

# Appendix C

## Environmental Justice Analysis



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## APPENDIX C – ENVIRONMENTAL JUSTICE ANALYSIS

### C.1. INTRODUCTION

This appendix describes the analysis and public outreach conducted to identify potential environmental justice issues related to the construction and operation of the Lynnwood Link Extension. Environmental justice has been addressed in compliance with Presidential Executive Order 12898, Federal Actions to Address Environmental Justice to Minority Populations and Low-Income Populations (February 11, 1994); the U.S. Department of Transportation (USDOT) Order 5610.2, Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (April 15, 1997); and the USDOT Order 5610.2(a) (May 2, 2012) updating the USDOT policy to consider environmental justice principles in all programs, policies, and activities. The environmental policies of the USDOT agencies, including the Federal Transit Administration (FTA), are summarized below. The agencies are to:

1. Avoid, minimize, and mitigate disproportionately high and adverse effects on minority and low-income populations.
2. Ensure full and fair opportunities for public involvement by members of minority and low-income populations during the planning and development (including the identification of potential effects, alternatives, and mitigation measures).
3. Prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

FTA environmental justice policy guidance (FTA Circular C 4703.1) defines a disproportionately high and adverse effect as one that:

- Is predominantly borne by a minority or low-income population, or
- Will be suffered by the minority population and/or low-income population and is appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the non-minority population and/or non-low-income population.

The USDOT Order also provides guidance that “In making determinations regarding disproportionately high and adverse effects on minority and low-income populations, mitigation and enhancement measures that will be implemented and all offsetting benefits to affected minority and low-income populations may be taken into account, as well as the design, comparative impacts, and the relevant number of similar existing system elements in non-minority and non-low-income areas” (USDOT 5610.2(a) Section 8(b)).

Under USDOT Order 5610.2(a), a minority person includes persons who meet the following criteria:

- Black or African American (a person having origins in any of the Black racial groups of Africa)
- Asian American (a person having origins in any of the original peoples of the Far East, Southeast Asia, or the Indian subcontinent)
- American Indian and Alaskan Native (a person having origins in any of the original people of North and South America [including Central America], and who maintains cultural identification through tribal affiliation or community recognition)
- Native Hawaiian and Other Pacific Islander (a person having origins in any of the original peoples of Hawaii, Guam, Samoa, or other Pacific Islands)
- Hispanic or Latino (a person of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race)

The USDOT Order 5610.2 and FTA Circular C 4703.1 further define a minority or low-income population as any readily identifiable group or groups of minority or low-income persons who live in geographic proximity, or if circumstances warrant, geographically dispersed or transient persons...who will be similarly affected by a proposed Department of Transportation project, policy, or activity.

A low-income person is identified as:

- A person whose median household income is at or below the Department of Health and Human Services poverty guidelines

The U.S. Census Bureau updates poverty thresholds each year for use by the Department of Health and Human Services using the change in the average annual Consumer Price Index for All Urban Consumers. As such, separate poverty guidelines do not exist for different regions, states, counties, or cities in the United States.

The Lynnwood Link Extension would traverse the cities of Seattle and Shoreline in King County, and Mountlake Terrace and Lynnwood in Snohomish County. As of 2010, nearly 126,000 residents and an estimated 60,000 jobs were located in census tracts within 0.5 mile of the project corridor, which is anchored by major regional commercial centers at Northgate and Lynnwood. With preparation of the Lynnwood Link Extension *Alternatives Analysis Report and SEPA Addendum* (Sound Transit 2011a), Sound Transit's research has shown that neighborhoods in the project corridor have higher percentages of minority persons than the Sound Transit service district for the urbanized Snohomish, King, and Pierce counties. The occurrence of low-income populations in the corridor is similar to the Sound Transit service district. These demographic characteristics are presented in the *Title VI*

*Demographic and Service Profile Maps and Charts* (Sound Transit 2013). Attachment C-1 briefly describes the 18 neighborhoods that are adjacent to the project corridor. Attachments C-2 through C-12 provide demographic characteristics of the study area, and Attachment C-13 describes station access to nearby community facilities.

The following sections are provided in the rest of this appendix:

Section C.2, Regulatory Framework

Section C.3, Methodology and Approach

Section C.4, Minority and Low-income Populations

Section C.5, Outreach to Minority and Low-income Populations

Section C.6, Environmental Justice Analysis

Section C.7, Conclusions

Section C.8, References

## **C.2. REGULATORY FRAMEWORK**

The analysis of potential impacts on minority and low-income populations was prepared following the federal, state, and regional government regulations, policy, and guidance listed below:

### **Federal**

- Title VI of the Civil Rights Act of 1964
- Age Discrimination Act of 1975
- Americans with Disabilities Act of 1990 (ADA)
- Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended
- Presidential Executive Order 12898—Federal Actions to Address Environmental Justice to Minority Populations and Low-Income Populations
- Presidential Executive Order 13166—Improving Access to Services for Persons with Limited English Proficiency
- U.S. Department of Transportation Order 5610.2—Order to Address Environmental Justice in Minority Populations and Low-Income Populations
- Title 42 United States Code (USC) Section 4601, Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended
- Title 49 of the Code of Federal Regulations (CFR) Part 21, Nondiscrimination in Federally Assisted Programs of the Department of Transportation, Effectuation of Title VI of the Civil Rights Act of 1964
- USDOT FTA, Circular FTA C 4702.1B, Title VI Requirements and Guidelines for Federal Transit Administration Recipients (October 1, 2012)
- USDOT FTA, Final Circular FTA C 4703.1, Environmental Justice Policy Guidance for FTA Recipients (August 15, 2012)
- Community Impact Assessment: A Quick Reference for Transportation, Publication No. FHWA-PD-96-036 (September 1996)

### **State of Washington**

- Washington Relocation Assistance—Real Property Acquisition Policy Act of 1971, as amended
- Governor's Executive Order 93-07, Affirming Commitment to Diversity and Equity in the Service Delivery and in the Communities of the State

## Sound Transit

- Sound Transit/Washington State Department of Transportation (WSDOT)/Federal Highway Administration (FHWA)/FTA Environmental Action Team Issue Paper No. 36, Implementing Environmental Justice Pursuant to Executive Order 12898 and the Department of Transportation Order to Address Environmental Justice in Minority Populations and Low-Income Populations (October 4, 2001)
- Sound Transit Resolution 98-20-1: A resolution of the Board of the Central Puget Sound Regional Transit Authority adopting revised Real Property Acquisition and Relocation Policies, Procedures and Guidelines and superseding Resolution 98-20 (Adopted November 14, 2002)

### **C.3. METHODOLOGY AND APPROACH**

For the analysis of potential impacts, Sound Transit identified a study area that extends 0.5 mile from the project alternative alignments. This area includes neighborhoods adjacent to the project corridor, but their boundaries may extend beyond 0.5 mile from the alternatives. The 0.5-mile area of effect is consistent with the project's transportation analysis and it encompasses the study areas used for other environmental topics covered in the Final Environmental Impact Statement (Final EIS).

#### **C.3.1 Data Sources**

Sound Transit used existing reports and documentation to develop the discussion of the affected environment. Much of this information was obtained from local, state, and federal agency Web pages. The following is a list of the key data sources used in the analysis:

- U.S. Census Bureau 2010 decennial census data on racial and ethnic minority populations, household types, and age, as well as basic information about housing in adjacent neighborhoods and within 0.5 mile of the alternative alignments and stations
- U.S. Census Bureau 2006–2010 American Community Survey data on languages spoken at home, limited English proficiency, country of origin of persons born outside of the United States, transit-dependency, and low-income populations for adjacent neighborhoods and populations within 0.5 mile of the alternative alignments and stations
- Washington State Office of the Superintendent of Public Instruction demographic statistics, enrollment in transitional English language programs, and participation in the federal free or subsidized lunch program for elementary school attendance in areas located wholly or partially within 0.5 mile of the project corridor
- Information about existing and planned low-income housing projects within about 0.5 mile of the project corridor from study area public housing authorities (Seattle Housing Authority, King County Housing Authority, Senior Services of Snohomish County, and Snohomish County Housing Authority)
- Location of community facilities within about 0.5 mile of the project corridor from local government Web pages as well as other Internet sites
- Information about other baseline environmental conditions from project technical analysts for transportation; land use; economics; noise and vibration; air quality and greenhouse gases; visual and aesthetics; public services, safety, and security; and parks and recreational resources



- Conceptual horizontal and vertical alignment and engineering drawings for project alternative alignments and stations from the project design engineers

Based on the U.S. Census Bureau data, minority or low-income populations were identified within 0.5-mile buffer areas or within census geographies. For reference, the 2013 Sound Transit Title VI Demographic and Service Profile Maps and Charts document shows the Sound Transit district averages are 31.13 percent minority and 11.24 percent low income. The analysis also identified more localized areas where low-income or minority populations were present, based on a combination of census information, field evaluation and community outreach. This combination of sources reflects federal environmental justice guidance highlighting the need to consider impacts on minority and low-income populations, regardless of size.

As described in Section C.5, Outreach to Minority and Low-income Populations, Sound Transit also contacted agencies, groups, and individuals as part of the project's public involvement program, and received information on the project corridor neighborhoods, historic development, demographics, and community character and resources. This information helped to identify community values, needs, and key activity centers.

### **C.3.2 Impact Assessment and Potential Mitigation**

In Chapter 5, Section E of FTA Circular C 4703.1 (August 15, 2012), FTA recommends National Environmental Policy Act (NEPA) environmental documents include the following in their environmental justice analysis:

- A. A description of the low-income and minority populations within the study area affected by the project, if any, and a discussion of the method used to identify them.
- B. A discussion of all adverse effects of the project both during and after construction that would affect the identified minority and low-income populations. A description of the project's mitigation and environmental enhancement actions that will avoid or minimize potential effects (e.g., relocation program that go beyond the Uniform Relocation Act and address adverse community effects such as separation or cohesion; measures to replace community resources removed by the project).
- C. A discussion of the remaining effects, if any, and why further mitigation is not proposed.
- D. A discussion of all positive effects for the identified minority and low-income populations, such as an improvement in transit service, mobility, or accessibility.

- E. For projects that travel through predominately minority and low-income and predominately non-minority and non-low income areas, a comparison of mitigation and environmental enhancement actions that could affect these different populations.

The analysis of potential disproportionately high and adverse effects on minority and low-income populations considers the No Build Alternative and the light rail alternatives. Direct construction and long-term effects, indirect and secondary effects, and cumulative effects were examined for all elements of the environment. The analysis also examined project benefits accruing to minority and low-income populations, which may offset effects that could not be avoided or otherwise mitigated. The primary sources for this analysis were the technical reports and the Draft and Final EIS sections prepared for transportation and other environmental elements. The analysis also considered public comments Sound Transit and FTA received on the Draft EIS, as well as information Sound Transit received through its outreach and public involvement program, which included notices to potentially affected property owners.

The effects of each environmental element were reviewed to determine if the alternatives would result in adverse effects notwithstanding proposed mitigation measures. Project impacts that were effectively mitigated would not cause disproportionately high and adverse effects.

## **C.4. MINORITY AND LOW-INCOME POPULATIONS**

This section describes the presence of racial and ethnic minority populations as well as low-income populations in the project corridor's adjacent neighborhoods and populations within 0.5 mile of the alternatives.

### **C.4.1 Study Area**

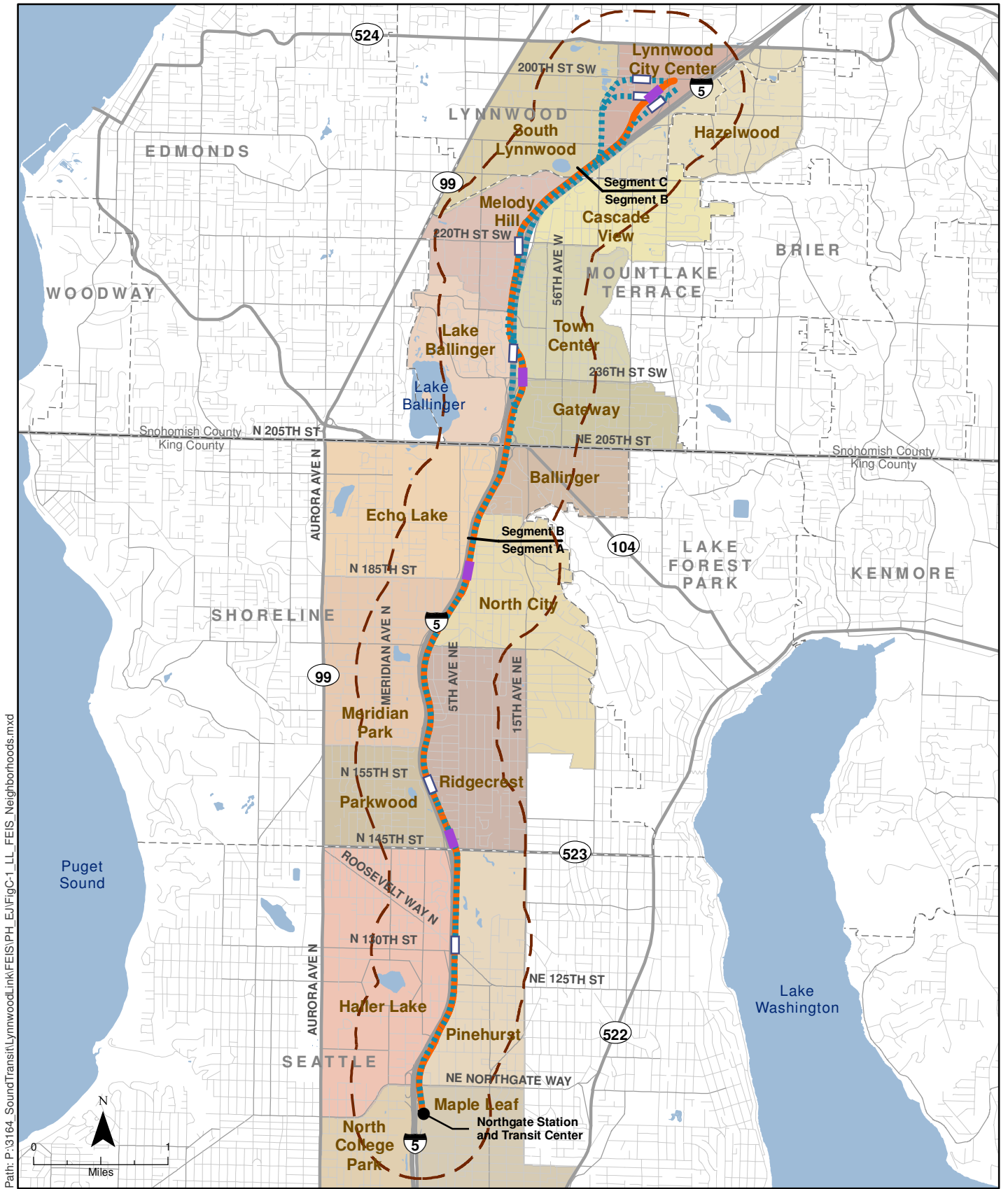
The study area comprises 18 neighborhoods adjacent to the project corridor (Figure C-1). Except for the Hazelwood neighborhood, they are officially designated by local governments, primarily for planning purposes. Many also have active community councils or recognized neighborhood contacts. As shown in Figure C-1, ten neighborhoods in Seattle and Shoreline are adjacent to Segment A, eight neighborhoods are adjacent to Segment B, and three are adjacent to Segment C. An estimated 126,000 residents live in the project corridor based on 2010 census tracts within 0.5 mile of the project corridor. Attachment C-1 contains brief land use, character, and demographic statistics for each neighborhood.

### **C.4.2 Minority Populations**

The study area population is racially and ethnically diverse. Attachments C-2 through C-7 present the demographic characteristics of neighborhoods in the study area, and Attachments C-7 through C-12 provide demographic data for populations within approximately 0.5 mile of the alternative alignments and stations. Figure C-2 shows the distribution of minorities within the project corridor based on the 2010 decennial census. The map is colored to show the geographic distribution of 2010 census blocks for different proportions of minorities.

Minorities (non-White and Hispanic persons) comprise 37 percent of the study area population. Some neighborhood elementary schools reflect even higher proportions of non-White and Hispanic groups; over 19 percent of students are enrolled in transitional bilingual programs, particularly Spanish, Chinese, Korean, Vietnamese, Tagalog, and several African languages (WOSPI 2012).

Sound Transit and FTA invited federally recognized tribes to be involved in the project, and to suggest areas or facilities of particular interest or concern. Section C.5.3 discusses tribal outreach. Census data for the corridor show Native Americans comprise about 1.6 percent of the population.



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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

- Roadway
- Local Street
- City Boundary
- County Boundary

- Study Area
- ▭ Waterbody

**Figure C-1**  
Neighborhoods

The community facilities represent the racial, ethnic, and low-income populations residing in the project corridor neighborhoods. Examples include the Korean Catholic School, Berhane Hiwot Eritrean Church, Evangelical Chinese Church, Saint Mary's Coptic Orthodox Church (Egyptian), and the Vietnamese Alliance Church. These religious institutions serve families within the project corridor and the region. Some also function as ethnic cultural centers with co-located elementary schools and calendars of events that include recreational programs, craft and language classes, and folk dancing. Several of the Catholic churches have Spanish-language services and church schools with scholarship funds available for low-income students. Attachment C-13 lists community facilities close to proposed light rail transit stations.

The highest concentrations of minority populations are in the Lynnwood City Center and South Lynnwood neighborhoods, where minorities comprise more than 50 percent of the population in these neighborhoods (see Attachment C-2). Asians are by far the dominant non-White race in most neighborhoods. The proportion of populations of one other race alone or mixed race exceeding Asian populations occurs in only four neighborhoods. These racially diverse characteristics appear to be correlated with sizable Hispanic populations.<sup>1</sup>

In addition, Sound Transit recently conducted a Title VI analysis of the transit agency's service district (urbanized areas of Snohomish, King, and Pierce counties). Using 2010 decennial census data, this analysis determined that 31.13 percent of the district's population is minority (Sound Transit 2013).

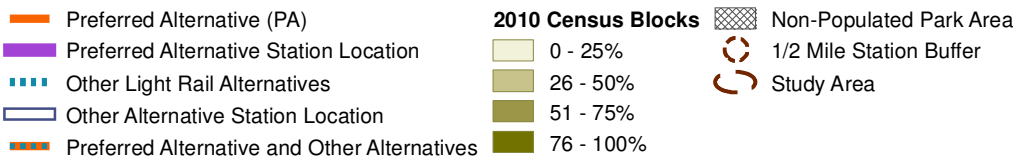
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<sup>1</sup> The reason for the high proportions of persons reporting in the census data that they are of some other race alone is because Hispanic persons often consider their Hispanic ethnicity a race.

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



**Figure C-2**  
**Minority Populations**  
**2010 Census**  
 (Percentage of Minority  
 Individuals)  
 Lynnwood Link Extension

### C.4.3 Foreign-born and Limited English-proficient Populations

To help identify racial and ethnic minority populations, research was conducted to identify foreign-born and limited English-proficient populations. While not all such populations would be considered a minority group under the Executive Order for Environmental Justice, their communication needs were considered as the project's outreach staff developed the project's communication and public involvement plans. Foreign-born individuals comprise an estimated 21 percent of the population in census tracts adjacent to the project corridor (Census 2010b) and where data also indicate minority populations are present. Slightly more than half (54 percent) of these foreign-born individuals were born in Asian countries, mainly from China (14 percent), the Philippines (11 percent), Korea (8 percent), and Vietnam (7 percent). These population groups are sizable, each comprising over 1,000 individuals. An additional 20 percent are from Latin American countries, with nearly three-quarters from Mexico. African-born individuals, particularly from Ethiopia and Eritrea, comprise approximately 10 percent of the foreign-born population. These foreign-born individuals live throughout the study area.

About 75 percent of the study area population speaks only English, but an estimated 13 percent do not speak English very well (Attachment C-4). In some census tracts, larger proportions (exceeding 20 percent) have difficulty with English. For comparison, Sound Transit's recent Title VI analysis of the transit agency's service district determined that only 4.86 percent of the district's population either does not speak English or does not speak English well (Sound Transit 2013).

Of all persons who speak a foreign language, the largest proportion includes those who speak Spanish—an estimated 25 percent. Individual census tracts, however, have foreign-language-speaking populations exceeding 35 percent. Chinese is the most common of the Asian languages spoken, at 16 percent. Korean and Vietnamese represent 8 percent and 5 percent, respectively. An additional 10 percent speak an African language, particularly Ethiopian and Eritrean, based on statistics concerning the place of birth of foreign-born individuals. An estimated 9 percent speak Tagalog. The foreign languages in each of these six language groups are spoken by an estimated 1,000 or more persons.

Sound Transit also contacted public elementary schools to identify the three most common languages spoken by students enrolled in the school's Transitional Bilingual Program (Attachment C-12). In addition to the languages indicated above, the survey confirmed the students speak Russian, Ukrainian, and Somali.

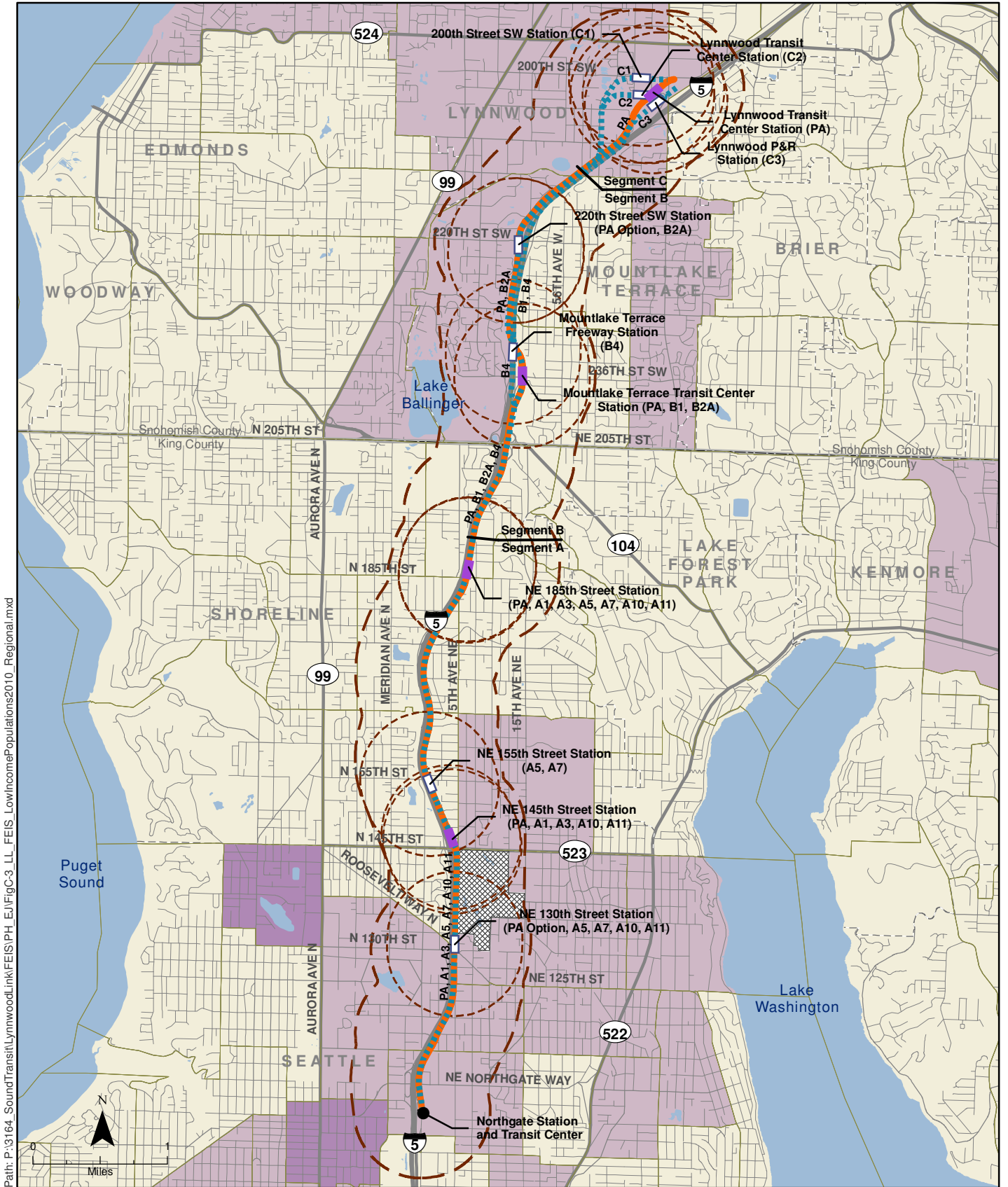
### **C.4.4 Low-income Populations**

Median household income (2009) was \$56,300, although 11.3 percent of the study area population lives at or below the poverty level (Census 2010a, 2010b). For comparison, the recently completed Sound Transit Title VI analysis of the transit agency's service district determined that 11.24 percent of the district's population is low income (Sound Transit 2013).

Figure C-3 shows the geographic distribution of low-income populations in the study area based on 2010 census tract data. The highest densities of low-income persons are found east of I-5 at about NE 145th Street and west of I-5 between NE 205th Street and the Lynnwood City Center. Attachment C-7 lists poverty characteristics by corridor neighborhood. None of the census tracts in the corridor are predominantly low-income populations.

An additional analysis was conducted using finer-grained 2000 census block group data (Figure C-4) because the 2010 American Community Survey did not publish reliable income information at the census block group level. Figure C-4 shows the geographic distribution of different proportions of low-income populations. The older data retain value because low-income populations tend to live in clusters rather than spread broadly across the study area (Census 2011). Low-income populations are correlated geographically to the 2010 census tracts that also have higher levels of low-income populations. However, Figures C-2 and C-4 show only a loose correlation between the 2000 lower income block groups and the 2010 census blocks with more minority populations; the Lynnwood area is the only exception. Areas with higher percentages of low-income populations in 2000 block groups are generally the same as the 2010 census tracts. Areas with minority populations do not tend to greatly overlap with low-income areas, except in Lynnwood.



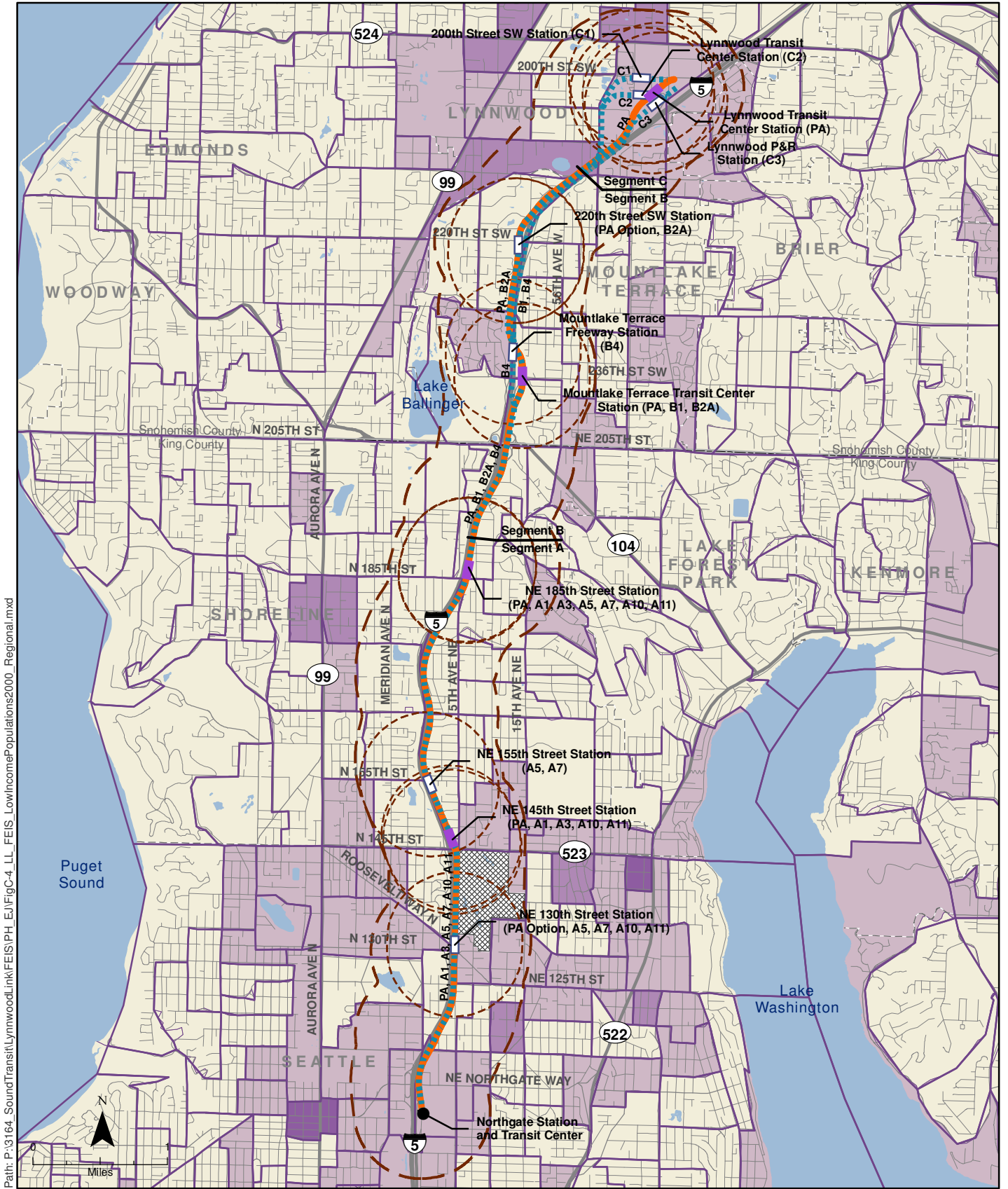


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Data Sources: (King County, Snohomish County, WSDOT, Sound Transit)

- Preferred Alternative (PA)
  - Preferred Alternative Station Location
  - Other Light Rail Alternatives
  - Other Alternative Station Location
  - Preferred Alternative and Other Alternatives
- | 2010 Census Tracts  | Non-Populated Park Area   |
|---|---|
| <span style="background-color: #f0f0f0; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> 0 - 10%   | <span style="border: 2px dashed red; border-radius: 50%; width: 15px; height: 10px; display: inline-block;"></span> 1/2 Mile Station Buffer |
| <span style="background-color: #d3d3d3; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> 11 - 20%  | <span style="border: 2px dashed red; border-radius: 50%; width: 15px; height: 10px; display: inline-block;"></span> Study Area              |
| <span style="background-color: #a9a9a9; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> 21 - 30%  |   |
| <span style="background-color: #808080; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> 31 - 100% |   |

**Figure C-3**  
 Low-income Populations  
 2010 Census  
 (Percentage of Individuals  
 Below Poverty Level)  
 Lynnwood Link Extension



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

Preferred Alternative (PA)	2000 Census Block Groups	Non-Populated Park Area	<b>Figure C-4</b> Low-income Populations 2000 Census (Percentage of Individuals Below Poverty Level) Lynnwood Link Extension
Preferred Alternative Station Location	0 - 10%	1/2 Mile Station Buffer	
Other Light Rail Alternatives	11 - 20%	Study Area	
Other Alternative Station Location	21 - 30%		
Preferred Alternative and Other Alternatives	31 - 100%		

## C.5. OUTREACH TO MINORITY AND LOW-INCOME POPULATIONS

With minorities and low-income persons in the study area, Sound Transit's public outreach program includes a targeted effort to engage these populations in the public decision-making process for the Lynnwood Link Extension. The following sections describe the targeted public involvement plan, project scoping, outreach program, and resulting Draft EIS comments from minority and low-income populations.

Additional information is in the project's *Early Scoping Summary Report* (Sound Transit 2010), which was developed during the Alternatives Analysis phase of the project, and in the *Environmental Scoping Summary Report* (Sound Transit 2011c), which covered the project's public involvement activities at the initiation of the Draft EIS.

Outreach to minority and low-income populations preceding the publication of the Draft EIS is described in Section C.5.3. A summary of comments on the Draft EIS is in Section C.5.4. A description of the targeted outreach to minority and low-income populations since the publication of the Draft EIS is in Sections C.5.5 and C.5.6. The Final EIS Appendix L, Public Involvement and Agency Coordination, has further detail.

### C.5.1 Public Involvement Planning

In addition to the formal public meetings and outreach conducted during early scoping and environmental scoping, Sound Transit conducted over 30 stakeholder interviews with public and community service organizations at the start of the project outreach activities in late 2010. The stakeholders described a corridor that is diverse in terms of race, ethnicity, income, employment, language, culture, and knowledge and use of existing transit services. Stakeholders commented they had difficulties accessing some transit services (such as east-west, non-peak period, non-peak direction, and third-shift services). The stakeholders recommended several outreach tools and communication methods to engage community members, and they helped Sound Transit identify community organizations operating in the project corridor that are likely to represent minority and low-income individuals (Table C-1).

The *Public Involvement Plan* (Sound Transit 2011b) presents additional information on the stakeholder interviews and other outreach activities and techniques Sound Transit is using to engage the corridor's populations. Appendix D of the *Public Involvement Plan* is the *Plan for Involving Hard-to-Reach Populations*, which addresses targeted environmental justice outreach activities for minorities and low-income persons. These public involvement plan elements are considered "living" documents that will be updated as the project progresses and as those in the corridor learn more about the project and its potential impacts.

**Table C-1. Community Organizations**

Alliance of People with Disabilities	North Seattle Family Center
Arab Center of Washington	Northgate Community Services for the Blind
Catholic Community Services	Northwest Paralyzed Veterans
Center for Human Services	Refugee and Immigrant Services Northwest
Washington State Department of Social and Health Services (DSHS), Department of Vocational Rehabilitation	Seattle Deaf Blind Service Center
Everett Housing Authority	Seattle Goodwill
Familias Unidas	Senior Services of Snohomish County
Housing Hope	Shoreline Senior Center
Islamic Idriss Mosque	Snohomish County Housing Authority
King County Housing Authority	United Way Snohomish County
Korean Women's Association	Washington DSHS, Alderwood Office
Lake City North Helpline Food Bank	Worksource Lynnwood

Source: Sound Transit 2011a

## C.5.2 Project Scoping

### C.5.2.1 Early Scoping

On September 27, 2010, the FTA and Sound Transit published an early public and agency scoping notice in the Federal Register to advise government agencies and members of the public that they intended to explore alternatives for improving transit service between Northgate and Lynnwood. The early scoping process was part of the Alternatives Analysis then required under Title 49 USC 5309. The *Early Scoping Summary Report* (Sound Transit 2010), published in December 2010, documents the public's comments, as well as Sound Transit's advertising, public notice, and outreach efforts.

### C.5.2.2 Environmental Scoping

On September 29, 2011, Sound Transit and FTA published in the Federal Register a Notice of Intent (NOI) to prepare an EIS and initiate environmental scoping for a light rail project. The NOI invited public and agency comments on the scope of the EIS and announced the public scoping meetings. Sound Transit published the *Environmental Scoping Summary Report* (Sound Transit 2011c) in December 2011, which describes Sound Transit's outreach and the public and agency comments received during scoping. Notifications were published in the following publications: La Raza, Korean Daily, Seattle Chinese Times, Russian World Newspaper, Seattle Chinese Post, and tu Decides. Translated posters and comment forms were available in Korean, Russian, Chinese, and Spanish at the three mid-October scoping meetings.

### **C.5.3 Targeted Outreach Activities and Comments Prior to the Draft EIS**

Since the start of the public outreach activities, Sound Transit has conducted special targeted outreach activities to engage minority and low-income populations. The following paragraphs describe these activities and the major themes of comments received.

#### **Cinco de Mayo Festival Events**

In May 2011 and 2012, the public involvement team attended the Familias Unidas Latina Resource Center and South Everett Neighborhood Center Cinco de Mayo festival events. The annual events attracted an estimated 300 to 500 attendees. With a sizable number of Spanish-speaking attendees, booth materials (fact sheet and e-newsletter) were translated into Spanish and a Spanish interpreter was present to answer questions. Most people commented that they were excited about the planned Northgate Station and light rail extension to Lynnwood. Specific comments, however, raised the following concerns: safety and security of transit users, earthquake preparedness, transit use by disabled persons, use of transit midday, noise impacts, and the importance of providing shelter at transit stations. People asked about the project routes, stations, and implementation schedule; project staff added names and contact information to the stakeholders list for future e-newsletter updates (English/Spanish versions). The translated materials were essential because approximately a quarter to half of the interactions were conducted in Spanish.

#### **Ethnic Elders Resources Fair**

On October 1, 2011, and September 29, 2012, the public involvement team attended the annual Ethnic Elders Resources Fair at the Everett Community College. Interpreters were available at the 2011 event, and a Spanish-speaking staff member assisted at the booth. The 2012 fair included workshops in Tagalog, Chinese, Vietnamese, Korean, Spanish, Russian, and English to accommodate the diverse elderly residents. Most booth visitors were identified as Korean, Vietnamese, or Russian; many spoke limited English but were aided by translators. The project team mostly fielded inquiries on how to get to and from various destinations using existing transit services.

#### **Drop-in Meetings, Community Briefings, and Project Updates**

Additional targeted outreach activities focused on going directly to centers, public venues and events within the communities to help reach individuals that might not be reached through other approaches, and to make it easier for all members of the community to participate in project planning and decision-making. Many of the informal comments on the project during meetings and community briefings in areas

with low-income or minority populations pertained to the final decision-making process, parking at the proposed stations, construction noise and traffic, and property acquisition. This included the following:

- In March 2012, the public involvement team organized drop-in meetings to be held in conjunction with community classes. One meeting was held at the Lynnwood Library at the same time as a Korean computing class; another meeting was held at the Mountlake Terrace Library concurrent with an English as a Second Language class.
- In December 2012, project posters were distributed to a number of organizations providing services to minority and low-income populations in the project corridor. Based on new corridor analysis, the number of languages used to translate printed matter increased from four (Spanish, Korean, Chinese, and Russian) to six (Spanish, Korean, Chinese, Traditional Vietnamese, Tagalog, and Amharic). These same languages were used in three traveling displays placed at various community centers during December 2012. The public involvement team also offered community briefing meetings to over 70 study area community organizations. These included ethnic, faith, neighborhood, and veterans groups; senior centers and public housing authorities; and social service agencies. Some community groups declined offers for briefings, but requested information by email such as copies of briefing meeting materials, newsletters, and links to the project Web site. Others asked to be contacted again in the future. Translations were provided for six foreign languages at some meetings.
- In April 2013, Sound Transit prepared a new project flier that was posted to the project's Web page, mailed to over 83,000 businesses and residents, and emailed to over 2,400 email subscribers. The flier noted the upcoming publication of the Draft EIS and announced the pending comment period and public hearings to be held during the summer of 2013, and included messages in six languages. The flier also stated that property owners who would be affected by potential acquisitions would receive a special letter in advance of the Draft EIS publication and provided with an opportunity to contact or meet with Sound Transit staff.
- Prior to Draft EIS publication, Sound Transit sent letters to all property owners that could be impacted by a full or partial acquisition by any of the alternatives. More than half of those affected contacted Sound Transit staff, and community outreach specialists as well as members of Sound Transit's real estate group worked directly with the potentially affected parties to review the impacts of various alternatives. Staff encouraged them to participate by

making public comments, and they explained the property acquisition process, including Sound Transit's relocation assistance program.

### **Tribal Outreach**

As described in the *Lynnwood Link Extension Coordination Plan* (Sound Transit 2012), FTA and Sound Transit contacted the following federally recognized tribes during environmental scoping: Muckleshoot Indian Tribe, Snoqualmie Tribe, Suquamish Tribe, Tulalip Tribes, and the Yakama Nation. FTA invited these tribes to become participating agencies, but to date, tribal comments have only been received from the Muckleshoot Indian Tribe; the Tribe stated their concerns about impacts on fisheries, habitat, and water quality during scoping, and they also provided comments on an early agency review of the Draft EIS. Sound Transit and FTA met with the Muckleshoot Indian Tribe to further discuss ecosystem and fisheries issues and define additional coordination and analysis for the Draft EIS. In conjunction with the Section 106 process required under the National Historic Preservation Act, Sound Transit and FTA also contacted representatives from the Duwamish Tribe and the Snohomish Tribe, which are not federally recognized.

### **C.5.4 Publication of the Draft EIS and Comments**

The Draft EIS was published July 26, 2013 and was followed by a 60-day comment period ending on September 23, 2013. Sound Transit held public meetings at transit and ADA-accessible public locations in each of the four cities in the project corridor. (See Chapter 6 for more detail on public involvement, and Chapter 7 for a summary of public comments.) Over 600 comment letters were received from government agencies, community organizations, and individuals. Many of the comments expressed a particular preference for one or more of the project alignment and/or station alternatives.

Senior Services, a non-profit agency supported by United Way of King County, submitted comment summaries from two transit planning events held in Shoreline—one for the Korean community (conducted in Korean, not English) and the other for persons of limited incomes, including many disabled persons. Key concerns for the transit facilities included linkage with bicycle and pedestrian trails, ADA-compliance, disabled parking, public safety, and traffic signals to aid vision- and hearing-impaired users. Recommendations for future transit-oriented development near the proposed stations included mixed density and affordable housing, coffee shops, a Korean grocery store, and recreation and fitness facilities.

In addition, the Muckleshoot Indian Tribe sent a comment letter concerning discussion of natural resource issues in the Draft EIS. The Tribe stated Alternative C1 would likely have the fewest impacts to salmon and salmon habitat, and would be preferred by the Tribe. The Tribe requested involvement in future

design efforts related to state-owned culvert replacement and mitigation design to address unavoidable impacts to streams, floodplains, wetlands, and buffers. The Tribe also requested stormwater water quality treatment methods to maximize the removal of heavy metals and oils that may adversely affect salmon.

### **C.5.5 Targeted Outreach After Publication of the Draft EIS**

Sound Transit continued its outreach activities following the Draft EIS release and the subsequent public comment period. These efforts included further outreach to potentially impacted property owners; outreach accompanying fieldwork along the corridor; flyers and newsletters; booths at fairs and festivals throughout the communities; briefings at community group meetings; displays and kiosks at various community venues, with regularly updated project information; and four community drop-in events at libraries and community centers. The kiosks were first displayed in December 2012 and will continue to be displayed at least up to final design of the project.

Following the Sound Transit Board identification of the Preferred Alternative and its subsequent preliminary engineering, Sound Transit sent letters to all property owners newly identified as potentially affected by the refined alternatives. Similarly, with the release of the Final EIS, Sound Transit did an additional mailing to all potentially affected property owners for all of the alternatives evaluated in the Final EIS; this mirrored Sound Transit's mailings prior to the Draft EIS publication.

### **C.5.6 Publication of the Final EIS and Future Outreach**

Public notices alerted the public to the availability of the Final EIS. The notices will be mailed to project area residents and businesses. Sound Transit also notified all commenters and sent a Final EIS Summary and CD to them. The Final EIS will be available for public review in a variety of formats and locations, including the Sound Transit offices and the project Web site ([www.soundtransit.org/Projects-and-Plans/Lynnwood-Link-Extension](http://www.soundtransit.org/Projects-and-Plans/Lynnwood-Link-Extension)). For additional information, see the Final EIS Fact Sheet.

Targeted outreach activities will continue after the publication of this Final EIS through project final design, construction, and start of operations.



## **C.6. ENVIRONMENTAL JUSTICE ANALYSIS**

This section discusses anticipated adverse and beneficial effects on minority and low-income populations and neighborhoods.

### **C.6.1 Summary of Potential Impacts**

The analysis of potential environmental impacts follows the methodology described in Section C.3.3, Environmental Justice Impacts. Table C-2 identifies potential adverse project effects on human health and the environment and describes impacts on minority and low-income populations. The proposed mitigation and enhancement measures listed in Table C-2 would reduce or minimize the effects on the population as a whole as well as minority and low-income populations. In addition, Table C-2 indicates offsetting benefits for minority and low-income populations. As shown in Table C-2, the project is not anticipated to result in high and adverse effects after mitigation. The impacts are expected to be similar in kind and magnitude as those that would be experienced by the general population living or working along the corridor. Sound Transit's mitigation commitments would avoid and minimize potential high and adverse environmental impacts.

**Table C-2. Environmental Impacts, Potential Mitigation, and Benefits for Minority and Low-income Populations**

Element of the Environment	Impacts	Impacts on Minority and Low-income Population(s)	Potential Design Measures, Mitigation and Enhancement	Benefit(s) to Minority and Low-income Population(s)
Transportation - Streets - Transit - Bicycle and Pedestrian	<ul style="list-style-type: none"> <li>For the Preferred Alternative and other alternatives, increased local street congestion, and increases in bicycle and pedestrian activity around transit stations, particularly with passenger drop-off/pick-up activity, nearby bus stops, and park-and-ride facilities at some transit stations.</li> <li>Local and arterial intersections affected (below acceptable level of service [LOS]).</li> <li>Existing on-street and off-street parking removed.</li> <li>Spillover parking in neighborhoods near stations may occur.</li> <li>Temporary construction impacts from reduced highway and local roadway capacity, truck traffic, loss of parking, road and nighttime closures, changes in bus routes, reduced capacity of transit park-and-ride bicycle and pedestrian facilities, and changes to property access.</li> <li>Temporary closure of the existing pedestrian bridge over I-5 at NE 195th Street.</li> </ul>	Same as for general populations in the affected neighborhoods.	<ul style="list-style-type: none"> <li>Reconfiguration of the northbound NE 130th Street off-ramp under the Preferred Alternative and Alternatives A1, A5, and A10 to improve highway operations; similar improvements for the NE 145th Street interchange.</li> <li>Mitigation for congestion impacts on local and arterial street intersections includes improvements to No Build conditions or better.</li> <li>Parking management strategies would be coordinated in station areas to minimize spillover parking in neighborhoods.</li> <li>Bicycle and pedestrian improvements would be implemented at transit stations consistent with system access plans to accommodate projected increase in bicycle and pedestrian travel associated with the proposed project.</li> </ul>	<ul style="list-style-type: none"> <li>Regional reduction in automobile travel; similar reduction in bus transit in the high-occupancy vehicle (HOV) lanes would increase capacity and/or improve operations.</li> <li>Increased person throughput (up to 10 percent) in the I-5 corridor, particularly in evening peak periods.</li> <li>Direct rail service from Lynnwood to Northgate, the University District, Capitol Hill, downtown Seattle, the Rainier Valley, and Seattle-Tacoma International Airport.</li> <li>Substantially improved transit service reliability in the corridor, increased frequency throughout the day (5- to 10-minute headways), and daily service extended to 19 hours.</li> <li>Travel time savings to regional destinations, e.g., from Lynnwood to Northgate and downtown Seattle—an estimated 10 to 17 minutes, respectively.</li> <li>A new ADA-compliant bicycle/pedestrian bridge from 232nd Street SW to the Mountlake Terrace Freeway Station (Alternative B4) in the I-5 median (none now).</li> </ul>

**Table C-2. Environmental Impacts, Potential Mitigation, and Benefits for Minority and Low-income Populations**

Element of the Environment	Impacts	Impacts on Minority and Low-income Population(s)	Potential Design Measures, Mitigation and Enhancement	Benefit(s) to Minority and Low-income Population(s)
Acquisition, Displacement, and Relocation	<ul style="list-style-type: none"> <li>Segment A full acquisitions of 65 to 81 parcels and displacement to 109 to 126 residences.</li> <li>Segment B full acquisition of 1 to 6 parcels and displacement of 0 to 5 residences.</li> <li>Segment C full acquisitions of 1 to 80 parcels and displacement of 0 to 77 residences, 1 to 31 business or other.</li> <li>For the Preferred Alternative and all Segment A alternatives, 49 of the 124 residential displacements would be single-occupancy rooming house units.</li> </ul>	<ul style="list-style-type: none"> <li>Properties to be acquired are in areas where low-income and/or minority populations are present, and some individuals from these populations are likely to be affected the same as the general population.</li> </ul>	<ul style="list-style-type: none"> <li>Property owners and displaced residents and businesses would receive compensation and relocation assistance consistent with federal and state regulations, and Sound Transit's Real Estate Property Acquisition and Relocation Policy.</li> <li>Relocation policies require replacement housing to be affordable for the displaced resident.</li> <li>Market research indicates there would be opportunities for residents and businesses to successfully relocate within the general area, including lower-cost, owner-occupied, and rental housing.</li> </ul>	None.
Land Use	No adverse impacts.	No adverse impacts.	None required.	None.
Economics	<ul style="list-style-type: none"> <li>Property acquisition would displace between 9 and 31 businesses, with 60 to 108 employees, in Segment C.</li> <li>Property tax reductions: 0.1percent in Segment A, 0 to 0.4 percent in Segment B, and 0.2 to 1.1 percent of city revenues.</li> <li>Temporary increase in construction impacts on traffic congestion and reroutes, noise, vibration, dust, and visual obstruction that would affect nearby businesses, particularly near the proposed stations at 220th Street SW and the existing Lynnwood Transit Center.</li> </ul>	<ul style="list-style-type: none"> <li>Businesses that would be displaced in Segment C are located in a neighborhood that is 58.3 percent minority and 18.6 percent low income.</li> <li>Based on the types of businesses displaced and the demographic characteristics of the corridor, some employees of displaced businesses could be minority and/or low-income persons.</li> </ul>	<ul style="list-style-type: none"> <li>See potential mitigation for transportation (Chapter 3); acquisitions, displacements, and relocations (Section 4.1); and noise and vibration (Section 4.7) in the Final EIS.</li> <li>Other construction impact mitigation measures detailed in Section 4.3, but include programs and outreach with businesses to develop a detailed mitigation plan and to coordinate with businesses during construction to minimize impacts that could disrupt business activities.</li> <li>Maintain access as much as possible to each business and coordinate with businesses during times of limited access during construction.</li> </ul>	<ul style="list-style-type: none"> <li>Opportunities for redevelopment in station areas, particularly at 220th Street SW and near the Lynnwood Transit Center, may attract new businesses and jobs to neighborhoods near station areas.</li> <li>Improved access to employment centers and expanded employment opportunities for minority and low-income persons residing in the project corridor.</li> <li>Federal expenditures associated with construction could result in over \$1.233 billion in direct expenditure and annual employment of over 1,200 jobs in the region.</li> <li>Positive construction effects include construction worker</li> </ul>

**Table C-2. Environmental Impacts, Potential Mitigation, and Benefits for Minority and Low-income Populations**

Element of the Environment	Impacts	Impacts on Minority and Low-income Population(s)	Potential Design Measures, Mitigation and Enhancement	Benefit(s) to Minority and Low-income Population(s)
Social and Neighborhood	<ul style="list-style-type: none"> <li>• Few to minor effects on community facilities and services.</li> <li>• No cohesion impacts because alternative alignments would not create neighborhood barriers or otherwise divide communities.</li> <li>• No displacement of community facilities.</li> <li>• Temporary construction impacts, including dust, light/glare, noise, and traffic congestion.</li> </ul>	<ul style="list-style-type: none"> <li>• Same as those experienced by the general population.</li> </ul>	<ul style="list-style-type: none"> <li>• See potential mitigation under Acquisitions, Displacements, and Relocations (Section 4.1) in the Final EIS.</li> <li>• Potential mitigation for other elements of the environment (air quality, noise, visual, transportation, etc.) would reduce construction impacts affecting access or the quality of life in adjacent neighborhoods.</li> </ul>	<p>expenditures at nearby businesses.</p> <ul style="list-style-type: none"> <li>• Improved access to some community located in the project corridor as well as other neighborhoods served by the Link system.</li> </ul>
Visual and Aesthetics	<ul style="list-style-type: none"> <li>• Light rail alternatives would have areas with high visual impacts.</li> <li>• Removal or thinning of mature trees and dense vegetation currently screening I-5; changed views from the highway; views where the light rail facility or stations would dominate, or where new parking structures are near single-family residences; new and/or taller noise barriers or retaining walls; and lighting.</li> <li>• Temporary construction impacts include clearing, demolition, construction of new facilities, equipment use and storage, material hauling and storage, construction staging areas, and lighting along the corridor.</li> </ul>	<ul style="list-style-type: none"> <li>• Same as those experienced by the general population.</li> </ul>	<ul style="list-style-type: none"> <li>• Aesthetic plans with detailed options for applying various impact minimization measures, including replacement landscaping, would be developed in consultation with affected jurisdictions and communities.</li> <li>• Construction mitigation measures would include shielding light sources and designing construction screens or barriers to limit visibility of work areas.</li> </ul>	<p>None.</p>

**Table C-2. Environmental Impacts, Potential Mitigation, and Benefits for Minority and Low-income Populations**

Element of the Environment	Impacts	Impacts on Minority and Low-income Population(s)	Potential Design Measures, Mitigation and Enhancement	Benefit(s) to Minority and Low-income Population(s)
	<ul style="list-style-type: none"> <li>Although areas along the guideway and station areas would be landscaped, it would be 15-20 years before mature landscaping would characterize the corridor and 30 or more years before evergreen trees would mature to current screening conditions.</li> </ul>			
Air Quality and Greenhouse Gases	<ul style="list-style-type: none"> <li>No operational impacts.</li> <li>Temporary construction impacts include increased levels of pollutants, particularly emissions from construction equipment and trucks, and fugitive dust and particulates associated with grading and excavation.</li> </ul>	Same as those experienced by the general population.	<ul style="list-style-type: none"> <li>No mitigation is required or proposed for light rail operation.</li> <li>Potential construction mitigation includes mitigation measures and best management practices (BMPs) to control particulate matter (PM<sub>10</sub>), fine particulate matter (PM<sub>2.5</sub>), and emissions of carbon monoxide and nitrogen oxides.</li> </ul>	Improved air quality in the longer term due to reduced criteria pollutants and mobile source air toxics compared with No Build Alternative conditions.
Noise and Vibration	<ul style="list-style-type: none"> <li>There are noise- and vibration-sensitive properties along the entire corridor.</li> <li>Without mitigation, noise impacts would occur. The affected sites are mostly in Segment A. No vibration impacts are expected in either Segment B or C.</li> <li>Construction-related noise and vibration.</li> </ul>	No adverse impacts are expected with project design and mitigation measures that control and limit noise and vibration levels.	<ul style="list-style-type: none"> <li>Adverse noise and vibration effects would be mitigated by installing noise walls, special trackwork, sound insulation and other noise abatement measures.</li> <li>Construction activities would implement a variety of measures to comply with local regulatory requirements and ordinances. Any nighttime construction activities would comply with local government ordinances and nighttime noise variances.</li> </ul>	New and relocated noise barriers that mitigate transit noise could also reduce noise levels from traffic on I-5 and other nearby roadways, potentially reducing noise levels to below existing ambient levels.

**Table C-2. Environmental Impacts, Potential Mitigation, and Benefits for Minority and Low-income Populations**

Element of the Environment	Impacts	Impacts on Minority and Low-income Population(s)	Potential Design Measures, Mitigation and Enhancement	Benefit(s) to Minority and Low-income Population(s)
Ecosystem Resources	<ul style="list-style-type: none"> <li>• Low potential for adverse effects on vegetation, wildlife or fish habitat after mitigation.</li> <li>• Limited wetland and wetland buffer impacts.</li> <li>• Stream crossings are all elevated, and most construction is outside of stream channels.</li> <li>• The project would be designed to comply with all federal, state, and local regulations controlling potential risks to ecosystem resources.</li> </ul>	No adverse impacts to active fisheries, including fishing areas used by tribes or others.	<ul style="list-style-type: none"> <li>• Project design measures would avoid and minimize impacts on environmentally sensitive resources and provide compensatory mitigation measures where adverse effects are unavoidable for no net loss of ecosystem functions.</li> <li>• Construction BMPs would minimize impacts such that no additional mitigation measures would be required.</li> </ul>	None.
Water Resources	The project would result in temporary construction and long-term increased pollution-generating and non-pollution-generating impervious surfaces, changes in water quality and flow control facilities, and placement of columns supporting elevated tracks in stream buffers and Scriber Creek flood plain.	No adverse impacts.	<ul style="list-style-type: none"> <li>• Project would be designed to comply with all federal, state, and local regulations, which would prevent or minimize potential impacts to water resources through project planning, design, and the application of required BMPs (see Appendix I-4.9).</li> <li>• Measures for mitigating construction impacts include compliance with the NPDES permit program.</li> <li>• Construction BMPs.</li> </ul>	None.
Energy Impacts	<ul style="list-style-type: none"> <li>• The light rail alternatives would result in lower energy consumption regionally.</li> <li>• No adverse energy construction impacts.</li> </ul>	No adverse impacts.	None required.	Overall reduction in energy consumption compared to the No Build Alternative would benefit all populations.
Geology and Soils	<ul style="list-style-type: none"> <li>• Low risks for adverse impacts from steep slope and landslide hazard areas.</li> <li>• Corridor located in seismically active region.</li> <li>• Some construction risks from erosion, slope instability, seismic ground-shaking, vibration, settlement, temporary excavations, and dewatering.</li> </ul>	No adverse impacts.	Geology and soils risks would be avoided or minimized with the use of engineering design standards and BMPs.	None.

**Table C-2. Environmental Impacts, Potential Mitigation, and Benefits for Minority and Low-income Populations**

<b>Element of the Environment</b>	<b>Impacts</b>	<b>Impacts on Minority and Low-income Population(s)</b>	<b>Potential Design Measures, Mitigation and Enhancement</b>	<b>Benefit(s) to Minority and Low-income Population(s)</b>
Hazardous Materials	<ul style="list-style-type: none"> <li>• Segment C alternatives require acquisition of all or parts of three to four parcels with higher risk for remaining hazardous materials.</li> <li>• Contamination may be encountered during construction.</li> <li>• Construction activities could cause accidental release or spill of hazardous materials along the project corridor.</li> </ul>	Same as those experienced by the general population.	<ul style="list-style-type: none"> <li>• Environmental due diligence for properties before acquisition, and where hazardous materials are present, management plans and actions would be implemented.</li> <li>• Contractors would be required to develop plans to implement BMPs to ensure management of hazardous materials during construction is consistent with state and federal regulations.</li> </ul>	In some neighborhoods with minority and low-income populations, acquired parcels with hazardous materials could be cleaned up.
Electromagnetic Fields	<ul style="list-style-type: none"> <li>• No adverse effects because no sensitive equipment would be in operation within 1,000 feet of alternative alignments and stations.</li> <li>• Electromagnetic fields would be below exposure guidelines for human health.</li> </ul>	No adverse impacts.	None required.	None.
Public Services, Safety, and Security	Potential construction effects on emergency response times and routes, particularly near Shoreline Fire Department Fire Station No. 65 on NE 155th Street.	Same as experienced by the general population.	Minimize construction impacts through coordination with police, fire, and local emergency response services.	None.
Utilities	<ul style="list-style-type: none"> <li>• No long-term impacts on utilities under any segment alternative, although some utility facilities may be relocated during construction to ensure long-term access.</li> <li>• Short-term temporary construction impacts on utilities.</li> </ul>	Same as for the general population.	<ul style="list-style-type: none"> <li>• Coordination with utilities during final design.</li> <li>• Design measures to minimize the effects of stray current.</li> <li>• Potholing and preconstruction surveys during final design.</li> <li>• Construction of temporary utility lines, if needed, to ensure continuous service or to minimize disruptions.</li> </ul>	None.
Cultural, Archaeological, and Historic Resources	None.	No adverse impacts.	Develop Inadvertent Discovery Plan prior to ground-disturbing construction activities.	None.

**Table C-2. Environmental Impacts, Potential Mitigation, and Benefits for Minority and Low-income Populations**

Element of the Environment	Impacts	Impacts on Minority and Low-income Population(s)	Potential Design Measures, Mitigation and Enhancement	Benefit(s) to Minority and Low-income Population(s)
Parks and Recreational Resources	<ul style="list-style-type: none"> <li>• Jackson Park Golf Course and a nearby trail affected by changed views for elevated alternatives. Northacres Park and Twin Ponds Park could be impacted by transit patrons parking under some alternatives.</li> <li>• Ridgecrest Park affected by acquisition of a sliver of property, changed views, and partial removal of a berm and mature trees, but park and facility activities can continue.</li> <li>• Shoreline Stadium affected by a sliver parcel acquisition for the Preferred Alternative and A1; reduced parking and removal of a small space adjacent to the track, but no change in use. The Interurban and Scriber Creek trails in the Lynnwood area would each be crossed overhead by elevated guideways, but trail functions would not change.</li> <li>• Scriber Creek Park affected by elevated guideway columns in the park under Alternative C1; alignment over wetland area adjacent and south of park under Alternative C2 would affect views from the park.</li> <li>• Temporary construction impacts would include visual, noise, traffic congestion, and temporary trail detours or modified park access.</li> </ul>	Same as experienced by the general population.	<ul style="list-style-type: none"> <li>• Sound Transit would work with the park owner or manager to minimize operation and construction impacts and provide compensation where parkland must be acquired.</li> <li>• Potential unauthorized parking at Northacres Park and Twin Ponds Park would be addressed by signage and parking control and management measures.</li> <li>• Restoration of affected park and trail areas.</li> <li>• For temporary trail and partial park closures during construction, Sound Transit would coordinate with appropriate local jurisdictions to develop detours or alternate access and provide public information and signage to allow for continued use.</li> </ul>	Several of the parks would receive improvements as part of the proposed mitigation developed to address impacts that would benefit minority and low-income populations to the same degree as the general population.



## C.6.2 Transit Service Benefits

### Overview

The Lynnwood Link Extension would improve transportation for people living, working, and shopping in the study area. The new light rail line would particularly provide transit benefits for people living and working within 0.5 mile of the proposed transit stations, which could be easily accessed by foot. For others, transit station connections would be provided by bicycle, bus service, taxi, and private vehicle.

As discussed in the *Lynnwood Link Extension Transportation Technical Report*, project transportation benefits include the following:

- Increased transit access to regional employment opportunities, activity centers, and retail shopping districts
- Increased person throughput within the project corridor, particularly transit users
- Increased reliability for travel by transit
- Increased transit services with increased frequency compared to bus transit services

Increased transit services through extended hours of operation throughout the corridor. The following subsections discuss these benefits to minority and low-income populations, many of whom are dependent upon transit.

### Improved Access to Regional Activity Centers

The Lynnwood Link Extension connects the major communities of north Seattle and the cities of Shoreline, Mountlake Terrace, and Lynnwood. Moreover, the light rail extension connecting to the Central Link light rail system provides service to regional activity centers at Northgate, the University District, downtown Seattle, communities to the south, and the Seattle-Tacoma International Airport. The East Link extension to Mercer Island, Bellevue, and Overlake, as well as the Federal Way Link extension, further expand the number of regional activity centers accessible by rail when the Lynnwood Link Extension opens for operation.

The light rail system improves access to many community and regional activity centers. The Lynnwood Link, Central Link, and East Link extensions together have light rail stations within 0.5-mile walking distances of the following:

- Higher education: North Seattle Community College, University of Washington, Seattle Central Community College

- Health facilities: Group Health Lynnwood Medical Center, UW Medical Center, UW Neighborhood Shoreline and Northgate Clinics, Polyclinic at Northgate, Group Health at Bellevue, Overlake Medical Center and Hospital, University Hospital, and other downtown Seattle hospitals and clinics
- Shopping: Lynnwood City Center, Mountlake Terrace Town Center, Northgate Mall, University District, and downtown Seattle
- Sports stadiums: Husky Stadium, Century Link Field and Event Center, and Safeco Field
- Museums and cultural venues: Burke Museum of Natural History, Henry Art Gallery, Meany Hall for the Performing Arts, Floyd and Delores Jones Playhouse, Seattle Art Museum, Frey Art Museum, Benaroya Hall, 5th Avenue Theatre, Paramount Theatre, and Washington State Convention Center

Minority and low-income populations, especially those who are transit-dependent, would benefit from the more reliable, frequent, and faster access by light rail to these many community and regional activity centers. They would also have improved access to employment opportunities associated with the regional activity centers in Lynnwood, Northgate, University District, downtown Seattle, East King County including Bellevue and Overlake, and the Seattle-Tacoma International Airport. Attachment C-13 indicates the station access to nearby community facilities.

### **Improved Access to Transit**

Walking to the new transit stations would provide residents within 0.5 mile of the station the most reliable access to the new light rail service because they could control their departure and travel times, and would not be dependent on making connections with other modes of transportation.

Table C-3 lists the total population residing within 0.5 mile of the proposed light rail stations for the segment alternatives and the proportions of the population estimated to be minority and low income. Based on this analysis, all of the alternatives would improve access to transit services for minority and low-income populations. In Segment B, the Preferred Alternative optional station and Alternative B2A would provide access to greater numbers of minority populations than the other Segment B alternatives due to the station at 220th Street SW. The alternatives in Segment C would substantially improve access to transit services to minority and low-income populations due to the substantially higher concentration of these populations within 0.5 mile of any of the three transit station locations in Lynnwood.

**Table C-3. Access to Light Rail Stations for Minority and Low-income Populations**

Segment	Number of Stations	Total Census Block Population Within 0.5 Mile of Stations	Percent Minority	Percent Low Income
<b>Segment A</b>				
Preferred Alternative	2	12,300	36.1	10.1
Alternative A1	2	12,300	36.1	10.1
Alternative A3	2	12,300	36.1	10.1
Alternative A5	3	18,900	35.8	10.3
Alternative A7	3	18,900	35.8	10.3
Alternative A10	3	17,300	36.6	10.3
Alternative A11	3	17,300	36.6	10.3
<b>Segment B</b>				
Preferred Alternative	1	4,800	31.1	9.7
Alternative B1	1	4,800	31.1	9.7
Alternative B2	1	4,800	31.1	9.7
Alternative B2A	2	8,800	33.4	12.4
Alternative B4	1	5,000	28.3	10.0
<b>Segment C</b>				
Preferred Alternative	1	4,900	48.1	11.8
Alternative C1	1	4,200	47.7	11.8
Alternative C2	1	4,200	48.6	11.8
Alternative C3	1	4,600	48.7	11.8

Source: U.S. Census Bureau, 2010 Decennial Census and 2006-2010 American Community Survey.

Note: Calculations of the total population residing within 0.5 mile of the stations for each alternative excludes overlapping areas where residents may be within 0.5 mile of more than one station. In addition, the 2010 census blocks have been aggregated to best fit the 0.5-mile buffer area surrounding the stations. Estimates of portions of the census block populations residing within 0.5 mile of the stations were not calculated.

## Improved Transit Service Hours and Headways

Currently, three bus transit agencies operate in the Lynnwood Link corridor—King County Metro, Community Transit, and Sound Transit (express buses). Several King County Metro bus routes operate during peak, non-peak, and evening hours in King County. Community Transit primarily operates peak-direction, peak-period buses that serve portions of the corridor, including local buses that provide service in Snohomish County communities during peak and non-peak periods, but not during the evening hours. Sound Transit's ST Express regional bus service provides two-direction, all-day service between major regional destinations with no more than two buses per hour. Midday, off-peak, and weekend transit service is less frequent than during the peak periods.

In contrast, light rail service would serve the entire corridor during peak, daytime, and evening hours with at least four trains per hour from about 5 am to 12 midnight—an estimated 19 hours per day. The light rail would operate with midday headways of 5 to 10 minutes, compared to 15 minutes for the most frequent bus routes and 30- to 60-minute headways for most non-peak bus routes. The light rail

service would be available for more hours of the day than existing bus service, particularly in the northern portion of the corridor in Snohomish County. This improved transit service would benefit all patrons, including low-income and transit-dependent persons, particularly those traveling to and from jobs during non-peak periods, to and from multiple places of employment each day, or to and from jobs with swing and graveyard shifts.

### **Comparative Costs of Transit Service Fares**

Light rail fares have not yet been established for the Lynnwood Link Extension. Existing fare formulas for the light rail service on Link are less expensive than equivalent bus services, and Sound Transit anticipates that Link fares will remain similar to or less expensive than typical bus fares. As of March 2015, low-income residents may qualify for reduced fare transit passes on King County Metro and Sound Transit.

### **Transit Travel Time Savings**

On average, 2035 peak period transit travel time for the Preferred Alternative and other light rail alternatives for trips between Lynnwood and Shoreline to downtown Seattle would provide an estimated 5- to 16-minute travel time savings compared to the No Build Alternative.

For the Final EIS, Sound Transit updated the analysis of the specific transit travel time savings benefitting minority and low-income populations. The measure of travel time savings is an output of the Sound Transit Ridership Model (2011) and is referred to as user benefits. The updated modeling analysis incorporates the Puget Sound Regional Council's new July 2013 Land Use Baseline. The model measures the total number of annual person-hours of travel time savings for the model forecast analysis zones (FAZs). For example, if the user benefit is 1,000, then transit users residing in the FAZ as a group benefitted by saving 1,000 hours of travel time over 1 year. Figure C-5 illustrates travel time savings in forecast year 2035 in the project corridor for the Preferred Alternative, other alternatives would be similar.

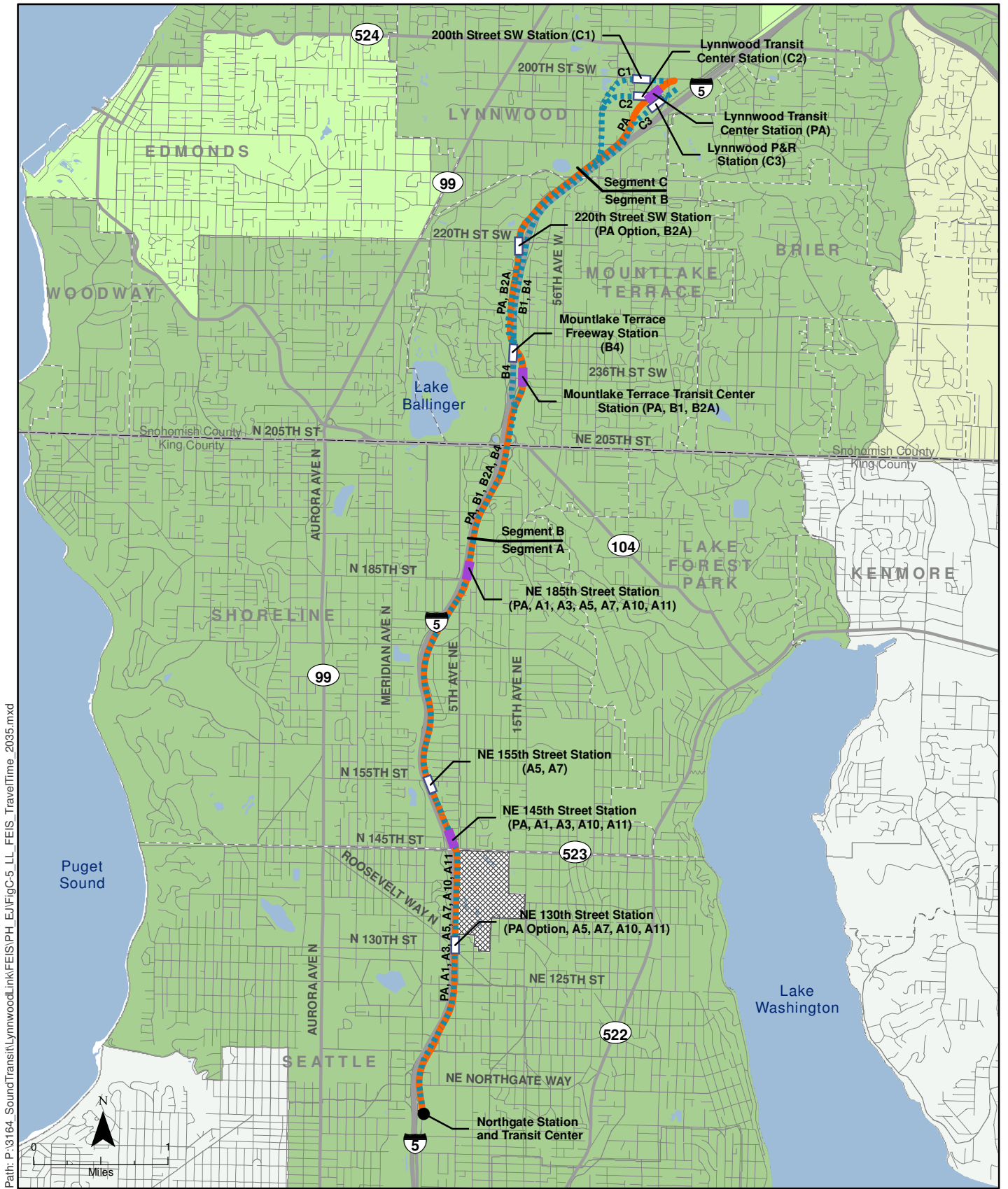
The travel time saving benefits were divided into four categories of annual person-hours: 0 to 25,000; greater than 25,000 to 50,000; greater than 50,000 to 75,000; and greater than 75,000. The 2035 average for the 165 FAZs was approximately 37,000 annual person-hours for the study area as calculated by the travel demand forecast model. The FAZs with greater than 75,000 annual person-hours represent the highest benefits attributable to the light rail alternatives.

### ***Transit Travel Time Savings for Minority Populations***

To assess the potential effects on travel time savings, or user benefits, for minority populations, Figure C-2 was visually compared to the map of corridor 2035 travel time savings shown in Figure C-5. A review of the literature indicates that it is reasonable to assume the 2010 locations of minority populations represent the locations of these populations in the future. Figures C-2 and C-5 show that the minority populations are located in FAZs with the two highest categories of travel time savings. Together, this analysis confirms that transit travel time benefits for minority populations are positive throughout the project corridor and generally are among the highest category of user benefits.











### ***Transit Travel Time Savings for Low-income Populations***

A similar analysis was conducted to assess potential effects on transit travel time savings for low-income populations. Figure C-5, which shows travel time savings in 2035, was compared to Figures C-3 and C-4 showing the distribution of low-income populations based on the 2010 decennial census and the 2006–2010 American Community Survey, respectively. Moreover, neighborhoods low income populations correlate to those with transit dependent populations, i.e., households with no access to a personal vehicle (Attachment C-7). In particular, the Pinhurst, South Lynnwood, and Lynnwood City Center neighborhoods have more than 17 percent of the population at or below poverty level, and the transit dependent populations also make up more than twice the study area average. Again, comparison to the travel time savings map shows benefits for low-income populations are positive throughout the corridor and generally are among the highest category of user benefits.



Path: P:\3164\_SoundTransit\LynnwoodLink\FEIS\PH\_EJ\FigC-5\_LL\_FEIS\_TravelTime\_2035.mxd

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

- |  |  |  |
|--|--|--|
|  Preferred Alternative (PA)                   |  Preferred Alternative Station Location |  0 - 25,000       |
|  Other Light Rail Alternatives                |  Other Alternative Station Location     |  >25,000 - 50,000 |
|  Preferred Alternative and Other Alternatives |  Non-Populated Park Area                |  >50,000 - 75,000 |
|  |  |  > 75,000         |

**Figure C-5**  
 Travel Time Savings  
 in 2035 for the  
 Preferred Alternative  
 Lynnwood Link Extension

## C.7. CONCLUSIONS

FTA and Sound Transit have assessed the potential for the Lynnwood Link Extension to have disproportionately high and adverse effects on minority and low-income populations, in accordance with Executive Order 12898 and USDOT Order 5610.2.

Based on the findings of impacts described in the Final EIS and considering the mitigation measures identified, project impacts would not be high and adverse, and they would not alter the character, functions, or interactions of any of the corridor neighborhoods. Design measures, BMPs, and mitigation commitments would reduce the severity of individual or cumulative impacts on all populations, including minority and low-income populations, to levels that would not be high and adverse. The impacts would not be predominantly borne by, or appreciably more severe for minority and low-income populations. In addition, the project has offsetting benefits to all populations.

The 18 neighborhoods in the study area are diverse. Minority and low-income populations reside all along the corridor. The highest concentrations of these populations are in the South Lynnwood and Lynnwood City Center neighborhoods, both of which have predominantly minority populations (greater than 50 percent).

The primary impacts of the project affecting individuals or businesses would be from property acquisition and displacement, but compensation and relocation assistance in accordance with federal regulations and Sound Transit policies would prevent these impacts from being high and adverse. Sound Transit anticipates some low-income and minority individuals would be affected by residential and business acquisitions, based on demographic information for the corridor communities and as a result of public outreach including meetings with property owners. While property acquisitions and the resulting displacements would be unavoidable, they would be mitigated through Sound Transit's real property acquisition policy, including its compensation and relocation assistance program.

Moreover, the Lynnwood Link Extension would have offsetting benefits. The light rail alternatives would improve access to regional activity centers and employment opportunities. Light rail transit would be more reliable and more frequent, with increased hours of service. These improvements would particularly benefit transit-dependent persons, including those having more than one job, or working swing and graveyard shifts due to extended operating hours of the light rail system compared to the bus transit systems. The light rail extension would reduce air quality criteria pollutants and mobile source air toxic pollutants compared to the No Build Alternative. Ambient noise levels may be reduced, particularly where no noise barriers currently exist or where replacement noise barriers would be constructed. Because of recent planned and proposed changes

in municipal comprehensive and neighborhood plans, proposed stations in Mountlake Terrace, Shoreline, and especially Lynnwood could result in more intensive land uses, economic development, and mixed land uses to support neighborhood livability and sustainability. The project would benefit the same individuals and businesses that are likely to experience the project's adverse effects.

FTA has concluded that Sound Transit's Lynnwood Link Extension would not result in disproportionately high and adverse effects on minority and low-income populations.



## C.8. REFERENCES

- Census (U.S. Census Bureau). 2010a. 2010 Decennial Census. U.S. Department of Commerce. Washington, D.C.
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## **APPENDIX C ATTACHMENTS**



## **Attachment C-1. Neighborhood Descriptions**

There are 18 neighborhoods adjacent to the Lynnwood Link Extension corridor. With the exception of one neighborhood, the names and boundaries of these neighborhoods are defined by local governments—the Cities of Seattle, Shoreline, Mountlake Terrace, and Lynnwood. The boundaries of the Hazelwood neighborhood, which is located east of I-5 at the north terminus of the corridor, was defined by Sound Transit, and reflects the neighborhood’s common name. The demographic characteristics are based on U.S. Census data for minorities (Census 2010a) and low income (Census 2010b).

### ***Maple Leaf***

The Maple Leaf neighborhood is located south of Northgate Way between I-5 and 15th Avenue NE, Lake City Way, and NE 85th Street. The northwestern corner of the neighborhood is dominated by the Northgate Mall and higher density residential development and offices. Single-family residential housing dominates the remainder of the neighborhood. The neighborhood population totals about 9,400, and is less diverse racially and ethnically than most of the corridor neighborhoods with 27.7 percent minority.

### ***North College Park***

The North College Park neighborhood is located south of Northgate Way between I-5, Aurora Avenue, and NE 85th Street. The western edge of the neighborhood is highway-oriented commercial development along Aurora Avenue. Higher density townhouse development projects have been constructed as infill replacing older single-family residential development. The eastern portion of the neighborhood is dominated by the North Seattle Community College and the northeastern area encompasses medical office buildings and high-density residential complexes surrounding Northwest Hospital. This neighborhood population is about 6,700. It is 38.3 percent minority with over 18 percent Asian and approximately 6 percent Black, and 17.1 percent of the population are at or below poverty level.

### ***Haller Lake***

The Haller Lake neighborhood is located between I-5 and Aurora Avenue and extends from Northgate Way to NE 145th Street. The private Lakeside School campus is located in the northeast corner of the neighborhood. The southern portion is dominated by the Northwest Hospital and the Evergreen-Washelli Cemetery. The remainder of the neighborhood is largely single-family residential. The population is about 8,200 with 38.0 percent minority; approximately 15 percent is Asian, almost 11 percent other races, and over 7 percent Black. Ten percent of the population lives at or below the poverty level.

### ***Pinehurst***

The Pinehurst neighborhood is located east of I-5 between NE Northgate Way and NE 145th Street (the Seattle city limits). The Jackson Park Golf Course dominates the northern one-third section of the neighborhood, while the southern edges are commercial developments north of the Northgate Mall that include several higher density residential complexes. In addition, there are several higher density residential complexes on the south side of NE 125th Street west of the neighborhood commercial district. The neighborhood population totals over 7,800 with minorities comprising over 41 percent (17 percent Asian and 9 percent Black). About 14 percent of the population lives at or below the poverty level.

### ***Parkwood***

To the west of I-5, the Parkwood neighborhood extends west to Aurora Avenue between NE 145th and NE 160th Streets. Twin Ponds Park and two elementary schools are key neighborhood community facilities. The King County Metro North Base bus maintenance yard is located in the northeast corner of the neighborhood adjacent to I-5. A highway-oriented commercial district extends along Aurora Avenue south of the Aurora Square Shopping Center at NE 155th Street. The central portion of this neighborhood is single-family residential. This small neighborhood has a population of about 3,400 with minorities comprising approximately 39 percent (over 17 percent Asian, 10 percent other races, and almost 10 percent Hispanic). About 8 percent of the population lives at or below the poverty level.

### ***Meridian Park***

The Meridian Park neighborhood west of I-5 extends from NE 165th Street north to NE 185th Street and west to Aurora Avenue. The neighborhood contains several neighborhood parks as well as highway-oriented commercial development along Aurora Avenue. The City of Shoreline has just completed a major streetscape project along this portion of Aurora Avenue. The Shoreline School District Room Nine Community School and the Meridian Elementary School are centrally located in the neighborhood. The population is about 5,400 with over 38 percent minority (over 19 percent Asian and 7 percent Black), and 7 percent at or below poverty level.

### ***Ridgecrest***

The Ridgecrest neighborhood extends east of I-5 from NE 145th to NE 175th Streets and is largely single-family residential in character. The Shoreline Fire Station No. 65 is at NE 155th Street just east of I-5. The Ridgecrest Elementary School is located on NE 165th Street. The NE 175th Street corridor is a major arterial with several churches and a library. The neighborhood commercial district is at the

intersection of NE 175th Street and 15th Avenue NE. The population is about 6,400, over 36 percent minority, including 17 percent Asian. About 15 percent of the neighborhood population is at or below poverty level.

### **North City**

The North City neighborhood east of I-5 is bounded by NE 175th and NE 195th Streets. The neighborhood is primarily single-family residential. A neighborhood commercial district is located on 15th Avenue NE between NE 175th and NE 185th Streets. The North City Park and a closed elementary school are located in the northwesterly corner of the neighborhood, immediately east of I-5. The closed school is occupied by two preschools. The neighborhood is less diverse than other neighborhoods with less than 34 percent minority. Asians comprise about 15.5 percent of the approximate 6,400 residents. The population living in poverty is about 9 percent.

### **Echo Lake**

The Echo Lake neighborhood on the west side of I-5 extends from NE 185th Street north to the county boundary at NE 205th Street. This major arterial is SR 104 and connects Lake Forest Park, Ballinger Way, I-5, and Edmonds. The western edge of the neighborhood is characterized by highway-oriented commercial development along Aurora Avenue. The southeast corner of the intersection of Aurora Avenue and SR 104 is the Aurora Village and Costco shopping center. The Shoreline Conference Center, Shoreline School District athletic fields, and the Shoreline Pool are located in the southeastern corner of the neighborhood off NE 185th Street. Most of the north-central portion of the neighborhood is dominated by two large residential subdivision developments and the Holyrood Cemetery. The population is about 5,800 with total minorities comprising 36.9 percent—largely Asian at over 20 percent, and 9.5 percent of the neighborhood population is at or below the poverty level.

### **Ballinger**

Located east of I-5 and straddling SR 104 (Ballinger Way) is the Ballinger neighborhood, which extends from NE 195th to NE 205th Streets. This neighborhood encompasses the I-5/SR 104 interchange where there is considerable commercial and office development east of the interchange. Some multifamily residential developments are north of this commercial district. Farther east, Ballinger Way divides single-family residential development. With a population of just over 3,000 and 37.7 percent minority, the Ballinger neighborhood is diverse with over 9 percent Black and over 13 percent Asian. The population living in poverty is about 9 percent.

### **Lake Ballinger**

The Lake Ballinger neighborhood encompasses Lake Ballinger and is located west of I-5. The Lake Ballinger Golf Course, Lake Ballinger Park, and Nile Temple Country Club and Golf Course are northeast of the lake. Highway-oriented commercial development characterizes the western edge of the neighborhood along Aurora Avenue. North of 220th Street SW, the neighborhood is mixed higher density housing with small pockets of single-family residences. This neighborhood is the second least populated neighborhood with a total population of about 2,100. It is less diverse than other corridor neighborhoods with more than 78 percent White and total minorities (race and ethnicity) comprising less than 26 percent of the population. More than 15 percent of the population lives in poverty.

### **Gateway**

The Gateway neighborhood on the east side of I-5 extends between 212th and 236th Streets SW. Except for the commercial and office development in the immediate proximity of the I-5/244th Street SW interchange, the neighborhood is characterized by single-family residential development with several small parks. With a population of about 3,000, the neighborhood is racially diverse with 35.0 percent minority, including more than 12 percent Hispanic. About 4 percent of the neighborhood population lives in poverty.

### **Town Center**

The Town Center neighborhood is bounded by 236th and 220th Streets SW east of I-5. Key community facilities in the neighborhood include the Terrace Creek Park and Mountlake Terrace Public Library. The City's civic center, fire and police stations, and library are adjacent to the Veterans Memorial Park and northeast of the existing Mountlake Terrace Transit Center. The Mountlake Terrace Recreation Pavilion and Evergreen Playfield Complex are in the center of the neighborhood. The Terrace Park School and Jack Long Park are located in the northwest portion of the neighborhood immediately east of I-5 and surrounded by single-family residences. With a population of about 3,500, this neighborhood is about 29 percent minority, including 10 percent Hispanic. About 4 percent of the population lives at or below the poverty level.

### **Melody Hill**

The Melody Hill neighborhood is west of I-5 between 226th and 212th Streets SW. The western portion of the neighborhood is dominated by commercial and office development, particularly the large Premera Blue Cross office complex. A small single-family residential area is located immediately south of Halls Lake. Another commercial development is located immediately west of I-5 between 226th and



220th Streets SW. With a total population of about 2,300 with approximately 42 percent minority, the neighborhood is diverse with about 18 percent Hispanic. The population living in poverty exceeds 15 percent.

### ***Cascade View***

East of I-5, the Cascade View neighborhood extends from 220th to 212th Streets SW and is largely medium-density multifamily residential in character. The southeast corner of the neighborhood is anchored by the Mountlake Terrace High School. Mountain View Villa in the eastern portion of the neighborhood is a manufactured home community. This neighborhood has a total population of almost 4,800 that is diverse (37.9 percent minority) comprising Asian (more than 15 percent) and Hispanic populations (almost 10 percent). About 9 percent of the population lives at or below the poverty level.

### ***Hazelwood***

The Hazelwood neighborhood encompasses portions of incorporated Lynnwood and unincorporated Snohomish County west of I-5 between 212th and 196th Streets SW. The Hazelwood Elementary School is centrally located within the neighborhood. A highway-oriented commercial development is in the southeast quadrant of the 44th Avenue West intersection and single-family residences are west of the arterial. A shopping center is in the northeast quadrant of the neighborhood at the intersection of 44th Avenue West and 212th Street SW. The 28th Avenue West intersection is characterized by highway commercial development (e.g., Lowes, Whole Foods, and two hotels). The population of this neighborhood is 3,700 with over 38 percent minority including approximately 22 percent Asian and 6.6 percent Hispanic. Less than 7 percent of the population lives at or below the poverty level.

### ***South Lynnwood***

The South Lynnwood neighborhood extends from 212th Street SW at the Lynnwood city boundary north to 196th Street SW between Aurora Avenue and 52nd Avenue West. Scriber Lake and park are located in the northwest corner of the neighborhood. Substantial highway-oriented commercial development and offices are located along this portion of Aurora Avenue as well as the north side of 212th Street SW. In addition, light industrial and multifamily residential complexes are found in this area. There are a few sizable undeveloped parcels in the neighborhood and several mobile home or manufactured housing communities. The neighborhood has a large Group Health medical clinic. Non-residential development is located west of I-5. The neighborhood population is almost 5,500 with over 51 percent minority (about 15 percent Asian, over 7 percent Black, and almost 24 percent Hispanic). About 19 percent of the population lives at or below the poverty level.

### ***Lynnwood City Center***

The Lynnwood Transit Center is located in the very southern portion of the Lynnwood City Center neighborhood, which extends from I-5 north to 192nd Street SW and east of 52nd Avenue West. Except for a small area of higher density multifamily residential development immediately north and west of the Lynnwood Transit Center, the remainder of the neighborhood is largely commercial. Uses include restaurants, big box retail stores, hotels, and banks. The Lynnwood Convention Center is located in the northwest corner of the neighborhood. Other major uses include several medical centers, the Lynnwood municipal court, the City's police department offices, and several churches. Alderwood Mall is located several blocks north of the neighborhood boundary. With many non-residential land uses, the population of this neighborhood is the smallest of any of the corridor neighborhoods at only 1,600, though it is very diverse with the minority populations comprising over 58 percent, including 22.6 percent mixed races and 30 percent Hispanic. The percentage of the population at or below the poverty level is 18 percent.

### ***References***

Census (U.S. Census Bureau). 2010a. 2010 Decennial Census.

Census (U.S. Census Bureau). 2010b. 2006-2010 American Community Survey.

**Attachment C-2. Neighborhood Population and Demographic Characteristics**

<b>Neighborhoods</b>	<b>Total Population</b>	<b>White %</b>	<b>Black or African American %</b>	<b>American Indian and Alaska Native %</b>	<b>Asian %</b>	<b>Hawaiian &amp; Pacific Islander %</b>	<b>Other or Two or More Races %</b>	<b>Hispanic (any race) %</b>	<b>Total Minority %</b>
Lynnwood City Center	1,600	52.2	8.8	1.3	14.7	0.4	22.6	29.8	58.3
South Lynnwood	5,500	57.7	7.5	1.2	15.4	0.8	17.3	23.9	51.5
Hazelwood	3,700	64.6	4.2	1.1	22.5	1.1	6.6	6.6	38.6
Melody Hill	2,300	64.8	7.0	0.7	8.9	0.8	17.9	18.4	41.8
Cascade View	4,800	66.0	5.0	1.1	15.6	0.9	11.4	9.8	37.9
Town Center	3,500	76.1	2.0	1.6	9.8	0.6	9.9	10.8	29.0
Lake Ballinger	2,100	78.3	3.5	0.7	10.1	0.2	7.2	7.7	25.5
Gateway	3,000	69.9	5.3	0.8	10.9	0.9	12.1	12.4	35.0
Echo Lake	5,800	66.5	4.5	0.8	20.6	0.4	7.2	6.1	36.9
Ballinger	3,000	67.3	9.2	0.9	13.4	0.1	9.1	8.2	37.7
North City	6,400	70.7	4.6	0.8	15.5	0.7	7.7	7.7	33.5
Meridian Park	5,400	65.1	7.0	1.0	19.3	0.3	7.2	6.1	38.4
Parkwood	3,400	64.8	5.2	1.1	17.5	1.0	10.4	9.7	38.8
Ridgecrest	6,400	67.9	6.0	0.9	17.0	0.2	8.0	7.7	36.3
Haller Lake	8,200	65.5	7.3	1.1	15.0	0.4	10.7	9.0	38.0
Pinehurst	7,800	63.0	9.2	0.9	16.9	0.8	9.2	8.9	41.3
North College Park	6,700	65.0	5.8	0.9	18.8	0.3	9.1	7.3	38.3
Maple Leaf	9,400	75.1	3.4	0.7	12.2	0.3	8.1	5.6	27.7
<b>Study Area</b>	<b>88,900</b>	<b>67.0</b>	<b>5.9</b>	<b>1.0</b>	<b>15.8</b>	<b>0.5</b>	<b>9.9</b>	<b>9.6</b>	<b>37.3</b>

Source: U.S. Census Bureau, 2010 Decennial Census.

Notes: Neighborhoods are generally listed north to south and east to west to reflect location in the project corridor. Census blocks have been aggregated to best fit the boundaries of the neighborhoods using 2010 Census data. Sums may not total due to rounding.

**Attachment C-3. Elementary School Demographic Characteristics**

School District	Elementary School	Total Pop.	White %	Black African American %	American Indian and Alaska Native %	Asian %	Hawaiian and Pacific Islander %	Two or More %	Hispanic %	Free or Reduced-Price Lunch %	Transitional Bilingual %
Edmonds	Lynnwood	525	44	7	0	20	0	9	16	44.4	21.2
Edmonds	Hilltop	570	58	3	1	20	0	8	9	23.8	9.7
Edmonds	Hazelwood	426	53	4	1	14	0	12	17	38.6	17.1
Edmonds	Cedar Valley Community	430	25	5	0	13	0	12	52	83.1	42.9
Edmonds	Cedar Way	378	53	6	0	15	0	12	14	38.3	15.4
Edmonds	College Place	472	27	10	1	8	0	11	45	73.9	40.5
Edmonds	Chase Lake	359	49	10	1	6	0	13	21	57.8	19.9
Edmonds	Mountlake Terrace	439	54	5	0	8	0	11	22	56.3	16.8
Edmonds	Terrace Park	326	49	5	1	9	0	16	20	42.1	15.5
Edmonds	Westgate	461	51	8	0	9	0	10	19	35.6	12.7
Shoreline	Echo Lake	486	48	6	0	20	0	10	16	36.3	15.2
Shoreline	Meridian Park	553	46	10	0	20	0	9	13	30.4	12.6
Shoreline	Parkwood	427	43	10	2	18	0	12	11	48.7	19.6
Shoreline	Ridgecrest	533	50	7	0	17	0	9	11	23.5	1.2
Seattle	Olympic Hills	267	28	25	1	14	0	19	24	74.9	24.0
Seattle	Northgate	231	10	24	2	10	0	22	45	88.4	38.8
Seattle	Olympic View	469	57	11	1	13	0	11	9	29.9	2.3

Source: October Enrollment Report for Public Schools – School Level Data 12/20/11 <http://www.k12.wa.us/dataAdmin/> and <http://reportcard.ospi.k12.wa.us/summary.aspx?schoold=2512&OrgType=4&reportLevel=School&year=2010-11>. The free or reduced-price lunch and transitional bilingual program participation rates date from May 2010.

Note: The elementary schools are listed north to south and east to west to generally reflect location in the corridor. In addition, a total percent of minority population is not calculated because the school district's report race and ethnicity different than data reported by the U.S. Census Bureau.

**Attachment C-4. Limited English Proficiency Characteristics**

Census Tract	City	Total Population	Speak Only English	Speak English Less Than Very Well	Percent of Those Who Speak a Foreign Language					
					Spanish	Chinese	Korean	Vietnamese	Tagalog	African
519.05	Lynnwood	8,000	71%	13%	14%	12%	16%	16%	10%	1%
517.01	Lynnwood	4,700	67%	19%	31%	9%	10%	7%	3%	8%
517.02	Lynnwood	5,600	62%	18%	31%	24%	7%	8%	0%	2%
514	Lynnwood	7,500	57%	24%	48%	9%	7%	1%	3%	6%
513	MLT	7,200	76%	12%	22%	2%	20%	12%	1%	0%
512	MLT	4,200	79%	9%	34%	6%	0%	9%	12%	9%
511	MLT	3,700	86%	5%	16%	8%	5%	12%	6%	15%
510	MLT	4,400	72%	16%	43%	19%	18%	1%	0%	7%
509	MLT	3,200	78%	7%	27%	3%	15%	0%	4%	12%
203	Shoreline	6,400	80%	11%	4%	21%	14%	2%	24%	8%
204.01	Shoreline	3,400	78%	8%	13%	10%	4%	0%	24%	11%
205	Shoreline	6,300	76%	8%	30%	12%	11%	4%	11%	15%
206	Shoreline	3,700	72%	9%	21%	15%	3%	3%	13%	23%
210	Shoreline	5,600	72%	16%	20%	18%	0%	3%	32%	9%
211	Shoreline	4,100	71%	10%	18%	14%	4%	2%	11%	17%
2	Seattle	7,600	77%	14%	30%	22%	2%	5%	6%	2%
3	Seattle	2,600	80%	11%	19%	44%	0%	0%	7%	0%
6	Seattle	7,600	67%	13%	14%	29%	4%	6%	6%	23%
7	Seattle	4,400	72%	17%	11%	15%	3%	7%	5%	22%
11	Seattle	2,500	79%	5%	11%	32%	0%	0%	5%	25%
12	Seattle	6,500	68%	16%	19%	19%	6%	2%	25%	7%
13	Seattle	4,300	69%	17%	31%	26%	3%	0%	10%	12%
18	Seattle	4,500	90%	3%	32%	4%	8%	12%	12%	0%
19	Seattle	4,200	83%	5%	31%	2%	9%	4%	3%	18%
20	Seattle	3,400	88%	5%	19%	7%	2%	11%	0%	0%
<b>Study Area</b>	-	<b>125,800</b>	<b>74%</b>	<b>13%</b>	<b>25%</b>	<b>16%</b>	<b>8%</b>	<b>5%</b>	<b>9%</b>	<b>10%</b>

Source: U.S. Census Bureau, 2006-2010 American Community Survey.

MLT = Mountlake Terrace

Notes: The above 2006–2010 American Community Survey data have not been adjusted for margins of error; and at census tract (CT) geographies, the margins of error can exceed 35%, which is considered acceptable in social research. Based on 2006–2010 American Community Survey data for the place of birth for those not born in the United States, the two largest groups born in Africa were from Ethiopia and Eritrea. Sums may not total due to rounding.

**Attachment C-5. Neighborhood Household Characteristics**

Neighborhoods	Total Population	Age		Types of Households		
		Children/Elderly %	1-Person Households %	Husband-Wife Family Households %	Family Households with Children %	Non-Family Households %
Lynnwood City Center	1,600	26/7	39	13	29	9
South Lynnwood	5,500	13/9	38	17	27	10
Hazelwood	3,700	23/9	19	30	33	9
Melody Hill	2,300	26/7	26	20	36	10
Cascade View	4,800	23/7	35	17	29	11
Town Center	3,500	22/12	28	26	29	9
Lake Ballinger	2,100	17/17	36	25	21	10
Gateway	3,000	22/10	27	26	27	10
Echo Lake	5,800	18/14	39	22	21	11
Ballinger	3,000	20/9	34	21	26	12
North City	6,400	19/12	32	26	25	10
Meridian Park	5,400	21/13	25	27	29	10
Parkwood	3,400	19/17	32	25	23	11
Ridgecrest	6,400	20/12	25	27	29	9
Haller Lake	8,200	19/11	30	25	23	14
Pinehurst	7,800	14/17	47	17	16	13
North College Park	6,700	12/7	38	17	15	23
Maple Leaf	9,400	17/9	37	20	21	16
<b>Study Area</b>	<b>88,900</b>	<b>19/11</b>	<b>34</b>	<b>22</b>	<b>24</b>	<b>12</b>

Source: U.S. Census Bureau, 2010 Decennial Census.

Notes: Neighborhoods are generally listed north to south and east to west to reflect location in the corridor. Census blocks have been aggregated to best fit the boundaries of the neighborhoods using 2010 Census data. Other types of households are included in the census data, so percentages cannot be summed to get 100 percent of household types. Sums may not total due to rounding.

**Attachment C-6. Neighborhood Housing Characteristics**

Neighborhoods	Dwelling Units	Owner-Occupied Dwelling	Renter-Occupied Dwelling	Single Family/Mobile Home
		%	%	%
Lynnwood City Center	700	9	91	26/2
South Lynnwood	2,500	39	61	26/2
Hazelwood	1,400	61	39	71/1
Melody Hill	900	45	55	36/0
Cascade View	2,200	49	51	63/0
Town Center	1,400	72	28	85/5
Lake Ballinger	1,000	70	30	36/0
Gateway	1,200	77	23	85/5
Echo Lake	2,800	50	50	55/0
Ballinger	1,400	44	56	59/2
North City	2,800	67	33	67/0
Meridian Park	2,100	67	33	76/0
Parkwood	1,500	62	38	78/0
Ridgecrest	2,500	71	29	69/1
Haller Lake	3,700	63	37	60/3
Pinehurst	4,200	33	67	36/0
North College Park	3,500	39	61	33/1
Maple Leaf	4,900	57	43	69/0
<b>Study Area</b>	<b>41,000</b>	<b>54</b>	<b>46</b>	<b>55/1</b>

Source: U.S. Census Bureau, 2010 Decennial Census and 2006-2010 American Community Survey.

Notes: Neighborhoods are generally listed north to south and east to west to reflect location in the corridor. Census blocks have been aggregated to best fit the boundaries of the neighborhoods for dwelling unit, owner-occupied dwelling, and renter-occupied dwelling data from the 2010 Census. Census tracts have been aggregated to best fit the boundaries of the neighborhoods for single-family and mobile-home housing data from the 2006-2010 American Community Survey. Sums may not total due to rounding.

**Attachment C-7. Neighborhood Income and Poverty Characteristics**

<b>Neighborhoods</b>	<b>Median Household Income (rounded)</b>	<b>Households with Public Assistance %</b>	<b>Population Below Poverty %</b>	<b>Other Means of Travel to Work due to No Personal Vehicle Available in Household %</b>
Lynnwood City Center	\$34,000	6	18.6	8
South Lynnwood	\$34,000	6	18.6	8
Hazelwood	\$75,000	6	6.6	2
Melody Hill	\$56,000	4	15.8	1
Cascade View	\$58,000	6	8.5	4
Town Center	\$58,000	1	3.7	1
Lake Ballinger	\$56,000	4	15.8	1
Gateway	\$58,000	1	3.7	1
Echo Lake	\$55,000	1	9.5	2
Ballinger	\$63,000	2	9.3	3
North City	\$62,000	6	9.1	3
Meridian Park	\$67,000	6	7.2	2
Parkwood	\$68,000	4	8.2	0
Ridgecrest	\$58,000	4	14.8	0
Haller Lake	\$58,000	3	10.4	4
Pinehurst	\$46,000	3	14.6	7
North College Park	\$57,000	2	17.1	2
Maple Leaf	\$65,000	1	9.5	2
<b>Study Area</b>	<b>\$58,000</b>	<b>4</b>	<b>11.3</b>	<b>3</b>

Source: U.S. Census Bureau, 2006-2010 American Community Survey.

Notes: Neighborhoods are generally listed north to south and east to west to reflect location in the corridor. Census tracts have been aggregated to best fit the boundaries of the neighborhoods using data from the 2006-2010 American Community Survey. Sums may not total due to rounding.



**Attachment C-8. Racial and Ethnic Characteristics of the Alternatives (0.5-mile buffer area)**

<b>Segment and Stations</b>	<b>Pop.</b>	<b>White %</b>	<b>Black %</b>	<b>American Indian or Alaska Native %</b>	<b>Asian %</b>	<b>Native Hawaiian or Pacific Islander %</b>	<b>Other Races %</b>	<b>Hispanic (any race) %</b>	<b>Total Minority %</b>
<b>Segment A</b>									
Alignment A – all alternatives	35,200	65.4	6.3	0.9	18.5	0.5	8.4	7.4	38.4
Stations – Preferred Alternative	12,300	67.7	6.0	0.8	16.9	0.5	8.0	7.1	36.1
Stations A1	12,300	67.7	6.0	0.8	16.9	0.5	8.0	7.1	36.1
Stations A3	12,300	67.7	6.0	0.8	16.9	0.5	8.0	7.1	36.1
Stations A5	18,900	68.0	5.0	0.9	17.6	0.5	8.1	6.9	35.8
Stations A7	18,900	68.0	5.0	0.9	17.6	0.5	8.1	6.9	35.8
Stations A10	17,300	67.3	5.9	0.8	17.5	0.5	8.1	7.0	36.6
Stations A11	17,300	67.3	5.9	0.8	17.5	0.5	8.1	7.0	36.6
<b>Segment B</b>									
Alignment – Preferred Alternative	25,100	67.3	5.4	0.9	14.4	0.7	11.3	11.7	37.9
Alignment B1	23,200	67.9	5.3	1.0	14.2	0.6	11.1	11.4	37.2
Alignment B2A	25,100	67.3	5.4	0.9	14.4	0.7	11.3	11.7	37.9
Alignment B4	26,700	67.0	5.4	1.0	14.5	0.7	11.5	12.2	38.4
Stations – Preferred Alternative	4,800	73.3	5.1	1.1	10.5	0.5	9.5	9.5	31.1
Stations B1	4,800	73.3	5.1	1.1	10.5	0.5	9.5	9.5	31.1
Stations B2A	8,800	71.6	4.9	1.1	10.2	0.5	11.7	12.1	33.4
Stations B4	5,000	75.9	3.5	1.1	10.0	0.6	9.0	9.4	28.3
<b>Segment C</b>									
Alignment – Preferred Alternative	12,100	59.9	6.3	1.3	16.6	1.1	8.9	16.9	46.1
Alignment C1	13,100	60.9	6.0	1.3	16.1	0.9	14.7	17.3	45.4
Alignment C2	12,800	60.8	6.1	1.2	16.2	1.0	14.8	17.5	45.6
Alignment C3	12,400	60.3	6.2	1.3	16.6	0.9	14.7	16.5	45.6
Stations – Preferred Alternative	4,900	57.9	6.7	1.4	19.8	0.6	8.6	16.5	48.1
Stations C1	4,200	58.6	6.4	1.2	18.9	0.5	14.5	17.5	47.7
Stations C2	4,200	58.1	6.5	1.1	19.8	0.6	14.0	17.9	48.6
Stations C3	4,600	57.7	7.0	1.4	19.3	0.7	13.8	17.2	48.7

Source: U.S. Census Bureau, 2010 Decennial Census.

Notes: Segment alternative alignments and stations are listed south to north. Census blocks have been aggregated to best fit the 0.5-mile buffer area surrounding the alignments and stations using 2010 Census data. Sums may not total due to rounding.

**Attachment C-9. Household Characteristics of the Alternatives (0.5-mile buffer area)**

Segment and Stations	Total Population	Age		Types of Households		
		Children/Elderly %	1-Person Households %	Husband-Wife Family Households %	Family Households with Children %	Non-Family Households %
<b>Segment A</b>						
Alignment A – all alternatives	35,200	18/13	34	23	22	13
Stations – Preferred Alternative	12,300	20/13	29	27	26	10
Stations A1	12,300	20/13	29	27	26	10
Stations A3	12,300	20/13	29	27	26	10
Stations A5	18,900	19/13	28	27	25	11
Stations A7	18,900	19/13	28	27	25	11
Stations A10	17,300	18/13	30	26	25	11
Stations A11	17,300	18/13	30	26	25	11
<b>Segment B</b>						
Alignment – Preferred Alternative	25,100	21/10	30	23	28	11
Alignment B1	23,200	21/10	31	23	27	11
Alignment B2	25,100	21/10	30	23	28	11
Alignment B2A	25,100	21/10	30	23	28	11
Alignment B4	26,700	21/10	31	22	27	11
Stations – Preferred Alternative	4,800	19/14	33	23	25	10
Stations B1	4,800	19/14	33	23	25	10
Stations B2	4,800	19/14	33	23	25	11
Stations B2A	8,800	21/11	31	22	28	11
Stations B4	5,000	19/15	33	23	25	10
<b>Segment C</b>						
Alignment – Preferred Alternative	12,100	23/8	33	19	30	10
Alignment C1	13,100	23/9	34	19	28	10
Alignment C2	12,800	23/8	33	19	28	10
Alignment C3	12,400	23/9	32	19	29	10
Stations – Preferred Alternative	4,900	23/12	34	21	28	9
Stations C1	4,200	22/13	36	20	27	9
Stations C2	4,200	23/9	32	21	29	10
Stations C3	4,600	23/9	30	22	29	9

Source: U.S. Census Bureau, 2010 Decennial Census.

Notes: Segment alternative alignments and stations are listed south to north. Census blocks have been aggregated to best fit the 0.5-mile buffer area surrounding the alignments and stations using 2010 Census data. Other types of households are included in the census data, so percentages cannot be summed to get 100 percent of household types. Sums may not total due to rounding.

**Attachment C-10. Housing Characteristics of the Alternatives (0.5-mile buffer area)**

Segment and Stations	Dwelling Units	Owner-Occupied Dwelling		Renter-Occupied Dwelling		Single Family/Mobile Home	
			%		%		%
<b>Segment A</b>							
Alignment A – all alternatives	16,400		55		45		56/1
Stations – Preferred Alternative	5,100		66		34		66/0
Stations A1	5,100		66		34		66/0
Stations A3	5,100		66		34		66/0
Stations A5	8,000		68		32		64/1
Stations A7	8,000		68		32		64/1
Stations A10	7,400		65		35		64/1
Stations A11	7,400		65		35		64/1
<b>Segment B</b>							
Alignment – Preferred Alternative	10,800		58		42		55/1
Alignment B1	10,100		58		42		55/1
Alignment B2A	10,800		58		42		55/1
Alignment B4	11,600		57		43		57/1
Stations – Preferred Alternative	2,100		68		32		59/2
Stations B1	2,100		68		32		59/2
Stations B2A	3,800		62		38		48/2
Stations B4	2,200		69		31		59/2
<b>Segment C</b>							
Alignment – Preferred Alternative	5,300		40		60		49/2
Alignment C1	5,900		42		58		49/2
Alignment C2	5,700		42		58		49/2
Alignment C3	5,400		40		60		49/2
Stations – Preferred Alternative	2,100		36		64		47/3
Stations C1	1,900		36		64		47/3
Stations C2	1,800		36		64		47/3
Stations C3	2,000		37		63		47/3

Source: U.S. Census Bureau, 2010 Decennial Census and 2006-2010 American Community Survey.

Notes: Segment alternative alignments and stations are listed south to north. Census blocks have been aggregated to best fit the 0.5-mile buffer area surrounding the alignments and stations for dwelling unit, owner-occupied dwelling, and renter-occupied dwelling data from the 2010 Census. Census tracts have been aggregated to best fit the 0.5-mile buffer area surrounding the alternative alignments and stations for single-family and mobile-home data from the 2006-2010 American Community Survey. Sums may not total due to rounding.

**Attachment C-11. Income and Poverty Characteristics of the Alternatives (0.5-mile buffer area)**

<b>Segments and Stations</b>	<b>Median Household Income (rounded)</b>	<b>Households with Public Assistance %</b>	<b>Population Below Poverty %</b>	<b>Other Means of Travel to Work due to No Personal Vehicle Available in Household %</b>
<b>Segment A</b>				
Alignment A – all alternatives	\$57,000	3	11.3	3
Stations – Preferred Alternative	\$62,000	3	10.1	2
Stations A1	\$62,000	3	10.1	2
Stations A3	\$62,000	3	10.1	2
Stations A5	\$61,000	3	10.3	2
Stations A7	\$61,000	3	10.3	2
Stations A10	\$61,000	3	10.3	2
Stations A11	\$61,000	3	10.3	2
<b>Segment B</b>				
Alignment – Preferred Alternative	\$55,000	4	11.1	3
Alignment B1	\$55,000	4	11.1	3
Alignment B2	\$55,000	4	11.1	3
Alignment B2A	\$55,000	4	11.1	3
Alignment B4	\$57,000	4	10.5	3
Stations – Preferred Alternative	\$59,000	3	9.7	2
Stations B1	\$59,000	3	9.7	2
Stations B2	\$59,000	3	9.7	2
Stations B2A	\$51,000	4	12.4	4
Stations B4	\$57,000	4	10.0	2
<b>Segment C</b>				
Alignment – Preferred Alternative	\$54,000	5	12.3	3
Alignment C1	\$54,000	5	12.3	3
Alignment C2	\$54,000	5	12.3	3
Alignment C3	\$54,000	5	12.3	3
Stations – Preferred Alternative	\$44,000	5	11.8	4
Stations C1	\$54,000	5	11.8	4
Stations C2	\$44,000	5	11.8	4
Stations C3	\$44,000	5	11.8	4

Source: U.S. Census Bureau, 2006-2010 American Community Survey.

Notes: Segment alternative alignments and stations are listed south to north. Census tracts have been aggregated to best fit the 0.5-mile buffer area surrounding the alignments and stations using data from the 2006-2010 American Community Survey. Sums may not total due to rounding.

**Attachment C-12. Most Common Languages Spoken by Students in Transitional Bilingual Programs at Study Area Elementary Schools**

<b>Schools</b>	<b>Addresses</b>	<b>Telephone</b>	<b>Languages</b>	<b>Contact</b>	<b>Date</b>
Cedar Valley Community School	19200 56th Ave W, Lynnwood	425.431.7390		No response	05/04/12
Cedar Way Elementary School	22222 39th Ave W, Mountlake Terrace	425.431.7864	Spanish, Vietnamese, Ukrainian, Korean	Cheryl Schultz, Office Assistant	05/04/12
Chase Lake Elementary School	21603 84th Ave W, Edmonds	425.431.7495	Spanish, Korean, Russian	Connie Mo, Registrar	05/04/12
College Place Elementary	20401 76th Ave W, Lynnwood	425.431.7620	Spanish	Laura, Office Assistant	05/04/12
Echo Lake Elementary School	19345 Wallingford N, Shoreline	206.393.4338	Korean, Spanish, Vietnamese	Linda Boykon, Registrar	05/04/12
Hazelwood Elementary School	3300 204th SW, Lynnwood	425.431.7884	Spanish, Vietnamese	Dr. K. Parnell, Principal	05/11/12
Hilltop Elementary	20425 Damson Rd, Lynnwood	425.431.7604	Spanish, Vietnamese, Korean	Ruth, Registrar	05/11/12
Lynnwood Elementary School	18638 44th Ave W, Lynnwood	425.431.7615	Spanish, Vietnamese, Russian	Dawn, Office Manager	05/11/12
Meridian Park Elementary School	17077 Meridian Ave N, Shoreline	206.393.4251	Spanish, Korean, Vietnamese, Cantonese, Russian, Tagalog, Amharic	Chris Geginger, Communications Manager	05/11/12
Mountlake Terrace Elementary School	22001 52nd Ave W, Mountlake Terrace	425.431.7894		No response	05/11/12
Northgate Elementary School	11725 1st Ave NE, Seattle	206.252.4180	Spanish, Somali, Tagalog	Janice Brown, Office Manager	05/11/12
Olympic View Elementary School	504th NE 95th St, Seattle	206.252.5500		No response	05/11/12
Parkwood Elementary	1815 N 155th, Shoreline	206.393.4150	Spanish, Vietnamese, Korean, Cantonese	Rosanne, Registrar	05/11/12
Ridgecrest Elementary	16516 10th NE, Shoreline	206.393.4272	Cantonese, Vietnamese	Vickie, Registrar	05/11/12
Terrace Park School	5409 228th St SW, Mountlake Terrace	425.431.7482	Spanish, Vietnamese, Tagalog	Debbie, Office Manager	05/11/12
Westgate Elementary	9601 220th St SW, Edmonds	425.431.7470		No response	05/11/12

Source: Telephone survey conducted by Parsons Brinckerhoff, May 2012.

**Attachment C-13. Station Access to Nearby Community Facilities**

<b>Stations</b>	<b>Alternatives</b>	<b>Community and Municipal</b>	<b>Low- and Lower-Cost Housing</b>	<b>Schools*</b>	<b>Religious*</b>	<b>Retail and Medical</b>
<b>SEGMENT A</b>						
NE 130th Street Station	PA Opt., A5, A7, A10, A11	Northacre Park Thornton Creek Park Helene Madison Pool Jackson Park Golf Course	Pinehurst Court Senior Housing	Ingraham High School Lakeside Upper & Middle School Seattle Jewish Community School	North Seattle Alliance Church Haller Lake United Methodist Church North Seattle Church of the Nazarene St. Matthew Church & School Grace Chinese Lutheran Church International Full Gospel Fellowship (Indonesian) Eritrean Kidisti Selassie	Neighborhood retail districts: 125th & Roosevelt Way NE 125th & 15th Ave NE 135th & Roosevelt Way N
NE 145th Street Station	PA, A1, A3, A10, A11	Jackson Park Golf Course Twin Ponds Park Paramount Open Space Paramount School Park Shoreline Fire Dept. #65	Colonial Garden Apartments	Lakeside Upper & Middle School Evergreen Elementary School Parkwood Elementary School	Haller Lake United Methodist Church Vineyard Community Church Shoreline Unitarian Universalist Church Phillippi Presbyterian Church St. Barnabas Anglican Church North Seattle Church of God Shoreline Full Gospel Fellowship Church City Calvary Church	Neighborhood retail district: 145th & 15th Ave NE
NE 155th Street Station	A5, A7	Twin Ponds Park Northcrest Park Paramount School Park Paramount Open Space		Lakeside Upper School Evergreen Elementary School Parkwood Elementary School	Vineyard Community Church Shoreline Unitarian Universalist Church Phillippi Presbyterian Church	

**Attachment C-13. Station Access to Nearby Community Facilities**

Stations	Alternatives	Community and Municipal	Low- and Lower-Cost Housing	Schools+	Religious*	Retail and Medical
						North Seattle Church of God
<b>SEGMENT A (cont.)</b>						
NE 155th Street Station (cont.)		McCormick Park Ridgecrest Park Shoreline Fire Dept. #65 Shoreline Eastside Neighborhood Police Center			Shoreline Full Gospel Fellowship Church St. Barnabas Anglican Church Trinity United Presbyterian Church Seattle Grace Presbyterian Church Tabernacle Baptist Church	
NE 185th Street Station	PA, A1, A3, A5, A7, A10, A11	North City Park Cromwell Park Shoreline Park & Pool King County District Court Shoreline Library Shoreline School District Admin Facility, Stadium, Spartan Recreation Center, Shoreline Conference Center, Shoreline and Lake Forest Park Senior Center	Arabella Apartments Northridge Senior Housing Polaris Apartments	Wonderland Developmental Center North City Cooperative Preschool	Shoreline Free Methodist Church St. David Emmanuel Episcopal Church Korean Zion Presbyterian Church Seattle Central Mission Church Berean Bible Church Shoreline Community Church Bethel Lutheran Church St. Mark Catholic Church, Parish, and School Evergreen Baptist Church Salvation Army	

**Attachment C-13. Station Access to Nearby Community Facilities**

Stations	Alternatives	Community and Municipal	Low- and Lower-Cost Housing	Schools*	Religious*	Retail and Medical
<b>SEGMENT B</b>						
Mountlake Terrace Transit Center Station  <i>and</i> Mountlake Terrace Freeway Station	PA, B1, B2, B2A  B4	Ballinger Lake Park, Boat & Fishing Access Veterans Memorial Park Mountlake Terrace Police and Fire Mountlake Terrace Public Library Mountlake Terrace Senior Center Mountlake Terrace Recreation Pavilion	Young's Mobile Home Park* Tall Firs Senior Housing	Terrace Park School/Challenge Elementary School	Bethel Chapel Calvary Fellowship First Baptist Church Price Evangelistic Church Cedar Park Christian School Church of Jesus Christ of Latter-Day Saints Bethesda Lutheran Church Muslim Association of the Northwest Mountlake Terrace Christian Church Calvary Tabernacle United Church Korean Presbyterian Church The Expedition Christian Church Cornerstone Christian School	UW Neighborhood Shoreline Clinic* Commercial districts: NE 205th & Ballinger Way NE Mountlake Town Center
220th Street SW Station	PA Opt., B2A	Mountlake Terrace Recreation Pavilion Mountlake Terrace City Hall South Lynnwood Neighborhood Park Interurban Trail Jack Long Park Evergreen Park	Brentwood Apartments Marks Mobile Home Park	Terrace Park School Challenge Elementary School Mountlake Terrace Elementary School	Creekside Church First Baptist Church St. Pius X Catholic Church and School Kings Temple Christian School	Commercial district: 220th SW & 66th Avenue W



**Attachment C-13. Station Access to Nearby Community Facilities**

Stations	Alternatives	Community and Municipal	Low- and Lower-Cost Housing	Schools <sup>+</sup>	Religious*	Retail and Medical
<b>SEGMENT C</b>						
Lynnwood P&R Station (south of 48th Avenue W)	PA	Interurban Trail Wilcox Park Scriber Creek Park Mini Park at Sprague Pond	Robin Park Apartments Pepperwood Woodland Greens Apts	Cedar Valley Community School <sup>^</sup>	St. Mary Coptic Orthodox Christian Church  Christ Heritage Church	Group Health Lynnwood Medical Center  Commercial districts: Lynnwood City Center
<i>and</i>						
200th Street SW Station	C1	Veterans Park <sup>^</sup> Mesika Trail and Open Space <sup>^</sup>	Oxford Square Apts Smithwright Services		Harvest Time Church	Lynnwood Regional Commercial
<i>and</i>						
Lynnwood Transit Center Station	C2	Lynnwood Library <sup>^</sup> Lynnwood Civic Center <sup>^</sup>	Trinity Place Transitional Place 44 Section 8 Housing			
<i>and</i>						
Lynnwood P&R Station (diagonally across 46th Avenue W)	C3	Lynnwood Police Department <sup>^</sup> Cedar Valley Grange	Lynn Woods Senior Apts <sup>^</sup> Lynn Crest Senior Apts <sup>^</sup> Scriber Pointe Senior Housing			

Notes: PA = Preferred Alternative; PA Opt. = Preferred Alternative option; P&R = Park-and-Ride.

+ "Schools" includes public and private non-denominational schools, whereas "Religious" includes religious institutions and affiliated schools.

\* Facilities are not located within 0.5 mile of the proposed Mountlake Terrace Freeway Station.

<sup>^</sup> Facilities are located within 0.5 mile of the proposed 200th Street SW Station, but not the other Lynnwood stations.

