

LIGHT RAIL FREQUENTLY ASKED QUESTIONS

The Sound Transit Lynnwood Link light rail extension is coming to Shoreline!

Although service is not scheduled to begin until 2023, the planning and environmental review for construction of the light rail line, stations, and associated facilities, as well as the operation of the service is underway. In addition to the planning work Sound Transit is conducting, the City of Shoreline has begun planning efforts to evaluate land use changes around the light rail stations to be located in Shoreline.

The City has compiled the following list of **Frequently Asked Questions** in an effort to provide additional information to the community about the City's land use planning efforts and the process for extending light rail. For some of the questions listed, there is no answer at this time. However, it is understood that they are concerns. The City will update and revise these answers as new information becomes available. Please visit www.shorelinewa.gov/lightrail to view the most recent version of this document.

Information in this document that addresses Sound Transit policies, procedures and environmental documentation represents the City of Shoreline's summary of Sound Transit documents. For official Sound Transit policy and procedure information, contact Roger Iwata at (206) 689-4904 or via email at roger.iwata@soundtransit.org.

BACKGROUND AND OVERVIEW

1. What is Sound Transit?

Sound Transit, also known as the Central Puget Sound Regional Transit Authority (RTA), was established in 1994 by the Washington State legislature. Sound Transit plans, builds, and operates express bus, light rail, and commuter train services in the urban areas of King, Pierce, and Snohomish counties. Sound Transit also constructs and maintains transit centers, park-and-ride lots, and high occupancy vehicle (HOV) access projects. The primary objective of Sound Transit is to provide high capacity transit (HCT) service to the Puget Sound region using buses, light rail, and commuter rail. HCT typically provides a higher level of passenger capacity, speed, and service frequency than regular buses which operate on roadways. A map of the RTA can be found here: <http://www.soundtransit.org/About-Sound-Transit/Taxing-district>

2. When was this approved and what was included in Shoreline?

In 1996, voters in the Regional Transit Authority approved Sound Move, the first phase toward of a long-term vision of a regional high capacity transit system. This vote authorized the creation of Sound Transit, tax collections for funding, and the first set of regional transit projects, including light rail service between Sea-Tac Airport and the University of Washington.

In 2008, the voters within the RTA district approved funding for a package of transit improvements in the region known as ST2, including an extension of the light rail line from the University of Washington to Lynnwood. Shoreline's voters approved the ST2 package by over 60%. That extension included a conceptual alignment, station locations and associated facilities (such as parking garages). The conceptual alignment was located on Interstate 5 and included two stations

in Shoreline – one at NE 145th Street and one at NE 185th Street. The segment from Northgate to Lynnwood is known as the Lynnwood Link Extension. For additional history (What Voters Approved), please visit: <http://www.soundtransit.org/Projects-and-Plans/Developing-Regional-Transit/History-what-voters-approved>.

3. *Where is the funding coming from to pay for light rail?*

Sound Transit funds the design and construction of capital projects (such as light rail facilities) and the purchase and operation of trains and buses in part, through voter approved local taxes. With the approval of Sound Move in 1996 and ST2 in 2008, voters within the RTA boundaries have authorized a 0.3 percent motor vehicle excise tax and a 0.9 percent sales tax and these taxes are levied only within the RTA boundaries. Sound Transit will also request grant funding from the federal government for design and construction of the Lynnwood Link Extension. For more information on Sound Transit funding sources please see <http://www.soundtransit.org/Projects-and-Plans/Developing-Regional-Transit/Funding-projects>.

4. *What are the benefits of light rail?*

Light rail will have many benefits to Shoreline and the region including:

- Provide reliable, rapid and efficient transit service to meet the existing and projected demand for travel to and from Shoreline and other urban centers in the Central Puget Sound area.
- Create an alternative to travel on congested roadways and improve connections to the regional multimodal transportation system. Light rail will provide a reliable alternative to automobile trips on Interstate 5 and State Route 99 which are unreliable and over capacity throughout large portions of the day.
- Increase mobility, access and transportation capacity for the projected population employment growth in the region.
- Ensure long-term regional mobility, multimodal connectivity and convenience for citizens and communities served by light rail.
- Support the adopted land use, transportation and economic development plans of Shoreline and the region.
- Support the environmental and sustainability goals of Shoreline and the region by reducing vehicle miles traveled and reducing greenhouse gas emissions.

5. *What does light rail mean for Shoreline?*

The extension of Sound Transit's light rail system represents a new transportation option for the City of Shoreline. Currently, Shoreline's only public transportation option is bus service. Traffic congestion is expected to worsen in conjunction with regional growth and buses that travel along these roadways will be impacted. Because of its location in separated exclusive right-of-way, light rail service will not be subjected to the delays resulting from congested transportation corridors. Light rail also provides an alternative to automobile travel. By providing this transportation alternative, light rail helps "shrink" the size of the region for Shoreline residents by providing frequent, fast transit service that links them to popular destinations such as Northgate, the University of Washington, downtown Seattle, Sea-Tac Airport and Bellevue.

SOUND TRANSIT'S DECISION MAKING PROCESS

6. *How will the impacts of light rail construction and operations be evaluated?*

Sound Transit is preparing a Draft Environmental Impact Statement (DEIS) to identify and evaluate the potential benefits and impacts of the route and station alternatives under consideration for the Lynnwood Link Extension. The DEIS is scheduled to be released this summer. The DEIS will:

- Identify and describe potential impacts and benefits of the project alternatives.
- Provide the public and other agencies an opportunity to review and comment on potential benefits and impacts of the proposed route and station alternatives.
- Propose actions that will help mitigate unavoidable impacts.
- Enable the Sound Transit Board to identify the alternative that best meets the project purpose.

The contents of the DEIS include:

- Purpose and Need – Describes the project area and objectives including the need for action and planning history.
- Alternatives Considered – Light rail route and station alternatives identified by the Sound Transit Board will be evaluated including a “No Build” alternative.
- Transportation Impacts and Mitigation – Reviews transit ridership and travel times, regional travel, freeway operations, bicycle and pedestrian access and local arterials and streets. This section also includes potential long-term and construction impacts of the project, cumulative impacts and mitigation measures.
- Environmental Impacts and Mitigation – Identifies potential environmental effects of the project and mitigation measures. Some of the areas covered in this section include:
 - ❖ Land use
 - ❖ Visual and aesthetics
 - ❖ Property acquisitions, displacements and relocations
 - ❖ Noise and vibration
 - ❖ Ecosystem and water resources
 - ❖ Geology and soils
 - ❖ Cultural, archaeological and historic resources

For more information on the decision making process for a project please see the Lynnwood Link Project website at www.soundtransit.org/Projects-and-Plans/Lynnwood-Link-Extension and Sound Transit's description of the lifecycle of a typical project: <http://www.soundtransit.org/Projects-and-Plans/Developing-Regional-Transit/Lifecycle-of-a-project>.

7. *Where will the light rail line and the stations be located?*

Since 2010, Sound Transit has undertaken an alternatives analysis and environmental scoping to study multiple options for the light rail alignment and station locations. This analysis also examined several different transit mode choices for the corridor including express bus service, bus rapid transit service and light rail. In December 2011, the Sound Transit Board of Directors (Board) identified potential route and station alternatives along the Interstate 5 corridor for further study in the environmental review process. Light rail was identified as the appropriate mode of transit for this corridor.

During the environmental scoping process, Sound Transit was asked to evaluate another potential station in Shoreline located at NE 155th Street in addition to the stations at NE 145th Street and NE 185th Street included in the conceptual alignment. In April 2012, the Sound Transit Board identified several station combinations that were to be evaluated as part of the DEIS for the Lynnwood Link Extension. All of these combinations include two stations in Shoreline. The combinations include a pairing of NE 145th Street and NE 185th Street as well as a pairing of NE 155th Street and NE 185th Street. (The alternative that pairs the NE 155th Street and NE 185th Street stations also includes a station at NE 130th Street in Seattle, for a total of three stations in this alternative.) The DEIS will also look at different options for both elevated and at-grade tracks and stations. In Shoreline, all of the alignment alternatives are on the east side of Interstate 5, mostly within the existing freeway right-of-way.

8. How will the light rail route and station alternatives be decided and when will we know where the stations will be located?

After the public comment period ends, the Board will carefully consider the findings in the DEIS, public and agency comments and other information before identifying the preferred route and station alternatives for the project, or the Preferred Alternative. The Preferred Alternative will be described and evaluated in the Final Environmental Impact Statement (FEIS), which will also document and respond to comments received on the DEIS and include proposed mitigation. Identification of the Preferred Alternative is expected in fall 2013.

The FEIS is scheduled to be published in late 2014. After the FEIS is completed, the Board will amend or confirm the Preferred Alternative, project budget and schedule. The Federal Transit Administration will issue a decision detailing its requirements which completes the federal environmental review process. This decision is scheduled to be issued in early 2015.

9. How can I comment on the light rail project?

The release of the DEIS this summer will be accompanied by a 45-day formal comment period during which residents can provide comments. Sound Transit will hold several public meetings in the project area, including one in Shoreline, where residents can submit written comments or provide public testimony. Additionally, residents may submit comments via Sound Transit's website, email or mail. The dates and locations for the meetings have not been confirmed yet. However, they will be posted on the Lynnwood Link Extension project website at <http://www.soundtransit.org/Projects-and-Plans/Lynnwood-Link-Extension> once they are decided. Residents can sign up to receive notification of upcoming meetings and other updates at <http://www.soundtransit.org/Subscribe-to-alerts> or contact Roger Iwata at 206.689.4904 or via email at roger.iwata@soundtransit.org.

POTENTIAL PROPERTY IMPACTS

10. Is Sound Transit going to buy my property for the light rail line or stations?

During project development, Sound Transit works to design a project that minimizes the amount of property that needs to be acquired. Although Sound Transit is designing as much of the project in the I-5 right-of-way as possible, it is expected that some private property will need to be acquired for the project. Property owners who may be impacted by one or more of the route or station alternatives will receive a letter of notification from Sound Transit before the publication of the DEIS. Each potentially impacted property owner will have an opportunity to meet with Sound Transit staff to ask questions and receive more information before the DEIS public hearings and formal comment period.

A description of the property acquisition process and what residents and business owners can expect during the acquisition and relocation process can be found at <http://www.soundtransit.org/Projects-and-Plans/In-Your-Community/Working-with-residents> and <http://www.soundtransit.org/Projects-and-Plans/In-Your-Community/Working-with-businesses>.

Typically, once design of the project has progressed far enough to determine which and how much of these properties need to be purchased, the Sound Transit Board approves right-of-way authorization, currently expected in 2017.

11. How much will I get paid for my property?

Sound Transit's real property acquisition procedures are guided by federal and state regulations and are designed to provide consistent and equitable treatment of all affected property owners and tenants. Sound Transit will make reasonable efforts to acquire property expeditiously through negotiations based on appraised fair market value.

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CONSTRUCTION

12. When will construction on the light rail line and the stations in Shoreline begin? How long will construction last?

Construction along the entire light rail line and at stations is estimated to begin in 2018 and continue through 2023 when service begins. It is unknown at this time when construction will be underway in Shoreline. More specific information about the schedule will be available closer to the time for construction. More information about lifecycle of a typical project can be found at <http://www.soundtransit.org/Projects-and-Plans/Developing-Regional-Transit/Lifecycle-of-a-project>.

13. *What kind of noise impacts can we expect during construction?*

Different types of noise are expected during construction depending upon the type of equipment to be used. These impacts from noise will be identified in the DEIS, as will potential mitigation measures to reduce impacts. The City of Shoreline has a noise ordinance that regulates the hours during which construction is allowed. Exemptions from these requirements must be approved by the City.

14. *How will the construction be staged?*

Construction staging involves the timing and location of construction activities. Large projects such as the Lynnwood Link Extension require that construction activities happen in a specific sequence. Projects of this size also require a significant quantity of materials and designated locations to store those materials. At this time, the specific construction staging needs are not known and most are not likely to be identified until closer to the time for construction. However, the impacts associated with construction including traffic impacts, noise and dust will be addressed in the DEIS, as well as potential mitigation.

15. *How will Sound Transit keep dust under control?*

Dust is a typical side effect of construction. The DEIS will address the impacts from dust and identify potential mitigation measures to minimize these impacts.

TRAFFIC IMPACTS

16. *How will people get to the stations?*

People will access the stations in a variety of ways – driving, taking the bus, bicycling or walking. Each of these transportation modes will be evaluated in the DEIS to determine if the existing transportation facilities serving the stations are adequate. Transportation impacts and inadequate transportation facilities will be identified in the DEIS and mitigation to be provided by Sound Transit will be identified in the FEIS.

Both Metro Transit and Community Transit are engaged with Sound Transit in the development of the Lynnwood Link Extension and are planning changes to the existing bus network in Shoreline to serve the light rail stations. The frequency of buses will also be considered to make sure there is enough service to and from the stations to make it a convenient option for riders. Public outreach will accompany this reevaluation process.

17. *Will designated parking be provided for people who drive to the stations?*

The ST2 package assumed an additional 1,500 parking stalls would be provided at the stations served by the Lynnwood Link Extension, include 500 stalls at each of the stations in Shoreline. The DEIS will examine several options for parking at each station.

18. *What if there is not enough parking?*

The DEIS will include an evaluation of the potential impacts of parking associated with the light rail stations and mitigation will be included as part of the FEIS.

Parking availability will be monitored once service begins. If it is found that there are parking issues that need to be addressed, there are several solutions that could be implemented by one or more jurisdictions and/or agencies to help solve the problem, such as the establishment and enforcement of parking restrictions or residential parking zones.

19. *What will be done to help traffic move smoothly and safely through the area?*

The DEIS will examine the different modes people will use to travel to the stations and will identify the potential transportation impacts. The FEIS will include the specific measures to address the impacts. Potential mitigation could include intersection improvements to reduce delay, addition of center turn lanes to facilitate safer turning movements and improve traffic flow, construction of new sidewalks, and installation of new bicycle facilities.

SERVICE AND OPERATIONS

20. *Where does the light rail go?*

In 2009, Sound Transit began Central Link light rail service from downtown Seattle to Sea-Tac Airport, with stops at Safeco Field/Century Link Field, the Rainier Valley and Tukwila. Construction is now underway to extend the light rail line north, with service to Capitol Hill and the University of Washington scheduled to begin in 2016 and service to Northgate targeted to begin in 2021.

As part of the Lynnwood Link Extension, service will continue north from Northgate, with stops planned in Shoreline, Mountlake Terrace and Lynnwood. This service is scheduled to begin in 2023.

In addition to the Lynnwood Link Extension, the ST2 voter approved package also included light rail extensions south of the airport to the City of SeaTac and east across Lake Washington to Mercer Island, Bellevue and Redmond. The extension south is anticipated to begin service in 2016 and the extension east is targeted to begin service in 2023.

21. *How long will it take to get downtown? To Bellevue? To the Airport?*

Travel from Shoreline to the following destinations will take:

Westlake Station in downtown Seattle: 20 minutes

Bellevue Transit Center: 45 minutes

Airport: 55 minutes

22. *How frequently will trains run?*

Currently, the approximate train frequencies on weekdays are:

5:00 a.m. – 6:00 a.m.	Every 15 minutes
6:00 a.m. – 8:30 a.m.	Every 7.5 minutes
8:30 a.m. – 3:00 p.m.	Every 10 minutes
3:00 p.m. – 6:30 p.m.	Every 7.5 minutes
6:30 p.m. – 10:00 p.m.	Every 10 minutes
10:00 p.m. – 1:00 a.m.	Every 15 minutes

The DEIS will include further descriptions of the anticipated frequency of service.

23. *What are the hours of operation?*

Light Rail service currently runs for twenty hours per day, from 5 a.m. to 1 a.m., Monday through Saturday and eighteen hours per day, from 6 a.m. to midnight on Sundays and holidays. The DEIS will include a further description of the anticipated span of service.

24. *How do I pay for a trip?*

Light rail passengers can use an ORCA card or buy a ticket from the ticket vending machine (TVM) on the train platform. TVMs accept cash, VISA or MasterCard. Tickets cannot be purchased once on board the train so riders must have valid fare before getting on the train. Information about how to pay for a trip can be found at <http://www.soundtransit.org/Fares-and-Passes/How-to-pay>.

25. *How much will a trip cost?*

Currently, the cost of riding light rail is based on the length of a trip. One-way adult tickets start with a base fare of \$2.00 and add five cents to the base fare for every mile of a trip. That means a 5 mile, one-way ride will cost \$2.25. One-way youth (6-18 years old) fares are \$1.25 for all trips. Children under 6 ride free with a fare paying passenger. People 65 or older and persons with disabilities can ride at a reduced rate of \$0.75 for all trips when using a reduced fare permit through their ORCA card. Fares for travel on Central Link can be found at <http://www.soundtransit.org/Fares-and-Passes/Link-fares>. Changes to fares are decided by the Sound Transit Board and are likely to change over the next ten years to keep pace with inflation.

26. *Can I take my bicycle on the train?*

Yes – bicycles are welcome on light rail. Light rail trains have two bicycle hooks inside each car. Additional information about bringing bicycles on light rail is available at <http://www.soundtransit.org/Rider-Guide/Bringing-your-bike>.

27. *What kind of noise will there be during operation?*

Noise associated with the operation of light rail can include the sound of the wheels on the rails, warning bells for at-grade crossings and bells that sound when a train is leaving a station. The DEIS will include an analysis of expected operational noise and identify potential mitigation measures.

STATION AREA PLANNING

28. *What is station area planning?*

Sound Transit is currently in the process of planning the Lynnwood Link Extension north of Northgate. The light rail line will travel along the east side of I-5 and include two stops in Shoreline. Parts of the neighborhoods around the stations are the areas that the City is planning for land use changes that will provide an opportunity for redevelopment that is transit oriented and supportive. This City project is to achieve the goals expressed in City's Vision 2029, the Transportation Master Plan, and the newly adopted Comprehensive Plan.

The City has begun station area planning for two stations in Shoreline at NE 185th and NE 145th Streets along I-5. This process began with the adoption of Framework Policies by Council in May 2012 and then adopted into the Comprehensive Plan as policies LU20-LU43. These policies will be part of a station subarea plan that the City adopts along with supporting development code changes. Developing this plan will have public outreach, an evaluation of appropriate land uses for the station areas, different ways to connect to the stations, and environmental review.

29. *What is the study area as shown on the maps? What does it mean if my home is in the study area?*

The Comprehensive Plan that was adopted in December 2012 contains two circles that delineate half-mile radii from potential stations located at NE 185th and NE 145th Streets. This initial study area boundary was a non-specific placeholder until staff had an opportunity to explain the difference between study areas, Comprehensive Plan designations, and zoning designations, and allowed residents a role in establishing boundaries. The Council gave the Planning Commission direction that these boundaries be more clearly defined with criteria and responsive to site characteristics as soon as possible to be presented to Council and at the May 22 community meeting.

The Planning Commission committee recommended two sets of boundary lines to be studied in each study area. The *mobility study area* encompasses a broader area and drawn to existing rights-of-way. In some cases, study area lines extend down the length of a road to denote that there will likely be traffic impacts further along the road. The study area will examine routes that people will likely use when traveling to and from the station. This may lead to recommendations to slow traffic and make bicycle and pedestrian connections within neighborhoods.

The *land use study area* represents a smaller geographic region that is more likely to undergo redevelopment. This may lead to appropriate land uses, design and transition standards, redevelopment scenarios, and thresholds that may trigger how the area changes over time. These land use boundaries are generally drawn along the backside of parcels fronting an arterial so the local streets become the center of community activity with consistent scale and design on both sides of the street. In some cases, large tracts of natural areas were included in study area to capture their value and function to the community.

30. *What is R-18 and R-48 zoning?*

Policy LU25 and LU26 of the Comprehensive Plan call for greater residential densities in the station areas than exist today. These policies call for densities greater than 48 dwelling units per acre

within ¼ mile of the station and densities greater than 18 units per acre within a ½ mile of the future station. The policies do not envision that every parcel within the study area is going to change to a higher density. The policy will focus increased densities on specific sites that are closer or better streets links to the stations.

31. What is the City going to do to promote compatibility of new development with the existing character of our neighborhoods?

The City has transition area requirements that diminish impacts of development on surrounding neighborhoods. However, stations are coming, so the focus is on directing change to capitalize on the regional transit investment, and creating local places where people want to live, work, and play as well as amenity to the surrounding neighborhood. The City will explore other policies and regulations that will help the community change gradually and cohesively over time to provide more certainty to residents and developers. More details will be provided as staff and the consultant team do further research.

The City will also try to understand and show what is realistic to expect over time with scenarios to represent changes that are likely within the next 10 years until the stations open, and what station areas could look like in 40 or 50 years if full redevelopment were to be reached.

32. Why are we planning for station areas now when we don't even know for certain where the stations will be built?

The City wants to participate in Sound Transit's planning for light rail while their analysis and decisions are being made. By planning for station areas we can have the communities input to better articulate Shoreline's preferences and needs. Sound Transit is examining multiple alternatives and two stations are planned for Shoreline. The combinations include a pairing of NE 145th Street and NE 185th Street as well as a pairing of NE 155th Street and NE 185th Street. (The alternative that pairs the NE 155th Street and NE 185th Street stations also includes a station at NE 130th Street in Seattle, for a total of three stations in this alternative.) Because a station at NE 185th Street is included in all scenarios examined in the DEIS, the City is beginning to plan for that area first. The Sound Transit Board will likely make a recommendation in fall 2013 whether NE 145th Street or NE 155th Street is included in their preference. The City will wait to begin planning for the second station area until the Board makes their recommendation.

33. What type of new development is expected around light rail stations?

The City has not articulated any expectations for station areas beyond the Light Rail Framework Goals that were adopted as LU20-43 in the 2012 Comprehensive Plan. The consultant team will perform a market analysis to help decision-makers and the public create expectations for development that are realistic for different scenarios based on market forces, potential infrastructure investment, and other incentives that may become recommendations of the subarea plan.

34. What kind of input can I have in the process? What is the timeline?

The City has hired a consultant team to develop a detailed public participation plan that includes all opportunity for public input. The kickoff meeting for the City's station area planning process is May 22nd. This is the first of several planned meetings. There will be more opportunities for public

participation than are typical for planning because there is so much individual public interest in light rail for residents near the stations and all people in Shoreline who will be the likely users. Contact the City to sign up for notification of future meetings.

If you are interested in participating in light rail station area planning, some of the options are listed below:

- *Join the 185th Station Citizen's Committee (185SCC)*- Residents of Meridian Park, Echo Lake, and North City neighborhoods formed this group to make sure that they were informed about the process and participated in creating the vision for the future of their neighborhoods with light rail. Anyone is welcome to attend their monthly meetings. For more information visit their website: http://be.futurewise.org/content_item/shoreline185-aboutus.
- *Form or join a citizen-initiated group for the 145th or 155th station areas*- The Sound Transit Board is expected to make a recommendation on their Preferred Alternative for station alignment in the fall of 2013, so we will not know if there will be a station at 145th or 155th until then. However, many in the Ridgecrest, Briarcrest, and Parkwood neighborhoods are involved in the process and will likely form a group. This may happen in the near future in order to comment on Sound Transit's Draft Environmental Impact Statement as an official organization, or it may happen in the fall once the station location has been determined.
- *Participate in upcoming events*- Futurewise and Senior Services are both regional organizations that have received Equity Network grants to bring more people into the planning process, especially from groups that do not typically participate in such activities. Futurewise will engage in multiple outreach activities this summer, including a door-to-door campaign to increase public awareness, hosting one or more visioning workshops to articulate characteristics of the area that should be retained or could be improved, and forming a stakeholder committee to review materials and make recommendations to decision-makers. Senior Services has scheduled two events to bring historically underrepresented groups into the planning process: July 11 will focus on the Korean community, and August 7 will focus on people with limited incomes.
 - ❖ The City and their consultant team will also host a series of workshops focused on design alternatives and visualizing neighborhood transition. These will feature interactive small-group discussions, computer modeling of potential scenarios, and offer participants the ability to see their ideas graphically displayed.
- *Submit public comment*- Every City Council and Planning Commission meeting has a time for general public comment, and when there is an agenda item related to light rail there will usually be time for comments specific to the decision at hand. On July 11, the Planning Commission will hold a public hearing to set study area boundaries for potential station areas at NE 185th and NE 145th Streets. Later on they will host hearings on the subarea plan, which will include topics such as Comprehensive Plan and zoning designations, design and transition standards, and environmental analysis.
 - ❖ The City and partner organizations are also investigating innovative ways to facilitate additional community discussion. Some of these tools will be described in more detail at the May 22 meeting, but involve online surveys and discussion forums, walking tours, and other ways to stay informed and provide input.

- Visit the City's web page: www.shorelinewa.gov/lightrail. This page will be updated to provide current information on all of the opportunities mentioned above, including the public participation plan and timelines as they are developed.

35. How will the surrounding neighborhoods change over time?

The most immediate change will be the light rail station and associated parking facilities, but there will likely be multiple stages of transition over the next several decades. Eventually, many of the single family homes will be sold and redeveloped to higher density townhomes, apartments, and mixed-use buildings. However, it is ultimately the property owners' decision to sell and redevelop property.

36. How will neighborhood transition affect my property values?

The City has hired a consultant to study the effects of light rail stations on the property values and taxes of single family neighborhoods.

37. Is anything planned for the school district properties? The stadium?

At this time, no plans have been developed for the School District site. It is the City's expectation that the School District will be a partner for any redevelopment scenarios in the future. Through the subarea planning process for the 185th Street Light Rail Station, the City's consultant may identify large sites, such as the School District, and make recommendations for future redevelopment. In either case, the School District will make the final decision for any redevelopment that occurs on site.

38. Will the City do its own environmental analysis?

The City will do its own environmental impact statement (EIS) on the station subarea plans. The City has hired a consultant that will assist with the preparation of the EIS, and any planned actions that may be associated with it.

39. I heard there's going to be affordable housing. What does this mean and what type of housing does the City envision?

The City has policies for city-wide, affordable housing from the adopted 2008 Comprehensive Housing Strategy and the 2012 Housing Element of the Comprehensive Plan. However, the City has not decided whether to implement incentives or requirements for affordable housing. The Puget Sound Regional Council has also developed a set of recommended strategies to encourage affordable housing in future transit and station areas.

Part of the station area plans will be to address the need for affordable housing in station areas and develop tools that will encourage its development. Proximity to transit and energy-efficient homes are important factors for low and moderate income households because transportation and utilities represent significant costs. It is also important that new development not displace existing residents who may be priced out of their community.

CONTACT INFORMATION

Questions about the light rail alignment, station locations, project impacts, and property acquisition can be directed to:

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