

## Questions &amp; Answers from Oct. 12 Open House

The following were the most frequently asked questions derived from Snohomish County's open house held on Oct. 12, 2017 at Willis Tucker Community Park.

**Q: How are park and ride security issues for the surrounding community being addressed?**

It is anticipated that the Snohomish County Sheriff's Office and Community Transit security patrols will be in place once the park and ride opens. This is consistent with other park and ride facilities. Lighting, visibility and other safety elements will be addressed during project design.

**Q: How much will taxes increase as a result of this project?**

Property and sales taxes percentages will not increase as a direct result of this specific project. The Snohomish County Assessor's Office determines the value of individual property. It is not anticipated that the development of this property will change the value of adjacent properties.

**Q: What will traffic look like in the neighborhoods?**

It is anticipated that residents in the area will see an increase in traffic. Approximately 50 percent of increased traffic from the project in the immediate area would be associated with the park-and-ride facility. This traffic would otherwise be added to major thoroughfares in and out of the immediate area. The remaining traffic will be associated with the planned community business development. The distribution of this traffic will depend on the specific development. The future developer will be required to prepare a traffic analysis addressing the volume of traffic and its distribution on the roadway network.

**Q: How will this project support efforts to ease traffic congestion on State Route 9?**

The park and ride will allow residents greater access to bus routes that utilize SR 9 and transfer to and from buses on Cathcart Way, easing congestion. The county is also coordinating with the Washington State Department of Transportation (WSDOT) on the design of proposed SR 9 improvements. These improvements are intended to relieve congestion and improve safety.

**Q: What can we expect with future rapid transit coming into the area?**

Community Transit's long-range plan includes expanding transit service in this area. This includes the provision of bus rapid transit (SWIFT) on Cathcart Way and express service on SR 9. Transit is more economically feasible when coupled with higher density development. For more information on Community Transit, visit [www.communitytransit.org](http://www.communitytransit.org).

**Will Snohomish County be purchasing additional property from land owners in the area?**

A: Snohomish County is not seeking additional property at this time.

**Q: What actions are being taken to prevent overcrowding in local schools?**

The county is working with the Snohomish School District to see if there are ways to fill the needs of local students. In 2005, Snohomish County sold a portion of the Cathcart properties to the district for the construction of Glacier Peak High School and Little Cedars Elementary School.

**Q: How will the project's utilities be connected and who pays the cost?**

The future developer will pay for the extension of sewer service. Existing sanitary sewer and water lines in the vicinity have been sized to accommodate the future development of Cathcart South. Also, future development will require the provision of undergrounding power lines. The future developer will work with the Snohomish County Public Utilities District (PUD) and Silver Lake Sewer and Water District regarding this matter.

**Q: How do residents give feedback on multi-housing developments being planned in the area?**

Regarding future land use designations and multi-housing developments, residents can contact the Planning Division of the Planning and Development Services Department (PDS). For more information, call 425-388-3311.

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**Q: How does a property owner change the zoning to commercial for a specific piece of land near this project?**

A: The Snohomish County Planning and Development Services (PDS) Department manages rezones. For more information, visit their website at [www.snohomishcountywa.gov/PDS](http://www.snohomishcountywa.gov/PDS). Property with access only to SR 9 is likely to be unsuitable for commercial use. The SR 9 widening project is expected to restrict access.

**Q: Is any rezoning planned for the surrounding areas?**

A: No rezoning is currently proposed for the surrounding area.

**Q: Why hasn't property adjacent to SR 9 been rezoned?**

A: Properties north and south of the project along SR 9 were considered for a rezone, but the proposals were declined. There are specific criteria which have to be met to obtain a rezone.

**Q: Are there plans to improve SR 9?**

A: SR 9 improvements are being designed by the WSDOT. Construction funding is currently not available. For more information on SR 9 projects, visit [www.wsdot.wa.gov/Projects/SR9](http://www.wsdot.wa.gov/Projects/SR9).

**Q: Has Snohomish County successfully designed, planned and developed urban/suburban communities?**

A: Yes, there are many examples of successfully designed, planned and developed urban/suburban communities in Snohomish County. Many of these have since been annexed into adjacent cities. For example, the Harbour Pointe Master Planned Community was annexed to the city of Mukilteo and the Mill Creek Master Planned Community was incorporated as a city.

**Q: How can residents obtain information about the project's potential impacts to the environment?**

A: Snohomish County conducts an extensive environmental review when it updates the General Policy Plan (County Comprehensive Plan). The Cathcart properties were included in this review. Copies of these documents can be obtained at the Snohomish County Planning and Development Services (PDS) department ([www.snohomishcountywa.gov/PDS](http://www.snohomishcountywa.gov/PDS)).

Additional environmental review in accordance with the State Environmental Act (SEPA) will be required with development application(s). This will be available for review when public notice is given of a development proposal.