



**CITY OF SEATTLE
 ANALYSIS AND DECISION OF THE DIRECTOR
 OF THE DEPARTMENT OF PLANNING AND DEVELOPMENT**

Application Number: 3010762
 3010761
 3010763

Applicant Name: Terry Beals for Central Puget Sound Regional Transit Authority (“Sound Transit”)

Address of Proposal: 3720 Montlake Blvd NE
 1918 NE Pacific Pl
 1919 NE Pacific Pl

SUMMARY OF PROPOSED ACTION

Land Use Application to allow a two-story, 8,000 sq. ft. transit facility (University Washington), other accessory above-ground structures, and a 500 ft. long and up to 22 ft. high pedestrian bridge above the existing roadway for Sound Transit. The pedestrian bridge will provide access from a landing at 1918 NE Pacific Pl (#3010761) across the Burke Gilman Trail, NE Pacific PL and Montlake Blvd NE. Stair and elevator access to the bridge located at 1919 NE Pacific Pl (#3010763). Existing 500 parking spaces within University of Washington’s parking lots, E-11 and E-12 to be restored when project is completed. This action is covered under the Final Environmental Impact Statement (November 1999) and the North Link Final Supplemental Environmental Impact Statement (April 2006), which was prepared by Sound Transit pursuant to the State Environment Policy Act. Subsequently, the Federal Transit Administration issued the Record of Decision, which lists committed mitigation for this action.

The following approvals are required:

Essential Public Facilities – SMC Chapter 23.80

SEPA - for conditioning only – SMC Chapter 25.05

SEPA DETERMINATION: [] Exempt [] DNS [] MDNS [X] EIS*
 [] DNS with conditions
 [] DNS involving non-exempt grading, or demolition or another agency with jurisdiction.

* Final Environmental Impact Statement (November 1999) and the North Link Final Supplemental Environmental Impact Statement (April 2006) prepared by Sound Transit.

BACKGROUND DATA

Site Description

Site Area A: Site Address: 1918 N.E. Pacific Place

Site A is located on the north side of N.E. Pacific Place, north of the Burke-Gilman Trail, east of Rainier Vista, and south of Wilson Annex on the main University campus. Above-ground light rail features proposed under this MUP application include: a pedestrian bridge and supporting structural columns, an at-grade pedestrian bridge landing, and a bicycle parking area to the north of the bridge landing. The total easement area of Site A to be utilized by Sound Transit is approximately 5,200 square feet (.12 acres.) The zoning of this Site is regulated by the University of Washington Major Institution Overlay District, MIO-65. The underlying zoning is Lowrise (L-3).

Site Area B: Site Address: 3720 Montlake Boulevard N.E.

Site B is located on the east side of Montlake Boulevard N.E. adjacent to Husky Stadium, north of the Lake Washington Ship Canal, within Parking Lot E-11. Above-ground light rail features proposed under this MUP application include: a station head house, two covered and enclosed stairways, two emergency ventilation shafts, a pedestrian bridge and supporting structural columns, and paratransit vehicle and bicycle parking areas. The total easement area of Site B to be utilized by Sound Transit is approximately 45,915 square feet (1.05 acres). The zoning of this Site is regulated by the Major Institution Overlay District, MIO-160. The underlying zoning is Midrise (MR).

Site Area C: Site Address: 1919 N.E. Pacific Place

Site C is a triangular-shaped parcel, commonly referred to as the “Montlake Triangle Plaza” bounded by N.E Pacific Street, Montlake Boulevard N.E. and N.E. Pacific Place. This site is currently developed with an underground parking garage and an above-ground open air plaza. Above-ground light rail features proposed under this MUP application for Site C include: a covered and enclosed stairway/elevator, and a pedestrian bridge. (Note: There are two bridge structural columns immediately to the north and south of the enclosed stairway/elevator, both of which are located in the street right-of-way, not on University property). The total easement area of Site C to be utilized by Sound Transit is approximately 940 square feet (.02 acres), located at the northern tip of the Triangle. The zoning of this site is regulated by the University of Washington Major Institution Overlay District, MIO-65. The underlying zoning is L-3.

The land uses immediately adjacent to the University of Washington Station (UWS) project site area are all within the University of Washington campus and include Husky Stadium to the east, educational buildings and other University athletic facilities to the north and west, surface parking to the southeast, and the University Medical Center and Surgery Pavilion to the southwest. Residential land uses are located to the south, south of the Lake Washington Ship Canal.

Project History at this Location

The subject site B has been previously approved as construction staging areas for the University of Washington Station development under MUP #3008164 for the shoreline substantial permit, as well as MUP #3008663 which considered the excavation and shoring permit.

Public Comments

The public comment period ended March 24, 2010. The project was renoticed on July 1, 2010. The second public comment period ended on July 14, 2010. The Department received no comments during both comment periods concerning the proposal.

PROJECT DESCRIPTION

The proposed development is for Central Puget Sound Regional Transit Authority's (Sound Transit's) proposed construction and operation of a north extension to its Central Link light rail project with the ultimate goal of providing urban transportation improvements in the Central Puget Sound Metropolitan region. University Link is a 3.15-mile light rail extension that would run in twin-bored tunnels from downtown Seattle northward to the University of Washington, with stations at Capitol Hill and on the University of Washington campus near Husky Stadium. University Link would serve the three largest urban centers in Washington: downtown Seattle, Capitol Hill, and the University District.

Under this application, Sound Transit proposes to construct the University of Washington Station ("UWS") Above-Ground Features that provide access and support to a below-ground light rail transit station. The Project Site includes three separate parcels separated by public rights-of-way within the University of Washington campus. The above-ground features include the following: a station head house, two covered and enclosed emergency stairways, two emergency ventilation shaft structures, and parking areas for paratransit vehicles and bicycles, all on Site B, where the underground UWS will be located; a covered and enclosed stairway/elevator on Site C; and, an at-grade bridge landing and a bicycle storage area on Site A. An elevated pedestrian bridge will provide access and connection from the station head house to the University of Washington campus on the west side of N.E. Pacific Place/ Montlake Boulevard N.E. and from the Triangle Plaza. From the station, the pedestrian bridge will cross over Montlake Boulevard N.E., N.E. Pacific Place and the Burke-Gilman Trail.

ANALYSIS – ESSENTIAL PUBLIC FACILITIES

Pursuant to SMC 23.80.002, in reviewing an application for a proposed essential public facility, the Director considers a specified set of criteria listed in SMC 23.80.004. Based on the information provided by the applicant and review of the proposal by the Land Use Planner, the following findings are made with respect to the criteria cited:

1. ***Interjurisdictional Analysis. A review to determine the extent to which an interjurisdictional approach may be appropriate, including consideration of possible alternative sites for the facility in other jurisdictions and an analysis of the extent to which the proposed facility is of a county- wide, regional or state-wide nature, and whether uniformity among jurisdictions should be considered.***

The proposed Central Link light rail system is a component of the region's voter-approved Sound Move, Sound Transit's 10-year program for regional high-capacity transportation. As part of the development of Sound Move, and the preparation of the Environmental Impact Statement for the Central Link light rail line, a wide range of alternative routes were considered before selecting the proposed route. To achieve its purpose, the Central Link light rail system would extend through the most heavily populated portions of King County and Seattle and would be located in several local jurisdictions between SeaTac and North Seattle. The overall design of the system was based on an interjurisdictional approach to transportation planning in the region.

2. ***Financial Analysis. A review to determine if the financial impact upon the City of Seattle can be reduced or avoided by intergovernmental agreement.***

The Final Environmental Impact Statement for the Central Link Light Rail Project addresses the potential impacts of the project, including the potential financial impact on the City of Seattle. The potential financial impact was considered by the Federal Transit Administration prior to issuance of its Record of Decision which included measures to mitigate potential impacts.

3. ***Special Purpose Districts. When the public facility is being proposed by a special purpose district, the City should consider the facility in the context of the district's overall plan and the extent to which the plan and facility are consistent with the Comprehensive Plan.***

It appears that Sound Transit is not a Special Purpose District. Nevertheless, the City has considered the Central Link Rail Project in its entirety. The City participated in preparation of the Sound Move plan and in the Final Supplemental EIS for the North Link Project and was actively involved in the siting decisions for the various segments of North Link. As part of planning for the Central Link project, including the UWS that is the subject of this application, the City Council passed resolution 30993 (dated September 24, 2007) approving the alignment, transit station locations, and maintenance base location for the project in Seattle. The City's Comprehensive Plan directly supports the project. Comprehensive Plan Policy T34 calls for the City to support the development of an integrated regional transportation system that includes light rail. In addition, Policies T35 and T38.5 also address a potential light rail system.

4. ***Measures to Facilitate Siting. The factors that make a particular facility difficult to site should be considered when a facility is proposed, and measures should be taken to facilitate siting of the facility in light of those factors (such as the availability of land, access to transportation, compatibility***

Potential impacts of the project and the measures to mitigate those impacts are discussed in the 1999 FEIS and the 2006 Supplemental FEIS for the North Segment. Please refer to the SEPA analysis included with this report.

SMC 23.80.004 B:

This subsection states that if the decision maker determines that attaching conditions to the permit approval will facilitate project siting in light of the considerations identified above, the decision maker may establish conditions for the project for that purpose. Potential impacts of the project and the measures to mitigate those impacts are discussed in the 1999 FEIS and the 2006 Supplemental FEIS for the North Segment. Please refer to the SEPA analysis included with this report.

23.80.004 C: Light rail transit facilities.

- 1. Light rail transit facilities necessary to support the operation and maintenance of a light rail transit system are permitted in all zones and shoreline environments within the City of Seattle.***

The proposed light rail transit facilities are permitted in the underlying MR and L-3 zones of the subject site areas.

- 2. The Director may approve a light rail transit facility pursuant to Chapter 23.76, Master Use Permits and Council Land Use Decisions only if the alignment, transit station locations, and maintenance base location of the light rail transit system have been approved by the City Council by ordinance or resolution.***

The City of Seattle City Council passed and the Mayor approved Resolution 30993 (dated April 24, 2007) approving the alignment, transit station locations, and maintenance base location for the Central Link project, including the University of Washington station that is the subject of this application. The proposed construction of a station head house and ventilation shaft with other art and landscape features are consistent with the approved Resolution.

- 3. When approving light rail transit facilities, the Director may impose reasonable conditions in order to lessen identified impacts on surrounding properties. A Master Use Permit is not required for at-grade, below-grade, or above-grade tracks and their supporting structures, below-grade facilities, minor alteration of light rail transit facilities involving no material expansion or change of use, and other minor new construction that, in the determination of the Director, is not likely to have significant adverse impacts on surrounding properties.***

This Master Use Permit application is for the construction of a station head house and accessory ventilation/emergency access head house and overhead pedestrian bridge, along with landscaping and improvements to the site. The project is an integral part of the overall transit

system. Sound Transit issued a Supplemental FEIS for the proposed system in April 2006. The environmental documents identified potential impacts of the system and its components, as well as adequate mitigation measures. Please refer below to the SEPA analysis related to the mitigation of the potential impacts of this project.

4. *When approving light rail transit facilities, the Director may impose conditions to ensure consistency with design guidelines developed for the light rail system by the City and the applicant.*

The Light Rail Review Panel (LRRP) was established in 1998 with the express purpose of providing an integrated review of Sound Transit Link Light Rail by the City's Design, Planning, and Arts Commissions. The Panel is advisory to both Sound Transit and the City of Seattle. Its ultimate goal is to create a high quality light rail system for the City of Seattle and the region. The LRRP made design recommendations to Sound Transit to better achieve a design that enhances Seattle's civic identity. The Director of DPD did not impose Design Guidelines for the University of Washington station.

Sound Transit presented the subject proposal before the Light Rail Review Panel (LRRP) on August 16, 2007, September 6, 2007, December 6, 2007, September 4, 2008 and February 19, 2009. During its February 19, 2009 meeting the LRRP commended Sound Transit for successfully incorporating the LRRP's design recommendations, and the LRRP unanimously approved the siting, design, landscaping, and art installations for the approximately 90% complete design of the University of Washington station. The Panel discussed how the design might evolve further towards final design; these suggestions are contained in the approved meeting minutes (see project file). The Light Rail Review Panel agreed that this is a very well-designed station that will fit well into the context and hopes that their recommendations will be considered and integrated into the design refinements.

5. *The Director may waive or modify development standards applicable to a light rail transit facility if the applicant demonstrates that waiver or modification of a development standard:*

- a. is reasonably necessary to allow the siting or proper functioning of a light rail transit facility; or***
- b. will lessen the environmental impacts of a light rail transit facility on site or on surrounding properties; or***
- c. will accommodate future development that will comply with development standards better than if the development standard waiver or modification were not granted.***

There are two components of the project design that do not meet the underlying zoning development standards for structures in a Lowrise zone: 1) building height of the elevator/stairway on Site Area C exceeds the allowable height limit of the L-3 Zone; and 2) the pedestrian bridge structure is located within the required front yard/street setback on Site Areas A, B and C of the Lowrise and Midrise zones. Therefore, waiver or modification of these development standards is requested as follows:

- 1.) The height of the elevator structure on Site Area C is approximately 46 feet. The allowable height limit for structures in the underlying L-3 zoning of this site is 30 feet, however stair and elevator penthouse structures may exceed this limit by an additional 10 feet (see SMC 23.45.009(D)(4) (a). The proposed structure exceeds the allowable 40-foot height limit for an elevator structure by 6 feet.

The location of the elevator penthouse correlates directly with the location of the pedestrian bridge. Co-locating these two functions, while being sensitive to the clearance distances from the right-of-way and Burke Gilman Trail and providing efficient pedestrian circulation, is reasonably necessary to allow the proper functioning of a light rail transit facility.

- 2.) In addition to being located above and crossing public rights-of-way, the 16-foot wide pedestrian bridge is located above and crosses over the required 5-foot front yard setback in the L-3 zone (Site Areas A and C) and MR zone (Site Area B). The Code only allows elevated pedestrian walkways no more than 5-feet wide within a required setback. The 16-foot width of the proposed bridge is necessary to adequately provide efficient movement and circulation for a high volume of pedestrians traveling to and from the station.

Given the topography and clearance heights involved, it would be unreasonable to design a pedestrian bridge to accommodate a high volume of pedestrians while connecting each of the three site areas in compliance with the underlying zoning height and setback requirements. Therefore, a waiver or modification is necessary to reasonably allow for siting and proper functioning of the University of Washington Station light rail facility.

6. ***The Director may impose reasonable conditions on any waiver or modification of development standards to ensure consistency with design guidelines developed for the light rail system by the City and the applicant, and to lessen, to the extent feasible, environmental impacts of a light rail transit facility on site or on surrounding properties.***

No design guidelines were developed for this station; however, the Light Rail Review Panel convened and reviewed the project at 90% design. While the Panel offered recommendations related to design refinements, the recommendations did not raise concerns or issue with the proposed development features that require modification of the development standards (height and encroachment into the setback). No further conditions are warranted.

7. ***A Master Use Permit for light rail transit facilities shall not be issued until the Director has received satisfactory evidence that the applicant has obtained sufficient funding (which might include a Full Funding Grant Agreement with a federal agency) to complete the work described in the Master Use Permit application.***

The applicant has obtained sufficient funding, including a Full Funding Grant Agreement from the FTA, to complete the work described in this application. The City's Sound Transit Program Manager with the Seattle Department of Transportation (SDOT) reviewed the Financial Capacity Statement submitted by Sound Transit for the proposal. On February 4, 2010, the Program Manager confirmed that the Financial Capacity Statement meets applicable code criteria.

DECISION – ESSENTIAL PUBLIC FACILITY

The Essential Public Facility application and development standard waiver requests are **APPROVED**.

ANALYSIS - SEPA

Compliance with SEPA for this proposal was completed with the publication of the Central Link FEIS in November of 1999 and the North Link FSEIS in April 2006. Subsequently, on June 2006, the FTA issued the Record of Decision (ROD), which lists the Sound Transit's committed mitigation for the North Link Project that includes this proposal. Sound Transit has lead agency status on this project, and the Director is using the November 1999 Central Link FEIS and the April 2006 North Link FSEIS. The proponent's MUP application's Section 6.0 provides a discussion about the subject proposal complies with the SEPA requirements and Attachment D summarizes applicable environmental mitigation measures contained in the ROD. Information in the EIS documents, supplemental information provided by the applicant (plans, further project descriptions), and the experience of the City with review of similar projects form the basis for this analysis and decision.

The SEPA Overview Policy (SMC 25.05.665) establishes the relationship among codes, policies, and environmental review. Specific policies for specific elements of the environment, certain neighborhood plans, and other policies explicitly referenced may serve as the basis for exercising substantive SEPA authority. The Overview Policy states in part:

"[W]here City regulations have been adopted to address an environmental impact; it shall be presumed that such regulations are adequate to achieve sufficient mitigation" (subject to some limitations).

The Director hereby incorporates by reference the mitigation measures described in the Federal Transit Administration ROD for the North Link Light Rail Transit Project (June 2006) and mitigation measures included in Attachment C of the ROD. These mitigation commitments were identified in the North Link FSEIS. A summary of these mitigation measures is in the project file (Attachment D). Under certain limitations/circumstances (SMC 25.05.665 D 1-7) additional mitigation can be considered. Thus, a more detailed discussion of some of the impacts is cited below.

Short-term Impacts

The following temporary or construction-related impacts are expected:

- Decreased air quality due to suspended particulates (dust) from excavation, hydrocarbon emissions and greenhouse gas emissions from construction vehicles, equipment, and the manufacture of the construction materials.

- Increased dust caused by excavation activities and potential soil erosion and disturbance to subsurface soils during grading, excavation, and general site work;
- Increased traffic and demand for parking from excavation equipment and personnel;
- Conflicts with normal pedestrian and vehicular movement adjacent to the site;
- Increased noise and vibration; and,
- Consumption of renewable and non-renewable resources.

Several adopted City codes and/or ordinances provide mitigation for some of the identified impacts. Specifically these are: Stormwater, Grading and Drainage Control Code (grading, site excavation and soil erosion); Street Use Ordinance (watering streets to suppress dust, removal of debris, and obstruction of the pedestrian right-of-way); the Building Code (construction measures in general); and the Noise Ordinance (construction noise). In addition Federal and State regulations and permitting authority are effective to control short-term impacts on water quality. Compliance with these applicable codes and ordinances will reduce or eliminate most of the short-term impacts to the environment. Other impacts are further discussed below.

Air Quality

The indirect impact of construction activities, including construction worker commutes, truck trips, the operation of construction equipment and machinery, and the manufacture of the construction materials themselves, result in increases in carbon dioxide and other greenhouse gas emissions which adversely impact air quality and contribute to climate change and global warming. While these impacts are adverse, they are not expected to be significant due to the relatively minor contribution of greenhouse gas emissions from this project and therefore air quality mitigation is not necessary.

Construction Impacts

No significant vibration impacts are anticipated to result from the excavation. The FSEIS discloses that there would be vibration from some construction activities at the site, but that it is unlikely that any structural damage to adjacent or nearby properties would occur. During high vibration-producing activities, such as shoring installation, there is a potential for settlement and minor movements of nearby structures. Designs of suitable shoring systems will reduce the potential of settlement related damage. Pre-construction condition surveys will be completed and during construction monitoring programs will be implemented to ensure that vibration impacts are adequately minimized and mitigated.

Drainage and Earth

Any additional information required to verify conformance with applicable ordinances and codes (The Stormwater, Grading and Drainage Control Code, DR 3-93, and 3-94) will be required prior to issuance of any required building permits or demolition permits.

The Stormwater, Grading and Drainage Control Code requires preparation of a soils report to evaluate the site conditions and provide recommendations for safe construction on sites where grading will involve cuts or fills of greater than three feet in height or grading greater than 100

cubic yards of material. The Stormwater, Grading and Drainage Control Code provides extensive conditioning authority and prescriptive construction methodology to assure safe construction techniques are used; therefore, no additional conditioning is warranted pursuant to SEPA policies.

Traffic and Parking

Construction traffic may increase congestion in the area. To mitigate the impacts of construction traffic, the applicant has proposed a truck haul route for disposal of excavated soils and other construction debris from the site to Interstate-520. A final truck haul route will be reviewed, finalized and approved by the Seattle Department of Transportation (SDOT).

Discussion of construction worker parking impacts is on page 4-186 of the FSEIS. Project-wide mitigation for traffic impacts due to construction of light rail is contained in the Record of Decision and summarized in Attachment D in the project file. Regarding construction parking replacement and/or contractor parking, the mitigation includes satellite parking on or off campus with a shuttle bus, parking management systems, or other measures as agreed by the University. The University of Washington's existing parking management systems, including expanded event management plans, could also be used to encourage parking users to utilize unused capacity in the University lot system or to reduce vehicle trips during construction. Either Sound Transit or its contractor is expected to locate and secure temporary parking areas for construction workers during construction. In order to ensure that the construction worker parking is addressed, the contractor shall develop and submit a Construction Parking Management Plan to DPD for review and approval.

The University of Washington will provide temporary parking replacement for parking displaced by project construction. Preliminary locations include new surface parking in the undeveloped area south of the existing Husky Stadium parking lots (E11 and E12) and on the surface of the Triangle Garage. In the event that these temporary parking replacement locations are not available or do not fully replace affected parking, Sound Transit will provide temporary parking replacement at alternate locations. Reducing the size or reconfiguring the construction staging area at the University of Washington Station will also be considered to reduce temporary parking loss during construction. Sound Transit would compensate the University of Washington to provide for replacement parking. Any on-campus parking replacement shall be negotiated and agreed to with the University of Washington.

No further conditioning is warranted to mitigate short-term traffic or parking impacts.

Noise

Under Project Number 3010245, DPD approved a technical variance from the maximum permissible sound level requirement of the Noise Control Code, Seattle Municipal Code (SMC) Chapter 25.08 for nighttime construction of the University Link light rail tunnel and station at the University of Washington Station site. It is anticipated that all construction activities related to the above-ground station features will take place during daytime hours as defined in the Noise Control Code (between 7:00am and 10:00pm on weekdays and between 9:00 am and 10:00 pm

on weekends and legal holidays). Noise levels are expected to comply with all requirements specified in the Noise Control Code, unless approved through the Major Projects Technical Noise Variance.

Long-term Impacts

Examples of long-term or use-related impacts include energy consumption, demand for public services and utilities, height, bulk, and scale on the site, and traffic and demand for parking. According to the North Link FSEIS, the project itself will not directly generate air emissions because the trains will be electrically powered. Rather, effects to green house gas emissions would be reduced because fewer people would be driving during peak hours, since they would instead choose to commute by light rail. On a localized level, trips would increase in some locations as commute trips divert to station locations for passenger drop off and pick up. Potential for air quality associated with station operation are minimal (SFEIS, page 4-63). Regarding energy used, while the light rail project would consume additional electrical energy, it would also reduce the total energy consumed by other transportation modes mostly reductions in petroleum use (SFEIS, page 4-112). Regarding possible impacts to public services, such as fire/safety services, Sound Transit's Link Fire/Life Safety Committee, with representatives from UW, SPD, and SFD, has addressed and developed a plan to ensure safety and security for the project (FSEIS 4-139). Regarding changes to utilities, no substantial difference would be expected in long-term utility services impacts between University District to downtown Seattle corridor (FSEIS page 4-147). In terms of height, bulk, and scale on the site, Sound Transit has briefed and incorporated input from multiple agencies and organizations including the UW Board of Regents and Seattle's Light Rail Review Panel to address and minimize long-term impacts of the project's scale.

Several adopted City codes and/or ordinances provide mitigation for some of the identified impacts. The Stormwater, Grading and Drainage Control Code requires on-site collection of stormwater, with provisions for controlled tightline release to an approved outlet, and additional design elements to prevent isolated flooding. The Land Use Code controls site coverage, setbacks, building height and use, and contains other development and use regulations to assure compatible development. Generally, compliance with these applicable codes and ordinances is adequate to achieve sufficient mitigation of most long-term impacts. However, due to the nature of the proposal, some of the potential impacts warrant further analysis.

Air Quality

Please see discussion about long-term impact discussion for Air Quality above.

Other Impacts

Several adopted Codes and Ordinances and other Agencies will appropriately mitigate the other use-related adverse impacts created by the proposal. Specifically, these are the Puget Sound Clean Air Agency (increased airborne emissions), which include the Notification of Intent to Perform Demolition and Asbestos Removal; and the Seattle Energy Code (long-term energy consumption).

The other impacts not noted here as mitigated by codes, ordinances, or conditions (increased ambient noise; increased pedestrian traffic; increased demand on public services and utilities) are not sufficiently adverse to warrant further mitigation by conditions.

DECISION - SEPA

Environmental impacts for the proposal were identified and analyzed in the FEIS and FSEIS issued by Sound Transit and the NEPA Record of Decision. While DPD has the authority to mitigate impacts pursuant to the city's SEPA practices, existing City codes and regulations are adequate to achieve sufficient mitigation for the proposal's environmental impacts. Therefore, the proposal is **APPROVED with CONDITIONS**.

CONDITIONS - ESSENTIAL PUBLIC FACILITIES

NONE.

CONDITIONS – SEPA

The applicant (Sound Transit) shall:

Prior to scheduling the required site inspection for the first ground disturbance of the construction of the Link University of Washington station (pursuant to 2006 SBC, subsection 108.9.1

1. The contractor shall develop and submit a Construction Parking Management Plan to DPD for review and approval.

During Construction:

2. Adherence to the approved Construction Parking Management Plan.

Signature: _____ (Signature on file)
Lisa Rutzick, Land Use Planner
Department of Planning and Development

Date: August 19, 2010