynnwood Link Extension would be done in compliance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act.
Support a light rail system that will foster economic prosperity in Shoreline by encouraging existing businesses, enhancing property values, creating family-wage jobs, building sustainable housing stock, and attracting investment.	The Lynnwood Link Extension would support mixed-use (commercial, office, and residential) development to allow growth at greater density where existing land use policies and regulations allow, and provide connections to urban centers with a fast, efficient, and reliable transit system.
Support the development of a light rail system that minimizes noise and visual impacts to Shoreline residents and businesses.	The Final EIS outlines the avoidance, minimization, and mitigation measures for potential noise and visual impacts associated with the operation and construction of Lynnwood Link Extension.

City of Shoreline 185th Street Station Subarea Planned Action Final EIS

Plan Summary

The 185th Street Station Subarea Plan involves land uses and zoning provisions for transit-oriented development in the subarea (located at a boundary between the Echo Lake, Meridian Park, and North City neighborhoods), as well as supporting public space enhancements, multimodal transportation and utility system improvements, and other associated public infrastructure and amenities. The Final EIS for this plan was published in November 2014, and comprehensive plan amendments are expected to be adopted in 2015.

The analyzed alternatives associated with the 185th Street Station Subarea includes the NE 185th Street Station proposed by Sound Transit in the Lynnwood Link Extension EIS. The 185th Street Subarea Planned Action Final EIS states that the final Subarea Plan is expected to result in a plan for transit-oriented land use and zoning provisions in the subarea as well as support for public space enhancements, multimodal transportation and utility system improvements, and other public infrastructure amenities associated with the plan. The proposed station at NE 185th Street would support Shoreline’s goals and policies. No policy issues of concern to Sound Transit were identified.

The City of Shoreline’s updated 2012 *Comprehensive Plan* already designates this location as a Light Rail Station Study Area. The City would support transit-oriented development at this location through the approval of a Subarea Plan.

Consistency with Lynnwood Link Extension

Although service is not scheduled to begin until 2023, Sound Transit’s planning, design, and environmental review for construction of the light rail line, stations, and associated facilities is being coordinated with the City of Shoreline, which has been planning land use changes around the light rail stations to be located in Shoreline.

City of Mountlake Terrace Comprehensive Plan

Plan Summary

The City of Mountlake Terrace’s Comprehensive Plan, which was first adopted in 2003 and last amended in 2011, provides coordinated goals, policies, maps, and strategies regarding the community’s development, investment, and quality of life. It takes a broad perspective for a 20-year period and incorporates future needs for population and employment growth. The plan consists of 10 elements that each contain goals and policies for guiding growth in Mountlake Terrace: Community Livability; Environment; Economic Vitality; Housing; Land Use; Recreation, Parks, and Open Space; Transportation; Capital Facilities; Utilities; and Plan Administration. Sound Transit reviewed the elements to identify the applicable goals and policies. The only elements with applicable goals and policies were in the Land Use and Transportation elements.

Consistency with Lynnwood Link Extension

Table 4.2-13 summarizes the relevant elements of the City’s comprehensive plan and discusses how the Lynnwood Link Extension is compatible and in conformance with these.

Table 4.2-13. Lynnwood Link Extension’s Consistency with the Goals and Policies of the City of Mountlake Terrace Comprehensive Plan

Specific Goals and Policies	Discussion
LIVABILITY ELEMENT	
Goal CL-1: Livability for current and future generations.	The Lynnwood Link Extension would provide a fast, efficient, and reliable transportation system that would provide an alternative to single-occupancy vehicles and also provide linkages to other travel modes, including rail, buses, and walking. Efficiencies in transportation and more walkable communities are shown to improve people’s quality of life.
CL-1.1: Promote a positive image of the city as a vibrant, thriving, and desirable place in which to live, work, shop, and play.	The Lynnwood Link Extension would support mixed-use development in designated urban growth areas and help focus the majority of growth in the proposed Mountlake Terrace Transit Center, Mountlake Terrace Freeway, and optional 220th Street SW Station areas in Mountlake Terrace where existing zoning and land use

Table 4.2-13. Lynnwood Link Extension’s Consistency with the Goals and Policies of the City of Mountlake Terrace Comprehensive Plan

Specific Goals and Policies	Discussion
	codes allow for greater densities. The increased density would allow for more efficient use of land, thus allowing for an efficient provision of services and facilities as well as promoting walkable and cohesive neighborhoods.
CL-1.4: Promote a pedestrian-friendly environment.	Same as CL-1.1 above.
CL-1.13: Promote a strengthened downtown commercial core and a healthy local economy.	The Lynnwood Link Extension would support mixed-use (commercial, office, and residential) development to allow growth at greater density, where existing land use policies and regulations allow, and provide the City of Mountlake Terrace with connections to and from urban centers with a fast, efficient, and reliable transit system.
ENVIRONMENTAL ELEMENT	
Goal EN-1: Clean air, clean water, and healthy natural environment.	The Lynnwood Link Extension would further regional polices related to reducing dependence on single-occupancy vehicles and increasing nonmotorized travel modes, especially within urban centers. It would also help reduce air pollution and conserve energy. The proposed Mountlake Terrace Transit Center, Mountlake Terrace Freeway Station, and optional 220th Street SW Station would be located in areas designated for increased density, and the Lynnwood Link Extension would provide direct and frequent access to those areas as well as connections to regional destinations. Promoting transit and walkable communities would reduce vehicle miles and hours traveled and, therefore, would help reduce air pollution.
EN-1.6: Encourage convenient alternatives to automobile travel within the city and region.	Same as Goal EN-1.
EN-1.14: Promote the planting of trees and other vegetation for beautification, air quality, noise control, and stormwater management.	Sound Transit would develop design criteria that provide a consistent architectural theme for all elevated elements and for features such as stations while also reflecting the character of individual station areas. These criteria would be developed with input from the Cities through which the project corridor passes (Seattle, Shoreline, Mountlake Terrace, and Lynnwood). Visual and aesthetic resources are discussed in Section 4.5 of the Final EIS.
ECONOMIC VITALITY ELEMENT	
EV-1.1: Encourage efficient use of existing buildable lands, including vacant and redevelopable sites.	The Lynnwood Link Extension would support mixed-use development in designated urban growth areas and help focus the majority of growth in the proposed Mountlake Terrace Transit Center, Mountlake Terrace Freeway Station, and optional 220th Street SW Station areas in Mountlake Terrace where existing zoning and

Table 4.2-13. Lynnwood Link Extension’s Consistency with the Goals and Policies of the City of Mountlake Terrace Comprehensive Plan

Specific Goals and Policies	Discussion
	land use codes allow for greater development densities. The increased density would allow for more efficient use of land, thus allowing for an efficient provision of services and facilities, promoting walkable and cohesive neighborhoods, and protecting those areas where growth is not encouraged.
EV-1.3: Encourage mixed uses in designated areas.	Same as EV-1.1 above.
EV-1.4: Provide opportunities for adding new land uses to or near existing or planned parking structures, such as the Community Transit park-and-ride lot on 236th Street SW and I-5.	The Preferred Alternative and Alternatives B1 and B2 of the Lynnwood Link Extension would place the proposed Mountlake Terrace light rail station at the Mountlake Terrace Transit Center near the existing Community Transit park-and-ride lot. The Lynnwood Link Extension would support transit-oriented development by allowing a greater density and a mixture of land uses to occur in the station areas.
EV-1.5: Designate lands for commercial and industrial development, while protecting nearby residents from incompatible uses.	The Lynnwood Link Extension would support mixed-use development in designated urban growth areas and help focus the majority of growth in the proposed Mountlake Terrace Transit Center, Mountlake Terrace Freeway Station, and optional 220th Street SW Station areas in Mountlake Terrace where existing zoning and land use codes allow for greater densities. The increased density would allow for more efficient use of land, thus allowing for an efficient provision of services and facilities, promoting walkable and cohesive neighborhoods, and protecting those areas where growth is not encouraged. The Lynnwood Link Extension would provide fast, reliable, and efficient connections to the other urban centers in the project corridor and other urban communities, as well as regional destinations.
EV-1.10: Provide adequate infrastructure to support economic development to meet projected growth, within constraints of local resources.	Same as EV-1.5 above.
EV-2.3: Provide for a balanced transportation system that supports business needs, including pedestrians, transit, cars, and trucks.	The Lynnwood Link Extension would bring mass transit to the City of Mountlake Terrace as part of a balanced regional transportation system. Light rail station designs will consider all joining travel modes—pedestrian, passenger pick-up/drop-off, transit transfers, bicycles, and when possible and needed, park-and-ride facilities.
EV-2.5: Provide for good schools, parks, transportation, civic buildings, and other service amenities.	Same as above.
EV-2.7: Limit stress from noise, pollution, or traffic congestion.	The Lynnwood Link Extension would reduce noise and air pollution from motor vehicles by providing people with another mode of travel beyond single-occupancy vehicles.

Table 4.2-13. Lynnwood Link Extension’s Consistency with the Goals and Policies of the City of Mountlake Terrace Comprehensive Plan

Specific Goals and Policies	Discussion
LAND USE ELEMENT	
<p>LU-1.1: Provide for a pattern of land use that will complement the community’s physical characteristics, encourage pedestrian activity, revitalize the Town Center and give people opportunities to interact with each other in positive ways.</p>	<p>The Lynnwood Link Extension would support mixed-use development in designated urban growth areas and help focus the majority of growth in the proposed Mountlake Terrace Transit Center, Mountlake Terrace Freeway Station, and optional 220th Street SW Station areas in Mountlake Terrace where existing zoning and land use codes allow for greater densities. The increased density would allow for more efficient use of land, thus allowing for an efficient provision of services and facilities as well as promoting walkable and cohesive neighborhoods.</p>
<p>LU-1.2: Respect the character of established residential neighborhoods and non-residential neighborhoods.</p>	<p>The proposed Mountlake Terrace Transit Center, Mountlake Terrace Freeway Station, and optional 220th Street SW Station locations were chosen for their proximity to existing and planned commercial, employment, and residential concentrations consistent with community plans and optimum ridership potential.</p> <p>The Final EIS evaluates how the Lynnwood Link Extension would perform with land use and transportation systems to minimize disruption and, where necessary, include mitigation measures to further reduce impacts on adjacent properties during construction.</p> <p>Sound Transit would develop design criteria that provide a consistent architectural theme for all elevated elements and for features such as stations while also reflecting the character of individual station areas. These criteria would be developed with input from the Cities through which the project corridor passes (Seattle, Shoreline, Mountlake Terrace, and Lynnwood). Visual and aesthetic resources are discussed in Section 4.5 of the Final EIS.</p>
<p>LU-1.5: Retain or enhance scenic views whenever possible.</p>	<p>The Lynnwood Link Extension route and the proposed station alternatives in Mountlake Terrace generally follow Interstate 5, a major highway corridor, and would either be at-grade or elevated and would not affect scenic views in Mountlake Terrace. Visual and aesthetic resources are discussed in Section 4.5 of the Final EIS.</p>
<p>LU-2.2: Take reasonable measures to provide land uses that will meet the city’s population target for 2012 and for subsequent planning periods.</p>	<p>The Lynnwood Link Extension would support mixed-use development (commercial, office, and residential) in designated urban growth areas and would help focus the majority of growth in the proposed Mountlake Terrace Transit Center, Mountlake Terrace Freeway Station, and optional 220th Street SW Station areas in</p>

Table 4.2-13. Lynnwood Link Extension’s Consistency with the Goals and Policies of the City of Mountlake Terrace Comprehensive Plan

Specific Goals and Policies	Discussion
	Mountlake Terrace where existing zoning and land use codes allow for greater densities. The increased density would allow for more efficient use of land, thus allowing for efficient provision of services and facilities and promoting walkable and cohesive neighborhoods.
LU-2.3: Encourage innovative land use patterns and site development, such as Planned Unit Development and Mixed Uses, where appropriate.	Same as LU-2.2 above.
LU-2.6: Recognize that the City cannot take private property for public use without just compensation.	Any private property required for the Lynnwood Link Extension would be acquired in compliance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act.
LU-3.3: Encourage development to express variety and reflect the area’s unique characteristics.	The Lynnwood Link Extension would support a variety of mixed-use development (commercial, office, and residential) in designated urban growth areas and would help focus the majority of growth in the proposed Mountlake Terrace Transit Center, Mountlake Terrace Freeway Station, and optional 220th Street SW Station areas in Mountlake Terrace where existing zoning and land use codes allow for greater densities. Additionally stations are designed to fit in the neighborhoods and facilitate transit use consistent with light rail best practices.
LU-5.1: Encourage high-quality infill and redevelopment projects to revitalize the community.	Same as LU-3.3 above.
LU-5.4: Encourage co-location of development and mixed uses to enhance the community’s image and convenience within or near public park-and-ride sites.	The Preferred Alternative and Alternatives B1 and B2 of the Lynnwood Link Extension would place the proposed Mountlake Terrace light rail station at the Mountlake Terrace Transit Center near the existing Community Transit park-and-ride lot. The Lynnwood Link Extension would support transit-oriented development by allowing a greater density and a mixture of land uses to occur in the station areas.
LU-5.6: Encourage development to be pedestrian- and bicycle-friendly and convenient for transit.	The Lynnwood Link Extension would provide the opportunity for transit-oriented development within designated urban centers around the proposed Mountlake Terrace Transit Center, Mountlake Terrace Freeway Station, and optional 220th Street SW Station areas. Such development would be designed to encourage pedestrian and nonmotorized accessibility.
LU-5.8: Support the regional land use and transportation plans by realizing the vision for the Mountlake Terrace Subregional Growth Center and the North Melody Hill Activity Hub as vibrant centers with jobs, transit access, walkability, and prominence as cultural and economic	The Lynnwood Link Extension would provide a fast, efficient, and reliable transportation system as an alternative to single-occupancy vehicles and provide linkages to other travel modes, including rail, buses, and walking. Mountlake Terrace would benefit from the

Table 4.2-13. Lynnwood Link Extension’s Consistency with the Goals and Policies of the City of Mountlake Terrace Comprehensive Plan

Specific Goals and Policies	Discussion
destinations.	<p>connections provided by the Lynnwood Link Extension among urban centers to the north as well as from adjacent communities served by the Central Link and Northgate Link Extensions.</p> <p>The Preferred Alternative and Alternative B2 of the Lynnwood Link Extension include an optional station at 220th Street SW; this could potentially bring transit access to the Melody Hill subarea.</p>
LU-5.9: Concentrate major transportation funding in the Mountlake Terrace Subregional Growth Center and the North Melody Hill Activity Hub.	Same as LU-5.8 above.
TRANSPORTATION ELEMENT	
TR-1.1: Provide for safe transportation facilities that integrate the needs of transit riders, pedestrians, commuters, and motorists and take into account large vehicle movements.	The Lynnwood Link Extension would be designed to maximize safety, as well as provide fast and reliable transit access between urban centers and regional destinations.
TR-1.2: Make pedestrian and transit facilities safe and accessible for people with disabilities.	Sound Transit complies with Americans with Disabilities Act design requirements.
TR-2.1: Work with state, regional, and local agencies to meet or do better than meet air and water quality standards.	<p>The Lynnwood Link Extension could improve air quality by promoting a reduction in automobile use with the introduction of a new transit alternative in the project corridor.</p> <p>The Lynnwood Link Extension would include stormwater detention and treatment to address impacts related to stormwater runoff. Sound Transit’s Environmental Sustainability and Management System requires that low-impact operational stormwater management techniques be investigated and considered during the project design.</p>
TR-2.4: Through the environmental review process, mitigate transportation projects to minimize pollution, noise, glare, and other adverse impacts.	The Final EIS outlines the avoidance, minimization, and mitigation measures for potential air quality, noise, visual, and other environmental impacts in the proposed Mountlake Terrace Transit Center, Mountlake Terrace Freeway Station, and optional 220th Street SW Station areas associated with both the construction and the operation of the Lynnwood Link Extension.
TR-2.6: Encourage the provision of landscaping adjacent to transportation facilities for the purposes of stormwater management, noise reduction, air quality improvements, visual appearance, and pedestrian safety.	Same as TR-2.4 above.
TR-2.8: Support mode shifts from single-occupancy vehicles to alternative modes such as walking, bicycling, carpooling, vanpooling, and transit to reduce negative impacts to the environment caused by fossil-fueled	The Lynnwood Link Extension would provide a fast, efficient, and reliable transportation system as an alternative to single-occupancy vehicles and provide linkages to other travel modes, including rail, buses,

Table 4.2-13. Lynnwood Link Extension’s Consistency with the Goals and Policies of the City of Mountlake Terrace Comprehensive Plan

Specific Goals and Policies	Discussion
transportation.	bicycling, and walking.
TR-3.1: Provide an efficient system for multiple modes of transportation.	Same as TR-2.8 above.
TR-4.8: Provide mobility for people driving, walking, bicycling, and using transit.	Same as TR-2.8 above.
TR-4.11: Ensure that multimodal concurrency standards are met by implementing critical pedestrian, bicycle, and transit improvements.	Same as TR-2.8 above.
TR-5.4: Encourage parking facilities, including park-and-ride facilities, to provide for mixed uses and multiple purposes.	The Preferred Alternative and Alternatives B1 and B2A of the Lynnwood Link Extension would place the proposed Mountlake Terrace light rail station at the Mountlake Terrace Transit Center near the existing Community Transit park-and-ride lot. An option for the Preferred Alternative and Alternative B2A would also develop a station at 220th Street SW. Lynnwood Link Extension would support transit-oriented development by encouraging greater density and a mixture of land uses to occur in the station areas, consistent with the City’s land use plans.
TR-5.6: Provide for transportation projects needed to accommodate the City’s share of future growth.	The Lynnwood Link Extension would support mixed-use (commercial, office, and residential) development to allow growth at a greater density where existing land use policies and regulations allow, and provide connections to urban centers with a fast, efficient, and reliable transit system.
TR-6.1: Encourage public transportation to be extended throughout the City at a level of service appropriate to the type of development in each area.	The Lynnwood Link Extension would have 4-minute headways during peak hours, 10-minute headways during midday and early evening hours, and 15-minute headways during early morning and late evening hours.
TR-6.3: Encourage improved transit service to other local and regional jurisdictions and to employment, shopping, and educational centers, including those in King County.	The Lynnwood Link Extension would provide fast, reliable, and efficient connections to the other urban centers in the project corridor and to other urban communities as well as regional destinations.
TR-6.4: Incorporate transit agency participation into the development review process, where applicable, to ensure site plans for new projects are compatible with and provide infrastructure necessary to support public transportation.	Sound Transit and the City of Mountlake Terrace have been coordinating throughout the Lynnwood Link Extension planning phase and will continue to do so throughout the entire project.
TR-6.5: Continue to facilitate the expansion of Link light rail from Seattle to Mountlake Terrace, primarily within the eastern portion of the Interstate 5 (I-5) right-of-way, and to include a light rail station in Mountlake Terrace at approximately I-5 and 236th Street SW, which shall be built in a manner that allows access from the recently built	The Lynnwood Link Extension would expand Link light rail north from Northgate through the cities of Shoreline, Mountlake Terrace, and Lynnwood. The Preferred Alternative and Alternatives B1 and B4 would travel primarily within the eastern portion of the I-5 right-of-way. While the Preferred Alternative and

Table 4.2-13. Lynnwood Link Extension’s Consistency with the Goals and Policies of the City of Mountlake Terrace Comprehensive Plan

Specific Goals and Policies	Discussion
transit center.	Alternatives B1 and B2A would have the Mountlake Terrace Transit Center Station located at the recently built Mountlake Terrace Transit Center, Alternative B4 would have the Mountlake Terrace Freeway Station located within the I-5 right-of-way. The Preferred Alternative and Alternatives B1 and B2A route would travel within the eastern portion of the I-5 right-of-way up to the Mountlake Terrace Transit Center Station at the existing Mountlake Terrace Transit Center, and then cross to the west side of I-5 as it continues north.
TR-6.8: Support transit ridership by providing strong pedestrian linkages to the Mountlake Terrace Transit Center and future light rail station.	The proposed Mountlake Terrace Transit Center, Mountlake Terrace Freeway Station, and optional 220th Street SW Station would be designed to encourage pedestrian and nonmotorized accessibility.
TR-6.9: Preserve right-of-way and private land necessary for the construction of light rail.	After completion of the EIS process, selection of the Preferred Alternative, and final design, Sound Transit would begin the right-of-way acquisition process.
TR-6.10: Encourage development of high-capacity transit (especially light rail) on I-5 and express buses on I-5 and SR 99 to serve Mountlake Terrace.	The Lynnwood Link Extension would provide mass transit service to the City of Mountlake Terrace, generally following I-5, as well as to other urban centers along the project corridor and adjacent centers associated with the Central Link and Northgate Link Extension projects.
TR-6.11: Support innovative programs and encourage transit-oriented development to attract transit riders and make ridership convenient, fast, and comfortable.	The Lynnwood Link Extension would provide the opportunity for development of transit-oriented development within designated urban centers.
TR-7.1: Provide for a pedestrian system that: a. Connect residences, businesses, schools, parks, transit facilities, and civic buildings.	The Lynnwood Link Extension would support transit-oriented development in the proposed Mountlake Terrace Transit Center, Mountlake Terrace Freeway Station, and optional 220th Street SW Station areas in Mountlake Terrace that allow for increased density and would increase the walkability of the surrounding area.
TR-7.2: Maintain and enhance the pedestrian system by: f. Providing for convenient connections to frontage pedestrian systems and transit facilities.	The proposed Mountlake Terrace Transit Center, Mountlake Terrace Freeway Station, and optional 220th Street SW Station would be designed to encourage pedestrian accessibility.
TR-7.3: Prioritize improvements for sidewalks and pedestrian paths using the following criteria: e. Is this route also a route for transit or provide access to transit?	Same as TR-7.2 above.
TR-7.7: Incorporate pedestrian-oriented design into street improvements, street standards, and development projects.	Same as TR-7.2 above.

Table 4.2-13. Lynnwood Link Extension’s Consistency with the Goals and Policies of the City of Mountlake Terrace Comprehensive Plan

Specific Goals and Policies	Discussion
TR-9.6: Reduce the need for parking facilities by increasing mode split from walking, bicycling, and transit.	The Lynnwood Link Extension would provide a fast, efficient, and reliable mode of travel as an alternative to single-occupancy vehicles and provide service to other urban centers in the project corridor and the region.

Mountlake Terrace Town Center, Freeway/Tourist District, and Multifamily Development Design Standards

Plan Summary

The City of Mountlake Terrace’s Town Center, Freeway/Tourist District Design Standards and Multifamily Development Design Standards were adopted in 2008 and 2010, respectively. They present standards that apply to all development and redevelopment in the noted areas. The design elements for the Town Center, Freeway/Tourist District are intended to foster a cohesive pattern of development that supports pedestrian activity and transit-oriented development. The Design Standards for Multifamily Development similarly presents standards that apply to all development and redevelopment with respect to multifamily developments.

Consistency with Lynnwood Link Extension

Sound Transit would develop design criteria that provide a consistent architectural theme for all elevated elements and for features such as stations while also reflecting the character of individual station areas. These criteria would be developed with input from the Cities through which the project corridor passes (Seattle, Shoreline, Mountlake Terrace, and Lynnwood). Visual and aesthetic resources are discussed in Section 4.5 of the Final EIS.

Mountlake Terrace Economic Vitality Strategy

Plan Summary

Mountlake Terrace’s Economic Vitality Strategy, which was adopted in 2008, identifies goals, action strategies, and implementation steps to build a quality community where residents and businesses thrive through the facilitation of mixed-use development; investments in parks, recreation, and cultural arts; and improvements to streets and public infrastructure.

Consistency with Lynnwood Link Extension

Table 4.2-14 summarizes relevant goals of the Economic Vitality Strategy and discusses how the Lynnwood Link Extension is compatible and in conformance with these goals and policies.

Table 4.2-14. Lynnwood Link Extension’s Consistency with the Goals and Policies of the Mountlake Terrace Economic Vitality Strategy

Specific Goals and Policies	Discussion
<p>Goal I: Create a Business and Development Climate that Facilitates Desirable Investment</p> <p>A. Continue to cultivate a culture supportive of economic development among City staff and residents.</p> <p>1. Define a Mountlake Terrace definition of “economic vitality” that is specific to the goals and values of Mountlake Terrace.</p> <p>Components include:</p> <ul style="list-style-type: none"> • Increase population and population density in support of environmental sustainability and to create economic vitality and enhance the community’s amenities and public services. 	<p>The Lynnwood Link Extension would support mixed-use development (commercial, office, and residential) in designated urban growth areas and would help focus the majority of growth in the proposed Mountlake Terrace Transit Center, Mountlake Terrace Freeway Station, and optional 220th Street SW Station areas in Mountlake Terrace where existing zoning and land use codes allow for greater densities. The increased density would allow for more efficient use of land, allowing for efficient provision of services and facilities and promoting walkable and cohesive neighborhoods.</p>
<p>Goal II: Strengthen the City’s Identity and Communications to Enhance the City’s Image.</p> <p>A. Continue to define and build upon Mountlake Terrace’s identity as a community.</p> <p>2. Incorporate discussion of the community’s values in the City’s communications with residents.</p> <p>Themes to address include:</p> <ul style="list-style-type: none"> • A connected city that is an integrated part of the greater Seattle metropolitan area linked by transportation and employment patterns. • An active regional partner in sustainability efforts and care for the larger Puget Sound environment. 	<p>Sound Transit would develop design criteria that provide a consistent architectural theme for all elevated elements and for features such as stations while also reflecting the character of individual station areas. These criteria would be developed with input from the Cities through which the project corridor passes (Seattle, Shoreline, Mountlake Terrace, and Lynnwood). Visual and aesthetic resources are discussed in Section 4.5 of the Final EIS.</p> <p>The Lynnwood Link Extension is part of the Link light rail system and would directly connect to the northern terminus of the system at the Northgate Station, which is now under construction. Stations along the Lynnwood Link Extension would be located in Shoreline, Mountlake Terrace, and Lynnwood. From any of these stations, riders could continue south on the Link system to the University of Washington, Capitol Hill, downtown Seattle, and SeaTac. Separate projects to extend light rail to the south or east will also allow direct connections to Bellevue, Redmond, and Federal Way.</p>
<p>B. Facilitate the development of the Town Center as a community gathering place.</p> <p>7. Encourage transit, walking, and bicycling connections within and around the Town Center</p> <p>i. Prioritize the connections between the Town Center and the Recreation Pavilion, and the Town Center and the transit center/freeway station using sidewalks, streetlights, greenery, and street art to encourage walking between these nodes.</p>	<p>The Lynnwood Link Extension would provide a fast, efficient, and reliable transportation system as an alternative to the use of single-occupancy vehicles and would also provide linkages to other travel modes, including rail, buses, bicycling, and walking. Mountlake Terrace’s Town Center would benefit from the connections Lynnwood Link Extension would provide among urban centers to the north as well as connections to adjacent communities served by the Central and Northgate Link Extensions.</p>

Mountlake Terrace Sustainability Strategy

Plan Summary

Mountlake Terrace’s Sustainability Strategy, which was adopted in 2008, identifies goals, action strategies, and implementation steps to create a livable community through the natural and built environment as well as to improve resource efficiency.

Consistency with Lynnwood Link Extension

Table 4.2-15 summarizes relevant goals of the Sustainability Strategy and discusses how the Lynnwood Link Extension is compatible and in conformance with these goals.

Table 4.2-15. Lynnwood Link Extension’s Consistency with the Goals and Policies of the Mountlake Terrace Sustainability Strategy

Specific Goals and Policies	Discussion
<p>Goal I: Establish a Strong Foundation and Supportive Culture for Sustainability</p> <p>E. Engage partners in a collaborative approach to sustainability</p> <p>2. Meet with Snohomish Public Utilities District, Community Transit, and Sound Transit in launch process of this Strategy and on an ongoing basis to assess opportunities for collaboration.</p>	<p>Sound Transit will continue to coordinate and work with the City of Mountlake Terrace on issues of sustainability regarding the Lynnwood Link Extension.</p>
<p>Goal III: Maximize Energy-Efficient Mobility Options that Connect City Residents to the Places where they Live, Work, and Play.</p> <p>G. Continue to work with Community Transit, Sound Transit, and King County Metro to improve commuting options and service</p> <p>1. Coordinate with transit agencies to enhance services within Mountlake Terrace through:</p> <ul style="list-style-type: none"> • Linkages among the Community Transit, Sound Transit, and King County Metro Systems serving the city • Promotion of the Community Transit Center 	<p>The Lynnwood Link Extension would bring to Mountlake Terrace a fast, efficient, and reliable transportation system that would also provide linkages to other travel modes, including rail, buses, bicycling, and walking. Residents of Mountlake Terrace would benefit from the connections Lynnwood Link Extension would provide among regional growth centers to the north as well as connections to adjacent communities served by the Central and Northgate Link Extensions.</p>
<p>2. Partner with Sound Transit to achieve light rail connectivity for Mountlake Terrace.</p>	<p>Sound Transit will continue to coordinate and work with the City on integrating the selected Mountlake Terrace station site with City plans.</p>
<p>3. Coordinate with the Washington State Department of Transportation, as well as transit agencies and others, to encourage transit-oriented development, recognizing opportunities associated with the new transit center and freeway station at I-5 and 236th Street SW.</p>	<p>The Lynnwood Link Extension would support transit-oriented development in the proposed Mountlake Terrace Transit Center, Mountlake Terrace Freeway Station, and optional 220th Street SW Station areas in Mountlake Terrace that allow for increased density and would also increase the walkability of the surrounding area. Sound Transit will continue to coordinate and work with the City on transit-oriented development at the selected Mountlake Terrace station site.</p>

Mountlake Terrace Transit-Oriented Development Report

Plan Summary

The City of Mountlake Terrace Transit-Oriented Development Report provides analysis on future mixed-use development options for the upper portion of the I-5 park-and-ride at 236th Street SW. It also provides guidance to the City’s efforts to identify opportunities for comprehensive plan elements, development regulations, and other tools that would encourage mixed-use housing and compatible transit-oriented development within the Mountlake Terrace urban core.

Consistency with Lynnwood Link Extension

The Lynnwood Link Extension would increase the opportunity for transit-oriented development to occur within Mountlake Terrace.

Mountlake Terrace Transit Service Strategy

Plan Summary

Mountlake Terrace’s Transit Service Strategy, which was adopted in 2010, identifies the City’s goals, priorities, and transit needs over the next 15 years. The Transit Service Strategy emphasizes the City’s support for transit and also acts as a roadmap to increase transit services in Mountlake Service. The Transit Service Strategy is also aimed at helping the City ensure that its land use goals for the Town Center and other neighborhoods are met.

Consistency with Lynnwood Link Extension

Table 4.2-16 summarizes relevant goals of the strategy and discusses how the Lynnwood Link Extension is compatible and in conformance with these goals and policies.

Table 4.2-16. Lynnwood Link Extension’s Consistency with the Goals and Policies of the Mountlake Terrace Transit Service Strategy

Specific Goals and Policies	Discussion
CITY ACTIONS	
<p>Goal 1: Provide municipal infrastructure to improve rider experience and increase ridership.</p> <ol style="list-style-type: none"> 1. Strive to ensure that sidewalks are available on both sides of the street on transit routes. 2. Consider transit signal priority in transportation projects. 5. Consider layover needs of any transit agency during roadway design. 	<p>The potential Mountlake Terrace Transit Center, Mountlake Terrace Freeway Station, and optional 220th Street SW Stations would include amenities and considerations of patrons’ needs, including weather protection, pedestrian comfort, and safety designs.</p>

Table 4.2-16. Lynnwood Link Extension’s Consistency with the Goals and Policies of the Mountlake Terrace Transit Service Strategy

Specific Goals and Policies	Discussion
<p>Goal 2: Accommodate light rail at or near Mountlake Terrace’s central station location—the Mountlake Terrace Transit Center.</p> <p>2. Once Sound Transit adopts a preliminary preferred alignment, consider adopting new regulations requiring all development along the preliminary preferred alignment to follow site design, which does not preclude light rail and will not require any demolition of recently built structures to construct light rail.</p>	<p>The Preferred Alternative and Alternatives B1 and B2A of the Lynnwood Link Extension would place the proposed Mountlake Terrace Transit Center Station at the Mountlake Terrace Transit Center, while Alternative B4 would have the Mountlake Terrace Freeway Station located on I-5.</p>
<p>Goal 3: Partner with transit agencies and local municipalities to garner the best possible service.</p> <p>1. Work with staff from Community Transit, Sound Transit, and King County Metro Transit to achieve our goals and their goals.</p>	<p>Sound Transit will continue to coordinate with the City of Mountlake Terrace on the Lynnwood Link Extension planning and design.</p>
<p>Goal 4: Support Transit Oriented Development</p> <p>1. Provide for efficient land uses.</p> <p>2. Encourage mixed use projects in key locations, such as the Town Center.</p> <p>3. Continue to implement the plan—A Vision for Mountlake Terrace Town Center—to provide transit-oriented development in the city.</p> <p>4. Consider ways to enhance transit-oriented development such as adjusting development regulations on parcels near the Mountlake Terrace Transit Center.</p> <p>5. Encourage changes to Washington State laws to allow tax increment financing to ease the economic bottom line of constructing transit-oriented development.</p>	<p>The Lynnwood Link Extension would support transit-oriented development in the proposed Mountlake Terrace Transit Center, Mountlake Terrace Freeway Station, and optional 220th Street SW Station areas in Mountlake Terrace that allow for increased density. The increased density encourages more efficient use of land, thus allowing for an efficient provision of services and facilities as well as promoting walkable and cohesive neighborhoods. Sound Transit will continue to coordinate and work with the City on transit-oriented development at the selected Mountlake Terrace station site.</p>
<p>TRANSIT AGENCY ACTIONS</p>	
<p>Goal 1: Provide a higher level of service connecting the Town Center, North Melody Hill, and the Mountlake Terrace Transit Center than other areas of the city.</p> <p>1. Utilize taxpayer dollars on transit most efficiently by serving the densest land use areas in the city with proportionally more service than other areas of the city.</p> <p>2. Increase ridership per revenue hour in Mountlake Terrace by providing the greatest amount of service to the densest areas.</p> <p>3. Support transit-oriented development in the Town Center and North Melody Hill by providing necessary transit service.</p>	<p>Same as prior goal. The Lynnwood Link Extension would provide light rail transit service to the City of Mountlake Terrace, generally following I-5, as well as to other urban centers along the Lynnwood Link Extension corridor and adjacent centers associated with the Central Link and Northgate Link Extension projects.</p> <p>The Preferred Alternative and Alternatives B1 and B2A would place a light rail stop at the Mountlake Terrace Transit Center Station. The Preferred Alternative has an option for, and Alternative B2A includes, a station at 220th Street SW, which would also provide a connection from the transit center to the Melody Hill subarea. Alternative B4 would place a light rail station on the freeway adjacent to the existing transit center. Potential Lynnwood Link Extension station locations in</p>

Table 4.2-16. Lynnwood Link Extension’s Consistency with the Goals and Policies of the Mountlake Terrace Transit Service Strategy

Specific Goals and Policies	Discussion
<p>4. Support Commute Trip Reduction programs in North Melody Hill and the Town Center.</p> <p>5. Retain and enhance transit service to North Melody Hill and Town Center to guarantee developers that their developments will be well served by transit.</p>	<p>Mountlake Terrace were chosen for their proximity to existing and planned commercial, employment, and residential concentrations consistent with community plans and optimum ridership potential.</p>
<p>Goal 2: Balance access to transit with route efficiency in Mountlake Terrace.</p> <p>1. Provide transit service to neighborhoods in Mountlake Terrace.</p> <p>2. Provide connections to Town Center, North Melody Hill, the Mountlake Terrace Transit Center, and the Recreation Pavilion.</p>	<p>The Lynnwood Link Extension would provide a fast, efficient, and reliable transportation system and an alternative to the use of single-occupancy vehicles. It would also provide linkages to other travel modes, including rail, buses, bicycling, and walking. Neighborhoods in Mountlake Terrace would benefit from these connections.</p>
<p>Goal 3: Support regional connections to and from Town Center, North Melody Hill, and Mountlake Terrace Transit Center.</p> <p>1. Retain all day, bi-directional regional transit service to the Mountlake Terrace Transit Center from downtown Seattle and consider more all-day, bi-directional services.</p> <p>3. Support strong transfer synchronization from Mountlake Terrace Transit Center to North Melody Hill and Town Center to support regional trips.</p>	<p>The Lynnwood Link Extension is part of the Link light rail system and would directly connect to the northern terminus of the system at the Northgate Station, which is now under construction. Stations along the Lynnwood Link Extension would be located in Shoreline, Mountlake Terrace, and Lynnwood. From any of these stations, riders could continue south on the Link system to the University of Washington, Capitol Hill, downtown Seattle, and SeaTac. Separate projects to extend light rail east farther to the south will also allow direct connections to Bellevue, Redmond, and Federal Way.</p>
<p>Goal 4: Retain and enhance regional connections</p> <p>1. Downtown Seattle, University District, and Everett are major employment areas to which Mountlake Terrace residents need access.</p> <p>2. Reduce congestion on I-5 by enhancing transit service to the dense North Melody Hill and Town Center areas during peak commute times.</p> <p>3. Encourage easy access to regional transit as the system becomes more of a central spine with connections by synchronizing local transfers to regional transit.</p>	<p>The Lynnwood Link Extension would provide a fast, efficient, and reliable transportation system that would provide an alternative to the use of single-occupancy vehicles.</p> <p>Linking the urban centers with fast, reliable, and efficient transit would increase the effectiveness of bus transit service to outer areas of the Puget Sound region.</p> <p>This would help the overall transportation system operate more efficiently with fewer cars, and provide more walkable and livable communities with affordable transportation options.</p>
<p>Goal 5: Support direct connections to local centers</p> <p>1. Nearby centers in South Snohomish County and North King County, such as Downtown Lynnwood and Downtown Edmonds, are key connections for residents and employees.</p> <p style="padding-left: 20px;">a) Work to synchronize transfers at critical transfer areas, such as the Edmonds Ferry Terminal and the Lynnwood Transit Center.</p> <p>2. Encourage these routes to be bi-directional.</p>	<p>Same as Goal 4 above.</p>

Table 4.2-16. Lynnwood Link Extension’s Consistency with the Goals and Policies of the Mountlake Terrace Transit Service Strategy

Specific Goals and Policies	Discussion
<p>Goal 6: Encourage better connections over county line.</p> <ol style="list-style-type: none"> 1. The boundary between Snohomish and King Counties is arbitrary and cuts off transit service arbitrarily. Encourage better local cross-country service across the county line to increase transit usage. 2. Work with Cities such as Shoreline to improve service across the county line. 3. Consider transit partnerships to provide routes which go further into each county. 	<p>Same as Goal 4 above.</p>
<p>Goal 7: Accommodate light rail at or near Mountlake Terrace’s preferred light rail station location—the Mountlake Terrace Transit Center.</p> <ol style="list-style-type: none"> 1. Encourage Sound Transit to adopt a preliminary preferred alignment and station in the vicinity of the Mountlake Terrace Transit Center. 2. If resources allow, consider a second station in the vicinity of 220th Street SW and I-5. 	<p>The Preferred Alternative and Alternatives B1 and B2A of the Lynnwood Link Extension would place a light rail stop at the Mountlake Terrace Transit Center. The Preferred Alternative has an option for, and Alternative B2A includes, a station at 220th Street SW near I-5. Alternative B4 would place a light rail station on I-5 adjacent to the existing transit center.</p>
<p>Goal 8: Maintain usefulness of the freeway flyer station once the light rail station is operational.</p> <ol style="list-style-type: none"> 1. The investment in the freeway flyer station should remain useful once the light rail extension is constructed. 2. Consideration should be given for a transfer point to light rail from other regional service, which will continue northward, such as the Sound Transit Route 510 or Community Transit routes. 	<p>Alternative B4 of the Lynnwood Link Extension would place a light rail station on I-5 at the Mountlake Terrace Freeway Station adjacent to the existing transit center. The freeway station would be extended to the north, retrofitted to accommodate light rail trains, and closed to bus use. Under all Segment B alternatives, the Lynnwood Link Extension could be inconsistent with Goal 8 if the alternatives lead to the closure of the freeway flyer station. However, when Sound Transit identified a Preferred Alternative for evaluation in the Final EIS, it directed further study of potential reuse of the flyer station.</p>

Melody Hill Subarea Plan

Plan Summary

Mountlake Terrace’s Melody Hill Subarea Plan, which was adopted in 2006, provides a long-term vision and plan for a 20-year period at a more detailed level than in the City’s Comprehensive Plan. The subarea plan identifies major planning issues and provides recommendations, goals, and policies specific to the Melody Hill subarea to promote community livability, economic vitality, pedestrian and nonmotorized improvements, transportation mobility, improved access to the Interurban Trail, and a healthy environment.

Consistency with Lynnwood Link Extension

Table 4.2-17 summarizes relevant goals of the Melody Hill Subarea Plan and discusses how the Lynnwood Link Extension is compatible and in conformance with these goals and policies.

Table 4.2-17. Lynnwood Link Extension’s Consistency with the Goals and Policies of the Melody Hill Subarea Plan

Specific Goals and Policies	Discussion
<p>Goal MH-1: Efficient use of land</p> <p>Policy MH-1.1: Encourage efficient use of existing buildable lands, including vacant and redevelopable sites.</p>	<p>The Lynnwood Link Extension would support mixed-use development (commercial, office, and residential) in designated urban growth areas and would help focus the majority of growth in the proposed Mountlake Terrace Transit Center, Mountlake Terrace Freeway Station, and optional 220th Street SW Station areas in Mountlake Terrace where existing zoning and land use codes allow for greater densities. The increased density would allow for more efficient use of land, thus allowing for efficient provision of services and facilities, as well as promoting walkable and cohesive neighborhoods and protecting those areas where growth is not encouraged.</p>
<p>Policy MH 1.4: Establish a land use pattern that complements the community’s physical characteristics, enhances neighborhood livability, and promotes economic development in the Melody Hill subarea.</p>	<p>Same as above. The Preferred Alternative has an option for, and Alternative B2A includes, a station at 220th Street SW near I-5.</p>
<p>Goal MH-2: High-quality development</p> <p>Policy MH-2.5: Require commercial, industrial, and office development within the subarea to integrate pedestrian connections/improvements and transit access in their plans.</p>	<p>Same as Policy MH-1 above.</p>
<p>Goal MH-6: Neighborhood walkability</p> <p>Policy MH-6.1: Encourage a pedestrian and transit friendly neighborhood commercial center node at 220th Street/66th Avenue West.</p>	<p>The Preferred Alternative has an option for, and Alternative B2A includes, a potential station at 220th Street SW near I-5.</p> <p>The Lynnwood Link Extension would provide an alternative travel mode to single-occupancy vehicles and support the increased density currently existing and planned for after construction.</p> <p>Some pedestrian facilities such as sidewalks and street crossings would be improved as part of the project. There would also be improved pedestrian access to transit and the project would promote a more walkable neighborhood.</p>
<p>Goal MH-8: Neighborhood access and mobility</p> <p>Policy MH-8.3: Prioritize funding for transportation projects that emphasize safety, maintenance of existing facilities, mobility, demand management, linkages with regional transportation systems, and congestion reduction.</p>	<p>The Lynnwood Link Extension would provide a fast, efficient, and reliable mode of travel as an alternative to single-occupancy vehicles and provide connections to other urban centers in the project corridor and the region.</p>

Table 4.2-17. Lynnwood Link Extension’s Consistency with the Goals and Policies of the Melody Hill Subarea Plan

Specific Goals and Policies	Discussion
<p>Goal MH-10: Convenient transit access</p> <p>Policy MH-10.1: Minimize negative impacts of traffic by continuing to develop non-motorized alternatives and encouraging transit, carpools, and other measures that reduce traffic congestion and pollution.</p>	Same as Goal MH-8 above.

City of Lynnwood Comprehensive Plan

Plan Summary

The City of Lynnwood’s Comprehensive Plan, which was first adopted in 1995 and most recently amended in 2011, provides coordinated goals, policies, maps, and strategies regarding the community’s development, investment, and quality of life. It takes a broad perspective for a 25-year period and incorporates future needs for population and employment growth. The plan consists of eight elements that each contains goals and policies for guiding growth in Lynnwood: Land Use; Transportation; Housing; Parks, Recreation, and Open Space; Cultural and Historic Resources; Environmental Resources; Economic Development, Capital Facilities, and Utilities; and Implementation. Sound Transit reviewed the elements to identify the applicable goals and policies. The only elements with applicable goals and policies were in the Land Use, Transportation, and Environmental Resources elements.

Consistency with Lynnwood Link Extension

Table 4.2-18 summarizes relevant elements of the plan and discusses how the Lynnwood Link Extension is compatible and in conformance with these goals and policies.

Table 4.2-18. Lynnwood Link Extension’s Consistency with the Goals and Policies of the City of Lynnwood Comprehensive Plan

Specific Goals and Policies	Discussion
LAND USE ELEMENT	
<p>Goal: A balanced land use pattern that prevents urban sprawl, preserves and enhances residential neighborhoods, protects environmentally sensitive areas, protects people and property from environmental hazards, promotes economic development, and encourages community redevelopment at appropriate locations, resulting in a high quality physical environment for residents, workers, and visitors.</p>	<p>The Lynnwood Link Extension would support mixed-use development in designated urban growth areas and help focus the majority of growth in the proposed 200th Street SW, Lynnwood Transit Center, and Lynnwood Park-and-Ride Station areas in Lynnwood where existing zoning and land use codes allow for greater densities. The increased density would allow for more efficient use of land, thus allowing for an efficient provision of services and facilities</p>

Table 4.2-18. Lynnwood Link Extension’s Consistency with the Goals and Policies of the City of Lynnwood Comprehensive Plan

Specific Goals and Policies	Discussion
	as well as promoting walkable and cohesive neighborhoods and protecting those areas where growth is not encouraged.
<p>Subgoal: Density: Assure that the density of development is consistent with the local and regional development patterns, with available and planned infrastructure, with Growth Management Act requirements, and with surrounding land uses.</p>	Same as the goal above.
<p>Subgoal: Development Balance: Assure that the ratio of land areas for various developed uses accommodates regional market needs while maintaining a good balance between urban developed and natural, or open, land allocations.</p>	<p>The Lynnwood Link Extension would encourage increased density and a mixture of land uses, which promotes transit and more walkable communities. The proposed station location with Alternative C1 would best promote walkability within the City Center, while Alternatives C2 and C3 would promote walkability by locating the station toward 44th Avenue West. Compared to Alternative C3, the Preferred Alternative (C3 Modified) also would avoid bisecting a large block to the east of 44th Avenue West that the City of Lynnwood has identified for high-density development in its City Center Plan.</p>
<p>Subgoal: Single-Family Housing Retention: Assure preservation of existing single-family neighborhoods and community identity through protection from conflict with or encroachment of incompatible land uses or activities.</p>	<p>Land use changes are regulated by jurisdictions. The Lynnwood Link Extension alternatives and the proposed 200th Street SW, Lynnwood Transit Center, and Lynnwood Park-and-Ride Station locations were chosen for their proximity to existing and planned commercial, employment, and residential concentrations consistent with community plans.</p>
<p>Subgoal: Urban Design: Establish and administer plans, policies, and regulations to improve the function and appearance of existing and new development and thereby enhance the livability and image of Lynnwood.</p>	<p>Lynnwood Link Extension facilities would be designed in coordination with the City to improve multimodal functions and seek opportunities to visually complement existing and future developments. Refer to Chapter 2 of the Final EIS for information on the project planning and development process.</p>
<p>Subgoal: Environment: Assure that developed uses of land avoid and protect environmentally sensitive areas and that such uses avoid and are protected from environmental hazard areas.</p>	<p>Sound Transit has considered environmentally sensitive areas in its development of the Lynnwood Link Extension alternatives and will continue to do so throughout project planning and development. Mitigation measures will be considered, as appropriate, for any impacts on environmentally sensitive areas that cannot be avoided.</p>
<p>Policy LU-6.1: The siting of public facilities shall follow these guideline:</p> <ul style="list-style-type: none"> a) Public facilities should be centrally located in their service area. d) Facilities that serve the entire city shall be easily accessible from all parts of the city and should be minimized and then mitigate use-generated traffic or 	<p>The locations for Lynnwood Link Extension stations in Lynnwood were chosen to take advantage of public transit infrastructure already in place to serve the project corridor’s travel needs. The proposed 200th Street SW, Lynnwood Transit Center, and Lynnwood Park-and-Ride Station sites met the needs for effective pedestrian, bicycle, transit, and automobile access. Also, adjacent</p>

Table 4.2-18. Lynnwood Link Extension’s Consistency with the Goals and Policies of the City of Lynnwood Comprehensive Plan

Specific Goals and Policies	Discussion
<p>other impacts to residential neighborhoods.</p> <p>e) Facilities that serve regional needs shall be located in close proximity to regional transportation systems (freeways, arterials, or major public transit lines); such facilities shall minimize and then mitigate use-generated traffic or other impacts to residential neighborhoods.</p> <p>f) Regional facilities shall also be located in close proximity to supporting services.</p> <p>g) Public facilities serving regional needs should also be located near supporting or complementary uses and away from residential areas.</p>	<p>land uses and their population and employment are to be considered, as well as opportunities for transit-oriented development. The Preferred Alternative (C3 Modified) would reconfigure parts of the existing park-and-ride in order to develop the light rail station and a larger parking garage. It would feature a plaza connecting to the intersection of 200th Street SW/Alderwood Mall Boulevard/44th Avenue West, nearer to the core of the City Center subarea.</p>
<p>Policy LU-8.3: Establish a program to preserve historically and culturally significant sites, buildings, structures, landscapes, trees and artifacts.</p>	<p>Sound Transit has considered historic and culturally significant resources in development of the Lynnwood Link Extension alternatives and will continue to do so throughout project development. Mitigation measures will be considered, as appropriate, for any impacts on historic and culturally significant resources that cannot be avoided.</p>
<p>Policy LU-8.4: Provide adequate setbacks, buffers, landscaping, visual screens, and appropriate building scale and architecture to make development compatible with nearby residential and other land uses.</p>	<p>Sound Transit would develop design criteria that provide a consistent architectural theme for all elevated elements and for features such as stations while also reflecting the character of individual station areas. These criteria would be developed with input from the Cities through which the project corridor passes (Seattle, Shoreline, Mountlake Terrace, and Lynnwood). Visual and aesthetic resources are discussed in Section 4.5 of the Final EIS.</p>
<p>Policy LU-8.19: Screening of elements such as recycling and waste collection areas, compactors and dumpsters, loading and service areas, and mechanical equipment shall be required so that these elements do not create a negative impact to the streetscape and nearby residential areas.</p>	<p>Same as Policy LU-8.4 above.</p>
TRANSPORTATION ELEMENT	
<p>Goal: To provide mobility for residents, visitors and commuters through a balanced system of transportation alternatives that supports the City’s land use vision, protects neighborhoods from transportation impacts and minimizes adverse impacts on the environment.</p>	<p>The Lynnwood Link Extension would bring to the City of Lynnwood light rail transit—a fast, reliable, and efficient mode of transportation that would provide linkages to other nonmotorized and transit options.</p> <p>Sound Transit has considered transportation mobility in development of the Lynnwood Link Extension alternatives and will continue to do so throughout project development. Mitigation measures will be considered, as appropriate, for any impacts on transportation mobility that cannot be avoided.</p>

Table 4.2-18. Lynnwood Link Extension’s Consistency with the Goals and Policies of the City of Lynnwood Comprehensive Plan

Specific Goals and Policies	Discussion
<p>Subgoal: Public Transit System: Work with the transit providers to make transit an attractive travel option for local residents, employees, and users of regional facilities.</p>	<p>The Lynnwood Link Extension would provide for an improved quality of life by providing a fast, efficient, reliable mode of travel, thus encouraging increased densities, where allowed, and promoting more walkable and cohesive neighborhoods.</p>
<p>T-11: Work with the transit providers to establish a hierarchy of transit services focused on three major elements: 1) neighborhood services, 2) local urban service, and 3) inter-community and regional services.</p>	<p>The Lynnwood Link Extension would focus on the element of inter-community and regional services.</p> <p>The Lynnwood Link Extension would be part of the Link light rail system and directly connect to the northern terminus of the system at the Northgate Station, which is now under construction. Stations along the Lynnwood Link Extension would be located in Shoreline, Mountlake Terrace, and Lynnwood. From any of these stations, riders could continue on the Link system to the University of Washington, Capitol Hill, downtown Seattle, and SeaTac. Separate projects to extend light rail to the south or east will also allow direct connections to Bellevue, Redmond, and Federal Way.</p>
<p>T-12: Continue working with Sound Transit on the development of the improvements to the park-and-ride lot.</p>	<p>Sound Transit and the City of Lynnwood have been coordinating through the Lynnwood Link Extension planning phase and will continue to coordinate throughout the entire project.</p>
<p>T-15: Work with private development and transit agencies to integrate transit facilities and pedestrian and bicycle connections to residential, retail, manufacturing, commercial office, and other types of developments.</p>	<p>Same as T-12 above.</p>
<p>T-15.A.: Ensure that Sound Transit’s approved ST 2 project that will extend light rail service under ST 2 to Lynnwood includes one light rail station in the Core District of the City Center, serving the City Center, and a separate station at the Lynnwood Transit Center serving commuters. Lynnwood will partner with Sound Transit to implement and secure funding for this extension. Construction of the City Center station should be completed with the original 2023 timeframe.</p>	<p>The Lynnwood Link Extension would extend light rail services to the city of Lynnwood. There is one station planned in Lynnwood with four alternatives. The Preferred Alternative (C3 Modified) would reconfigure parts of the existing park-and-ride in order to develop the light rail station and a larger parking garage. It would feature a plaza connecting to the intersection of 200th Street SW/Alderwood Mall Boulevard/44th Avenue West, nearer to the core of the City Center subarea. Alternative C1 would place the Lynnwood light rail station at 200th Street SW (the 200th Street Station), slightly north of the existing Lynnwood Transit Center. A plaza and walkways would connect the station to the existing transit center. Under the Preferred Alternative (C3 Modified) and Alternatives C2 and C3, the Lynnwood light rail station would be located at the existing Lynnwood Transit Center. A second station is currently not funded.</p>

Table 4.2-18. Lynnwood Link Extension’s Consistency with the Goals and Policies of the City of Lynnwood Comprehensive Plan

Specific Goals and Policies	Discussion
<p>Subgoal: Transportation Functionality and Safety: Maximize the functionality and safety of the local circulation system to guide the design of all transportation facilities, incorporating new materials and technology and responding to the needs of neighborhoods, visitors, and businesses.</p>	<p>The Lynnwood Link Extension would be designed to maximize safety and provide fast and reliable transit access between urban centers and regional destinations.</p>
<p>T-24.6: Encourage land uses that would generate relatively low volumes of traffic, or complementary peak periods, or would have the potential to increase the use of public transportation systems.</p>	<p>The Lynnwood Link Extension would provide an alternative to single-occupancy vehicles; maintain mobility; and provide fast, efficient, and reliable connections to urban centers. It would also encourage increased density and a mixture of land uses, which promote transit and more walkable communities.</p>
<p>Subgoal: Environmental Factors: Minimize the impacts of the transportations system on the city’s environment and neighborhood quality of life.</p>	<p>The Lynnwood Link Extension would provide for an improved quality of life by providing a fast, efficient, reliable mode of travel; encouraging increased densities where allowed; and promoting more walkable and cohesive neighborhoods.</p>
<p>T-27: Evaluate projects and programs for consistency with environmental issues such as climate change, conservation, and sustainability as required by law and deemed appropriate.</p>	<p>The Final EIS evaluates the Lynnwood Link Extension for environmental issues as required under both the National Environmental Policy Act and the State Environmental Policy Act. The Lynnwood Link Extension would also be designed to comply with Sound Transit’s Sustainability Program.</p>
<p>T-28: Minimize consumption of natural resources through the efficient coordination of traffic flow, the promotion of non-motorized alternatives, and the use of public transit.</p>	<p>The Lynnwood Link Extension would promote a reduction in automobile use by introducing a new, fast, reliable transit alternative that could result in improved air quality and conserve energy.</p>
<p>T-29: Minimize spillover parking from commercial areas, parks and other facilities encroaching on residential neighborhoods.</p>	<p>In neighborhoods where parking is currently not restricted, Sound Transit would work with the applicable jurisdictions to implement prevention strategies (i.e., time limits or neighborhood permit programs) where appropriate.</p>
<p>T-30: Preserve the safety of residential streets and the livability of residential neighborhoods by discouraging non-local traffic on streets classified as residential streets.</p>	<p>The Lynnwood Station would generate new vehicle trips to and from the park-and-ride lot because more capacity would be provided with the light rail alternatives. Trips to and from the station would be expected to use arterial streets; traffic volumes on local residential streets are not likely to increase due to increased park-and-ride use.</p>
<p>T-31: Develop a strong neighborhood traffic control program to discourage cut-through traffic on non-arterial streets.</p>	<p>Sound Transit and the City of Lynnwood have been coordinating through the Lynnwood Link Extension planning phase and will continue to coordinate throughout the entire project.</p>

Table 4.2-18. Lynnwood Link Extension’s Consistency with the Goals and Policies of the City of Lynnwood Comprehensive Plan

Specific Goals and Policies	Discussion
ENVIRONMENTAL RESOURCES ELEMENT	
<p>Subgoal ER-2: Conservation of Resources and Recycling: A city government that strives to reduce consumption of resources; minimizes waste; reduces pollution; uses new technologies; promotes conservation, reuse, and recycling; encourages non-automotive transportation; and promotes the use of alternative fuels.</p>	<p>The Lynnwood Link Extension would promote a reduction in automobile use by introducing a new, fast, reliable transit alternative that could improve air quality and conserve energy.</p>
<p>Objective ER-2.1: Recycle and conserve resources through the implementation of the following policies: Policy ER-2.6: Work to reduce emissions of greenhouse gases from transportation by encouraging the use of non-automotive transportation by city employees and the public and measures that reduce vehicle miles traveled.</p>	<p>The Lynnwood Link Extension would be powered by electricity. In the Puget Sound region and areas the Lynnwood Link Extension would serve, non-polluting hydropower is a major source of power. The Lynnwood Link Extension would result in a decrease of greenhouse gases during operation by reducing vehicle miles and hours traveled. The Lynnwood Link Extension would further promote regional policies related to reducing dependence on single-occupancy vehicles and increasing nonmotorized travel modes, especially within urban centers.</p>
<p>Subgoal ER-8: Air Quality: Raise Lynnwood’s level of livability by supporting efforts to reduce urban environmental air pollution and increase indoor environmental quality in city-owned buildings.</p>	<p>Same as Objective ER-2.1 and Policy ER-2.6 above. In addition, the Lynnwood Link Extension would help reduce air pollution and conserve energy. The Lynnwood Station alternatives would be located in areas designated for increased density, and the Lynnwood Link Extension would provide direct and frequent access to other centers in the project corridor, as well as provide connections to regional destinations. Promoting transit and walkable communities would reduce vehicle miles and hours traveled and therefore would help reduce air pollution.</p>
<p>Objective ER-8.1: Support the reduction of urban environmental air pollution to establish standards. Policy ER-8.1: Strive to reduce air pollution from all sources, including transportation, wood burning and industrial activities through appropriate land use and transportation policies.</p>	<p>Same as Objective ER 2.1 and Subgoal ER-8 above.</p>
<p>Policy ER-8.2: Support regional growth management activities that help reduce the need for automobile transportation and related air pollution.</p>	<p>Same as Subgoal ER-8 above.</p>
<p>Policy ER-8.3: Promote clean-burning, alternative-fueled vehicles for use by large fleet operators, transit operators, and the public as a way of reducing impacts on air quality.</p>	<p>Same as Subgoal ER-8 above.</p>

Table 4.2-18. Lynnwood Link Extension’s Consistency with the Goals and Policies of the City of Lynnwood Comprehensive Plan

Specific Goals and Policies	Discussion
<p>Subgoal ER-10: Reduction of Noise Pollution: Minimize, to the extent practical, noise pollution through the implementation of the following policies:</p> <p>Policy ER-10.6: Promote actions, such as equipment modifications and operational limits that reduce noise from transportation modes, construction sites, industrial uses, and commercial business establishments.</p>	<p>Sound Transit's noise policy is committed to minimizing noise impacts that exceed applicable Federal Transit Administration and Federal Highway Administration noise standards at the source. In addition, Sound Transit has committed to a maintenance program that includes periodic rail grinding or replacement, wheel truing or replacement, vehicle maintenance, and operator training, which help to maintain low noise levels along transit corridors. Refer to Section 4.7, Noise and Vibration, of the Final EIS for mitigation of noise impacts.</p>

Lynnwood Access Study

Plan Summary

The Lynnwood Access Study provides an analysis of I-5 operations in the near term and the future, including local transportation improvements to support access, egress, and through traffic for the city of Lynnwood and the City Center Subarea to and from I-5. This study considered the City Center Master Plan land use and traffic improvements proposed through 2025 and PSRC regional growth forecasts through 2032.

Consistency with Lynnwood Link Extension

The Lynnwood Access Study was reviewed by Sound Transit and incorporated, as relevant, into the planning and design of the Lynnwood Link Extension.

Lynnwood City Center Subarea Plan

Plan Summary

The Lynnwood City Center Subarea Plan, which was first adopted in 2005 and last revised in 2007, outlines a vision for the City Center in which the area will evolve from existing automobile-oriented land uses into a compact, vibrant downtown area with mixed-use, pedestrian-friendly, and transit-supportive land uses. The plan provides the legal and policy underpinnings for revisions to the City’s codes, Capital Facilities Program, and administrative structure to allow for and encourage development within the City Center.

Consistency with Lynnwood Link Extension

Table 4.2-19 summarizes relevant elements of the City Center Subarea Plan and discusses how the Lynnwood Link Extension is compatible and in conformance with this plan.

Table 4.2-19. Lynnwood Link Extension’s Consistency with the Goals and Policies of the Lynnwood City Center Subarea Plan

Specific Goals and Policies	Discussion
LAND USE	
<p>CCLU 2: Concentration and Intensity</p> <p>The City Center will be the focus of high concentrations of development, containing multi-story buildings, multiple residential development, parking structures, and a variety of civic buildings and spaces.</p>	<p>The Lynnwood Link Extension would support mixed-use development (commercial, office, and residential) in designated urban growth areas and would help focus the majority of growth in the potential 200th Street SW Station, Lynnwood Transit Center, and Lynnwood Park-and-Ride Station areas where existing zoning and land use codes allow for greater densities. The increased density would allow for more efficient use of land, thus allowing for an efficient provision of services and facilities, as well as promoting walkable and cohesive neighborhoods.</p>
TRANSPORTATION	
<p>CCT 11: Reduce Vehicle Trips</p> <p>Work with City Center property and business owners to develop and implement effective vehicle demand management strategies to reduce vehicle trips generated by commuting City Center workers.</p>	<p>The Lynnwood Link Extension would reduce dependency on automobiles by providing a fast, efficient, and reliable mode of travel with linkages to other modes, and also support development in those areas targeted for growth.</p>
<p>CCT 12: Increase Transit Service</p> <p>Work with Community Transit and Sound Transit to increase transit services for the City Center.</p>	<p>The Lynnwood Link Extension would provide mass transit, which is a fast, reliable, and efficient mode of travel that would provide linkages to other nonmotorized and transit options.</p>
<p>CCT 15: Bicycle Storage</p> <p>Provide bicycle storage facilities or bicycle racks at the transit center and other destinations within the City Center.</p>	<p>The Lynnwood Link Extension would support Sound Transit’s updated Bicycle Policy (2009) to integrate bicycles with regional transit services and facilities where land regulations allow. Basic elements of the policy include providing a convenient means to secure bicycles, short- and long-term bicycle parking, and a facility design and layout that accommodate both bicycle and pedestrian movements.</p>
<p>CC 19: Mixed Use Development</p> <p>Allow mixed-use developments to provide reduced parking supply.</p>	<p>The Lynnwood Link Extension would support transit-oriented development by allowing greater density and a mixture of land uses in the potential 200th Street SW Station, Lynnwood Transit Center, and Lynnwood Park-and-Ride Station areas. The increased density would allow for more efficient use of land, thus allowing for an efficient provision of services and facilities, as well as promoting walkable and cohesive neighborhoods.</p>

Lynnwood City Center Design Guidelines

Plan Summary

The Lynnwood City Center Design Guidelines set forth guidelines for all development and redevelopment within the Lynnwood City Center. These guidelines are based on the Planning and Urban Design Principles of the City Center Subarea Plan.

Consistency with Lynnwood Link Extension

Sound Transit would develop design criteria that provide a consistent architectural theme for all elevated elements and for features such as stations while also reflecting the character of individual station areas. These criteria would be developed with input from the Cities through which the project corridor passes (Seattle, Shoreline, Mountlake Terrace, and Lynnwood).

City of Lynnwood Mode Split for City Center Street Master Plan

Plan Summary

The City of Lynnwood Mode Split for City Center Street Master Plan was prepared to include an analysis of the effects of the proposed ST2 projects, including light rail transit extensions into the City Center, station placements within the City Center, and opportunities for station placement to serve as a catalyst for transit-oriented development. This report also evaluates alternative station locations from the perspective of general transit guidelines and the City of Lynnwood.

Consistency with Lynnwood Link Extension

The Lynnwood Link Extension would extend light rail services to the City of Lynnwood. There is one station planned in Lynnwood with four alternatives. Alternative C1 would place the Lynnwood light rail station at 200th Street SW (the 200th Street Station), slightly north of the existing Lynnwood Transit Center. A plaza and walkways would connect the station to the existing transit center. Under Alternatives C2 and C3, the Lynnwood light rail station would be located at the existing Lynnwood Transit Center. The Preferred Alternative (C3 Modified) would reconfigure parts of the existing park-and-ride in order to develop the light rail station and a larger parking garage. It would feature a plaza connecting to the intersection of 200th Street SW/Alderwood Mall Boulevard/44th Avenue West, nearer to the core of the City Center subarea.

The analysis presented in the City of Lynnwood Mode Split for City Center Street Master Plan was reviewed by Sound Transit and considered in developing the project alternatives.

Lynnwood Local Improvement District Feasibility Study

Plan Summary

The Lynnwood Local Improvement District (LID) Feasibility Study collected property data and developed a range of potential special benefits that could be used to estimate the potential for LID funding for transportation infrastructure in the City Center subarea.

Consistency with Lynnwood Link Extension

The results of the Lynnwood LID Feasibility Study were reviewed by Sound Transit as part of the collaborative approach to considering station area planning with the City. Sound Transit supports these and other local funding mechanisms as a way to help provide supporting infrastructure to maximize the benefits of the regional transit investment.

APPENDIX I-4.5
Visual and Aesthetic Resources

APPENDIX I-4.5 VISUAL AND AESTHETIC RESOURCES — BACKGROUND INFORMATION

Introduction

This description of the existing visual conditions within the Lynnwood Link Extension Project study area is based on the visual assessment system developed by the Federal Highway Administration (FHWA). The approaches and terminology used in this assessment are found in FHWA's Visual Impact Assessment for Highway Projects (FHWA 1981). This appendix also assesses the project's consistency with visual resource goals and policies of relevant agencies, including the Washington State Department of Transportation (WSDOT), which is responsible for the Interstate 5 (I-5) corridor, and local government comprehensive plans.

The assessment of existing visual quality is concerned with the character of the visual experience for a typical viewer. The assessment of visual quality is subjective. A person perceiving the visual environment brings personal and cultural frames of reference to the discernment and evaluation of visual information. There is, however, broad agreement in federal, state, and local regulations as well as from research that establishes general public consensus on what constitutes a desirable visual environment.

The WSDOT Roadside Policy Manual (M 3110.01) provides the most explicit guidance for the treatment of portions of the right-of-way outside the vehicular travel lands. This applies to all lands managed by WSDOT and may extend to sites outside the right-of-way boundaries. Within the project area, there are two relevant classifications:

- **Forested Roadside:** The Forested landscape is predominantly natural or naturalized trees. A Forested roadside is characterized by natural-appearing landforms and native trees and/or understory vegetation. Zone 2 may be meadow or shrubs. Forest may appear different from location to location due to climatic and elevation differences.
- **Built Character:** Built character indicates a landscape in which human elements and structures are notable or predominant in the overall context. Built character includes suburban and urban areas. Once structures dominate the natural environment and human manipulation of the land is dominant, the roadside is considered to have a Built classification. Vegetation may be native or non-native within a setting that has a predominance of built elements such as buildings, walls, and bridges. In some locations, a more consistent, refined appearance is evident throughout the management zones. Special attention is given to architectural detail within suburban and urban areas and on Scenic Byways. Roadside management is used to develop a consistent, informal, and moderately refined appearance.

WSDOT uses a system of zones to categorize roadside activities. Figure 1 shows those zones as they relate to Project Design and Maintenance activities.

These zones are all outside of the travelled roadway and shoulders.

Zone 1 includes areas adjacent to the pavement that are vegetation-free or routinely mowed.

Zone 2 includes the “Clear Zone” as defined in the Design Manual as the roadside border area available for use by errant vehicles. This area may consist of a shoulder, a recoverable slope, a no recoverable slope, and/or a clear run-out area. The median is part of a clear zone. In a Forested Roadside, Zone 2 may be meadow or shrubs.

Zone 3 includes the area beyond the clear zone up to the right of way line and typically contains native or naturally occurring vegetation.

The WSDOT Design Manual (M 22-01.11)Chapter 900 also provides guidance.

The Washington State Department of Transportation (WSDOT) recognizes roadsides as an asset. WSDOT manages roadsides, balancing operational and environmental functions and lowest life cycle costs consistent with a reliable, safe, and sustainable transportation system. The roadside is the primary place used to blend transportation facilities into the context of the natural and built environments. The roadside is the green infrastructure that contributes to the transportation system. It integrates natural processes into the built environment and includes the concepts of low-impact development (LID).

Good roadside design coordinates many elements, including, but not limited to: structures; vegetation; signs; pedestrian and bicycle movement; stormwater treatment facilities; and other right of way functions. All the elements work together to provide visual continuity in the highway corridor. Highway Beautification Act Lands on I-5 include land outside of the right-of-way acquired in accordance with the Highway Beautification Act of 1965 (23 United States Code [USC] 319, Landscaping and Scenic Enhancement) which provided separate funding for roadside development. These lands were acquired in accordance with the following provisions:

- 23 Code of Federal Regulations (CFR) 752 .2 Policy
 - (a) Highway esthetics is a most important consideration in the Federal-aid highway program. Highways must not only blend with our natural, social, and cultural environment, but also provide pleasure and satisfaction in their use.
 - (c) The development of the roadside to include landscape development, safety rest areas, and the preservation of valuable adjacent scenic lands is a necessary component of highway development.

- 23 CFR 752.9 Scenic lands.
 - (a) Acquisition of interests in and improvement of strips of land or water areas adjacent to Federal-aid highways may be made as necessary for restoration, preservation, and enhancement of scenic beauty.
 - (b) Scenic strip interests may be acquired in urban or rural areas, combined in one or more projects, authorized separately whether or not there is or has been a Federal-aid project on the adjoining Federal-aid highway.
 - (c) Approval of acquisition and development of scenic strips on completed Interstate should be conditioned on a showing that the acquisition of scenic strips was considered under the Highway Beautification Program for that particular section of Interstate.

If any of these areas are altered or used for other purposes, FHWA requires mitigation for the square footage and function.

1.1 Local Jurisdictions

Local jurisdictions have a variety of policies and regulations that relate to visual quality, aesthetics, and neighborhood character. Washington State's Growth Management Act (GMA) requires state and local governments to manage statewide growth by identifying urban growth areas (UGAs) and preparing comprehensive plans, capital improvement programs, and development regulations. The GMA does not have specific mandates to consider visual and aesthetic concerns. The GMA, however, does refer to "ensuring the vitality and character of established residential neighborhoods" (Revised Code of Washington [RCW] 36.70A.070(2)). The comprehensive plans and land use regulations of the jurisdictions through which the proposed Lynnwood Link Extension routes pass are summarized to provide criteria to evaluate impacts of the proposed project alternatives.

City of Seattle

Seattle's most relevant policies are in the State Environmental Policy Act (SEPA) and Agency Decisions Specific environmental policies in the Seattle Municipal Code (SMC) 25.05.675(2)(a).

It is the City's policy to protect public views of significant natural and human-made features: Mount Rainer, the Olympic and Cascade Mountains, the downtown skyline, and major bodies of water, including Puget Sound, Lake Washington, Lake Union, and the Ship Canal, from public places consisting of the specified viewpoints, parks, scenic routes, and view corridors.

None of the public places from which views are protected are present within the project corridor except for I-5, which is designated a scenic route.

City of Shoreline

Shoreline's Comprehensive Plan Community Design Element Goals & Policies document contains a number of relevant policies generally similar to Goal CD I, as described in Appendix I-4.2, Land Use Plans, Goals, and Policies.

City of Mountlake Terrace

Mountlake Terrace's Comprehensive Plan Land Use Element contains a number of relevant policies generally similar to Policy LU-1.5, which includes the City's transportation facilities:

- Retain or enhance scenic views, whenever possible.

City of Lynnwood

Lynnwood's Comprehensive Plan Land Use Element contains a number of relevant policies, including the following:

- Views may be protected through height restrictions, sign controls, view corridor requirements, and landscaping regulations. View corridors are openings in the urban landscape that allow views of important features such as historical buildings, mountains, shorelines, and parks. Lynnwood's topography provides limited views of the Olympic and Cascade Mountains and Mount Rainier.

Specific regulations relating to transportation facilities include:

- 17.05.100 Aesthetics. A. Development which maintains and improves the existing aesthetic character of the community should be encouraged. It is the policy of the city that:
 - Existing vegetation should be preserved for the maximum possible time before being cleared for development.

STUDY AREA

The area of visual quality analysis is defined by the viewshed from which salient aspects of the proposed project alternatives can be seen. These viewsheds constitute the study area for the aesthetics and visual quality analysis. The analysis area extends at least 500 feet on either side of the project alignments, but in some cases the viewshed is larger, depending on topography, the scale of the project features, and viewpoints available.

The assessment of existing visual quality and viewsheds was based on site visits, examining aerial photographs, reviewing conceptual engineering drawings of the proposed alternatives, reviewing existing plans and policies, and preparing an inventory of relevant existing conditions.

Three concepts were used in defining existing visual quality within the viewsheds.

Visual Character refers to identifiable visual information. Visual character may be distinguished both at the level of specific elements and at the level of relationships among elements. The first step in assessing visual effects is to describe visual attributes and environmental features using objective descriptors (such as form, line, color, and texture).

Four key features are used to identify relationships between elements of the visual environment: dominance, scale, diversity, and continuity. The integration of these elements results in a complete description of the character of a view.

Dominance refers to the position of an individual element, or its extent or contrast among all the other elements of a view.

Scale refers to apparent size relationships between an element and the other components of its surroundings.

Diversity is a function of the number, variety, and intermixing of elements in a view.

Continuity refers to the maintenance of visual relationships between connected or related landscape features.

Viewers are categorized as having high, average, or low sensitivity to changes in the landscape they observe.

High Viewer Sensitivity generally describes the experience of people who are in an area to enjoy its visual features. Tourists and recreational users attracted to an area of natural beauty, or an urban landscape with unique features, or historic associations are among the most sensitive to visual features. Residents of an area also typically are very sensitive to change in the landscape because they are familiar with a landscape and view it frequently.

Average Viewer Sensitivity generally describes the experience of people who view the visual context as a secondary feature of other activities. People who are engaged in activities that require them to focus on features other than the landscape, such a driver passing through an area, are likely to be less sensitive to the visual context. An exception may be drivers with the option of selecting several routes who chose a particular route for its visual quality or drivers and passengers taking a scenic route. Persons at work or shopping or engaged in other purposeful activities may value a pleasant environment but generally are not at a specific location for the purpose of enjoying the scenery.

Low Viewer Sensitivity generally describes the experience of persons engaged in activities that render the quality of their surroundings as irrelevant or incidental.

Visual quality refers to the perception of the visual experience by viewers and is described in terms of several parameters.

Vividness refers to the way landscape components combine in distinctive and memorable visual patterns. For different landscapes, various elements may contribute to vividness.

Intactness refers to the integrity of natural and human-built visual patterns, the extent to which the scene “hangs together.” The evaluation of intactness also includes the extent to which the landscape is free from encroaching elements. Encroaching elements may include a single eyesore or multiple elements.

Unity refers to the visual coherence and compositional harmony of the landscape considered as a whole. It refers to the fit between elements of the landscape but does not connote uniformity in design or character. In some cases, landscapes also have unity due to a common design milieu or association with historical events.

The visual quality of an area has a complex relationship to viewer sensitivity. In an area with high visual quality, such as a spectacular view, a person who does not regularly see the view or is distracted by the driving experience may still place a high value on the view. In an area with low visual quality, persons still may object to views that fall short of their visual goals for the area.

1.2 Segment A Viewsheds

1.2.1 Viewshed 1: NE 92nd Street to NE 115th Street

Viewshed 1 is in the Northgate area, a large retail, office, multifamily, and institutional area with the Northgate Mall and surrounding shopping area as its main feature. A variety of moderate intensity office uses as well as large multifamily complexes are located on both sides of I-5. The 60-acre North Seattle Community College campus is west of I-5.

The southern boundary of Viewshed 1 is NE 95th Street. The south side of NE 95th Street is south of the planned Northgate Link Light Rail station. This street provides a readily identifiable topographical and visual break in the residential neighborhood to the south and a readily identifiable overpass on I-5 leading to a downgrade in which the Northgate Mall and North Seattle Community College are the most notable features.

The northern boundary of Viewshed 1 is NE 115th Street. The north side of NE 115th Street, which is within the residential area north of the Northgate commercial area, is the approximate boundary between multifamily development to the south

and single-family residential development to the north. This street is at the beginning of a highway curve where the character of I-5 changes.

The eastern boundary of Viewshed 1 is generally the topographic ridge east of Roosevelt Way (10th Avenue NE). The visual boundary is generally much narrower and defined by local topography and view blockage by mature trees or buildings. South of NE Northgate Way (NE 110th Street), views of the light rail corridor east of 3rd Avenue NE are generally blocked by large buildings, including Northgate Mall, the Thornton Place mixed-use development, and multistory buildings along 1st Avenue NE south of NE 100th Street. North of NE Northgate Way, views of the light rail corridor are limited to adjacent buildings and streets that end at I-5. Large multifamily buildings block views to NE 115th Street except from upper floors. North of NE 115th Street, single-family residences, large trees, and the noise wall along I-5 block most views from a distance greater than a city block. The exception would be with the proposed Alternative A3 elevated crossing over NE 117th Street.

The Viewshed 1 western boundary is generally the topographic ridge along Dayton Avenue North about a mile from I-5. The visual boundary is generally much narrower and defined by local topography and view blockage by mature trees or buildings. South of North 113th Street, views of the light rail corridor west of Meridian Avenue North are generally blocked by large buildings, including the North Seattle Community College and office and multifamily buildings. In most cases, views are limited to the upper floors of buildings facing I-5 because the highway is higher than the topography to the west. North of North 113th Street, views of the light rail corridor are limited by topography and noise walls along I-5. The exception would be the proposed Alternative A3 elevated crossing over NE 117th Street.

Northgate Mall occupies the area immediately east of the light rail corridor on the east side of I-5, with buildings up to 60 feet high that extend from Northgate Way (NE 110th Street) south to NE 103rd Street. The shopping center is surrounded by surface parking lots with landscaping that provides a continuous tree canopy when viewed from the middle distance. South of the shopping center is the Thornton Place mixed-use development, which consists of a multistory parking garage, a multistory theater complex, and a multistory residential use that extends to about NE 102nd Street. South of NE 102nd Street, existing uses consist of three- to five-story office buildings and residential uses. North of Northgate Way is a mix of multifamily uses ranging from two to five stories high and commercial uses ranging from one to several stories high. East of 5th Avenue NE, existing uses are primarily one-story retail with surface parking.

West of I-5, the largest use is North Seattle Community College between North 92nd Street and North 103rd Street. The college campus includes one- to three-story buildings and an extensive parking lot with extensive landscaping. North of

the college are four- to six-story office and residential buildings, with some smaller-scale retail along Northgate Way.

Visual Character

I-5 is about 350 feet wide (shoulder to shoulder) in the Viewshed 1 area, with interchange and collector-distributor lanes up to 600 feet wide. It is generally equivalent to 10 to 12 lanes south of Northgate Way. The highway character is consistent with the Roadside Classification Plan of semi-urban, which envisions a prevalence of built environment features intermixed with natural or naturalized elements.

The roadway orientation is almost due north-south. I-5 curves to the east at about North 113th Street. Views to the north end with a skyline of evergreen trees in the distance. To the south, the view terminates in a topographic break at about NE 87th Street. At the termination of the view, the highway corridor is framed on both sides by the tops of evergreen trees. The downtown Seattle skyline is not visible to the south from this viewshed.

I-5 is framed to the east by stands of native trees that vary in the extent to which they screen views. Northgate Mall and parking garages dominate the view in the middle distance. The eastern horizon elements consist of distant continuous stands of treetops.

The roadside to the west of I-5 in Viewshed 1 is framed by sparse vegetation to NE 112th Street, where a noise wall begins. Western horizon elements include continuous stands of treetops, with the upper floors of buildings at North Seattle Community College and apartment buildings dominating the middle distance between Northgate Mall, North 105th Street, and North 110th Street.

There are no major natural features on this section of I-5. The central visual element for vehicle occupants is the linear character of the horizontal travel lanes with consistent texture and color. The highway is framed by managed vegetation outside of travel lanes that varies in texture and color according to its density and maturity. In places, mature evergreen trees at the margins of the highway provide the dominant features of the corridor because of their greater visual interest as compared to linear features. In Viewshed 1, large-scale urban buildings such as the multistory Northgate Mall, offices, and apartment buildings dominate the landscape because they are the largest and most prominent features. Other elements have a variety of size, character, styles, and continuity in this viewshed.

East of I-5, the highway is a substantial component of the landscape for viewers in and west of large buildings such as Northgate Mall, offices, and apartment buildings. The highway is elevated above surrounding topography, and its linear features and vehicles on the roadway are screened to various extents by landscaping within the

right-of-way and landscaping, street trees, and parking lot trees that generally interrupt ground-level views to the west. East of the large buildings and in the residential areas farther to the east, the major component of views is large-scale urban buildings, which generally block views of I-5. West of I-5, the major component of views include multistory apartment and office buildings. I-5 is visible only from the closest buildings and parking lots because views are blocked by buildings and landscaping. The dominant elements in the landscape are large buildings with a diversity of scale and design features.

Viewer Sensitivity

Viewers of the landscape in the Viewshed 1 area consist of drivers and occupants of about 200,000 vehicles per day who travel through the area, drivers and occupants of vehicles on local arterials, and shoppers at Northgate Mall and other establishments. Office and residential occupants of multistory buildings are a much smaller component of the potential viewing population. All viewers are likely to be of low to average sensitivity.

Visual Quality

Visual quality of views from I-5 in Viewshed 1 is low. Vividness is low. There are no near, middle, or distant features that are distinctive or memorable. Intactness is moderate; the highway has consistent character consistent with the Roadside Classification Plan of semi-urban, with built environment features intermixed with natural or naturalized elements. Unity is low to moderate. The consistent character of I-5 travel lanes, with high-intensity urban uses on both sides moderated somewhat by vegetation, results in a moderate level of visual coherence and compositional harmony between the various elements of the highway and surrounding landscape.

Visual quality is low to medium for all viewer groups in land uses on both sides of I-5 in Viewshed 1. There are no distinctive or memorable features. Urban uses on both sides of I-5 provide some compositional harmony through similar building scale and moderately dense landscaping, which results in a similar street-level character over most of the area. The visual quality looking towards I-5 from the neighborhood is composed of prominent roadway elements and vehicles visible from nearby properties that vary from the scale and character of urban commercial and multi-family residential buildings and streetscapes. The visual character of Viewshed 1 is illustrated in photographs of Viewpoint 1 from I-5 northbound, Viewpoint 2 at 1st Avenue NE and NE 97th Street, and Viewpoint 3 at 1st Avenue NE and NE 113th Street.

1.2.2 Viewshed 2: NE 115th Street to NE 133rd Street

The northern boundary of Viewshed 2 is defined by a transition in topography as well as between a single-family residential area on the east side of I-5 and Jackson Park Golf Course. The topography slopes up gradually toward NE 130th Street.

The eastern Viewshed 2 boundary is generally the topographic ridge along 10th Avenue NE. The visual boundary is generally somewhat narrower and defined by mature trees that block views.

The western boundary is generally the topographic ridge along Corliss Avenue North about a half mile from I-5. The visual boundary is generally much narrower and is defined by mature trees that block views.

Viewshed 2 includes a single-family residential area on both side of I-5. There are a few churches and institutional uses in the area and a park on the west side of the freeway extending from NE 125th Street to NE 130th Street.

Visual Character

I-5 is 350 feet to 450 feet wide in Viewshed 2, with interchange and a collector-distributor lane on the east side equivalent to 10 lanes with no median. The highway exhibits a prevalence of built environment features, with noise walls on both sides and little landscaping and vegetation south of NE 130th Street. The visual character is dominated by the linear character of the horizontal travel lanes and the linear character of continuous noise walls, both of which have similar and consistent texture and color. The highway is framed by managed vegetation behind the noise walls, but the greater complexity of texture and color is a minor element because of the visual dominance of the framing noise walls.

The visual character of the residential areas on both sides of I-5 is provided by the similar character and design of small single-family residences on lots with lawn and landscaped areas. Large evergreen trees provide the dominate color and texture of distant views and are the dominant element above the roofline of residences. Streets have a consistent character from framing residences and landscaping. I-5 is not visible from most neighborhoods in Viewshed 2 because views are blocked by intervening buildings and landscaping. Views from within a residential block of I-5 are generally screened by a combination of topography, vegetation, and noise walls. Noise walls vary in their visual prominence when viewed from adjacent neighborhoods, largely due to the extent of vegetation on the residential side of the walls, which is generally substantial. I-5 is not visible as an encroaching element from surrounding neighborhoods.

Viewer Sensitivity

Residents of the single-family residential neighborhood on the east side of I-5 in Viewshed 2 and users of parks and churches are likely to be highly sensitive to changes in the visual context. Drivers and occupants of about 200,000 vehicles per day who travel through this viewshed on I-5 are likely to be of average sensitivity.

Visual Quality

The visual quality of I-5 south of 130th Street is low due to encroachment of noise walls and lack of intactness due to the low presence of vegetation between the noise walls and highway. There are no features that are distinctive or memorable in views available to vehicle occupants.

The visual quality of the surrounding neighborhoods is medium to high because of the compositional harmony of the similar-scale buildings and moderately dense landscaping that results in a similar street-level character over most of the viewshed. The visual quality looking towards I-5 from the neighborhood is composed of consistent scale and character of structures and vegetation. Vegetation and noise walls limit views towards the highway while providing a consistent background character.

The visual character of Viewshed 2 is shown in photographs of Viewpoint 4 at NE 113th Street and 3rd Avenue NE, Viewpoint 5 at the church at 3rd Avenue NE north of NE 117th Street, Viewpoint 6 at NE 124th Street east of 5th Avenue NE, Viewpoint 7 on 5th Avenue at NE 125th Street and Viewpoint 8 at Roosevelt Way NE (NE 130th Street) east of 5th Avenue NE.

1.2.3 Viewshed 3: NE 133rd Street to NE 152nd Street

The Viewshed 3 northern boundary is defined by a transition in topography as I-5 transitions from a downslope to a level section. The eastern viewshed boundary is the topographic ridge that extends to the northeast from 10th Avenue NE to near 4th Avenue NE near NE 145th Street. The western boundary is generally the topographic ridge along Burke Avenue North about a half mile from I-5. The visual boundary on both sides is generally much narrower and is defined by mature trees that block views.

Viewshed 3 includes the City of Seattle's Jackson Park Golf Course on the east side of I-5 and a single-family residential area and a private school campus on the west side. Views of I-5 are available from the fairways in the westerly portion of the golf course but are obscured in many areas by heavy vegetation between the I-5 travel lanes and 5th Avenue NE and between this arterial and the golf fairways. Views from the residential area on the west side of I-5 are currently excluded from most residences and residential streets by continuous noise walls and dense vegetation,

except for some higher elevation residences. Views from residences north of NE 145th Street and east of I-5 are blocked by noise walls. Views down streets perpendicular to I-5 include views over the noise walls near 5th Avenue NE, where topography is higher.

Visual Character

In Viewshed 3, I-5 has eight travel lanes, except at the NE 145th Street interchange. The highway is generally above the adjacent grade on the east side and below the adjacent grade on the west side. The central visual element for vehicle occupants is the linear character of the horizontal travel lanes with consistent texture and color. The view terminates to the north with a skyline characterized by the distant color and texture of evergreen trees in the distance. For southbound traffic on I-5, the view approaching the NE 145th Street overpass includes the distant vivid element of snow-capped Mount Rainier, which rises in contrast to the distant color and texture of evergreen trees on the remainder of the skyline. South of NE 143rd Street, the view terminates at the topographic rise near NE 130th Street, with treetops the dominant feature of the distant skyline. The downtown Seattle skyline is not visible in any views to the south from I-5 in Viewshed 3.

The dominant landscape feature is the Jackson Park Golf Course to the east, with elements of vivid green in fairway areas framed by dark green stands of mature evergreens. The land cover immediately east of I-5 is a mix of deciduous trees, which provides a diversity of color and texture in all seasons. Land cover to the west is a homogeneous dark green of mature evergreen tree cover rising on a hill, with little or no views of roofs or other features of the residential neighborhood.

Golfers at Jackson Park Golf Course view a landscape dominated by the color and texture of heavy evergreen vegetation in the middle distance on the facing hill to the west. The near views of the golf course are of the connected features of horizontal elements of grass turf on fairways separated by bands of mature evergreen trees. I-5 at the base of the hill to the west is largely not an element of views because of screening by mature vegetation.

The visual character of the residential areas on the west side of I-5 is dominated by large evergreen trees on individual lots and by mature vegetation adjacent to I-5. Residential streetscapes have a consistent character because they are framed by residences and landscaping. I-5 is not visible from most neighborhoods in Viewshed 3 because views are blocked by intervening buildings and mature trees. Noise walls vary in their visual prominence when viewed from the back yards of adjacent single-family houses.

Viewer Sensitivity

Golfers at Jackson Park Golf Course are likely to be highly sensitive to changes in the landscape because these viewers are engaged in a recreational use in an area with high visual amenities. Residents of the single-family residential neighborhood on the west side of I-5 are also likely to be highly sensitive to changes in the visual context. Drivers and occupants of about 200,000 vehicles per day who travel through Viewshed 3 on I-5 are likely to be of average sensitivity.

Visual Quality

The visual quality of Jackson Park Golf Course is medium to high. The golf course has a unity and compositional harmony of a landscaped setting and is buffered from views of encroaching features such as I-5 by mature vegetation. There are no vivid features visible. Residential areas are of medium visual quality because of the similar character of the residential neighborhood with similar building scale and moderately dense landscaping that provides a similar street-level character with I-5 visible from higher topography. The visual character of I-5 is medium because dense vegetation frames both sides I-5. The view from southbound vehicles on I-5 from NE 155th Street to NE 145th Street includes Mount Rainier as a distinctive and memorable element in the distance. This short stretch of highway has medium visual quality because of that view and framing vegetation; however, this view lasts for only for a few minutes of travel and the context of the view is the travel lanes of the highway. Intermittent views of Mount Rainier and other Cascade Mountain peaks are available to travelers on I-5 through much of Washington and Oregon.

The visual character of Viewshed 3 is shown in photographs of Viewpoint 10 from Jackson Park Golf Course, Viewpoint 11 from I-5 northbound at NE 143rd Street, Viewpoint 12 from 5th Avenue NE at NE 145th Street, Viewpoint 13 from North 145th Street at 4th Avenue North, Viewpoint 14 from NE 148th Street west, Viewpoint 16 from 5th Avenue NE at NE 149th Street, and Viewpoint 17 from I-5 southbound at NE 148th Street.

1.2.4 Viewshed 4: NE 152nd to NE 178rd Street

Viewshed 4 encompasses a portion of the I-5 corridor within the city of Shoreline generally characterized by a slope to the east and more level topography on the west. The northern boundary of this viewshed represents a change in highway character from one dominated by vegetation to a greater dominance of noise walls.

The eastern boundary of this viewshed east of I-5 is a single-family residential area largely on a slope above the highway, with the 3.6-acre Ridgecrest Park at NE 162nd Street adjacent to the highway. The western boundary of Viewshed 4 west of I-5 and largely below the grade of I-5 travel lanes consists of a single-family residential area with Twin Ponds Park south of NE 155th Street, the King County Metro Transit

North Base and King County Transfer Facility between North 163rd Street and North 167th Street, James Keough Park between North 163rd Street and North 167th Street, and Ronald Bog Park south of NE 175th Street. None of these parks has views of I-5 travel lanes because of topography, noise walls, and vegetation. An approximately 0.5-acre WSDOT “beautification area” is at the southeast corner of the NE 175th Street interchange. A 1-acre “beautification area” is located across the highway at the northwest corner of the interchange.

Visual Character

I-5 is 150 feet to 200 feet wide in Viewshed 4, with eight travel lanes except at the NE 175th Street Interchange and the access to the transit base. The visual character is dominated by the linear character of horizontal travel lanes, with consistent texture and color. The highway is framed by heavy mature evergreen vegetation on both sides, except at the King County Transfer Facility, which provides a contrasting natural element.

The visual character of the residential areas on both sides of I-5 is consistent from the residences and landscaping. I-5 is not visible from neighborhoods to the east because views are blocked by intervening buildings and mature trees. Ridgecrest Park at NE 162nd Street on the east side of the highway is screened by a berm and a row of large deciduous trees. On the west side of I-5, most of the project corridor is below the elevation of the travel lanes.

Viewer Sensitivity

Viewers of the landscape in Viewshed 4 consist of residents of the single-family residential neighborhoods on both sides of I-5, who are highly sensitive to changes in the visual context. Park users are also considered highly sensitive to changes they can observe. Drivers and occupants of about 200,000 vehicles per day who travel through the viewshed on I-5 are likely to be of average sensitivity.

Visual Quality

The visual quality of I-5 is medium because of the dense vegetation that frames the highway on both sides, but I-5 has no vivid features in Viewshed 4. Visual quality of the residential area is medium because of the unity provided by the homogeneous character of similar building scale and moderately dense landscaping, which provide a similar street-level character. The residential area in this viewshed has no features that are vivid, distinctive, or memorable. Direct views of I-5 are not available except for overhead signage. Noise from I-5 is, however, a constant reminder of its presence. The extent to which the I-5 corridor is a visual intrusion is reduced by topography, vegetation buffers, and noise walls and does not displace the unity of

the surrounding neighborhoods. These features provide a moderate level of fit between I-5 and the elements of the surrounding residential neighborhood.

The visual character of Viewshed 4 is shown in photographs of Viewpoint 18 and 19 at NE 155th Street west of 3rd Avenue NE, Viewpoint 20 at 1st Avenue NE south of NE 159th Street, and Viewpoints 21 and 22 at Ridgecrest Park.

1.2.5 Viewshed 5: NE 178rd Street to NE 190th Street

The northern boundary of Viewshed 5 is a transition between a relatively level highway grade and a downslope beginning at about NE 190th Street. The viewshed is bounded by topography, but the main distinguishing feature is the prominence of noise walls on both sides of the highway, which are more prominent at the top of a cut slope on the west side.

Single-family residential use is present on both sides of I-5 in this viewshed. There are a few churches, cemeteries, and institutional uses in the area. On the west side of I-5 between North 185th Street and North 190th Street are the Shoreline School District administrative offices, conference center, and stadium. An approximately 0.5-acre beautification area is on the east side of I-5 south of NE 180th Street. Also east of I-5 in Viewshed 5 is a parcel owned by Seattle City Light for a transmission line corridor that accommodates a water pump station. Residential areas in this viewshed do not currently have views of I-5 due to noise walls.

Visual Character

I-5 is about 160 feet wide in Viewshed 5, with eight lanes. The visual character is dominated by the linear features of the horizontal travel lanes. The highway is bounded by noise walls set back from travel lanes on the west side by an intervening cut slope with little mature vegetation. On the east side of I-5, there are noise walls close to travel lanes through most of the corridor, with little or no intervening vegetation. Visual character is dominated by manmade features. There are no vivid features in views.

The visual character of the residential areas on both sides of I-5 is defined by the similar character and design of small single-family residences on lots with lawn and landscaped areas. Large evergreen trees provide the dominant color and texture of distant views and are the dominant element above the roofline of residences. Streets have a consistent character from the residences and landscaping that frame the arterials. I-5 is not visible from most neighborhoods because views are blocked by intervening buildings and landscaping. The Shoreline School District administrative offices, conference center, and stadium on the west side of I-5 provide a contrasting character, with the scale of the stadium dominating near views. The Seattle City Light transmission line corridor on the east side of I-5 is prominent because of its tall metal lattice towers north of NE 185th Street on a corridor that cuts diagonally

through the neighborhood; the transmission line corridor is less prominent to the south, where it transitions to two sets of wooden poles along streets. Views of I-5 from residential neighborhoods are generally screened by a combination of topography, vegetation, and noise walls, which reduces the highways visual intrusion and provides a moderate level of fit with the surrounding residential neighborhoods.

Viewer Sensitivity

Drivers and occupants of about 200,000 vehicles per day who travel through Viewshed 5 on I-5 are likely to be of average sensitivity. Residents of the single-family residential neighborhoods on both sides of the highway are likely to be highly sensitive to changes in the visual context. Persons viewing games at the Shoreline Stadium are likely to have a low level of sensitivity because of their focus on game activities.

Visual Quality

The visual quality of I-5 in Viewshed 5 is low to medium because of the noise walls on both sides that frame the highway, although the setback on the west side reduces the noise walls' visual prominence. The visual quality of the residential area is medium due to the homogeneous character of the residential neighborhood, which has similar building scale and moderately dense landscaping that provide a similar street-level character. The Shoreline Stadium is a visual encroachment in the immediate vicinity on the west side of I-5. The Seattle City Light transmission line corridor is a visual intrusion for nearby viewers. The extent to which the I-5 corridor is a visual intrusion is reduced by topography, vegetation buffers, and noise walls, which maintains the consistent scale and character of structures and vegetation in the adjacent residential neighborhoods. There are no vivid features in any views.

The current visual character of Viewshed 5 is shown in photographs of Viewpoint 23 from I-5 northbound at NE 183th Street, Viewpoint 24 of the Seattle City Light transmission line corridor from NE 185th Street east of 8th Avenue NE, Viewpoint 25 at NE 185th Street west of 8th Avenue NE, Viewpoint 26 at NE 185th Street west of 5th Avenue NE, Viewpoint 27 at NE 185th Street looking west from near 5th Avenue NE, Viewpoint 28 from 5th Avenue NE (west of I-5) north of NE 185th Street, and Viewpoint 29 of I-5 southbound at NE 187th Street.

1.3 Segment B Viewsheds

1.3.1 Viewshed 6: NE 190th Street to NE 205th Street (244th Street SW, SR 104)

Viewshed 6 is on the south side of a topographic valley occupied by McAleer Creek. I-5 is in a downgrade characterized by steep topography on both sides.

A predominantly single-family residential area occupies both side of I-5 in this viewshed. There are a few churches, cemeteries, and institutional uses in the area. On the east side of I-5 between NE 190th Street and NE 193th Street, the North City Park and the closed North City Elementary School bound about 1,000 feet of the right-of-way. A 100-foot-wide Beautification Area is located between the highway right-of-way and the park and school property.

Visual Character

I-5 is about 160 feet wide in this viewshed, with eight lanes. The linear features of the highway are bounded by heavy vegetation. There are noise walls on both sides of I-5, but they are not visible from the highway because they are set back from the shoulder with dense vegetation. The view to the north terminates with the distant color and texture of evergreen trees on a slope, with the distinctive silhouette of treetops at the skyline. There is a high level of coherence and compositional harmony between linear elements of I-5 and the surrounding heavily vegetated landscape.

The visual character of the residential areas on both sides of I-5 is provided by the similarity of single-family residences and stands of large evergreen trees throughout the area that provide the dominant visual element. Views of the highway from the residences are screened by a combination of topography, vegetation, and noise walls, which reduces I-5's visual intrusion and provides a moderate level of fit with the surrounding residential neighborhoods.

Viewer Sensitivity

Drivers and occupants of about 180,000 vehicles per day who travel through Viewshed 6 on I-5 are likely to be of average sensitivity. Residents of the single-family neighborhoods on both sides of the highway can be considered to be highly sensitive to changes in the visual context.

Visual Quality

The high visual quality of I-5 in Viewshed 6 can be attributed to the highway being framed by very dense mature vegetation on both sides. The visual quality of the residential area is medium because of the homogeneous character of the residential neighborhood, with similar building scale and moderately dense landscaping that provide a similar street-level character. Topography and heavy vegetation limit the extent to which I-5 is a visual encroachment into the unity of the neighborhood.

The current visual character of Viewshed 6 is shown in a photograph of Viewpoint 30 from I-5 northbound at NE 195th Street.

1.3.2 Viewshed 7: NE 205th Street (244th Street SW) to Mountlake Transit Center (233rd Street SW)

Viewshed 7 includes the broad bottom of the topographic valley occupied by McAleer Creek. I-5 is in a gentle upgrade to the north, and the viewshed is bounded at the north by the transition to a heavily vegetated narrow valley.

On the east side of I-5 adjacent to NE 205th Street, 244th Street SW is a commercial and office area separated from I-5 by a dense tree cover along McAleer Creek. North of the commercial area, a former school site is bounded by less dense, primarily deciduous trees. A single-family residential neighborhood east of the commercial area is screened by trees on a steep slope. The Mountlake Terrace Transit Center is at the north end of the viewshed. On the east side of I-5 is a residential area screened by trees on a steep slope. The Nile Golf Course on the west side of I-5 is below the grade of I-5 except at its northeast corner.

Visual Character

I-5 is about 300 feet wide in the southern part of Viewshed 7 with collector/distributor lanes on both sides and widens to about 1,100 feet at the 244th Street SW interchange and narrows a bit to about 700 feet at the 236th Street SW interchange to the north. The visual character is dominated by the linear character of the broad expanse of horizontal travel lanes, with complexity provided by multiple ramps. At the northern boundary of Viewshed 7, the Mountlake Terrace Transit Center has a large parking garage that contrasts in shape and scale with the linear features of the highway. South of the transit center, a multistory office building on the east side of I-5 also provides a contrast to the features of the highway.

The commercial area to the east of I-5 has similar scale and design of buildings and some continuity in parking and landscape features. Views of I-5 are screened by the large trees in the McAleer Creek riparian corridor

The visual character of the Mountlake Terrace Transit Center is dominated by the parking structure and parking lots, although it is surrounded by heavy vegetation.

West of I-5, the Nile Golf Course has continuity and integration of natural features in fairways separated by stands of mature evergreen trees. I-5 is not visible except at the far northeast corner of the golf course, where the highway is a minor element in an expansive view.

Residences and landscaping provide a consistent visual character in the residential areas on the east side of I-5, which is not visible because of distance and heavy vegetation on the steep slope separating the residential neighborhood from the commercial area below.

Drivers and occupants of about 180,000 vehicles per day who travel through Viewshed 7 on I-5 are likely to be of average sensitivity, as are users of the commercial area and offices to the east. Players on the Nile Golf Course and residents are likely to have high sensitivity to the visual environment but have few views of the highway.

Visual Quality

The visual quality of I-5 in Viewshed 7 is medium. The highway has very wide travel lanes because of collector-distributor lanes on each side, but it has a consistent character due to vegetation framing the highway on both sides and heavily vegetated hillsides at the horizon along the direction of movement both north and south. The visual quality of the commercial area to the east is likely to be low to medium due to the similar character of built elements. The Nile Golf Course and residential areas have high visual quality because of the homogeneous character and lack of intrusion of I-5 due to topography and vegetation.

The current visual character of Viewshed 7 is shown in photographs of Viewpoint 31 from I-5 northbound at 240th Street SE and of Viewpoint 32 at 236th Street SW.

1.3.3 Viewshed 8: 233rd Street SW to 220th Street SW

Viewshed 8 is a distinctive stretch of I-5 characterized by the narrow valley it traverses, with high steep slopes and very heavy mature evergreen tree cover.

Viewshed 8 includes predominantly single-family residential use on both sides of I-5 at the top of steep slopes up to 80 feet high, with densely vegetated areas between 50 feet and 200 feet wide. Residential areas in this viewshed have no views of I-5 because of noise walls and vegetation, except for residences on 227th Street SW, which is at an elevation close to I-5. Noise walls separate the residences from views of I-5. A beautification area extends along the west side of the right-of-way from about 233rd Street SW to just south of 228th Street SW at the top of the densely vegetated slope.

Visual Character

I-5 is about 200 feet wide in Viewshed 8, with eight lanes and a median 40 feet to 50 feet wide. The highway is bounded by very dense vegetation on high steep slopes on either side. There is dense evergreen trees cover from north of 236th Street SW to the off-ramps at 220th Street SW. A road overcrossing at 228th/230th Streets SW crosses I-5 and traverses the slope. South of 225th Street SW, the tree cover on the east side of I-5 is up to 100 feet high and 100 to 250 feet wide. The tree cover on the west side of I-5 is up to 80 feet high and about 2,000 feet wide south of 227th Street SW. The tree cover between 227th Street SW and 222nd Street SW ranges from 80 to 20 feet high and 50 to 200 feet wide, with a short noise wall near the bottom of

the slope that is visible from I-5. 227th Street SW is at a similar elevation as I-5 because it is located in a former stream ravine. There are noise walls on both sides of I-5, but they are not visible from the highway because they are near the top of a slope and screened by heavy vegetation. On the west side of I-5 from about 233rd Street SW to just south of 228th Street SW, a highway beautification area extends along the top of a densely vegetated slope.

The view to the north ends with distinctive silhouette of evergreen trees adjacent to I-5 due to the curve of the highway. The heavy vegetation on both sides is the dominant visual element because of the height of the vegetated slope and the density and maturity of the trees. There is a high level of coherence and compositional harmony between linear elements of the highway and the surrounding, heavily vegetated landscape.

The visual character of the residential areas on both sides of I-5 in this viewshed is provided by the similar character of single-family residences. There are no views of the highway because of noise walls, tree cover, and slopes. I-5 is not a visual intrusion, although the residences on 227th Street SW are in a valley with noise walls that partly screen views of I-5.

Viewer Sensitivity

Drivers and occupants of about 180,000 vehicles per day who travel through Viewshed 8 on I-5 are likely to be of average sensitivity. Residents of the single-family neighborhoods on both sides of the highway would be highly sensitive to changes in the visual context.

Visual Quality

The visual quality of views from I-5 in Viewshed 8 has high visual integrity and unity because the highway is framed by very dense mature vegetation on both sides. The almost complete enclosure of this segment of I-5 by heavy vegetation on both sides of a ravine provides near and near-middle view elements that are distinctive and memorable, although of short duration, particularly for southbound vehicles. For northbound vehicles south of 232nd Street SW, visual quality is medium rather than high because of the encroachment of roadway crossings and the pedestrian overpass to the existing median transit stop. Visual quality of the residential area is medium due to the homogeneous character of the residential neighborhood, which has similar building scale and moderately dense landscaping that provides a similar street-level character.

The current visual character of Viewshed 8 is shown in photographs of Viewpoint 33 from I-5 northbound at 232nd Street SW, Viewpoint 34 from I-5 southbound at 232nd Street SW, Viewpoint 35 from I-5 southbound at 230th Street SW, Viewpoint

36 from the 230th Street SW Overpass, Viewpoint 37 from 222nd Street east of 64th Avenue West, and Viewpoint 38 at 222nd Street SW.

1.3.4 Viewshed 9: 220th Street SW to 212th Street SW

Viewshed 9 includes the almost level section of I-5 oriented southwest-to-northeast south of where the light rail alignment would transition off the I-5 corridor to the west.

Viewshed 9 includes predominantly single-family residential uses on both sides of I-5, generally below the elevation of the highway, except near 212th Street SW. There is moderate to dense vegetation within the right-of-way, with noise walls adjacent to residential uses. On the west side of I-5, there are office buildings between 220th Street SW and 219th Street SW and a multifamily complex between 219th Street SW and 216th Street SW.

Visual Character

I-5 is about 220 feet wide in Viewshed 9, with eight lanes and a median 40 feet to 60 feet wide. The highway is bounded by moderate-to-dense mature vegetation on both sides. Noise walls, where present, are set back from the roadway, buffered by vegetation, and not visible from vehicles. Northbound vehicle occupants on I-5 north of 216th Street SW have views of Mount Pilchuck, Three Fingers, and Whitehorse Mountain peaks in the distance. They are vivid distant features, particularly when snowcapped during the winter and spring.

The visual character of the residential areas on both sides of I-5 is provided by the similar character of single-family residences. There are no views of the highway because of noise walls, tree cover, and slopes. I-5 is not a visual intrusion.

Viewer Sensitivity

Viewers of the landscape in Viewshed 9 consist of residents of the single-family residential neighborhoods on both sides of I-5, who can be considered highly sensitive to changes in the visual context. There are, however, no current views of the highway because of noise walls and vegetation. Office and commercial areas on the west side of I-5 have low to average viewer sensitivity. Drivers and occupants of about 200,000 vehicles per day who travel through this viewshed on I-5 are likely to be of average sensitivity.

Visual Quality

The majority of I-5 in Viewshed 9 is bordered by dense, mature, native vegetation, which provides a sense of enclosure and a moderate level of fit between elements of the highway and the vegetation border. This results in a moderate level of coherent and compositional harmony for viewers on I-5. Visual quality is medium and reflects the integrity and unity provided by framing vegetation. Viewshed 9 is not considered

to have high visual quality because, although the mountain peaks are distinctive and memorable elements, the view lasts for only for a few minutes. Intermittent views of Cascade Mountain peaks, including Mount Baker, are available to travelers on I-5 northbound for many miles.

Visual quality of the residential area in Viewshed 9 is likely to be medium because the homogeneous character of the residential neighborhood, which has similar building scale and moderately dense landscaping that provides a similar street-level character. The visual quality of the office and commercial area to the west is low to medium due to the similar character of built elements, landscaping, and street character.

The current visual character of Viewshed 9 is shown in photographs of Viewpoint 39 from I-5 northbound at 212th Street SW.

1.4 Segment C Viewshed

1.4.1 Viewshed 10: 212th Street SW to 40th Avenue West

Viewshed 10 includes several landscape units, which are described below and then characterized by visual quality and character in the subsequent subsection.

- Landscape Unit 1 – I-5 northbound between 212th Street SW and 52nd Avenue West in Lynnwood is bounded by a single-family residential neighborhood, including the privately owned Hall Lake and a 10-acre open space area that has been used as a summer camp. Five residences and a church are adjacent to I-5. The land north of I-5 varies from 30 feet to 40 feet below the elevation of the travel lanes. A densely vegetated area with mature evergreen and deciduous trees about 50 feet to 70 feet wide is within the right-of-way on steep fill slopes. The current visual character is shown in photographs of Viewpoint 40 from Hall Lake. The current character of I-5 is shown by Viewpoint 41 from I-5 southbound at 50th Avenue West.
- Landscape Unit 2 – Along 52nd Avenue West on the west side is a single-family residential neighborhood from I-5 to 203rd Street SW. West of 52nd Avenue West is a single-family residential area. To the west along Cedar Valley Road is an office complex on a small lake. East of 52nd Avenue West and Cedar Valley Road is a commercial and light industrial area extending to Scriber Creek Park. The current visual character is shown in photographs of Viewpoint 42 from 52nd Avenue at 208th Street SW.
- Landscape Unit 3 – Scriber Creek Park is on the west side of Cedar Valley Road from 201st Street SW and 200th Street SW. This park encompasses lawn area, wetlands along Scriber Creek, and trails. The current visual character is shown in photographs of Viewpoint 43.
- Landscape Unit 4 – Along 200th Street SW from Cedar Valley Road to 44th Avenue West are a multifamily development on the north side to 46th Avenue West and a small shopping center between 46th and 44th Avenues West. The south side of 200th Street SW has multifamily development from

50th to 48th Avenues West, office development from 48th to 46th Avenues West, and commercial development from 46th to 44th Avenues West. The multifamily areas have a consistent streetscape, with street trees and either parking lot landscaping or front yard lawns. The current visual character is shown in photographs of Viewpoint 44 of 50th Avenue West from 200th Street SW and Viewpoint 45 of 200th Street SW from 49th Avenue West.

- Landscape Unit 5 – South of 200th Street SW, the Lynnwood Transit Center is on a 29-acre site, with bus loading facilities located between 48th and 46th Avenues West south of 202nd Street SW, and 1,368 parking spaces. There is a transit-only overpass connecting to the center high-occupancy vehicle (HOV) lanes on I-5. The parking lots have moderately dense landscaping.
- Landscape Unit 6 – A large tract east of the Lynnwood Transit Center consists of wetlands along Scriber Creek with heavy vegetation, including mature deciduous trees. The current visual character is shown in photographs of Viewpoint 46, the existing trail from Scriber Creek Park and Viewpoint 47 from the transit center.
- Landscape Unit 7 – The Interurban Trail between 52nd Avenue West and the Lynnwood Transit Center is bounded by moderate to dense vegetation on both sides except adjacent to the transit center, where one side of the trail is adjacent to parking lots. The current visual character is shown in photographs of Viewpoint 48 from the trail at 48th Avenue West and Viewpoint 51 from 44th Avenue West.
- Landscape Unit 8 – The 44th Avenue West corridor south of 200th Street SW includes commercial development and the Lynnwood Transit Center on the west side and commercial development on the east side. The area is characterized by wide streets, parking lots, and strip malls. The current visual character is shown in photographs of Viewpoint 49 and 50 of 44th Avenue West from south and north of 200th Street SW.

Visual Character and Visual Quality

Visual character and quality differs within the Viewshed 10 landscape units.

- Landscape Unit 1 – I-5 northbound from the curve at about 215th Street SW is aligned with distant views of Mount Pilchuck, Three Fingers, and Whitehorse Mountain in the distance. These peaks are vivid distant features, particularly when snowcapped. The highway is bounded by moderate-to-dense, mature vegetation on both sides. Visual quality is medium, which reflects the integrity and unity provided by framing vegetation. I-5 in this landscape unit is not considered to have a high visual quality because, although the mountain peaks are distinctive and memorable elements, the view lasts for only for a few minutes. Intermittent views of Cascade peaks, including Mount Baker, are available to travelers on I-5 northbound for many miles. Visual quality of the residential area is likely to be medium due to the homogeneous character of the residential neighborhood, which has similar building scale and moderately dense landscaping that provides a

similar street-level character. The current visual character of this Viewshed 10 landscape unit is shown in photographs of Viewpoint 31 from I-5 northbound at 212th Street SW and Viewpoint 33 from I-5 southbound at 50th Avenue West.

- Landscape Unit 2 – The single-family residential neighborhood along I-5 between 212th Street SW and 52nd Avenue West, including residences and a large open-space tract adjacent to the highway, is separated from I-5 by dense, mature vegetation. Visual quality of this Viewshed 10 landscape unit is medium due to the open space area and mature vegetation. The current visual character of this area is shown in a photograph of Viewpoint 32 from the residential area adjacent to Hall Lake.
- Landscape Unit 2 – The residential neighborhood on the west side of 52nd Avenue West west of I-5 has medium visual quality due to a unity of features. The industrial uses north of 52nd Avenue West are not a visual intrusion because of the low profile of buildings and landscaping and parking areas adjacent to the street. The current visual character of this landscape unit is illustrated by a photograph of Viewpoint 34 from 52nd Avenue West at 208th Street SW.
- Landscape Unit 3 – Scriber Creek Park on the east side of Cedar Valley Road approaching 200th Street SW has high visual quality due to the mix of lawn, wetlands, and trails and the unifying, homogeneous, dense vegetation throughout that also buffers the park from the street and adjacent urban development. The current visual character of this landscape unit is illustrated by photographs of Viewpoints 35 and 38 from within Scriber Creek Park and Viewpoint 36 outside of the park at 50th Avenue West and 200th Street SW and Viewpoint 39 from the Lynnwood Transit Center.
- Landscape Unit 4 – The areas on both sides of 200th Street SW west of Cedar Valley Road include multifamily buildings and offices, transitioning to commercial uses east of 46th Avenue West. The multifamily residential neighborhood has medium visual quality due to a unity of bulk, design, and landscaping that provides compatible features. The commercial areas north of industrial uses north of 46th Avenue West have low visual quality due to the variety of building forms, the lack of visual harmony among a variety of building styles, and other features. The current visual character of this landscape unit is illustrated by a photograph of Viewpoint 37 from 200th Street SW at 49th Avenue West.
- Landscape Unit 5 – The Lynnwood Transit Center occupies a 29-acre site with several large park-and-ride areas. The transit center is bounded on the west by a large tract with wetlands and Scriber Creek. Visual quality of the transit center is low due to the predominance of parking lots, despite landscaping and the adjacent open space area.
- Landscape Unit 6 – Scriber Creek wetland and the Interurban Trail occupies this area between the Lynnwood Transit Center, Scriber Creek Park, 52nd Avenue West, and generally I-5. The area includes both natural views of the

wetlands to the northwest of the Interurban Trail, and the trail itself is developed on Snohomish County PUD's major transmission corridor; large towers and overhead lines are part of the landscape. Industrial properties are to the south and east of the landscape unit, and commercial/light industrial buildings, the transit center, direct access ramps and a pump station are on its various edges. The visual quality for viewers is moderate because the natural views are interrupted by these other built features. The current visual character of this landscape unit is illustrated by photographs of Viewpoints 41, 42, and 43.

- Landscape Unit 7 – The Interurban Trail crosses 52nd Avenue West and runs northeast toward the Lynnwood Transit Center, with the Scriber Creek wetlands and the transit center to the north, before it continues northward to cross 44th Avenue West on an overpass near I-5. The trail is bounded by moderate-to-dense vegetation and has a medium visual quality due to the unity of the vegetation cover along the corridor. The current visual character of the area east of the transit center is illustrated by a photograph of Viewpoint 40 from the Interurban Trail at 48th Avenue West. The current visual character of the bridge crossing over 44th Avenue West is illustrated by a photograph of Viewpoint 42.
- Landscape Unit 8 – The 44th Avenue West corridor south of 200th Street SW includes commercial development and the Lynnwood Transit Center on the south side and a variety of commercial development on the north side. The dominant visual image is wide streets, large parking lots, signs, and strip malls. The visual quality for viewers within the commercial area is medium to low due to lack of unity. The visual quality for occupants of vehicles traveling north on the arterial is generally low because of the multiple overcrossings by I-5 and the Interurban Trail, freeway on-ramps, adjacent parking lots, signs, and strip malls with little visual interest. The current visual character of this landscape unit is illustrated by a photograph of Viewpoint 41 from 44th Avenue West south of 200th Street SW.

Viewer Sensitivity

Viewers of the landscape in Viewshed 10 consist of residents of the single-family and multifamily residential neighborhoods, which are considered to be highly sensitive to changes in the visual context. Workers in industrial areas and shoppers in commercial areas are likely to be of average sensitivity. Drivers and occupants of about 200,000 vehicles per day who travel through the area on I-5 as well as occupants of vehicles on arterials are likely to be of average sensitivity.

APPENDIX I-4.6

Air Quality and Greenhouse Gases

APPENDIX I-4.6 AIR QUALITY AND GREENHOUSE GASES — BACKGROUND INFORMATION

Table I-4.6-1. Air Quality Standards

Pollutant	National primary standard	Washington State and PSCAA regional standard
CO (carbon monoxide)		
1-hour average (not to be exceeded more than once per year)	35 ppm	35 ppm
8-hour average (not to be exceeded more than once per year)	9 ppm	9 ppm
PM₁₀		
24-hour average (not to be exceeded more than once per year on average over 3 years)	150 µg/m ³	150 µg/m ³
PM_{2.5}		
Annual (annual mean, averaged over 3 years)	12 µg/m ³	12 µg/m ³
24-hour average concentration (98th percentile averaged over 3 years)	35 µg/m ³	35 µg/m ³
Total suspended particulates		
Annual arithmetic mean	NS	60 µg/m ³
24-hour average concentration (not to be exceeded more than once per year)	NS	150 µg/m ³
O₃ (ozone)		
8-hour average (annual fourth-highest daily maximum 8-hour concentration, averaged over 3 years)	0.075 ppm	0.075 ppm
SO₂ (sulfur dioxide)		
1-hour average (99th percentile of 1-hour daily maximum concentrations, averaged over 3 years)	75 ppb	75 ppb
3-hour average (not to be exceeded more than once per year)	0.5 ppm	0.5 ppm
24-hour average (not to be exceeded more than once per year)	NS	0.14 ppm
Annual average (not to be exceeded)	NS	0.02 ppm
NO₂ (nitrogen dioxide)		
1-hour average (98th percentile averaged over 3 years)	100 ppb	100 ppb
Annual (annual mean)	53 ppb	53 ppb
Pb (lead)		
Rolling 3-month average (not to be exceeded)	0.15 µg/m ³	0.15 µg/m ³

Sources: EPA 2011; Chapter 173-474 WAC (1987)

The 8-hour ozone standard of 0.075 ppm (effective in 2008) replaces (for the most part) the previous 1-hour standard of 0.08 ppm. µg/m³ = micrograms per cubic meter; NS = no standard established; ppb = parts per billion; ppm = parts per million

Carbon Monoxide Hot-spot Modeling

For the Final EIS, existing conditions and long-term localized operational impacts for forecast year 2035 under the No Build and Lynnwood Link Extension Preferred Alternative (which is considered representative of the effects of other potential combinations of alternatives in Segments A, B and C) were evaluated using EPA's MOVES2010b to calculate vehicular emission rates, and EPA's CAL3QHC dispersion model to determine worst-case CO concentrations at signalized intersections.

Worst-case CO concentrations were initially calculated for the Draft EIS on a total of nine intersections (three per project segment) with the highest potential CO emissions, and no air quality impacts were found. The analysis was updated for the Final EIS for three of the nine intersections, which reconfirmed the finding of no air quality impacts.

To screen for the intersections with the highest potential emissions, traffic data were used to identify intersections with the highest volume and a LOS of D or worse under the light rail alternatives for forecast year 2035. If the worst-case intersections do not impact air quality, then all other intersections would experience a lesser impact. The screened intersections meeting these criteria underwent a CO hot-spot modeling analysis.

Since the Draft EIS, there have also been some changes in the tools used for calculating air quality conditions. The Draft EIS results were derived from the Washington State Intersection Screening Tool (WASIST) and was based on a series of worst-case scenarios in EPA's MOBILE 6.2 emission factor algorithm and EPA's CAL3QHC mobile source dispersions model. EPA has issued new requirements for air quality modeling using newer EPA's MOVES2010b emission factor algorithm. The Final EIS analysis has been updated using EPA's MOVES2010b emission factor algorithm and EPA's CAL3QHC mobile source dispersion model.

With either method, there are three informational data input categories necessary to perform a complete CO analysis:

1. General inputs. These include the project's general characteristics, such as the project name, intersections name, year of the analysis, and background concentration.
2. Intersection inputs. These include detailed information on the modeled intersection, the intersection layout, peak-hour traffic volumes, approach speed, and signal timing.
3. Receptor inputs. These include more specific information concerning receptors and the distance from the edge of the roadways.

After these informational data inputs are entered, the models calculate the worst-case CO concentrations at the specified intersections (Table I-4.6-2).

The Final EIS worst CO concentrations using EPA's MOVES2010b and EPA's CAL3QHC models were lower than the Draft EIS CO concentrations calculated with conservative WASIST screening (Table I-4.6-3). Because the worst-case intersections do not impact air quality under both the Final EIS and Draft EIS analysis, then all other intersections would experience a lesser impact.

Table I-4.6-2. Final EIS Modeled CO Concentrations

Segment	Intersection	2035 Highest Volume Alternative in AM or PM with an LOS of "D", "E" or "F"	2011 Existing		2023 Lynnwood Link Extension		2035 No Build		2035 Lynnwood Link Extension		2040 Lynnwood Link Extension	
			1-hr (ppm)	8-hr (ppm)	1-hr (ppm)	8-hr (ppm)	1-hr (ppm)	8-hr (ppm)	1-hr (ppm)	8-hr (ppm)	1-hr (ppm)	8-hr (ppm)
			A	N 145 th Street & Bothell Way NE/Lake City Way	Preferred Alternative - PM	4.8	3.9	2.9	2.6	2.6	2.4	2.6
B	220 th Street SW & I-5 Northbound Ramps	B2a - PM	4.0	3.3	2.9	2.6	2.6	2.4	2.6	2.4	2.6	2.4
C	196 th Street SW & 36 th Avenue W	Preferred Alternative - PM	6.2	4.9	3.6	3.1	3.0	2.6	3.0	2.6	3.1	2.7

Table I-4.6-3. Draft EIS Modeled CO Concentrations

Segment	Intersection	2035 Highest Volume Alternative in AM or PM with an LOS of "D", "E" or "F"	2012 Existing		2023 Lynnwood Link Extension		2035 No Build		2035 Lynnwood Link Extension		2040 Lynnwood Link Extension	
			1-hr (ppm)	8-hr (ppm)	1-hr (ppm)	8-hr (ppm)	1-hr (ppm)	8-hr (ppm)	1-hr (ppm)	8-hr (ppm)	1-hr (ppm)	8-hr (ppm)
A	N 145 th Street & Bothell Way NE/Lake City Way	A10 - PM	8.8	7.1	9.7	7.7	9.3	7.4	9.3	7.4	9.4	7.5
A	N 145 th Street & SR 99	A10 - PM	8.8	7.1	9.4	7.5	9.0	7.2	9.0	7.2	9.2	7.3
A	N 185 th Street & SR 99 (includes Firlands Way N)	A1 - PM	8.3	6.7	9.9	7.8	9.5	7.5	9.5	7.5	9.6	7.6
B	220 th Street SW & I-5 Northbound Ramps	B2a - AM	7.0	5.8	7.9	6.4	7.3	6.0	7.7	6.3	7.7	6.3
B	220 th Street SW & 66 th Avenue W	B2a - PM	7.4	6.1	7.8	6.4	7.5	6.2	7.6	6.2	7.6	6.2
B	220 th Street SW & SR 99	B2a - PM	9.2	7.3	9.9	7.8	9.6	7.6	9.6	7.6	9.6	7.6
C	200 th Street SW/Alderwood Mall Boulevard & 44 th Avenue W	C1 - PM	9.1	7.3	10.0	7.9	9.5	7.5	9.6	7.6	9.7	7.7
C	196 th Street SW & 36 th Avenue W	C1 - PM	9.4	7.5	10.4	8.2	9.8	7.8	9.8	7.8	10.1	8.0
C	196 th Street SW & 44 th Avenue W	C1 - PM	8.2	6.6	10.3	8.1	9.8	7.8	9.8	7.8	9.9	7.8

APPENDIX I-4.9

Water Resources

APPENDIX I-4.9 WATER RESOURCES — BACKGROUND INFORMATION

EXISTING STORMWATER FACILITIES

Existing water quality and flow control facilities in the proposed project vicinity include the following:

- NE Northgate Way: A WSDOT stormwater pond is present to the east of I-5 just south of NE Northgate Way.
- North 117th Street: A City of Seattle municipal vault is present west of I-5 and north of North 117th Street.
- North 165th Street: A City of Shoreline municipal vault is present in the parking lot west of I-5.
- NE 170th to NE 175th Street: WSDOT media filter drains and stormwater ponds are present east and west of I-5, and within the I-5 ramp areas.
- NE 185th Street: A WSDOT stormwater pond and a media filter drain are present to the west of I-5 just south of NE 185th Street.
- NE 200th Street: A WSDOT vault is present to the west of I-5 just south of NE 200th Street.
- 205th Street NE/SR 104: A WSDOT stormwater pond is located in the northwest ramp of the I-5 and 205th Street NE/SR 104 interchange. Two City of Mountlake Terrace municipal stormwater vaults are present in the residential development northeast of the interchange.
- 236th Street SW: A WSDOT stormwater pond is adjacent to the southeast ramp of I-5 at 236th Street SW.
- Mountlake Terrace Transit Center: WSDOT media filter drains, stormwater tanks, and stormwater vaults are present on either side of I-5 starting just north of the Mountlake Terrace Transit Center, near 232nd Place SW, north to 220th Street SW.
- 220th Street SW to 212th Street SW: WSDOT media filter drains are present along the I-5 median from about 0.1 mile north of 220th Street SW to 212th Street SW.
- 212th Street SW: WSDOT stormwater ponds are present on either side of I-5 just north of 212th Street SW.
- Lynnwood Transit Center: WSDOT media filter drains are present east of 52nd Avenue West to about 209th Street SW. A WSDOT stormwater pond is present on the west side of I-5 in the vicinity of 206th Street SW. There are also three City of Lynnwood municipal stormwater vaults and a municipal stormwater pond in the southern portion of the Lynnwood Transit Center.

HYDROLOGIC SOIL GROUPS

Table I-4.9-1 summarizes the hydrologic soil group for each soil type in the study area. Soil locations are shown on Figure I-4.9-1.

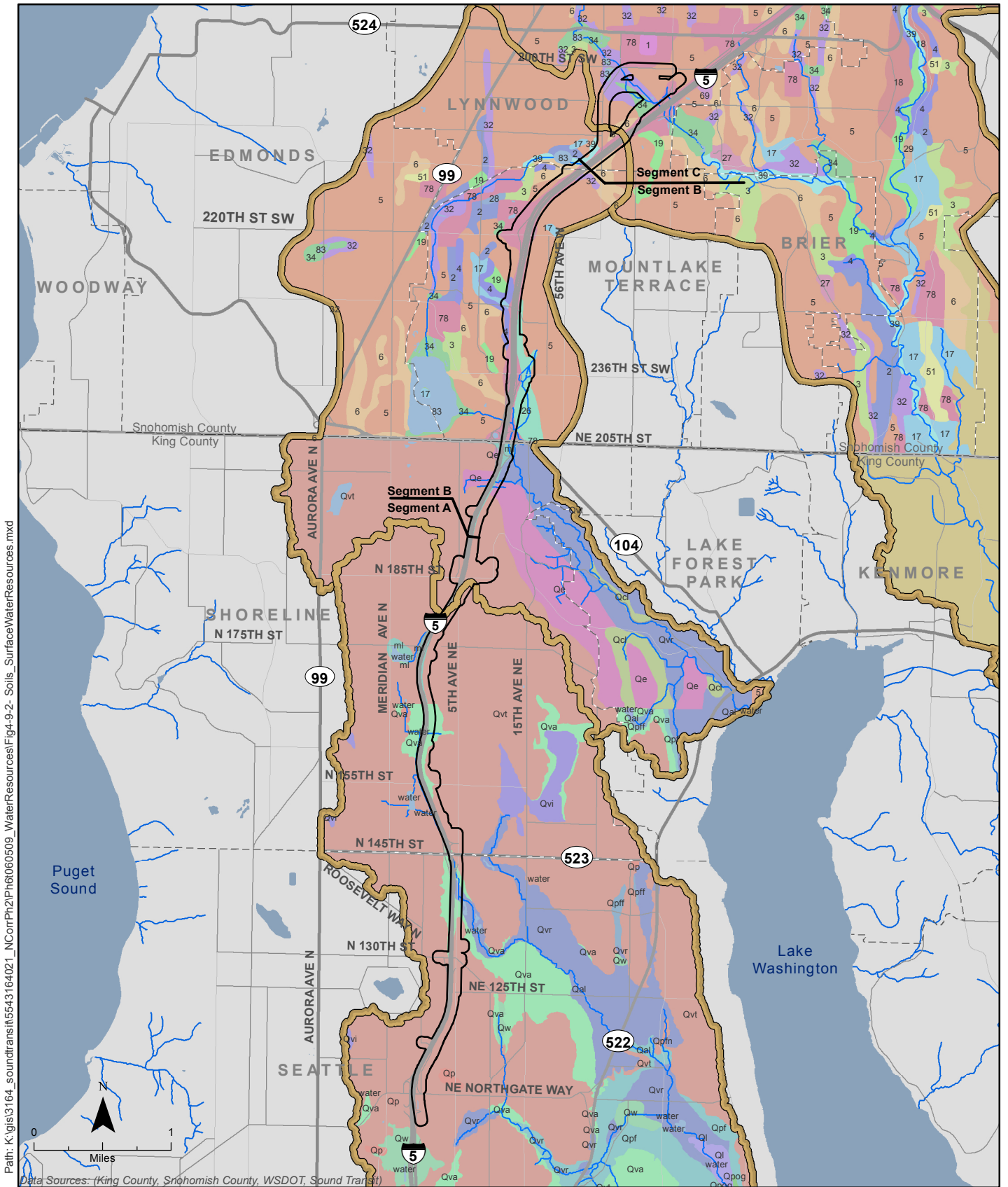


Figure I-4.9-1
Study Area Soils

Table I-4.9-1. Study Area Soils

Map Code	Soil Description
Hydrologic Soil Group A: High Infiltration	
17	Everett gravelly sandy loam, 0 to 8 percent slopes
18	Everett gravelly sandy loam, 8 to 15 percent slopes
19	Everett gravelly sandy loam, 15 to 25 percent slopes
26	Indianola loamy sand, 15 to 25 percent slopes
Qal	Alluvium, mostly sand/gravel stream deposits. Some silt, clay, organics
Qe	Esperance sand, medium to coarse
Qvr	Recessional outwash deposits-Stratified sand and gravel
Qyal	Younger alluvium, mod sorted cobble gravel, pebbly sand, and sandy silt
Hydrologic Soil Group B: Moderate Infiltration	
Qvi	Ice-contact deposits. Similar to Qvr, less well sorted, silt-rich, contains pods of till.
Hydrologic Soil Group C: Low Infiltration	
1	Alderwood gravelly sandy loam, 2 to 8 percent slopes
2	Alderwood gravelly sandy loam, 8 to 15 percent slopes
3	Alderwood gravelly sandy loam, 15 to 25 percent slopes
4	Alderwood-Everett gravelly sandy loams, 25 to 70 percent slopes
5	Alderwood-Urban land complex, 2 to 8 percent slopes
6	Alderwood-Urban land complex, 8 to 15 percent slopes
27	Kitsap silt loam, 0 to 8 percent slopes
28	Kitsap silt loam, 8 to 25 percent slopes
29	Kitsap silt loam, 25 to 50 percent slopes
Qpf	Pre-Fraser - silt, sand, gravel; heterogenous grain size, mainly gray silt
Qpog	Pre-Olympia - silt, sand, gravel, sparse till.
Qva	Advance outwash deposits, well-sorted sand and gravel with silt, dense
Qvt	Till, compact/dense silt, sand, and gravel, 1 m to 10 m thick
Hydrologic Soil Group D: Wet Soils	
32	McKenna gravelly silt loam, 0 to 8 percent slopes
34	Mukilteo muck
39	Norma loam
51	Probable quarry pit
69	Terric Medisaprists, nearly level
78	Urban land
ml	modified land
Qcl	Clay of unknown age, compact, some silt.
Ql	Lake deposits, silt/clay with local peat and other organics
Qp	Peat, organics. Some sand, silt, clay, ash from swamps and bogs.
Qpff	Pre-Fraser Fine - silt and clay
Qpfn	Non-glacial Pre-Fraser - peat and other organics
Qw	Whidbey formation, wetland deposits. Medium sand, silt, clay, well sorted. Non-glacial floodplain deposits.

Sources: Booth et.al. 2009, King County 2004, NRCS 2012, Smith 1975

FLOODPLAINS

Jurisdictional flood zones in the study area are defined as follows:

- Federal Emergency Management Agency (FEMA): Defines areas with flood risks as geographic areas having an annual risk of flooding of 1 percent (100-year floodplain) or 0.2 percent (500-year floodplain) (FEMA 2011).
- King County: Designates Flood Hazard Areas as any land that would be inundated by the 100-year flood and/or channel migration (King County Code [KCC] § 21A.06).
- Snohomish County: Designates Special Flood Hazard Areas as 100-year floodplain identified on FEMA's 2005 Flood Insurance Rate Maps (Snohomish County Code [SCC] § 30.65).
- City of Seattle: Designates Special Flood Hazard Areas as 100-year floodplain identified on FEMA's 1995 Flood Insurance Rate Maps (Seattle Municipal Code § 25.06).
- City of Shoreline: Regulates the 100-year floodplain identified on FEMA's most recent Flood Insurance Rate Maps in addition to floodplains identified in recent flood insurance studies for Thornton Creek and the Puget Sound shoreline (currently under FEMA review and subject to regulation upon FEMA adoption); also regulates Zero-Rise Floodway defined as the channel of a stream and that portion of the adjoining floodplain that is necessary to contain and discharge the base flood flow without any measurable increase (equal to or greater than 0.01 foot) in flood height (Shoreline Municipal Code § 13.12).
- City of Mountlake Terrace: Regulates activities in the 100-year floodplain identified on FEMA's most recent Flood Insurance Rate Maps; 100-year floodplains established by comprehensive drainage plans, observed areas of localized flooding, or where the Community and Economic Development Department has determined that drainage or erosion conditions present an imminent potential of harm to the welfare and safety of the surrounding community (Mountlake Terrace Municipal Code § 16.20).
- City of Lynnwood: Designates Special Flood Hazard Areas as 100-year floodplain identified on FEMA's most recent Flood Insurance Rate Maps (Lynnwood Municipal Code § 16.46).

APPLICABLE REQUIREMENTS

Water Resource Regulations

The federal, state, and local regulations that govern the protection or use of water resources in the study area are listed below. Local plans and/or policies that guide the use of water resources in the study area are also included.

- National Environmental Policy Act, 42 United States Code (USC) Section 4321
- Clean Water Act, 33 USC 1251 et seq., Sections 401, 402, and 404

- Coastal Zone Management Act, 16 USC 1451 et seq.
- Floodplain Management Presidential Executive Order 11988
- Safe Drinking Water Act, 42 USC 300 et seq., Chapter 6A
- Washington State Environmental Policy Act, Washington Administrative Code (WAC) 197-11 and WAC 468-12
- Washington State Water Quality Standards for Surface Waters, WAC 173-201A
- Washington State Water Quality Standards for Ground, WAC 173-200
- Washington State Flood Control Management Act, Revised Code of Washington (RCW) 89
- Washington State Water Pollution Control Act, RCW 90.48
- Washington State Shoreline Management Act, RCW 90.58, WAC 173-26
- King County Surface Water Management, Title 9 KCC
- King County Groundwater Protection, KCC 9.14
- King County Critical Areas, KCC 21A.24
- King County Shoreline Management, Title 25 KCC
- Snohomish County Water Pollution Control, SCC 7.53
- Snohomish County Water Quality Restoration and Water Quantity Management, SCC 25A
- Snohomish County Shoreline Management, SCC 30.44
- Snohomish County Critical Areas Regulations, SCCs 30.62, 30.62A, 30.62B, and 30.62C
- Snohomish County Drainage, SCC 30.63A
- Snohomish County Land Disturbing Activity, SCC 30.63B
- Snohomish County Low Impact Development, SCC 30.63C
- Snohomish County Groundwater Protection, SCC 30.64
- Snohomish County Special Flood Hazard Areas, SCC 30.65
- Swamp Creek Urban Growth Area Drainage Needs Report, including Scriber Creek Subbasin (Snohomish County 2002)
- City of Lynnwood Stormwater Management, Lynnwood Municipal Code 13.40
- City of Lynnwood Surface Water Quality, Lynnwood Municipal Code 13.45
- City of Lynnwood Flood Hazard Area Regulations, Lynnwood Municipal Code 16.46

- City of Lynnwood Environmentally Critical Areas, Lynnwood Municipal Code 17.10
- City of Mountlake Terrace Shorelines Management Act, Mountlake Terrace Municipal Code 16.10
- City of Mountlake Terrace Critical Areas, Mountlake Terrace Municipal Code 16.15
- City of Mountlake Terrace Requirements for Controlling Stormwater Runoff from New Development, Redevelopment, and Construction Sites, Mountlake Terrace Municipal Code 16.20
- City of Seattle Stormwater Code, Seattle Municipal Code 22.8
- City of Seattle Floodplain Development, Seattle Municipal Code 25.06
- City of Seattle Environmentally Critical Areas Regulations, Seattle Municipal Code 25.09
- City of Shoreline Surface Water Utility, Shoreline Municipal Code 13.10
- City of Shoreline Shoreline Management Plan, Shoreline Municipal Code 16.10
- City of Shoreline Critical Areas, Shoreline Municipal Code 20.80
- Thornton Creek Watershed Plan (R.W. Beck 2009)
- Thornton Creek Draft Watershed Action Plan (Thornton Creek Watershed Management Committee 2001)
- Greater Lake Ballinger/McAlier Creek Watershed Study Draft Strategic Action Plan (Otak et al. 2009)

Water Resource Permits

Permits related to water resources that may be anticipated or incorporated as part of the project include the following:

Federal

- Clean Water Act, Section 401 – Washington State Department of Ecology
- Clean Water Act, Section 404 and Section 10 – U.S. Army Corps of Engineers

State and County

- Hydraulic Project Approval – Washington Department of Fish and Wildlife
- Aquatic Use Authorization: Aquatic Lease – Washington Department of Natural Resources
- National Pollutant Discharge Elimination System (NPDES) Stormwater Discharge Permit – Washington State Department of Ecology

- NPDES Construction Stormwater General Permit – Washington State Department of Ecology
- Temporary Modification of Water Quality Criteria – Washington State Department of Ecology
- Water Quality Certification: Section 401 – Washington State Department of Ecology
- Waste Discharge Permit for discharge of construction water to the sanitary sewer – King County

Cities

- Construction Permits – Cities of Seattle, Shoreline, Mountlake Terrace, and Lynnwood
- Development Permits – City of Lynnwood

Other

- Pipeline and Utility Crossing: Permits – Utility Providers
- Utility Approvals: Easements and Use Agreements – Utility Providers

BEST MANAGEMENT PRACTICES

Long-Term Operations

The proposed stormwater management for the Lynnwood Link Extension follows the Sound Transit *Design Criteria Manual* (Sound Transit 2012), which requires stormwater design for Sound Transit projects to conform to the requirements of the local jurisdictions. The Lynnwood Link Extension would comply with the following local design manuals:

- WSDOT: WSDOT *Highway Runoff Manual* (WSDOT 2014)
- City of Seattle: City of Seattle *Flow Control and Water Quality Treatment Technical Requirements Manual, Volume 3* (City of Seattle 2009)
- City of Shoreline: 2012 Ecology *Stormwater Management Manual for Western Washington* (Ecology 2012); *Engineering Development Manual* (City of Shoreline 2012); *Low Impact Development, Technical Guidance for Puget Sound* (latest version)
- City of Mountlake Terrace: 2012 Ecology *Stormwater Management Manual for Western Washington* (Ecology 2012)
- City of Lynnwood: 2005 Ecology *Stormwater Management Manual for Western Washington* (Ecology 2005) (expected to adopt the 2012 manual by the time project design is underway)

Based on the guidance provided in the *Design Criteria Manual*, low impact development (LID) is a preferred stormwater management method and would be employed wherever possible. Also, the 2012 Ecology *Stormwater Management Manual for Western Washington* requires LID approaches to stormwater management to the

extent feasible. Stormwater management facilities will be designed using sustainable, LID approaches where possible, referencing the above manuals and the Puget Sound LID Manual (WSU and Puget Sound Partnership 2012) as guidance. However, in areas where use of LID measures is not feasible due to physical site constraints, other techniques may be used. Stormwater flow control techniques may include detention ponds, infiltration ponds, vaults, and dispersion. Water quality treatment techniques may include bioretention, ecology embankments, and media filter vaults. Treatment to remove metals, oil, and grease would be provided at parking lots and roadway areas where required. A detailed discussion of the requirements applied and the proposed facilities is presented in the *Lynnwood Link Extension Conceptual Design Report - Appendix G: Drainage Plan Report Technical Memorandum* (Sound Transit 2012).

Construction

The risk of construction-related impacts to water resources would be controlled by complying with the NPDES Construction Stormwater General Permit process; the standards presented in the WSDOT *Highway Runoff Manual*, Seattle's *Stormwater Manual*, and Ecology's *Stormwater Management Manual for Western Washington*; and best management practices (BMPs), as appropriate. If discharge of treated construction or process water to a sanitary sewer is proposed, approval must be obtained from the the appropriate jurisdiction. King County's Industrial Waste Division has jurisdiction over the western portion of King County and a small area of southwestern Snohomish County. In the Snohomish County portions of the study area, discharge from Mountlake Terrace and a portion of the city of Edmonds is collected by the King County Industrial Waste Division. Discharge from within the city of Lynnwood is treated by the Lynnwood Wastewater Treatment Division. For construction within and over streams or other water bodies, a Hydraulic Project Approval (HPA) would be obtained from the Washington Department of Fish and Wildlife (WDFW) before work begins.

Through compliance with these requirements, an approved Construction Stormwater Pollution Prevention Plan (CSWPPP) would be developed and implemented for the proposed project. The CSWPPP would serve as the overall construction stormwater mitigation plan by describing overall procedural and structural pollution prevention and flow control BMPs, including location, size, maintenance requirements, and monitoring. An Ecology-certified erosion and sediment control lead (CESCL) would be employed to conduct compliance inspections. In addition, the CSWPPP would include each of the following elements:

- Temporary Erosion and Sediment Control – This element would outline the design and construction specifications for BMPs to be used to identify, reduce, eliminate, or prevent sediment and erosion problems.
- Spill Prevention, Control, and Countermeasures – This element would outline requirements for and implementation of spill prevention, inspection

protocols, equipment, material containment measures, and spill response procedures.

- Concrete Containment and Disposal – This element would outline the management, containment, and disposal of concrete debris, slurry, and dust, and discuss BMPs that would be used to reduce high pH levels.
- Dewatering Management – This element would outline procedures for pumping groundwater away from the construction area, and storing (as necessary), testing, treating (as necessary), and discharging or disposing of the dewatering water.
- Fugitive Dust Control – This element would outline measures to prevent the generation of fugitive dust from exposed soil, construction traffic, and material stockpiles.

Potential BMPs include the following:

- Phasing the work in an effort to minimize the area of impact
- Minimizing the amount of cleared area at a construction site
- Stabilizing construction entrances and haul roads using quarry spalls
- Washing truck tires at construction entrances, as necessary
- Constructing silt fences downslope from exposed soil
- Protecting catch basins from sediment
- Containing and controlling concrete and hazardous materials on site
- Installing temporary ditches to route runoff around or through construction sites, with periodic straw bales or rock check dams to slow and settle runoff
- Providing temporary plastic or mulch to cover soil stockpiles and exposed soil
- Using straw wattles to reduce the length of unbroken slopes and minimize runoff concentration
- Using temporary erosion control blankets or mulch on exposed steep slopes to minimize erosion before vegetation is established
- Constructing temporary sedimentation ponds to remove solids from concentrated runoff and dewatering before being discharged
- Conducting vehicle fueling and maintenance activities no closer than 100 feet from a water body or ditch
- Implementing stream protection measures, as necessary, including diverting stream flow around the construction area and limiting the construction period to the required “work window,” a period of the year identified in the HPA when fish would be minimally affected

IMPERVIOUS SURFACE CHANGES

A quantitative estimate of proposed impervious surface was calculated in an area extending out 100 feet from the right-of-way boundaries along each alternative alignment and the proposed light rail stations (see Figure I-4.9-2). The calculations included the areas of the alternatives only and did not include options. Table I-4.9-2 compares total proposed impervious surface for the Preferred Alternative and other alternatives in Segments A, B, and C that would potentially result in the highest and lowest amount of new impervious surfaces, compared to total existing impervious surface in the same area.

Table I-4.9-2. Proposed Changes in Impervious Surfaces

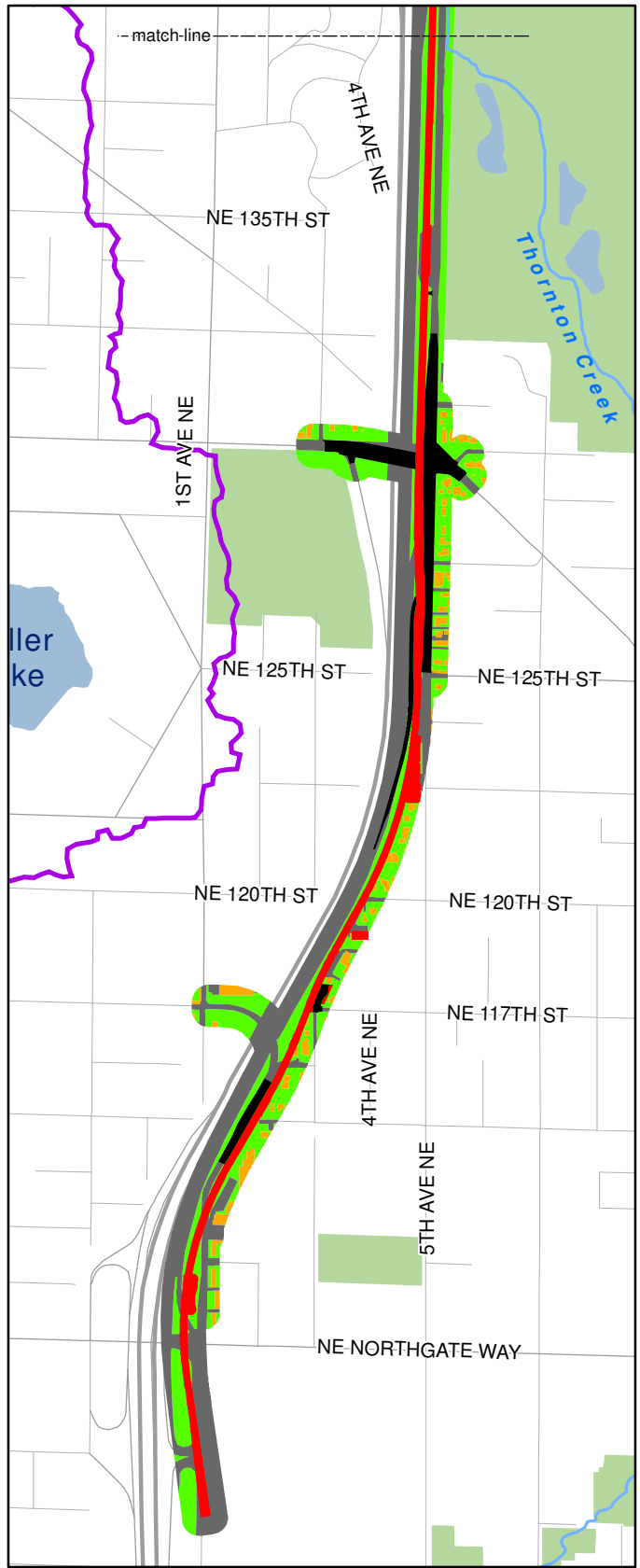
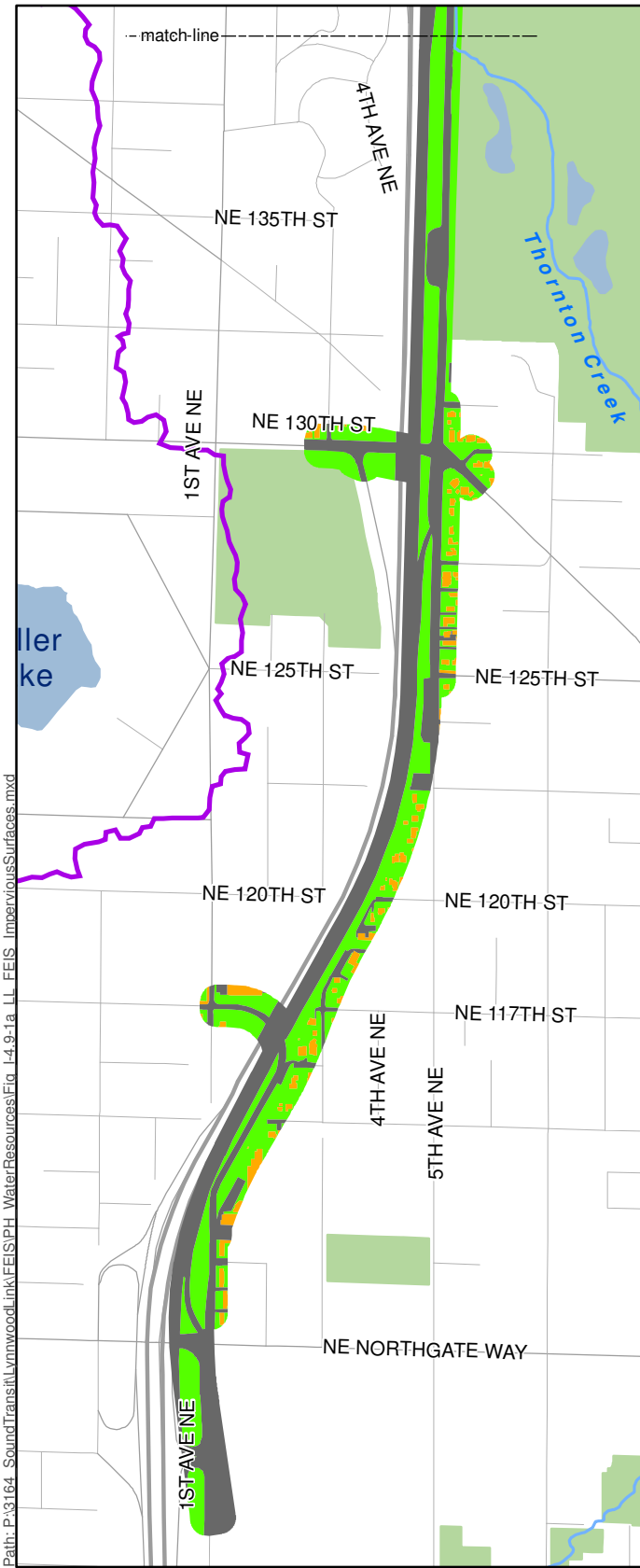
Project Alternative	Total Existing Impervious (acres)			Total Impervious After Project (acres)			Percent Change		
	PGIS ^a	NPGIS ^b	Total	PGIS ^a	NPGIS ^b	Total	PGIS ^a	NPGIS ^b	Total
Segment A: Seattle to Shoreline									
Preferred Alternative: At-grade/Elevated with NE 145th and NE 18th Street Stations	79	11.28	90.28	82.55	38.26	120.81	4%	239%	34%
A1: At-grade/Elevated with NE 145th and NE 185th Street Stations (maximum of other alternatives)	79	11.28	90.28	81.84	38.00	119.85	4%	237%	33%
A3: Mostly Elevated with NE 145th and NE 185th Street Stations (minimum)	79	11.28	90.28	78.80	37.97	116.78	0%	237%	29%
Segment B: Shoreline to Mountlake Terrace									
Preferred Alternative (B2 Modified): East Side to Mountlake Terrace Transit Center to West Side	63.8	4.89	68.69	63.46	22.53	85.99	-1%	361%	25%
B2A: East Side to Mountlake Terrace Transit Center to West Side with 220th Street SW Station (maximum)	63.8	4.89	68.69	62.91	23.57	86.47	-1%	382%	26%
B4: East Side to Mountlake Terrace Freeway Station to Median (minimum)	63.8	4.89	68.69	60.24	19.95	80.20	-6%	308%	17%

Table I-4.9-2. Proposed Changes in Impervious Surfaces

Project Alternative	Total Existing Impervious (acres)			Total Impervious After Project (acres)			Percent Change		
	PGIS ^a	NPGIS ^b	Total	PGIS ^a	NPGIS ^b	Total	PGIS ^a	NPGIS ^b	Total
Segment C: Mountlake Terrace to Lynnwood									
Preferred Alternative (C3 Modified): Along 1-5 to Lynnwood Park-and-Ride Station	55.47	11.32	66.79	53.42	17.1	70.52	-4%	51%	6%
C2 Option 2: 52nd Avenue West to Lynnwood Transit Center with Option 2 West Connection (maximum of other alternatives)	55.47	11.32	66.79	52.81	17.47	70.27	-5%	54%	5%
C1 Option 1: 52nd Avenue West to 200th Street SW (minimum)	55.47	11.32	66.79	52.68	16.76	69.44	-5%	48%	4%

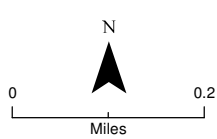
^a PGIS: pollution-generating impervious surfaces, which include parking areas, bus holding areas, project-associated roads or road realignments, and maintenance facilities

^b NPGIS: non-pollution-generating impervious surfaces, which include light rail tracks and stations



Existing Condition

Preferred Alternative



- City Boundary
- County Boundary
- Park
- Study Area Stream Basin

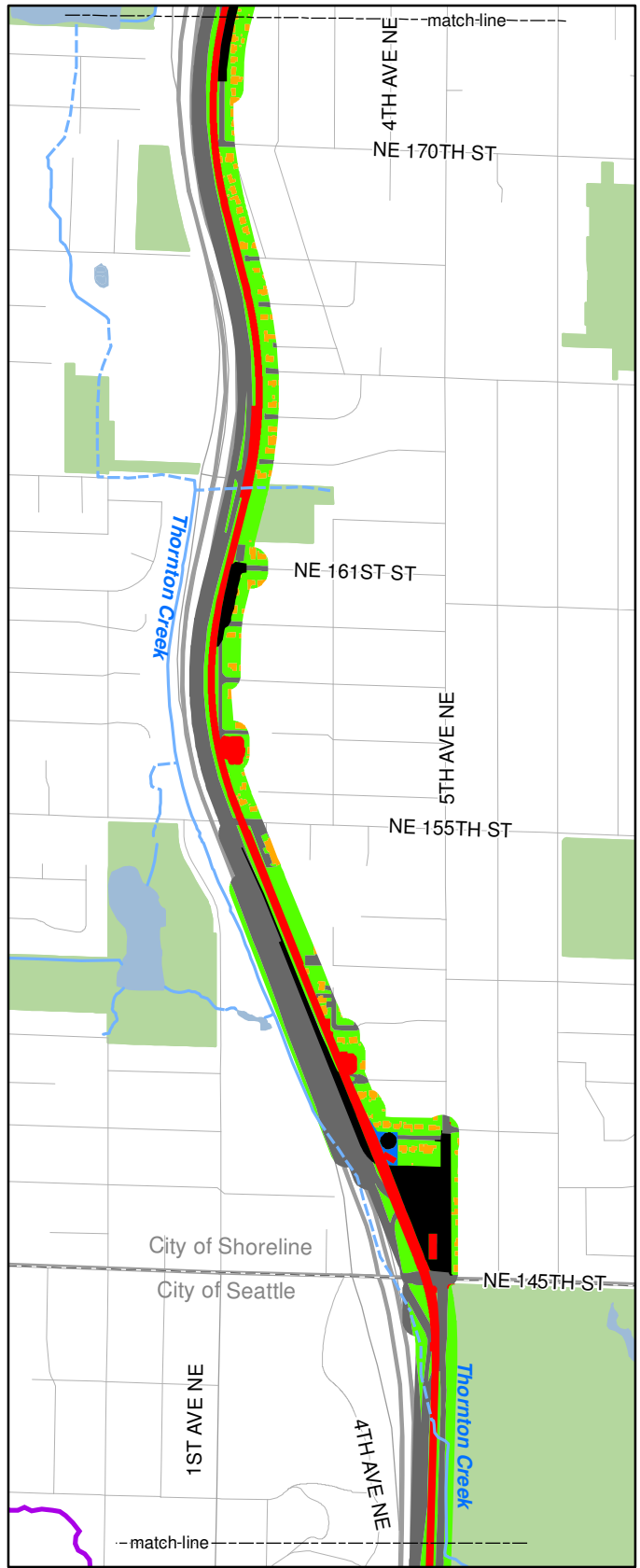
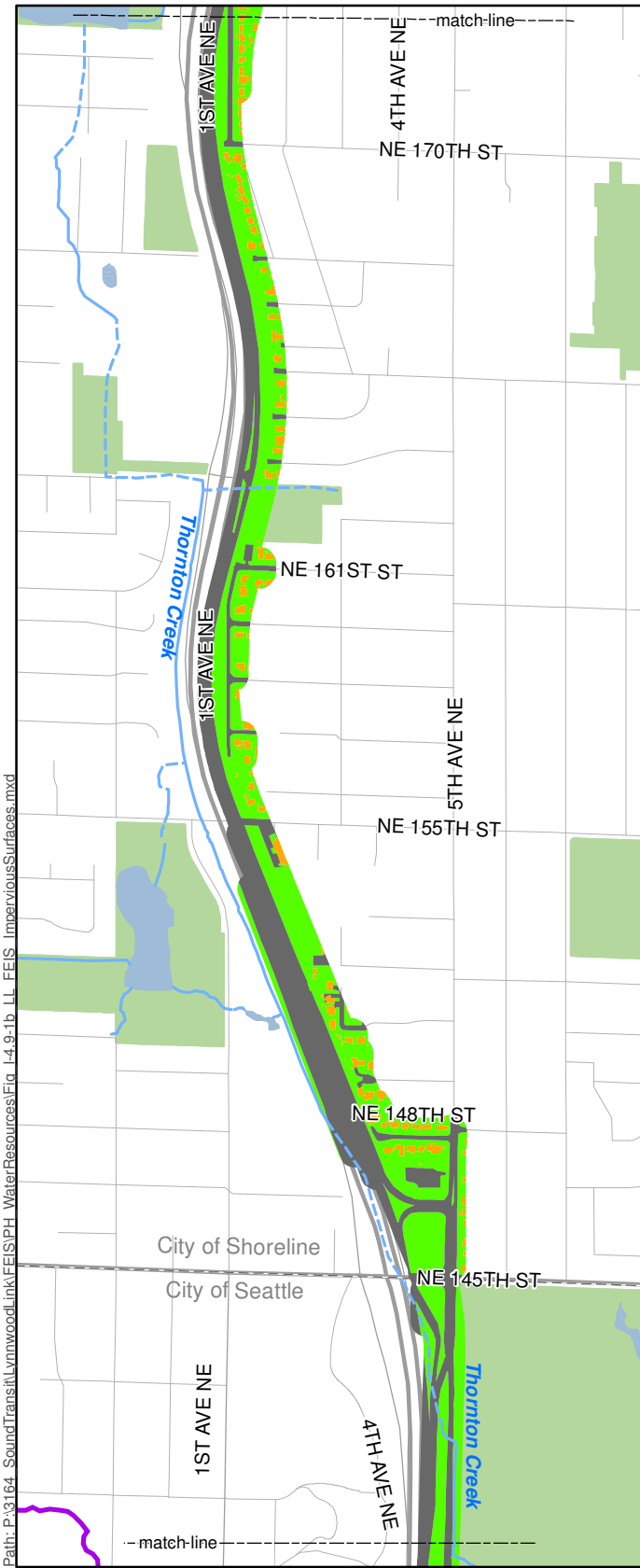
- Existing Cover**
- PGIS*
 - NPGIS*
 - Pervious

- Proposed Cover**
- PGIS*
 - NPGIS*
 - Pervious

Figure I-4.9-2a
Existing and Proposed
Impervious Surfaces

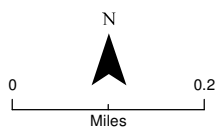
Data Sources:
(King County, Snohomish County, WSDOT, Sound Transit)

* PGIS = Pollution - Generating Impervious Surface
NPGIS = Non - Pollution Generating Impervious Surface



Existing Condition

Preferred Alternative



- City Boundary
- County Boundary
- Park
- Study Area
- Stream Basin

- Existing Cover**
- PGIS*
 - NPGIS*
 - Pervious

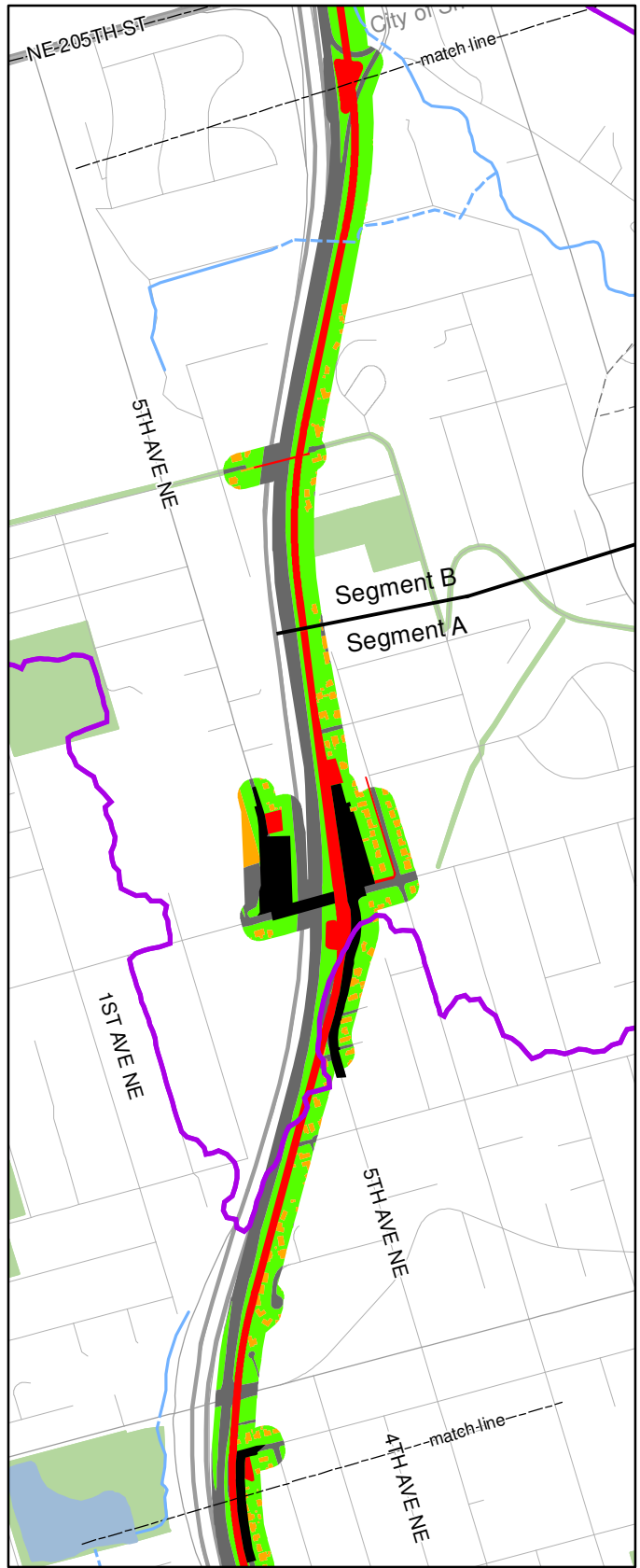
- Proposed Cover**
- PGIS*
 - NPGIS*
 - Pervious

Figure I-4.9-2b
Existing and Proposed
Impervious Surfaces

Data Sources:
(King County, Snohomish County, WSDOT, Sound Transit)

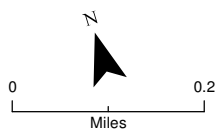
* PGIS = Pollution - Generating Impervious Surface
NPGIS = Non - Pollution Generating Impervious Surface

Lynnwood Link Extension



Existing Condition

Preferred Alternative



- City Boundary
- County Boundary
- Park
- Study Area Stream Basin

- Existing Cover**
- PGIS*
 - NPGIS*
 - Pervious

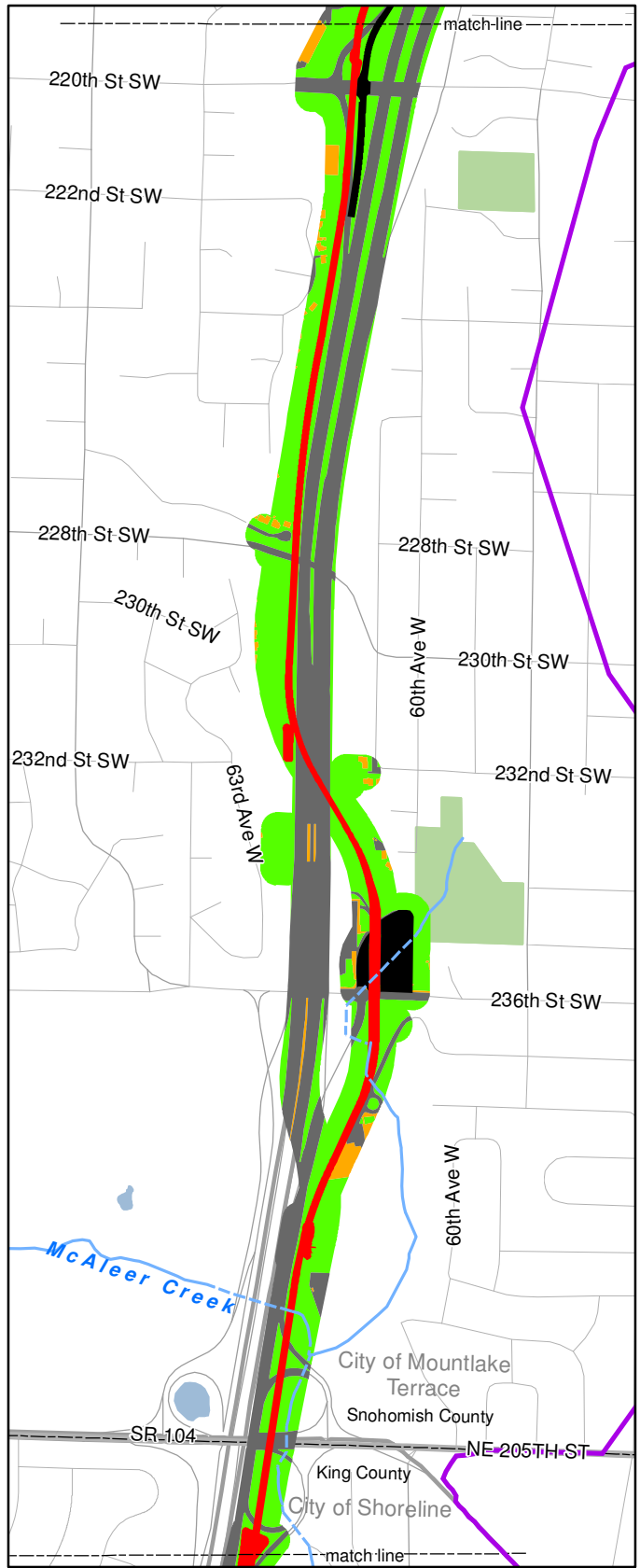
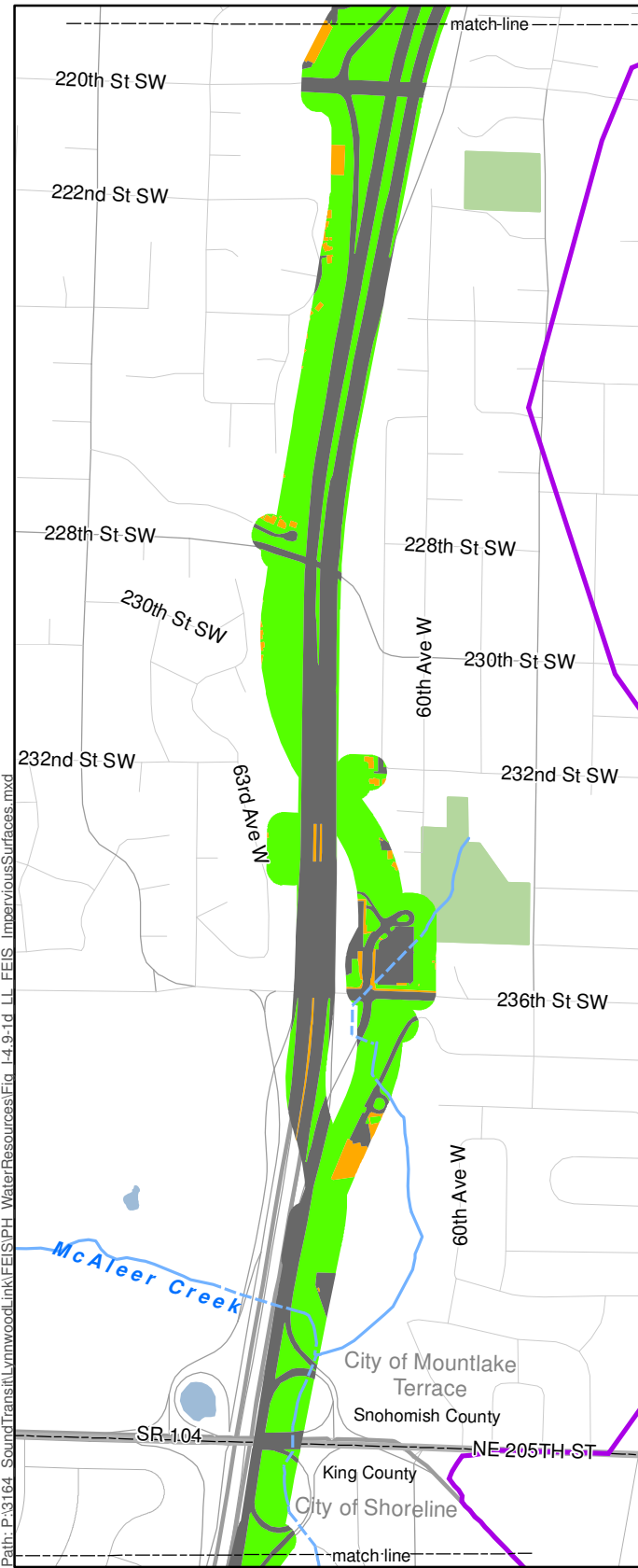
- Proposed Cover**
- PGIS*
 - NPGIS*
 - Pervious

Figure I-4.9-2c
Existing and Proposed
Impervious Surfaces

Data Sources:
(King County, Snohomish County, WSDOT, Sound Transit)

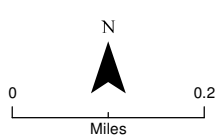
* PGIS = Pollution - Generating Impervious Surface
NPGIS = Non - Pollution Generating Impervious Surface

Lynnwood Link Extension



Existing Condition

Preferred Alternative



- City Boundary
- County Boundary
- Park
- Study Area
- Stream Basin

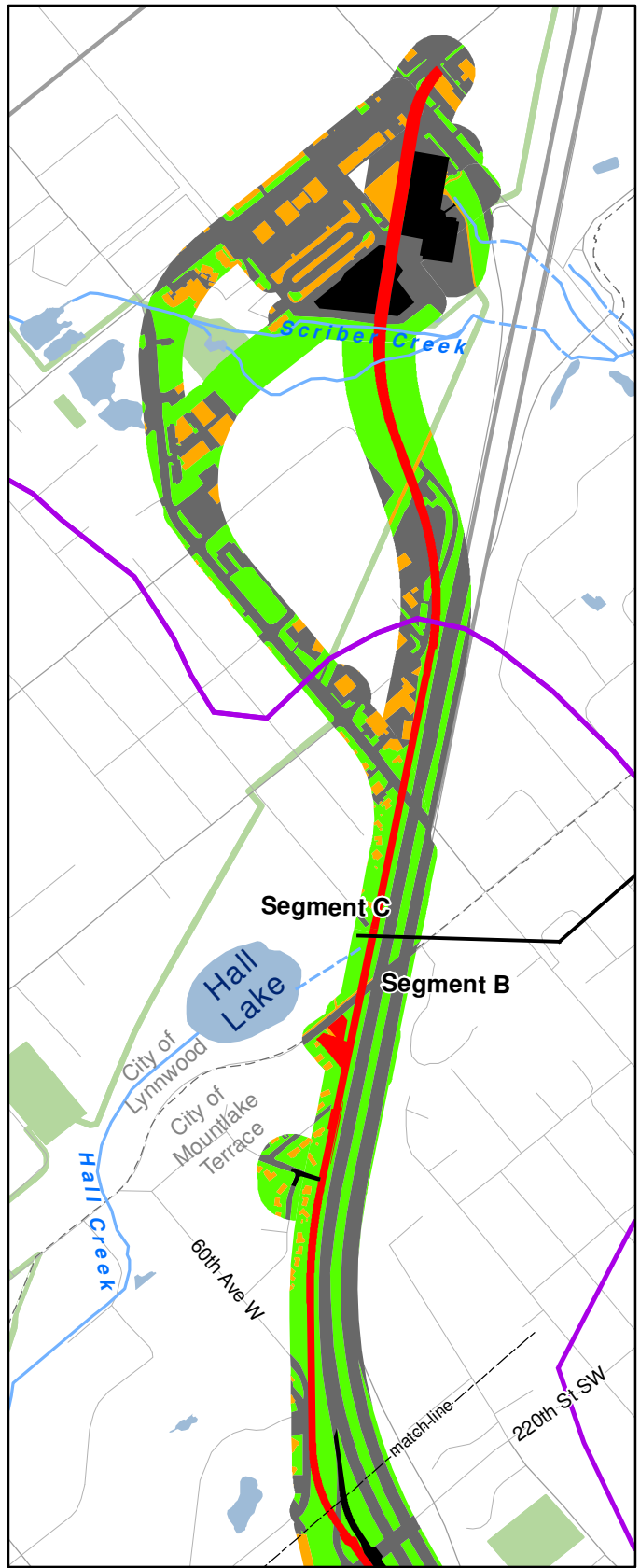
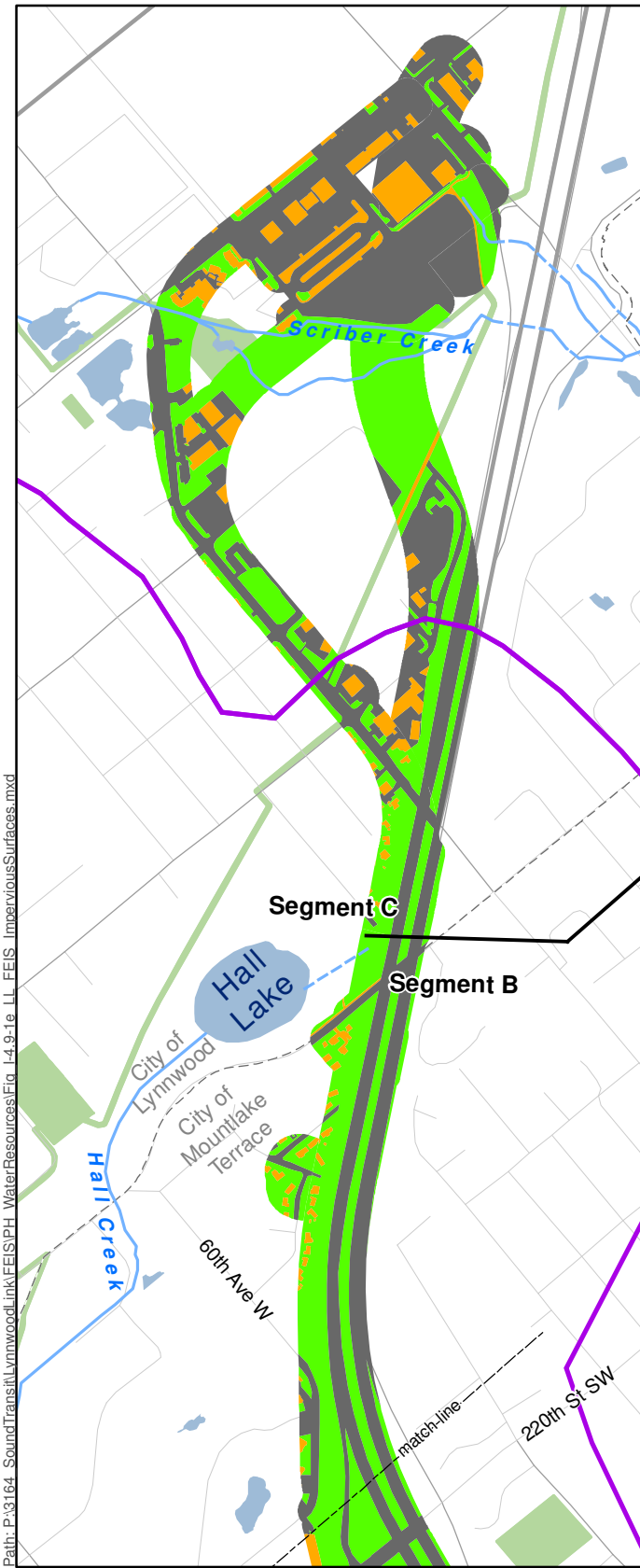
- Existing Cover**
- PGIS*
 - NPGIS*
 - Pervious

- Proposed Cover**
- PGIS*
 - NPGIS*
 - Pervious

Figure I-4.9-2d
Existing and Proposed
Impervious Surfaces

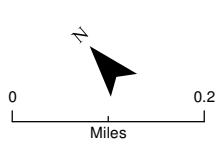
Data Sources:
(King County, Snohomish County, WSDOT, Sound Transit)

* PGIS = Pollution - Generating Impervious Surface
NPGIS = Non - Pollution Generating Impervious Surface



Existing Condition

Preferred Alternative



- City Boundary
- County Boundary
- Park
- Study Area Stream Basin

- Existing Cover**
- PGIS*
 - NPGIS*
 - Pervious

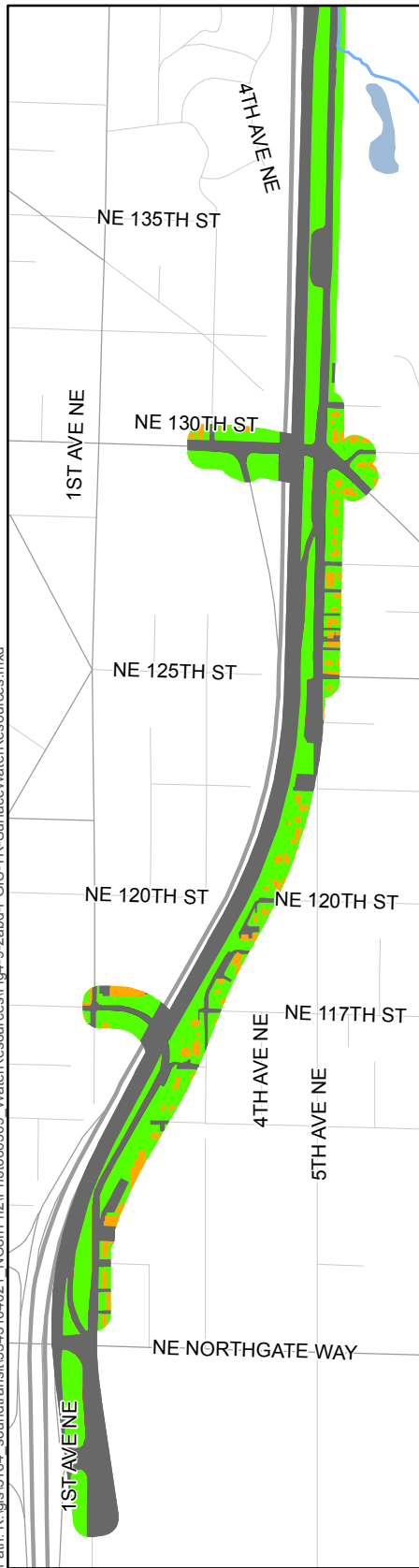
- Proposed Cover**
- PGIS*
 - NPGIS*
 - Pervious

Data Sources:
(King County, Snohomish County, WSDOT, Sound Transit)

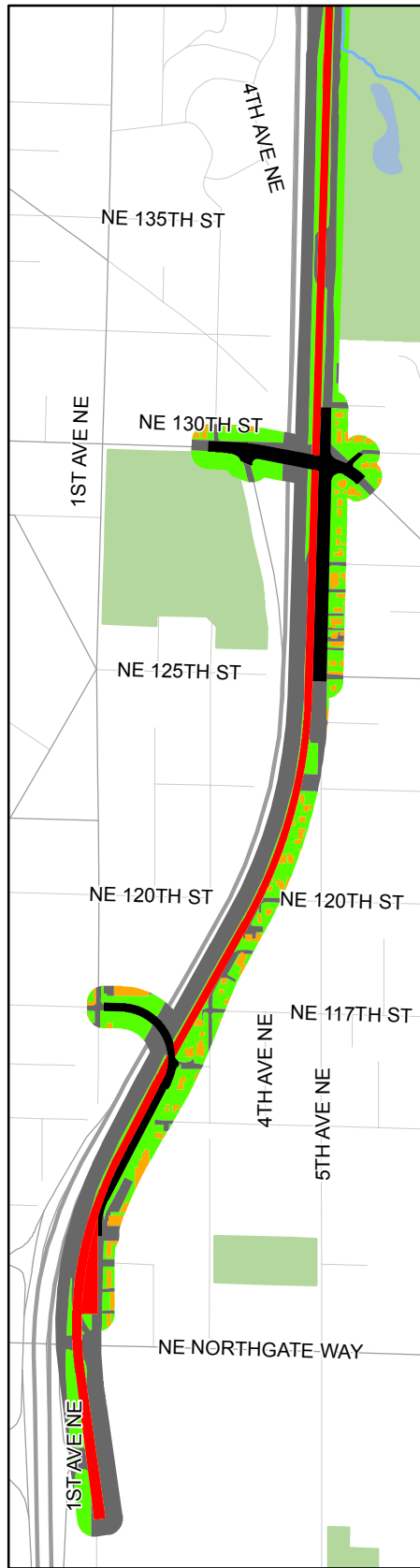
* PGIS = Pollution - Generating Impervious Surface
NPGIS = Non - Pollution Generating Impervious Surface

Figure I-4.9-2e
Existing and Proposed
Impervious Surfaces

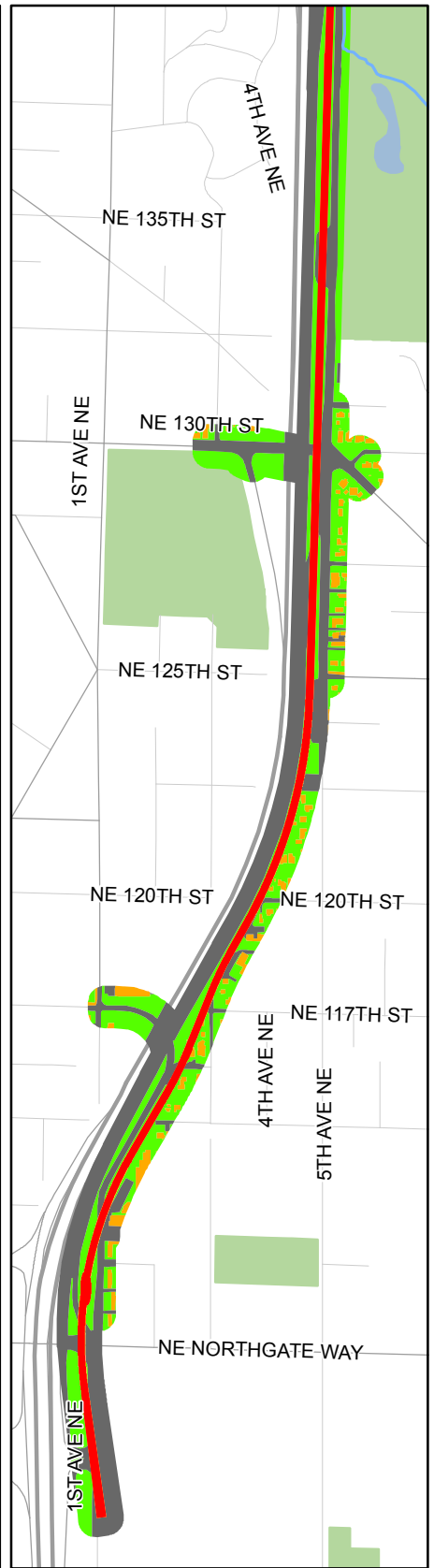
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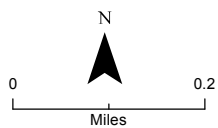
Existing Condition



Maximum Proposed Impervious Increase Alternatives A1, B2A, C2W



Minimum Proposed Impervious Increase Alternatives A3, B4, C1M



- City Boundary
- County Boundary
- Park
- Waterbody

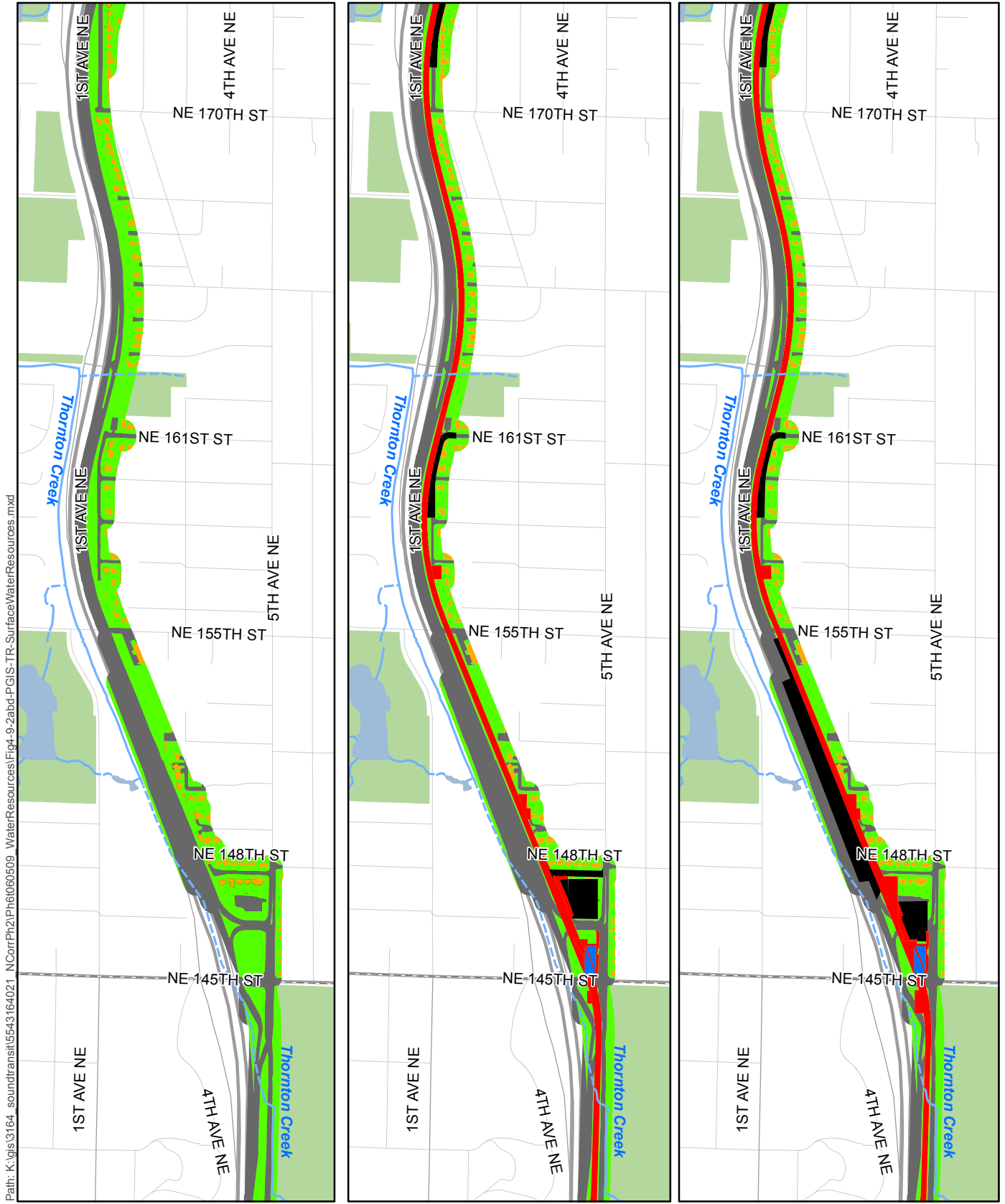
- | Existing Cover | Proposed Cover |
|----------------|----------------|
| PGIS* | PGIS* |
| NPGIS* | NPGIS* |
| Pervious | Pervious |

* PGIS = Pollution - Generating Impervious Surface
 * NPGIS = Non - Pollution Generating Impervious Surface

Figure I-4.9-3a
 Existing and Proposed
 Impervious Surfaces

Data Sources:
 (King County, Snohomish County, WSDOT, Sound Transit)

Lynnwood Link Extension

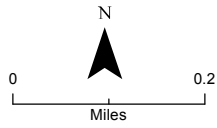


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Existing Condition

Maximum Proposed Impervious Increase Alternatives A1, B2A, C2W

Minimum Proposed Impervious Increase Alternatives A3, B4, C1M



- City Boundary
- County Boundary
- Park
- Waterbody

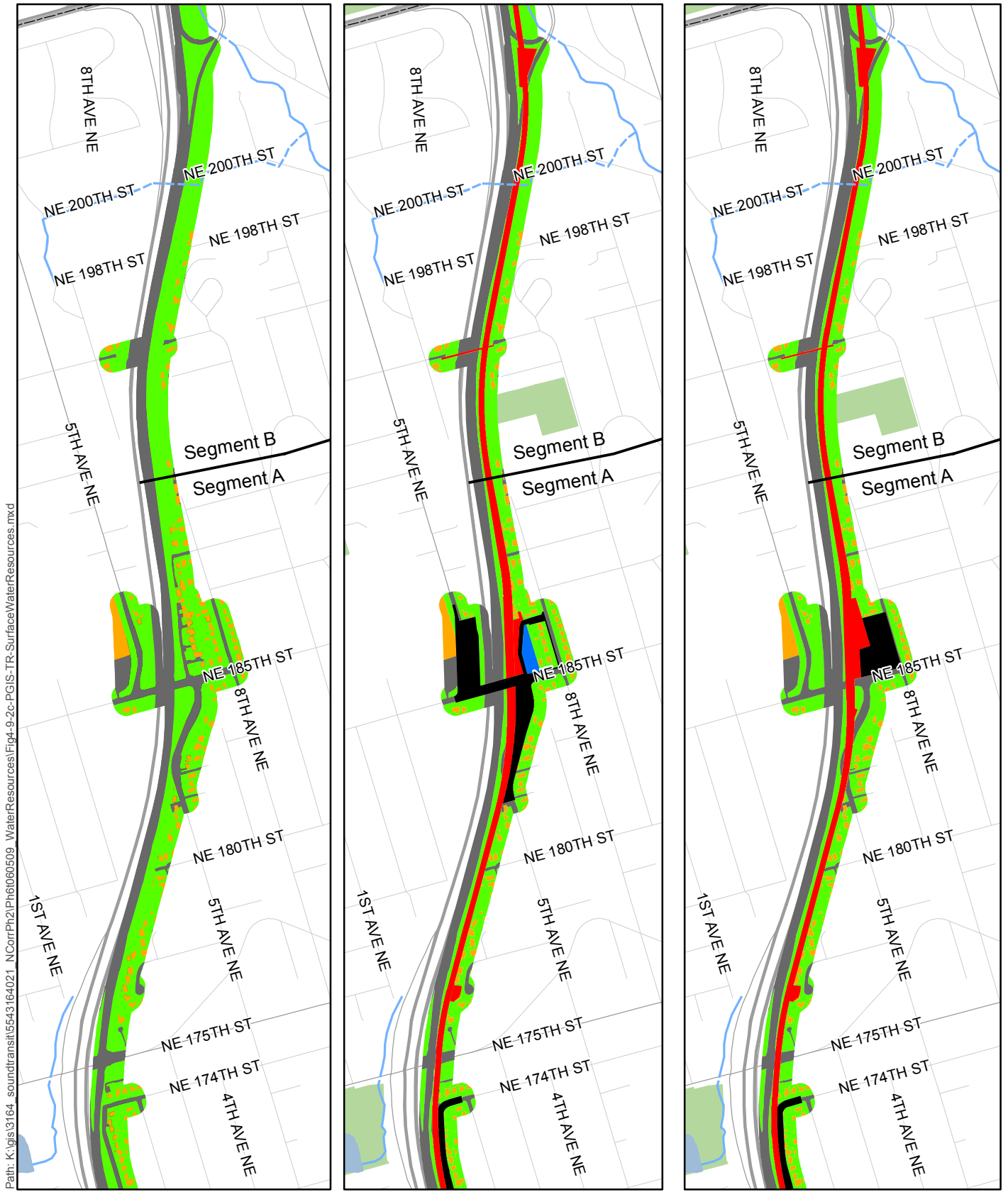
- | Existing Cover | Proposed Cover |
|----------------|----------------|
| PGIS* | PGIS* |
| NPGIS* | NPGIS* |
| Pervious | Pervious |

Figure I-4.9-3b
Existing and Proposed Impervious Surfaces

Data Sources:
(King County, Snohomish County, WSDOT, Sound Transit)

* PGIS = Pollution - Generating Impervious Surface
* NPGIS = Non - Pollution Generating Impervious Surface

Lynnwood Link Extension

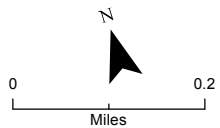


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Existing Condition

Maximum Proposed Impervious Increase Alternatives A1, B2A, C2W

Minimum Proposed Impervious Increase Alternatives A3, B4, C1M



- City Boundary
- County Boundary
- Park
- Waterbody

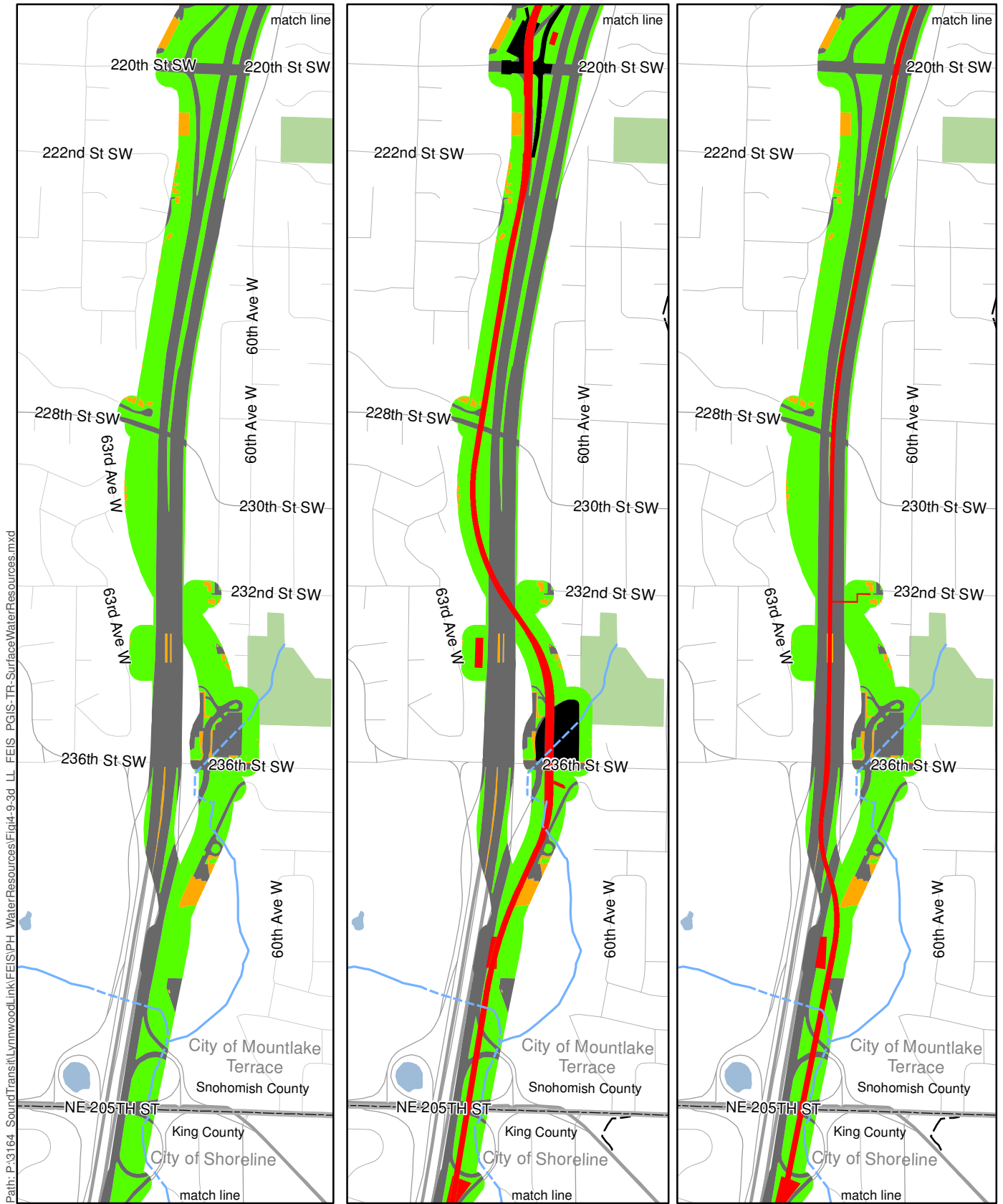
- | Existing Cover | Proposed Cover |
|----------------|----------------|
| PGIS* | PGIS* |
| NPGIS* | NPGIS* |
| Pervious | Pervious |

* PGIS = Pollution - Generating Impervious Surface
 * NPGIS = Non - Pollution Generating Impervious Surface

Data Sources:
 (King County, Snohomish County, WSDOT, Sound Transit)

Figure I-4.9-3c
 Existing and Proposed
 Impervious Surfaces

Lynnwood Link Extension

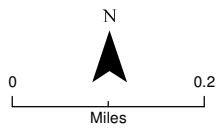


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Existing Condition

Maximum Proposed Impervious Increase Alternatives A1, B2A, C2W

Minimum Proposed Impervious Increase Alternatives A3, B4, C1M



- City Boundary
- County Boundary
- Park

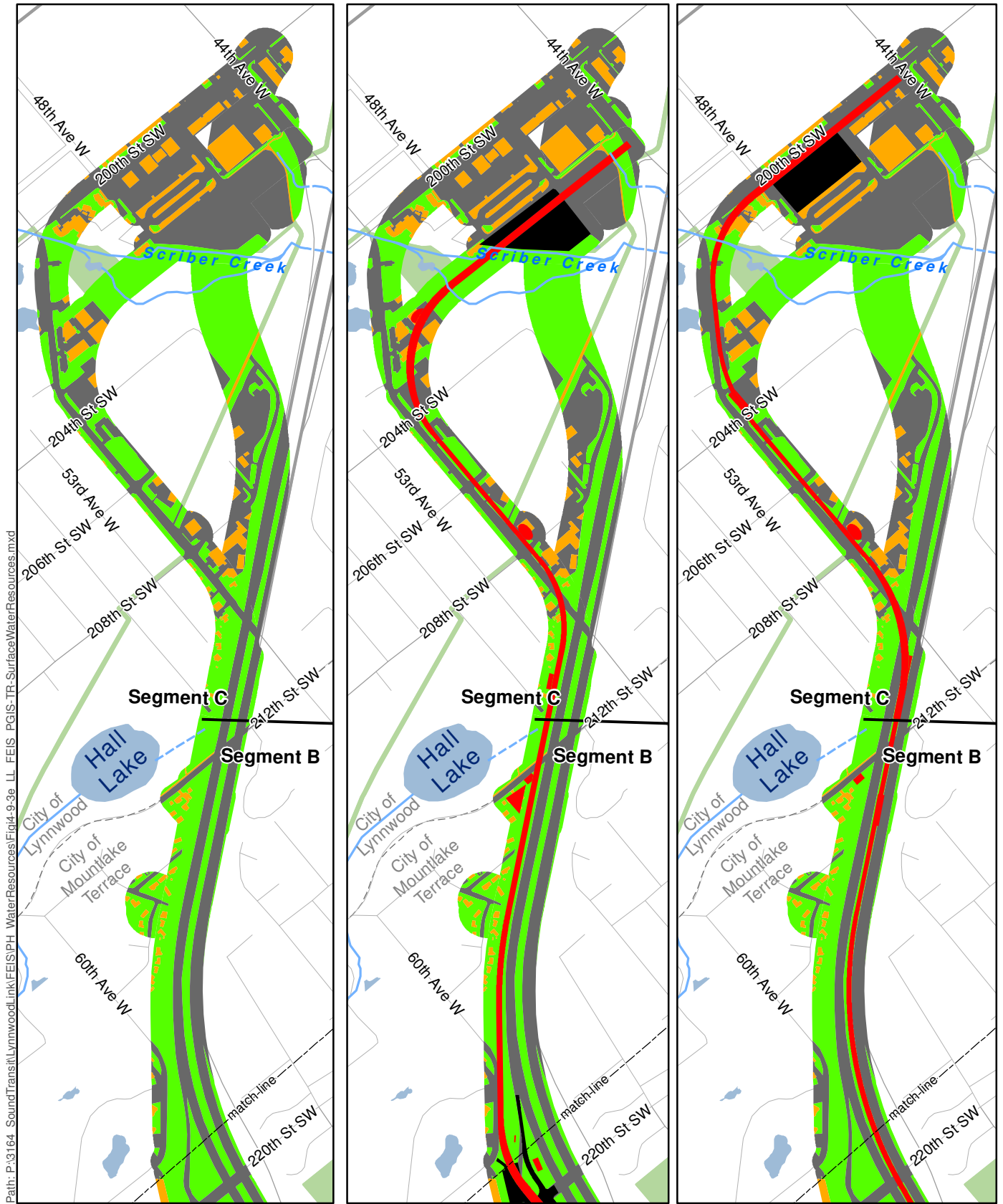
- | Existing Cover | Proposed Cover |
|----------------|----------------|
| PGIS* | PGIS* |
| NPGIS* | NPGIS* |
| Pervious | Pervious |

Figure I-4.9-3d
Existing and Proposed Impervious Surfaces

Data Sources:
(King County, Snohomish County, WSDOT, Sound Transit)

* PGIS = Pollution - Generating Impervious Surface
* NPGIS = Non - Pollution Generating Impervious Surface

Lynnwood Link Extension

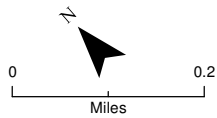


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Existing Condition

Maximum Proposed Impervious Increase Alternatives A1, B2A, C2W

Minimum Proposed Impervious Increase Alternatives A3, B4, C1M



- City Boundary
- County Boundary
- Park
- Study Area
- Stream Basin

- | Existing Cover | Proposed Cover |
|----------------|----------------|
| PGIS* | PGIS* |
| NPGIS* | NPGIS* |
| Pervious | Pervious |

Figure I-4.9-3e
Existing and Proposed
Impervious Surfaces

Data Sources:
(King County, Snohomish County, WSDOT, Sound Transit)

* PGIS = Pollution - Generating Impervious Surface
NPGIS = Non - Pollution Generating Impervious Surface

Lynnwood Link Extension

APPENDIX I-4.11

Geology and Soils

APPENDIX I-4.11 GEOLOGY AND SOILS — BACKGROUND INFORMATION

Table I-4.11-1. Summary of Geologic Units and Engineering Properties

Geologic Unit (Map Symbol)	Description	General Constructability	Density and/or Hardness	Strength	Permeability	Liquefaction Potential
Modified land	Fill and/or graded natural soils that obscure or alter the original soils; not mapped or shown on map legend, because entire I-5 corridor could potentially be shown as modified land	Varying. Poor foundation support and poor cut stability if non-engineered, good foundation support and cut stability if engineered	Variable	Variable	Variable	High
Wetland deposits (Qw)	Organic-rich sediment, peat and fine-grained alluvium deposited in and around wetlands; not all deposits mapped	Poor foundation support, poor cut stability, high occurrence of groundwater, poor soils for reuse as engineered fill	Very soft to medium stiff	Low	Variable	High
Peat (Qp)	Organic matter and woody debris, often accumulated in the floors of recessional outwash channels, commonly interbedded with silt and clay; not all deposits mapped	Poor foundation support and poor cut stability; highly compressible	Very soft to medium stiff	Very low	Medium	Low
Younger alluvium (Qyal)	Sand with variable silt content and silt with occasional layers of organic matter, deposited by streams and running water; not all deposits mapped	Poor to fair foundation support, depending on composition, density and construction type; some soils might be wet-weather sensitive; some soils might be suitable for reuse as engineered fill, depending on fines content	Loose to medium dense or soft to stiff	Low to medium	Low to high	High

Geologic Unit (Map Symbol)	Description	General Constructability	Density and/or Hardness	Strength	Permeability	Liquefaction Potential
Vashon recessional outwash deposits (Qvr)	Layered sand and gravel with minor silt and clay layers deposited in outwash channels emanating from retreating glaciers as well as in and adjacent to recessional lakes.	Fair to good foundation support and stable cuts when undisturbed, unless below the water table or exposed to water; potential groundwater occurrence; soils suitable for reuse as engineered fill	Loose to dense	Low to medium	Medium	Medium
Vashon glacial till (Qvt)	Non-sorted mixture of clay, silt, sand, gravel, cobbles, and boulders deposited along the base of the Vashon glacial ice. The upper 2 to 5 feet is often weathered. These materials are generally heterogeneous, yet often exhibit considerable variation in composition over short distances	Excellent foundation support and stable cuts when undisturbed; perched groundwater sometimes encountered; wet-weather sensitive, soils suitable for reuse as engineered fill depending on moisture content	Medium dense to very dense	High	Low	Low
Advance outwash (Qva)	Stratified sand with gravel and some cobbles deposited by streams emanating from advancing glaciers and subsequently glacially consolidated. Advance outwash deposits typically contain relatively low fines content. However, locally, the advance outwash can be silty and contain layers of fine-grained sands and silts.	Excellent foundation support and stable cuts when undisturbed, unless below the water table or exposed to water; potentially high groundwater occurrence; soils suitable for reuse as engineered fill	Dense to very dense	High	Medium to high	Low

Geologic Unit (Map Symbol)	Description	General Constructability	Density and/or Hardness	Strength	Permeability	Liquefaction Potential
Lawton clay (Qv1c)	Thick sections of clay and silt and fine sand and some layers of peaty sand deposited in proglacial lakes and subsequently glacially consolidated; not mapped but likely present below advance outwash	Good foundation support when undisturbed, cuts potentially unstable if previous slope movement has occurred; low groundwater occurrence; poor soils for reuse as engineered fill	Medium stiff to hard	Medium to high	Low	Low

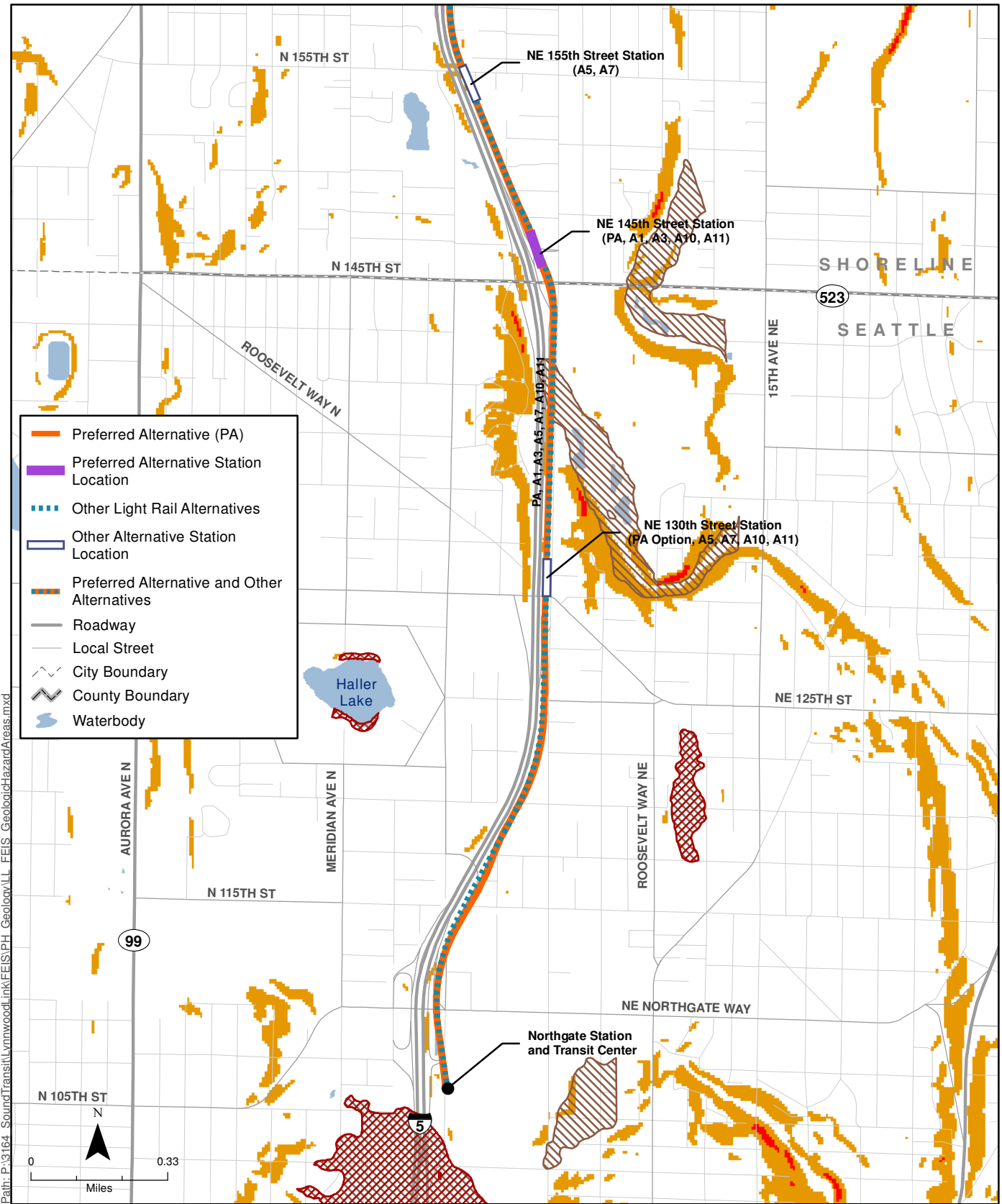


Figure I-4.11-1a
Geologic Hazard Areas

- Settlement Hazard Areas
- Steep Slope Hazard Areas (15% - 40% Slopes)
- Seismic Hazard Areas
- Landslide Hazard Areas (>40% Slopes)

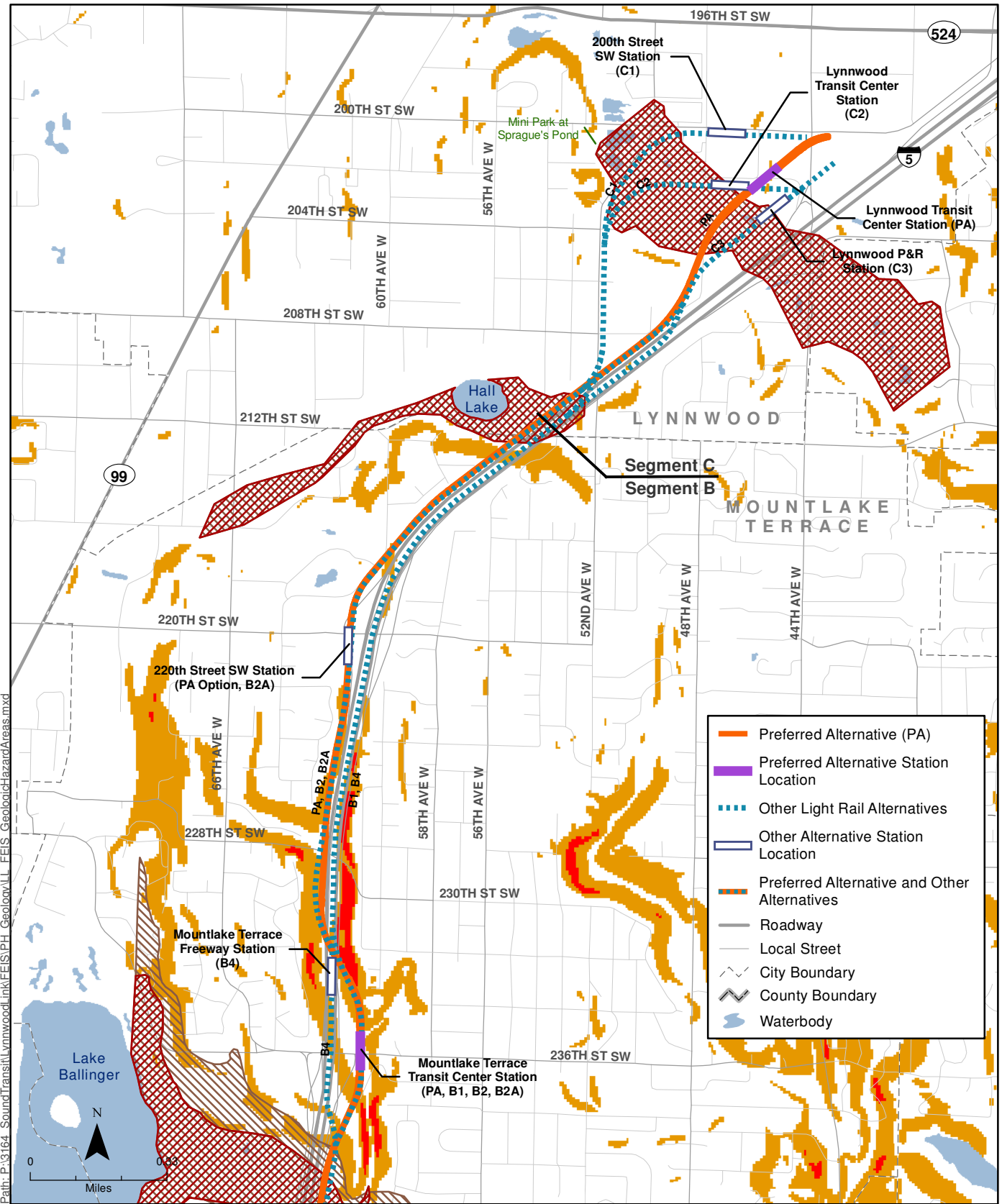
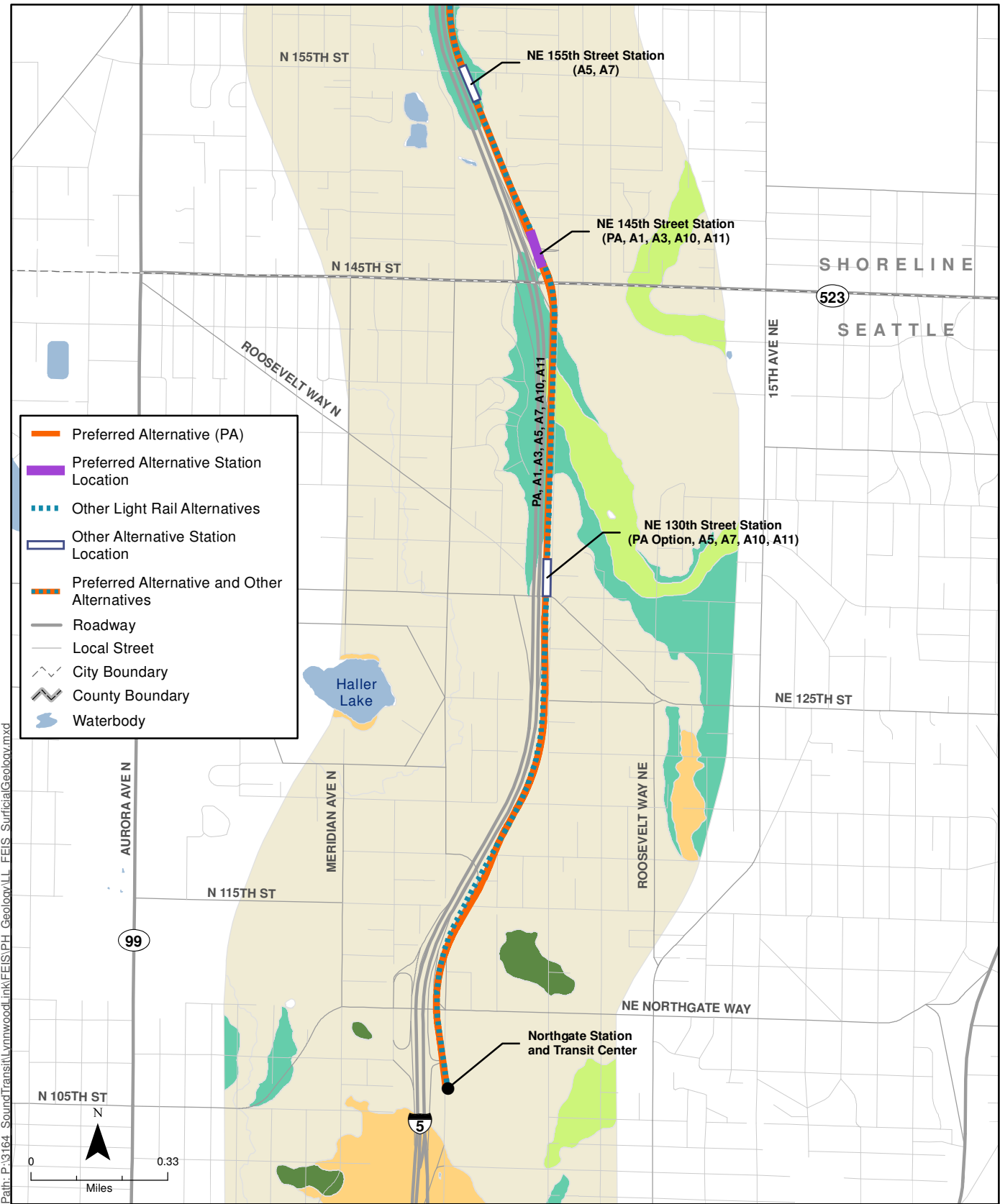


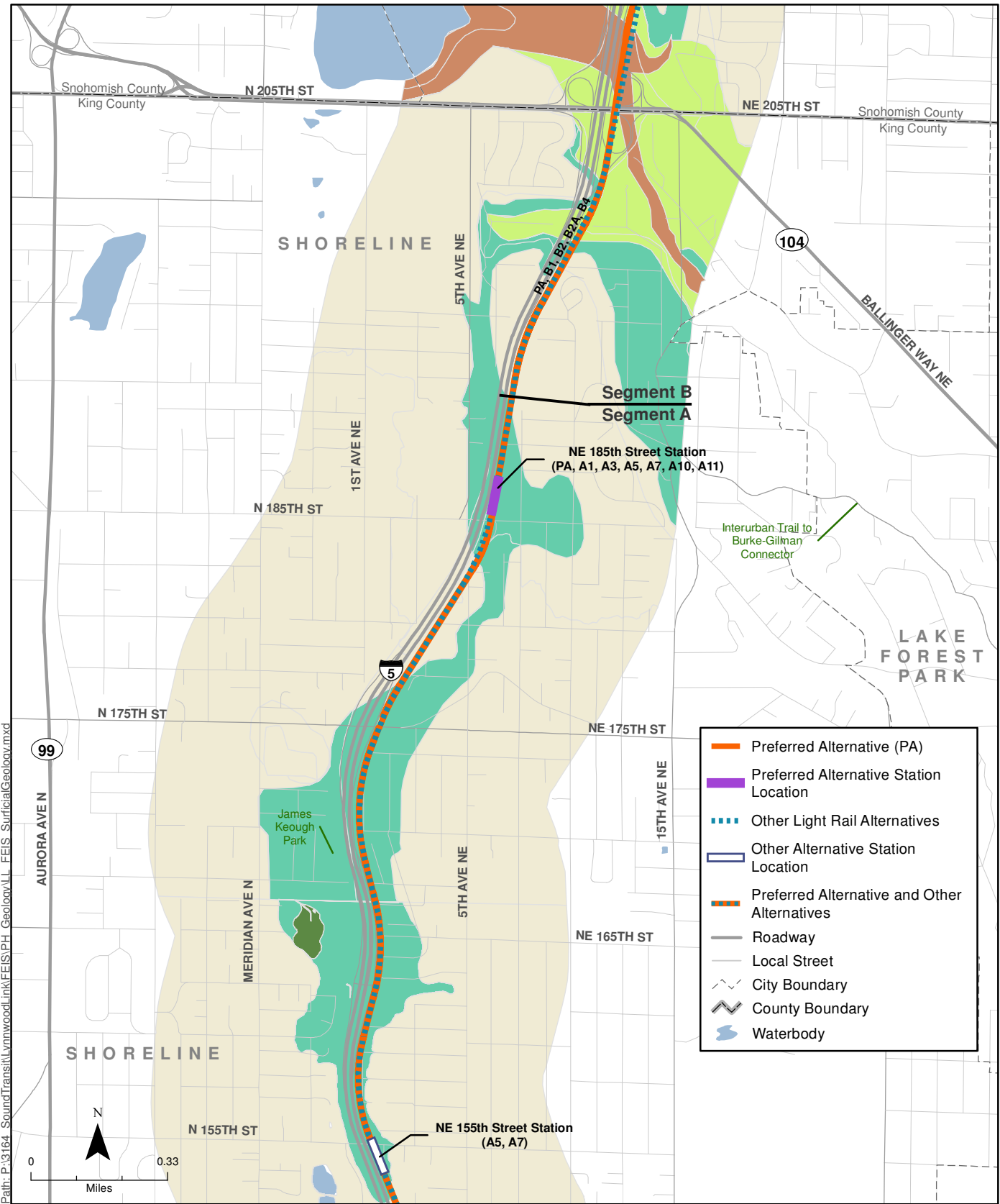
Figure I-4.11-1c
Geologic Hazard Areas

- Settlement Hazard Areas
- Seismic Hazard Areas
- Steep Slope Hazard Areas (15% - 40% Slopes)
- Landslide Hazard Areas (>40% Slopes)



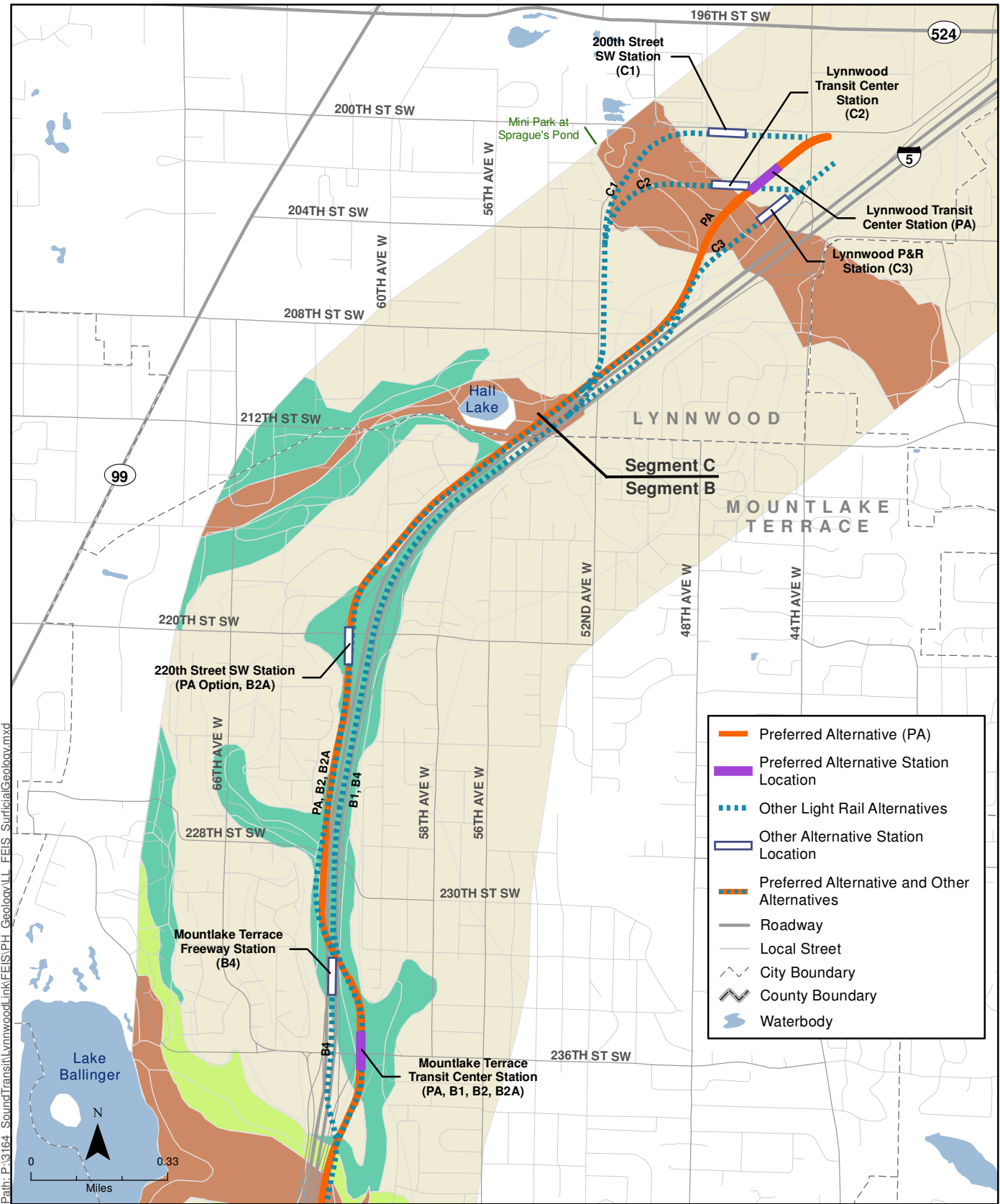
Data Sources: (King County, Snohomish County, WSDOT, Sound Transit)

Figure I-4.11-2a
Surficial Geology



- Qp - Peat
- Qva - Advance Outwash
- Qvr - Vashon Recessional Outwash Deposits
- Qvt - Vashon Glacial Till
- Qw - Wetland Deposits
- Qyal - Younger Alluvium
- Water

Figure I-4.11-2b
Surficial Geology

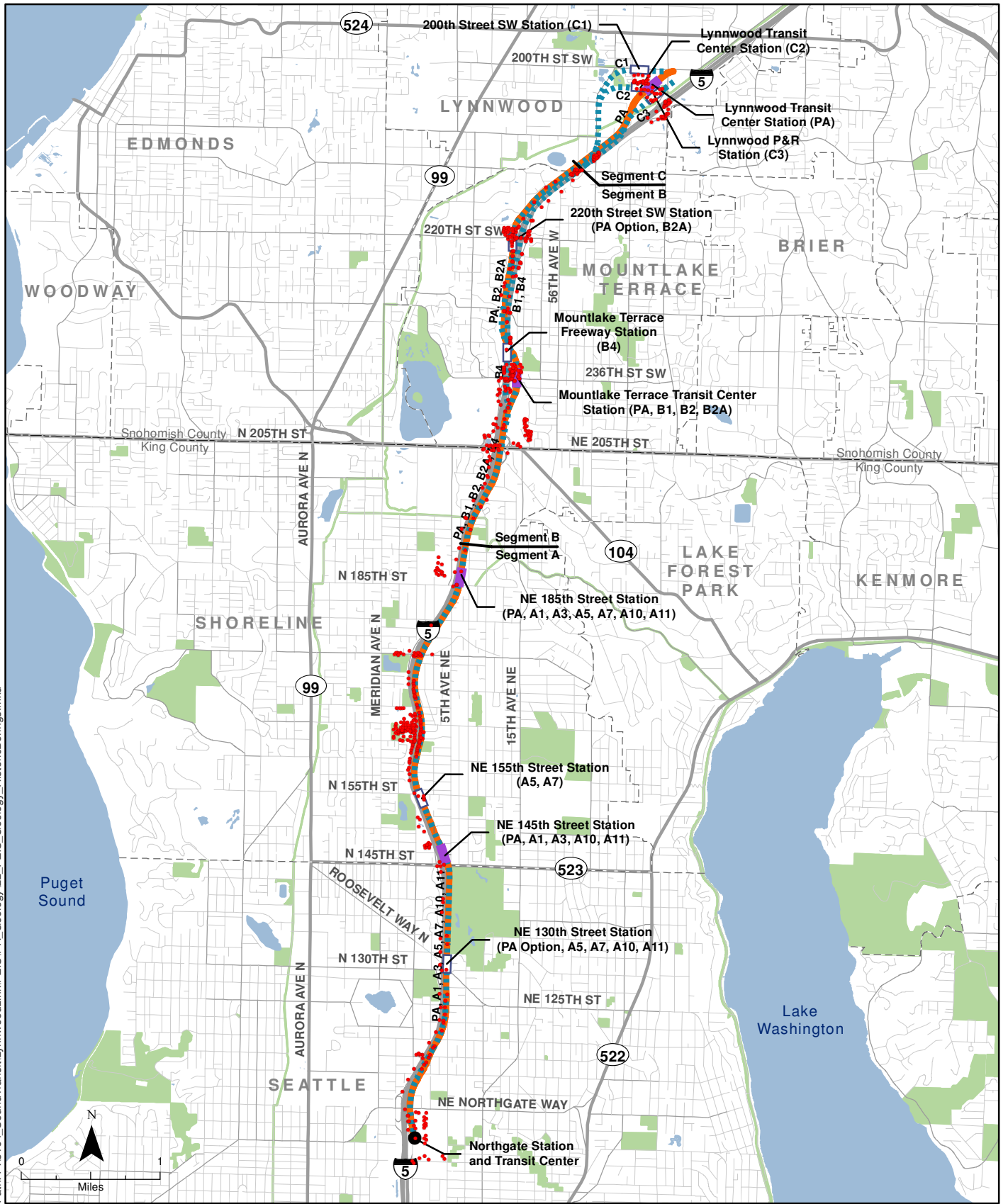


Path: P:\3164_SoundTransit\Lynnwood\link\FEIS\PH_Geology\LL_FEIS_SurficialGeology.mxd

Data Sources: (King County, Snohomish County, WSDOT, Sound Transit)

- Qp - Peat
- Qw - Wetland Deposits
- Qva - Advance Outwash
- Qyal - Younger Alluvium
- Qvr - Vashon Recessional Outwash Deposits
- Water
- Qvt - Vashon Glacial Till

Figure I-4.11-2c
Surficial Geology



Path: P:\3164_SoundTransit\LynnwoodLink\FEIS\PH_Geology\LL_FEIS_Geology_HistoricBorings.mxd

Data Sources: (King County, Snohomish County, WSDOT, Sound Transit)

- Preferred Alternative (PA)
- Preferred Alternative Station Location
- Other Light Rail Alternatives
- Other Alternative Station Location
- Preferred Alternative and Other Alternatives
- Historical Borings
- Roadway
- Local Street
- City Boundary
- County Boundary
- Park
- Waterbody

Figure I-4.11-3
Historical Borings

Lynnwood Link Extension

APPENDIX I-4.12

Hazardous Materials

APPENDIX I-4.12 HAZARDOUS MATERIALS — BACKGROUND INFORMATION

Potential Acquisition Issues

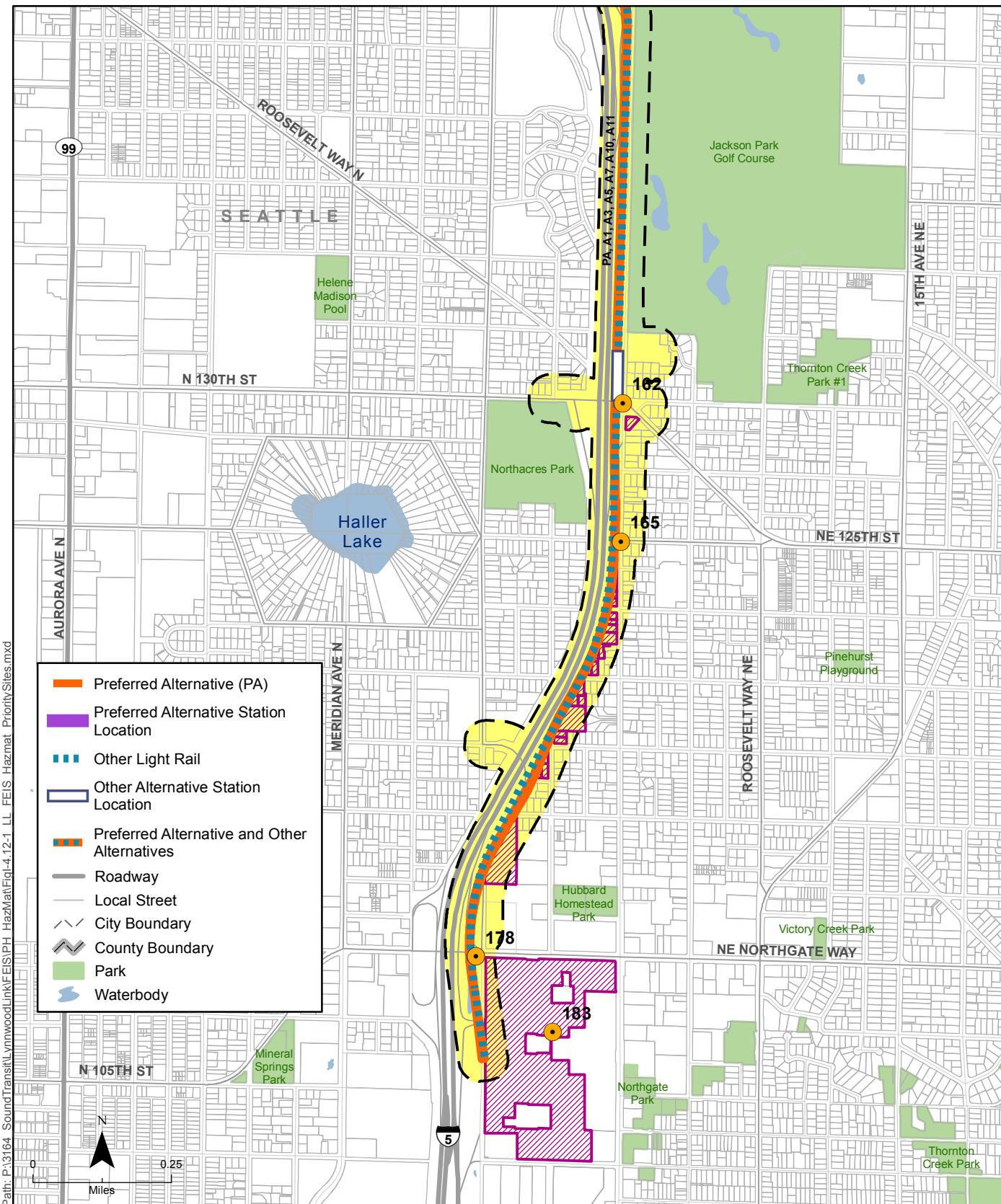
Acquisition of property where recognized environmental conditions (RECs) have been identified can result in or a need for further action by the purchaser (i.e., Sound Transit). Issues can include:

- 1) restriction in current or future property use;
- 2) incurring costs for cleanup;
- 3) schedule delays;
- 4) worker and public safety; and/or
- 5) increased resource agency oversight.

Sound Transit routinely investigates the previous ownership and uses of a property as well as its conditions prior to an acquisition, which helps safeguard and manage potential liability issues. In this way, RECs are disclosed prior to the sale of the property and potential issues can be mitigated prior to construction activities. Inquiry may result in responsibility for cleanup by the owner/operator and/or reduction in the property's value.

Additional investigations and other due diligence may be conducted prior to property acquisition. A Phase I ESA conducted consistent with ASTM 1527-05, or equivalent, could be performed for an industrial or commercial property that is planned for acquisition. A Phase I ESA would include activities such as on-site inspections and interviews with property owners and operators, activities that are not standard practice in developing Draft EIS documents. Acquiring temporary or permanent easements may also require some level of due diligence.

Additional investigation may be necessary to establish the presence or absence of contamination to satisfy due diligence requirements under federal law and to qualify for landowner liability protections. Assessment would also help in the determination of potential cleanup actions and cost. The conduct of these additional assessments is considered sufficient to mitigate agency liability as described in Section 4.12.8.



Hazardous Materials Site and Ranking

- 4
 - 5
 - Project Study Area
 - Potential Acquisition Parcel
- 118 (EDR ID)*

*Note:
EDR ID is assigned from the Environmental Data Resources (EDR) regulatory database review.

Figure I-4.12-1a
Potential Acquisition Parcels and Highest Priority Hazardous Materials Sites

Lynnwood Link Extension

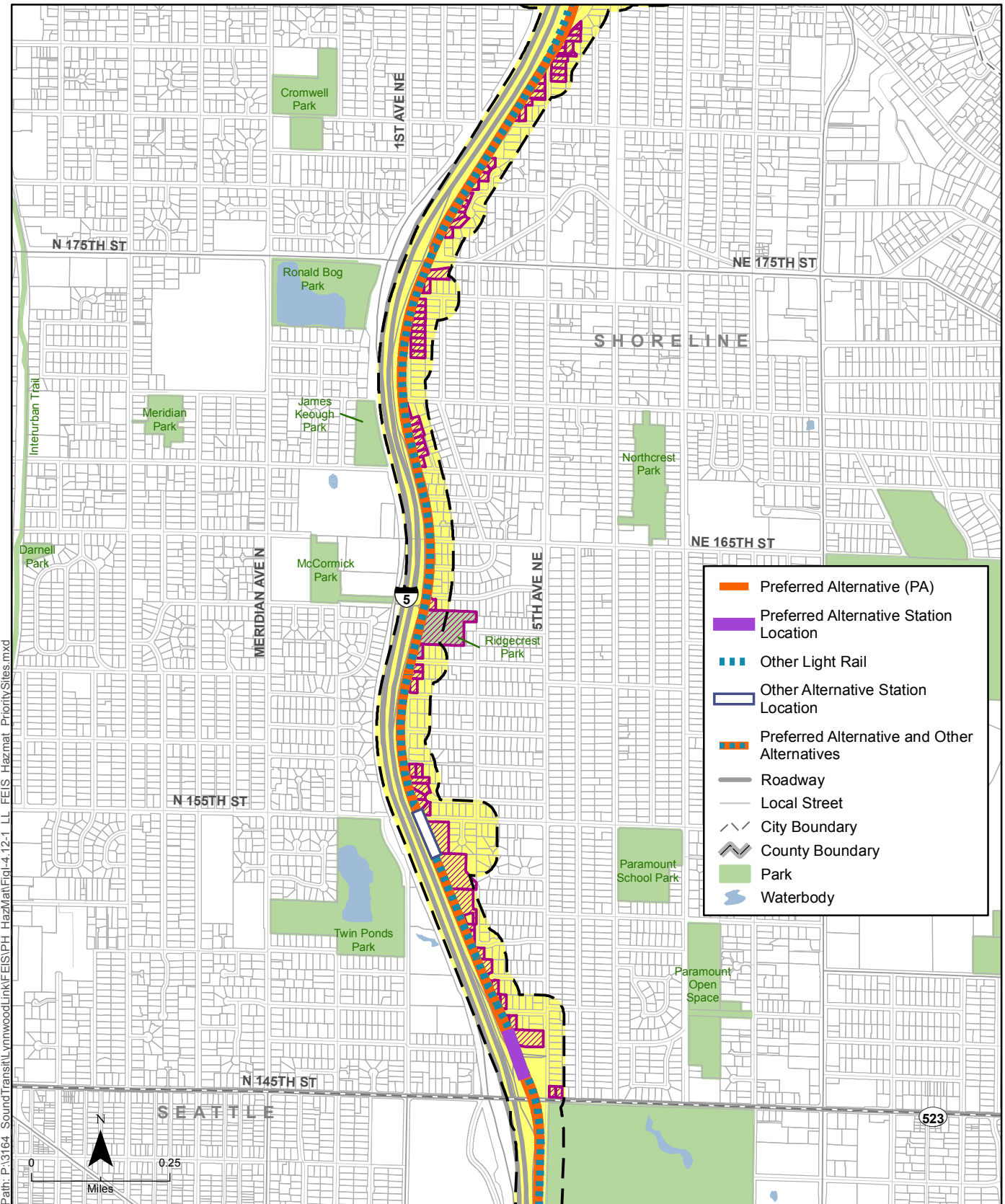
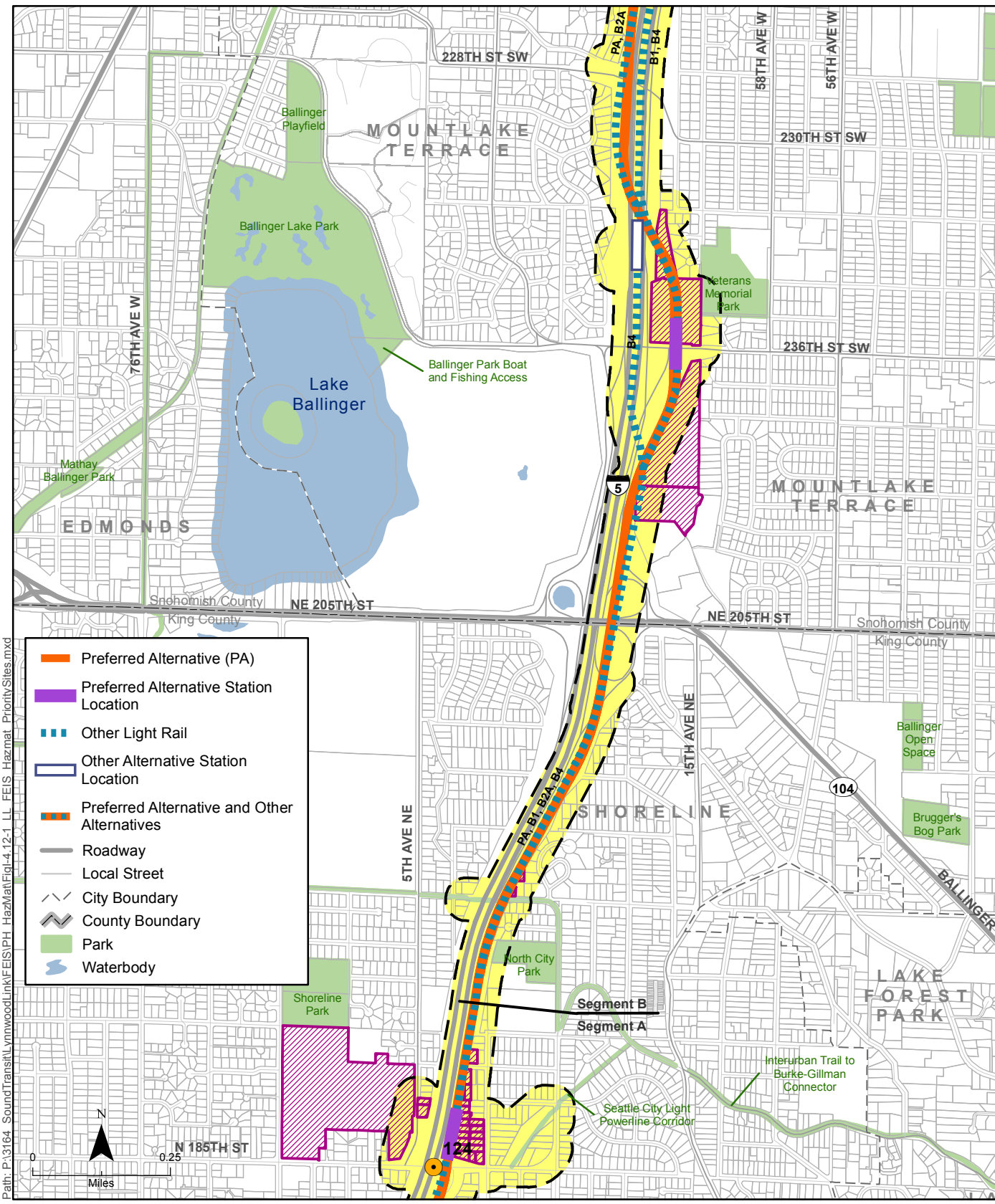


Figure I-4.12-1b
Potential Acquisition Parcels
and Highest Priority Hazardous
Materials Sites

Lynnwood Link Extension



Path: P:\3164_SoundTransit\LynnwoodLink\FEIS\PH_HazMat\Fig-4.12-1_LL_FEIS_Hazmat_PrioritySites.mxd

Data Sources: (King County, Snohomish County, WSDOT, Sound Transit)

Hazardous Materials Site and Ranking

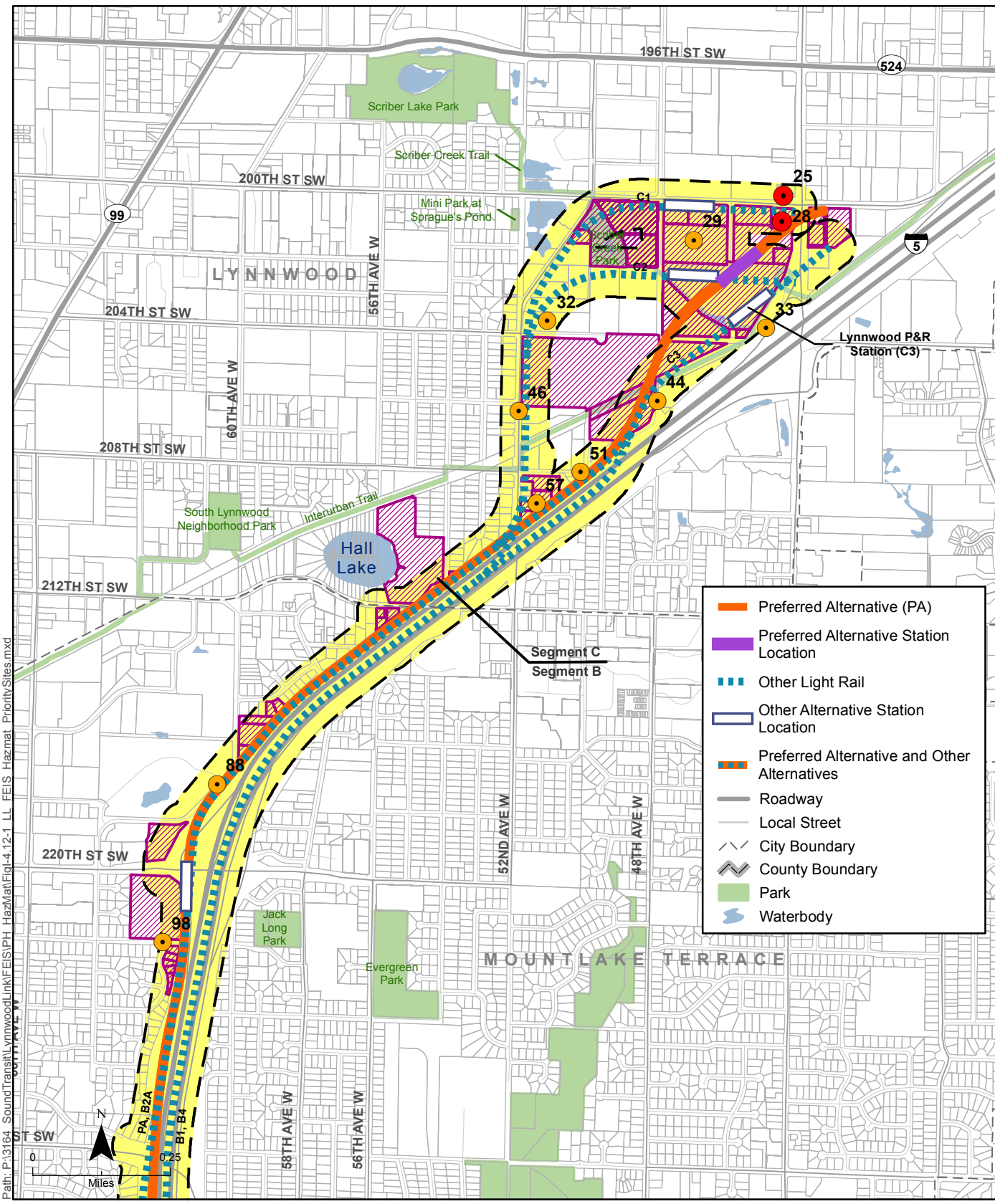
- 4
- 5
- Project Study Area
- Potential Acquisition Parcel

118 (EDR ID)*

*Note:
EDR ID is assigned from the
Environmental Data Resources
(EDR) regulatory database review.

Figure I-4.12-1c
Potential Acquisition Parcels
and Highest Priority Hazardous
Materials Sites

Lynnwood Link Extension



Path: P:\3164_SoundTransit\LynnwoodLink\FEIS\PH_HazMat\Fig-4.12-1_LL_FEIS_Hazmat_PrioritySites.mxd

Data Sources: (King County, Snohomish County, WSDOT, Sound Transit)

Hazardous Materials Site and Ranking

- 4
 - 5
 - Project Study Area
 - Potential Acquisition Parcel
- 118 (EDR ID)*

*Note:
EDR ID is assigned from the Environmental Data Resources (EDR) regulatory database review.

Figure I-4.12-1d
Potential Acquisition Parcels and Highest Priority Hazardous Materials Sites

Lynnwood Link Extension

Table I-4.12-1 - All Sites Within the Study Area Identified in One or More Environmental Databases

EDR ID	Owner Name	Address	City	Washington State Department of Ecology Databases												
				UST	LUST	AST	CSCSL	CSCSL-NFA	SPILLS	VCP	RAATS	ICR	SWF/LF	INST CONTROL	BROWN FIELDS	
1	FIRE STATION 1 LYNNWOOD	18800 44TH AVE W	LYNNWOOD	X	X		X									
2	JB ASPHALT CO	19222 HWY 99	LYNNWOOD				X									
2	KELLYS FURNITURE REFINISHING	19230 HWY 99	LYNNWOOD	X	X		X				X					
3	TOP AUTO INC LYNNWOOD	19414 44TH AVE W	LYNNWOOD													
3	USA PETROLEUM 190	19420 44TH AVE W	LYNNWOOD	X				X			X		X			
4	TIRE MARK	19406 HWY 99	LYNNWOOD	X	X		X									
5	L & L ENTERPRISES	19502 48TH AVE W	LYNNWOOD													
6	LIGHTHOUSE DIVING CENTER	5421 C 196TH ST SW	LYNNWOOD					X								
7	HIGHLINE CLEANERS	19515 44TH AVE	LYNNWOOD													
8	KELLY MOORE PAINT CO INC LYNNWOOD	5009 196TH ST SW	LYNNWOOD													
9	GLACIER ENVIRONMENTAL SVCS	4807 196TH SW	LYNNWOOD													
9	ARCO 6214	4812 196TH ST SW	LYNNWOOD	X	X									X		
9	LYNNWOOD AUTO PARTS INC	4815 196TH SW	LYNNWOOD													
9	KC MARTIN AUTOMOTIVE SVC CO MAIN SHOP	4829 196TH ST SW	LYNNWOOD													
10	196TH ST SW LYNNWOOD	4909 196TH ST SW	LYNNWOOD								X					
10	FIVE STAR CAR WASH	4921 196TH ST SW	LYNNWOOD	X	X		X							X		
10	LES SCHWAB TIRES	4933 196TH ST SW	LYNNWOOD	X	X											
11	CLEANERY SNOHOMISH LYNNWOOD	4701 196TH SW	LYNNWOOD													
11	UNOCAL STATION 5623	4733 196TH ST SW	LYNNWOOD					X						X		
12	LYNNWOOD SHURGARD	4600 196TH SW	LYNNWOOD													
12	FRED MEYER FUEL STOP 180	4615 196TH ST SW	LYNNWOOD													
12	FRED MEYER FUELING FACILITY	4618 196TH ST SW	LYNNWOOD													
13	MINUTEMAN PRESS LYNNWOOD	4291 196TH ST SW	LYNNWOOD													
13	EXXON CO USA 79078	4317 196TH ST SW & 144TH	LYNNWOOD	X	X		X				X		X			
14	ALDERWOOD OLDSMOBILE/CADILLAC (TWO REPORTS)	3909 196TH SW	LYNNWOOD	X				X			X		X			
15	SUPER SHOPS LYNNWOOD	4028 SW 196TH ST	LYNNWOOD	X												
16	ELAN BUILDING	3810 196TH ST SW	LYNNWOOD	X												
17	60 MINUTE TUNE/ DAVES COMPLETE BRAKE	19610 A 44TH AVE W	LYNNWOOD	X	X		X							X		
18	LYNNWOOD ALTERATIONS	19720 44TH AVE W	LYNNWOOD													
18	R C & COMPANY LTD	19730 44TH AVE W	LYNNWOOD													
19	NN CONTACT LENS INTL	4201 198TH ST SW	LYNNWOOD													
20	BEST PRODUCTS CO INC LYNNWOOD	19801 40TH AVE W	LYNNWOOD													
20	LEATHER TO LACE	4001 198TH ST SW	LYNNWOOD													
20	SEATTLE GOODWILL	4027 198TH STREET SW	LYNNWOOD													
21	SCHUCKS AUTO SUPPLY LYNNWOOD	19825 HWY 99	LYNNWOOD				X							X		
22	LYNNWOOD CITY	5322 198TH ST SW	LYNNWOOD													
23	FIRESTONE STORE NO 3197	19800 44TH AVE W STE H	LYNNWOOD	X				X						X		
23	GOODYEAR SVC STORE LYNNWOOD	19805 44TH AVE W	LYNNWOOD							X						
24	SCHUCKS HWY 99	19915 HWY 99	LYNNWOOD	X	X		X									
25	MR CLEAN CAR WASH	19907 44TH AVE W	LYNNWOOD	X	X									X		
25	SHELL STATION 120839	19930 44TH AVE W	LYNNWOOD	X	X		X				X			X		
26	AT&T WIRELESS CEDAR VALLEY	4030 200TH ST SW	LYNNWOOD													
26	CENTERS 3 COLLISION	4030 ALDERWOOD MALL BLVD	LYNNWOOD													
27	7 ELEVEN STORE 22893	4520 200TH ST SW	LYNNWOOD													
27	PC RECYCLE	4520 200TH ST SW STE 201	LYNNWOOD													
28	CHEVRON 94953	20010 44TH AVE W	LYNNWOOD	X	X		X			X	X			X		
29	COMMUNITY TRANSIT	20100 48TH AVE W	LYNNWOOD							X						
29	CARVER CORP	20121 48TH AVE W	LYNNWOOD													
30	PIERRE MONEYMART	20221 HWY 99	LYNNWOOD	X	X		X				X					
31	NELSON MOTORS INC	20307 HWY 99	LYNNWOOD	X	X		X									
32	RIMPAC STEEL INC	20311 52ND AVE W	LYNNWOOD					X			X			X		
32	CEDAR VALLEY ROAD DRUM	20515 CEDAR VALLEY RD	LYNNWOOD													

Table I-4.12-1 - All Sites Within the Study Area Identified in One or More Environmental Databases

EDR ID	Owner Name	Address	City	Washington State Department of Ecology Databases												
				UST	LUST	AST	CSCSL	CSCSL-NFA	SPILLS	VCP	RAATS	ICR	SWF/LF	INST CONTROL	BROWN FIELDS	
33	LYNNWOOD SEWER LIFT STA 10	4599 204TH ST	LYNNWOOD	X	X											
34	OLDS OLYMPIC MAIN OFFICE	6016 204TH SW	LYNNWOOD	X	X		X									
35	MAGNA DESIGN INC	5804 204TH SW	LYNNWOOD													
36	REYNOLDS CORP	5720 204TH ST SW	LYNNWOOD	X												
37	ZIC 2 LLC CORPORATE OFFICE PARK	4001 204TH ST SW	LYNNWOOD													
38	GTE LYNNWOOD GARAGE	3831 204TH SW	LYNNWOOD	X	X		X						X			
39	LARCHWAY ARCO	3830 204TH SW	LYNNWOOD	X												
40	WILLIAMS & ABBOTT CONSTRUCTION	20508 56TH AVE W STE A	LYNNWOOD													
40	ROTO ROOTER INC	20508 56TH AVE W STE C	LYNNWOOD													
41	LYNNWOOD PUBLIC WORKS	20519 60TH AVE W	LYNNWOOD				X									
41	LYNNWOOD CITY PARKS & RECREATION SHOP	20522 60TH AVE W	LYNNWOOD	X	X		X									
42	EDMONDS SCHOOL DISTRICT SUPPORT CTR	S OF 204TH ST SW ROW & E OF 5	LYNNWOOD													
43	OPTIONS PROGRAM	20525 52ND AVE WEST	LYNNWOOD													
44	C MARTIN TRUCKING	20610 48TH AVE W	LYNNWOOD						X							
44	C MARTIN TRUCKING INC	20631 48TH W	LYNNWOOD	X					X					X		
45	LYNNWOOD DODGE INC	20612 HWY 99	LYNNWOOD				X							X		
46	CONNELLY SKIS INC	20621 52ND AVE W	LYNNWOOD							X						
47	HERTZ EQUIPMENT RENTAL ERC 9789	20630 56TH AVE W	LYNNWOOD													
48	UNOCAL STATION SHIN	20713 HWY 99	LYNNWOOD	X	X		X									
49	AA RENTALS	20728 56TH AVE W	LYNNWOOD							X						
50	PRO TEX PAINTING	20727 52ND AVE W	LYNNWOOD													
51	SHELDONS CUSTOM CAB LTD	20626 50TH AVE W	LYNNWOOD													
51		5015 208TH ST SW	LYNNWOOD							X						
52	BRIGGS TECHNOLOGIES INC LYNNWO	6027 208TH SW	LYNNWOOD													
53	USWCOM LYNNWOOD PRR 27563	6024 208TH ST SW	LYNNWOOD													
54	ECCLECTIC PRODUCTS INC TITAN DIVISION	5629 208TH ST SW	LYNNWOOD													
54	WINK CORP	5631 208TH SW	LYNNWOOD													
55	R & J AUTO DETAIL	5121 208TH SW	LYNNWOOD													
56	NIX 99 IMPORT RECYCLING	5522 208TH ST SW	LYNNWOOD													
57	BUDGET TANK REMOVAL	20825 52ND AVE	LYNNWOOD							X						
58	HALLS LAKE CSWGP	20907 59TH PLACE W	LYNNWOOD													
59	US DOJ DEA 54TH W LYNNWOOD	20908 54TH AVE W 8	LYNNWOOD													
60	COYOTE CLEANING SYSTEMS INC	7208 210TH ST SW	EDMONDS				X							X		
61	JAMES AUTO SERVICE	21000 70TH AVE W	EDMONDS				X									
62	BERRY NEON CO INC	21027 61ST W	LYNNWOOD	X												
63	J & J AUTO REPAIR	6204 211TH ST SW	LYNNWOOD													
64	MGM GRAPHICS INC	6116 211TH ST SW	LYNNWOOD													
65	BOB MILLER	21126 44TH AVE W	LYNNWOOD	X												
66	SEATTLE ENGINE REBUILDERS & REMFG INC	6501 212TH ST SW	LYNNWOOD													
67	ANDYS ARCO	6408 212 SW	LYNNWOOD	X												
67	DAVIS INDUSTRIES INC	6425 212TH ST SW	LYNNWOOD	X												
68	WESTERN TYPOGRAPHERS INC	6333 212TH ST	LYNNWOOD													
69	SNOHOMISH CNTY PUD HALLS LK SUBSTATION	6120 212TH ST SW	MOUNTLAKE TERRACE	X					X					X		
69	BEETLES UNLIMITED INC	6127 212TH ST SW UNIT B	LYNNWOOD													
69	SNOHOMISH CNTY PUD 1 ESPERANCE SUBSTA	6129 212TH ST SW	LYNNWOOD													
69	LYNNWOOD AUTO TRUCK SERVICE	6131 212TH ST SW	LYNNWOOD													
69	ALLEN L CURTIS	6137 212TH SW	LYNNWOOD	X												
69	SNOHOMISH CNTY PUD LYNNWOOD STA	6200 212TH ST SW	LYNNWOOD				X							X		
69	FRANKS SUBURBAN AUTOMOTIVE 1	6203 212TH SW	LYNNWOOD													
69	KENS RADIATOR SERVICE	6226 212TH SW	LYNNWOOD						X					X		
69	SAFETY KLEEN SYSTEMS INC LYNNWOOD 709201	6303 212TH ST SW STE C	LYNNWOOD	X	X		X							X		
70	GILLEN PROPERTY HALL LAKE	20908 54TH AVE W	LYNNWOOD						X		X					

Table I-4.12-1 - All Sites Within the Study Area Identified in One or More Environmental Databases

EDR ID	Owner Name	Address	City	Washington State Department of Ecology Databases												
				UST	LUST	AST	CSCSL	CSCSL-NFA	SPILLS	VCP	RAATS	ICR	SWF/LF	INST CONTROL	BROWN FIELDS	
71	SOUTHLAND CORP 2331 18726	21202 52ND AVE W	MOUNTLAKE TERRACE	X	X									X		
71	JOHNS TEXACO	5215 212TH SW	LYNNWOOD	X	X		X			X						
71	BARUCH AMIRA PARTNERSHIP	5215 212TH SW	LYNNWOOD													
71	JOHNS TEXACO	5215 212TH SW	LYNNWOOD	X	X											
72	EXPO CLEANERS	21005 44TH AVE W	MOUNTLAKE TERRACE													
72	RESIDENCE FORMER	21029 44TH AVE W	MOUNTLAKE TERRACE										X			
72	ARCO 5525	21201 44TH AVE W	MOUNTLAKE TERRACE													
72	US EPA MOUNTLAKE TERRACE DRUMS	212TH ST SW & 44TH AVE W NE O	MOUNTLAKE TERRACE										X			
73	CHEMTECK SERVICES INC	212TH SW & 44TH W NE COR	LYNNWOOD													
74	HANSON BROTHERS MOVING & STORAGE	21307 61ST PL W	MOUNTLAKE TERRACE	X					X		X		X			
74	SNOHOMISH CNTY SW TRANSFER STATION	21311 61ST PL W	MOUNTLAKE TERRACE											X		
75	NELSON PETROLEUM	6303 213TH PL SW	MOUNTLAKE TERRACE							X						
76	ALLIED WASTE OF LYNNWOOD	21325 66TH AVE W	LYNNWOOD													
77	MONTERRA	21426 48TH AVE W	MOUNTLAKE TERRACE													
78	VIKING FREIGHT INC MOUNTLAKE TERRACE	6203 215TH ST	MOUNTLAKE TERRACE													
78	MOUNTLAKE TERRACE CITY	6204 215TH ST SW	MOUNTLAKE TERRACE	X	X		X							X		
78	MOUNTLAKE TERRACE/LYNNWOOD MAINT. FACILITY	6205 215TH ST. SW	MOUNTLAKE TERRACE											X		
79	COLOR TECH MOUNTLAKE TERRACE	6304 215TH ST SW	MOUNTLAKE TERRACE													
79	SIGN TECH	6306 215TH ST SW	MOUNTLAKE TERRACE													
80	LLOYD CONTROLS INC	21414 66TH W	MOUNTLAKE TERRACE	X			X	X		X						
81	ENVIRONMENTAL QUALITY MANAGEMENT INC	6825 216TH ST SW STE A	LYNNWOOD													
81	INTELLIGENT CONTROLS INC	6825 216TH ST SW STE J	LYNNWOOD													
82	WHIRLWIND SERVICES	6801 216TH ST SW	MOUNTLAKE TERRACE													
83	NORTHWEST TRANSFORMER SERV MT	6510 216 ST SW UNITC	MOUNTLAKE TERRACE					X								
84	WESCO AUTOBODY SUPPLY	21601 66TH AVE W	MOUNTLAKE TERRACE													
85	CROSS PROPERTY FORMER	21700 HWY 99	EDMONDS				X									
86	MOUNTLAKE TERRACE DRUM	6103 ST ALBION WAY	MOUNTLAKE TERRACE													
87	LIGHT DOCTOR LLC	21706 66TH AVE W	MOUNTLAKE TERRACE													
87	AVIATION INSTRUMENT SVC INC	21709 66TH AVE W	MOUNTLAKE TERRACE													
87	TECHNIGRAPHIC SYSTEMS INC MOUNTLAKE TERR	21718 66TH AVE W STE 200	MOUNTLAKE TERRACE													
88	SNOHOMISH COUNTY PUD	21604 60TH AVE W	MOUNTLAKE TERRACE							X						
89	FILE DOCTORS	6505 218TH SW STE B	MOUNTLAKE TERRACE													
90	FORMS WEST INC	21816 66TH W	MOUNTLAKE TERRACE													
91	CLOUDY & BRITTON INC	6202 214TH SW	MOUNTLAKE TERRACE	X												
92	PLAID PANTRY NO 316	21919 66TH AVE W	MOUNTLAKE TERRACE	X					X							
92	MELODY CUSTOM CLEANERS	21919 66TH AVE W STE C	MOUNTLAKE TERRACE													
92	PLAID PANTRY #316	21919 66TH AVE. W.	MOUNTLAKE TERRACE											X		
93	BLUE CROSS OF WASHINGTON	7003 220TH SW	MOUNTLAKE TERRACE	X												
94	PREMERA PARKING GARAGE	6909 220TH ST SW	MOUNTLAKE TERRACE													
95	PREMERA BLUE CROSS	6707 220TH ST SW	MOUNTLAKE TERRACE													
96	ALPINE SPECIALTY CLEANING	6601 220TH ST SW	MOUNTLAKE TERRACE													
96	SHELL STATION 121478	6602 220TH SW	MOUNTLAKE TERRACE	X	X		X			X	X			X		
97	MOUNTLAKE TERRACE CITY 58TH AVE	22106 58TH AVE W	MOUNTLAKE TERRACE													
98	SNOH PUD	6200 222ND ST SW	MOUNTLAKE TERRACE							X						
99	ST PIUS X SCHOOL	22105 58TH AVE W	MOUNTLAKE TERRACE	X												
100	AT&T WIRELESS MOUNTLAKE TERRACE	6601 224TH ST SW	MOUNTLAKE TERRACE													
101	EDMONDS USAVE MINI MART	22625 HWY 99	EDMONDS				X									
102	CIRCLE K 1458	23003 56TH AVE W	MOUNTLAKE TERRACE						X							
102	CHI S AUTO REPAIR	23009 56TH AVE W	MOUNTLAKE TERRACE	X												
103	SHELL 120951	23206 56TH ST SW	MOUNTLAKE TERRACE						X		X					
103	CHEVRON 97856	23208 56TH AVE W	MOUNTLAKE TERRACE	X					X					X		
103	QUEENS CLEANER	5602 232ND ST SW	MOUNTLAKE TERRACE						X							

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				UST	LUST	AST	CSCSL	CSCSL-NFA	SPILLS	VCP	RAATS	ICR	SWF/LF	INST CONTROL	BROWN FIELDS	
104	MOUNTLAKE TERRACE CITY OF	23204 58TH AVE W	MOUNTLAKE TERRACE	X												
105	R & R AUTOMOTIVE	23504 56TH AVE W	MOUNTLAKE TERRACE	X												
106	MOUNTLAKE TERRACE PARK & RIDE	6001 236TH ST SW	MOUNTLAKE TERRACE													
106	EVERGREEN ELEMENTARY SCHOOL	6004 237TH ST SW	MOUNTLAKE TERRACE													
107	SCHOOL	23606 54TH W	MOUNTLAKE TERRACE	X	X		X									
107	SNOHOMISH COUNTY CHRISTIAN SCHOOL	23607 54TH AVE. W.	MOUNTLAKE TERRACE										X			
108	THE KINGS PRESS INC	24007 56TH AVE W	MOUNTLAKE TERRACE													
109	WOOD SPECIALTY PRODUCTS INC	24300 60TH AVE W	MOUNTLAKE TERRACE													
109	GATEWAY PLACE	6001 244TH ST SW	MOUNTLAKE TERRACE													
110	PLANTING DESIGN CO	24200 76TH W	EDMONDS	X	X		X									
111	TIME OIL CO MOUNTLAKE TERRACE	24205 56TH AVE W	MOUNTLAKE TERRACE	X	X		X						X			
112	PATRICK HERMAN	24311 56TH AVE W	MOUNTLAKE TERRACE	X	X								X			
112	7 ELEVEN FOOD STORE 230618022K	24325 56TH AVE N	MOUNTLAKE TERRACE													
113	NILE TEMPLE OF THE SHRINE	6601 244TH SW	MOUNTLAKE TERRACE	X	X					X			X			
113	TERRACE CLEANERS	6603 244TH ST SW	MOUNTLAKE TERRACE													
114	SHELL STATION 120865/ TEXACO #632320083	1505 NE 205TH ST	SEATTLE	X	X		X				X		X			
115	ASKAR MINI MART	1901 NE 205TH ST	SHORELINE							X						
115	GATEWAY AUTO	5601 244TH SW	MOUNTLAKE TERRACE	X	X											
116	WALLACE OMICORP BALLINGER	20309 BALLINGER WAY NE	SEATTLE	X												
116	ONCORP PROPERTIES	20319 BALLINGER WAY NE	SEATTLE													
116	RITE AID 6234	20320 BALLINGER WAY NE	SEATTLE				X									
117	ROES BALLINGER CHEVRON SERVICE 99124	20330 15TH AVE NE	SEATTLE	X	X											
118	U SAVE OIL CO INC SEATTLE	20217 BALLINGER WAY N E	SEATTLE	X												
119	PACIFIC COAST VENTURES LLC	20128 B BALLINGER WAY NE	SHORELINE													
120	KING COUNTY HOUSING AUTHORITY BALLINGER	20115 20TH PL NE	SEATTLE	X												
121	OUTRIGGER HOIST CO	20028 15TH NE	SEATTLE													
121	COASTAL COATINGS INC	20038 15TH NE	SEATTLE													
122	BALLINGER GAS & FOOD MART/ EXXON	20010 BALLINGER WAY NE	SHORELINE	X	X		X						X			
122	BALLINGER VILLAGE SHOPPING CENTER	20024 BALLINGER WAY NE	SHORELINE				X			X						
122	BALLINGER VILLAGE CLEANERS	20028 BALLINGER WAY NE	SHORELINE				X									
122	BALLINGER VILLAGE LP	20036 BALLINGER WAY NE	SHORELINE													
122	SOUND OIL COMPANY	20041 BALLINGER RD NE	SEATTLE	X	X		X									
122	WASHINGTON TREE SERVICE INC SEATTLE	20057 BALLINGER WAY NE	SEATTLE	X												
123	KING CNTY PARKS SHORELINE POOL	19030 1ST AVE NE	SEATTLE													
124	WA DOT	I-5 & 185TH	SHORELINE							X						
125	TIME OIL CO 15TH AVE	18005 15TH AVE NE	SEATTLE	X	X								X			
126	SITE SE10 NORTH CITY	18010 15TH AVE NE	SEATTLE	X												
126	AT&T WIRELESS NORTH CITY	18012 15TH AVE NE	SEATTLE													
127	ST MARKS CATHOLIC SCHOOL	18003 15TH PL NE	SEATTLE	X												
128	CROMWELL PARK IMPROVEMENTS	18009 CORLISS AVE N	SHORELINE										X			
129	ASP GERMAN CAR REPAIR	17704 15TH AVE NE	SEATTLE	X	X								X			
129	NORTH CITY CLEANERS	17721 15TH AVE NE	SEATTLE													
129	GORDONS NORTH SEATTLE TIRES	17754 15TH AVE NE	SEATTLE													
130	EXXON #7 7255	17956 1ST AVE. S.	SEATTLE										X			
131	NORTHCITY TEXACO	17563 15TH AVE NE	SHORELINE	X	X		X			X						
132	UNOCAL 4973	1150 N 175TH ST	SEATTLE	X	X		X									
133	UNOCAL 5728	1211 NE 175TH	SEATTLE	X	X		X									
134	BURKE PROPERTY	17248 RONALD PL N	SEATTLE				X									
135	MERIDIAN PARK ELEMENTARY SCHOOL	17077 MERIDIAN AVE N	SHORELINE	X												
135	MERIDIAN LANDFILL	170TH N & MERIDIAN AV	SEATTLE				X									
136	AT&T RONALD	2360 N 167TH ST	SEATTLE													
137	EVANS TIRE SVC CTRS 066	16622 AURORA AVE N	SEATTLE	X	X		X									

Table I-4.12-1 - All Sites Within the Study Area Identified in One or More Environmental Databases

EDR ID	Owner Name	Address	City	Washington State Department of Ecology Databases												
				UST	LUST	AST	CSCSL	CSCSL-NFA	SPILLS	VCP	RAATS	ICR	SWF/LF	INST CONTROL	BROWN FIELDS	
138	U HAUL CO OF N SEATTLE	16503 AURORA AVE N	SEATTLE	X	X		X						X			
139	KING CNTY SOLID WASTE DIV 1ST NE TRANS	165TH & MERIDIAN AVE N	SEATTLE													
140	FUELCARE SHORELINE	509 NE 165TH ST	SHORELINE													
141	JIM ADAMS AUTO CLINIC INC	16268 5TH AVE NE	SEATTLE	X												
142	SEATTLE CITY LIGHT SHORELINE SUBSTATION	2136 N 163RD ST	SHORELINE													
142	KING CNTY DOT METRO TRANSIT NORTH BASE	2160 N 163RD ST	SEATTLE	X												
143	HENDRICKSON PROPERTY	928 N 160TH ST	SEATTLE				X									
144	SHORELINE SCHOOL DISTRICT CENTRAL KITCHEN IMP	2003 NE 160TH ST	SHORELINE													
145	CHEVRON 200410	15510 AURORA AVE N	SEATTLE	X	X		X									
146	CRAWFORD PROPERTY	2326 N 155TH ST	SHORELINE				X			X						
147	WA DSHS FIRCREST SCHOOL	15230 15TH AVE NE	SHORELINE	X	X		X									
148	EVERGREEN SCHOOL	15201 MERIDIAN AVE N	SEATTLE													
149	TINSLEY RESIDENCE	14855 6TH AV NE	SEATTLE						X							
150	HODGES PROPERTY	15001 8TH AVE NE	SEATTLE						X							
151	UNITED CEREBRAL PALSY RES CTR	14910 1ST AVE N	SEATTLE													
152	PARK RIDGE CARE FACILITY, FORMER UST SITE	1250 NE 145TH ST	SEATTLE				X	X			X					
153	SPARK'S TUNEUP (FRMR TEXACO)	14501 15TH AVE NE	SEATTLE	X	X		X									
153	QFC NORTH SEATTLE 858	1531 NE 145TH ST	SEATTLE				X	X								
153	SEATTLE CITY ROW NE 145TH & 15TH NE	NE 145TH ST & 15TH AVE NE	SEATTLE				X									
154	NORTH PARK SHOPPING CENTER	1549 NE 145TH ST	SEATTLE				X									
155	LAKESIDE SCHOOL	14050 1ST AVE NE	SEATTLE													
156	LAKESIDE UPPER SCHOOL	14056 4TH NE	SEATTLE	X												
157	KJORSVIK PROPERTY	14038 SUNNYSIDE AVE N	SEATTLE				X									
158	JACKSON GOLF COURSE	1000 NE 135TH	SEATTLE							X						
159	HALLER LAKE TEXACO	13401 ROOSEVELT WAY N	SEATTLE	X	X		X				X		X			
160	PSE NORTH OPERATING BASE	13330 STONE AVE N	SEATTLE	X	X		X									
161	VERIZON WIRELESS NORTH ACRES PARK	351 NE 133RD ST	SEATTLE													
162	UNK	5TH AVE NE & NE 130TH ST	SEATTLE							X						
163	CORP OF ARCHDIOCESE OF SEATTLE UST 12696	1230 NE 127TH	SEATTLE	X												
164	SEATTLE CITY SDOT HALLER LAKE	12600 STONE AVE N	SEATTLE				X									
165		5TH NE & 125TH NE	SEATTLE							X						
166	BARRETT HARDWARE	12230 AURORA AVE N	SEATTLE	X	X		X				X					
167	PSE	12312 5TH AVE NE	SEATTLE							X						
168	2115 N 122ND ST	2115 N 122ND ST	SEATTLE													
169	NORTHWEST HOSPITAL	1550 N 115TH ST	SEATTLE	X						X						
170	ALPINE CUSTOM BUILDINGS LLC	11310 8TH AVE NE	SEATTLE													
171	NORTHGATE URBAN CENTER PARK	11035 5TH AVE NE	SEATTLE													
171	NORTHGATE DENTAL CONDO ASSOC	11066 5TH AVE NE STE 111	SEATTLE													
171	UNOCAL 5532	500 NE NORTHGATE WAY	SEATTLE	X					X				X			
171	STANDARD OIL SERVICE STA 9-7533 FORMER	501 NE NORTHGATE WAY	SEATTLE	X					X		X					
172	NORTHGATE CLEANERS	11020 8TH AVE NE	SEATTLE						X		X					
172	ROOSEVELT AUTO BODY NORTHGATE 8TH AVE	11035 8TH AVE NE	SEATTLE													
172	AT&T WIRELESS NORTHGATE	11050 8TH AVE NE	SEATTLE													
172	GOODYEAR AUTO SVC CTR 8822 NOR	810 NORTHGATE WAY	SEATTLE						X		X		X			
172	PAHLKA WATERPROOFING INC	825 NE NORTHGATE WAY	SEATTLE													
172	SHELL OIL CO 129593	859 NE NORTHGATE WAY	SEATTLE	X					X		X		X			
173	TARGET STORE 1284	302 NE NORTHGATE WAY	SEATTLE													
173	NORTHGATE EXPANSION PROJECT	310 NE NORTHGATE WAY	SEATTLE													
174	CONOCOPHILLIPS 30101	2143 N NORTHGATE WAY	SEATTLE	X	X								X			
174	CHEVRON 92815	2150 N NORTHGATE WAY & CORLISS	SEATTLE	X	X		X				X		X			
175	CHEVRON #9 2815 (THREE REPORTS)	NORTHGATE & CORLISS AVE.	SEATTLE										X			
176	NORTHGATE ARCO	2101 N NORTHGATE WAY	SEATTLE	X												

Table I-4.12-1 - All Sites Within the Study Area Identified in One or More Environmental Databases

EDR ID	Owner Name	Address	City	Washington State Department of Ecology Databases												
				UST	LUST	AST	CSCSL	CSCSL-NFA	SPILLS	VCP	RAATS	ICR	SWF/LF	INST CONTROL	BROWN FIELDS	
177	NORTHGATE MALL PARTNERSHIP	401 NE NORTHGATE WAY	SEATTLE													
178	WDOT I-5/NORTHGATE	1ST NE & NE 110TH	SEATTLE										X			
179	BON MARCHE SEATTLE NORTHGATE MALL	602 NORTHGATE MALL	SEATTLE													
180	SHELL STATION 120819	1935 N NORTHGATE WAY	SEATTLE	X	X		X				X					
181	ACCU PAP DIAGNOSTIC SVCS NORTH	120 NORTHGATE PLAZA 351	SEATTLE													
181	CAMERAS WEST 1034	150 NORTHGATE PLZ	SEATTLE													
181	JCPENNEY COMPANY INC	475 NORTHGATE MALL	SEATTLE													
182	WA UW SCRIBNER CENTER	2150 N 107TH ST STE 160 & B075	SEATTLE													
183	NORTHGATE MALL	555 NORTHGATE MALL	SEATTLE	X				X					X			
184	EXPRESSLY PORTRAITS 39 NORTHGATE MALL	750 NORTHGATE MALL	SEATTLE													
184	KITS CAMERA 1003	923 NORTHGATE MALL	SEATTLE													
185	BON MARCHE TIRE CENTER	10500 5TH AVE NE	SEATTLE					X		X			X			
185	KINDRED HOSPITAL SEATTLE	10560 5TH AVE NE	SEATTLE													
186	NWH OUTPATIENT MEDICAL CENTER	10330 MERIDIAN AVE N	SEATTLE													
187	SEATTLE CITY ESD N POLICE PRECINCT	10049 COLLEGE WAY N	SEATTLE													
188	NORTHGATE HOLDING CO	10202 5TH AV NE	SEATTLE					X								
189	GATEWAY MUIRLAND INC 100TH ST	115 NE 100TH ST	SEATTLE													
190	NORTHGATE COMMONS	300 NE 100TH ST	SEATTLE													
191	SEATTLE CITY LIGHT STONE AVE	9809 STONE AVE N	SEATTLE	X	X		X	X								
192	NORTHGATE STATION	9538-9598 1ST AV NE	SEATTLE				X									

Table I-4.12-1 - All Sites Within the Study Area Identified in One or More Environmental Databases (continued)

EDR ID	Owner Name	Address	City	U.S. Environmental Protection Agency Databases							OTHER
				NPL	CERCLIS	CERCLIS-NFRAP	CORRACTS	RCRAInfo	ERNS	BROWNFIELDSDS	
1	FIRE STATION 1 LYNNWOOD	18800 44TH AVE W	LYNNWOOD								X
2	JB ASPHALT CO	19222 HWY 99	LYNNWOOD								X
2	KELLYS FURNITURE REFINISHING	19230 HWY 99	LYNNWOOD								X
3	TOP AUTO INC LYNNWOOD	19414 44TH AVE W	LYNNWOOD								X
3	USA PETROLEUM 190	19420 44TH AVE W	LYNNWOOD								X
4	TIRE MARK	19406 HWY 99	LYNNWOOD								X
5	L & L ENTERPRISES	19502 48TH AVE W	LYNNWOOD								X
6	LIGHTHOUSE DIVING CENTER	5421 C 196TH ST SW	LYNNWOOD								X
7	HIGHLINE CLEANERS	19515 44TH AVE	LYNNWOOD								X
8	KELLY MOORE PAINT CO INC LYNNWOOD	5009 196TH ST SW	LYNNWOOD								X
9	GLACIER ENVIRONMENTAL SVCS	4807 196TH SW	LYNNWOOD								X
9	ARCO 6214	4812 196TH ST SW	LYNNWOOD								X
9	LYNNWOOD AUTO PARTS INC	4815 196TH SW	LYNNWOOD								X
9	KC MARTIN AUTOMOTIVE SVC CO MAIN SHOP	4829 196TH ST SW	LYNNWOOD								X
10	196TH ST SW LYNNWOOD	4909 196TH ST SW	LYNNWOOD								X
10	FIVE STAR CAR WASH	4921 196TH ST SW	LYNNWOOD								X
10	LES SCHWAB TIRES	4933 196TH ST SW	LYNNWOOD								X
11	CLEANERY SNOHOMISH LYNNWOOD	4701 196TH SW	LYNNWOOD								X
11	UNOCAL STATION 5623	4733 196TH ST SW	LYNNWOOD								X
12	LYNNWOOD SHURGARD	4600 196TH SW	LYNNWOOD								X
12	FRED MEYER FUEL STOP 180	4615 196TH ST SW	LYNNWOOD								X
12	FRED MEYER FUELING FACILITY	4618 196TH ST SW	LYNNWOOD								X
13	MINUTEMAN PRESS LYNNWOOD	4291 196TH ST SW	LYNNWOOD								X
13	EXXON CO USA 79078	4317 196TH ST SW & 144TH	LYNNWOOD								X
14	ALDERWOOD OLDSMOBILE/CADILLAC (TWO REPORTS)	3909 196TH SW	LYNNWOOD								X
15	SUPER SHOPS LYNNWOOD	4028 SW 196TH ST	LYNNWOOD								X
16	ELAN BUILDING	3810 196TH ST SW	LYNNWOOD								X
17	60 MINUTE TUNE/ DAVES COMPLETE BRAKE	19610 A 44TH AVE W	LYNNWOOD								X
18	LYNNWOOD ALTERATIONS	19720 44TH AVE W	LYNNWOOD								X
18	R C & COMPANY LTD	19730 44TH AVE W	LYNNWOOD								X
19	NN CONTACT LENS INTL	4201 198TH ST SW	LYNNWOOD								X
20	BEST PRODUCTS CO INC LYNNWOOD	19801 40TH AVE W	LYNNWOOD								X
20	LEATHER TO LACE	4001 198TH ST SW	LYNNWOOD								X
20	SEATTLE GOODWILL	4027 198TH STREET SW	LYNNWOOD								X
21	SCHUCKS AUTO SUPPLY LYNNWOOD	19825 HWY 99	LYNNWOOD								X
22	LYNNWOOD CITY	5322 198TH ST SW	LYNNWOOD								X
23	FIRESTONE STORE NO 3197	19800 44TH AVE W STE H	LYNNWOOD								X
23	GOODYEAR SVC STORE LYNNWOOD	19805 44TH AVE W	LYNNWOOD								X
24	SCHUCKS HWY 99	19915 HWY 99	LYNNWOOD								X
25	MR CLEAN CAR WASH	19907 44TH AVE W	LYNNWOOD								X
25	SHELL STATION 120839	19930 44TH AVE W	LYNNWOOD								X
26	AT&T WIRELESS CEDAR VALLEY	4030 200TH ST SW	LYNNWOOD								X
26	CENTERS 3 COLLISION	4030 ALDERWOOD MALL BLVD	LYNNWOOD								X
27	7 ELEVEN STORE 22893	4520 200TH ST SW	LYNNWOOD								X
27	PC RECYCLE	4520 200TH ST SW STE 201	LYNNWOOD								X
28	CHEVRON 94953	20010 44TH AVE W	LYNNWOOD					X			X
29	COMMUNITY TRANSIT	20100 48TH AVE W	LYNNWOOD								X
29	CARVER CORP	20121 48TH AVE W	LYNNWOOD								X
30	PIERRE MONEYMART	20221 HWY 99	LYNNWOOD								X
31	NELSON MOTORS INC	20307 HWY 99	LYNNWOOD								X
32	RIMPAC STEEL INC	20311 52ND AVE W	LYNNWOOD								X
32	CEDAR VALLEY ROAD DRUM	20515 CEDAR VALLEY RD	LYNNWOOD								X

Table I-4.12-1 - All Sites Within the Study Area Identified in One or More Environmental Databases (continued)

EDR ID	Owner Name	Address	City	U.S. Environmental Protection Agency Databases							OTHER
				NPL	CERCLIS	CERCLIS-NFRAP	CORRACTS	RCRAInfo	ERNS	BROWNFIELD	
33	LYNNWOOD SEWER LIFT STA 10	4599 204TH ST	LYNNWOOD								X
34	OLDS OLYMPIC MAIN OFFICE	6016 204TH SW	LYNNWOOD								X
35	MAGNA DESIGN INC	5804 204TH SW	LYNNWOOD								X
36	REYNOLDS CORP	5720 204TH ST SW	LYNNWOOD								X
37	ZIC 2 LLC CORPORATE OFFICE PARK	4001 204TH ST SW	LYNNWOOD								X
38	GTE LYNNWOOD GARAGE	3831 204TH SW	LYNNWOOD								X
39	LARCHWAY ARCO	3830 204TH SW	LYNNWOOD								X
40	WILLIAMS & ABBOTT CONSTRUCTION	20508 56TH AVE W STE A	LYNNWOOD								X
40	ROTO ROOTER INC	20508 56TH AVE W STE C	LYNNWOOD								X
41	LYNNWOOD PUBLIC WORKS	20519 60TH AVE W	LYNNWOOD								X
41	LYNNWOOD CITY PARKS & RECREATION SHOP	20522 60TH AVE W	LYNNWOOD								X
42	EDMONDS SCHOOL DISTRICT SUPPORT CTR	S OF 204TH ST SW ROW & E OF 5	LYNNWOOD								X
43	OPTIONS PROGRAM	20525 52ND AVE WEST	LYNNWOOD								X
44	C MARTIN TRUCKING	20610 48TH AVE W	LYNNWOOD								X
44	C MARTIN TRUCKING INC	20631 48TH W	LYNNWOOD								X
45	LYNNWOOD DODGE INC	20612 HWY 99	LYNNWOOD								X
46	CONNELLY SKIS INC	20621 52ND AVE W	LYNNWOOD					X			X
47	HERTZ EQUIPMENT RENTAL ERC 9789	20630 56TH AVE W	LYNNWOOD								X
48	UNOCAL STATION SHIN	20713 HWY 99	LYNNWOOD								X
49	AA RENTALS	20728 56TH AVE W	LYNNWOOD								X
50	PRO TEX PAINTING	20727 52ND AVE W	LYNNWOOD								X
51	SHELDONS CUSTOM CAB LTD	20626 50TH AVE W	LYNNWOOD								X
51		5015 208TH ST SW	LYNNWOOD								
52	BRIGGS TECHNOLOGIES INC LYNNWO	6027 208TH SW	LYNNWOOD								X
53	USWCOM LYNNWOOD PRR 27563	6024 208TH ST SW	LYNNWOOD								X
54	ECCLECTIC PRODUCTS INC TITAN DIVISION	5629 208TH ST SW	LYNNWOOD								X
54	WINK CORP	5631 208TH SW	LYNNWOOD								X
55	R & J AUTO DETAIL	5121 208TH SW	LYNNWOOD								X
56	NIX 99 IMPORT RECYCLING	5522 208TH ST SW	LYNNWOOD								X
57	BUDGET TANK REMOVAL	20825 52ND AVE	LYNNWOOD								
58	HALLS LAKE CSWGP	20907 59TH PLACE W	LYNNWOOD								X
59	US DOJ DEA 54TH W LYNNWOOD	20908 54TH AVE W 8	LYNNWOOD								X
60	COYOTE CLEANING SYSTEMS INC	7208 210TH ST SW	EDMONDS								X
61	JAMES AUTO SERVICE	21000 70TH AVE W	EDMONDS								X
62	BERRY NEON CO INC	21027 61ST W	LYNNWOOD								X
63	J & J AUTO REPAIR	6204 211TH ST SW	LYNNWOOD								X
64	MGM GRAPHICS INC	6116 211TH ST SW	LYNNWOOD						X		X
65	BOB MILLER	21126 44TH AVE W	LYNNWOOD								X
66	SEATTLE ENGINE REBUILDERS & REMFG INC	6501 212TH ST SW	LYNNWOOD								X
67	ANDYS ARCO	6408 212 SW	LYNNWOOD								X
67	DAVIS INDUSTRIES INC	6425 212TH ST SW	LYNNWOOD								X
68	WESTERN TYPOGRAPHERS INC	6333 212TH ST	LYNNWOOD								X
69	SNOHOMISH CNTY PUD HALLS LK SUBSTATION	6120 212TH ST SW	MOUNTLAKE TERRACE								X
69	BEETLES UNLIMITED INC	6127 212TH ST SW UNIT B	LYNNWOOD								X
69	SNOHOMISH CNTY PUD 1 ESPERANCE SUBSTA	6129 212TH ST SW	LYNNWOOD								X
69	LYNNWOOD AUTO TRUCK SERVICE	6131 212TH ST SW	LYNNWOOD								X
69	ALLEN L CURTIS	6137 212TH SW	LYNNWOOD								X
69	SNOHOMISH CNTY PUD LYNNWOOD STA	6200 212TH ST SW	LYNNWOOD								X
69	FRANKS SUBURBAN AUTOMOTIVE 1	6203 212TH SW	LYNNWOOD								X
69	KENS RADIATOR SERVICE	6226 212TH SW	LYNNWOOD								X
69	SAFETY KLEEN SYSTEMS INC LYNNWOOD 709201	6303 212TH ST SW STE C	LYNNWOOD				X				X
70	GILLEN PROPERTY HALL LAKE	20908 54TH AVE W	LYNNWOOD								X

Table I-4.12-1 - All Sites Within the Study Area Identified in One or More Environmental Databases (continued)

EDR ID	Owner Name	Address	City	U.S. Environmental Protection Agency Databases							OTHER
				NPL	CERCLIS	CERCLIS-NFRAP	CORRACTS	RCRAInfo	ERNS	BROWNFIELD	
71	SOUTHLAND CORP 2331 18726	21202 52ND AVE W	MOUNTLAKE TERRACE								X
71	JOHNS TEXACO	5215 212TH SW	LYNNWOOD								X
71	BARUCH AMIRA PARTNERSHIP	5215 212TH SW	LYNNWOOD								X
71	JOHNS TEXACO	5215 212TH SW	LYNNWOOD								X
72	EXPO CLEANERS	21005 44TH AVE W	MOUNTLAKE TERRACE								X
72	RESIDENCE FORMER	21029 44TH AVE W	MOUNTLAKE TERRACE								X
72	ARCO 5525	21201 44TH AVE W	MOUNTLAKE TERRACE								X
72	US EPA MOUNTLAKE TERRACE DRUMS	212TH ST SW & 44TH AVE W NE COR	MOUNTLAKE TERRACE								X
73	CHEMTECK SERVICES INC	212TH SW & 44TH W NE COR	LYNNWOOD								X
74	HANSON BROTHERS MOVING & STORAGE	21307 61ST PL W	MOUNTLAKE TERRACE								X
74	SNOHOMISH CNTY SW TRANSFER STATION	21311 61ST PL W	MOUNTLAKE TERRACE								X
75	NELSON PETROLEUM	6303 213TH PL SW	MOUNTLAKE TERRACE								X
76	ALLIED WASTE OF LYNNWOOD	21325 66TH AVE W	LYNNWOOD								X
77	MONTERRA	21426 48TH AVE W	MOUNTLAKE TERRACE								X
78	VIKING FREIGHT INC MOUNTLAKE TERRACE	6203 215TH ST	MOUNTLAKE TERRACE								X
78	MOUNTLAKE TERRACE CITY	6204 215TH ST SW	MOUNTLAKE TERRACE								X
78	MOUNTLAKE TERRACE/LYNNWOOD MAINT. FACILITY	6205 215TH ST. SW	MOUNTLAKE TERRACE								X
79	COLOR TECH MOUNTLAKE TERRACE	6304 215TH ST SW	MOUNTLAKE TERRACE								X
79	SIGN TECH	6306 215TH ST SW	MOUNTLAKE TERRACE								X
80	LLOYD CONTROLS INC	21414 66TH W	MOUNTLAKE TERRACE								X
81	ENVIRONMENTAL QUALITY MANAGEMENT INC	6825 216TH ST SW STE A	LYNNWOOD								X
81	INTELLIGENT CONTROLS INC	6825 216TH ST SW STE J	LYNNWOOD								X
82	WHIRLWIND SERVICES	6801 216TH ST SW	MOUNTLAKE TERRACE								X
83	NORTHWEST TRANSFORMER SERV MT	6510 216 ST SW UNITC	MOUNTLAKE TERRACE			X					X
84	WESCO AUTOBODY SUPPLY	21601 66TH AVE W	MOUNTLAKE TERRACE								X
85	CROSS PROPERTY FORMER	21700 HWY 99	EDMONDS								X
86	MOUNTLAKE TERRACE DRUM	6103 ST ALBION WAY	MOUNTLAKE TERRACE								X
87	LIGHT DOCTOR LLC	21706 66TH AVE W	MOUNTLAKE TERRACE								X
87	AVIATION INSTRUMENT SVC INC	21709 66TH AVE W	MOUNTLAKE TERRACE								X
87	TECHNIGRAPHIC SYSTEMS INC MOUNTLAKE TERR	21718 66TH AVE W STE 200	MOUNTLAKE TERRACE								X
88	SNOHOMISH COUNTY PUD	21604 60TH AVE W	MOUNTLAKE TERRACE						X		
89	FILE DOCTORS	6505 218TH SW STE B	MOUNTLAKE TERRACE								X
90	FORMS WEST INC	21816 66TH W	MOUNTLAKE TERRACE								X
91	CLOUDY & BRITTON INC	6202 214TH SW	MOUNTLAKE TERRACE								X
92	PLAID PANTRY NO 316	21919 66TH AVE W	MOUNTLAKE TERRACE								X
92	MELODY CUSTOM CLEANERS	21919 66TH AVE W STE C	MOUNTLAKE TERRACE								X
92	PLAID PANTRY #316	21919 66TH AVE. W.	MOUNTLAKE TERRACE								X
93	BLUE CROSS OF WASHINGTON	7003 220TH SW	MOUNTLAKE TERRACE								X
94	PREMERA PARKING GARAGE	6909 220TH ST SW	MOUNTLAKE TERRACE								X
95	PREMERA BLUE CROSS	6707 220TH ST SW	MOUNTLAKE TERRACE								X
96	ALPINE SPECIALTY CLEANING	6601 220TH ST SW	MOUNTLAKE TERRACE								X
96	SHELL STATION 121478	6602 220TH SW	MOUNTLAKE TERRACE								X
97	MOUNTLAKE TERRACE CITY 58TH AVE	22106 58TH AVE W	MOUNTLAKE TERRACE								X
98	SNOH PUD	6200 222ND ST SW	MOUNTLAKE TERRACE								X
99	ST PIUS X SCHOOL	22105 58TH AVE W	MOUNTLAKE TERRACE								X
100	AT&T WIRELESS MOUNTLAKE TERRACE	6601 224TH ST SW	MOUNTLAKE TERRACE								X
101	EDMONDS USAVE MINI MART	22625 HWY 99	EDMONDS								X
102	CIRCLE K 1458	23003 56TH AVE W	MOUNTLAKE TERRACE								X
102	CHI S AUTO REPAIR	23009 56TH AVE W	MOUNTLAKE TERRACE								X
103	SHELL 120951	23206 56TH ST SW	MOUNTLAKE TERRACE								X
103	CHEVRON 97856	23208 56TH AVE W	MOUNTLAKE TERRACE								X
103	QUEENS CLEANER	5602 232ND ST SW	MOUNTLAKE TERRACE								X

Table I-4.12-1 - All Sites Within the Study Area Identified in One or More Environmental Databases (continued)

EDR ID	Owner Name	Address	City	U.S. Environmental Protection Agency Databases							OTHER
				NPL	CERCLIS	CERCLIS-NFRAP	CORRACTS	RCRAIn fo	ERNS	BROWNFI ELDS	
104	MOUNTLAKE TERRACE CITY OF	23204 58TH AVE W	MOUNTLAKE TERRACE								X
105	R & R AUTOMOTIVE	23504 56TH AVE W	MOUNTLAKE TERRACE								X
106	MOUNTLAKE TERRACE PARK & RIDE	6001 236TH ST SW	MOUNTLAKE TERRACE								X
106	EVERGREEN ELEMENTARY	6004 237TH ST SW	MOUNTLAKE TERRACE								X
107	SCHOOL	23606 54TH W	MOUNTLAKE TERRACE								X
107	SNOHOMISH COUNTY CHRISTIAN SCHOOL	23607 54TH AVE. W.	MOUNTLAKE TERRACE								X
108	THE KINGS PRESS INC	24007 56TH AVE W	MOUNTLAKE TERRACE								X
109	WOOD SPECIALTY PRODUCTS INC	24300 60TH AVE W	MOUNTLAKE TERRACE								X
109	GATEWAY PLACE	6001 244TH ST SW	MOUNTLAKE TERRACE								X
110	PLANTING DESIGN CO	24200 76TH W	EDMONDS								X
111	TIME OIL CO MOUNTLAKE TERRACE	24205 56TH AVE W	MOUNTLAKE TERRACE								X
112	PATRICK HERMAN	24311 56TH AVE W	MOUNTLAKE TERRACE								X
112	7 ELEVEN FOOD STORE 230618022K	24325 56TH AVE N	MOUNTLAKE TERRACE								X
113	NILE TEMPLE OF THE SHRINE	6601 244TH SW	MOUNTLAKE TERRACE								X
113	TERRACE CLEANERS	6603 244TH ST SW	MOUNTLAKE TERRACE					X			X
114	SHELL STATION 120865/ TEXACO #632320083	1505 NE 205TH ST	SEATTLE								X
115	ASKAR MINI MART	1901 NE 205TH ST	SHORELINE								X
115	GATEWAY AUTO	5601 244TH SW	MOUNTLAKE TERRACE								X
116	WALLACE OMICORP BALLINGER	20309 BALLINGER WAY NE	SEATTLE								X
116	ONCORP PROPERTIES	20319 BALLINGER WAY NE	SEATTLE								X
116	RITE AID 6234	20320 BALLINGER WAY NE	SEATTLE								X
117	ROES BALLINGER CHEVRON SERVICE 99124	20330 15TH AVE NE	SEATTLE								X
118	U SAVE OIL CO INC SEATTLE	20217 BALLINGER WAY N E	SEATTLE								X
119	PACIFIC COAST VENTURES LLC	20128 B BALLINGER WAY NE	SHORELINE								X
120	KING COUNTY HOUSING AUTHORITY BALLINGER	20115 20TH PL NE	SEATTLE								X
121	OUTRIGGER HOIST CO	20028 15TH NE	SEATTLE								X
121	COASTAL COATINGS INC	20038 15TH NE	SEATTLE								X
122	BALLINGER GAS & FOOD MART/ EXXON	20010 BALLINGER WAY NE	SHORELINE								X
122	BALLINGER VILLAGE SHOPPING CENTER	20024 BALLINGER WAY NE	SHORELINE								X
122	BALLINGER VILLAGE CLEANERS	20028 BALLINGER WAY NE	SHORELINE								X
122	BALLINGER VILLAGE LP	20036 BALLINGER WAY NE	SHORELINE								X
122	SOUND OIL COMPANY	20041 BALLINGER RD NE	SEATTLE								X
122	WASHINGTON TREE SERVICE INC SEATTLE	20057 BALLINGER WAY NE	SEATTLE								X
123	KING CNTY PARKS SHORELINE POOL	19030 1ST AVE NE	SEATTLE								X
124	WA DOT	I-5 & 185TH	SHORELINE								X
125	TIME OIL CO 15TH AVE	18005 15TH AVE NE	SEATTLE								X
126	SITE SE10 NORTH CITY	18010 15TH AVE NE	SEATTLE								X
126	AT&T WIRELESS NORTH CITY	18012 15TH AVE NE	SEATTLE								X
127	ST MARKS CATHOLIC SCHOOL	18003 15TH PL NE	SEATTLE								X
128	CROMWELL PARK IMPROVEMENTS	18009 CORLISS AVE N	SHORELINE								X
129	ASP GERMAN CAR REPAIR	17704 15TH AVE NE	SEATTLE								X
129	NORTH CITY CLEANERS	17721 15TH AVE NE	SEATTLE								X
129	GORDONS NORTH SEATTLE TIRES	17754 15TH AVE NE	SEATTLE								X
130	EXXON #7 7255	17956 1ST AVE. S.	SEATTLE								X
131	NORTHCITY TEXACO	17563 15TH AVE NE	SHORELINE								X
132	UNOCAL 4973	1150 N 175TH ST	SEATTLE								X
133	UNOCAL 5728	1211 NE 175TH	SEATTLE								X
134	BURKE PROPERTY	17248 RONALD PL N	SEATTLE								X
135	MERIDIAN PARK ELEMENTARY SCHOOL	17077 MERIDIAN AVE N	SHORELINE								X
135	MERIDIAN LANDFILL	170TH N & MERIDIAN AV	SEATTLE								X
136	AT&T RONALD	2360 N 167TH ST	SEATTLE								X
137	EVANS TIRE SVC CTRS 066	16622 AURORA AVE N	SEATTLE								X

Table I-4.12-1 - All Sites Within the Study Area Identified in One or More Environmental Databases (continued)

EDR ID	Owner Name	Address	City	U.S. Environmental Protection Agency Databases							OTHER
				NPL	CERCLIS	CERCLIS-NFRAP	CORRACTS	RCRAInfo	ERNS	BROWNFIELD	
138	U HAUL CO OF N SEATTLE	16503 AURORA AVE N	SEATTLE								X
139	KING CNTY SOLID WASTE DIV 1ST NE TRANS	165TH & MERIDIAN AVE N	SEATTLE								X
140	FUELCARE SHORELINE	509 NE 165TH ST	SHORELINE								X
141	JIM ADAMS AUTO CLINIC INC	16268 5TH AVE NE	SEATTLE								X
142	SEATTLE CITY LIGHT SHORELINE SUBSTATION	2136 N 163RD ST	SHORELINE					X			X
142	KING CNTY DOT METRO TRANSIT NORTH BASE	2160 N 163RD ST	SEATTLE					X			X
143	HENDRICKSON PROPERTY	928 N 160TH ST	SEATTLE								X
144	SHORELINE SCHOOL DISTRICT CENTRAL KITCHEN IMP	2003 NE 160TH ST	SHORELINE								X
145	CHEVRON 200410	15510 AURORA AVE N	SEATTLE								
146	CRAWFORD PROPERTY	2326 N 155TH ST	SHORELINE								X
147	WA DSHS FIRCREST SCHOOL	15230 15TH AVE NE	SHORELINE								X
148	EVERGREEN SCHOOL	15201 MERIDIAN AVE N	SEATTLE								X
149	TINSLEY RESIDENCE	14855 6TH AV NE	SEATTLE								X
150	HODGES PROPERTY	15001 8TH AVE NE	SEATTLE								X
151	UNITED CEREBRAL PALSY RES CTR	14910 1ST AVE N	SEATTLE								X
152	PARK RIDGE CARE FACILITY, FORMER UST SITE	1250 NE 145TH ST	SEATTLE								X
153	SPARK'S TUNEUP (FRMR TEXACO)	14501 15TH AVE NE	SEATTLE								X
153	QFC NORTH SEATTLE 858	1531 NE 145TH ST	SEATTLE								X
153	SEATTLE CITY ROW NE 145TH & 15TH NE	NE 145TH ST & 15TH AVE NE	SEATTLE								X
154	NORTH PARK SHOPPING CENTER	1549 NE 145TH ST	SEATTLE								X
155	LAKESIDE SCHOOL	14050 1ST AVE NE	SEATTLE					X			X
156	LAKESIDE UPPER SCHOOL	14056 4TH NE	SEATTLE								X
157	KJORSVIK PROPERTY	14038 SUNNYSIDE AVE N	SEATTLE								X
158	JACKSON GOLF COURSE	1000 NE 135TH	SEATTLE								X
159	HALLER LAKE TEXACO	13401 ROOSEVELT WAY N	SEATTLE								X
160	PSE NORTH OPERATING BASE	13330 STONE AVE N	SEATTLE								X
161	VERIZON WIRELESS NORTH ACRES PARK	351 NE 133RD ST	SEATTLE								X
162	UNK	5TH AVE NE & NE 130TH ST	SEATTLE								
163	CORP OF ARCHDIOCESE OF SEATTLE UST 12696	1230 NE 127TH	SEATTLE								X
164	SEATTLE CITY SDOT HALLER LAKE	12600 STONE AVE N	SEATTLE					X			X
165		5TH NE & 125TH NE	SEATTLE								
166	BARRETT HARDWARE	12230 AURORA AVE N	SEATTLE								X
167	PSE	12312 5TH AVE NE	SEATTLE						X		
168	2115 N 122ND ST	2115 N 122ND ST	SEATTLE								X
169	NORTHWEST HOSPITAL	1550 N 115TH ST	SEATTLE					X			X
170	ALPINE CUSTOM BUILDINGS LLC	11310 8TH AVE NE	SEATTLE								X
171	NORTHGATE URBAN CENTER PARK	11035 5TH AVE NE	SEATTLE								X
171	NORTHGATE DENTAL CONDO ASSOC	11066 5TH AVE NE STE 111	SEATTLE								X
171	UNOCAL 5532	500 NE NORTHGATE WAY	SEATTLE								X
171	STANDARD OIL SERVICE STA 9-7533 FORMER	501 NE NORTHGATE WAY	SEATTLE								X
172	NORTHGATE CLEANERS	11020 8TH AVE NE	SEATTLE								X
172	ROOSEVELT AUTO BODY NORTHGATE 8TH AVE	11035 8TH AVE NE	SEATTLE								X
172	AT&T WIRELESS NORTHGATE	11050 8TH AVE NE	SEATTLE								X
172	GOODYEAR AUTO SVC CTR 8822 NOR	810 NORTHGATE WAY	SEATTLE								X
172	PAHLKA WATERPROOFING INC	825 NE NORTHGATE WAY	SEATTLE								X
172	SHELL OIL CO 129593	859 NE NORTHGATE WAY	SEATTLE								X
173	TARGET STORE 1284	302 NE NORTHGATE WAY	SEATTLE					X			X
173	NORTHGATE EXPANSION PROJECT	310 NE NORTHGATE WAY	SEATTLE								X
174	CONOCOPHILLIPS 30101	2143 N NORTHGATE WAY	SEATTLE								X
174	CHEVRON 92815	2150 N NORTHGATE WAY & CORLISS AVE	SEATTLE								X
175	CHEVRON #9 2815 (THREE REPORTS)	NORTHGATE & CORLISS AVE.	SEATTLE								
176	NORTHGATE ARCO	2101 N NORTHGATE WAY	SEATTLE								X

Table I-4.12-1 - All Sites Within the Study Area Identified in One or More Environmental Databases (continued)

EDR ID	Owner Name	Address	City	U.S. Environmental Protection Agency Databases						OTHER
				NPL	CERCLIS	CERCLIS-NFRAP	CORRACTS	RCRAInfo	ERNS	
177	NORTHGATE MALL PARTNERSHIP	401 NE NORTHGATE WAY	SEATTLE					X		X
178	WDOT I-5/NORTHGATE	1ST NE & NE 110TH	SEATTLE							
179	BON MARCHE SEATTLE NORTHGATE MALL	602 NORTHGATE MALL	SEATTLE							X
180	SHELL STATION 120819	1935 N NORTHGATE WAY	SEATTLE							X
181	ACCU PAP DIAGNOSTIC SVCS NORTH	120 NORTHGATE PLAZA 351	SEATTLE							X
181	CAMERAS WEST 1034	150 NORTHGATE PLZ	SEATTLE							X
181	JCPENNEY COMPANY INC	475 NORTHGATE MALL	SEATTLE							X
182	WA UW SCRIBNER CENTER	2150 N 107TH ST STE 160 & B075	SEATTLE							X
183	NORTHGATE MALL	555 NORTHGATE MALL	SEATTLE							X
184	EXPRESSLY PORTRAITS 39 NORTHGATE MALL	750 NORTHGATE MALL	SEATTLE							X
184	KITS CAMERA 1003	923 NORTHGATE MALL	SEATTLE					X		X
185	BON MARCHE TIRE CENTER	10500 5TH AVE NE	SEATTLE							X
185	KINDRED HOSPITAL SEATTLE	10560 5TH AVE NE	SEATTLE							X
186	NWH OUTPATIENT MEDICAL CENTER	10330 MERIDIAN AVE N	SEATTLE							X
187	SEATTLE CITY ESD N POLICE PRECINCT	10049 COLLEGE WAY N	SEATTLE							X
188	NORTHGATE HOLDING CO	10202 5TH AV NE	SEATTLE							X
189	GATEWAY MUIRLAND INC 100TH ST	115 NE 100TH ST	SEATTLE							X
190	NORTHGATE COMMONS	300 NE 100TH ST	SEATTLE							X
191	SEATTLE CITY LIGHT STONE AVE	9809 STONE AVE N	SEATTLE							X
192	NORTHGATE STATION	9538-9598 1ST AV NE	SEATTLE							X

Table I-4.12-2 - Ranking of All Sites Within the Study Area

EDR ID	Owner Name	Address	City	Location				
				Project Study Area	Project Study Area-1/8mi	1/8mi-1/4mi	1/4mi-1/2mi	> 1/2mi
1	FIRE STATION 1 LYNNWOOD	18800 44TH AVE W	LYNNWOOD					X
2	JB ASPHALT CO	19222 HWY 99	LYNNWOOD					X
2	KELLYS FURNITURE REFINISHING	19230 HWY 99	LYNNWOOD					X
3	TOP AUTO INC LYNNWOOD	19414 44TH AVE W	LYNNWOOD				X	
3	USA PETROLEUM 190	19420 44TH AVE W	LYNNWOOD				X	
4	TIRE MARK	19406 HWY 99	LYNNWOOD					X
5	L & L ENTERPRISES	19502 48TH AVE W	LYNNWOOD				X	
6	LIGHTHOUSE DIVING CENTER	5421 C 196TH ST SW	LYNNWOOD				X	
7	HIGHLINE CLEANERS	19515 44TH AVE	LYNNWOOD				X	
8	KELLY MOORE PAINT CO INC LYNNWOOD	5009 196TH ST SW	LYNNWOOD			X		
9	GLACIER ENVIRONMENTAL SVCS	4807 196TH SW	LYNNWOOD			X		
9	ARCO 6214	4812 196TH ST SW	LYNNWOOD			X		
9	LYNNWOOD AUTO PARTS INC	4815 196TH SW	LYNNWOOD			X		
9	KC MARTIN AUTOMOTIVE SVC CO MAIN SHOP	4829 196TH ST SW	LYNNWOOD			X		
10	196TH ST SW LYNNWOOD	4909 196TH ST SW	LYNNWOOD			X		
10	FIVE STAR CAR WASH	4921 196TH ST SW	LYNNWOOD			X		
10	LES SCHWAB TIRES	4933 196TH ST SW	LYNNWOOD			X		
11	CLEANERY SNOHOMISH LYNNWOOD	4701 196TH SW	LYNNWOOD			X		
11	UNOCAL STATION 5623	4733 196TH ST SW	LYNNWOOD			X		
12	LYNNWOOD SHURGARD	4600 196TH SW	LYNNWOOD			X		
12	FRED MEYER FUEL STOP 180	4615 196TH ST SW	LYNNWOOD			X		
12	FRED MEYER FUELING FACILITY	4618 196TH ST SW	LYNNWOOD			X		
13	MINUTEMAN PRESS LYNNWOOD	4291 196TH ST SW	LYNNWOOD			X		
13	EXXON CO USA 79078	4317 196TH ST SW & 144TH	LYNNWOOD			X		
14	ALDERWOOD OLDSMOBILE/CADILLAC (TWO REPORTS)	3909 196TH SW	LYNNWOOD				X	
15	SUPER SHOPS LYNNWOOD	4028 SW 196TH ST	LYNNWOOD				X	
16	ELAN BUILDING	3810 196TH ST SW	LYNNWOOD				X	
17	60 MINUTE TUNE/ DAVES COMPLETE BRAKE	19610 A 44TH AVE W	LYNNWOOD			X		
18	LYNNWOOD ALTERATIONS	19720 44TH AVE W	LYNNWOOD			X		
18	R C & COMPANY LTD	19730 44TH AVE W	LYNNWOOD			X		
19	NN CONTACT LENS INTL	4201 198TH ST SW	LYNNWOOD			X		
20	BEST PRODUCTS CO INC LYNNWOOD	19801 40TH AVE W	LYNNWOOD			X		
20	LEATHER TO LACE	4001 198TH ST SW	LYNNWOOD			X		
20	SEATTLE GOODWILL	4027 198TH STREET SW	LYNNWOOD			X		
21	SCHUCKS AUTO SUPPLY LYNNWOOD	19825 HWY 99	LYNNWOOD					X
22	LYNNWOOD CITY	5322 198TH ST SW	LYNNWOOD			X		
23	FIRESTONE STORE NO 3197	19800 44TH AVE W STE H	LYNNWOOD		X			
23	GOODYEAR SVC STORE LYNNWOOD	19805 44TH AVE W	LYNNWOOD		X			
24	SCHUCKS HWY 99	19915 HWY 99	LYNNWOOD					X
25	MR CLEAN CAR WASH	19907 44TH AVE W	LYNNWOOD		X			
25	SHELL STATION 120839	19930 44TH AVE W	LYNNWOOD	X				
26	AT&T WIRELESS CEDAR VALLEY	4030 200TH ST SW	LYNNWOOD			X		
26	CENTERS 3 COLLISION	4030 ALDERWOOD MALL BLVD	LYNNWOOD			X		
27	7 ELEVEN STORE 22893	4520 200TH ST SW	LYNNWOOD	X				
27	PC RECYCLE	4520 200TH ST SW STE 201	LYNNWOOD	X				
28	CHEVRON 94953	20010 44TH AVE W	LYNNWOOD	X				
29	COMMUNITY TRANSIT	20100 48TH AVE W	LYNNWOOD	X				
29	CARVER CORP	20121 48TH AVE W	LYNNWOOD	X				
30	PIERRE MONEYMART	20221 HWY 99	LYNNWOOD					X
31	NELSON MOTORS INC	20307 HWY 99	LYNNWOOD					X
32	RIMPAC STEEL INC	20311 52ND AVE W	LYNNWOOD	X				

Table I-4.12-2 - Ranking of All Sites Within the Study Area

EDR ID	Owner Name	Address	City	Location				
				Project Study Area	Project Study Area-1/8mi	1/8mi-1/4mi	1/4mi-1/2mi	> 1/2mi
32	CEDAR VALLEY ROAD DRUM	20515 CEDAR VALLEY RD	LYNNWOOD	X				
33	LYNNWOOD SEWER LIFT STA 10	4599 204TH ST	LYNNWOOD		X			
34	OLDS OLYMPIC MAIN OFFICE	6016 204TH SW	LYNNWOOD					X
35	MAGNA DESIGN INC	5804 204TH SW	LYNNWOOD				X	
36	REYNOLDS CORP	5720 204TH ST SW	LYNNWOOD				X	
37	ZIC 2 LLC CORPORATE OFFICE PARK	4001 204TH ST SW	LYNNWOOD		X			
38	GTE LYNNWOOD GARAGE	3831 204TH SW	LYNNWOOD				X	
39	LARCHWAY ARCO	3830 204TH SW	LYNNWOOD				X	
40	WILLIAMS & ABBOTT CONSTRUCTION	20508 56TH AVE W STE A	LYNNWOOD			X		
40	ROTO ROOTER INC	20508 56TH AVE W STE C	LYNNWOOD			X		
41	LYNNWOOD PUBLIC WORKS	20519 60TH AVE W	LYNNWOOD				X	
41	LYNNWOOD CITY PARKS & RECREATION SHOP	20522 60TH AVE W	LYNNWOOD				X	
42	EDMONDS SCHOOL DISTRICT SUPPORT CTR	S OF 204TH ST SW ROW & E OF 50TH	LYNNWOOD	X				
43	OPTIONS PROGRAM	20525 52ND AVE WEST	LYNNWOOD	X				
44	C MARTIN TRUCKING	20610 48TH AVE W	LYNNWOOD	X				
44	C MARTIN TRUCKING INC	20631 48TH W	LYNNWOOD	X				
45	LYNNWOOD DODGE INC	20612 HWY 99	LYNNWOOD					X
46	CONNELLY SKIS INC	20621 52ND AVE W	LYNNWOOD	X				
47	HERTZ EQUIPMENT RENTAL ERC 9789	20630 56TH AVE W	LYNNWOOD			X		
48	UNOCAL STATION SHIN	20713 HWY 99	LYNNWOOD					X
49	AA RENTALS	20728 56TH AVE W	LYNNWOOD			X		
50	PRO TEX PAINTING	20727 52ND AVE W	LYNNWOOD	X				
51	SHELDONS CUSTOM CAB LTD	20626 50TH AVE W	LYNNWOOD	X				
51		5015 208TH ST SW	LYNNWOOD	X				
52	BRIGGS TECHNOLOGIES INC LYNNWO	6027 208TH SW	LYNNWOOD				X	
53	USWCOM LYNNWOOD PRR 27563	6024 208TH ST SW	LYNNWOOD				X	
54	ECCLECTIC PRODUCTS INC TITAN DIVISION	5629 208TH ST SW	LYNNWOOD			X		
54	WINK CORP	5631 208TH SW	LYNNWOOD			X		
55	R & J AUTO DETAIL	5121 208TH SW	LYNNWOOD	X				
56	NIX 99 IMPORT RECYCLING	5522 208TH ST SW	LYNNWOOD			X		
57	BUDGET TANK REMOVAL	20825 52ND AVE	LYNNWOOD	X				
58	HALLS LAKE CSWGP	20907 59TH PLACE W	LYNNWOOD				X	
59	US DOJ DEA 54TH W LYNNWOOD	20908 54TH AVE W 8	LYNNWOOD		X			
60	COYOTE CLEANING SYSTEMS INC	7208 210TH ST SW	EDMONDS					X
61	JAMES AUTO SERVICE	21000 70TH AVE W	EDMONDS					X
62	BERRY NEON CO INC	21027 61ST W	LYNNWOOD				X	
63	J & J AUTO REPAIR	6204 211TH ST SW	LYNNWOOD				X	
64	MGM GRAPHICS INC	6116 211TH ST SW	LYNNWOOD				X	
65	BOB MILLER	21126 44TH AVE W	LYNNWOOD				X	
66	SEATTLE ENGINE REBUILDERS & REMFG INC	6501 212TH ST SW	LYNNWOOD				X	
67	ANDYS ARCO	6408 212 SW	LYNNWOOD				X	
67	DAVIS INDUSTRIES INC	6425 212TH ST SW	LYNNWOOD				X	
68	WESTERN TYPOGRAPHERS INC	6333 212TH ST	LYNNWOOD				X	
69	SNOHOMISH CNTY PUD HALLS LK SUBSTATION	6120 212TH ST SW	MOUNTLAKE TERRACE				X	
69	BEEETLES UNLIMITED INC	6127 212TH ST SW UNIT B	LYNNWOOD				X	
69	SNOHOMISH CNTY PUD 1 ESPERANCE SUBSTA	6129 212TH ST SW	LYNNWOOD				X	
69	LYNNWOOD AUTO TRUCK SERVICE	6131 212TH ST SW	LYNNWOOD				X	
69	ALLEN L CURTIS	6137 212TH SW	LYNNWOOD				X	
69	SNOHOMISH CNTY PUD LYNNWOOD STA	6200 212TH ST SW	LYNNWOOD				X	
69	FRANKS SUBURBAN AUTOMOTIVE 1	6203 212TH SW	LYNNWOOD				X	
69	KENS RADIATOR SERVICE	6226 212TH SW	LYNNWOOD				X	

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EDR ID	Owner Name	Address	City	Location				
				Project Study Area	Project Study Area-1/8mi	1/8mi-1/4mi	1/4mi-1/2mi	> 1/2mi
69	SAFETY KLEEN SYSTEMS INC LYNNWOOD 709201	6303 212TH ST SW STE C	LYNNWOOD				X	
70	GILLEN PROPERTY HALL LAKE	20908 54TH AVE W	LYNNWOOD		X			
71	SOUTHLAND CORP 2331 18726	21202 52ND AVE W	MOUNTLAKE TERRACE		X			
71	JOHNS TEXACO	5215 212TH SW	LYNNWOOD		X			
71	BARUCH AMIRA PARTNERSHIP	5215 212TH SW	LYNNWOOD		X			
72	EXPO CLEANERS	21005 44TH AVE W	MOUNTLAKE TERRACE				X	
72	RESIDENCE FORMER	21029 44TH AVE W	MOUNTLAKE TERRACE				X	
72	ARCO 5525	21201 44TH AVE W	MOUNTLAKE TERRACE				X	
72	US EPA MOUNTLAKE TERRACE DRUMS	212TH ST SW & 44TH AVE W NE CORNER	MOUNTLAKE TERRACE				X	
73	CHEMTECK SERVICES INC	212TH SW & 44TH W NE COR	LYNNWOOD				X	
74	HANSON BROTHERS MOVING & STORAGE	21307 61ST PL W	MOUNTLAKE TERRACE			X		
74	SNOHOMISH CNTY SW TRANSFER STATION	21311 61ST PL W	MOUNTLAKE TERRACE			X		
75	NELSON PETROLEUM	6303 213TH PL SW	MOUNTLAKE TERRACE			X		
76	ALLIED WASTE OF LYNNWOOD	21325 66TH AVE W	LYNNWOOD				X	
77	MONTERRA	21426 48TH AVE W	MOUNTLAKE TERRACE				X	
78	VIKING FREIGHT INC MOUNTLAKE TERRACE	6203 215TH ST	MOUNTLAKE TERRACE			X		
78	MOUNTLAKE TERRACE CITY	6204 215TH ST SW	MOUNTLAKE TERRACE			X		
78	MOUNTLAKE TERRACE/LYNNWOOD MAINT. FACILITY	6205 215TH ST. SW	MOUNTLAKE TERRACE			X		
79	COLOR TECH MOUNTLAKE TERRACE	6304 215TH ST SW	MOUNTLAKE TERRACE			X		
79	SIGN TECH	6306 215TH ST SW	MOUNTLAKE TERRACE			X		
80	LLOYD CONTROLS INC	21414 66TH W	MOUNTLAKE TERRACE				X	
81	ENVIRONMENTAL QUALITY MANAGEMENT INC	6825 216TH ST SW STE A	LYNNWOOD				X	
81	INTELLIGENT CONTROLS INC	6825 216TH ST SW STE J	LYNNWOOD				X	
82	WHIRLWIND SERVICES	6801 216TH ST SW	MOUNTLAKE TERRACE				X	
83	NORTHWEST TRANSFORMER SERV MT	6510 216 ST SW UNITC	MOUNTLAKE TERRACE				X	
84	WESCO AUTOBODY SUPPLY	21601 66TH AVE W	MOUNTLAKE TERRACE				X	
85	CROSS PROPERTY FORMER	21700 HWY 99	EDMONDS					X
86	MOUNTLAKE TERRACE DRUM	6103 ST ALBION WAY	MOUNTLAKE TERRACE		X			
87	LIGHT DOCTOR LLC	21706 66TH AVE W	MOUNTLAKE TERRACE			X		
87	AVIATION INSTRUMENT SVC INC	21709 66TH AVE W	MOUNTLAKE TERRACE			X		
87	TECHNIGRAPHIC SYSTEMS INC MOUNTLAKE TERR	21718 66TH AVE W STE 200	MOUNTLAKE TERRACE			X		
88	SNOHOMISH COUNTY PUD	21604 60TH AVE W	MOUNTLAKE TERRACE	X				
89	FILE DOCTORS	6505 218TH SW STE B	MOUNTLAKE TERRACE			X		
90	FORMS WEST INC	21816 66TH W	MOUNTLAKE TERRACE			X		
91	CLOUDY & BRITTON INC	6202 214TH SW	MOUNTLAKE TERRACE		X			
92	PLAID PANTRY NO 316	21919 66TH AVE W	MOUNTLAKE TERRACE			X		
92	MELODY CUSTOM CLEANERS	21919 66TH AVE W STE C	MOUNTLAKE TERRACE			X		
92	PLAID PANTRY #316	21919 66TH AVE. W.	MOUNTLAKE TERRACE			X		
93	BLUE CROSS OF WASHINGTON	7003 220TH SW	MOUNTLAKE TERRACE				X	
94	PREMERA PARKING GARAGE	6909 220TH ST SW	MOUNTLAKE TERRACE				X	
95	PREMERA BLUE CROSS	6707 220TH ST SW	MOUNTLAKE TERRACE			X		
96	ALPINE SPECIALTY CLEANING	6601 220TH ST SW	MOUNTLAKE TERRACE			X		
96	SHELL STATION 121478	6602 220TH SW	MOUNTLAKE TERRACE			X		
97	MOUNTLAKE TERRACE CITY 58TH AVE	22106 58TH AVE W	MOUNTLAKE TERRACE			X		
98	SNOH PUD	6200 222ND ST SW	MOUNTLAKE TERRACE	X				
99	ST PIUS X SCHOOL	22105 58TH AVE W	MOUNTLAKE TERRACE			X		
100	AT&T WIRELESS MOUNTLAKE TERRACE	6601 224TH ST SW	MOUNTLAKE TERRACE				X	
101	EDMONDS USAVE MINI MART	22625 HWY 99	EDMONDS					X
102	CIRCLE K 1458	23003 56TH AVE W	MOUNTLAKE TERRACE				X	
102	CHI S AUTO REPAIR	23009 56TH AVE W	MOUNTLAKE TERRACE				X	
103	SHELL 120951	23206 56TH ST SW	MOUNTLAKE TERRACE				X	

Table I-4.12-2 - Ranking of All Sites Within the Study Area

EDR ID	Owner Name	Address	City	Location				
				Project Study Area	Project Study Area-1/8mi	1/8mi-1/4mi	1/4mi-1/2mi	> 1/2mi
103	CHEVRON 97856	23208 56TH AVE W	MOUNTLAKE TERRACE				X	
103	QUEENS CLEANER	5602 232ND ST SW	MOUNTLAKE TERRACE				X	
104	MOUNTLAKE TERRACE CITY OF	23204 58TH AVE W	MOUNTLAKE TERRACE			X		
105	R & R AUTOMOTIVE	23504 56TH AVE W	MOUNTLAKE TERRACE			X		
106	MOUNTLAKE TERRACE PARK & RIDE	6001 236TH ST SW	MOUNTLAKE TERRACE	X				
106	EVERGREEN ELEMENTARY SCHOOL	6004 237TH ST SW	MOUNTLAKE TERRACE	X				
107	SNOHOMISH COUNTY CHRISTIAN SCHOOL	23606 54TH W.	MOUNTLAKE TERRACE				X	
108	THE KINGS PRESS INC	24007 56TH AVE W	MOUNTLAKE TERRACE				X	
109	WOOD SPECIALTY PRODUCTS INC	24300 60TH AVE W	MOUNTLAKE TERRACE		X			
109	GATEWAY PLACE	6001 244TH ST SW	MOUNTLAKE TERRACE		X			
110	PLANTING DESIGN CO	24200 76TH W	EDMONDS					X
111	TIME OIL CO MOUNTLAKE TERRACE	24205 56TH AVE W	MOUNTLAKE TERRACE				X	
112	PATRICK HERMAN	24311 56TH AVE W	MOUNTLAKE TERRACE				X	
112	7 ELEVEN FOOD STORE 230618022K	24325 56TH AVE N	MOUNTLAKE TERRACE				X	
113	NILE TEMPLE OF THE SHRINE	6601 244TH SW	MOUNTLAKE TERRACE			X		
113	TERRACE CLEANERS	6603 244TH ST SW	MOUNTLAKE TERRACE			X		
114	SHELL STATION 120865/ TEXACO #632320083	1505 NE 205TH ST	SEATTLE			X		
115	ASKAR MINI MART	1901 NE 205TH ST	SHORELINE				X	
115	GATEWAY AUTO	5601 244TH SW	MOUNTLAKE TERRACE				X	
116	WALLACE OMICORP BALLINGER	20309 BALLINGER WAY NE	SEATTLE			X		
116	ONCORP PROPERTIES	20319 BALLINGER WAY NE	SEATTLE			X		
116	RITE AID 6234	20320 BALLINGER WAY NE	SEATTLE			X		
117	ROES BALLINGER CHEVRON SERVICE 99124	20330 15TH AVE NE	SEATTLE			X		
118	U SAVE OIL CO INC SEATTLE	20217 BALLINGER WAY N E	SEATTLE				X	
119	PACIFIC COAST VENTURES LLC	20128 B BALLINGER WAY NE	SHORELINE				X	
120	KING COUNTY HOUSING AUTHORITY BALLINGER	20115 20TH PL NE	SEATTLE				X	
121	OUTRIGGER HOIST CO	20028 15TH NE	SEATTLE			X		
121	COASTAL COATINGS INC	20038 15TH NE	SEATTLE			X		
122	BALLINGER GAS & FOOD MART/ EXXON	20010 BALLINGER WAY NE	SHORELINE				X	
122	BALLINGER VILLAGE SHOPPING CENTER	20024 BALLINGER WAY NE	SHORELINE				X	
122	BALLINGER VILLAGE CLEANERS	20028 BALLINGER WAY NE	SHORELINE				X	
122	BALLINGER VILLAGE LP	20036 BALLINGER WAY NE	SHORELINE				X	
122	SOUND OIL COMPANY	20041 BALLINGER RD NE	SEATTLE				X	
122	WASHINGTON TREE SERVICE INC SEATTLE	20057 BALLINGER WAY NE	SEATTLE				X	
123	KING CNTY PARKS SHORELINE POOL	19030 1ST AVE NE	SEATTLE					X
124	WA DOT	I-5 & 185TH	SHORELINE	X				
125	TIME OIL CO 15TH AVE	18005 15TH AVE NE	SEATTLE				X	
126	SITE SE10 NORTH CITY	18010 15TH AVE NE	SEATTLE				X	
126	AT&T WIRELESS NORTH CITY	18012 15TH AVE NE	SEATTLE				X	
127	ST MARKS CATHOLIC SCHOOL	18003 15TH PL NE	SEATTLE				X	
128	CROMWELL PARK IMPROVEMENTS	18009 CORLISS AVE N	SHORELINE			X		
129	ASP GERMAN CAR REPAIR	17704 15TH AVE NE	SEATTLE				X	
129	NORTH CITY CLEANERS	17721 15TH AVE NE	SEATTLE				X	
129	GORDONS NORTH SEATTLE TIRES	17754 15TH AVE NE	SEATTLE				X	
130	EXXON #7 7255	17956 1ST AVE. S.	SEATTLE		X			
131	NORTHCITY TEXACO	17563 15TH AVE NE	SHORELINE				X	
132	UNOCAL 4973	1150 N 175TH ST	SEATTLE					X
133	UNOCAL 5728	1211 NE 175TH	SEATTLE				X	
134	BURKE PROPERTY	17248 RONALD PL N	SEATTLE					X
135	MERIDIAN PARK ELEMENTARY SCHOOL	17077 MERIDIAN AVE N	SHORELINE			X		

Table I-4.12-2 - Ranking of All Sites Within the Study Area

EDR ID	Owner Name	Address	City	Location				
				Project Study Area	Project Study Area-1/8mi	1/8mi-1/4mi	1/4mi-1/2mi	> 1/2mi
135	MERIDIAN LANDFILL	170TH N & MERIDIAN AV	SEATTLE			X		
136	AT&T RONALD	2360 N 167TH ST	SEATTLE		X			
137	EVANS TIRE SVC CTRS 066	16622 AURORA AVE N	SEATTLE					X
138	U HAUL CO OF N SEATTLE	16503 AURORA AVE N	SEATTLE					X
139	KING CNTY SOLID WASTE DIV 1ST NE TRANS	165TH & MERIDIAN AVE N	SEATTLE				X	
140	FUELCARE SHORELINE	509 NE 165TH ST	SHORELINE			X		
141	JIM ADAMS AUTO CLINIC INC	16268 5TH AVE NE	SEATTLE			X		
142	SEATTLE CITY LIGHT SHORELINE SUBSTATION	2136 N 163RD ST	SHORELINE			X		
142	KING CNTY DOT METRO TRANSIT NORTH BASE	2160 N 163RD ST	SEATTLE			X		
143	HENDRICKSON PROPERTY	928 N 160TH ST	SEATTLE					X
144	SHORELINE SCHOOL DISTRICT CENTRAL KITCHEN IMPROV	2003 NE 160TH ST	SHORELINE			X		
145	CHEVRON 200410	15510 AURORA AVE N	SEATTLE					X
146	CRAWFORD PROPERTY	2326 N 155TH ST	SHORELINE		X			
147	WA DSHS FIRCREST SCHOOL	15230 15TH AVE NE	SHORELINE					X
148	EVERGREEN SCHOOL	15201 MERIDIAN AVE N	SEATTLE				X	
149	TINSLEY RESIDENCE	14855 6TH AV NE	SEATTLE			X		
150	HODGES PROPERTY	15001 8TH AVE NE	SEATTLE			X		
151	UNITED CEREBRAL PALSY RES CTR	14910 1ST AVE N	SEATTLE		X			
152	PARK RIDGE CARE FACILITY, FORMER UST SITE	1250 NE 145TH ST	SEATTLE				X	
153	SPARK'S TUNEUP (FRMR TEXACO)	14501 15TH AVE NE	SEATTLE				X	
153	QFC NORTH SEATTLE 858	1531 NE 145TH ST	SEATTLE				X	
153	SEATTLE CITY ROW NE 145TH & 15TH NE	NE 145TH ST & 15TH AVE NE	SEATTLE				X	
154	NORTH PARK SHOPPING CENTER	1549 NE 145TH ST	SEATTLE					X
155	LAKESIDE SCHOOL	14050 1ST AVE NE	SEATTLE			X		
156	LAKESIDE UPPER SCHOOL	14056 4TH NE	SEATTLE		X			
157	KJORSVIK PROPERTY	14038 SUNNYSIDE AVE N	SEATTLE				X	
158	JACKSON GOLF COURSE	1000 NE 135TH	SEATTLE			X		
159	HALLER LAKE TEXACO	13401 ROOSEVELT WAY N	SEATTLE			X		
160	PSE NORTH OPERATING BASE	13330 STONE AVE N	SEATTLE					X
161	VERIZON WIRELESS NORTH ACRES PARK	351 NE 133RD ST	SEATTLE		X			
162	UNK	5TH AVE NE & NE 130TH ST	SEATTLE	X				
163	CORP OF ARCHDIOCESE OF SEATTLE UST 12696	1230 NE 127TH	SEATTLE				X	
164	SEATTLE CITY SDOT HALLER LAKE	12600 STONE AVE N	SEATTLE					X
165		5TH NE & 125TH NE	SEATTLE	X				
166	BARRETT HARDWARE	12230 AURORA AVE N	SEATTLE					X
167	PSE	12312 5TH AVE NE	SEATTLE	X				
168	2115 N 122ND ST	2115 N 122ND ST	SEATTLE			X		
169	NORTHWEST HOSPITAL	1550 N 115TH ST	SEATTLE				X	
170	ALPINE CUSTOM BUILDINGS LLC	11310 8TH AVE NE	SEATTLE				X	
171	NORTHGATE URBAN CENTER PARK	11035 5TH AVE NE	SEATTLE			X		
171	NORTHGATE DENTAL CONDO ASSOC	11066 5TH AVE NE STE 111	SEATTLE			X		
171	UNOCAL 5532	500 NE NORTHGATE WAY	SEATTLE			X		
171	STANDARD OIL SERVICE STA 9-7533 FORMER	501 NE NORTHGATE WAY	SEATTLE			X		
172	NORTHGATE CLEANERS	11020 8TH AVE NE	SEATTLE				X	
172	ROOSEVELT AUTO BODY NORTHGATE 8TH AVE	11035 8TH AVE NE	SEATTLE				X	
172	AT&T WIRELESS NORTHGATE	11050 8TH AVE NE	SEATTLE				X	
172	GOODYEAR AUTO SVC CTR 8822 NOR	810 NORTHGATE WAY	SEATTLE				X	
172	PAHLKA WATERPROOFING INC	825 NE NORTHGATE WAY	SEATTLE				X	
172	SHELL OIL CO 129593	859 NE NORTHGATE WAY	SEATTLE				X	
173	TARGET STORE 1284	302 NE NORTHGATE WAY	SEATTLE		X			
173	NORTHGATE EXPANSION PROJECT	310 NE NORTHGATE WAY	SEATTLE		X			

Table I-4.12-2 - Ranking of All Sites Within the Study Area

EDR ID	Owner Name	Address	City	Location				
				Project Study Area	Project Study Area-1/8mi	1/8mi-1/4mi	1/4mi-1/2mi	> 1/2mi
174	CONOCOPHILLIPS 30101	2143 N NORTHGATE WAY	SEATTLE			X		
174	CHEVRON 92815	2150 N NORTHGATE WAY & CORLISS	SEATTLE			X		
175	CHEVRON #9 2815 (THREE REPORTS)	NORTHGATE & CORLISS AVE.	SEATTLE		X			
176	NORTHGATE ARCO	2101 N NORTHGATE WAY	SEATTLE			X		
177	NORTHGATE MALL PARTNERSHIP	401 NE NORTHGATE WAY	SEATTLE			X		
178	WDOT I-5/NORTHGATE	1ST NE & NE 110TH	SEATTLE	X				
179	BON MARCHE SEATTLE NORTHGATE MALL	602 NORTHGATE MALL	SEATTLE			X		
180	SHELL STATION 120819	1935 N NORTHGATE WAY	SEATTLE				X	
181	ACCU PAP DIAGNOSTIC SVCS NORTH	120 NORTHGATE PLAZA 351	SEATTLE			X		
181	CAMERAS WEST 1034	150 NORTHGATE PLZ	SEATTLE			X		
181	JCPENNEY COMPANY INC	475 NORTHGATE MALL	SEATTLE			X		
182	WA UW SCRIBNER CENTER	2150 N 107TH ST STE 160 & B075	SEATTLE			X		
183	NORTHGATE MALL	555 NORTHGATE MALL	SEATTLE		X			
184	EXPRESSLY PORTRAITS 39 NORTHGATE MALL	750 NORTHGATE MALL	SEATTLE		X			
184	KITS CAMERA 1003	923 NORTHGATE MALL	SEATTLE		X			
185	BON MARCHE TIRE CENTER	10500 5TH AVE NE	SEATTLE			X		
185	KINDRED HOSPITAL SEATTLE	10560 5TH AVE NE	SEATTLE			X		
186	NWH OUTPATIENT MEDICAL CENTER	10330 MERIDIAN AVE N	SEATTLE			X		
187	SEATTLE CITY ESD N POLICE PRECINCT	10049 COLLEGE WAY N	SEATTLE				X	
188	NORTHGATE HOLDING CO	10202 5TH AV NE	SEATTLE				X	
189	GATEWAY MUIRLAND INC 100TH ST	115 NE 100TH ST	SEATTLE				X	
190	NORTHGATE COMMONS	300 NE 100TH ST	SEATTLE				X	
191	SEATTLE CITY LIGHT STONE AVE	9809 STONE AVE N	SEATTLE					X
192	NORTHGATE STATION	9538-9598 1ST AV NE	SEATTLE				X	

Table I-4.12-2 - Ranking of All Sites Within the Project Study Area (continued)

EDR ID	Owner Name	Address	City	Site With a Known or Suspected Release to the Environment?	Active or Inactive?	RANK
1	FIRE STATION 1 LYNNWOOD	18800 44TH AVE W	LYNNWOOD	YES	--	0
2	JB ASPHALT CO	19222 HWY 99	LYNNWOOD	YES	--	0
2	KELLYS FURNITURE REFINISHING	19230 HWY 99	LYNNWOOD	YES	--	0
3	TOP AUTO INC LYNNWOOD	19414 44TH AVE W	LYNNWOOD	NO	--	0
3	USA PETROLEUM 190	19420 44TH AVE W	LYNNWOOD	YES	INACTIVE	0
4	TIRE MARK	19406 HWY 99	LYNNWOOD	YES	--	0
5	L & L ENTERPRISES	19502 48TH AVE W	LYNNWOOD	NO	--	0
6	LIGHTHOUSE DIVING CENTER	5421 C 196TH ST SW	LYNNWOOD	YES	INACTIVE	0
7	HIGHLINE CLEANERS	19515 44TH AVE	LYNNWOOD	NO	--	0
8	KELLY MOORE PAINT CO INC LYNNWOOD	5009 196TH ST SW	LYNNWOOD	NO	--	0
9	GLACIER ENVIRONMENTAL SVCS	4807 196TH SW	LYNNWOOD	NO	--	0
9	ARCO 6214	4812 196TH ST SW	LYNNWOOD	YES	--	0
9	LYNNWOOD AUTO PARTS INC	4815 196TH SW	LYNNWOOD	NO	--	0
9	KC MARTIN AUTOMOTIVE SVC CO MAIN SHOP	4829 196TH ST SW	LYNNWOOD	NO	--	0
10	196TH ST SW LYNNWOOD	4909 196TH ST SW	LYNNWOOD	YES	--	0
10	FIVE STAR CAR WASH	4921 196TH ST SW	LYNNWOOD	YES	--	0
10	LES SCHWAB TIRES	4933 196TH ST SW	LYNNWOOD	YES	--	0
11	CLEANERY SNOHOMISH LYNNWOOD	4701 196TH SW	LYNNWOOD	NO	--	0
11	UNOCAL STATION 5623	4733 196TH ST SW	LYNNWOOD	YES	INACTIVE	0
12	LYNNWOOD SHURGARD	4600 196TH SW	LYNNWOOD	NO	--	0
12	FRED MEYER FUEL STOP 180	4615 196TH ST SW	LYNNWOOD	NO	--	0
12	FRED MEYER FUELING FACILITY	4618 196TH ST SW	LYNNWOOD	NO	--	0
13	MINUTEMAN PRESS LYNNWOOD	4291 196TH ST SW	LYNNWOOD	NO	--	0
13	EXXON CO USA 79078	4317 196TH ST SW & 144TH	LYNNWOOD	YES	--	0
14	ALDERWOOD OLDSMOBILE/CADILLAC (TWO REPORTS)	3909 196TH SW	LYNNWOOD	YES	INACTIVE	0
15	SUPER SHOPS LYNNWOOD	4028 SW 196TH ST	LYNNWOOD	NO	--	0
16	ELAN BUILDING	3810 196TH ST SW	LYNNWOOD	NO	--	0
17	60 MINUTE TUNE/ DAVES COMPLETE BRAKE	19610 A 44TH AVE W	LYNNWOOD	YES	--	0
18	LYNNWOOD ALTERATIONS	19720 44TH AVE W	LYNNWOOD	NO	--	0
18	R C & COMPANY LTD	19730 44TH AVE W	LYNNWOOD	NO	--	0
19	NN CONTACT LENS INTL	4201 198TH ST SW	LYNNWOOD	NO	--	0
20	BEST PRODUCTS CO INC LYNNWOOD	19801 40TH AVE W	LYNNWOOD	NO	--	0
20	LEATHER TO LACE	4001 198TH ST SW	LYNNWOOD	NO	--	0
20	SEATTLE GOODWILL	4027 198TH STREET SW	LYNNWOOD	NO	--	0
21	SCHUCKS AUTO SUPPLY LYNNWOOD	19825 HWY 99	LYNNWOOD	YES	--	0
22	LYNNWOOD CITY	5322 198TH ST SW	LYNNWOOD	NO	--	0
23	FIRESTONE STORE NO 3197	19800 44TH AVE W STE H	LYNNWOOD	YES	INACTIVE	3
23	GOODYEAR SVC STORE LYNNWOOD	19805 44TH AVE W	LYNNWOOD	YES	INACTIVE	3
24	SCHUCKS HWY 99	19915 HWY 99	LYNNWOOD	YES	--	0
25	MR CLEAN CAR WASH	19907 44TH AVE W	LYNNWOOD	YES	INACTIVE	3
25	SHELL STATION 120839	19930 44TH AVE W	LYNNWOOD	YES	ACTIVE	5
26	AT&T WIRELESS CEDAR VALLEY	4030 200TH ST SW	LYNNWOOD	NO	--	0
26	CENTERS 3 COLLISION	4030 ALDERWOOD MALL BLVD	LYNNWOOD	NO	--	0
27	7 ELEVEN STORE 22893	4520 200TH ST SW	LYNNWOOD	NO	N/A	2
27	PC RECYCLE	4520 200TH ST SW STE 201	LYNNWOOD	NO	N/A	2
28	CHEVRON 94953	20010 44TH AVE W	LYNNWOOD	YES	ACTIVE	5
29	COMMUNITY TRANSIT	20100 48TH AVE W	LYNNWOOD	YES	ACTIVE	4
29	CARVER CORP	20121 48TH AVE W	LYNNWOOD	NO	N/A	2
30	PIERRE MONEYMART	20221 HWY 99	LYNNWOOD	YES	--	0
31	NELSON MOTORS INC	20307 HWY 99	LYNNWOOD	YES	--	0
32	RIMPAC STEEL INC	20311 52ND AVE W	LYNNWOOD	YES	INACTIVE	4

Table I-4.12-2 - Ranking of All Sites Within the Project Study Area (continued)

EDR ID	Owner Name	Address	City	Site With a Known or Suspected Release to the Environment?	Active or Inactive?	RANK
32	CEDAR VALLEY ROAD DRUM	20515 CEDAR VALLEY RD	LYNNWOOD	NO	N/A	2
33	LYNNWOOD SEWER LIFT STA 10	4599 204TH ST	LYNNWOOD	YES	INACTIVE	3
34	OLDS OLYMPIC MAIN OFFICE	6016 204TH SW	LYNNWOOD	YES	--	0
35	MAGNA DESIGN INC	5804 204TH SW	LYNNWOOD	NO	--	0
36	REYNOLDS CORP	5720 204TH ST SW	LYNNWOOD	NO	--	0
37	ZIC 2 LLC CORPORATE OFFICE PARK	4001 204TH ST SW	LYNNWOOD	NO	N/A	1
38	GTE LYNNWOOD GARAGE	3831 204TH SW	LYNNWOOD	YES	--	0
39	LARCHWAY ARCO	3830 204TH SW	LYNNWOOD	NO	--	0
40	WILLIAMS & ABBOTT CONSTRUCTION	20508 56TH AVE W STE A	LYNNWOOD	NO	--	0
40	ROTO ROOTER INC	20508 56TH AVE W STE C	LYNNWOOD	NO	--	0
41	LYNNWOOD PUBLIC WORKS	20519 60TH AVE W	LYNNWOOD	YES	--	0
41	LYNNWOOD CITY PARKS & RECREATION SHOP	20522 60TH AVE W	LYNNWOOD	YES	--	0
42	EDMONDS SCHOOL DISTRICT SUPPORT CTR	S OF 204TH ST SW ROW & E OF 50TH	LYNNWOOD	NO	N/A	2
43	OPTIONS PROGRAM	20525 52ND AVE WEST	LYNNWOOD	NO	N/A	2
44	C MARTIN TRUCKING	20610 48TH AVE W	LYNNWOOD	YES	INACTIVE	4
44	C MARTIN TRUCKING INC	20631 48TH W	LYNNWOOD	YES	INACTIVE	4
45	LYNNWOOD DODGE INC	20612 HWY 99	LYNNWOOD	YES	--	0
46	CONNELLY SKIS INC	20621 52ND AVE W	LYNNWOOD	YES	ACTIVE	4
47	HERTZ EQUIPMENT RENTAL ERC 9789	20630 56TH AVE W	LYNNWOOD	NO	--	0
48	UNOCAL STATION SHIN	20713 HWY 99	LYNNWOOD	YES	--	0
49	AA RENTALS	20728 56TH AVE W	LYNNWOOD	YES	--	0
50	PRO TEX PAINTING	20727 52ND AVE W	LYNNWOOD	NO	N/A	2
51	SHELDONS CUSTOM CAB LTD	20626 50TH AVE W	LYNNWOOD	NO	N/A	2
51		5015 208TH ST SW	LYNNWOOD	YES	ACTIVE	4
52	BRIGGS TECHNOLOGIES INC LYNNWO	6027 208TH SW	LYNNWOOD	NO	--	0
53	USWCOM LYNNWOOD PRR 27563	6024 208TH ST SW	LYNNWOOD	NO	--	0
54	ECCLECTIC PRODUCTS INC TITAN DIVISION	5629 208TH ST SW	LYNNWOOD	NO	--	0
54	WINK CORP	5631 208TH SW	LYNNWOOD	NO	--	0
55	R & J AUTO DETAIL	5121 208TH SW	LYNNWOOD	NO	N/A	2
56	NIX 99 IMPORT RECYCLING	5522 208TH ST SW	LYNNWOOD	NO	--	0
57	BUDGET TANK REMOVAL	20825 52ND AVE	LYNNWOOD	YES	ACTIVE	4
58	HALLS LAKE CSWGP	20907 59TH PLACE W	LYNNWOOD	NO	--	0
59	US DOJ DEA 54TH W LYNNWOOD	20908 54TH AVE W 8	LYNNWOOD	NO	N/A	1
60	COYOTE CLEANING SYSTEMS INC	7208 210TH ST SW	EDMONDS	YES	--	0
61	JAMES AUTO SERVICE	21000 70TH AVE W	EDMONDS	YES	--	0
62	BERRY NEON CO INC	21027 61ST W	LYNNWOOD	NO	--	0
63	J & J AUTO REPAIR	6204 211TH ST SW	LYNNWOOD	NO	--	0
64	MGM GRAPHICS INC	6116 211TH ST SW	LYNNWOOD	NO	--	0
65	BOB MILLER	21126 44TH AVE W	LYNNWOOD	NO	--	0
66	SEATTLE ENGINE REBUILDERS & REMFG INC	6501 212TH ST SW	LYNNWOOD	NO	--	0
67	ANDYS ARCO	6408 212 SW	LYNNWOOD	NO	--	0
67	DAVIS INDUSTRIES INC	6425 212TH ST SW	LYNNWOOD	NO	--	0
68	WESTERN TYPOGRAPHERS INC	6333 212TH ST	LYNNWOOD	NO	--	0
69	SNOHOMISH CNTY PUD HALLS LK SUBSTATION	6120 212TH ST SW	MOUNTLAKE TERRACE	YES	INACTIVE	0
69	BEEETLES UNLIMITED INC	6127 212TH ST SW UNIT B	LYNNWOOD	NO	--	0
69	SNOHOMISH CNTY PUD 1 ESPERANCE SUBSTA	6129 212TH ST SW	LYNNWOOD	NO	--	0
69	LYNNWOOD AUTO TRUCK SERVICE	6131 212TH ST SW	LYNNWOOD	NO	--	0
69	ALLEN L CURTIS	6137 212TH SW	LYNNWOOD	NO	--	0
69	SNOHOMISH CNTY PUD LYNNWOOD STA	6200 212TH ST SW	LYNNWOOD	YES	--	0
69	FRANKS SUBURBAN AUTOMOTIVE 1	6203 212TH SW	LYNNWOOD	NO	--	0
69	KENS RADIATOR SERVICE	6226 212TH SW	LYNNWOOD	YES	INACTIVE	0

Table I-4.12-2 - Ranking of All Sites Within the Project Study Area (continued)

EDR ID	Owner Name	Address	City	Site With a Known or Suspected Release to the Environment?	Active or Inactive?	RANK
69	SAFETY KLEEN SYSTEMS INC LYNNWOOD 709201	6303 212TH ST SW STE C	LYNNWOOD	YES	--	0
70	GILLEN PROPERTY HALL LAKE	20908 54TH AVE W	LYNNWOOD	YES	INACTIVE	3
71	SOUTHLAND CORP 2331 18726	21202 52ND AVE W	MOUNTLAKE TERRACE	YES	ACTIVE	3
71	JOHNS TEXACO	5215 212TH SW	LYNNWOOD	YES	ACTIVE	3
71	BARUCH AMIRA PARTNERSHIP	5215 212TH SW	LYNNWOOD	NO	N/A	1
72	EXPO CLEANERS	21005 44TH AVE W	MOUNTLAKE TERRACE	NO	--	0
72	RESIDENCE FORMER	21029 44TH AVE W	MOUNTLAKE TERRACE	YES	--	0
72	ARCO 5525	21201 44TH AVE W	MOUNTLAKE TERRACE	NO	--	0
72	US EPA MOUNTLAKE TERRACE DRUMS	212TH ST SW & 44TH AVE W NE CORNER	MOUNTLAKE TERRACE	YES	--	0
73	CHEMTECK SERVICES INC	212TH SW & 44TH W NE COR	LYNNWOOD	NO	--	0
74	HANSON BROTHERS MOVING & STORAGE	21307 61ST PL W	MOUNTLAKE TERRACE	YES	INACTIVE	0
74	SNOHOMISH CNTY SW TRANSFER STATION	21311 61ST PL W	MOUNTLAKE TERRACE	NO	--	0
75	NELSON PETROLEUM	6303 213TH PL SW	MOUNTLAKE TERRACE	YES	--	0
76	ALLIED WASTE OF LYNNWOOD	21325 66TH AVE W	LYNNWOOD	NO	--	0
77	MONTERRA	21426 48TH AVE W	MOUNTLAKE TERRACE	NO	--	0
78	VIKING FREIGHT INC MOUNTLAKE TERRACE	6203 215TH ST	MOUNTLAKE TERRACE	NO	--	0
78	MOUNTLAKE TERRACE CITY	6204 215TH ST SW	MOUNTLAKE TERRACE	YES	--	0
78	MOUNTLAKE TERRACE/LYNNWOOD MAINT. FACILITY	6205 215TH ST. SW	MOUNTLAKE TERRACE	YES	--	0
79	COLOR TECH MOUNTLAKE TERRACE	6304 215TH ST SW	MOUNTLAKE TERRACE	NO	--	0
79	SIGN TECH	6306 215TH ST SW	MOUNTLAKE TERRACE	NO	--	0
80	LLOYD CONTROLS INC	21414 66TH W	MOUNTLAKE TERRACE	YES	INACTIVE	0
81	ENVIRONMENTAL QUALITY MANAGEMENT INC	6825 216TH ST SW STE A	LYNNWOOD	NO	--	0
81	INTELLIGENT CONTROLS INC	6825 216TH ST SW STE J	LYNNWOOD	NO	--	0
82	WHIRLWIND SERVICES	6801 216TH ST SW	MOUNTLAKE TERRACE	NO	--	0
83	NORTHWEST TRANSFORMER SERV MT	6510 216 ST SW UNITC	MOUNTLAKE TERRACE	YES	INACTIVE	0
84	WESCO AUTOBODY SUPPLY	21601 66TH AVE W	MOUNTLAKE TERRACE	NO	--	0
85	CROSS PROPERTY FORMER	21700 HWY 99	EDMONDS	YES	--	0
86	MOUNTLAKE TERRACE DRUM	6103 ST ALBION WAY	MOUNTLAKE TERRACE	NO	N/A	1
87	LIGHT DOCTOR LLC	21706 66TH AVE W	MOUNTLAKE TERRACE	NO	--	0
87	AVIATION INSTRUMENT SVC INC	21709 66TH AVE W	MOUNTLAKE TERRACE	NO	--	0
87	TECHNIGRAPHIC SYSTEMS INC MOUNTLAKE TERR	21718 66TH AVE W STE 200	MOUNTLAKE TERRACE	NO	--	0
88	SNOHOMISH COUNTY PUD	21604 60TH AVE W	MOUNTLAKE TERRACE	YES	ACTIVE	4
89	FILE DOCTORS	6505 218TH SW STE B	MOUNTLAKE TERRACE	NO	--	0
90	FORMS WEST INC	21816 66TH W	MOUNTLAKE TERRACE	NO	--	0
91	CLOUDY & BRITTON INC	6202 214TH SW	MOUNTLAKE TERRACE	NO	N/A	1
92	PLAID PANTRY NO 316	21919 66TH AVE W	MOUNTLAKE TERRACE	YES	INACTIVE	0
92	MELODY CUSTOM CLEANERS	21919 66TH AVE W STE C	MOUNTLAKE TERRACE	NO	--	0
92	PLAID PANTRY #316	21919 66TH AVE. W.	MOUNTLAKE TERRACE	YES	--	0
93	BLUE CROSS OF WASHINGTON	7003 220TH SW	MOUNTLAKE TERRACE	NO	--	0
94	PREMERA PARKING GARAGE	6909 220TH ST SW	MOUNTLAKE TERRACE	NO	--	0
95	PREMERA BLUE CROSS	6707 220TH ST SW	MOUNTLAKE TERRACE	NO	--	0
96	ALPINE SPECIALTY CLEANING	6601 220TH ST SW	MOUNTLAKE TERRACE	NO	--	0
96	SHELL STATION 121478	6602 220TH SW	MOUNTLAKE TERRACE	YES	--	0
97	MOUNTLAKE TERRACE CITY 58TH AVE	22106 58TH AVE W	MOUNTLAKE TERRACE	NO	--	0
98	SNOH PUD	6200 222ND ST SW	MOUNTLAKE TERRACE	YES	ACTIVE	4
99	ST PIUS X SCHOOL	22105 58TH AVE W	MOUNTLAKE TERRACE	NO	--	0
100	AT&T WIRELESS MOUNTLAKE TERRACE	6601 224TH ST SW	MOUNTLAKE TERRACE	NO	--	0
101	EDMONDS USAVE MINI MART	22625 HWY 99	EDMONDS	YES	--	0
102	CIRCLE K 1458	23003 56TH AVE W	MOUNTLAKE TERRACE	YES	INACTIVE	0
102	CHI S AUTO REPAIR	23009 56TH AVE W	MOUNTLAKE TERRACE	NO	--	0
103	SHELL 120951	23206 56TH ST SW	MOUNTLAKE TERRACE	YES	INACTIVE	0

Table I-4.12-2 - Ranking of All Sites Within the Project Study Area (continued)

EDR ID	Owner Name	Address	City	Site With a Known or Suspected Release to the Environment?	Active or Inactive?	RANK
103	CHEVRON 97856	23208 56TH AVE W	MOUNTLAKE TERRACE	YES	INACTIVE	0
103	QUEENS CLEANER	5602 232ND ST SW	MOUNTLAKE TERRACE	YES	INACTIVE	0
104	MOUNTLAKE TERRACE CITY OF	23204 58TH AVE W	MOUNTLAKE TERRACE	NO	--	0
105	R & R AUTOMOTIVE	23504 56TH AVE W	MOUNTLAKE TERRACE	NO	--	0
106	MOUNTLAKE TERRACE PARK & RIDE	6001 236TH ST SW	MOUNTLAKE TERRACE	NO	N/A	2
106	EVERGREEN ELEMENTARY	6004 237TH ST SW	MOUNTLAKE TERRACE	NO	N/A	2
107	SCHOOL	23606 54TH W	MOUNTLAKE TERRACE	YES	--	0
107	SNOHOMISH COUNTY CHRISTIAN SCHOOL	23607 54TH AVE. W.	MOUNTLAKE TERRACE	YES	--	0
108	THE KINGS PRESS INC	24007 56TH AVE W	MOUNTLAKE TERRACE	NO	--	0
109	WOOD SPECIALTY PRODUCTS INC	24300 60TH AVE W	MOUNTLAKE TERRACE	NO	N/A	1
109	GATEWAY PLACE	6001 244TH ST SW	MOUNTLAKE TERRACE	NO	N/A	1
110	PLANTING DESIGN CO	24200 76TH W	EDMONDS	YES	--	0
111	TIME OIL CO MOUNTLAKE TERRACE	24205 56TH AVE W	MOUNTLAKE TERRACE	YES	--	0
112	PATRICK HERMAN	24311 56TH AVE W	MOUNTLAKE TERRACE	YES	--	0
112	7 ELEVEN FOOD STORE 230618022K	24325 56TH AVE N	MOUNTLAKE TERRACE	NO	--	0
113	NILE TEMPLE OF THE SHRINE	6601 244TH SW	MOUNTLAKE TERRACE	YES	--	0
113	TERRACE CLEANERS	6603 244TH ST SW	MOUNTLAKE TERRACE	NO	--	0
114	SHELL STATION 120865/ TEXACO #632320083	1505 NE 205TH ST	SEATTLE	YES	--	0
115	ASKAR MINI MART	1901 NE 205TH ST	SHORELINE	YES	--	0
115	GATEWAY AUTO	5601 244TH SW	MOUNTLAKE TERRACE	YES	--	0
116	WALLACE OMICORP BALLINGER	20309 BALLINGER WAY NE	SEATTLE	NO	--	0
116	ONCORP PROPERTIES	20319 BALLINGER WAY NE	SEATTLE	NO	--	0
116	RITE AID 6234	20320 BALLINGER WAY NE	SEATTLE	YES	--	0
117	ROES BALLINGER CHEVRON SERVICE 99124	20330 15TH AVE NE	SEATTLE	YES	--	0
118	U SAVE OIL CO INC SEATTLE	20217 BALLINGER WAY N E	SEATTLE	NO	--	0
119	PACIFIC COAST VENTURES LLC	20128 B BALLINGER WAY NE	SHORELINE	NO	--	0
120	KING COUNTY HOUSING AUTHORITY BALLINGER	20115 20TH PL NE	SEATTLE	NO	--	0
121	OUTRIGGER HOIST CO	20028 15TH NE	SEATTLE	NO	--	0
121	COASTAL COATINGS INC	20038 15TH NE	SEATTLE	NO	--	0
122	BALLINGER GAS & FOOD MART/ EXXON	20010 BALLINGER WAY NE	SHORELINE	YES	--	0
122	BALLINGER VILLAGE SHOPPING CENTER	20024 BALLINGER WAY NE	SHORELINE	YES	--	0
122	BALLINGER VILLAGE CLEANERS	20028 BALLINGER WAY NE	SHORELINE	YES	--	0
122	BALLINGER VILLAGE LP	20036 BALLINGER WAY NE	SHORELINE	NO	--	0
122	SOUND OIL COMPANY	20041 BALLINGER RD NE	SEATTLE	YES	--	0
122	WASHINGTON TREE SERVICE INC SEATTLE	20057 BALLINGER WAY NE	SEATTLE	NO	--	0
123	KING CNTY PARKS SHORELINE POOL	19030 1ST AVE NE	SEATTLE	NO	--	0
124	WA DOT	I-5 & 185TH	SHORELINE	YES	ACTIVE	4
125	TIME OIL CO 15TH AVE	18005 15TH AVE NE	SEATTLE	YES	--	0
126	SITE SE10 NORTH CITY	18010 15TH AVE NE	SEATTLE	NO	--	0
126	AT&T WIRELESS NORTH CITY	18012 15TH AVE NE	SEATTLE	NO	--	0
127	ST MARKS CATHOLIC SCHOOL	18003 15TH PL NE	SEATTLE	NO	--	0
128	CROMWELL PARK IMPROVEMENTS	18009 CORLISS AVE N	SHORELINE	YES	--	0
129	ASP GERMAN CAR REPAIR	17704 15TH AVE NE	SEATTLE	YES	--	0
129	NORTH CITY CLEANERS	17721 15TH AVE NE	SEATTLE	NO	--	0
129	GORDONS NORTH SEATTLE TIRES	17754 15TH AVE NE	SEATTLE	NO	--	0
130	EXXON #7 7255	17956 1ST AVE. S.	SEATTLE	YES	INACTIVE	3
131	NORTHCITY TEXACO	17563 15TH AVE NE	SHORELINE	YES	--	0
132	UNOCAL 4973	1150 N 175TH ST	SEATTLE	YES	--	0
133	UNOCAL 5728	1211 NE 175TH	SEATTLE	YES	--	0
134	BURKE PROPERTY	17248 RONALD PL N	SEATTLE	YES	--	0
135	MERIDIAN PARK ELEMENTARY SCHOOL	17077 MERIDIAN AVE N	SHORELINE	NO	--	0

Table I-4.12-2 - Ranking of All Sites Within the Project Study Area (continued)

EDR ID	Owner Name	Address	City	Site With a Known or Suspected Release to the Environment?	Active or Inactive?	RANK
135	MERIDIAN LANDFILL	170TH N & MERIDIAN AV	SEATTLE	YES	--	0
136	AT&T RONALD	2360 N 167TH ST	SEATTLE	NO	N/A	1
137	EVANS TIRE SVC CTRS 066	16622 AURORA AVE N	SEATTLE	YES	--	0
138	U HAUL CO OF N SEATTLE	16503 AURORA AVE N	SEATTLE	YES	--	0
139	KING CNTY SOLID WASTE DIV 1ST NE TRANS	165TH & MERIDIAN AVE N	SEATTLE	NO	--	0
140	FUELCARE SHORELINE	509 NE 165TH ST	SHORELINE	NO	--	0
141	JIM ADAMS AUTO CLINIC INC	16268 5TH AVE NE	SEATTLE	NO	--	0
142	SEATTLE CITY LIGHT SHORELINE SUBSTATION	2136 N 163RD ST	SHORELINE	NO	--	0
142	KING CNTY DOT METRO TRANSIT NORTH BASE	2160 N 163RD ST	SEATTLE	NO	--	0
143	HENDRICKSON PROPERTY	928 N 160TH ST	SEATTLE	YES	--	0
144	SHORELINE SCHOOL DISTRICT CENTRAL KITCHEN IMPROV	2003 NE 160TH ST	SHORELINE	NO	--	0
145	CHEVRON 200410	15510 AURORA AVE N	SEATTLE	YES	--	0
146	CRAWFORD PROPERTY	2326 N 155TH ST	SHORELINE	YES	ACTIVE	3
147	WA DSHS FIRCREST SCHOOL	15230 15TH AVE NE	SHORELINE	YES	--	0
148	EVERGREEN SCHOOL	15201 MERIDIAN AVE N	SEATTLE	NO	--	0
149	TINSLEY RESIDENCE	14855 6TH AV NE	SEATTLE	YES	INACTIVE	0
150	HODGES PROPERTY	15001 8TH AVE NE	SEATTLE	YES	INACTIVE	0
151	UNITED CEREBRAL PALSY RES CTR	14910 1ST AVE N	SEATTLE	NO	N/A	1
152	PARK RIDGE CARE FACILITY, FORMER UST SITE	1250 NE 145TH ST	SEATTLE	YES	INACTIVE	0
153	SPARK'S TUNEUP (FRMR TEXACO)	14501 15TH AVE NE	SEATTLE	YES	--	0
153	QFC NORTH SEATTLE 858	1531 NE 145TH ST	SEATTLE	YES	INACTIVE	0
153	SEATTLE CITY ROW NE 145TH & 15TH NE	NE 145TH ST & 15TH AVE NE	SEATTLE	YES	--	0
154	NORTHPARK SHOPPING CENTER	1549 NE 145TH ST	SEATTLE	YES	--	0
155	LAKESIDE SCHOOL	14050 1ST AVE NE	SEATTLE	NO	--	0
156	LAKESIDE UPPER SCHOOL	14056 4TH NE	SEATTLE	NO	N/A	1
157	KJORSVIK PROPERTY	14038 SUNNYSIDE AVE N	SEATTLE	YES	--	0
158	JACKSON GOLF COURSE	1000 NE 135TH	SEATTLE	YES	--	0
159	HALLER LAKE TEXACO	13401 ROOSEVELT WAY N	SEATTLE	YES	--	0
160	PSE NORTH OPERATING BASE	13330 STONE AVE N	SEATTLE	YES	--	0
161	VERIZON WIRELESS NORTH ACRES PARK	351 NE 133RD ST	SEATTLE	NO	N/A	1
162	UNK	5TH AVE NE & NE 130TH ST	SEATTLE	YES	ACTIVE	4
163	CORP OF ARCHDIOCESE OF SEATTLE UST 12696	1230 NE 127TH	SEATTLE	NO	--	0
164	SEATTLE CITY SDOT HALLER LAKE	12600 STONE AVE N	SEATTLE	YES	--	0
165		5TH NE & 125TH NE	SEATTLE	YES	ACTIVE	4
166	BARRETT HARDWARE	12230 AURORA AVE N	SEATTLE	YES	--	0
167	PSE	12312 5TH AVE NE	SEATTLE	YES	ACTIVE	4
168	2115 N 122ND ST	2115 N 122ND ST	SEATTLE	YES	--	0
169	NORTHWEST HOSPITAL	1550 N 115TH ST	SEATTLE	YES	--	0
170	ALPINE CUSTOM BUILDINGS LLC	11310 8TH AVE NE	SEATTLE	NO	--	0
171	NORTHGATE URBAN CENTER PARK	11035 5TH AVE NE	SEATTLE	NO	--	0
171	NORTHGATE DENTAL CONDO ASSOC	11066 5TH AVE NE STE 111	SEATTLE	NO	--	0
171	UNOCAL 5532	500 NE NORTHGATE WAY	SEATTLE	YES	INACTIVE	0
171	STANDARD OIL SERVICE STA 9-7533 FORMER	501 NE NORTHGATE WAY	SEATTLE	YES	INACTIVE	0
172	NORTHGATE CLEANERS	11020 8TH AVE NE	SEATTLE	YES	INACTIVE	0
172	ROOSEVELT AUTO BODY NORTHGATE 8TH AVE	11035 8TH AVE NE	SEATTLE	NO	--	0
172	AT&T WIRELESS NORTHGATE	11050 8TH AVE NE	SEATTLE	NO	--	0
172	GOODYEAR AUTO SVC CTR 8822 NOR	810 NORTHGATE WAY	SEATTLE	YES	INACTIVE	0
172	PAHLKA WATERPROOFING INC	825 NE NORTHGATE WAY	SEATTLE	NO	--	0
172	SHELL OIL CO 129593	859 NE NORTHGATE WAY	SEATTLE	YES	INACTIVE	0
173	TARGET STORE 1284	302 NE NORTHGATE WAY	SEATTLE	NO	N/A	1
173	NORTHGATE EXPANSION PROJECT	310 NE NORTHGATE WAY	SEATTLE	NO	N/A	1

Table I-4.12-2 - Ranking of All Sites Within the Project Study Area (continued)

EDR ID	Owner Name	Address	City	Site With a Known or Suspected Release to the Environment?	Active or Inactive?	RANK
174	CONOCOPHILLIPS 30101	2143 N NORTHGATE WAY	SEATTLE	YES	--	0
174	CHEVRON 92815	2150 N NORTHGATE WAY & CORLISS	SEATTLE	YES	--	0
175	CHEVRON #9 2815 (THREE REPORTS)	NORTHGATE & CORLISS AVE.	SEATTLE	YES	INACTIVE	3
176	NORTHGATE ARCO	2101 N NORTHGATE WAY	SEATTLE	NO	--	0
177	NORTHGATE MALL PARTNERSHIP	401 NE NORTHGATE WAY	SEATTLE	NO	--	0
178	WDOT I-5/NORTHGATE	1ST NE & NE 110TH	SEATTLE	YES	ACTIVE	4
179	BON MARCHE SEATTLE NORTHGATE MALL	602 NORTHGATE MALL	SEATTLE	NO	--	0
180	SHELL STATION 120819	1935 N NORTHGATE WAY	SEATTLE	YES	--	0
181	ACCU PAP DIAGNOSTIC SVCS NORTH	120 NORTHGATE PLAZA 351	SEATTLE	NO	--	0
181	CAMERAS WEST 1034	150 NORTHGATE PLZ	SEATTLE	NO	--	0
181	JCPENNEY COMPANY INC	475 NORTHGATE MALL	SEATTLE	NO	--	0
182	WA UW SCRIBNER CENTER	2150 N 107TH ST STE 160 & B075	SEATTLE	NO	--	0
183	NORTHGATE MALL	555 NORTHGATE MALL	SEATTLE	YES	INACTIVE	3
184	EXPRESSLY PORTRAITS 39 NORTHGATE MALL	750 NORTHGATE MALL	SEATTLE	NO	N/A	1
184	KITS CAMERA 1003	923 NORTHGATE MALL	SEATTLE	NO	N/A	1
185	BON MARCHE TIRE CENTER	10500 5TH AVE NE	SEATTLE	YES	INACTIVE	0
185	KINDRED HOSPITAL SEATTLE	10560 5TH AVE NE	SEATTLE	NO	--	0
186	NWH OUTPATIENT MEDICAL CENTER	10330 MERIDIAN AVE N	SEATTLE	NO	--	0
187	SEATTLE CITY ESD N POLICE PRECINCT	10049 COLLEGE WAY N	SEATTLE	NO	--	0
188	NORTHGATE HOLDING CO	10202 5TH AV NE	SEATTLE	YES	INACTIVE	0
189	GATEWAY MUIRLAND INC 100TH ST	115 NE 100TH ST	SEATTLE	NO	--	0
190	NORTHGATE COMMONS	300 NE 100TH ST	SEATTLE	NO	--	0
191	SEATTLE CITY LIGHT STONE AVE	9809 STONE AVE N	SEATTLE	YES	INACTIVE	0
192	NORTHGATE STATION	9538-9598 1ST AV NE	SEATTLE	YES	--	0

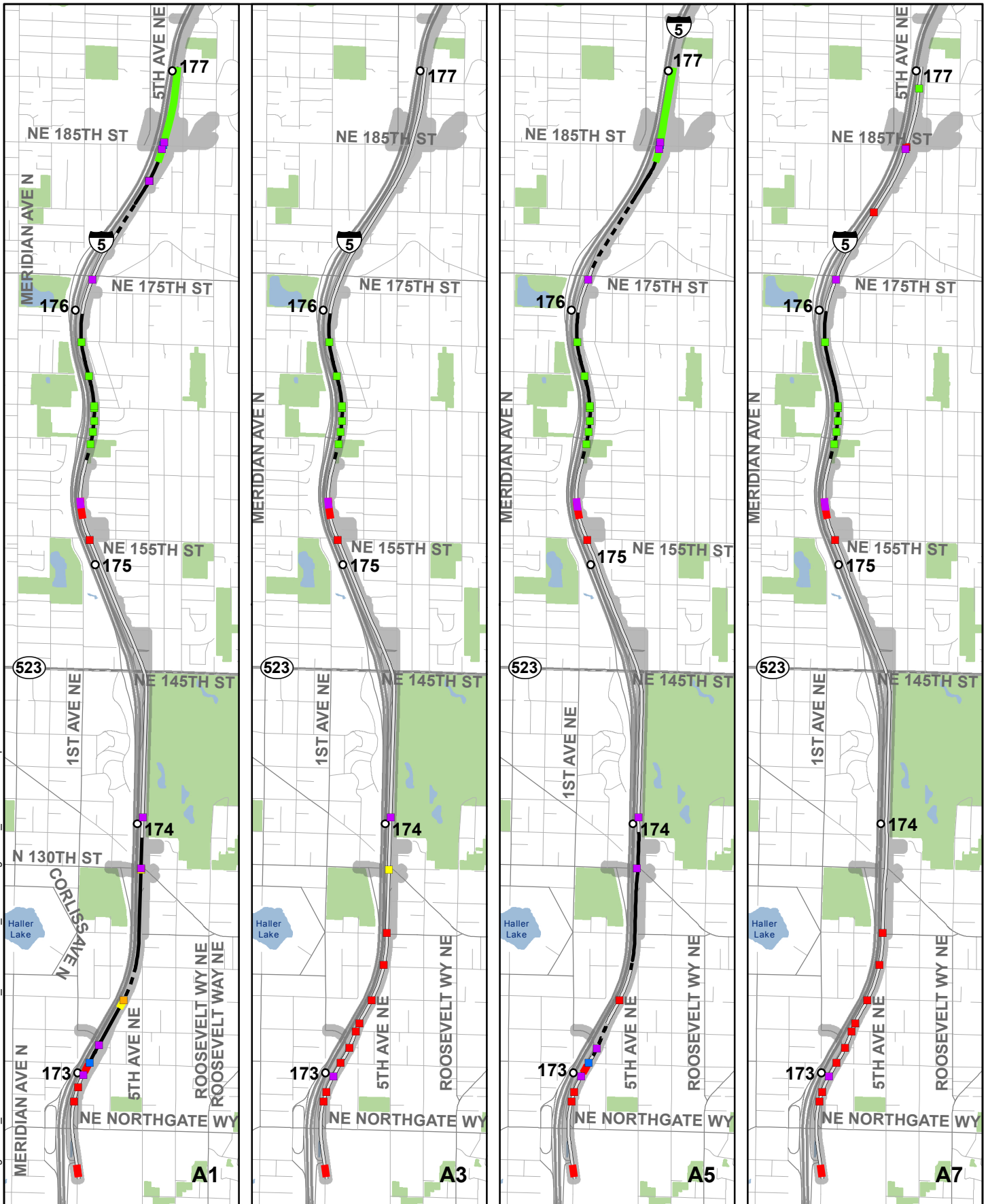
Table I-4.12-3 - Sites in Study Area Ranked 4 and 5

EDR ID	Owner Name	Address	City	Ecology Databases								EPA Databases				Active or Inactive?	Rank
				UST	LUST	AST	CSCSL	CSCSL-NFA	SPILLS	VCP	ICR	RCRAInfo	ERNS				
				U	K	BB	H	AM	M	AX	CT	FL, G, Q, T	E				
Segment A																	
124	WA DOT	I-5 & 185TH	SHORELINE							X						ACTIVE	4
162	UNK	5TH AVE NE & NE 130TH ST	SEATTLE							X						ACTIVE	4
165	--	5TH NE & 125TH NE	SEATTLE							X						ACTIVE	4
178	WDOT I-5/NORTHGATE	1ST NE & NE 110TH	SEATTLE									X				ACTIVE	4
Segment B																	
88	SNOHOMISH COUNTY PUD	21604 60TH AVE W	MOUNTLAKE TERRACE							X					X	ACTIVE	4
98	SNOH PUD	6200 222ND ST SW	MOUNTLAKE TERRACE							X						ACTIVE	4
Segment C																	
25	SHELL STATION 120839	19930 44TH AVE W	LYNNWOOD	X	X		X				X	X				ACTIVE	5
28	CHEVRON 94953	20000/20010 44TH AVE W	LYNNWOOD	X	X		X			X	X	X	X			ACTIVE	5
29	COMMUNITY TRANSIT	20100 48TH AVE W	LYNNWOOD							X						ACTIVE	4
32	RIMPAC STEEL INC	20311 52ND AVE W	LYNNWOOD					X			X	X				INACTIVE	4
33	LYNNWOOD SERER LIFT STA 10	4599 204TH ST	LYNNWOOD			X										INACTIVE	4
44	C MARTIN TRUCKING	20610/20631 48TH AVE W	LYNNWOOD	X				X				X				INACTIVE	4
46	CONNELLY SKIS INC	20621 52ND AVE W	LYNNWOOD							X			X			ACTIVE	4
51	--	5015 208TH ST SW	LYNNWOOD							X						ACTIVE	4
57	BUDGET TANK REMOVAL	20825 52ND AVE	LYNNWOOD							X						ACTIVE	4

APPENDIX I-4.15

Utilities

Path: K:\gis\3164_soundtransit\5543164021_NCorrPh2Pln_Uilities\SegmentA_GeneralizedImpacts.mxd

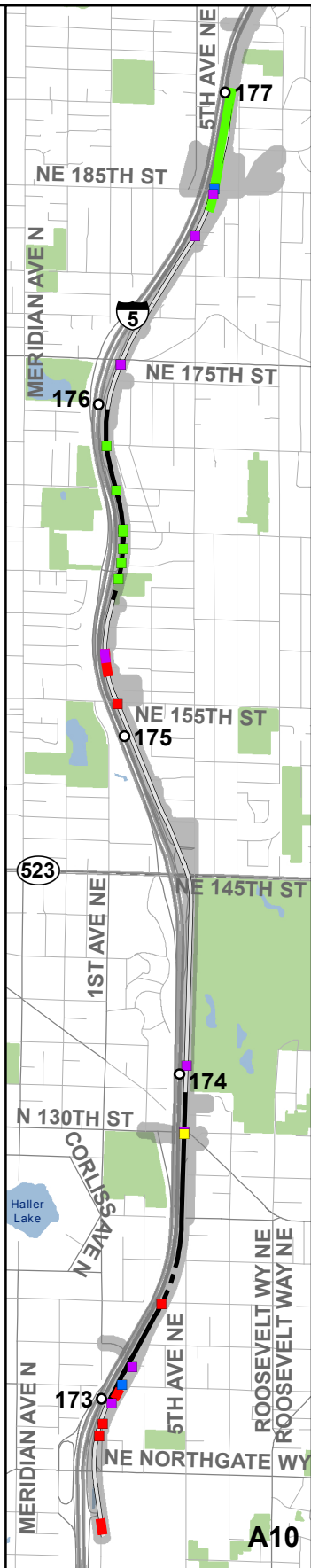


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|--|--|--|--|
| <ul style="list-style-type: none"> --- At-Grade Route — Cut Route — Elevated Route — Project Footprint ○ Milepost | Utility Conflict Crossings <ul style="list-style-type: none"> ■ Communication ■ Electric ■ Gas | <ul style="list-style-type: none"> ■ Sewer ■ Stormwater ■ Water | Parallel Utility Conflicts <ul style="list-style-type: none"> ○ Sewer ○ Stormwater ○ Water ○ Communication ○ Electric ○ Gas |
|--|--|--|--|

Source: King County, Snohomish County, Seattle, Shoreline, Mountlake Terrace, Alderwood Water District, Ronald Waste Water District, Lynnwood, Shoreline Water District, WSDOT, Comcast, CenturyLink, Puget Sound Energy, TCI Cablevision

Figure I-4.15-1
Utility Conflicts
Segment A

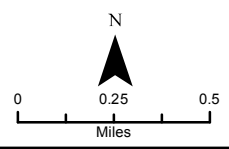
Lynnwood Link Extension



A10



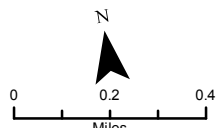
A11



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|--|--|--|--|--|
| <ul style="list-style-type: none"> --- At-Grade Route — Cut Route — Elevated Route — Project Footprint ○ Milepost | Utility Conflict Crossings <ul style="list-style-type: none"> ■ Communication ■ Electric ■ Gas | <ul style="list-style-type: none"> ■ Sewer ■ Stormwater ■ Water | Parallel Utility Conflicts <ul style="list-style-type: none"> ■ Communication ■ Electric ■ Gas | <ul style="list-style-type: none"> ■ Sewer ■ Stormwater ■ Water |
|--|--|--|--|--|

Source: King County, Snohomish County, Seattle, Shoreline, Mountlake Terrace, Alderwood Water District, Ronald Waste Water District, Lynnwood, Shoreline Water District, WSDOT, Comcast, CenturyLink, Puget Sound Energy, TCI Cablevision

Figure I-4.15-2
Utility Conflicts
Segment A
Alternatives A10, A11
Lynnwood Link Extension

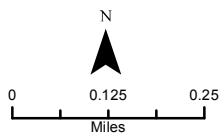
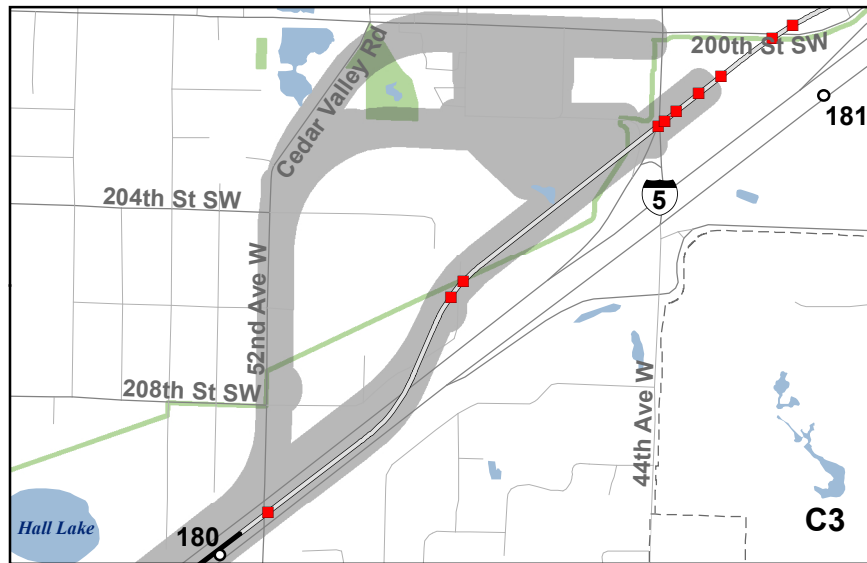
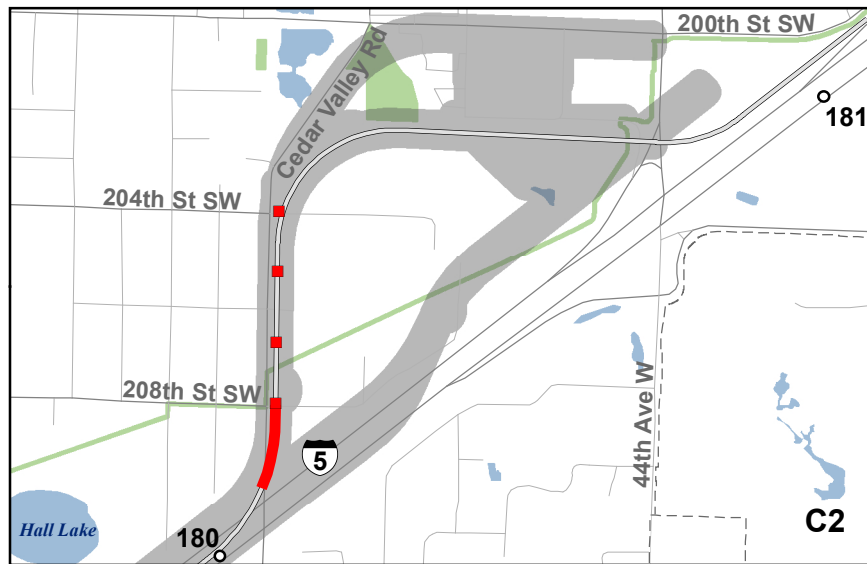
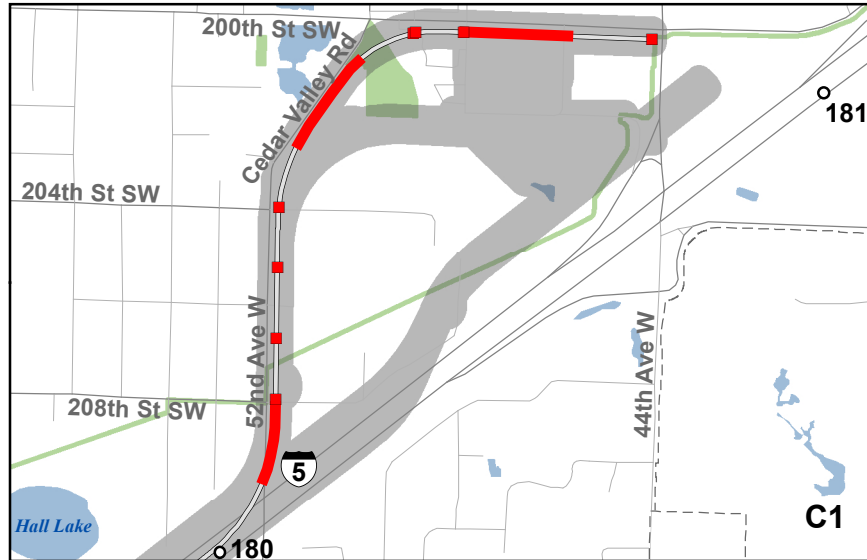


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|--|--|--|
| <ul style="list-style-type: none"> --- At-Grade Route — Cut Route — Elevated Route ▭ Project Footprint ○ Milepost | Utility Conflict Crossings <ul style="list-style-type: none"> ▭ Communication ▭ Electric ▭ Gas ▭ Sewer ▭ Stormwater ▭ Water | Parallel Utility Conflicts <ul style="list-style-type: none"> ▭ Communication ▭ Electric ▭ Gas ▭ Sewer ▭ Stormwater ▭ Water |
|--|--|--|

Source: King County, Snohomish County, Seattle, Shoreline, Mountlake Terrace, Alderwood Water District, Ronald Waste Water District, Lynnwood, Shoreline Water District, WSDOT, Comcast, CenturyLink, Puget Sound Energy, TCI Cablevision

Figure I-4.15-3
Utility Conflicts
Segment B

Lynnwood Link Extension



- | | | |
|--|---|---|
| <ul style="list-style-type: none"> — At-Grade Route — Cut Route — Elevated Route — Project Footprint ○ Milepost | <p>Utility Conflict Crossings</p> <ul style="list-style-type: none"> ■ Sewer ■ Communication ■ Electric ■ Gas ■ Stormwater ■ Water | <p>Parallel Utility Conflicts</p> <ul style="list-style-type: none"> — Sewer — Communication — Electric — Gas — Stormwater — Water |
|--|---|---|

Source: King County, Snohomish County, Seattle, Shoreline, Mountlake Terrace, Alderwood Water District, Ronald Waste Water District, Lynnwood, Shoreline Water District, WSDOT, Comcast, CenturyLink, Puget Sound Energy, TCI Cablevision

Figure I-4.15-4
Utility Conflicts
Segment C

Lynnwood Link Extension

Appendix J

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APPENDIX J – REFERENCES

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