



Everett Link Extension

Draft Environmental Impact Statement
AND DRAFT SECTION 4(F) EVALUATION

September 18, 2026

Dear Recipient:

The Federal Transit Administration (FTA) and the Central Puget Sound Regional Transit Authority (Sound Transit) have prepared this Draft Environmental Impact Statement (EIS) on the proposed Everett Link Extension Project. Sound Transit is the project proponent. The Draft EIS informs Tribes, the public, agencies, and decision-makers about the alternatives and the environmental consequences of building and operating the Everett Link Extension from the Lynnwood City Center Station to the Everett Station area in Snohomish County. The document was prepared pursuant to the National Environmental Policy Act (42 United States Code 4321) and the State Environmental Policy Act (Chapter 43.21C Revised Code of Washington).

In June 2023, the Sound Transit Board (Board) identified the alternatives for study in the Draft EIS, including a preferred alternative in some of the project segments. The core choices for the project involve the route of the light rail line and the associated station locations, and the location of an operations and maintenance facility (OMF). The project would extend Link light rail 16 miles and include six stations plus one provisional station (funded for planning, preliminary engineering, and environmental review, but not currently for design or construction). Also included as part of the project is an OMF (referred to as OMF North) along the alignment in Snohomish County. The alternatives generally follow Interstate 5 from Lynnwood to the Everett Station area with a turn to SW Everett Industrial Center via Airport Road and State Route 526.

All alternatives would have environmental impacts, but the nature of the impacts and opportunities for mitigation varies by segment. There are substantive differences in effects among the OMF North site alternatives, largely due to differences in property and ecosystem effects. Sound Transit has identified potential measures to mitigate adverse environmental impacts and will continue to refine these as design progresses.

Following the formal public comment period, the Board will consider the analysis in the Draft EIS, alongside Tribal, public and agency feedback to identify, confirm, or modify the preferred alternatives across all segments. Sound Transit will continue to evaluate potential refinements to optimize system performance, address community comments, and control project costs. FTA and Sound Transit will then prepare a Final EIS, which will respond to substantive comments, refine the comparative evaluations, and define specific mitigation commitments. After completion of the Final EIS, the Board would be anticipated to select the project to be built and FTA would also be anticipated to issue a Record of Decision, which would state FTA's decision on the project and list Sound Transit's mitigation commitments to reduce or avoid impacts.

The Draft EIS includes the appendices, which can be found online at soundtransit.org/everettlink. Please see the Fact Sheet in this Draft EIS regarding document availability, how to comment on the Draft EIS, and whom to contact for further information.

Sincerely,

Galeeb Kachra
North Corridor Environmental Manager
Environmental Affairs

Commitment to Accessibility

Sound Transit and the Federal Transit Administration are committed to ensuring that information is available in appropriate alternative formats to meet the requirements of persons who have a disability. If you require an alternative version of this file, please contact everettlink@soundtransit.org.

EVERETT LINK EXTENSION PROJECT
SNOHOMISH COUNTY, WASHINGTON
DRAFT ENVIRONMENTAL IMPACT STATEMENT

Prepared pursuant to
the National Environmental Policy Act (NEPA) (42 United States Code 4321) and related
statutes
and the State Environmental Policy Act (SEPA) (Ch. 43.21C Revised Code of Washington)

by the
UNITED STATES DEPARTMENT OF TRANSPORTATION
FEDERAL TRANSIT ADMINISTRATION
and
CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY
(Sound Transit)

in cooperation with
FEDERAL AVIATION ADMINISTRATION
FEDERAL HIGHWAY ADMINISTRATION
U.S. ARMY CORPS OF ENGINEERS
WASHINGTON STATE DEPARTMENT OF TRANSPORTATION
SNOHOMISH COUNTY
CITY OF EVERETT
CITY OF LYNNWOOD

8/18/2026

Date of Approval

Signed by:

F6BB9953F95147F...

Susan K. Fletcher
Regional Administrator
NEPA Responsible Official
For Federal Transit Administration, Region 10

8/18/2026

Date of Approval

Signed by:

46FDA096119F449...

Perry Weinberg
Managing Legal Counsel
SEPA Responsible Official
For Sound Transit

Fact Sheet

Proposed Action

The Central Puget Sound Regional Transit Authority (Sound Transit) is proposing to expand the regional light rail system north from the Lynnwood City Center Station to the city of Everett, Washington, as well as construct a new operations and maintenance facility (OMF) to support light rail operations. The proposed light rail extension, called the Everett Link Extension (EVLE), would be within the city of Lynnwood, city of Everett, and unincorporated Snohomish County.

The proposed project is part of the Sound Transit 3 Plan, funding for which was approved by voters in 2016 (Sound Transit 2016). EVLE would begin at the Lynnwood City Center Station in the city of Lynnwood and end in the Everett Station area in the city of Everett. The 16-mile-long project corridor would have six stations, and one provisional station (funded for planning, preliminary engineering, and environmental review, but not currently for design or construction), and would generally run parallel to Interstate 5 (I-5), Airport Road, and State Route (SR) 526.

The Federal Transit Administration (FTA) is the federal lead agency under the National Environmental Policy Act (NEPA), and Sound Transit is the lead agency under the State Environmental Policy Act (SEPA). This Draft Environmental Impact Statement (EIS) has been prepared consistent with NEPA and SEPA. The analysis is designed to help Tribes, elected officials, agency decision-makers, community leaders, and the public understand the range of environmental effects that are likely to result from the proposal. The Draft EIS describes potential adverse effects of each alternative and describes proposed measures to avoid, minimize, or otherwise mitigate potential adverse impacts. The Draft EIS includes a preferred alternative identified by the Sound Transit Board (Board) for stations and/or alignments in four of the project's eight geographic segments: West Alderwood, SW Everett Industrial Center, Broadway/I-5, and Everett Station. The Board did not yet identify a preferred alternative in the Ash Way, Mariner, SR 99/Airport Road, or SR 526/Evergreen Segments or for the OMF North site. The Board will identify a preferred alternative for the remaining segments and OMF North, and confirm or modify the preferred alternative for the other segments, after publication of the Draft EIS.

The Draft EIS evaluates several Build Alternatives and a No Build Alternative, which considers how the transportation system would operate if the proposed project were not built. The No Build Alternative also provides a baseline against which to measure the effects of the Build Alternatives. The Build Alternatives include at-grade (including retained-fill), elevated, and retained-cut (below-grade) light rail alignments with different station configurations.

FTA is consulting with the following federally recognized Tribes for the EVLE Project:

- Confederated Tribes and Bands of the Yakama Nation.
- Confederated Tribes of the Warm Springs Reservation of Oregon.
- Muckleshoot Indian Tribe.
- Port Gamble S'Klallam Tribe.
- Sauk-Suiattle Indian Tribe.
- Snoqualmie Indian Tribe.
- Stillaguamish Tribe of Indians of Washington.

- Suquamish Indian Tribe of the Port Madison Reservation.
- Swinomish Indian Tribal Community.
- Tulalip Tribes of Washington.
- Upper Skagit Indian Tribe.

Sound Transit is also consulting with two non-federally recognized Tribes – the Duwamish Tribe of Indians and the Snohomish Tribe of Indians.

Project Proponent

Sound Transit
401 S Jackson Street
Seattle, WA 98104-2826
www.soundtransit.org

Dates of Construction and Opening

Sound Transit proposes to begin construction of EVLE in 2030. The proposed schedule for opening light rail service from the Lynnwood City Center Station to Everett Station is 2041, with a shorter route connecting Lynnwood City Center to the SW Everett Industrial Center Station opening first in 2037. OMF North would open in 2034. For the Draft EIS analysis, parking facilities at the Mariner and Everett Stations are assumed to open in 2046.

NEPA Lead Agency

Federal Transit Administration
915 2nd Avenue, Suite 3192
Seattle, WA 98174-1002
www.fta.dot.gov/about/region10

NEPA Responsible Official

Susan Fletcher, Regional Administrator
Federal Transit Administration, Region 10
915 2nd Avenue, Suite 3192
Seattle, WA 98174-1002

SEPA Responsible Official

Perry Weinberg, Managing Legal Counsel
Sound Transit
401 S Jackson Street
Seattle, WA 98104-2826

Contacts for Additional Information

Federal Transit Administration

Todd Tillinger, Lead Environmental Protection Specialist
915 2nd Avenue, Suite 3192
Seattle, WA 98174-1002
206-220-7538
Todd.Tillinger@dot.gov

Sound Transit

Galeeb Kachra, North Corridor Environmental Manager
401 S Jackson Street
Seattle, WA 98104-2826
206-665-8396
Galeeb.Kachra@soundtransit.org

Jaclyn Gault, Senior Community Engagement Specialist
401 S Jackson Street
Seattle, WA 98104-2826
206-689-4788
Jaclyn.Gault@soundtransit.org

Anticipated Licenses, Permits, and Approvals

Federal Agencies

Bonneville Power Administration (BPA)

- NEPA Decision Document
- Approval to Modify an Existing BPA Asset

Federal Aviation Administration (FAA)

- NEPA Decision Document
- Notice of Proposed Construction or Alteration (Form 7460)
- Land Release

Federal Highway Administration (FHWA)

- NEPA Decision Document
- Air Space Lease for Use of Interstate Right-of-Way
- Operations and Maintenance Agreement (with Washington State Department of Transportation)
- Design Deviation Approval
- I-5 Compatibility Report (with Washington State Department of Transportation)

Federal Transit Administration (FTA)

- NEPA Final EIS and Record of Decision (ROD)
- National Historic Preservation Act Section 106 Review
- United States Department of Transportation Act Section 4(f) Review

Federal Emergency Management Agency (FEMA)

- Conditional Letter of Map Revision
- Letter of Map Revision

U.S. Army Corps of Engineers (Corps)

- NEPA Decision Document
- Clean Water Act, Section 404 Permit

U.S. Department of the Interior

- National Historic Preservation Act Section 106 Review
- U.S. Department of Transportation Act Section 4(f) Review

U.S. Fish and Wildlife Service

- Endangered Species Act Consultation

National Oceanic and Atmospheric Administration Fisheries Service

- Endangered Species Act Consultation
- Magnuson-Stevens Conservation and Management Act, Essential Fish Habitat Consultation

State, County, and Regional Agencies

Washington Department of Fish and Wildlife

- Hydraulic Project Approval

Washington State Department of Archaeology and Historic Preservation

- National Historic Preservation Act Section 106 Review

Washington State Department of Ecology

- Clean Water Act, Section 401 Certification
- Clean Water Act, Section 402 Permit
- Wastewater Discharge Permit

Washington State Department of Ecology and Puget Sound Clean Air Agency

- Notice of Construction (Air Quality)

Washington State Department of Transportation

- Air Space Lease
- Construction Oversight Agreement
- Utility Franchise
- Design Documentation Package
- General Permits
- Operations and Maintenance Agreement (with FHWA)
- Survey Permits
- I-5 Compatibility Report (with FHWA)

Local Jurisdictions

City of Lynnwood, City of Everett, and/or Snohomish County

- Land Use Approvals, such as zoning code amendments, zoning code divergences (variances and/or various administrative processes), Hearing Examiner approval, conditional use permits, special use permits, design review approvals, site plan approvals, lot boundary adjustment/elimination, and development agreements
- Building Permits, such as clearing and grading, demolition, drainage, driveway, haul route, sanitary sewer, side sewer, street use, and tree protection permits
- Environmental Critical Areas/Sensitive Areas Review and Approvals, including wetlands, streams, fish and wildlife conservation areas, geologic hazard areas, critical aquifer recharge areas, and flood hazard areas
- Noise Variances
- Permanent, Interim, or Temporary Right-of-Way Permits or Franchises (utilities)
- Street and Alley Vacations
- Access or Use Easements for City-Owned Properties
- Flood Hazard Permit

Other

Utility Providers

- Pipeline and Utility Crossing Permits
- Easements and Use Agreements

Other permits and approvals, to be determined.

Principal Contributors

This Draft EIS was prepared by Sound Transit and consultants at the following firms: Kimley-Horn, Cascade Heritage Consultants, Cross-Spectrum Acoustics, EnviroIssues, Equinox Research and Consulting International, Mott MacDonald, Parsons, and Shannon & Wilson. See Appendix A for a detailed list of preparers and the nature and subject area of their contributions.

Date of Issue

September 2026

Commenting on the Draft EIS

Your feedback directly shapes the future of the regional transit system. FTA and Sound Transit encourage Tribes, agencies, and the public to comment on the alternatives, environmental findings, and potential mitigation measures detailed in the Draft EIS. The Draft EIS will be available for a formal 45-day public comment period, which begins immediately upon publication of the Notice of Availability. All substantive comments received during this period will be evaluated and formally responded to in the Final EIS, directly informing the Sound Transit Board. Comments on the Draft EIS can be made in writing, by email, by voicemail, or at a public hearing. Send written comments to the following address:

Sound Transit
Attn: Galeeb Kachra
401 S Jackson Street
Seattle, WA 98104-2826

Email comments should be sent to everettlinkcomments@soundtransit.org. Written or emailed comments should include your name and return address. Comments may also be submitted on voicemail at [425-243-6255](tel:425-243-6255), on the project's online open house (soundtransit.org/everettlink-deis), and at a public hearing/open house.

One virtual and three in-person public hearings/open houses will be held during the comment period. Details regarding dates and locations of the public hearings/open houses are available on the project website (soundtransit.org/everettlink-deis).

Next Actions

Following publication of this Draft EIS and the close of the public comment period, Sound Transit will prepare a Final EIS that will include and respond to comments on this Draft EIS. The Final EIS will also provide an updated list of potential measures to mitigate project impacts. The Final EIS and comments received will inform the Sound Transit Board selection of the project to be built. Following issuance of the Final EIS, FTA may issue a ROD (anticipated in early 2028). Issuance of a ROD is a prerequisite for federal funding or approvals.

Related Documents

- Final Supplemental Environmental Impact Statement, Long-Range Plan Update (Sound Transit 2014).
- Sound Transit 3: The Regional Transit System Plan for Central Puget Sound (Sound Transit 2016).
- Everett Link Extension Early Scoping Information Report (Sound Transit 2021).
- Everett Link Extension Early Scoping Summary Report (Sound Transit 2022).
- Everett Link Extension Level 1 Alternatives Evaluation Report (Sound Transit 2023a).
- Everett Link Extension Scoping Information Report (Sound Transit 2023b).
- Everett Link Extension SEPA EIS Scoping Summary Report (Sound Transit 2023c).
- Everett Link Extension Level 2 Alternatives Development Report (Sound Transit 2023d).

All of the above documents are available on the Sound Transit website, www.soundtransit.org.

Document Availability

This Draft EIS is available for public review on the Sound Transit website at soundtransit.org/everettlink. Paper copies are available for review at the following public places:

- Everett Public Library (2702 Hoyt Avenue, Everett, WA 98201).
- Everett Public Library - Evergreen Branch (9512 Evergreen Way, Everett, WA 98204).
- Lynnwood Library (19200 44th Avenue, Lynnwood, WA 98036).
- Mariner Library (520 128th Street SW, Everett, WA 98204).
- Mill Creek Library (15429 Bothell Everett Hwy, Mill Creek, WA 98012).
- Mukilteo Library (4675 Harbour Pointe Blvd, Mukilteo, WA 98275).

Paper copies are also available upon request for the cost of printing. To request a paper copy, please contact Dominique Jones at Dominique.Jones@soundtransit.org or 206-689-4783.

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Acronyms and Abbreviations

ADA	Americans with Disabilities Act
AIR	SR 99/Airport Road
ALD	West Alderwood
APE	Area of Potential Effects
ASH	Ash Way
AWSC	all-way stop control
BA	Biological Assessment
BI	Broadway/I-5
BMP	best management practice
BNSF	Burlington Northern Santa Fe (Railway Corporation)
Board	Sound Transit Board of Directors
BPA	Bonneville Power Administration
BRT	bus rapid transit
CFR	Code of Federal Regulations
Corps	U.S. Army Corps of Engineers
Ecology	Washington State Department of Ecology
EGN	SR 526/Evergreen
EIS	Environmental Impact Statement
EMC	Everett Municipal Code
EMF	electromagnetic fields
ESA	Endangered Species Act
EVLE	Everett Link Extension
EVT	Everett Station
FAA	Federal Aviation Administration
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FTA	Federal Transit Administration

HCM	Highway Capacity Manual
HUD	U.S. Department of Housing and Urban Development
I-5	Interstate 5
KOP	key observation point
LOS	level of service
LRV	light rail vehicle
LWCF	Land and Water Conservation Fund
MAR	Mariner
MSE	mechanically stabilized earth
MUTCD	Manual on Uniform Traffic Control Devices
NEPA	National Environmental Policy Act
NPGIS	non-pollution-generating impervious surfaces
NRHP	National Register of Historic Places
OMF	operations and maintenance facility
OWSC	one-way stop control
Paine Field	Seattle Paine Field International Airport
PGIS	pollution-generating impervious surfaces
PSRC	Puget Sound Regional Council
RCA	Resource Conservation Area
RCW	Revised Code of Washington
ROD	Record of Decision
RPZ	runway protection zone
SEPA	State Environmental Policy Act
SHPO	State Historic Preservation Officer
Sound Transit	Central Puget Sound Regional Transit Authority
SPEEA	Society of Professional Engineering Employees in Aerospace
SR	State Route
ST3	Sound Transit 3
SWI	SW Everett Industrial Center

SWPPP	Stormwater Pollution Prevention Plan
TWSC	two-way stop control
USC	United States Code
USFWS	U.S. Fish and Wildlife Service
USPS	United States Postal Service
VHD	vehicle hours of delay
VHT	vehicle hours traveled
VMT	vehicle miles traveled
WAC	Washington Administrative Code
WDFW	Washington Department of Fish and Wildlife
WRIA	Water Resource Inventory Area
WSDOT	Washington State Department of Transportation

1 PURPOSE AND NEED

1.1 Introduction

The Central Puget Sound Regional Transit Authority (Sound Transit) is proposing to expand Link light rail transit service approximately 16 miles northward from the Lynnwood City Center Station to the Everett Station area in Snohomish County, Washington (Figure 1-1). The Everett Link Extension (EVLE) Project would provide fast, reliable light rail service to regional residential and job centers in Snohomish County's growing urban areas. The proposed project is part of the Sound Transit 3 (ST3) Plan of regional transit system investments, local funding for which was approved by voters in the region in 2016. The project includes the light rail alignment and six stations (plus one provisional/unfunded station), two parking facilities, and an operations and maintenance facility (OMF). The EVLE corridor is located within the city of Lynnwood, city of Everett, and Snohomish County.

Sound Transit anticipates applying for Federal Transit Administration (FTA) funding through the Capital Investment Grants program. Approval of federal funding is a federal action that requires compliance with the National Environmental Policy Act (NEPA). FTA and Sound Transit have concluded that the project has the potential to result in significant environmental effects and an Environmental Impact Statement (EIS) is required under NEPA and the State Environmental Policy Act (SEPA). The EIS is a joint NEPA and SEPA document. FTA is the federal lead agency under NEPA, and Sound Transit is the lead agency for SEPA.

Various alternatives to develop light rail in the corridor have been evaluated in this Draft EIS. This document presents potential impacts (Chapters 3 and 4) and potential mitigation measures for the alternatives (Chapter 5).

1.2 Planning History of the EVLE Corridor

The EVLE Project is the result of many years of regional planning and system development. In 1996, Sound Transit's *Regional Transit Long-Range Vision* identified a potential future light rail extension between the city of Lynnwood and city of Everett (Sound Transit 1996). The planning for EVLE developed as an element of *ST3: The Regional Transit System Plan for the Central Puget Sound* (Sound Transit 2016) (illustrated in Figure 1-2). EVLE would help support Puget Sound Regional Council (PSRC) efforts of focusing growth within regional growth centers and high-capacity-transit station areas and building the region's planned high-capacity-transit system. It would also support Sound Transit's *Regional Transit Long-Range Plan* (Sound Transit 2014). Furthermore, EVLE would complete the northern segment of the long-envisioned regional light rail spine connecting the Central Puget Sound Region from Everett to Tacoma. A new light rail maintenance facility, OMF North, would support the overall ST3 regional system expansion, including EVLE. Environmental review for OMF North is included in this Draft EIS.

Figure 1-1 EVLE Project Corridor

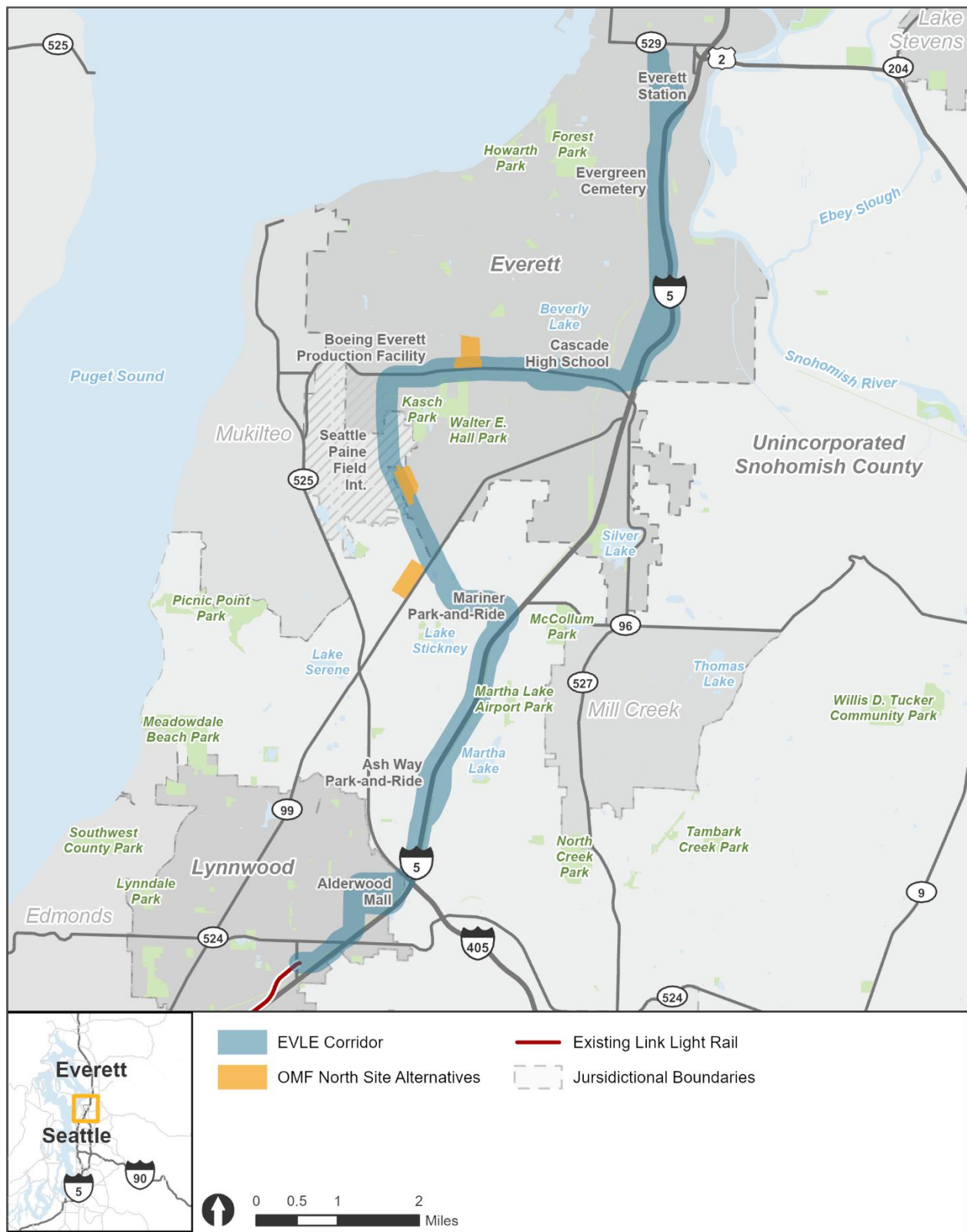


Figure 1-2 Link Light Rail System Expansion

PSRC’s regional growth plan anticipates population and employment in the Puget Sound region will continue to grow over the next 30 years (PSRC 2018), and the current long-range growth forecasts from PSRC inform the Draft EIS analyses (e.g., ridership forecasts, projected vehicle trips, and nonmotorized activities). EVLE is an important component to achieving the regional growth plan, which envisions increasing transit ridership and concentrating new residences and jobs around high-capacity transit. To accommodate growth, EVLE would provide fast, reliable light rail connections to regional residential and job centers in Snohomish County’s growing urban areas. Existing local transit services and connections in the project corridor include bus (Sound Transit, Community Transit, Everett Transit, and Skagit Transit) and Sounder commuter rail services. In addition, Everett Station is a major transit hub, connecting local and regional bus service, Sounder, Greyhound, and Amtrak passenger rail service, along with park-and-ride facilities.

1.3 Project Schedule

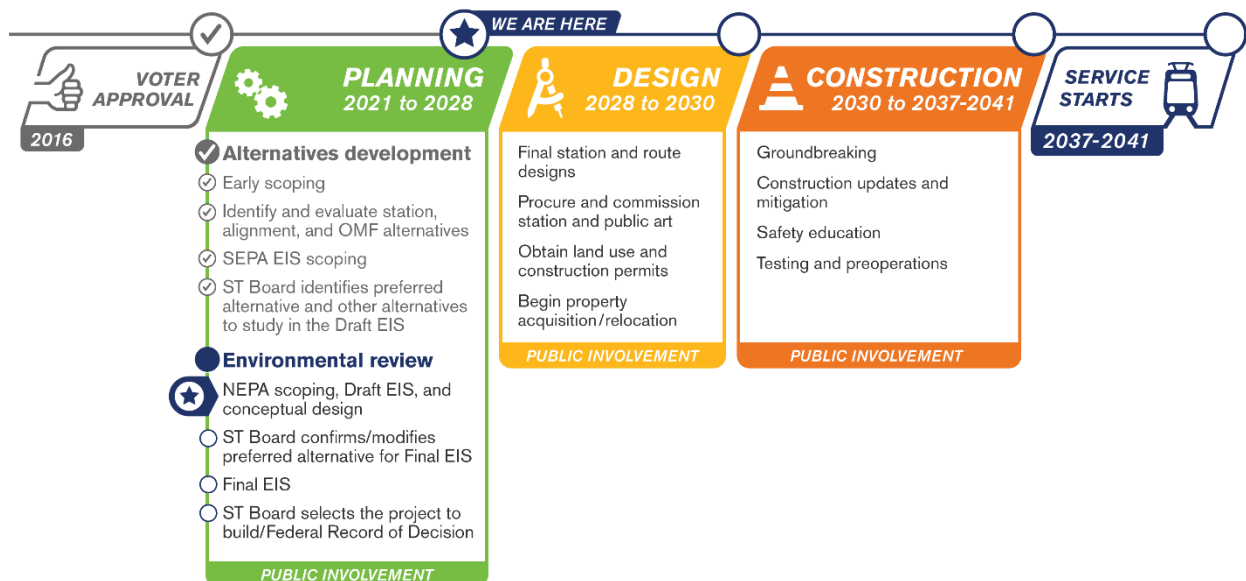
Figure 1-3 shows the project milestones for development of EVLE. The schedule for final design, construction, and operation will be refined as the project nears the end of environmental review.

The EVLE Project would construct six to seven transit stations (depending on funding availability) along the alignment and is planned to be constructed in phases. The current proposed schedule for opening light rail service from the Lynnwood City Center Station to SW Everett Industrial Center Station (the initial phase, as described in Section 2.4.3) is 2037, with the opening of the two most northern stations (SR 526/Evergreen and Everett Station) in 2041.

OMF North would open in 2034, prior to opening of the light rail extension, as the facility is necessary for storing rail cars and supporting service for other parts of the regional system as well as the extension to Everett. The first portion of the project would also include a track connection to serve whichever OMF North site alternative is selected to be built (including OMF Site B, which is farther north than the SW Everett Industrial Center Station).

New parking facilities would be constructed at two of the stations, Mariner and Everett Station; however, construction dates are unknown. On May 28, 2026, the Sound Transit Board adopted Resolution R2026-11, which modifies and updates the voter-approved ST3 System Plan consistent with the financial policies to use available resources to fund the most necessary projects and services that best achieve the objectives of ST3. Under R2026-11, all phases of EVLE would be fully funded through construction. However, parking would be deferred until additional resources are identified. Sound Transit plans to complete innovative access planning to identify opportunities to deliver flexible and affordable methods to get people to transit stations with deferred parking facilities. The Board also established a Regional Parking Fund to support cost effective and innovative investments in station access and parking. This Draft EIS uses a horizon year of 2046 that assumes that the ST3 program of projects is operational, including EVLE parking. This allows for the most conservative assessment of impacts and accounts for projects to potentially be delivered earlier.

Figure 1-3 Project Milestones



1.4 Purpose and Need for the EVLE Project

The purpose and need section describes why the agency is proposing to construct and operate a project. It clarifies what problems the project aims to address and what goals or outcomes it supports. The purpose and need statement establishes the basis for developing and evaluating a range of reasonable alternatives for environmental review and assists with the identification of a preferred alternative. The purpose and need statement below defines the Draft EIS alternatives described in Chapter 2.

1.4.1 Purpose of the EVLE Project

The purpose of EVLE is to expand Sound Transit's Link light rail transit system from the Lynnwood City Center Station to the Everett Station area and construct a new OMF.

The project will:

- Provide high quality, rapid, reliable, accessible, and efficient light rail transit service to communities in the project corridor as defined through the local planning process and reflected in the ST3 Plan (Sound Transit 2016).
- Improve regional mobility by increasing connectivity and capacity in the EVLE corridor from the Lynnwood Transit Center to the Everett Station area to meet projected transit demand.
- Connect regional centers as described in adopted regional and local land use, transportation, and economic development plans and Sound Transit's *Regional Transit Long-Range Plan* (Sound Transit 2014).
- Implement a system that is technically and financially feasible to build, operate, and maintain.
- Expand mobility for the corridor and the region's residents, including explicit consideration for those who use transit as a primary means of transportation.
- Encourage smart growth in station areas through support of transit oriented development and multimodal integration in a manner that is consistent with local land use plans and policies.
- Encourage convenient and safe non-motorized access to transit stations, such as bicycle and pedestrian connections, consistent with Sound Transit's System Access Policy.
- Preserve and promote a healthy environment and economy by minimizing adverse impacts on the natural, built, and socioeconomic environments through smart practices.
- Provide an OMF with the capacity to receive, test, commission, store, maintain, and deploy vehicles to support the intended level of service for system-wide light rail expansion.
- Develop an OMF that supports efficient and reliable light rail service and minimizes system operating costs.

1.4.2 Need for the EVLE Project

The project is needed because:

- Chronic roadway congestion on Interstate 5 (I-5) and State Route (SR) 99 – two primary highways connecting communities along the corridor – delays travelers, including those using transit, and degrades the reliability of bus service traversing the corridor, particularly during commute periods.
- These chronic, degraded conditions are expected to worsen as the region's population and employment grow.
- Regional and local plans call for high-capacity transit in the corridor, consistent with Sound Transit's *Regional Transit Long-Range Plan* (Sound Transit 2014).
- Regional and local plans call for increased residential and/or employment density at and around high-capacity stations and increased options for multimodal access.
- Snohomish County residents and communities, including those who use transit as a primary means of transportation, need long-term regional mobility and multimodal connectivity, as called for in the Washington State Growth Management Act.
- Prioritizing transportation investments that decrease vehicle miles traveled (VMT), and their resulting environmental effects, is a goal of the state and region, as established in Washington state law and embodied in PSRC's *Regional Transportation Plan* (PSRC 2018).
- The current regional system lacks an OMF with sufficient capacity and suitable location to support the efficient and reliable long-term operations for system-wide light rail expansion, including the next phase of light rail expansion in Snohomish and King Counties.
- New light rail maintenance and storage capacity needs to be available with sufficient time to accept delivery of and commission new vehicles to meet fleet expansion needs and to store existing vehicles while the new vehicles are tested and prepared.

2 ALTERNATIVES CONSIDERED

2.1 Overview

This Draft EIS compares the environmental effects of the EVLE alternatives, including the No Build Alternative, which considers the transportation system and the environment as they would exist if the proposed project were not built. The No Build Alternative also provides a baseline against which to measure the potential effects of the Build Alternatives. The EVLE Build Alternatives were identified by the Sound Transit Board of Directors (Board) following early scoping, the Alternatives Development process, and SEPA scoping, with input from Tribes, the public, and agencies. No additional alternatives were identified for further study in this Draft EIS based on the comments received during the NEPA scoping period.

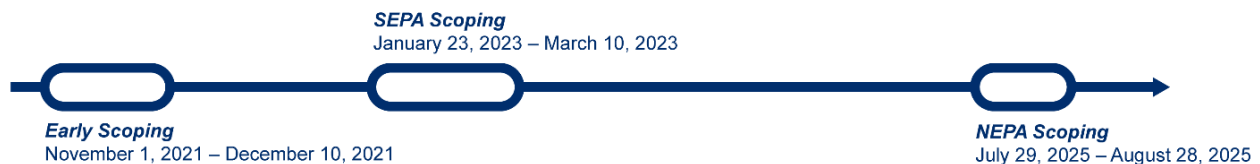
This chapter provides an overview of the Alternatives Development and scoping processes and of the No Build and Build Alternatives. A more detailed description of the alternatives is available in Appendix B.

2.2 Alternatives Development and Scoping

The EVLE Project is the result of a substantial planning process. After voters approved funding for the ST3 Plan, which includes EVLE, Sound Transit continued to build on past planning through the Alternatives Development process described in this section. FTA used information and analysis developed during the prior planning and SEPA environmental review processes to inform environmental review under NEPA, in accordance with 23 Code of Federal Regulations (CFR) Part 450.

In 2021, Sound Transit initiated agency coordination and robust public engagement to identify potential alternatives for light rail routes and profiles¹ as well as potential station and OMF North locations. This process included multiple scoping periods (Figure 2-1). Over 50 potential station and alignment alternatives and 18 potential OMF sites were initially identified. All potential alternatives were evaluated. Some were eliminated from further consideration if they were found to be inconsistent with the project purpose and need, the ST3 Plan, or other local and regional transportation and land use plans; included major technical challenges or much higher potential additional costs; would not meet operational requirements; or were determined to be infeasible based on environmental constraints (Table 2-1).

Figure 2-1 EVLE Scoping Timeline



¹ Profile is the vertical position of the track in relation to surrounding terrain. Light rail profile types for EVLE are at-grade (including retained-fill), elevated, and below-grade (or retained-cut).

Sound Transit refined the set of station and alignment alternatives to study in the Draft EIS through an Alternatives Development process that began November 1, 2021 when Sound Transit published a notice of early scoping in the SEPA Register to initiate early public engagement and feedback. FTA issued its notice of early scoping for the project in the *Federal Register* on November 5, 2021.² Sound Transit and FTA conducted early scoping through December 10, 2021. During early scoping, Sound Transit and FTA asked for comments on:

- The route (alignment), stations, potential alternatives, benefits, and potential impacts for EVLE.
- The purpose and need statement.

Potential alternatives were then evaluated in the increasingly detailed Level 1 and Level 2 evaluation phases, using criteria based on the project purpose and need.

Sound Transit initiated scoping under SEPA with a Determination of Significance and Scoping Notice published in the *SEPA Register* on January 23, 2023. The scoping process was conducted from January 23 through March 10, 2023. It provided an opportunity for Tribes, agencies, and the public to comment on the project's purpose and need statement, topics to study in the EIS, and the proposed route and station alternatives to be evaluated in the EIS. The alternatives presented were those that were evaluated as part of the Level 2 alternatives evaluation.

The following suggestions for new station and alignment alternatives from SEPA scoping comments were advanced as potential alternatives for consideration in the Draft EIS:

- Modifying the curvature of the alignment or moving the alignment into I-5 right-of-way in the West Alderwood Segment to avoid potential impacts to Alderwood Community Church.
- Adding an alignment design option in the SR 526/Evergreen Segment that would be north of SR 526 for most of the segment then cross south to serve station alternatives on the south side of the highway.
- Refining the station and alignment alternatives in the Everett Station Segment to have an alignment along McDougall Avenue with a station near downtown Everett.

Additional information on outreach activities and comments received during SEPA scoping are included in Appendix D.

In June 2023, the Board identified the alternatives for study in this Draft EIS in Motion M2023-47. The Board also identified a preferred alternative for four of the eight alignment segments (as described below in Section 2.4.1). The four segments were the West Alderwood, SW Everett Industrial Center, Broadway/I-5, and Everett Station Segments. A preferred alternative is not a decision to build the project or which alternatives to build. Rather, the identification of a preferred alternative shows a preference for an alternative based on available information from the Alternatives Development process. The Board's rationale for identifying a preferred alternative in these segments is discussed in Appendix B.

Other alternatives were considered but eliminated from detailed analysis. Alternatives that were evaluated in Level 1 and Level 2 of the Alternatives Development process but did not advance to the Draft EIS are listed in Table 2-1. The table summarizes key findings. For more details on

² Early scoping is an optional step in the environmental review process to identify possible issues prior to making any significance or class of action determinations.

the alternatives evaluation, see the Level 1³ and Level 2⁴ Alternatives Development reports available on the Sound Transit website.

Table 2-1 EVLE Alternatives Eliminated During Alternatives Development

Alternative	Description	Reason Not Advanced
West Alderwood		
ALD-A	Alignment running diagonally through mall parking lot with a station near AMC theater.	Diagonal through parking lot makes mall redevelopment difficult.
ALD-C	Alignment next to I-5 with a station on Alderwood Mall Boulevard.	More difficult to access and lower potential for redevelopment due to proximity to I-5.
ALD-E	Alignment along 36th Avenue W and 188th Street SW with a station on 36th Avenue near 190th Place SW.	Lower potential for redevelopment near the station.
Ash Way		
ASH-B	Alignment on the west side of I-5 along Ash Way with a station near the Ash Way Park-and-Ride bus loop.	Higher potential costs and challenges maintaining bus operations at Ash Way Park-and-Ride during construction.
ASH-C	Alignment on the west side of I-5 along Ash Way with a station near 164th Street SW.	Higher potential costs and challenges maintaining bus operations at Ash Way Park-and-Ride during construction.
Mariner		
MAR-A	Alignment on the west side of I-5 with a station on the north side of 128th Street SW.	Longer route length and greater built environment impacts.
MAR-C	Alignment following 8th Avenue W with a station near 132nd Street SW.	Difficult to integrate with existing transit and higher cost.
SR 99/Airport Road		
AIR-C	Alignment on the east side of Airport Road with a station near SR 99 and Center Road.	Difficult to integrate with existing transit and higher cost.
SR 526/Evergreen		
EGN-C	Alignment on the south side of SR 526 with a station on the east side of Evergreen Way.	Higher potential costs, harder to access, and less potential for redevelopment.
EGN-D	Alignment on the south side of Casino Road with a station on the west side of Evergreen Way.	Challenges maintaining access along Casino Road during construction.
Everett Station		
EVT-B	Alignment along McDougall Avenue with a station near 32nd Street.	Construction challenges with transmission lines along McDougall Avenue.

³ Available at <https://www.soundtransit.org/sites/default/files/documents/evle-level%201-alternatives-development-report.pdf>

⁴ Available at <https://www.soundtransit.org/sites/default/files/documents/evle-level-2-alternatives-development-report.pdf>

Alternative	Description	Reason Not Advanced
OMF North		
OMF Site A	Site between SR 526 and Hardeson Road.	High employment displacement and major topographic challenges.
OMF Site C	Site on the corner of Airport Road and SR 526.	High employment displacement including specialized manufacturing facilities.
OMF Site D	Site on the east side of Airport Road between 94th Street SW and 100th Street SW.	High employment displacement and would require taking airport property.
OMF Site G	Site on the east side of I-5 south of 164th Street SW.	Displacement of specialized manufacturing and topographical challenges.

FTA initiated scoping under NEPA with a Notice of Intent to Prepare an EIS published in the *Federal Register* on July 29, 2025. The NEPA scoping period extended from July 29 through August 28, 2025. Tribes, agencies, and the public were again invited to comment on the project's purpose and need statement, topics to study in the EIS, and the proposed route, station, and OMF alternatives to be evaluated in the EIS. No additional alternatives were identified for further study in the EIS based on comments received during the NEPA scoping period. Additional information on NEPA scoping outreach activities and comments received are included in Appendix D and Appendix E, respectively.

After reviewing the Draft EIS and comments received, the Board will confirm or modify the preferred alternative, which will be identified in the Final EIS. Sound Transit will prepare a Final EIS that will include and respond to comments on this Draft EIS. The Final EIS will also describe the potential measures to mitigate project impacts. Following the Final EIS, FTA may issue a Record of Decision (ROD) and the Board would select the project to build.

2.3 No Build Alternative

The No Build Alternative describes the environment, including the transportation system, using a horizon year of 2046. The No Build and Build Alternatives use the same population and employment projections for 2046. They also assume that the same land use and transportation projects would occur, except the No Build Alternative does not include the EVLE Project. The list of transportation projects assumed in the No Build Alternative includes transit, roadway, and other transportation projects by state, regional, and local agencies that are currently funded or committed, and those that are likely to be implemented based on approved and committed funding. Appendix C describes all the capital projects assumed to have been completed as part of the No Build Alternative. The No Build Alternative assumes implementation of the ST3 program to allow for the most conservative assessment of impacts and accounts for the potential for projects to be delivered earlier.

2.4 Build Alternatives

This section describes the EVLE Build Alternatives and design options evaluated in this Draft EIS. The conceptual design drawings for the Build Alternatives are included in Appendix F.

The project consists of:

- Approximately 16 miles of dedicated guideway extending across the city of Lynnwood, city of Everett, and unincorporated Snohomish County. The guideway could be constructed at-grade (including retained-fill), elevated, or below-grade, but most of the guideway would be elevated, and there would be no at-grade vehicle or pedestrian crossings.
- Six stations, one in Lynnwood, two in unincorporated Snohomish County, and three in Everett. An additional provisional station (funded for planning, preliminary engineering, and environmental review but not currently for design or construction) is also evaluated in unincorporated Snohomish County.
- One OMF adjacent to the alignment in Snohomish County or Everett.
- Two parking facilities, one at Mariner Station (550 spaces) in either a surface or structured park-and-ride configuration and one at Everett Station (1,000 spaces) in a structured park-and-ride configuration.

In addition to light rail facilities and supporting infrastructure described above, the project would also include street infrastructure such as crosswalks and signalized intersections to provide access to the stations. These elements are noted throughout this document where relevant to each resource. Elements proposed to be built as part of the project are shown in the conceptual design drawings in Appendix F.

2.4.1 Alignment and Station Alternatives

The EVLE alignment and station alternatives are organized into eight geographic segments, presented and discussed in the Draft EIS from south to north. Within those segments, a total of 17 alignment alternatives and 18 station alternatives are evaluated. These alignment alternatives and station alternatives are combined into Build Alternatives for analysis as shown in Table 2-2 and Figure 2-2.

Table 2-2 describes the alignment and station alternatives as follows:

- **Segments:** The eight alignment segments and corresponding abbreviations are:
 - West Alderwood (ALD).
 - Ash Way (ASH).
 - Mariner (MAR).
 - SR 99/Airport Road (AIR).
 - SW Everett Industrial Center (SWI).
 - SR 526/Evergreen (EGN).
 - Broadway/I-5 (BI).
 - Everett Station (EVT).

- **Alignment alternatives:** Alignment alternatives in each segment are identified with numbers (e.g., ALD-1).
- **Station alternatives:** Station alternatives in each segment are identified with letters (e.g., ALD-B).⁵
- **Build Alternatives:** Alignments and stations are combined to create the Build Alternative name (e.g., Station ALD-B is located on Alignment ALD-1, so this pairing is referred to as Alternative ALD-1B). If a preferred Build Alternative was identified by the Board for this Draft EIS, it is indicated with an asterisk (and shown in figures in a green color for easy reference).
- **Design options:** A design option is an alternate design for a portion of a Build Alternative. It could be a different route or profile along a portion of an alignment, a different station configuration, or a different parking location. For example, in the West Alderwood Segment the Alderwood Mall Boulevard Design Option is being considered for all three Build Alternatives. Design options are under consideration for eight of the alignment and station Build Alternatives.

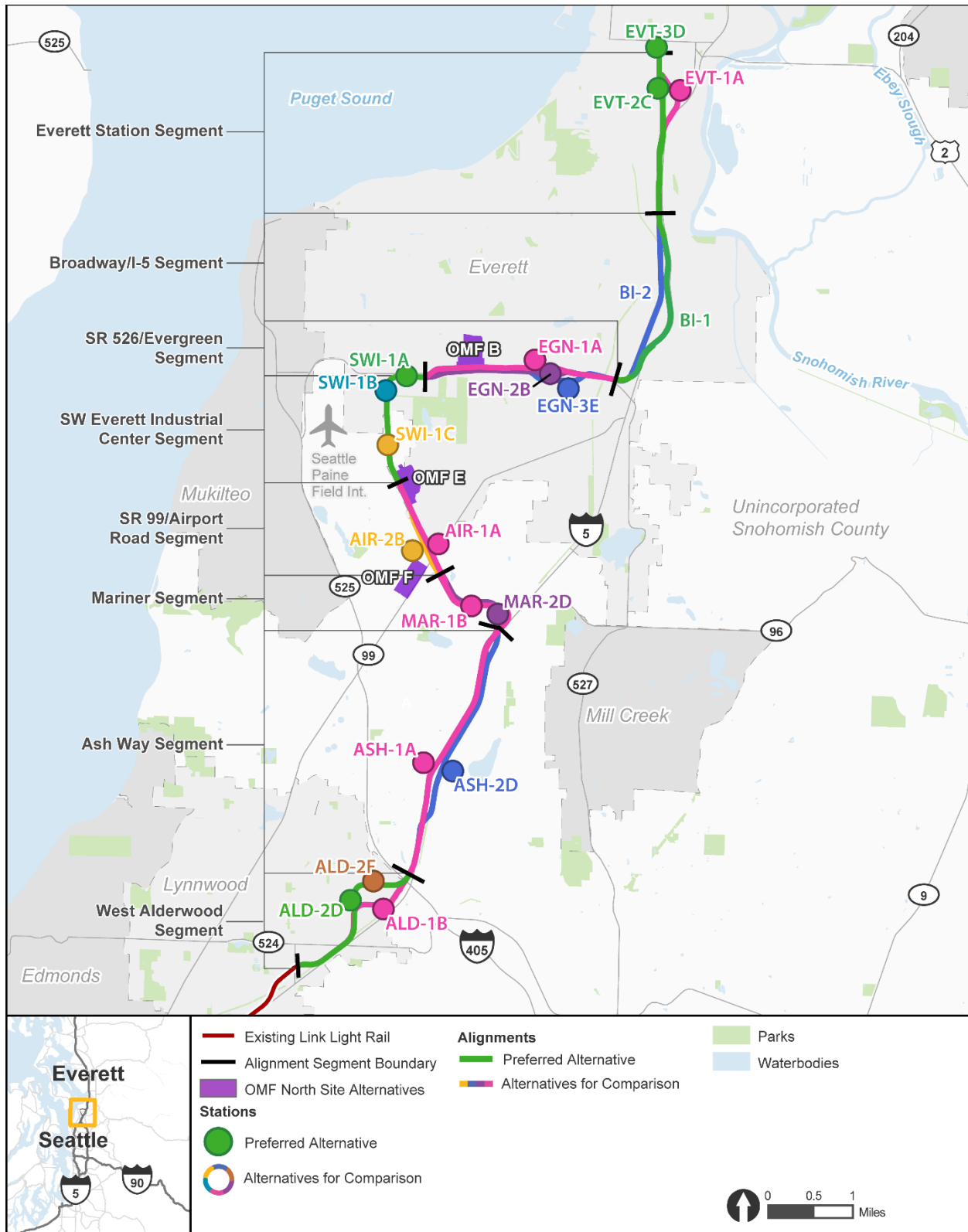
⁵ Letters identifying station alternatives are non-sequential in some segments; missing letters denote alternatives eliminated from detailed study. For more information on the Alternatives Development process, see Section 2.2.

Table 2-2 Alignment and Station Alternatives by Segment

Segment	Alignment Alternatives	Station Alternatives	Build Alternatives (Combined Alignment and Station)	Build Alternative Design Options Also Considered
West Alderwood	ALD-1	ALD-B	ALD-1B	Alderwood Mall Boulevard
	ALD-2	ALD-D	ALD-2D*	Alderwood Mall Boulevard
		ALD-F	ALD-2F	Alderwood Mall Boulevard
Ash Way	ASH-1	ASH-A	ASH-1A	None
	ASH-2	ASH-D	ASH-2D	None
Mariner	MAR-1	MAR-B	MAR-1B	Surface Parking
	MAR-2	MAR-D	MAR-2D	Surface Parking
SR 99/ Airport Road	AIR-1	AIR-A	AIR-1A	None
	AIR-2	AIR-B	AIR-2B	None
SW Everett Industrial Center	SWI-1	SWI-A	SWI-1A*	Lower
		SWI-B	SWI-1B	None
		SWI-C	SWI-1C	None
SR 526/ Evergreen	EGN-1	EGN-A	EGN-1A	None
	EGN-2	EGN-B	EGN-2B	North Side of SR 526
	EGN-3	EGN-E	EGN-3E	North Side of SR 526
Broadway/ I-5	BI-1	None	BI-1*	None
	BI-2	None	BI-2	None
Everett Station	EVT-1	EVT-A	EVT-1A	None
	EVT-2	EVT-C	EVT-2C*	None
	EVT-3	EVT-D	EVT-3D*	None

*Denotes preferred alternative. In the Everett Station Segment, the Board identified the preferred alternative as either Alternative EVT-2C or EVT-3D.

Figure 2-2 EVLE Project Alternatives



2.4.1.1 West Alderwood Segment

The West Alderwood Segment and alternatives are shown on Figure 2-3. The West Alderwood Segment includes the area between the northern Link light rail terminus in the city of Lynnwood (Lynnwood City Center Station), and the I-5/I-405 interchange, in unincorporated Snohomish County. This segment includes one station, the West Alderwood Station. This segment also includes a pocket track.⁶ There are two alignment alternatives and three station alternatives that combine into the three Build Alternatives described in the following subsections. There is also one alignment design option that is compatible with all three Build Alternatives in this segment. The West Alderwood Station is forecasted to have approximately 1,900 daily boardings.

Alternative ALD-1B (Southern Mall Alignment and Station)

Alternative ALD-1B consists of Alignment ALD-1 and Station ALD-B. Alignment ALD-1 would be elevated along the west side of I-5, in between the southbound travel lanes and on-ramp near the Interurban Trail, turning north near 33rd Avenue W, then turning east near 188th Street SW. The height of the guideway would range between approximately 25 and 80 feet high. Station ALD-B would be an elevated station on the south side of the mall near Alderwood Mall Parkway. The station canopy would be approximately 60 feet above the ground.

Preferred Alternative ALD-2D (Northern Mall Alignment With 33rd Avenue W Station)

Alternative ALD-2D consists of Alignment ALD-2 and Station ALD-D. Alignment ALD-2 would be elevated along the west side of I-5, in between the southbound travel lanes and on-ramp near the Interurban Trail, turning north near 33rd Avenue W, then turning east near 184th Street SW. The height of the guideway would range between approximately 25 and 80 feet high. Station ALD-D would be an elevated station on the east side of 33rd Avenue W near 188th Street SW on the west side of Alderwood Mall. The station canopy would be approximately 65 feet above the ground.

Alternative ALD-2F (Northern Mall Alignment With 184th Street SW Station)

Alternative ALD-2F consists of Alignment ALD-2, described above, and Station ALD-F. Station ALD-F would be an elevated station on the north side of the mall in the vicinity of 184th Street SW. The station canopy would be approximately 60 feet above the ground.

Alderwood Mall Boulevard Design Option

The Alderwood Mall Boulevard Design Option was developed in case major technical challenges were identified with an alignment near the 196th Street interchange where there are potential conflicts with ramps, elevated streets, and an electrical substation. This design option would be elevated along the west side of I-5, just east of Alderwood Mall Boulevard and the Interurban Trail. The alignment would then cross over to the west side of Alderwood Mall Boulevard at 196th Street SW. The alignment would then turn to the north to follow 33rd Avenue W and continue as either Alignment ALD-1 or ALD-2 as described above.

⁶ A pocket track is a track that sits between two mainline tracks and is connected to both tracks at either end. They provide maximum operational flexibility to temporarily store and stage trains off mainline tracks.

Figure 2-3 West Alderwood Segment Alternatives



2.4.1.2 Ash Way Segment

The Ash Way Segment and alternatives are shown on Figure 2-4. The Ash Way Segment includes the area between the I-5/I-405 interchange and 134th Street SW, entirely in unincorporated Snohomish County. This segment includes one station, the Ash Way Station. There are two alignment alternatives and two station alternatives for this segment that combine into the two Build Alternatives described in the following subsections. The Ash Way Station is forecasted to have approximately 4,600 daily boardings.

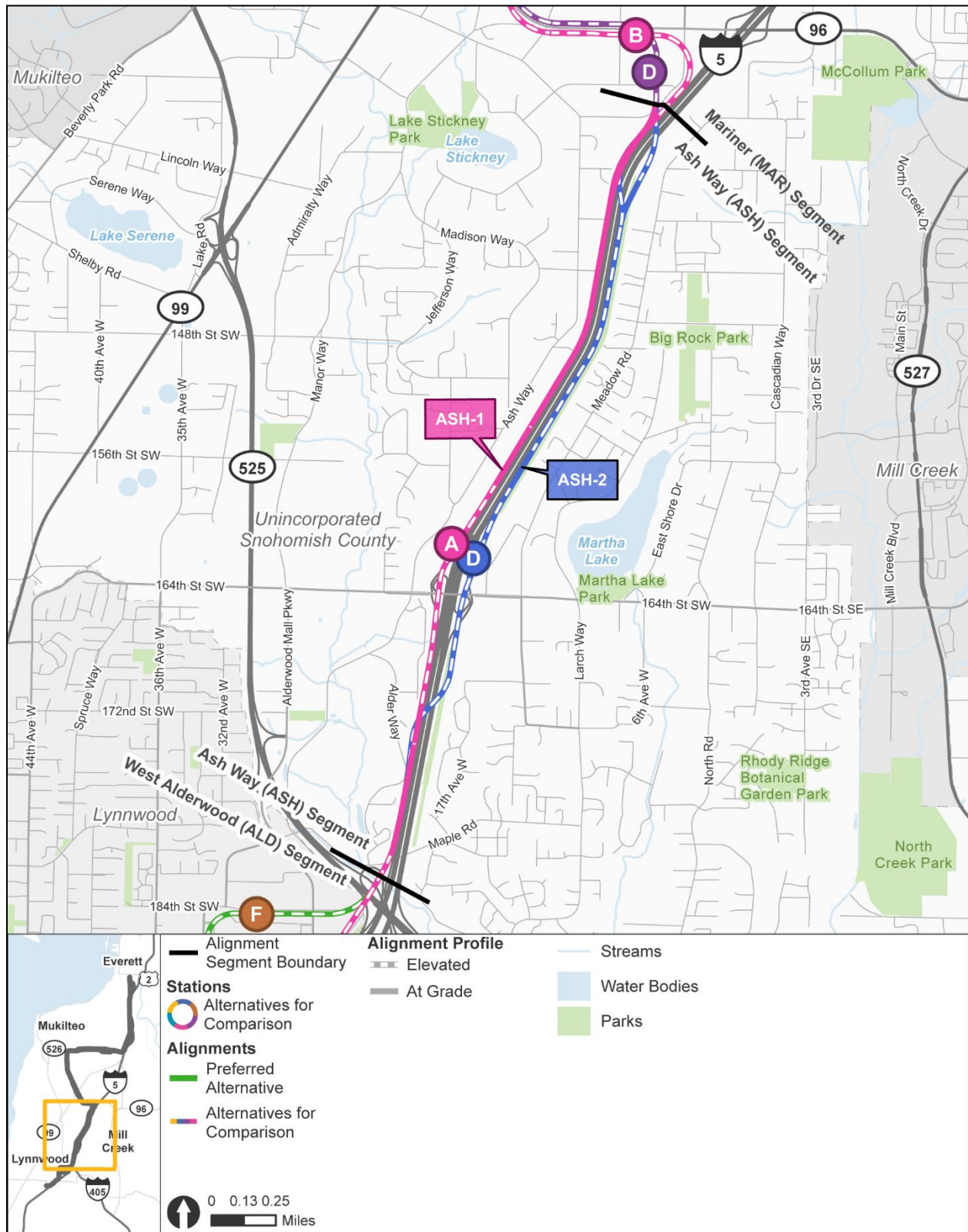
Alternative ASH-1A (West of I-5 Alignment With Ash Way Park-and-Ride Station)

Alternative ASH-1A consists of Alignment ASH-1 and Station ASH-A. Alignment ASH-1 would be elevated along the west side of I-5, transitioning to an at-grade profile near Maple Road, elevated near 170th Street SW, and back to at-grade near Oak Road. The height of the guideway would range between at-grade and 70 feet high. Station ASH-A would be an elevated station in the vicinity of Ash Way Park-and-Ride on Alignment ASH-1. The station canopy would be approximately 75 feet above the ground.

Alternative ASH-2D (East of I-5 Alignment With 164th Street SW Station)

Alternative ASH-2D consists of Alignment ASH-2 and Station ASH-D. Alignment ASH-2 would be elevated along the west side of I-5, transitioning to an at-grade profile near Maple Road. The alignment would then transition to elevated near 177th Place SW, cross from west to east over I-5 south of the 164th Street SW interchange, and transition back down to an at-grade profile near 160th Street SW. The alignment would continue at grade, with a brief elevated portion near 154th Place SW where the alignment would cross a stream. The alignment would transition back to elevated and cross over to the west side of I-5 near 140th Street SW. The height of the guideway would range between at-grade and an elevated guideway approximately 75 feet high. Station ASH-D would be an elevated station near 164th Street SW in the vicinity of Motor Place. The station canopy would be approximately 70 feet above the ground.

Figure 2-4 Ash Way Segment Alternatives



2.4.1.3 Mariner Segment

The Mariner Segment and alternatives are shown on Figure 2-5. The Mariner Segment includes the area between 134th Street SW and Avondale Road, in unincorporated Snohomish County. This segment includes one station, the Mariner Station, which would include parking for 550 vehicles in either a surface lot or structure. This segment also includes turnback tracks⁷ for 2 Line trains, with service between Mariner and Downtown Redmond (see Figure 1-2). The station design would include two platforms so that the turnback tracks and operator comfort station can be included in the station footprint. There are two alignment alternatives and two station alternatives for this segment that combine into the two Build Alternatives described in the following subsections. The potential for surface parking mentioned above is captured as a Surface Parking Design Option for each alternative. The Mariner Station is forecasted to have approximately 4,600 daily boardings.

Alternative MAR-1B (South of 128th Street Alignment With 8th Avenue W Station)

Alternative MAR-1B consists of Alignment MAR-1 and Station MAR-B. Alignment MAR-1 would run elevated on the west side of I-5 and turn west near 128th Street SW, continuing elevated along the south side of 128th Street SW before going briefly to at-grade east of E Gibson Road and returning to elevated along the southwest side of Airport Road. The height of the guideway would range between at-grade and approximately 70 feet high. Station MAR-B would be an elevated station in the vicinity of 8th Avenue W. The station canopy would be approximately 80 feet above the ground and would require an intermediate landing, sometimes called a mezzanine, below the platforms. Parking for Station MAR-B would be located in two parking structures, one adjacent to the station platform at the corner of 128th Street SW and 8th Avenue W and another along 4th Avenue W, across from the existing Mariner Park-and-Ride.

Alternative MAR-2D (North of 128th Street SW Alignment With Mariner Park-and-Ride Station)

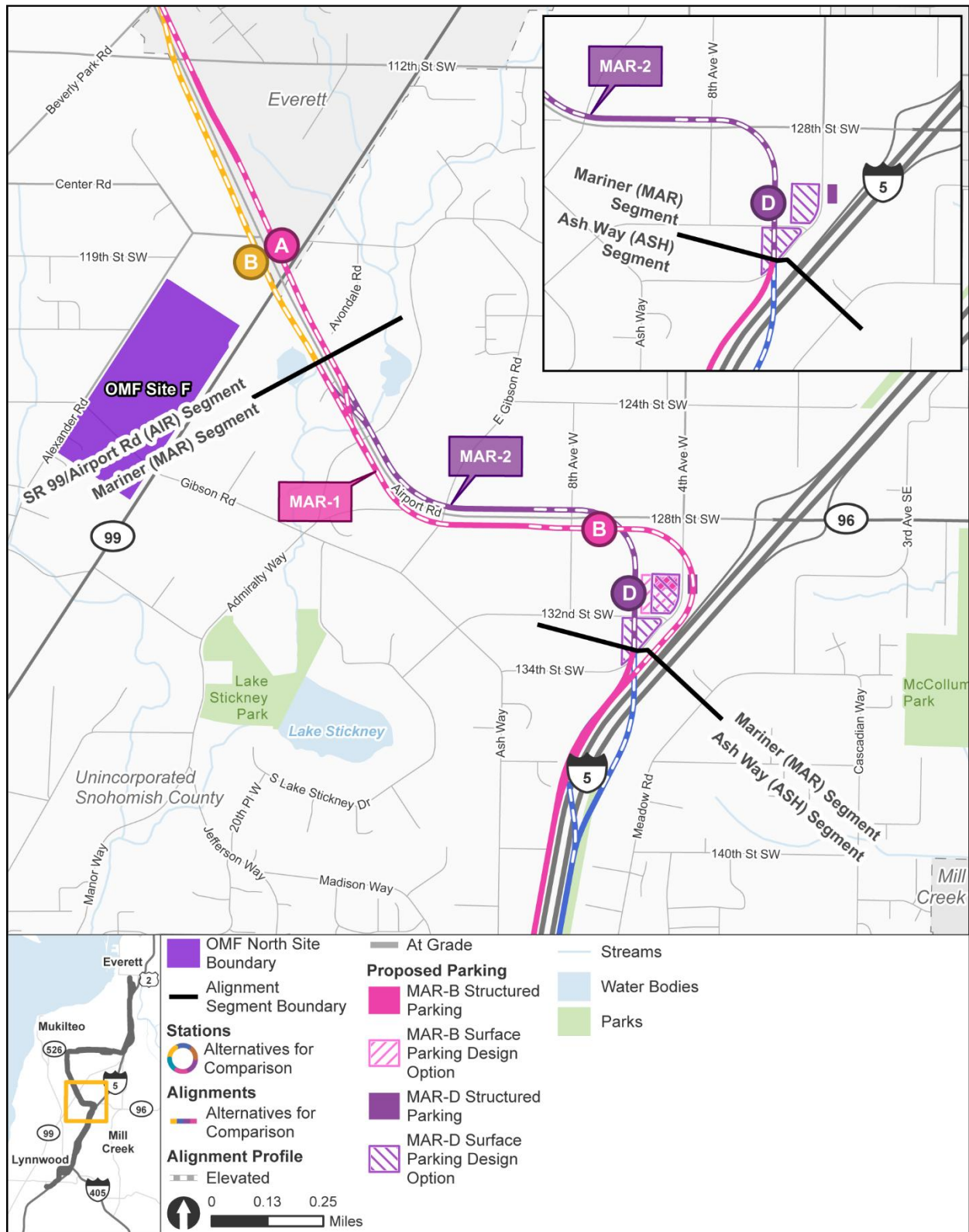
Alternative MAR-2D consists of Alignment MAR-2 and Station MAR-D. Alignment MAR-2 would run elevated roughly parallel to 4th Avenue W. The guideway would turn west and cross over 128th Street SW near 8th Avenue W where it would transition briefly to an at-grade profile before returning to elevated along the northeast side of Airport Road. The height of the guideway would range between at-grade and approximately 55 feet high. Station MAR-D would be an elevated station in the vicinity of Mariner Park-and-Ride. The station canopy would be approximately 65 feet above the ground. Parking for Station MAR-D would be located in a parking structure at the existing Mariner Park-and-Ride.

Surface Parking Design Option

Each station alternative has a design option for a 550-vehicle surface parking lot instead of a parking structure. Surface parking can generally be provided for lower cost although it leaves less room for development near the station. For Station MAR-B, the surface parking design option would be located at the corner of 4th Avenue W and 132nd Street SW across from the existing Mariner Park-and-Ride. For Station MAR-D, the surface parking design option would be located in two lots: one at the corner of 4th Avenue W and 132nd Street SW across from the existing Mariner Park-and-Ride and another on the south side of 132nd Street SW. The parking design options for Stations MAR-B and MAR-D are shown in Figure 2-5.

⁷ A turnback track is similar to a pocket track in its configuration but has the express purpose of moving a train off the mainline track to reverse directions.

Figure 2-5 Mariner Segment Alternatives



NOTE: OMF North sites are discussed in Section 2.4.2.

2.4.1.4 SR 99/Airport Road Segment

The SR 99/Airport Road Segment and alternatives are shown on Figure 2-6. The SR 99/Airport Road Segment includes the area between Avondale Road and 106th Street SW, extending from unincorporated Snohomish County into the city of Everett. This segment includes the one provisional station of the project, the SR 99/Airport Road Station, which would only be built if and when funding is available. There are two alignment alternatives and two station alternatives for this segment that combine into the two Build Alternatives described in the following subsections. The SR 99/Airport Road Station is forecasted to have approximately 900 daily boardings.

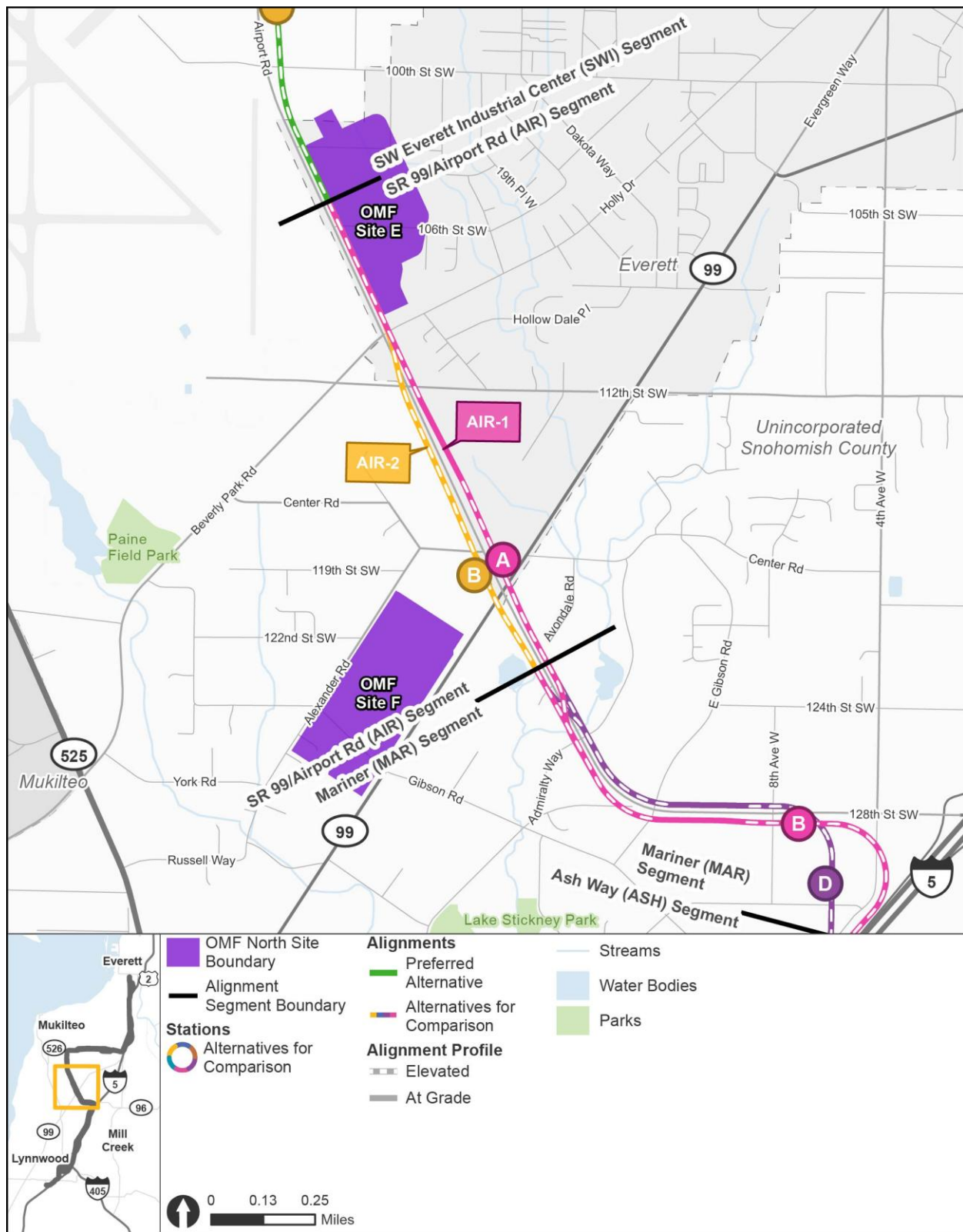
Alternative AIR-1A (East of Airport Road Alignment and Station)

Alternative AIR-1A consists of Alignment AIR-1 and Station AIR-A. Alignment AIR-1 would run elevated on the east side of Airport Road with a short section of at-grade profile north of SR 99. The height of the guideway would range between at-grade and approximately 50 feet high. Station AIR-A would be an elevated station near SR 99. The station canopy would be approximately 70 feet above the ground.

Alternative AIR-2B (West of Airport Road Alignment and Station)

Alternative AIR-2B consists of Alignment AIR-2 and Station AIR-B. Alignment AIR-2 would run elevated on the west side of Airport Road. The guideway would cross to the east side of Airport Road north of 112th Street SW. The height of the guideway would range between approximately 30 and 65 feet high. Station AIR-B would be an elevated station near SR 99. The station canopy would be approximately 80 feet above the ground and would require an intermediate landing.

Figure 2-6 SR 99/Airport Road Segment Alternatives



NOTE: OMF North sites are discussed in Section 2.4.2.

2.4.1.5 SW Everett Industrial Center Segment

The SW Everett Industrial Center Segment and alternatives are shown on Figure 2-7. The SW Everett Industrial Center Segment includes the area north of 106th Street SW and just west of Seaway Boulevard, in the city of Everett. This segment includes one station, the SW Everett Industrial Center Station. There is one alignment alternative, and there are three station alternatives for this segment that combine into the three Build Alternatives described in the following subsections. There is a single design option for one of the Build Alternatives. The SW Everett Industrial Center Station is forecasted to have approximately 1,500 daily boardings.

Preferred Alternative SWI-1A (Airport Road/SR 526 Alignment With SR 526 Station)

Alternative SWI-1A consists of Alignment SWI-1 and Station SWI-A. Alignment SWI-1 would run elevated generally along the east side of Airport Road, curving east south of SR 526 and continuing on the south side of SR 526. The height of the guideway would range between approximately 25 and 75 feet high. Station SWI-A would be an elevated station south of SR 526 near W Casino Road, west of Seaway Boulevard. The station canopy would be approximately 95 feet above the ground and would require an intermediate landing.

Alternative SWI-1B (Airport Road/SR 526 Alignment With Kasch Park Road Station)

Alternative SWI-1B consists of Alignment SWI-1, described above, and Station SWI-B. Station SWI-B would be an elevated station in the vicinity of Kasch Park Road and W Casino Road. The station canopy would be approximately 65 feet above the ground.

Alternative SWI-1C (Airport Road/SR 526 Alignment With 100th Street SW Station)

Alternative SWI-1C consists of Alignment SWI-1, described above, and Station SWI-C. Station SWI-C would be an elevated station in the vicinity of 100th Street SW. The station canopy would be approximately 55 feet above the ground.

Lower Design Option

The Lower Design Option for Alternative SWI-1A would include stretches of at-grade alignment and a lower station height, which would reduce construction complexity. The design option follows the path of Alignment SWI-1 and includes Station SWI-A but has a lower profile north of Kasch Park Road. The alignment would be at-grade north of W Casino Road, but the station would still be elevated due to the topography in the area to a maximum height of approximately 45 feet. The guideway would then return to an at-grade profile, tying into Alignment EGN-2 or EGN-3 just east of the segment break. The station canopy would be approximately 65 feet above the ground. This design option would be compatible with two of the three Build Alternatives in the adjacent SR 526/Evergreen Segment (Alternatives EGN-2B and EGN-3E but not Alternative EGN-1A).

Figure 2-7 SW Everett Industrial Center Segment



NOTE: OMF North sites are discussed in Section 2.4.2.

2.4.1.6 SR 526/Evergreen Segment

The SR 526/Evergreen Segment and alternatives are shown on Figure 2-8. The SR 526/Evergreen Segment includes the area between Seaway Boulevard and the I-5/SR 526 interchange, in the city of Everett. This segment includes one station, the SR 526/Evergreen Station. There are three alignment alternatives and three station alternatives for this segment that combine into the three Build Alternatives described in the following subsections. There is also a design option in this segment for two of the alignments. The SR 526/Evergreen Station is forecasted to have approximately 2,900 daily boardings.

Alternative EGN-1A (North of SR 526 Alignment and Station)

Alternative EGN-1A consists of Alignment EGN-1 and Station EGN-A. Alignment EGN-1 would be elevated and cross to the north side of SR 526 near Seaway Boulevard. The alignment would then go back to at-grade near Upper Ridge Road and cross under Evergreen Way. The alignment would then continue at-grade with a short section elevated near E Casino Road and another near the Interurban Trail. The height of the guideway would range between an undercrossing approximately 30 feet deep and an elevated guideway approximately 70 feet high. Station EGN-A would be an open-air station slightly below street level on the north side of SR 526 near the intersection of SR 526 and west of Evergreen Way. The station canopy would be approximately 20 feet above street level and the station platform approximately 25 feet below street level in an open-air retained cut section.

Alternative EGN-2B (South of SR 526 Alignment and Station)

Alternative EGN-2B consists of Alignment EGN-2 and Station EGN-B. Alignment EGN-2 starts elevated along the south side of SR 526, transitioning to at-grade just east of Seaway Boulevard, back to elevated near Hardeson Road, and briefly back to at-grade near Upper Ridge Road before continuing with an elevated profile. The elevated guideway would then cross to the north side of SR 526 at the SR 526 and Evergreen Way interchange and continue along the northern side of SR 526, becoming at-grade around Xavier Way with a small section of elevated track near the Interurban Trail. The height of the guideway would range between at-grade and approximately 55 feet high. Station EGN-B would be an elevated station on the north side of Casino Road near the intersection of SR 526 and west of Evergreen Way. The station canopy would be approximately 55 feet above the ground.

Alternative EGN-3E (E Casino Road Alignment and Station)

Alternative EGN-3E consists of Alignment EGN-3 and Station EGN-E. Alignment EGN-3 starts elevated along the south side of SR 526, transitioning to at-grade just east of Seaway Boulevard, back to elevated near Hardeson Road, and briefly back to at-grade near Upper Ridge Road before continuing with an elevated profile. The elevated guideway would then move to the south side of E Casino Road before crossing Evergreen Way. The alignment would continue elevated along E Casino Road and cross to the north side of SR 526 near 9th Avenue SE and continue along the northern side of SR 526, becoming at-grade around Xavier Way with a small section of elevated track near the Interurban Trail. The height of the guideway would range between at-grade and approximately 60 feet high. Station EGN-E would be an elevated station on the south side of E Casino Road and east of Evergreen Way. The station canopy would be approximately 55 feet above the ground.

North Side of SR 526 Design Option

The North Side of SR 526 Design Option would allow for a station on the south side of SR 526 with an alignment on the north side in case major technical or environmental challenges were identified on the south side of SR 526. The design option follows Alignment EGN-1 from the SR 526 and Seaway Boulevard interchange to east of Hardeson Road. The alignment would then cross to the south side of SR 526 and continue as either Alignment EGN-2 or EGN-3. The height of the guideway would range between at-grade and approximately 70 feet high.

Figure 2-8 SR 526/Evergreen Segment Alternatives



NOTE: OMF North sites are discussed in Section 2.4.2.

2.4.1.7 Broadway/I-5 Segment

The Broadway/I-5 Segment and alternatives are shown on Figure 2-9. The Broadway/I-5 Segment includes the area between the I-5/SR 526 interchange and Eugene Street, in the city of Everett. This segment does not include a station. There are two alignment alternatives, which are the Build Alternatives for this segment as described in the following subsections.

Preferred Alternative BI-1 (I-5 Alignment)

Alternative BI-1 would run at-grade north of SR 526 and then transition to an elevated profile before crossing over Broadway. The alignment would then follow the west side of I-5, transitioning to an at-grade profile south of 75th Street SE. The alignment would continue to follow I-5, transitioning to an elevated profile south of Lowell Road. The height of the guideway would range between at-grade and an elevated guideway approximately 60 feet high.

Alternative BI-2 (Broadway Alignment)

Alternative BI-2 would run at-grade along the west side of Broadway from SR 526 with an undercrossing under Beverly Boulevard and a short, elevated section south of 75th Street SE, returning to at-grade, then becoming elevated near 73rd Street SE and continuing north along Broadway. The height of the guideway would range between an undercrossing approximately 30 feet deep and an elevated guideway approximately 55 feet high.

Figure 2-9 **Broadway/I-5 Segment Alternatives**



2.4.1.8 Everett Station Segment

The Everett Station Segment and alternatives are shown on Figure 2-10. The Everett Station Segment includes the area between Eugene Street and Hewitt Avenue, in the city of Everett, near the existing multimodal Everett Station. This segment includes one station, Everett Station. This station would include parking for 1,000 vehicles in a structure. This segment also includes tail tracks.⁸ There are three alignment alternatives and three station alternatives for this segment that combine into the three Build Alternatives described in the following subsections. For this segment, the Board identified two preferred alternatives. The Everett Station is forecasted to have approximately 10,700 daily boardings.

Alternative EVT-1A (Smith Avenue Alignment)

Alternative EVT-1A consists of Alignment EVT-1 and Station EVT-A. Alignment EVT-1 would run elevated north along the west side of Broadway with an at-grade section near View Drive, crossing east over Broadway near 41st Street, then continuing northeast along I-5, and then turning north to cross over Smith Avenue ending just south of Pacific Avenue. The height of the guideway would range between at-grade and approximately 60 feet high. Station EVT-A would be an elevated station at the corner of Smith Avenue and 32nd Street. The station canopy would be approximately 55 feet above the ground. Parking for this alternative would be located in a structure in the existing Sound Transit park-and-ride lot on the east side of the Burlington Northern Santa Fe (BNSF) rail tracks near Pacific Avenue.

Preferred Alternative EVT-2C (McDougall Avenue Alignment With 32nd Street Station)

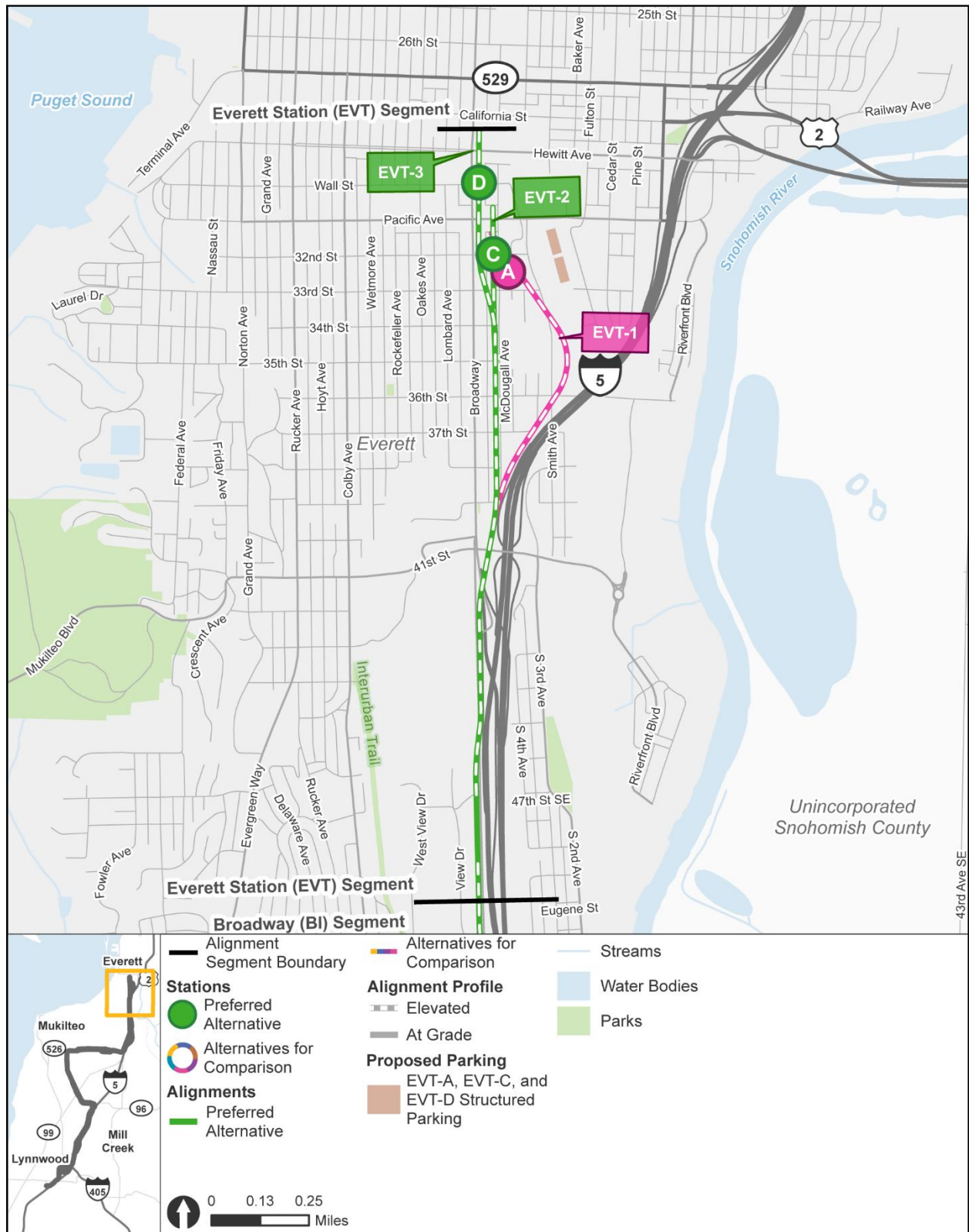
Alternative EVT-2C consists of Alignment EVT-2 and Station EVT-C. Alignment EVT-2 would run elevated north along the west side of Broadway with an at-grade section near View Drive, crossing east over Broadway near 41st Street, then continuing north along the west side of McDougall Avenue, ending just north of Pacific Avenue. The height of the guideway would range between at-grade and approximately 65 feet high. Station EVT-C would be an elevated station in the vicinity of 32nd Street. The station canopy would be approximately 55 feet above the ground. Parking for this alternative would be located in a structure in the same location as for Alternative EVT-1A, in the existing Sound Transit park-and-ride lot on the east side of the BNSF rail tracks near Pacific Avenue.

Preferred Alternative EVT-3D (McDougall Avenue Alignment With Wall Street Station)

Alternative EVT-3D consists of Alignment EVT-3 and Station EVT-D. Alignment EVT-3 would run elevated north along the west side of Broadway with an at-grade section near View Drive, crossing east over Broadway near 41st Street, then continuing north along the west side of McDougall Avenue and then shifting to follow the east side of Broadway, ending just north of Hewitt Avenue. The height of the guideway would range between at-grade and approximately 60 feet high. Station EVT-D would be an elevated station in the vicinity of Pacific Avenue and Hewitt Avenue. The station canopy would be approximately 55 feet above the ground. Parking for this alternative would be located in a structure in the same location as the other two alternatives.

⁸ Tail tracks are tracks that extend past a terminus station far enough to allow the temporary layover of one four-car train, typically extending around 500 feet beyond the end of the station platform.

Figure 2-10 Everett Station Segment Alternatives



2.4.2 OMF Site Alternatives

Three OMF North site alternatives are being considered, as shown in Table 2-3 and in Figure 2-11 through Figure 2-15. Two of the site alternatives also include a design option for the lead tracks to the facility. Sound Transit has not identified a preferred OMF North site alternative for the Draft EIS. The completed OMF North site would be approximately 50 to 70 acres, but the project limits assume a total of 80 to 100 acres for additional construction and potential mitigation needs. All alternatives have the same height assumptions for on-site buildings; the maximum height of OMF structures including maintenance and maintenance of way buildings would be two stories (approximately 40 feet). While all OMF North site alternatives met initial screening requirements within the Lynnwood to Everett corridor, further site-specific design may identify access, operational performance, or permitting constraints. These constraints may depend on the selection of the preferred alignment and station alternatives.

Table 2-3 OMF North Site Alternatives

Build Alternative	Build Alternative Design Options Also Considered
OMF Site F	Lead Tracks to West Side of Airport Road
OMF Site E	None
OMF Site B	Lead Tracks to South Side of SR 526

2.4.2.1 OMF Site F (SR 99)

OMF Site F would be an approximately 59-acre facility along the southwest side of the alignments in the SR 99/Airport Road Segment within unincorporated Snohomish County (see Figure 2-11). The site would be southwest of Airport Road, northwest of SR 99, and southeast of Alexander Road. The lead tracks for this site would cross over Airport Road to connect to Alignment AIR-1 at approximately 65 feet above grade and come down to enter the facility at-grade. This site is compatible with Alignment AIR-1.

Lead Tracks to West Side of Airport Road Design Option

The Lead Tracks to West Side of Airport Road Design Option would allow the OMF site to be compatible with Alignment AIR-2. The OMF facility would be on the same site and have the same layout as OMF Site F described above (see Figure 2-12). The lead tracks for this site would be elevated on the west side of Airport Road north and south of SR 99.

Figure 2-11 OMF Site F

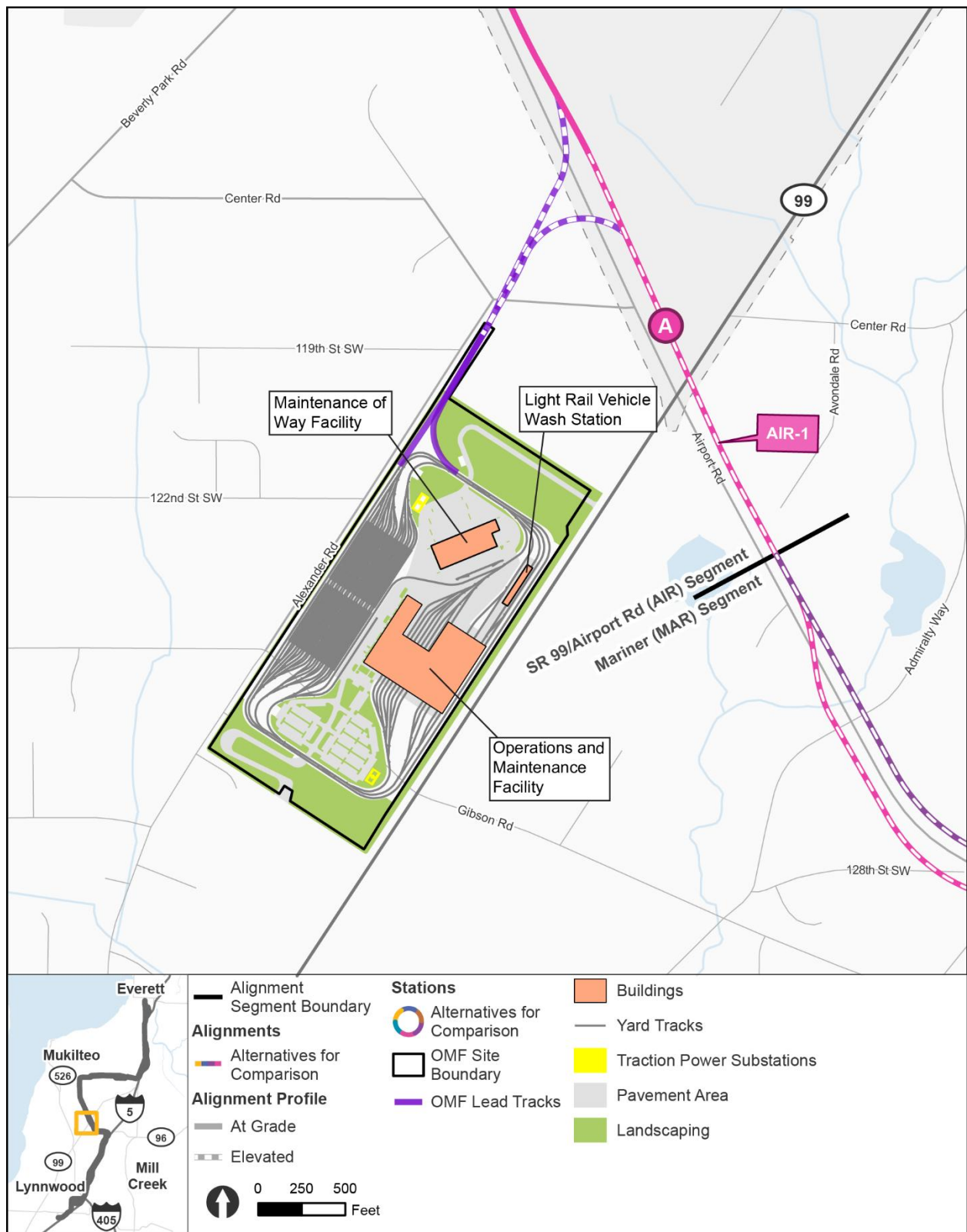
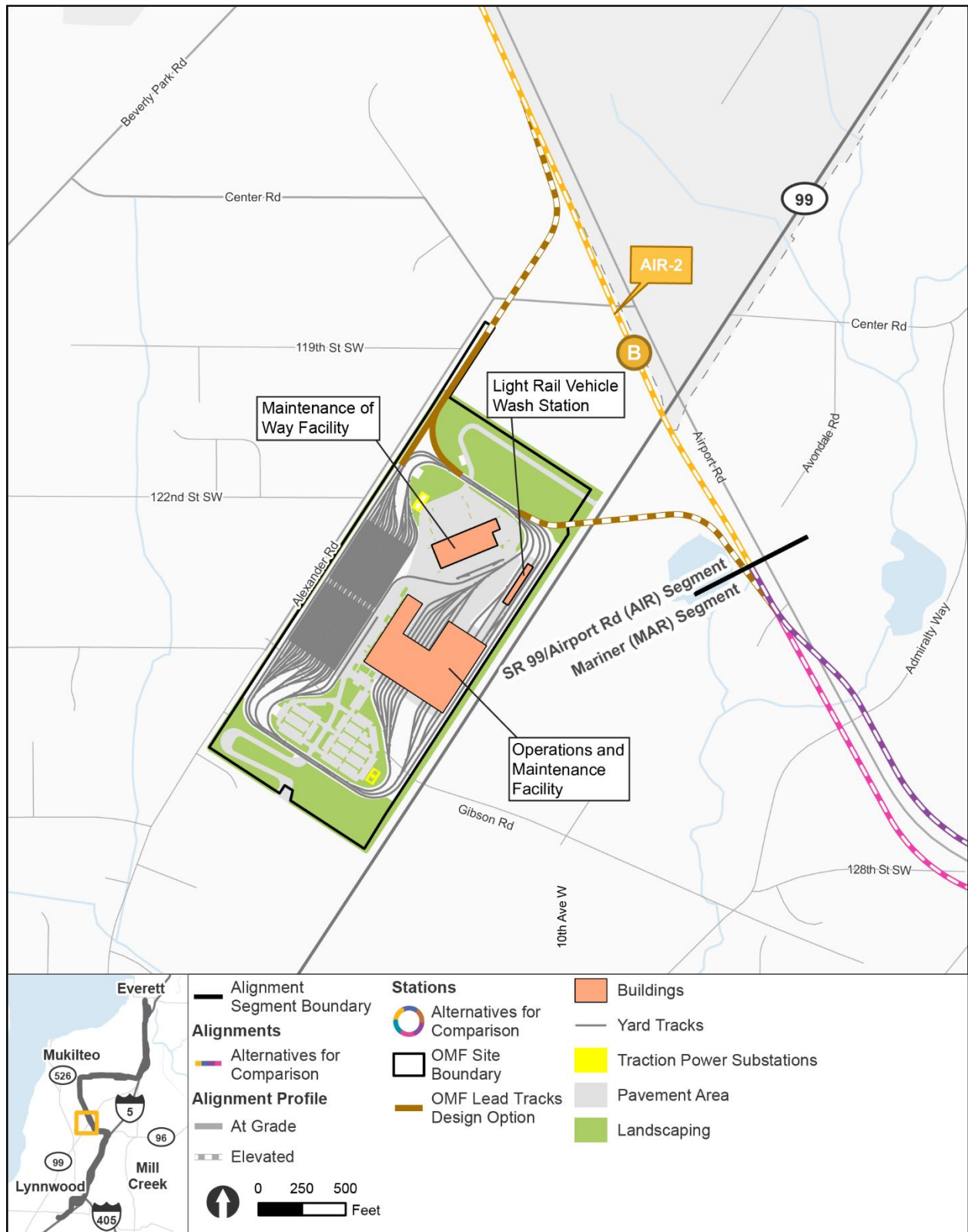


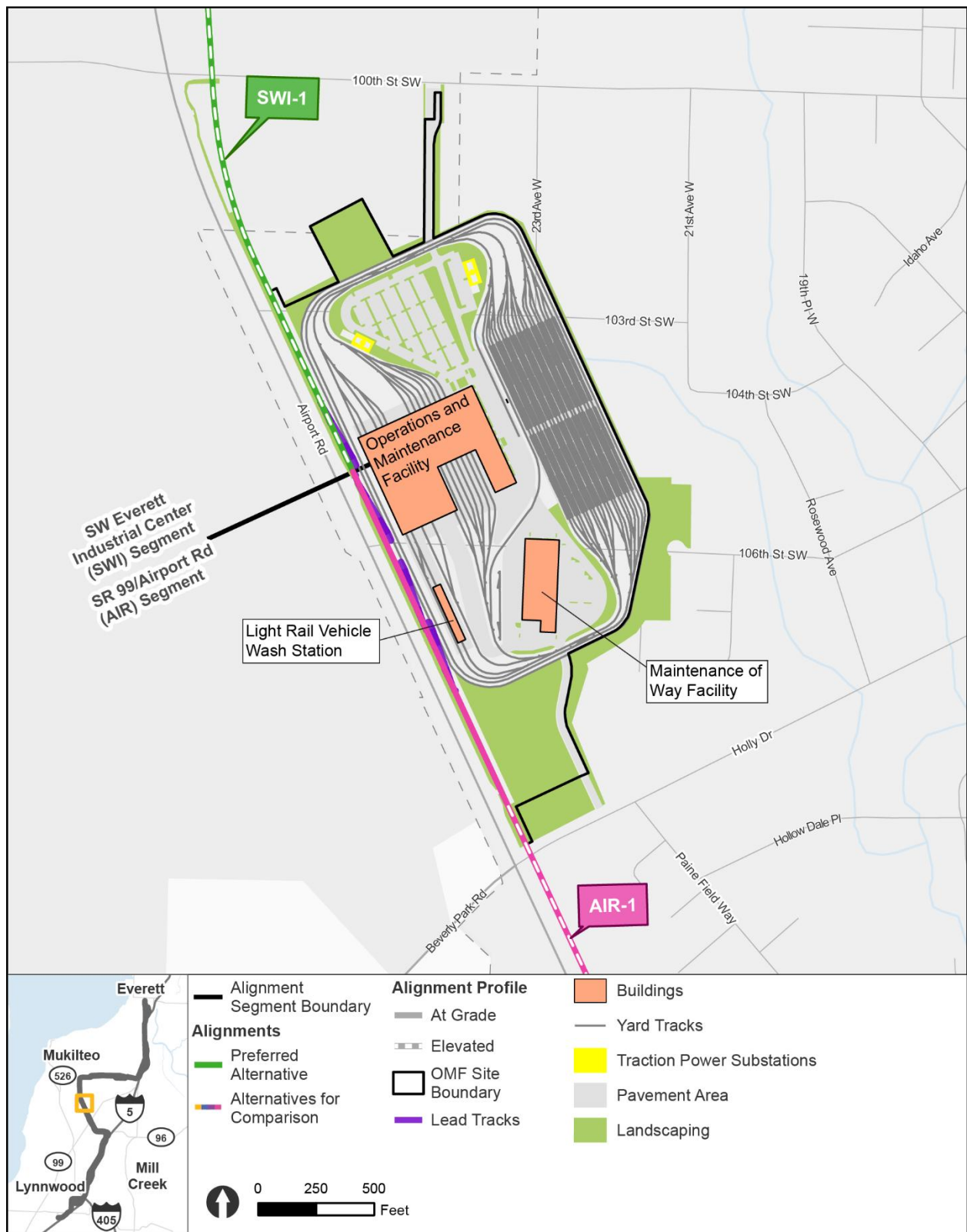
Figure 2-12 OMF Site F with Lead Tracks to West Side of Airport Road



2.4.2.2 OMF Site E (Airport Road)

OMF Site E would be an approximately 53-acre facility along the east side of the alignments in the SR 99/Airport Road and SW Everett Industrial Segments, primarily within the city of Everett and unincorporated Snohomish County (see Figure 2-13). The site would be north of Holly Drive, east of Airport Road, west of 21st Avenue W, and south of 100th Street SW. For this OMF site, the lead tracks and a portion of the mainline alignment between Holly Drive and 100th Street SW would be at-grade. This site is compatible with all alignment alternatives.

Figure 2-13 OMF Site E



2.4.2.3 OMF Site B (SR 526)

OMF Site B would be an approximately 66-acre facility located in the city of Everett generally between SR 526 and 75th Street SW, east of 16th Avenue W (see Figure 2-14). The lead tracks for this site would be at- or above-grade, connecting to the mainline on the north side of SR 526. This site is compatible with Alignment EGN-1 and the North Side of SR 526 Design Options for Alignments EGN-2 and EGN-3.

Lead Tracks to South Side of SR 526 Design Option

The Lead Tracks to South Side of SR 526 Design Option would allow the OMF site to be compatible with Alignments EGN-2 and EGN-3. The OMF facility would be on the same site as OMF Site B, but the site boundary would be smaller (approximately 59 acres) due to the different lead track location (see Figure 2-15). The lead tracks for this site would be at-grade on the south side of SR 526, crossing over SR 526 near 10th Avenue W.

Figure 2-14 OMF Site B

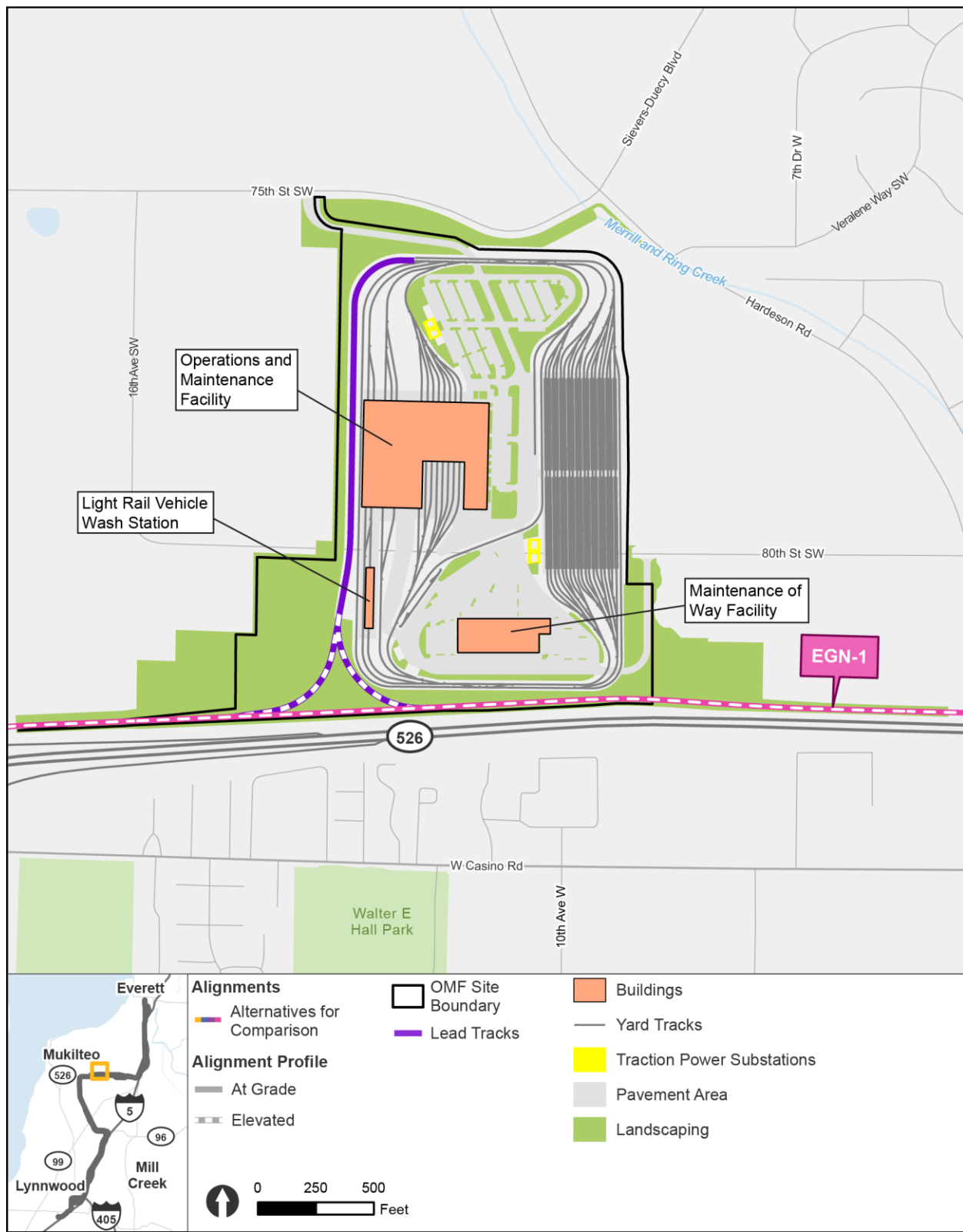
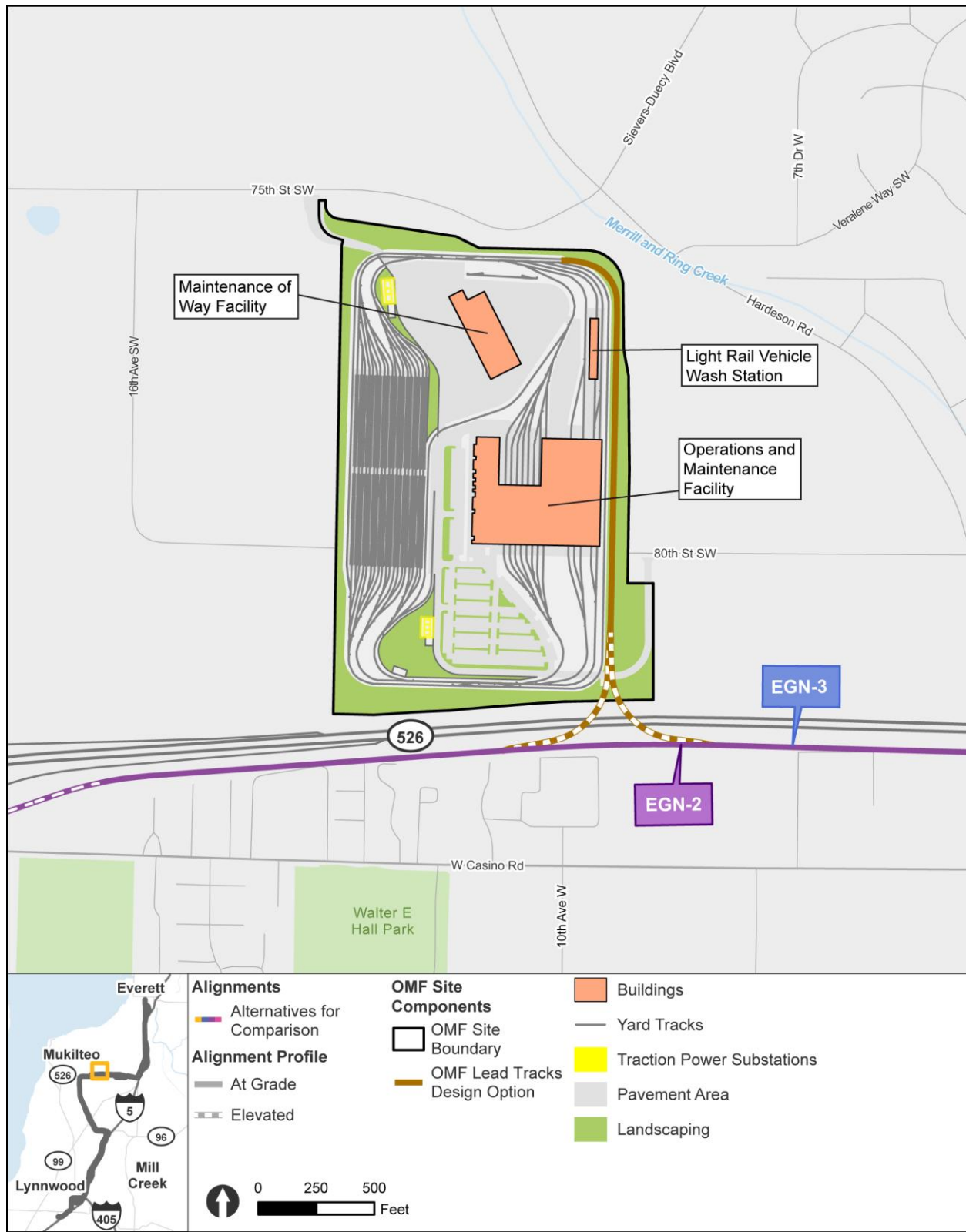


Figure 2-15 OMF Site B with Lead Tracks to South Side of SR 526



2.4.3 Project Initial Phase

As noted in Section 1.3, EVLE is planned to be constructed in phases based on available funding. Service from Lynnwood City Center Station to SW Everett Industrial Center Station is planned to open in 2037. The two most northern stations (SR 526/Evergreen and Everett Station) would then open in 2041.

As such, the SW Everett Industrial Center Station would temporarily serve as the end of the line for the project. To serve as the temporary end of line, the SW Everett Industrial Center Station would have end of line facilities, including a tail track beyond the station platform, parking for operators, and storage space for light maintenance activities such as inspection and cleaning of light rail vehicles (LRVs). The length of the tail track would vary depending on the alignment chosen since tail tracks on an alignment on the north side of SR 526 would have to extend far enough to cross the entire Seaway Boulevard interchange. When service to Everett Station opens, the tail track would then be incorporated into the mainline. If OMF Site B is selected, the track beyond the station platform would instead extend to serve the OMF and would also be incorporated into the mainline when service to Everett Station opens.

These end of line facilities for the initial phase of the project would be located within the project limits as defined for the fully built project and shown on the conceptual design drawings in Appendix F. The initial phase of the project would not include additional parking or bus bays beyond those included in the full buildout design.

2.4.4 Potential Design Refinements

In addition to the alternatives described above, this Draft EIS provides a qualitative evaluation of several potential design refinements that could reduce overall project cost if applied to alignment and station alternatives. Types of design refinements that could be considered during advanced design work include:

- Altering the guideway by lowering the elevated guideway or changing the structure type from an elevated guideway to retaining wall supported or at-grade guideway to reduce structural and construction costs.
- Maximizing the use of existing transportation right-of-way to reduce property acquisitions and associated costs, by shifting the alignment, moving or consolidating supporting guideway infrastructure, or using space below the elevated guideway for stormwater ponds.
- Relocating special trackwork (such as crossovers⁹) to areas that would have lower construction costs and/or reduced impacts.
- Relocating or removing maintenance (hi-rail¹⁰) access points.

⁹ Crossover tracks connect two parallel tracks and allow trains to change safely from one track to another.

¹⁰ Hi-rail vehicles are specialized vehicles that can operate on both rail tracks and along conventional roads. These vehicles are used for track, guideway, and overhead catenary system inspection and maintenance.

The design refinements identified to date that could be considered in each segment, along with potential changes in impacts, are described in Chapter 4 (Section 4.4.2.2 through Section 4.4.2.9). Additional refinements may be identified after publication of the Draft EIS. If Sound Transit decides to include these refinements as part of the project prior to the Final EIS, they would be reflected in the conceptual design plans and evaluated in the Final EIS.

2.5 Project Operations

2.5.1 Transit Service Operation

Light rail is assumed to operate 20 hours a day Monday through Saturday and 18 hours a day on Sundays and holidays. Service frequencies would be higher during peak periods, when travel activity is at its heaviest, compared to off-peak periods. Interlining (when light rail trains share the same track) of the 2 Line and the 3 Line (see Figure 1-2) would provide peak frequencies of 3 minutes at the proposed West Alderwood, Ash Way, and Mariner Stations; proposed stations north of Mariner would have a peak frequency of 6 minutes.

Light rail trains would operate with up to four cars, although fewer cars could be used during off-peak periods. Conventional low-floor LRVs would be used to provide level boarding to the train for all passengers and would be accessible by people with disabilities. A typical Link light rail train is shown in Figure 2-16.

Figure 2-16 Link Light Rail Train



The project would require procuring additional LRVs for the Sound Transit fleet. Sound Transit plans to procure additional LRVs to support the system-wide expansion of light rail service across the Sound Transit district. The final determination of fleet needs for EVLE would be verified during the LRV procurement and design process. The additional LRVs providing service on EVLE would be stored and maintained at OMF North.

2.5.2 Maintenance

OMF North would operate 24 hours a day, seven days a week. However, the majority of the LRV, track, and system maintenance activities would occur between 1 a.m. and 5 a.m. daily, outside of normal hours of light rail service. Approximately 585 staff would be working at OMF North over the course of any given day, but the largest concentration would be during the day shift, from 3:30 a.m. to 4 p.m. Employee arrivals and departures would be staggered throughout each shift.

2.6 Construction Approach

Construction work would begin with site preparation, including placement of appropriate erosion and sediment control measures, demolition of any existing buildings or pavement, clearing of vegetation, and construction of access points and roadways, followed by construction of foundations, columns, and elevated structures where required. In areas with at-grade or retained cut and fill profiles, grading would occur as necessary to create a level surface for the track ballast, and retaining walls would be constructed where necessary for retained sections. Ground improvements, or mechanical methods to address weak soils to enable building on them, might be needed at places along the project corridor or for the OMF North sites.

Construction methods for at-grade guideway sections would be similar to typical road construction. Construction would primarily involve relatively shallow excavations, although possibly as deep as 35 feet in places, to relocate utilities and construct the subgrade, ballast walls, track, and station platform slabs. Drainage structures and below-grade light rail infrastructure would also be installed within this same excavation depth, but connections and drainage outlets could be deeper. Constructing at-grade stations would be similar to typical building construction.

As with at-grade guideway construction, retained cut methods for guideway and station construction would be similar to roadway construction but would take longer to build because of retaining walls required on one or both sides.

Elevated guideway sections would start with construction of foundations, and then concrete guideway columns and piers or straddle bents to support the guideway, which would be cast-in-place. Falsework would support elements of the substructure while the concrete is poured and the structure gains enough strength to support itself. Long span bridges over roadways would require temporary partial or total road lane closures and detour routes.

Construction of the guideway and OMF would require large construction vehicles for earthwork and excavation including bulldozers, excavators, and dump trucks. Pile drivers would be used for the creation of foundations. Mobile cranes may also be required for constructing elevated guideway. Pavers, cement mixers, and graders may be used to construct roads and other elements.

Construction work would end with final revegetation and site restoration, along with completion of all required mitigation. The different types of guideway construction that would be required for each Build Alternative are listed in Table 2-4. The duration of construction would range from approximately two to 10 years in any given portion of the corridor and may be continuous or intermittent throughout that period.

Table 2-4 Construction Type Anticipated for Alignment/Station Alternatives

Segment	Alternative	Elevated Guideway	Long Span Bridge	At-Grade Guideway	Below-Grade Guideway
West Alderwood	ALD-1B, ALD-2D, and ALD-2F	✓			
	Alderwood Mall Boulevard Design Option (<i>with ALD-1B, ALD-2D, and ALD-2F</i>)	✓	✓		
Ash Way	ASH-1A	✓		✓	
	ASH-2D	✓	✓	✓	
Mariner	All Mariner Alternatives	✓	✓	✓	
SR 99/Airport Road	AIR-1A	✓			
	AIR-2B	✓		✓	
SW Everett Industrial Center	SWI-1A, SWI-1B, and SWI-1C	✓			
	SWI-1A with Lower Design Option	✓	✓	✓	
SR 526/ Evergreen	EGN-1A	✓	✓	✓	✓
	EGN-2B, EGN-3E and North Side of SR 526 Design Option (<i>with EGN-2B or EGN-3E</i>)	✓	✓	✓	
Broadway/I-5	BI-1	✓		✓	
	BI-2	✓		✓	✓
Everett Station	All Everett Station Alternatives	✓	✓	✓	

Constructing the OMF is expected to take two to three years and would use methods similar to typical building construction. Excavated or disturbed soils would be reused as fill on site if suitable and when feasible. Excess excavated material would be removed and hauled to a permitted disposal site. Soils to be removed would be stockpiled in managed areas and tested for contamination as needed prior to disposal. Truck hauling would require a loading area, staging space for trucks awaiting loading, and provisions to prevent trucks from tracking soil onto public streets.

See Section 5 in Appendix B for more information about the construction approach.

3 TRANSPORTATION ENVIRONMENT AND REASONABLY FORESEEABLE EFFECTS

The transportation system analysis considered eight transportation elements: regional transportation network, transit, arterial and local street operations, parking, non-motorized facilities, safety, aviation, and freight. Operational (long-term) and construction (short-term) effects to these elements were analyzed for the 2046 horizon year (the year all components of the project are assumed to be open). This document also describes findings for the 2037 initial phase described in Chapter 2 for the regional transportation network and arterial and local street operations. For the other elements of the transportation system, the full build in 2046 provided a more conservative analysis of potential effects; for this reason, analysis was also not conducted for 2041 (before the completion of the station parking). The analysis in this chapter is based on data collected on existing conditions in 2023. Appendix G.1 includes the methods, resources, and regulations guiding this analysis, as well as additional detailed information on elements of the affected environment and potential impacts of the No Build and Build Alternatives.

Recently, there have been several changes in the legal landscape for NEPA. Please see the introduction in Chapter 4 for a discussion outlining the changes.

3.1 Affected Environment

The assessment of reasonably foreseeable effects (i.e., impacts) in this chapter is based upon the temporal proximity parameters detailed in the introduction to Chapter 4. Because reasonably foreseeable effects for transportation could extend beyond the study areas discussed in Chapter 4, additional study areas were developed to measure transportation effects. The following geographic areas were used in the transportation analysis (see Appendix G.1 for more detail on each of the transportation elements listed below):

- **Regional Transportation Network study area:** central Puget Sound region (King, Kitsap, Pierce, and Snohomish Counties).
 - Within the EVLE Project corridor are two Regional Growth Centers (Everett and Lynnwood) and one Manufacturing Industrial Center (Paine Field/Boeing Everett Production Facility). These centers, designated by PSRC, are expected to continue adding housing and jobs (and related traffic) over the next 30 years. Regional roadway facilities within the study area that connect these centers to each other and the broader region are the area's major highways and arterials, such as I-5, I-405, SR 99, SR 524, SR 525, and SR 526. Major highways and arterials potentially affected by the project and their existing traffic conditions are described in Appendix G.1 Section 3.1.
- **Transit study area:** area within 0.5 miles of the Build Alternatives.
 - Everett Transit and Community Transit are the primary local bus service providers within the study area. Sound Transit regional express bus service and commuter rail (Sunder), Skagit Transit, and Island Transit provide more regional connections. Together, the five transit agencies operate 51 routes in the study area; 25 of these have a substantial portion of their route within the study area and were identified as key routes serving the corridor. Existing transit service in the corridor is detailed in Appendix G.1 Section 3.2.

- **Arterials and Local Street Operations:**
 - **Arterials and Local Roadways study area:** roadways within 0.5 miles of the Build Alternatives. Section 3.3.1 in Appendix G.1 provides a list and maps of arterials and local roadways within the study area. As discussed above, congestion is expected to worsen across the region. There are limited east-west roadway options in the corridor today and the ones connecting to the EVLE station areas, 164th and 128th Streets SW, are frequently congested (Snohomish County 2017).
 - **Intersection Operations study area:** 88 intersections that could be directly impacted by the Build Alternatives. Many intersections in the station areas studied are congested during peak times with delays over 30 seconds. Appendix G.1 Section 3.3.2 lists existing conditions for all study area intersections.
- **Parking study area:** area within a five-minute walk of the station alternatives.
 - There are three park-and-ride facilities in the study area: Ash Way (1,037 spaces), Mariner (653 spaces), and Everett Station (1,148 spaces). There are also 48 off-street public parking facilities with a total capacity of 882 spaces within the Everett Station study area and 1,858 on-street public parking spaces throughout the corridor. For a full list of existing parking inventory and utilization rates see Appendix G.1 Section 3.4.
- **Non-Motorized Facilities study area:** area within a 10-minute walk of the station alternatives.
 - See Section 3.5 in Appendix G.1 for maps of sidewalks, trails, and bicycle facilities within each station's study area. At many stations, the existing sidewalks already facilitate public access to proposed Link light rail stations. The bicycle network in the corridor is limited, but there are some on-street bicycle lanes, and several stations are accessible via the Interurban Trail.
- **Safety study area:** all roads and intersections within roughly one block or 350 feet of the Build Alternatives.
 - Crash data records were reviewed for roadways in the study area and locations along I-5. In total, there were 109 intersections with collisions recorded during the analysis period (2018 to 2022). The majority of collisions were property damage-only collisions. One fatal collision occurred during the study time period at 8th Avenue W and Airport Road. See Appendix G.1 Section 3.6 for details on the types and locations of crashes in the study area.
- **Aviation study area:** area within Seattle Paine Field International Airport (Paine Field) site boundary and runway safety areas.
 - Paine Field is an international airport serving commercial traffic, general aviation, industrial aviation, and freight uses that is owned and operated by Snohomish County. The passenger terminal can accommodate up to 24 flights per day (Snohomish County 2024). The facility is located in unincorporated Snohomish County and is closely tied to the Boeing Everett Production Facility and supporting aviation facilities within the industrial center. The current FAA-approved Airport Layout Plan anticipates non-aeronautical, airport compatible commercial/industrial development on the east side of Airport Road. There are several designated areas surrounding the active airport that are federally regulated for safety and must be avoided (see Appendix G.1 for more information).

- **Freight study area:** area within 0.5 miles of the Build Alternatives.
 - I-5, I-405, 128th Street SW, Airport Road, and Seaway Boulevard are the highest capacity truck routes within the study area, carrying more than 10 million tons of freight per year. Other designated truck routes in the study area include 164th Street SW, SR 526, 41st Street, Broadway, and other lower capacity routes. See Appendix G.1 Section 3.8 for a full list of freight corridors in the study area.
 - The BNSF Chicago mainline runs between I-5 and the Snohomish River in the southern part of the Everett Station Segment. A small portion of the BNSF mainline track is also within the Broadway/I-5 Segment study area.

3.2 Reasonably Foreseeable Effects

This section describes the reasonably foreseeable transportation effects (i.e., impacts) of the EVLE alternatives. The subsections below are organized by transportation element. Impacts are generally discussed by segment; however, some elements are regional in nature and impacts across the whole corridor are discussed. The subsections include an overview of both operational (long-term) and construction (short-term) impacts for all elements.

Impacts related to the potential design refinements (described in Section 2.4.4), including transportation impacts, are discussed in Chapter 4.

3.2.1 Regional Transportation Network

3.2.1.1 Long-Term Impacts During Light Rail Operations

The regional transportation network analysis examines the overall transportation network in which the project would exist and considers any impacts to transportation in that larger area. The regional transportation system is expected to operate better with the Build Alternatives than with the No Build Alternative. Performance measures used to describe regional conditions were: 1) VMT, 2) vehicle hours traveled (VHT), and 3) vehicle hours of delay (VHD). Peak hour vehicle volumes along the corridor were also measured and used to describe performance. Because the project alternatives are geographically close together, changes in both the regional and corridor-level measures would be similar for each alternative, so the results of the analysis were considered to represent all of the Build Alternatives when compared to the No Build Alternative. The regional transportation network was analyzed for both the initial phase year (2037) and the full build year (2046).

Regional traffic measured in VMT, VHT, and VHD is expected to be lower with the Build Alternatives than with the No Build Alternative in both 2037 and 2046 (see Section 3.2.3 for information on local traffic). Table 3-1 and Table 3-2 show the PSRC projected average daily VMT, VHT, and VHD for the No Build Alternative and Build Alternative for 2037 (initial phase) and 2046 (full project), respectively. VMT, VHT, and VHD are all expected to be less with the Build Alternative than the No Build because some regional automobile trips are expected to shift to light rail with the project. The difference in VMT, VHT, and VHD between the No Build and Build Alternatives in 2037 would be somewhat less than in 2046 when the full project is completed.

Table 3-1 2037 Weekday Daily VMT, VHT, and VHD

Alternative	VMT	VHT	VHD
No Build Alternative	99,178,000	3,201,500	487,100
Build Alternatives	98,411,300	3,161,000	470,300
Change (#)	-766,700	-40,500	-16,800
Change (%)	-0.77%	-1.27%	-3.45%

SOURCE: PSRC (2024).

Table 3-2 2046 Weekday Daily VMT, VHT, and VHD

Alternative	VMT	VHT	VHD
No Build Alternative	104,915,900	3,473,500	580,900
Build Alternatives	103,987,700	3,421,300	558,800
Change (#)	-928,200	-52,200	-22,100
Change (%)	-0.88%	-1.50%	-3.80%

SOURCE: PSRC (2024).

The PM peak hour and daily traffic volumes for five screenline¹¹ locations along I-5 and SR 526 within the study area were analyzed to understand the relative differences in travel between the No Build and Build Alternative conditions. Screenline volumes are summarized in Table 3-3 and Table 3-4.

Screenline volumes for 2037 (using PSRC 2040 projections) are summarized in Table 3-3. The table shows that daily traffic volumes with the project are expected to be less than the No Build at all five screenline locations in the initial phase. In the PM peak hour, volumes would be less than 1% higher on I-5 at 44th Avenue W and I-5 at I-405 and would be lower at the other screenline locations.

Table 3-3 2040 PM Peak Hour/Daily Screenline Performance

Screenline (Direction)	PM Peak Hour Volumes		Daily Volumes	
	No Build Vehicles	Build Alternatives Vehicles	No Build Vehicles	Build Alternatives Vehicles
I-5 at 44th Ave W	21,795	21,879	287,901	286,579
I-5 at I-405	19,727	19,853	255,295	254,614
I-5 at 128th Street SE	25,291	25,143	329,608	326,629
I-5 at SR 526	17,852	17,770	223,434	221,874
SR 526 at Evergreen Way	5,181	5,173	67,442	65,886

SOURCE: PSRC (2024).

¹¹ Screenlines are imaginary lines drawn across one or more roadways to divide a study area into segments for traffic counts and other analysis along a corridor.

Table 3-4 shows findings for the project's full-build year of 2046 (PSRC 2050). With full project buildout, daily traffic volumes are expected to be modestly lower than the No Build at all five screenline locations and lower than the No Build during the PM peak hour at three screenline locations. At two screenline locations—I-5 at I-405 and I-5 at SR 526—PM peak hour volumes would be less than 1% higher. Forecast changes of this magnitude are negligible at the scale of the regional travel demand model, but traffic could be noticeably higher or lower in parts of the region.

Table 3-4 2050 PM Peak Hour/Daily Screenline Performance

Screenline (Direction)	PM Peak Hour Volumes		Daily Volumes	
	No Build Vehicles	Build Alternatives Vehicles	No Build Vehicles	Build Alternatives Vehicles
I-5 at 44th Ave W	23,062	22,887	305,214	302,487
I-5 at I-405	20,781	20,897	270,221	268,067
I-5 at 128th Street SE	27,106	26,786	352,488	346,587
I-5 at SR 526	18,994	19,004	238,406	236,301
SR 526 at Evergreen Way	5,747	5,612	71,146	69,608

SOURCE: PSRC (2024).

3.2.1.2 Short-Term Impacts

In addition to the changes in traffic after the project is complete (see Section 3.2.1.1), some alternatives would require temporary lane closures on regional transportation facilities including I-5, I-405, SR 99, and SR 526. See Section 5.1 of Appendix G.1 for a full list of temporary closures.

West Alderwood Segment

All alternatives in this segment would require short-term overnight closures of northbound SR 525 and access ramps to and from I-5, I-405, and SR 525.

Ash Way Segment

Both alternatives in this segment would require short-term overnight closures of I-5 access ramps to and from 164th Street SW. Alternative ASH-2D would also require short-term, night-only closures of the northbound and southbound lanes of I-5.

Mariner Segment

No temporary lane closures on regional transportation facilities would be required.

SR 99/Airport Road Segment

Both alternatives in this segment would require short-term overnight full closures of SR 99.

SW Everett Industrial Center Segment

All alternatives in this segment would require 24/7 closures of one shoulder and overnight closures of one lane on SR 526.

SR 526/Evergreen Segment

All alternatives in this segment would require 24/7 closures of one shoulder and overnight closures of one lane on SR 526.

Broadway/I-5 Segment

No temporary lane closures on regional transportation facilities would be required.

Everett Station Segment

No temporary lane closures on regional transportation facilities would be required.

OMF North Site Alternatives

OMF Site F with Lead Tracks to the West Side of Airport Road Design Option would require overnight closures of SR 99, and OMF Site B with Lead Tracks to South Side of SR 526 Design Option would require overnight closures of SR 526.

3.2.2 Transit

As mentioned in Section 2.3, the No Build Alternative includes a variety of changes to transit operations and transit facility improvements that are funded and expected to be in place by 2046 (see Appendix C). Under the No Build Alternative, light rail would extend from downtown Seattle to Lynnwood City Center, and new light rail lines would be running to Redmond, Tacoma, West Seattle, and Ballard in Seattle, though overall service would be reduced due to the lack of OMF North to support additional vehicle storage and maintenance. The OMF South in south King County would also be operational. Other transit service improvements assumed in the No Build Alternative include Sound Transit's Stride bus rapid transit (BRT) service on SR 522/NE 145th Street and I-405 and other improvements by local agencies.

For the purposes of assessing future transit integration and related potential impacts with the EVLE Project, Sound Transit worked with Community Transit and Everett Transit to develop a future transit network that combines both operator's service networks. The combined network would need to be refined closer to project opening to develop more detailed operations plans for transit integration. See Appendix G.1 Section 4.2 for more detailed information about the future transit network and the assumptions used for this transit analysis.

All Build Alternatives would require temporarily closing some streets and bus lanes that are currently used for transit vehicle movements and stops. Sound Transit would work with local transit agencies to relocate stops and create detours for routes during construction. In the Ash Way Segment, Alternative ASH-1A would require temporarily relocating the bus loop and bus entrances at Ash Way Park-and-Ride during construction. In the Mariner Segment, all alternatives except for Alternative MAR-2D with Surface Parking Design Option would require temporarily closing Mariner Park-and-Ride during construction. For a detailed discussion of impacts to transit during construction, see Appendix G.1 Section 5.2.

3.2.2.1 Ridership

The ridership forecasts produced for the EVLE Project were based on regional planning and used the most up-to-date information available. This includes the regional land use forecast published by PSRC at the time the analysis was conducted. As with the regional transportation network discussed above, 2046 was used as the forecast year for both the initial phase and full build ridership scenarios.

The range of potential ridership and the projected daily boardings at each station are outlined in Table 3-5 and illustrated in Figure 3-1. Forecast ridership at the Mariner and SR 99/Airport Road Stations is higher in the initial phase than in full build scenario because some riders that would use the SR 526/Evergreen or Everett Station would instead use the Mariner or SR 99/Airport Road Station in the initial phase. For more information on the ridership forecast methodology and station mode of access, see Appendix G.1 Section 4.2.

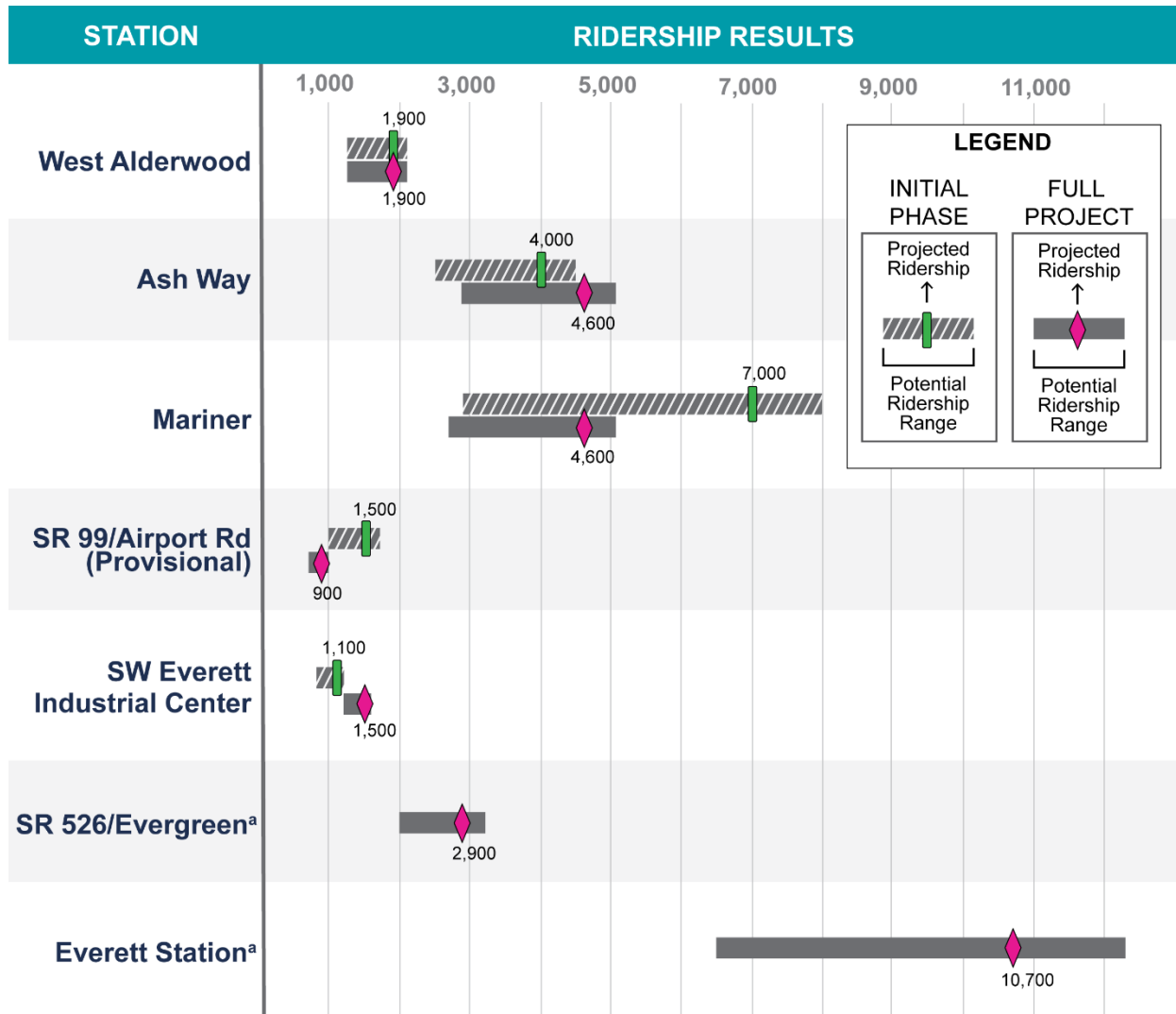
Table 3-5 Projected Weekday Daily Transit and EVLE Trips (2046)

Measure	No Build Alternative	Initial Phase	Full Build Alternatives
Total Regional Daily Transit Trips ^a	825,000 (568,000 – 888,000)	831,000 (572,000 – 894,000)	835,000 (575,000 – 899,000)
Total Regional Daily Transit Boardings ^{a, b}	1,275,000 (870,000 – 1,379,000)	1,280,000 (874,000 – 1,386,000)	1,287,000 (878,000 – 1,393,000)
Total Daily Link Boardings ^b	585,000 (388,000 – 633,000)	596,000 (395,000 – 646,000)	610,000 (405,000 – 663,000)
Total EVLE Transit Trips	N/A	29,000 (18,000 – 33,000)	45,000 (28,000 – 51,000)
2046 New Transit Trips ^c	N/A	6,000 (4,000 – 6,000)	10,000 (7,000 – 11,000)

NOTES:

- Transit trips count each passenger only once between the origin and destination of their trip. Total transit trips include all trips on local transit service, Sound Transit buses, Sound Transit express buses, Sounder, and all Link services through completion of ST3.
- Boardings count each time a passenger boards a transit vehicle; passengers who transfer between transit lines in a single trip count as multiple transit boardings. Total transit boardings include all boardings on Sound Transit buses, Sound Transit express buses, Sounder, and all Link services through completion of ST3.
- New transit trips count the number of additional transit trips generated by EVLE compared to the No Build Alternative.

Figure 3-1 Potential Daily Boardings Range – 2037 Initial Phase and 2046 Full Project



NOTE:

a) Station not in operation in 2037 with the initial phase.

3.2.2.2 Transit Travel Time and Level of Service

This section describes the transit travel times under the Build Alternatives, as compared to the No Build Alternative. Without the project, transit travel would be provided primarily by buses in the project area. The No Build bus travel times were based on current scheduled travel times for bus routes that serve the same or similar trips as the EVLE Project would accommodate. ST Express Route 512 currently connects Northgate Station in Seattle to Everett Station via I-5, and ST Express Route 513 connects Northgate Station to Seaway Transit Center near the Boeing Everett Production Facility via I-5 and SR 526. Everett Transit Route 3 connects Seaway Transit Center to Everett Station. Anticipated scheduled travel times between these destinations under the No Build Alternative (buses) and Build Alternatives (light rail) are shown in Table 3-6.

Table 3-6 2046 Build Alternatives Transit Travel Times (PM Peak)

Trip	Direction	2046 No Build Travel Time (minutes)	2046 Build Travel Time (minutes)
Lynnwood Transit Center to Everett Station	Outbound	32 ^a	29
Everett Station to Lynnwood Transit Center	Inbound	24 ^a	29
Lynnwood Transit Center to SW Everett Industrial Center	Outbound	42 ^b	18
SW Everett Industrial Center to Lynnwood Transit Center	Inbound	57 ^b	18
Everett Station to SW Everett Industrial Center	Outbound	25 ^c	11
SW Everett Industrial Center to Everett Station	Inbound	26 ^c	11

SOURCE: Community Transit (2023); Everett Transit (2023).

NOTES:

- a) Via Sound Transit Route 512.
- b) Via Sound Transit Route 513.
- c) Via Everett Transit Route 3.

With the Build Alternatives, light rail travel times would be similar for both route directions because it would operate within its own right-of-way. Between most major destination pairs shown in Table 3-6, travel times under the Build Alternatives would be lower than the No Build Alternative. The exception would be from Everett Station to Lynnwood Transit Center; however, despite the longer travel time on this route, EVLE would provide more consistent travel times compared to bus travel under the No Build Alternative due to the light rail operating within its own right-of-way, unaffected by road congestion. As discussed in Section 3.2.1 above, regional congestion is expected to increase, which could further increase bus travel times. The Build Alternatives would also offer a more frequent level of transit service than the No Build Alternative. Existing bus service would also change with the Build Alternatives as Sound Transit and local service providers take bus service that is replaced by EVLE light rail and shift it elsewhere in the corridor. These changes are dependent on transit funding and would result in a net benefit for transit riders.

The Build Alternatives would also offer broader regional connectivity by directly connecting communities along the corridor to light rail, which would provide connections to regional destinations via downtown Seattle where transfers to Ballard and Tacoma would be available. The No Build Alternative would require taking a bus to Lynnwood Transit Center to access the regional light rail system.

For a detailed discussion of transit level of service, see Appendix G.1 Section 4.2.

3.2.3 Arterial and Local Street Operations

This section summarizes the following effects of the No Build and Build Alternatives on arterial and local streets in the study area under the initial phase and full Build Alternatives: 1) 2037 and 2046 traffic volume forecasts, including expected traffic generated at stations; 2) changes in traffic access, circulation, and control; and 3) intersection operations.

In spite of better overall regional transportation with the project than without (in both 2037 and 2046), local traffic could worsen at specific intersections used to access the stations. Additional consideration of these intersections was performed as part of this arterial and local roadway analysis.

3.2.3.1 Traffic Volume Forecasts

Average annual traffic growth rates were developed for the No Build and Build Alternatives for eight subareas based on station area and OMF site locations. A map of these subareas is shown in Appendix G.1 Attachment A. These growth rates were used to estimate the future traffic in the subareas not including trips to and from the stations or OMF. This is called background traffic.

Table 3-7 provides the average annual growth rates developed for each subarea under the Build Alternatives. Subareas that showed a small annual decrease in traffic volumes were assumed to have no growth and are shaded in gray.

Table 3-7 Average Annual Traffic Peak Hour Growth Rates – Build

#	Subarea	2037		2046	
		AM	PM	AM	PM
1	West Alderwood	1.0%	0.7%	1.2%	0.8%
2	Ash Way	0.7%	0.7%	0.7%	0.9%
3	Mariner	0.2%	0.4%	0.4%	0.4%
4	SR 99/Airport Road and OMF Site F	1.0%	1.1%	1.0%	1.2%
5	SW Everett Industrial Center and OMF Site E	0.8%	1.1%	0.8%	0.8%
6	SR 526/Evergreen	1.3%	0.7%	1.3%	0.9%
7	Everett Station	2.5%	2.1%	1.9%	2.0%
8	OMF Site B	0.0%	0.1%	0.0%	0.0%

The Build Alternatives would have average annual traffic growth rates the same as or lower than they would be under the No Build Alternative (Table 3-8) for all peak periods in 2037 and 2046, except for at Ash Way in the 2046 PM peak (which would be 0.1% higher under the Build Alternatives compared to No Build). This lower growth rate in the Build Alternatives compared to the No Build Alternative is because some car trips would shift to transit.

Table 3-8 provides the average annual growth rates developed for each subarea under the No Build Alternative. Subareas that showed a small annual decrease in volume were assumed to have no growth and are shaded in gray. For the list of projects included in the No Build Alternative analysis, see Table 4-5 in Appendix G.1.

Table 3-8 Average Annual Traffic Peak-Hour Growth Rates – No Build

#	Subarea	2037		2046	
		AM	PM	AM	PM
1	West Alderwood	1.1%	0.7%	1.3%	0.9%
2	Ash Way	0.7%	0.8%	0.8%	0.8%
3	Mariner	0.4%	0.4%	0.5%	0.5%
4	SR 99/Airport Road and OMF Site F	1.1%	1.2%	1.2%	1.3%
5	SW Everett Industrial Center and OMF Site E	0.9%	1.1%	0.9%	0.9%
6	SR 526/Evergreen	1.4%	0.9%	1.4%	1.1%
7	Everett Station	2.5%	2.2%	1.9%	2.1%
8	OMF Site B	0.0%	0.2%	0.0%	0.0%

3.2.3.2 Traffic Circulation and Access

None of the Build Alternatives would require any at-grade crossings of roadways. However, there would be impacts to local traffic patterns and property access where the project would permanently close or reroute existing streets. Property access to residences and businesses would be maintained but in some cases the route of access would change. The project would also add new driveways and intersections or reconfigure existing ones to provide efficient access to the stations and other light rail facilities, which could impact local traffic circulation. The following subsections include a brief overview of the local traffic circulation changes in each of the eight alignment/station segments and for the OMF North site alternatives.

See Appendix G.1 Section 4.3.2.1 and Section 5.3 for the full list of changes to arterials and local streets during operations and construction, respectively.

West Alderwood Segment

Alternatives ALD-1B and ALD-2F would use existing intersections to access the station, but with Alternative ALD-2D, the project would add a new signalized intersection on 33rd Avenue W.

All alternatives in this segment would require temporary lane closures on local roads during construction including 184th Street SW, 33rd Avenue N, 200th Street SW, Alderwood Mall Boulevard, 196th Street SW, and Alderwood Mall Parkway.

Ash Way Segment

Alternative ASH-1A would use existing entrances to Ash Way Park-and-Ride for station access. Alternative ASH-2D would realign Motor Place to connect with the existing signalized intersection of 164th Street SW and 14th Place W. The existing Motor Place intersection would be maintained as right-in/right-out only.

All alternatives in this segment would require temporary lane closures on local roads during construction including 164th Street SW and Maple Road.

Mariner Segment

Alternative MAR-1B and its design option would be accessed from entrances on 8th Avenue W and 5th Place W while Alternative MAR-2D and its design option would add entrances on 132nd Street SW and the new 130th Street SW.

All alternatives in this segment would require temporary lane closures on local roads during construction including 128th Street SW, 4th Avenue W, 8th Avenue W, Gibson Road, Admiralty Way, and Airport Road.

SR 99/Airport Road Segment

Both Build Alternatives would include a new leg and a new traffic signal at the intersection of Airport Road and Center Road. With Alternative AIR-1A, the project would also include a new signal at the intersection of SR 99 and Center Road.

All alternatives in this segment would require temporary lane closures on local roads during construction including 112th Street SW, Holly Drive, and Airport Road.

SW Everett Industrial Center Segment

With Alternative SWI-1A and its design option and Alternative SWI-1B, the project would add a new signalized intersection on Casino Road near their respective station entrances. Alternative SWI-1B would also include a new unsignalized intersection on Kasch Park Road. Alternative SWI-1C would add a new unsignalized intersection on 100th Street south of the station.

All alternatives in this segment would require temporary lane closures on local roads during construction including 100th Street SW, Kasch Park Road, W Casino Road, and Airport Road.

SR 526/Evergreen Segment

Alternatives EGN-1A and EGN-2B would use existing streets and intersections for access. Alternative EGN-3E would add a new street connection between Casino Road and Holly Drive for station access.

All alternatives in this segment would require temporary lane closures on local roads during construction including 5th Avenue W, W Casino Road, E Casino Road, and Evergreen Way.

Broadway/I-5 Segment

Alternative BI-1 would require rebuilding the 75th Street bridge over I-5 and removing its connection to McDougall Avenue, which would instead be turned into a cul-de-sac. Alternative BI-2 would require cutting off access to Broadway from several side streets, which would be turned into cul-de-sacs, including Spokane Drive, 20th Avenue SE, 78th Place SE, and 73rd Street SE. Traffic from these streets would have to use alternate routes to access Broadway.

All alternatives in this segment would require temporary lane closures on local roads during construction including Beverly Road, Broadway, Lowell Road, and Madison Street.

Everett Station Segment

Alternative EVT-1A would add a new street connection between McDougall and Smith Avenues, south of 32nd Street. Alternative EVT-2C would be accessed from an existing alley, and

Alternative EVT-3D would be accessed from new entrances off of McDougall Avenue and Wall Street.

All alternatives in this segment would require temporary lane closures on local roads during construction including Broadway, 41st Street, Smith Avenue, 33rd Street, 32nd Street, McDougall Avenue, Pacific Avenue, Wall Street, and Hewitt Avenue.

OMF North Site Alternatives

All OMF North site alternatives would permanently close roads, requiring vehicle traffic to use alternate routes. OMF Site F and its design option would cut Center Road into two segments, restricting access for through traffic. OMF Site E would require vacating 106th Street SW west of 20th Place and all of 103rd Street. OMF Site B and its design option would close 80th Street SW between 16th Avenue and Hardeson Road.

OMF Site F and its design option would require overnight closures of Airport Road during construction.

3.2.3.3 Intersection Operations

Key intersections adjacent to potential station areas were evaluated during peak hours, when traffic is typically heaviest, to better understand existing traffic operations. Intersection performance is measured using level of service (LOS), which categorizes delay into six letter grades (A to F). LOS A represents free flow of traffic, and LOS F represents a road with slow speeds and long delays; LOS D and above is generally considered acceptable in the city of Lynnwood, city of Everett, and Snohomish County. Using the traffic forecast data, Synchro and SimTraffic models were developed for the existing year (2023), initial phase (2037), and full build year (2046) for all of the Build and No Build Alternatives to evaluate the impacts of the EVLE Project on local traffic conditions. Analysis found that most of the intersections evaluated would operate similarly under the No Build and Build Alternatives; intersections that did not meet the jurisdictional LOS standards in the No Build Alternative would also not meet those standards under the Build Alternatives.

Sound Transit's threshold for when mitigation would be required for impacts to intersection operations is when operations would not meet jurisdictional LOS standards and intersection delay would be more than 15 seconds worse than with the No Build Alternative. Only the Ash Way and Everett Station areas were found to have intersections that would require mitigation, as discussed in Section 5. Table 3-9 through Table 3-12 show the calculated delay and LOS in these two segments. Information on LOS calculated for all other intersections and segments is found in Appendix G.1.

Both Build Alternatives in the Ash Way Segment would have more delay for several intersections along 164th Street SW compared to the No Build. Intersection LOS in the Ash Way Segment is summarized in Table 3-9 for the AM peak hour and Table 3-10 for the PM peak hour.

All Build Alternatives in the Everett Station Segment would have more delay at several intersections along Broadway compared to the No Build. Alternative EVT-1A would also have greater delay at one intersection on McDougall Avenue. Intersection LOS in the Everett Station Segment is summarized in Table 3-11 for the AM peak hour and Table 3-12 for the PM peak hour. See Appendix G.1 Section 4.3.2.2 for the full traffic operations analysis.

Table 3-9 2046 AM Peak Hour Intersection Level of Service – Ash Way Segment

ID	Intersection ^{a,b}	Intersection Control	No Build		Station ASH-A		Station ASH-D	
			LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)
201	Ash Way at 164th Street SW ^c	Signalized	F	83.5	E	72.2	E	66.2
202	164th Street SW at I-5 southbound (SB) Ramps ^c	Signalized	E	74.7	E	74.4	E	75.7
203	164th Street SW at I-5 northbound (NB) Ramps ^c	Signalized	B	18.8	B	15.0	B	15.5
204	164th Street SW at 14th Place W ^c	Signalized	C	22.3	B	19.7	C	29.5
205	164th Street SW at 13th Avenue W/Meadow Road ^c	Signalized	F	145.8	D	39.1	E	56.1
206	Ash Way at ASH-A Park-and-Ride Access	Signalized	A	9.6	A	8.3	A	4.8
207	Ash Way at ASH-A Transit Access ^d	Two-way stop control (TWSC)	A	7.2	A	6.8	A	7.2
208	Meadow Road at ASH-D Transit Access	TWSC	B	11.0	B	11.1	B	10.9
209	Motor Place at Bridge over I-5	TWSC	A	8.8	B	10.1	A	9.4
210	Meadow Road at 161st Street	TWSC	-	-	B	10.5	B	11.0
211	Ash Way at 18th Avenue W ^e	Roundabout	A	6.6	A	6.8	A	6.8
212	164th Street SW at Motor Place ^c	TWSC	C	23.0	A	5.3	A	5.2

NOTES:

- Results for intersections where the jurisdictional LOS threshold would not be met are highlighted in gray.
- For a map indicating these intersection locations, see Appendix G.1 Section 4.3.2.2.
- The delay is reported from SimTraffic using a network delay, but the LOS letter grade is based on the standard Highway Capacity Manual (HCM) thresholds to show a comparative result.
- Intersection control would change to signalized as part of the project.
- Evaluated with SIDRA.

Table 3-10 2046 PM Peak Hour Intersection Level of Service – Ash Way Segment

ID	Intersection ^{a,b}	Intersection Control	No Build		Station ASH-A		Station ASH-D	
			LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)
201	Ash Way at 164th Street SW ^c	Signalized	F	115.1	F	111.3	F	95.2
202	164th Street SW at I-5 SB Ramps ^c	Signalized	E	57.4	D	51.6	E	60.3
203	164th Street SW at I-5 NB Ramps ^c	Signalized	F	95.7	E	76.6	F	80.7
204	164th Street SW at 14th Place W ^c	Signalized	D	40.3	D	54.6	E	57.7
205	164th Street SW at 13th Avenue W/ Meadow Road ^c	Signalized	F	179.7	F	122.4	F	107.8
206	Ash Way at ASH-A Park-and-Ride Access	Signalized	B	13.3	B	19.3	B	14.4
207	Ash Way at ASH-A Transit Access ^d	TWSC	A	8.2	C	22.1	A	8.8
208	Meadow Road at ASH-D Transit Access	TWSC	B	14.6	C	15.3	B	14.8
209	Motor Place at Bridge over I-5	TWSC	A	8.5	A	10.0	A	9.4
210	Meadow Road at 161st Street	TWSC	-	-	B	11.8	B	14.8
211	Ash Way at 18th Avenue W ^e	Roundabout	A	6.1	A	6.3	A	6.3
212	164th Street SW at Motor Place ^c	TWSC	D	28.1	B	13.0	B	12.8

NOTES:

- Results for intersections where the jurisdictional LOS threshold would not be met are highlighted in gray. Results for intersections where the LOS threshold would not be met and there would be a 15 second increase in delay are also **bolded**.
- For a map indicating these intersection locations, see Appendix G.1 Section 4.3.2.2.
- Delay is reported from SimTraffic using a network delay, but the LOS letter grade is based on the standard HCM thresholds to show a comparative result.
- Intersection control would change to signalized as part of the project.
- Evaluated with SIDRA.

Table 3-11 2046 AM Peak Hour Intersection Level of Service – Everett Station Segment

ID	Intersection ^{a,b,c}	Intersection Control	No Build		Station EVT-A		Station EVT-C		Station EVT-D	
			LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)
701	Broadway at Hewitt Avenue	Signalized	C	20.9	C	24.0	D	37.5	D	39.4
702	Broadway at Wall Street	Signalized ^d	A	6.3	C	21.1	B	10.6	D	48.6
703	Broadway at Pacific Avenue	Signalized	D	47.4	D	54.6	D	48.5	D	49.9
704	Broadway at 32nd Street	TWSC ^e	F	99.5	F	103.4	C	21.6	F	175.8
705	Wall Street at EVT-D Station Access	TWSC	A	9.4	A	9.6	A	9.4	C	18.3
706	Pacific Avenue at EVT-C/EVT-D Station Access	TWSC ^f	B	11.2	B	12.0	C	15.5	- ^g	-
708	Smith Avenue at Pacific Avenue	Signalized ^d	B	10.2	C	23.3	B	15.2	B	15.0
709	Smith Avenue at 32nd Street	Signalized ^d	A	9.3	B	11.3	A	9.6	B	10.7
710	Smith Avenue at 33rd Street	Signalized ^d	B	15.1	C	29.8	B	18.3	B	15.0
711	McDougall Avenue at Pacific Avenue	TWSC ^{d,h}	C	22.1	F	91.4	C	33.3	A	6.6
712	McDougall Avenue at 32nd Street	All-way stop control (AWSC)	A	7.8	A	8.8	A	8.5	A	7.8
713	Smith Avenue at Community Transit Swift Blue Line Driveway	TWSC	A	8.8	- ⁱ	-	A	9.1	A	9.0
714	Smith Avenue at Everett Transit Center South Parking Lot Driveway	TWSC	B	11.4	B	12.3	B	11.9	B	12.0
715	Broadway at 33rd Street	Signalized	B	18.3	C	32.8	C	24.4	C	22.0
716	Broadway at 34th Street	TWSC	F	59.1	F	104.5	F	104.5	F	104.5
717	Broadway at 35th Street	TWSC	F	102.5	F	139.8	F	206.6	F	131.0
718	Broadway at 36th Street	TWSC	F	106.1	F	>300.0 ^j	F	>300.0 ^j	F	>300.0 ^j
719	Pacific Avenue at Fulton Street	Signalized	A	10.0	B	14.9	B	14.8	B	14.9

ID	Intersection ^{a,b,c}	Intersection Control	No Build		Station EVT-A		Station EVT-C		Station EVT-D	
			LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)
720	Hill Avenue at Eastside Park-and-Ride Driveway	One-way stop control (OWSC)	A	9.3	B	12.8	B	12.8	B	12.8
721	Hill Avenue at 33rd Street	TWSC	A	9.7	A	9.8	A	9.7	A	9.7
722	Smith Avenue at EVT-A Station Transit Access	TWSC	-	-	B	11.2	-	-	-	-
723	McDougall Avenue at EVT-A Station Transit Access	OWSC	-	-	B	10.8	-	-	-	-
724	McDougall Avenue at 33rd Avenue	AWSC	-	-	B	10.3	-	-	-	-
725	33rd Street at EVT-C Vehicular Access	OWSC	-	-	-	-	B	10.9	-	-
726	32nd Street at EVT-C Vehicular Access	TWSC	-	-	-	-	A	9.1	-	-
727	33rd Street at EVT-C Station Transit Access/McDougall Avenue	AWSC	-	-	-	-	A	7.6	-	-

NOTES:

- Results for intersections where the jurisdictional LOS threshold would not be met are highlighted in gray. Results for intersections where the LOS threshold would not be met and there would be a 15 second increase in delay are also **bolded**.
- Intersection 707 was removed from the analysis as the proposed station access point for Station EVT-D changed during the preliminary design phase.
- For a map indicating these intersection locations, see Appendix G.1 Section 4.3.2.2.
- Reported using HCM 2000 methodology due to non-standard phasing.
- Intersection control would change to signalized as part of the project with Station EVT-C.
- Intersection control would change to right-turn in/out only as part of the project with Station EVT-C and Station EVT-D.
- Intersection would be removed as part of the project with construction of Station EVT-D.
- Intersection control would change to signalized as part of the project with Station EVT-C and Station EVT-D.
- Assumed relocation of BRT stops to be adjacent to Station EVT-A.
- Delay is limited to 300 seconds in reporting model results and calculating mitigation thresholds.

Table 3-12 2046 PM Peak Hour Intersection Level of Service – Everett Station Segment

ID	Intersection ^{a,b}	Intersection Control	No Build		Station EVT-A		Station EVT-C		Station EVT-D	
			LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)
701	Broadway at Hewitt Avenue	Signalized	C	32.6	D	48.2	D	48.9	D	50.8
702	Broadway at Wall Street	Signalized	B	13.1	B	11.4	A	9.5	D	46.5
703	Broadway at Pacific Avenue	Signalized	D	44.5	D	44.2	D	53.7	D	54.7
704	Broadway at 32nd Street	TWSC ^c	F	>300.0 ^d	F	>300.0 ^d	B	22.1	F	>300.0 ^d
705	Wall Street at EVT-D Station Access	TWSC	A	9.7	A	9.9	A	9.6	C	16.7
706	Pacific Avenue at EVT-C/EVT-D Station Access	TWSC ^e	A	9.8	B	11.7	C	17.6	- ^h	-
708	Smith Avenue at Pacific Avenue	Signalized ^g	C	28.5	C	34.8	D	40.4	C	27.6
709	Smith Avenue at 32nd Street	Signalized ^g	B	14.1	B	18.8	B	16.8	B	16.1
710	Smith Avenue at 33rd Street	Signalized ^g	C	22.1	C	30.1	D	41.3	C	23.5
711	McDougall Avenue at Pacific Avenue	TWSC ^{g,h}	F	51.5	F	234.7	A	7.6	C	23.2
712	McDougall Avenue at 32nd Street	AWSC	A	8.8	B	11.3	A	8.3	A	8.7
713	Smith Avenue at Community Transit Swift Blue Line Driveway	TWSC	C	20.1	- ^g	-	C	23.2	C	22.4
714	Smith Avenue at Everett Transit Center South Parking Lot Driveway	TWSC	C	24.3	D	26.9	D	27.3	D	26.1
715	Broadway at 33rd Street	Signalized	B	14.5	C	33.9	C	20.5	B	16.0
716	Broadway at 34th Street	TWSC	E	44.1	F	71.5	F	59.0	F	69.0
717	Broadway at 35th Street	TWSC	F	78.0	F	165.9	F	>300.0 ^d	F	125.1
718	Broadway at 36th Street	TWSC	F	>300.0 ^d	F	>300.0 ^d	F	>300.0 ^d	F	>300.0 ^d
719	Pacific Avenue at Fulton Street	Signalized ^g	B	13.8	F	84.1	E	68.4	E	68.4
720	Hill Avenue at Eastside Park-and-Ride Driveway	OWSC	A	9.1	C	16.2	C	16.0	C	16.0
721	Hill Avenue at 33rd Street	TWSC	A	9.4	A	9.4	A	9.2	A	9.2

ID	Intersection ^{a,b}	Intersection Control	No Build		Station EVT-A		Station EVT-C		Station EVT-D	
			LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)
722	Smith Avenue at EVT-A Station Transit Access	TWSC	-	-	C	16.1	-	-	-	-
723	McDougall Avenue at EVT-A Station Transit Access	OWSC	-	-	C	15.4	-	-	-	-
724	McDougall Avenue at 33rd Avenue	AWSC	-	-	B	14.4	-	-	-	-
725	33rd Street at EVT-C Vehicular Access	OWSC	-	-	-	-	B	11.5	-	-
726	32nd Street at EVT-C Vehicular Access	TWSC	-	-	-	-	A	9.9	-	-
727	33rd Street at EVT-C Station Transit Access/McDougall Avenue	AWSC	-	-	-	-	A	9.4	-	-

NOTES:

- Results for intersections where the jurisdictional LOS threshold would not be met are highlighted in **gray**. Results for intersections where the LOS threshold would not be met and there would be a 15 second increase in delay are also **bolded**.
- For a map indicating these intersection locations, see Appendix G.1 Section 4.3.2.2.
- Intersection control would change to signalized as part of the project with Station EVT-C.
- Delay is limited to 300 seconds in reporting model results and calculating mitigation thresholds.
- Intersection control would change to right-turn in/out only as part of the project with Station EVT-C and Station EVT-D.
- Intersection would be removed as part of the project with construction of Station EVT-D.
- Reported using HCM 2000 methodology due to non-standard phasing.
- Intersection control would change to signalized as part of the project with Station EVT-C and Station EVT-D.
- Assumed relocation of BRT stops to be adjacent to Station EVT-A.

3.2.4 Parking

This section documents the amount of on-street and off-street parking open to the general public that would be removed by the Build Alternatives and assesses the potential for the station parking demand to exceed capacity. In areas where parking demand may exceed available supply at the stations, the potential for light rail riders to use nearby on-street parking that surrounds the station areas was assessed.

3.2.4.1 Impacts Common to All Build Alternatives

Operational parking impacts surrounding the stations without Sound Transit-provided park-and-ride spaces could occur if existing unrestricted parking were used to accommodate greater parking demand than the provided parking could accommodate. This additional parking demand could adversely affect local businesses and residents who rely on that parking for other purposes. At the Mariner and Everett Station areas, the project would create parking facilities intended to accommodate transit riders who would drive and park to access the light rail system.

Consistent with existing light rail stations in the Sound Transit service area, Sound Transit expects that local agencies could manage parking within the vicinity of new stations by placing restrictions (including time limits or permit restrictions) where they do not already exist to disallow transit-specific parking. This change in curb management could help avoid parking impacts. Owners of parking lots available for public parking near the stations might also choose to change pricing or parking permit approaches to discourage use of the lots as a long-term park-and-ride.

3.2.4.2 West Alderwood Segment

Since there are no on-street parking or off-street public parking lots or structures within the study area, no public parking would be removed or otherwise impacted by the Build Alternatives in this segment. The West Alderwood Build Alternatives would impact some parking within the lot at Alderwood Mall. These impacts, and other impacts to private parking, are documented in Appendix G.2.

3.2.4.3 Ash Way Segment

Table 3-13 shows the parking impacts in the Ash Way Segment. Neither alternative would remove public on-street parking. Station ASH-A would require reconfiguration of the existing parking at the Ash Way Park-and-Ride and result in the loss of approximately 537 parking spaces. This represents over half of the available parking spaces. Since the utilization rate in 2023 was 72%, there may be some overflow demand.

Table 3-13 Parking Impacts – Ash Way Segment

Alternative	Removed Public On-Street Spaces		Removed Off-Street Spaces	
	Construction	Permanent	Construction	Permanent
ASH-1A	0	0	0	537
ASH-2D	0	0	0	0

3.2.4.4 Mariner Segment

Under all Mariner Segment Build Alternatives, a total of 550 off-street park-and-ride spaces would be provided. All of the alternatives would permanently remove six to 13 on-street spaces.

Alternative MAR-1B and MAR-1B with its design option would temporarily displace all of the parking at Mariner Park-and-Ride, while Alternative MAR-2D would temporarily displace most of the parking spaces and Alternative MAR-2D with its design option would not displace any additional spaces during construction. Prior to the project, Mariner Park-and-Ride would have been reconfigured to accommodate the new 130th Street and I-5 crossing, a County-led project included in the No Build condition, which would result in the loss of 190 park-and-ride spaces. Table 3-14 shows the parking impacts in the Mariner Segment, including the total spaces in 2046 with the 550-space parking facility included in the EVLE Project.

Alternative MAR-2D would result in fewer total parking spaces than the other alternatives, but all would increase the overall parking near the station. Considering the peak utilization rate of the existing Mariner Park-and-Ride was 15% in 2023, the project when fully completed would likely not have an adverse impact on parking availability in the area.

Table 3-14 Parking Impacts – Mariner Segment

Alternative	Public On-Street Spaces		Off-Street Spaces		
	Removed During Construction	Removed Permanently	Removed During Construction	Removed Permanently ^a	Total Spaces in 2046
MAR-1B	0	6	653	271	931
MAR-1B with Design Option	0	6	653	271	931
MAR-2D	0	13	490	542	660
MAR-2D with Design Option	0	13	0	236	966

NOTE:

a) Includes parking removed for Snohomish County's 130th Street project and for EVLE.

3.2.4.5 SR 99/Airport Road Segment

There are no public parking lots or structures in the study area and neither of the Build Alternatives in the SR 99/Airport Road Segment would remove on-street parking.

3.2.4.6 SW Everett Industrial Center Segment

There are no on-street parking spaces or off-street public parking lots or structures in the SW Everett Industrial Center Segment study area. Therefore, no public parking would be removed by the Build Alternatives in this segment.

3.2.4.7 SR 526/Evergreen Segment

Table 3-15 shows the parking impacts in the SR 526/Evergreen Segment. None of the alternatives would temporarily remove any parking spaces and there are no publicly available off-street parking spaces in the area. Alternative EGN-1A would remove the most spaces (38), while Alternative EGN-2B and its design option would remove three. The removal of this on-street parking would not be anticipated to adversely impact parking availability, as there is currently a 9.5% parking utilization rate for the 349 on-street parking spaces available in the study area.

Table 3-15 Parking Impacts – SR 526/Evergreen Segment

Alternative	Removed Public On-Street Spaces		Removed Off-Street Spaces	
	Construction	Permanent	Construction	Permanent
EGN-1A	0	38	0	0
EGN-2B	0	3	0	0
EGN-2B with Design Option	0	3	0	0
EGN-3E	0	0	0	0
EGN-3E with Design Option	0	0	0	0

3.2.4.8 Broadway/I-5 Segment

Table 3-16 shows the parking impacts in the Broadway/I-5 Segment. Neither of the Build Alternatives would temporarily remove any parking spaces, and there are no publicly available off-street parking spaces in the area. Alternative BI-2 would remove 123 on-street spaces within the segment. Since the Broadway/I-5 Segment is primarily residential developments with off-street parking, the removal of the parking spaces is unlikely to affect overall parking availability.

Table 3-16 Parking Impacts – Broadway/I-5 Segment

Alternative	Removed Public On-Street Spaces		Removed Off-Street Spaces	
	Construction	Permanent	Construction	Permanent
BI-1	0	0	0	0
BI-2	0	123	0	0

3.2.4.9 Everett Station Segment

Table 3-17 shows the parking impacts in the Everett Station Segment. All Build Alternatives would temporarily remove 360 off-street parking spaces and 26 to 83 on-street spaces during construction. Alternative EVT-1A would permanently remove the most spaces (742), Alternative EVT-2C would remove 480, and Alternative EVT-3D would remove 493. Under all Build Alternatives, 1,000 park-and-ride spaces would be provided at Everett Station in 2046, increasing the overall parking supply in the area. Considering that the utilization rate of the total 3,329 parking spaces in the area was 45.2% in 2023, the project when fully completed would likely not have any adverse impacts on parking availability in the area.

Table 3-17 Parking Impacts – Everett Station Segment

Alternative	Public On-Street Spaces		Off-Street Spaces		
	Removed During Construction	Removed Permanently	Removed During Construction	Removed Permanently	Total Spaces in 2046
EVT-1A	26	102	360	640	1,508
EVT-2C	76	120	360	360	1,788
EVT-3D	83	133	360	360	1,788

3.2.4.10 OMF North Site Alternatives

There would be no impacts to public parking as a result of any of the OMF North site alternatives. Impacts to private properties located within the OMF North site alternatives, which would include private parking where it exists, are documented in Appendix G.2. Depending on which OMF site is selected, 13 to 68 businesses and 0 to 189 housing units would be displaced along with their associated parking. A total of 13 to 144 parcels could be affected, which could include permanently acquiring parking.

3.2.5 Non-Motorized

This section describes project changes to pedestrian and bicycle facilities and circulation by segment and for the OMF North site alternatives. Walksheds and bikesheds were used to show the areas around each station that would be accessible to pedestrians and bicyclists. Walksheds and bikesheds were defined as the distance a person can walk or bicycle in 10 minutes from each station, which translates to roughly a 0.5-mile walk distance and a 1.5-mile bicycle distance.

3.2.5.1 Impacts Common to All Build Alternatives

Where Build Alternatives would rebuild sections of roads, adjacent sidewalks would also be rebuilt to be compliant with the Americans with Disabilities Act (ADA) and local jurisdiction requirements. All Build Alternatives in all segments would temporarily close sidewalks and/or bicycle facilities or reduce sidewalk widths over the construction period. Pedestrian and bicycle facilities would be detoured during these periods. In all cases, facilities would be detoured during construction and restored to similar conditions in their existing or a relocated position as part of the project. The full list of road rebuilds and potential closures, by alternative, are documented in Appendix G.1 Sections 4.5 and 5.5.

3.2.5.2 West Alderwood Segment

All Build Alternatives in the West Alderwood Segment would require the construction of an elevated guideway that crosses over the Interurban Trail. All of the Build Alternatives would require a portion of the Interurban Trail to be relocated north of its current position either to accommodate a portion of the guideway or a maintenance access road.

3.2.5.3 Ash Way Segment

Both Build Alternatives would cross over the Interurban Trail near Maple Road, requiring the trail to be detoured during construction. Alternative ASH-2D would relocate a portion of the Interurban Trail on the east side of I-5, which would require a temporary detour in addition to the detour near Maple Road.

3.2.5.4 Mariner Segment

No non-motorized impacts are anticipated beyond those common to all Build Alternatives.

3.2.5.5 SR 99/Airport Road Segment

Both Build Alternatives would add a new crosswalk on Airport Road at Center Road, and Alternative AIR-1A would also add a new crosswalk on SR 99 at Center Road, improving connectivity for non-motorized users in the area.

3.2.5.6 SW Everett Industrial Center Segment

Alternative SWI-1C would add a new pedestrian walkway from Airport Road to the proposed station, improving connectivity for non-motorized users in the area.

3.2.5.7 SR 526/Evergreen Segment

Alternatives EGN-1A, EGN-2B, and EGN-2B with its design option would replace the existing pedestrian bridge over SR 526 with a new pedestrian bridge, compliant with ADA requirements. This would be an improvement for non-motorized users in the area. All Build Alternatives in this segment would relocate a portion of the Interurban Trail, requiring it to be detoured during construction.

3.2.5.8 Broadway/I-5 Segment

There would be no impacts to non-motorized facilities in this segment beyond those common to all alternatives.

3.2.5.9 Everett Station Segment

All Build Alternatives in the Everett Station Segment would add new crosswalks on existing streets; Alternatives EVT-2C and EVT-3D would add a new transit-only street as well. Table 3-18 shows the number of proposed new crosswalks for each alternative. These new crossings would improve connectivity for non-motorized users in the area.

Table 3-18 Proposed Crosswalks – Everett Station Segment

Street	EVT-1A	EVT-2C	EVT-3D
32nd Street	2	6	0
33rd Street	3	2	0
McDougall Avenue	4	3	2
Pacific Avenue	0	2	2
Smith Avenue	0	0	1
Wall Street	0	0	2
New Transit-Only Street	0	5	4

3.2.5.10 OMF North Site Alternatives

All OMF North site alternatives would permanently close roads, reducing connectivity for non-motorized users. OMF Site F and its design option would cut Center Road into two segments at Alexander Road, with Center Road ending in a cul-de-sac on the east side. Alexander Road would be extended north to maintain the through connection to Airport Road. Access to Center Road east of Alexander Road would be via Airport Road. OMF Site E would require vacating 106th Street SW west of 20th Place and all of 103rd Street. OMF Site B and its design option would close 80th Street SW between 16th Avenue and Hardeson Road.

3.2.6 Safety

The safety of the transportation system is expected to be largely consistent with existing conditions because all Build Alternatives would operate in exclusive right-of-way, with no direct conflicts with vehicles, pedestrians, or bicyclists. The light rail design would adhere to both light

rail and roadway standards to minimize the potential effects on traffic safety. Traffic diversion would lead to higher volumes of traffic on detour routes during construction. Crash rates should remain similar to existing conditions due to the limited volume of diversion and length of closures.

Overall, the project would reduce regional VMT in the region by up to 928,000 miles as people shift trips from driving to light rail, which would likely result in fewer crashes in the region. However, the station areas for all Build Alternatives would experience vehicle and non-motorized activity accessing the station, which would increase the potential for conflicts among different travel modes, specifically at intersections where local streets intersect the arterial street network.

Guideway columns for the elevated portions of the light rail guideway would be constructed in existing parking lots and along roadways at various points along the entire EVLE Project alignment. Columns adjacent to roadways would be set back from the roadway to provide adequate sight distance for vehicles turning out of connecting streets or driveways. Columns in parking lots could impede sight lines for vehicles and pedestrians circulating in parking lots compared to the No Build Alternative; however, any such columns would have curb buffers constructed for safe clearance of circulating vehicles and could be designed to maintain visibility for vehicles and pedestrians.

The sections below describe potential safety impacts for each segment. Appendix G.1 Sections 4.6 and 5.6 include more detailed discussions of potential safety impacts during operations and construction, respectively.

3.2.6.1 West Alderwood Segment

No safety impacts beyond those common to all Build Alternatives are anticipated.

3.2.6.2 Ash Way Segment

No safety impacts beyond those common to all Build Alternatives are anticipated.

3.2.6.3 Mariner Segment

Alternative MAR-1B would also include columns in the median of 4th Avenue and would add a median on 128th Street SW at its intersection with 8th Avenue, increasing safety for non-motorized users crossing the street. Alternative MAR-2D would add a median to 128th Street east of 8th Avenue to support guideway columns in the street. Depending on which alternative in the SR 99/Airport Road segment is constructed, either Mariner alternative would have to add a median to Airport Road near Admiralty Way to support guideway columns where the alignment crosses the road.

3.2.6.4 SR 99/Airport Road Segment

Both Build Alternatives would add medians to all four legs of the SR 99/Airport Road intersection, improving safety for non-motorized users crossing the street. Alternative AIR-2B would also include a median to hold a guideway column where the alignment crosses Airport Road, north of 112th Street SW.

3.2.6.5 SW Everett Industrial Center Segment

No safety impacts beyond those common to all Build Alternatives are anticipated.

3.2.6.6 SR 526/Evergreen Segment

Alternatives EGN-2B and EGN-3E and their design options would add a median to Evergreen Way on the north side of the intersection with Casino Road, improving safety for non-motorized users crossing Evergreen Way. Alternative EGN-3E would also add a median on Casino Road east of Evergreen Way.

3.2.6.7 Broadway/I-5 Segment

Alternative BI-1 would add a guideway column in the median at the intersection of Beverly Boulevard and Broadway.

3.2.6.8 Everett Station Segment

No safety impacts beyond those common to all Build Alternatives are anticipated.

3.2.6.9 OMF North Site Alternatives

No safety impacts beyond those common to all Build Alternatives are anticipated.

3.2.7 Aviation

Only the Build Alternatives in the SR 99/Airport Road and SW Everett Industrial Center Segments, and OMF Site E, would have potential impacts on aviation.

None of the alignment and station alternatives in the SR 99/Airport Road Segment or SW Everett Industrial Center Segment, nor OMF Site E, would affect airport operations or cause a hazard to air navigation. The alignment would avoid impacts to Federal Aviation Administration (FAA)-regulated areas by placing the guideway directly outside of the existing runway protection zone (RPZ), and no project elements extend into the RPZ. However, the SW Everett Industrial Center Segment Build Alternatives and OMF Site E would require acquisition of, or easements on, airport-owned property on the east side of Airport Road. Any easement or transfer of federally conveyed or federally acquired land may require FAA approval, and Snohomish County would need to ensure that the land use change is consistent with its federal obligations.

Road closures would occur during construction in the SR 99/Airport Road and SW Everett Industrial Center Segments, described below, that could impact employee, passenger, or freight access to Paine Field. Closure durations are defined as short (less than one month), moderate (between one and four months), or long (greater than four months).

Neither of the Build Alternatives in the SR 99/Airport Road Segment would have construction impacts on airport-owned property. However, Alternative AIR-2B would require road closures of Airport Road during construction. A long-term closure of two lanes would be required to widen and realign the roadway as well as short-term nighttime closures for additional construction activities. Both Build Alternatives in this segment would also require short- and moderate-term closures of 112th Street SW, but the proposed detour route would largely eliminate impacts to airport traffic.

All Build Alternatives in the SW Everett Industrial Center Segment would have construction impacts on airport property on the east side of Airport Road. The construction impacts would extend past the area being acquired for transportation use; however, construction would not impact any buildings on airport property. For all Build Alternatives in this segment, access to aviation facilities, including the passenger terminal, on the west side of Airport Road would be

maintained during construction. However, a full short-term closure and a moderate-term one lane closure would be required on 100th Street SW, which may impact access to airport-owned property on the east side of Airport Road.

The construction impacts of OMF Site E on airport property would be confined to the property being acquired for transportation use. OMF Site E would not result in any additional road closures that would affect access to the airport outside of those required for the SR 99/Airport Road and SW Everett Industrial Center Build Alternatives.

3.2.8 Freight

With the construction of the EVLE Project, freight traffic would still be expected to use the designated freight facilities. The distribution of trucks on designated freight routes in the study area such as I-5, 128th Street SW/Airport Road, Evergreen Way, SR 526, 4th Avenue W, and Broadway would be similar to the No Build Alternative conditions. The changes to traffic circulation and property access described in Section 3.2.3.2 would also impact freight operations.

Because the Build Alternatives would be either grade-separated or travel in an exclusive light rail guideway outside the roadway travel lanes, freight mobility and access would be similar to automobile mobility and access. The EVLE Project alternatives would not require mitigation during light rail operations beyond the mitigation identified at the local intersections identified in Section 5.

During construction, impacts on freight truck movements would be approximately the same as impacts to general traffic. Temporary access closures ranging from overnight to several months for businesses could also occur during construction, affecting freight (such as deliveries). Service and loading areas for private businesses in all segments may be impacted by periodic access closures during construction. If driveway closures are required, access to these properties would be maintained to the extent possible. With driveway closures, detours for freight would cause similar impacts compared to what is described for general-purpose traffic impacts. Full street closures on these main arterials are expected only on nights and weekends.

The construction of the guideway for Alternative EVT-3D north of Everett Station would require some temporary impacts to the BNSF rail operations. While construction would not take place on BNSF property, some closures would be necessary during girder setting, and flaggers would be required during shaft construction.

Prior to and during construction, Sound Transit would work with the City of Lynnwood, City of Everett, and Snohomish County to identify detour routes suitable for trucks and alternative commercial loading zones, as needed. Sound Transit would also coordinate with BNSF for construction near railroad right-of-way to schedule necessary closures and ensure that railroad safety procedures are followed.

See Appendix G.1 Sections 4.8 and 5.8 for more detailed information on impacts to freight during operations and construction, respectively.

4 AFFECTED ENVIRONMENT AND REASONABLY FORESEEABLE EFFECTS

This chapter describes the affected environment and reasonably foreseeable effects of the EVLE Project for the following resources:

- Acquisitions, Displacements, and Relocations.
- Land Use.
- Economics.
- Social Resources, Community Facilities, and Neighborhoods.
- Visual and Aesthetic Resources.
- Noise and Vibration.
- Water Resources.
- Ecosystems.
- Public Services, Safety, and Security.
- Historic and Archeological Resources.
- Parks and Recreational Resources.

The regulatory context guiding the analysis of reasonably foreseeable effects is described in Section 4.1. Resources that are anticipated to have negligible environmental impacts are discussed in Section 4.2. Section 4.3 summarizes the affected environment, focusing on the study area for each resource. Section 4.4 then describes the reasonably foreseeable environmental impacts of each alternative evaluated in this Draft EIS, considering avoidance, minimization, and additional mitigation described in Chapter 5.

The analysis in this chapter is primarily based on existing conditions data collected in 2023, although the Ecosystems analysis also includes some data collected in 2024. The Final EIS will reflect changes to existing conditions if these changes alter the findings for the alternatives in this Draft EIS. For example, there are ongoing planning efforts for the Everett Outdoor Event Center that may impact the location of Station EVT-D in the Everett Station Segment.

This analysis covers multiple Build Alternatives in the project corridor, including different alignments, stations, and OMF sites (see Chapter 2). It also evaluates the initial phase for light rail service to the SW Everett Industrial Center Station (that would also include OMF North) that is planned to open first, as described in Section 2.4.3. For environmental resources (other than Air Quality and Energy), the full project is evaluated and the initial phase is not discussed because it would be located within the project limits of the fully built project and would not have additional potential impacts when compared with the fully built project. For Air Quality and Energy, the initial phase was analyzed based on the 2037 opening year because it was anticipated to have impacts different than the full project (see Appendix G.7 and Appendix G.11, respectively).

4.1 Regulatory Context

On February 19, 2025, the Council on Environmental Quality (CEQ) issued a memorandum titled Implementation of the National Environmental Policy Act. This memo acknowledged that the Fiscal Responsibility Act of 2023, which included a section known as the Building United States Infrastructure through Limited Delays and Efficient Reviews (BUILDER) Act of 2023, amended NEPA to direct that EISs must analyze and disclose the “reasonably foreseeable environmental effects of the proposed agency action.” CEQ encouraged federal agencies to “analyze the reasonably foreseeable effects of the proposed action consistent with section 102 of NEPA, which does not employ the term ‘cumulative effects;’ [...] and the agencies should consider] ‘reasonably foreseeable’ effects, regardless of whether or not those effects might be characterized as ‘cumulative.’” On February 25, 2025, CEQ published an Interim Final Rule (IFR) removing the CEQ NEPA implementing regulations, effective April 11, 2025 (90 Federal Register 10610).

On July 3, 2025, the Federal Highway Administration (FHWA), Federal Railroad Administration, and FTA published a joint IFR revising the NEPA implementing regulations at 23 CFR Part 771. The IFR modifies the joint regulations implementing NEPA to remove cross-references to the CEQ regulations and include “reasonably foreseeable” before the terms “impact” and “effect” to reflect the amendments to NEPA included in the BUILDER Act of 2023. Further, the U.S. Supreme Court issued its decision in *Seven County Infrastructure Coalition v. Eagle County, Colorado*, which held the focus of NEPA is the project at hand, not other separate projects (605 U.S. 168) (May 29, 2025).

Accordingly, relying on NEPA requirements, as revised by the BUILDER Act and 23 CFR Part 771, effective July 3, 2025, the Draft EIS for the EVLE Project analyzes reasonably foreseeable effects that result from the proposed action. The Draft EIS considers reasonably foreseeable effects that have a rational link to the project in terms of geographic and temporal proximity and are sufficiently likely to occur. Reasonably foreseeable effects do not include effects that are speculative in nature or causally attenuated¹² from the EVLE Project.

For the purposes of assessing reasonably foreseeable effects, the following parameters apply:

- **Geographic proximity** encompasses the area likely to be affected by the EVLE Project for a given technical area. Section 3.1 and Section 4.3 describe the pertinent study area for each resource analyzed, which is the boundary for reasonably foreseeable effects.
- **Temporal scope** is the time period when the full operational effects of the EVLE Project would be evident using the best available planning tools and established forecasts of population, employment, and traffic growth. FTA and Sound Transit selected 2046 as the analysis year for the long-term effects of the alternatives to account for population and employment growth, increased traffic, and the predictions of future development established through the federally required regional transportation planning process. Twenty years in the future is generally considered a reasonable timeframe for analysis of transit projects because it would capture variations in real estate market conditions and is generally the

¹² “Causally attenuated” in this context means effects that are remote in time or place or are the result of a lengthy causal chain (meaning intervening variables such as other actions may contribute or cause an effect), thereby making it difficult to establish a sufficiently close connection between the proposed action and a particular environmental impact. Generally, an outcome or effect is causally attenuated if it cannot be directly attributed to one particular action but rather may result from another action or series of actions.

outer timeframe within which predictions of future development may be made without speculation. The Draft EIS assumes that the ST3 projects are operational. The short-term construction effects of the EVLE Project would occur between 2030 and 2046. Property acquisition and displacements would begin prior to construction.

- **Sufficiently likely to occur** includes effects that are not speculative in nature or causally attenuated from the EVLE Project. Effects that are sufficiently likely to occur may also be associated with projects for which funding has been committed, including projects in the fiscally-constrained list of projects in the PSRC Regional Transportation Plan (PSRC 2018) with dedicated funding for construction.

4.2 Resources With Negligible Environmental Impacts

The analyses for the resources described below concluded that none of the Build Alternatives would result in significant adverse impacts on those resources nor would there be substantial differences in impacts among Build Alternatives. Therefore, these topics are not presented further in this chapter but are discussed in detail in Appendix G.

- **Air Quality (Appendix G.7):** The air quality analysis considered potential impacts of the EVLE Project, including a qualitative analysis of criteria air pollutants. With the extension of light rail to Everett, regional VMT is expected to be approximately 900,000 miles lower on a typical day compared to the No Build Alternative by 2046, as some regional passenger vehicle trips are expected to shift to light rail. Criteria pollutants associated with transportation are a function of VMT; therefore, criteria pollutant emissions are expected to be lower under the Build Alternatives than the No Build Alternative. The project is expected to have an overall benefit to air quality in the region.
- **Energy (Appendix G.11):** The energy analysis considered potential impacts of the EVLE Project on energy, including the magnitude of energy consumption associated with construction and operation of the Build and No Build Alternatives in the context of regional (PSRC four county area) energy usage. Light rail VMT and associated energy use would increase under the Build Alternative, increasing regional energy use, but Regional VMT for passenger vehicles and heavy-duty trucks are expected to be lower under the Build Alternative, a benefit to outweighing the energy used by light rail and thus reducing regional energy consumption overall.
- **Geology and Soils (Appendix G.12):** The geology and soils resource analysis considered potential impacts of the EVLE Project on geology and soil resources including geologic units and surficial geology, steep slopes and erosion hazards, landslides, and seismic hazards within 100 feet of the project limits. All alignment and station alternatives and all OMF North site alternatives would have some degree of operational impacts, with all crossing or occurring near some type of geologic hazard. During final design, appropriate geotechnical investigations and design studies will be conducted to avoid creating unstable slopes, and appropriate slope stability improvement measures would be implemented as needed for the project to manage potential slope stability risks and impacts. The design would also include mitigation for seismic hazards in areas with liquefaction-prone soils as well as measures to improve soils where potential for settlement is identified.

- **Hazardous Materials (Appendix G.13):** The hazardous materials analysis considered potential impacts of hazardous materials and wastes for the EVLE Project. The analysis identified properties that are in proximity to the Build Alternative (within 0.125 miles or 600 feet from the project limits) that are recognized to have hazardous materials issues associated with current or historical site activities that might have releases to the environment. Sound Transit would complete a due diligence evaluation for each parcel that would be acquired, with the type of evaluation being based on the potential risk associated with the acquisition. Sites acquired with identified hazardous materials would be remediated, resulting in a positive impact to the environment.
- **Electromagnetic Fields (EMF) (Appendix G.14):** The EMF analysis considered the potential for EMF from EVLE Project light rail trains and facilities to interfere with the operation and function of sensitive equipment and to affect human health proximate to the project (within 300 feet of the alignment, station, and OMF site alternatives), considering the existing environment and facilities. The EVLE Project would not produce EMF emissions of sufficient strength to impact humans or implantable medical devices (e.g., pacemakers). It is possible that increased EMF strength from the extension would affect the operation of sensitive equipment used within some residential, commercial, light industrial, or medical properties within the study area. However, the existing Link light rail system has been operating since 2003 with no known EMF-related issues in similar urban and suburban environments. If EMF produced by the light rail system affects the operation of sensitive equipment, appropriate mitigation would be considered. The design of the project would also include effective grounding and stray current protection to avoid or minimize impacts.
- **Utilities (Appendix G.16):** The utilities analysis considered potential impacts of the EVLE Project on utilities including electrical, natural gas, water, sanitary sewer, stormwater drainage, and telecommunication services and infrastructure within 100 feet of the project limits. The project would be designed to maintain access to utilities for maintenance and repair and to avoid major service disruptions to utility customers.

4.3 Affected Environment

The study areas vary by resource but are all based on the project limits (permanent project improvements and areas needed for construction). The affected environment within each resource's respective study area is described below.

Appendix G includes supporting figures and graphics and more detailed information on the project study areas and the affected environment.

4.3.1 Acquisitions, Displacements, and Relocations

The analysis of acquisitions, displacements, and relocations used a two-fold study area:

- For parcel acquisitions, the study area was limited to properties adjacent or very near to the Build Alternatives that would require permanent use for light rail operations or temporary use for construction.
 - Properties within the West Alderwood Segment are primarily commercial, with some public institutional uses.
 - Properties within the Ash Way and Mariner Segments are mostly residential and commercial.

- Properties within the SR 99/Airport Road and SW Everett Industrial Center Segments primarily consist of industrial and commercial developments.
- Properties within the SR 526/Evergreen, Broadway/I-5, and Everett Station Segments consist mostly of residential and commercial uses.
- Properties within all OMF site alternatives are primarily commercial, industrial and vacant, with OMF Sites F and E also consisting of some residential uses.
- For the discussion of relocation opportunities and vacancy trends, the analysis considered impacts within local jurisdictions and the broader region.
 - This includes the city of Everett, city of Lynnwood, and King, Kitsap, Pierce, and Snohomish County.

4.3.2 Land Use

The study area for land use encompassed the area within 0.5 miles of the project limits. The land use analysis considered changes to specific parcels as well as consistency with local and regional land use plans from the Puget Sound region. Most of the land along the project corridor, besides the industrial areas around the SW Industrial Center Segment and OMF Sites B and E, is zoned for mixed-use or multi-family. The zoning for all the station areas (except SW Everett Industrial Center) allows for a mix of uses including dense residential and commercial development. The SW Everett Industrial Center station areas are in a PSRC designated manufacturing and industrial center and is zoned for industrial uses. All three of the local jurisdictions in the project area (City of Lynnwood, Snohomish County, and City of Everett) have updated their comprehensive plans to implement Washington State's "missing middle" housing bill, which requires jurisdictions to allow up to four housing units on all residential lots, so most former single-family zones now allow for multi-family housing. Maps of existing and future land use are found in Figure 3-1 through Figure 3-24 in Appendix G.3.

4.3.3 Economics

The economics analysis considered economic conditions and potential impacts within the vicinity of the project and in the broader, regional area. The regional study area encompasses the four-county Puget Sound region (King, Kitsap, Pierce, and Snohomish Counties), and the local study area consists of the area within 0.5 miles of the project limits.

The affected environment is the existing and projected economic setting within the study area. The region is predicted to grow by approximately 749,000 households over the 2020 to 2050 period – or by 1.5% a year – which is greater than the regional population growth rate (1.23%). PSRC data shows that households in Snohomish County are predicted to grow at a slightly faster pace of 1.9% per year over the same period, which is also greater than the county's overall population growth rate at 1.55% (PSRC 2020). This indicates an expected decrease in average household size over the forecast period. Travel demand typically tracks more closely to growth in the number of households than to population; consequently, the forecasted household growth suggests a potentially faster increase in demand for highway and transit services.

During the same period, jobs are expected to increase from nearly 2.4 million to 3.4 million – or by 1.5% a year – in the Puget Sound region. Snohomish County is expected to see a slightly higher growth rate of 2.17% - or an overall increase from approximately 327,000 to 539,000 jobs (PSRC 2020). The PSRC estimated that the 2019 median household income in the Puget Sound region was \$92,900 (PSRC n.d.). According to the American Community Survey 5-Year Estimates, the median household income for Snohomish County, Lynnwood, and Everett in 2023 was \$107,982, \$76,439, and \$81,502, respectively (U.S. Census Bureau 2023). These trends in economic growth are forecasted to continue for the next few decades.

Washington's economy is heavily reliant on efficient freight corridors, and Snohomish County's employment opportunities depend in large measure on the continued efficient movement of freight. Both consumers and businesses depend on the efficient and safe movement of goods by truck, rail, and water modes. The primary truck freight corridors in the county for regional and interstate commerce include I-5 and I-405 (Washington State Department of Transportation [WSDOT] 2022). SR 99 and SR 526 are also important truck freight economic corridors (WSDOT 2021).

4.3.4 Social Resources, Community Facilities, and Neighborhoods

The social resources, community facilities, and neighborhoods study area encompassed the area within 0.5 miles of the project limits for the Build Alternatives. The study area includes portions of 27 neighborhoods, with most areas containing relatively dense populations and a variety of residential and commercial areas, as well as some industrial areas. Common types of social resources and community facilities identified within the study area include charities, childcare, emergency shelters, government buildings, grocery stores/supermarkets, healthcare facilities, religious institutions, mobile home parks, and public-assisted housing. The Everett Station Segment contains the most social resources and community facilities (113), and SW Everett Industrial Center Segment contains the least (two). See Figure 3-1 through Figure 3-24 in Appendix G.5.

4.3.5 Visual and Aesthetic Resources

Sound Transit selected key observation points (KOPs) along the project corridor and near OMF North site alternatives and used those to depict existing conditions, after which photographic simulations were developed to depict the Build Alternatives from these locations (Figure 3-1 through Figure 3-15 in Appendix G.6). Some KOPs were selected from important viewing locations such as multi-purpose trails or community resources, while others were chosen to represent “typical” views,¹³ such as those seen by residents. There are no designated scenic viewsheds¹⁴ in the study area.

The views from the chosen KOPs throughout the project area were found to be similar given existing human-made infrastructure and development along the corridor.

- Views in the West Alderwood Segment are primarily that of a shopping and retail center.

¹³ Not all individual views along the project study area can be captured in a review such as this, and representative locations, and locations known to be important to the community, were selected.

¹⁴ A viewshed is an area of land, water, or other environmental element that is visible to the human eye from a fixed vantage point. A designated scenic viewshed is a viewshed that has been formally recognized by a jurisdiction as having high natural aesthetic value or beauty.

- Views in the Ash Way, SR 526/Evergreen, and Broadway/I-5 Segments are largely characterized by the infrastructure of major highways.
- Views in the SW Everett Industrial Center Segment are largely dominated by Paine Field, Boeing's Everett Production Facility, and other industrial uses.
- Views in the southern portion of the Everett Station Segment are largely dominated by the Evergreen Funeral Home and Cemetery and I-5. Views in the northern portion of the segment are mostly composed of low-density residential areas, though the central parts that encompass downtown Everett have a multitude of higher-density and mixed-use developments.
- Views from OMF Site F contain primarily multi-family residential land uses, with some commercial, mixed-use, and industrial uses in view. Views from OMF Site E contain residential uses to the east and industrial around the remaining portions of the site. Views from OMF Site B are largely focused on commercial and industrial uses.

4.3.6 Noise and Vibration

The noise and vibration study area consisted of the area within 350 feet of the project limits. The following types of noise and/or vibration-sensitive receptors¹⁵ were found within the study area: single-family and multi-family residences, hotels, schools, and places of worship. Noise and vibration sensitive land uses along the corridor are listed by segment in Table 4-1. See Appendix G.8 for a full description of existing noise and vibration conditions, including the results of measurements taken in 2024.

Table 4-1 Noise and Vibration Sensitive Land Uses by Segment

Segment	Noise and Vibration Sensitive Land Uses
West Alderwood Segment	• Hilton Garden Inn Seattle/Lynnwood • La Quinta Inn by Wyndham Lynnwood • Courtyard by Marriott Seattle North • Alderwood Community Church • Devre Bisrat St. Gabriel in Lynnwood • MMJ Training Institute • Multi-family residences
Ash Way Segment	• Single- and multi-family residences
Mariner Segment	• Motel 6 Everett, WA – South • Seattle Korean Seventh-day Adventist Church • Single- and multi-family residences
SR 99/Airport Road Segment and OMF Sites F and E	• Kingdom Hall of Jehovah's Witnesses • Single- and multi-family residences
SW Everett Industrial Center Segment and OMF Site E	• Sno-Isle TECH Skills Center • Single-family residences

¹⁵ A noise-sensitive receptor is a local area or site that supports activities easily disrupted by audio intrusions or distractions, such as a school, historic landmark, hotel, place of worship, or residential neighborhood. Vibration-sensitive receptors are buildings where vibration could interfere with interior operations (e.g., hospitals), buildings where people normally sleep (e.g., residences), and institutions with primarily daytime uses (e.g., churches), as well as special buildings such as concert halls, recording studios, and theaters.

Segment	Noise and Vibration Sensitive Land Uses
SR 526/Evergreen Segment and OMF Site B	• Bible Baptist Church • Everett KinderCare • Cascade High School • South Everett Community Church • Head Start & Early Head Start • Sunrise Inn Everett • Hope Slavic Baptist Church • Cascade View Presbyterian Church • Church of Bethel • Single- and multi-family residences
Broadway/I-5 Segment	• WoodSpring Suites Seattle Everett • Montessori Schools of Snohomish County • Extended Stay America – Seattle – Everett – North • Lowell Elementary School • Single- and multi-family residences
Everett Station Segment	• Evergreen Funeral Home & Cemetery • Everett Gospel Mission • Travelodge by Wyndham Everett City Center • Single- and multi-family residences

4.3.7 Water Resources

The affected environment consists of existing surface waters (i.e., streams, rivers, and ponds), stormwater,¹⁶ floodplains and floodways, and groundwater resources within the study area, which is defined as: identified drainage basins where surface water drains to/from, or across, the project limits; 100 feet upstream and 300 feet downstream of each stream crossing; and identified surface water features that are within 200 feet of the project limits (existing water quality conditions are discussed in Section 4.3.8 below). Figure 3-1 through Figure 3-41 in Appendix G.9 show all of the water resources identified in the study area.

The study area occurs within the Cedar-Sammamish watershed (Water Resource Inventory Area¹⁷ [WRIA] 8) and the Snohomish watershed (WRIA 7) and extends across 12 subbasins. There are 19 streams in the study area as well as one Federal Emergency Management Agency (FEMA)-regulated floodplain associated with Swamp Creek.

¹⁶ Stormwater is rain and snow melt that runs off surfaces such as rooftops, paved streets, highways, and parking lots. As water runs off these surfaces, it can pick up pollution.

¹⁷ A Water Resource Inventory Area is a Washington State Department of Ecology-designated watershed, an area where all the water from rain, snowmelt, or springs drains into a common water body, such as a river, lake, or ocean.

Two groundwater resources were identified in the study area: a wellhead protection area associated with an artesian well located along 164th Street and a private wellhouse within OMF Site B. Most of the study area has low sensitivity to groundwater contamination, but pockets of medium aquifer sensitivity are located in the Broadway/I-5 and Everett Station Segments. Stormwater facilities, as well as pollution-generating impervious surfaces (PGIS) and non-pollution-generating impervious surfaces (NPGIS), are abundant throughout the urbanized study area.

4.3.8 Ecosystems

The affected environment for Ecosystems consists of aquatic habitats and species, wetlands, and upland habitats and species within the study areas for each resource, as described below. Figure 3-3 through Figure 3-82 in Appendix G.10 provide maps and additional information related to ecosystems resources.

- **Aquatic Habitats and Species:**

- The study area (100 feet upstream and 300 feet downstream of each stream crossing) consisted of portions of both the Cedar-Sammamish watershed (WRIA 8) and the Snohomish watershed (WRIA 7), which both include numerous smaller stream subbasins. Nineteen streams were identified in the study area, shown on the maps in Appendix G.10, with three stream reaches identified as impaired. Through fieldwork, these streams were assessed for presence of suitable fish habitat within the study area. However, the presence of both anadromous and resident fish species is believed to be limited.
- For aquatic habitats where species protected under the federal Endangered Species Act (ESA) may be present, the study area included the segment of stream or water body through which underwater sound associated with project construction or operation could travel (i.e., to the first bend in the channel or where sound levels would dissipate to background levels). Essential fish habitat¹⁸ for Chinook, pink, and coho salmon is present in the watershed subbasins within the study area. The federally listed aquatic and semi-aquatic species (under the jurisdiction of National Oceanic and Atmospheric Administration Fisheries and the U.S. Fish and Wildlife Service [USFWS]) that might occur in aquatic habitats in the study area are described in Appendix G.10.

- **Wetlands:**

- The study area for wetlands was the area within 300 feet of the project limits, and 88 wetlands were identified within the study area. The majority of these wetlands, identified through a review of publicly available resources, field surveys, and coordination with partner agencies, are depressional wetlands, although riverine and slope wetlands are present as well. The study area wetlands are primarily Category II, III, or IV wetlands with high hydrologic and water quality functions, but low habitat function due to extensive habitat fragmentation and their location within an urbanized area. One Category I wetland, Wetland WSC3, is present in the study area. Wetland WSC3 is a large (118-acre) wetland within the Swamp Creek riparian corridor and provides high-quality habitat for wildlife. Maps of wetlands in the study area are available in Appendix G.10.

¹⁸ Essential fish habitat refers to waters and stream bed materials necessary for spawning, breeding, feeding, and growth of certain managed fisheries species.

- **Upland Habitats and Species:**

- The study area for upland habitats and species included all uplands within 200 feet of the project limits. Documented occurrences of sensitive wildlife species were also reviewed within 0.25 miles beyond the project limits and up to 0.5 miles beyond the project limits if higher noise generating activities, such as blasting or pile driving, are likely to occur. Occurrences of federally listed upland species within the study area are discussed in Appendix G.10.
- Upland habitat within the study area has been substantially altered and, in many places, completely removed and replaced by impervious surfaces, including major interstate and state highway infrastructure, and industrial, commercial, and residential developments. There are some low density land uses and open spaces within the study area including parks and ballfields, residential lawns, and cemeteries. These low density and open space land covers can provide fragmented forested corridors that support nesting, roosting, and breeding habitats for smaller wildlife species, including birds.

4.3.9 Public Services, Safety, and Security

The public services, safety, and security analysis considered potential impacts of the EVLE Project on public service facilities or service areas within 0.5 miles of the project limits for the Build Alternatives. Within the study area there are 44 healthcare facilities, 23 emergency shelters, 16 public schools, six fire stations, four police facilities, four community colleges, three post offices, three private schools, one landfill, and 12 other government facilities (see Figure 3-1 through Figure 3-12 in Appendix G.15). Many of the public service facilities are located in the Everett Station Segment, including over half of the healthcare facilities and emergency shelters within the entire study area.

4.3.10 Historic and Archaeological Resources

Section 106 of the National Historic Preservation Act requires federal agencies to consider the effects of their undertakings on historic properties (sites, districts, buildings, structures, or objects) that are listed in or eligible for listing in the National Register of Historic Places (NRHP). The area of potential effects (APE) includes all areas where one or more of the Build Alternatives could affect historic built environment or archaeological resources. The FTA, in consultation with the State Historic Preservation Officer (SHPO), Tribes, and other consulting parties, determined the Section 106 APE, which defines the study area for historic built environment and archaeological resources for the alternatives evaluated in the EIS.

The APE for the EVLE Project generally extends from elements of the project limits (e.g., guideway, stations, and construction staging areas) to the nearest tax parcel or a maximum of 200 feet where large tax parcels are adjacent to project elements. Where the project limits enter shared interest and/or large parcels, the APE extends 200 feet into the parcel, unless the full parcel is more appropriately considered as a single site or complex (for example, a cemetery). Within the APE, 27 NRHP-eligible resources and one NRHP-eligible district with 10 contributing resources were identified. Appendix G.17 includes a history of the study area; additional information about federal, state, and local regulations affecting cultural resources; and further detail regarding the NRHP-eligible resources within the APE.

4.3.11 Parks and Recreational Resources

The Parks and Recreational Resources analysis identified and evaluated impacts on parks and recreational resources, including Snohomish County, City of Everett, and City of Lynnwood parks, trails, and other public recreation facilities such as golf courses and school play areas available for public use during non-school hours. The study area consisted of parks and recreational resources that are within:

- 250 feet of the project limits for the alignment and station alternatives; or
- 0.5 miles of a station alternative; or
- 0.25 miles of the project limits for the OMF North site alternatives.

The analysis identified 21 total parks and recreational resources within the study area, listed in Table 4-2 below and shown on Figure 3-1 through Figure 3-12 in Appendix G.18.

Table 4-2 Parks and Recreational Resources by Segment

Segment	Parks and Recreational Resources
West Alderwood Segment	• Interurban Trail • Pioneer Park and Trail
Ash Way Segment	• Hemlock Acres • Interurban Trail • Martha Lake Park • Oaks Heights Elementary School
Mariner Segment	• Interurban Trail
SR 99/Airport Road Segment and OMF Sites F and E	• Fairmount Elementary School
SW Everett Industrial Center Segment	• Kasch Park • Loganberry Lane Off Leash Area
SR 526/Evergreen Segment and OMF Site B	• Cascade High School • Cascade View Park • Emerson Elementary School • Evergreen Middle School • Horizon Elementary School • Interurban Trail • Walter E. Hall Golf Course • Walter E. Hall Park
Broadway/I-5 Segment	• Interurban Trail
Everett Station Segment	• Clark Park • James J. Hill Park • Judd & Black Park • Kiwanis Park • Lincoln Field • North Middle School

4.4 Reasonably Foreseeable Effects

4.4.1 No Build Alternative

The No Build Alternative includes the transportation system as it would exist in 2046 and future population and employment growth assumed in adopted plans, but without the EVLE Project. Without construction and operation of the light rail extension or OMF North, the No Build Alternative would not have any light rail related adverse impacts on any resources along the corridor.

However, without EVLE, there would also not be a new high-capacity transit connection between Lynnwood and Everett, and projected population and traffic growth would need to utilize other existing or planned infrastructure. VMT would not be reduced with the No Build Alternative, and VHD would increase faster on regional transportation routes including I-5, SR 526, and SR 99. Increased vehicle delays would also adversely impact bus transit operations, including decreased reliability, increased trip time, and resulting increases in operations costs. The No Build Alternative also does not include any of the planned non-motorized improvements that would be included as part of the EVLE Project, so the benefits of those connections for pedestrians and bicyclists would not be realized. See also Chapter 3 and Appendix G.1 for more information on transportation impacts with the No Build Alternative.

Without OMF North and the connecting EVLE guideway, Sound Transit system operations would also be impacted. Without the storage and maintenance facilities for 150 LRVs at OMF North, other planned ST3 light rail extensions would have reduced operational ability and flexibility. Overall fleet size would likely need to be reduced due to reduced storage capacity, which would impact service frequency across the network, and vehicles would have to be dispatched from elsewhere in the system, affecting service start/end times and operational efficiency.

Impacts of the No Build Alternative on other resources are below:

- **Acquisitions, Displacements, and Relocations:** None.
- **Land Use:** An adverse impact to land use would occur, with area jurisdictions not able to fully implement local and regional land use plans as written, since these plans assume the connection of regional growth centers with high-capacity transit. For example, Snohomish County and the Cities of Lynnwood and Everett are planning for much of their housing and employment growth to be located near high-capacity transit stations. Without EVLE, the only high-capacity transit stations in Snohomish County would be Community Transit's bus rapid transit lines and the two light rail stations in Mountlake Terrace and Lynnwood City Center, which would make it more challenging to meet regional goals and could slow the rate of denser development across the corridor. As with the Build Alternatives, localized conversions of existing land uses on specific parcels could occur under existing zoning.
- **Economics:** The No Build Alternative would lead to fewer transportation options and longer travel times for transit riders, potentially resulting in increased road congestion and less transit usage (see the Appendix G.1 for additional information). Traffic congestion can increase living expenses and the costs associated with doing business, as well as reduce the attractiveness of a location to potential consumers, businesses, and residents. Increased congestion on the major thoroughfares in this area of the region could also impact the speed with which goods are delivered and accessibility to work opportunities.

- **Social Resources, Community Facilities, and Neighborhoods:** Those who reside in or travel to and from neighborhoods within the study area would not be provided with the reliability of light rail or increased transit accessibility.
- **Visual and Aesthetic Resources:** None.
- **Noise and Vibration:** None.
- **Water Resources:** None.
- **Ecosystems:** The No Build Alternative would result in an absence of beneficial impacts associated with expanding regional transit that would reduce vehicular traffic and associated impacts to ecosystem resources. There would not be opportunities to reconnect and restore important ecosystems currently degraded within the highly urbanized and industrialized project corridor.
- **Public Safety, and Security:** None.
- **Historic and Archeological Resources:** None.
- **Parks and Recreational Resources:** None.

4.4.2 Build Alternatives

The subsections below provide a comparison of potential reasonably foreseeable effects for each Build Alternative by segment, and for the OMF North site alternatives (shown in Figure 2-3 through Figure 2-15). The comparisons address ridership, cost, and potential environmental impacts for the topics presented in this document. Impacts can be both positive and adverse.

Each subsection below provides a table summarizing potential impacts, followed by more detailed discussions of each affected resource. The impacts identified within the tables (Table 4-3 through Table 4-120) are operational (long-term) impacts except where otherwise noted to be a construction (short-term) impact. Construction impacts common to all alternatives are summarized in Section 4.4.2.1. The technical reports in Appendix G provide detailed information on how the analyses were conducted and the environmental impacts, including more detail on short-term construction impacts.

Each alignment/station subsection also describes potential design refinements that could be considered to reduce project costs (described in Section 2.4.4). Potential changes in impacts associated with these refinements are discussed qualitatively. Illustrations of potential guideway shifts are provided where applicable in the following potential design refinement discussions. If Sound Transit decides to include these refinements as part of the project prior to the Final EIS, they would be reflected in the Final EIS conceptual design plans and analysis.

4.4.2.1 Construction Impacts Common to All Alternatives

Although the entire project would have an extended multiple-year construction period, impacts on neighborhoods, residents, and other resources adjacent to construction would be temporary while the project components in that area are built. Construction activities that would impact adjacent neighborhoods and residents and other resources include:

- The presence and movement of equipment and materials to and from construction areas.
- Clearing, grading, and exposure of soils.
- Construction lighting for nighttime work.
- Storage of construction materials onsite and at staging areas.
- Road closures, access changes, and detours.

During construction, property would be needed for staging areas and construction access. Most of the area needed for construction would be accommodated within areas required for permanent right-of-way. However, some additional properties would need to be acquired for construction and are accounted for in estimated acquisitions and in the project limits, depicted in the conceptual design drawings in Appendix F.

Increases in noise, dust, and traffic congestion, as well as temporary road or lane closures and detours (see Chapter 3), would occur along the project alignment, in the vicinity of the OMF site, and at staging areas, and may impact access to businesses, social resources/community facilities, public services, and parks. Sound Transit would coordinate with public service providers to establish alternate routes and avoid interference with emergency response, collection of solid waste and recyclables, or transportation of students. Construction activities and equipment would be visible and have a temporary impact on the visual and aesthetic environment of the construction area. Businesses in the study area would potentially be affected by construction impacts including reduced sales resulting from changes in traffic, access, parking, visibility, dust, and noise because patrons might choose to avoid construction areas or have greater difficulty accessing businesses near construction activity. Construction employment would support economic activity in the region but would also increase localized demand for parking.

EVLE is planned to be constructed in phases based on available funding. The project's multi-year construction period is anticipated to begin in 2030 for OMF North and the guideway and station facilities and be complete by 2046. The OMF would be complete in 2034 prior to the rest of EVLE. The initial phase (Lynnwood City Center to SW Everett Industrial Center) would be complete in 2037, additional guideway and stations at SR 526/Evergreen and Everett Station in 2041, and parking facilities at Mariner and Everett Station in 2046. The duration of construction would range from approximately 2 to 6 years in any given portion of the corridor and may be continuous or intermittent throughout that period. The area near the SW Everett Industrial Center Segment would have a longer duration of construction, potentially up to 10 years, because this area would be impacted by construction for both the initial phase and the full project. Activities would be most intense in the initial part of construction, with later periods involving station finishing, systems installations, and testing. Appendix B includes a detailed discussion of the construction approach.

4.4.2.2 West Alderwood Segment

Table 4-3 summarizes potential effects of each Build Alternative in the West Alderwood Segment.

Table 4-3 Comparison of Potential Effects – West Alderwood Segment Alternatives

Measure ^a	ALD-1B	ALD-1B with Design Option	Preferred ALD-2D	ALD-2D with Design Option	ALD-2F	ALD-2F with Design Option
Acquisitions, Displacements, and Relocations						
Number of Displacements	Residential: 0 Business: 14		Residential: 0 Business: 37	Residential: 0 Business: 36	Residential: 0 Business: 29	Residential: 0 Business: 28
Economics						
Number of Employee Displacements ^b	220		250		160	
Land Use						
Acres Converted to Transportation-Related Use	22.4	22.5	35.6	36.2	36.5	37
Social Resources, Community Facilities, and Neighborhoods						
Displaced Facilities	US Social Security office		US Social Security office		None	
Visual and Aesthetic Resources						
Visual Impacts	No impacts					
Noise and Vibration						
Number of Noise Impacts (moderate and severe)	588 impacts 0 after mitigation	589 impacts 0 after mitigation	938 impacts 0 after mitigation	939 impacts 0 after mitigation	938 impacts 0 after mitigation	939 impacts 0 after mitigation
Number of Vibration Impacts	No impacts					
Water Resources						
Floodplain Impacts	One guideway column in the floodplain would add fill and reduce flood conveyance.					
Change in Surface Cover ^c						
NPGIS (acres)	9.6	9.8	9.5	9.8	9.6	9.9
PGIS (acres)	-6.1	-6.0	-6.7	-6.4	-5.9	-6.1
Pervious (acres)	-3.5	-3.8	-2.8	-3.4	-3.7	-3.8

Measure ^a	ALD-1B	ALD-1B with Design Option	Preferred ALD-2D	ALD-2D with Design Option	ALD-2F	ALD-2F with Design Option
Ecosystems						
Wetland Impacts (acres) ^d	No impacts					
Stream Impacts (linear feet) ^d	50					
Open Space Upland Habitat Impacts (acres)	No impacts					
Public Services, Safety, and Security						
Displaced Facilities	One government facility (US Social Security Office) ^e		One government facility (US Social Security Office) ^e		None	
Historic and Archaeological Resources						
Number of Properties with Potential Adverse Effects ^f	1		2		2	
Parks and Recreational Resources						
Impacts on Parks and Recreational Resources	Requires realignment of ~250 feet of the Interurban Trail; detours provided during construction.					
Opinion of Probable Cost						
Cost in Millions ^g	\$960-1,090	\$930-1,050	\$990-1,110	\$960-1,080	\$950-1,070	\$920-1,040

NOTES:

- a) Numbers or descriptions presented in this table are for operational (long-term) impacts except where otherwise noted to be a construction (short-term) impact.
- b) The employee numbers are estimates and rounded to the nearest 10 digit. These employee numbers were derived using an accepted formula used by the U.S. Energy Information Administration (2018). The estimate for each alternative is based on translating the size of the business building area into jobs using a job density factor. The estimate is based off the predominant building use included in the parcel data.
- c) Table values represent the total amount of area converted to a different land cover type based on proposed conditions. All alternatives would increase impervious surface compared to existing conditions.
- d) Impacts to buffers for wetlands and streams will be quantified in the Final EIS after wetland and stream locations, type, and ratings are more certain and their extents better defined.
- e) This public service facility is also considered a social resource/community facility.
- f) FTA has made an adverse effect determination for one resource in this segment that would be affected by all alternatives. All other potential effects are preliminary. Final determinations will be reported in the Final EIS.
- g) Opinions of probable cost are in 2025 dollars, are for comparative purposes only, and do not represent the project budget.

Acquisitions, Displacements, and Relocations

The number of business and residential units that would potentially be affected by each Build Alternative is indicated in Table 4-4. While all alternatives in this segment would acquire some residential land, no residential units would be displaced, so there would be no adverse impact on housing availability.

Preferred Alternative ALD-2D and Alternative ALD-2D with Alderwood Mall Boulevard Design Option would displace the most businesses, most notably a US Social Security Office. Alternatives ALD-2D, ALD-2D with its design option, ALD-2F, and ALD-2F with its design option would primarily displace the strip-center retail and office along 33rd Avenue W adjacent to Alderwood Mall, along with the Kohl's department store located on 184th Street SW. Alternative ALD-1B and ALD-1B with Alderwood Mall Boulevard Design Option are the only alternatives in this segment that would displace Alderwood Mall property, including the existing AMC Theatre. Alternative ALD-1B and ALD-1B with its design option would displace the least number of businesses in the West Alderwood Segment.

Table 4-4 Potential Affected Parcels and Displacements – West Alderwood Segment

Build Alternative	Affected Parcels	Displacements ^a	
		Business Units	Residential Units
ALD-1B	39	14	0
ALD-1B with Design Option	46	14	0
Preferred ALD-2D	37	37	0
ALD-2D with Design Option	46	36	0
ALD-2F	38	29	0
ALD-2F with Design Option	46	28	0

NOTE:

- a) Displacements would result from parcel acquisitions that would require removing an existing use. Not all parcel acquisitions would result in displacements.

Economics

All Build Alternatives in the West Alderwood Segment would displace some businesses and employees (Table 4-5). Preferred Alternative ALD-2D and Alternative ALD-2D with its design option would likely have the greatest economic impact, displacing an estimated 250 employees and 37 and 36 businesses, respectively. Alternative ALD-1B and ALD-1B with its design option would displace an estimated 220 employees and 14 businesses, the least number of business displacements of all alternatives in this segment. Alternative ALD-2F and ALD-2F with Alderwood Mall Boulevard Design Option would displace an estimated 160 employees and 29 and 28 businesses, respectively, which would be the least number of employee displacements of all alternatives in this segment.

Businesses that could be displaced as a result of the alternatives in the West Alderwood Segment are primarily retail, medical offices, or administrative/professional offices. Located adjacent to the Alderwood Mall, all alternatives in this segment would affect existing parking on mall property. Alternative ALD-1B, and ALD-1B with its design option, would result in the displacement of retail space on mall property. Preferred Alternative ALD-2D and Alternatives ALD-2D with its design option, ALD-2F, and ALD-2F with its design option would primarily displace strip-center retail and office along 33rd Avenue W adjacent to Alderwood Mall.

Table 4-5 Potential Business and Employee Displacements – West Alderwood Segment

Build Alternative	Business Displacements	Employee Displacements ^a
ALD-1B	14	220
ALD-1B with Design Option	14	220
Preferred ALD-2D	37	250
ALD-2D with Design Option	36	250
ALD-2F	29	160
ALD-2F with Design Option	28	160

NOTE:

- a) The employee numbers are estimates and rounded to the nearest 10 digit. These employee numbers were derived using an accepted formula used by the U.S. Energy Information Administration (2018). The estimate for each alternative is based on translating the size of the business building area into jobs using a job density factor. The estimate is based off the predominant building use included in the parcel data.

Land Use

All Build Alternatives in the West Alderwood Segment would require the conversion of property and would displace some uses for operation of the light rail (Table 4-6). Most of the land required in this segment is currently commercial, with some public/institutional uses, vacant land, and multi-family residential as well. No single-family residential land would be required.

Alternative ALD-1B would convert 22.4 acres to a transportation-related use and ALD-1B with its design option would convert 22.5 acres. These two Build Alternatives would have the least impact on commercial and industrial uses in the West Alderwood Segment. Preferred Alternative ALD-2D would convert 35.6 acres and ALD-2D with its design option would convert 36.2 acres. Alternative ALD-2F would convert 36.5 acres and ALD-2F with its design option would convert 37 acres. These four Build Alternatives (Preferred Alternative ALD-2D and Alternatives ALD-2D with its design option, ALD-2F, and ALD-2F with its design option) would convert the most commercial and industrial uses into transportation-related use, which would reduce the available land for redevelopment of other types of transit-supportive uses or businesses. Alternative ALD-2D with its design option and ALD-2F with its design option would also require double the amount of public and institutional land area to be converted to transportation use compared to Preferred Alternative ALD-2D and Alternative ALD-2F, though the total amount of converted public and institutional land is small (less than 1 acre) under all Build Alternatives.

Table 4-6 Potential Conversion of Land Use to a Transportation-Related Land Use (in acres) – West Alderwood Segment

Build Alternative	Single-Family Residential	Multi-Family Residential	Commercial/Industrial	Public/Institutional	Vacant Land	Total
ALD-1B	0	0.1	20.0	0.4	1.9	22.4
ALD-1B with Design Option	0	0.1	20.0	0.4	1.9	22.5
Preferred ALD-2D	0	0.1	35.0	0.4	0.1	35.6
ALD-2D with Design Option	0	0.1	35.1	0.8	0.1	36.2
ALD-2F	0	0.1	35.9	0.4	0.1	36.5
ALD-2F with Design Option	0	0.1	36.0	0.8	0.1	37.0

Social Resources, Community Facilities, and Neighborhoods

Each Build Alternative would affect community facilities in the West Alderwood Segment (Table 4-7). Preferred Alternative ALD-2D as well as Alternatives ALD-2D with its design option, ALD-1B, and ALD-1B with its design option would displace one community facility (the Lynnwood Social Security office). Alternative ALD-2F and ALD-2F with its design option would require acquisition of property from the Social Security office. The displacement of the Social Security Office could disrupt community cohesion by removing access to a local government office.

All the Build Alternatives would also require property acquisitions from the SmartTalent Lynnwood facility, a staffing and employment agency, and the Alderwood Compassion Center, a non-profit organization that provides low-income individuals and families with food and other assistance. All alternatives with the Alderwood Mall Boulevard Design Option would require property acquisition from the Alderwood Community Church property.

All the Build Alternatives in the West Alderwood Segment are near Alderwood Mall and largely follow existing arterial roadways that currently act as neighborhood boundaries; therefore, the Build Alternatives are not expected to result in any additional long-term impacts on community cohesion within the West Alderwood Segment.

Table 4-7 Potentially Affected Social Resources and Community Facilities – West Alderwood Segment

Facility	ALD-1B and Preferred ALD-2D	ALD-1B and ALD-2D with Design Options	ALD-2F	ALD-2F with Design Option
Alderwood Compassion Center <i>19400 33rd Avenue W, Lynnwood</i>	Property acquisition	Property acquisition	Property acquisition	Property acquisition
Alderwood Community Church <i>3403 Alderwood Mall Boulevard, Lynnwood</i>	No impact	Property acquisition	No impact	Property acquisition
SmartTalent-Lynnwood <i>19031 33rd Avenue W #203, Lynnwood</i>	Property acquisition	Property acquisition	Property acquisition	Property acquisition
US Social Security Office <i>18905 33rd Avenue W #207, Lynnwood</i>	Displacement	Displacement	Property acquisition	Property acquisition

Visual and Aesthetic Resources

With all West Alderwood Build Alternatives, viewers would experience a visual change with the introduction of elevated light rail and a station to the area. The light rail would run on an elevated guideway for the entire segment at a height of 25 to 80 feet for all Build Alternatives. Alternatives ALD-1B, ALD-1B with its design option, ALD-2F, and ALD-2F with its design option would include a station platform with a canopy that would be approximately 60 feet above the ground. Preferred Alternative ALD-2D and Alternative ALD-2D with its design option would have an elevated station with a canopy height of 65 feet above the ground, which would be a slightly greater visual change than the other Build Alternatives. Due to the proximity of all Build Alternatives to existing built infrastructure, including I-5 and its associated roadway lighting, elevated structures, and glare from passing traffic, the visual changes would not lower visual quality.

Noise and Vibration

The noise impacts in this segment are projected to occur at single- and multi-family residences and the Alderwood Community Church. These impacts would be due to the proximity to the proposed tracks and the presence of elevated structures. Numbers of noise and vibration impacts presented in Table 4-8 refer to numbers of receivers (e.g., each individual unit within a multi-family residence) that experience a threshold-exceeding level of noise or vibration. Noise impacts are measured against existing noise levels. Moderate noise impacts would be noticed above background noise and would cause measurable annoyance, while severe impacts would be likely to cause a high level of community annoyance. For more information see Section 3.1.1 of Appendix G.8.

Alternative ALD-1B and ALD-1B with its design option would impact the fewest receivers (588 and 589 total noise impacts, respectively). Preferred Alternative ALD-2D as well as Alternatives ALD-2D with its design option, ALD-2F, and ALD-2F with its design option would impact the most receivers (938 total noise impacts for alternatives without design options, 939 total noise impacts for alternatives with design options).

All noise impacts could be mitigated to below impact threshold levels using standard design treatments such as noise barriers on the guideway to reduce noise exposure at neighboring properties, special trackwork or fixtures to isolate and reduce vibration levels, and building sound insulation (see Section 5).

Table 4-8 Potential Noise and Vibration Impacts – West Alderwood Segment

Build Alternative	Number of Moderate Noise Impacts	Number of Severe Noise Impacts	Number of Vibration Impacts
ALD-1B	349	239	0
ALD-1B with Design Option	349	240	0
Preferred ALD-2D	489	449	0
ALD-2D with Design Option	489	450	0
ALD-2F	699	239	0
ALD-2F with Design Option	699	240	0

Water Resources

The proposed changes to surface cover types and operational impacts on stormwater, floodplain, and groundwater resources from each Build Alternative in the West Alderwood Segment are summarized in Table 4-9. All segment alternatives would cross a FEMA-regulated floodplain. In all cases, a guideway column in the floodplain would decrease flow conveyance and floodplain storage. Compensatory storage (i.e., excavation elsewhere to offset the fill from the guideway column) would be needed to avoid increasing flood potential downstream. Each alternative would decrease the amount of pervious surfaces from existing conditions, which would decrease available land area for water infiltration, increase stormwater runoff, and increase the potential for pollutants to be carried into nearby waterways. However, because of stormwater management requirements, the amount of PGIS would decrease by more than the decrease in pervious surfaces, leading to an overall reduction in potential for pollutant runoff into

nearby waterways.¹⁹ Alternative ALD-1B and ALD-1B with its design option would remove more trees than the other alternatives in this segment, which would increase stormwater runoff and associated pollutants. All alternatives with the Alderwood Mall Boulevard Design Option would also require the placement of two guideway columns in an existing stormwater pond, which may impact stormwater storage capacity.

Table 4-9 Potential Impacts to Water Resources – West Alderwood Segment

Build Alternative	Proposed Change in Surface Cover Types (acres) ^a		Operational Impacts to Water Resources ^b
ALD-1B	NPGIS	9.6	- Removes more trees than Preferred ALD-2D or ALD-2F; this would increase stormwater runoff and associated pollutants. - One guideway column in the floodplain would add fill and reduce flood conveyance.^c
	PGIS	-6.1	
	Pervious	-3.5	
ALD-1B with Design Option	NPGIS	9.8	- Removes more trees than Preferred ALD-2D or ALD-2F; this would increase stormwater runoff and associated pollutants. - One guideway column in the floodplain would add fill and reduce flood conveyance.^c - Locates aerial guideway over an existing stormwater pond with two guideway columns placed in the pond.
	PGIS	-6.0	
	Pervious	-3.8	
ALD-2D	NPGIS	9.5	- One guideway column in the floodplain would add fill and reduce flood conveyance.^c - Would cross into Wellhead Protection Zone; no impacts anticipated from aerial guideway.
	PGIS	-6.7	
	Pervious	-2.8	
ALD-2D with Design Option	NPGIS	9.8	- One guideway column in the floodplain would add fill and reduce flood conveyance.^c - Locates aerial guideway over an existing stormwater pond with two guideway columns placed in the pond.
	PGIS	-6.4	
	Pervious	-3.4	
ALD-2F	NPGIS	9.6	- One guideway column in the floodplain would add fill and reduce flood conveyance.^c - Would cross into Wellhead Protection Zone; no impacts anticipated from aerial guideway because it is not considered to be pollutant-generating.
	PGIS	-5.9	
	Pervious	-3.7	
ALD-2F with Design Option	NPGIS	9.9	- One guideway column in the floodplain would add fill and reduce flood conveyance.^c - Locates aerial guideway over an existing stormwater pond with two guideway columns placed in the pond.
	PGIS	-6.1	
	Pervious	-3.8	

NOTES:

- Table values represent the total amount of area converted to a different land cover type based on proposed conditions. All alternatives would increase impervious surface compared to existing conditions.
- All alternatives could adversely impact stormwater or stormwater infrastructure if mitigation were not provided.
- Mitigation is required for adding fill to a FEMA regulated floodplain.

¹⁹ The light rail track/guideway is non-pollution-generating impervious surface under Ecology's 2019 municipal stormwater permit and Stormwater Management Manual for Western Washington (Ecology 2019) and pollution-generating impervious surface under their 2024 permit and manual (Ecology 2024). However, the 2024 permit and manual are subject to a pending appeal before the Pollution Control Hearings Board. Therefore, this document assesses the guideway as non-pollution-generating impervious surface.

Ecosystems

The potential impacts of each West Alderwood Build Alternative to streams, wetlands, and upland habitats are summarized in Table 4-10, Table 4-11, and Table 4-12, respectively.

None of the alternatives in this segment would result in operational impacts on wetlands; however, all would cross the mainstem of Swamp Creek at the same location, northwest of the I-5/I-405 interchange. This reach of Swamp Creek is the only location where any segment of the project would cross a stream with documented anadromous fish, including federally protected ESA species (Puget Sound Chinook salmon and steelhead). Given the height of the elevated guideway at the Swamp Creek crossing (approximately 70 feet above the stream), it is expected that the forested and/or shrub-dominant riparian corridor could be restored while still satisfying Sound Transit's vegetation clear zone requirements.

Operational impacts to upland habitats would be limited to the removal of street trees and urban landscaping. No impacts to open space would occur. Alternative ALD-2F would have the lowest area of operational impact to upland habitats, whereas all other Build Alternatives would have a similar acreage of impact. The alternatives with the Alderwood Mall Boulevard Design Option would have a lower total area of construction impact, and Alternative ALD-2D with its design option would have the least of all alternatives. Alternative ALD-2F would have the greatest total construction impact to upland habitats.

Table 4-10 Potential Impacts to Streams – West Alderwood Segment

Build Alternative	Stream(s)	Stream Typing	Operational Impacts (linear feet) ^a	Construction Impacts (linear feet) ^a
All West Alderwood Build Alternatives	Swamp Creek	F	50	200
	Total Impacts		50	200

NOTE:

- a) Stream impacts have been rounded to the nearest 50 feet.

Table 4-11 Potential Impacts to Wetlands – West Alderwood Segment

Build Alternative	Wetland(s) in Study Area	Preliminary Wetland Rating	Wetland Size (acres)	Operational Impacts (acres) ^a	Construction Impacts (acres) ^a
All West Alderwood Build Alternatives	WLY2	III	0.04	0	<0.1
	WLY3	III	0.02	0	<0.1
	Total Impacts			0	<0.1

NOTE:

- a) Wetland impacts have been rounded to the nearest tenth.

Table 4-12 Potential Impacts to Upland Habitats – West Alderwood Segment

Build Alternative	Operational Impacts (acres)			Construction Impacts (acres)		
	Urban and Mixed Land Cover	Open Space Land Cover	Total Area of Impact	Urban and Mixed Land Cover	Open Space Land Cover	Total Area of Impact
ALD-1B	18.3	0	18.3	45.4	0	45.4
ALD-1B with Design Option	18.1	0	18.1	39.7	0	39.7
Preferred ALD-2D	18.4	0	18.4	44.6	0	44.6
ALD-2D with Design Option	18.7	0	18.7	38.5	0	38.5
ALD-2F	16.7	0	16.7	47.9	0	47.9
ALD-2F with Design Option	17.8	0	17.8	41.0	0	41.0

Public Services, Safety, and Security

All Build Alternatives in the West Alderwood Segment would have potential impacts on public service facilities (Table 4-13). Preferred Alternative ALD-2D and Alternatives ALD-2D with its design option, ALD-1B, and ALD-1B with its design option would displace one government building (the Lynnwood Social Security office). Alternative ALD-2F and ALD-2F with its design option would require acquisition of property from the Social Security Office. The displacement of the Lynnwood Social Security Office would remove a public facility from the area and would require people who currently use the Lynnwood Social Security Office to travel to a different location if the facility is relocated or find an alternate source for service. The current closest Social Security offices are located in Everett and Northgate and could still serve the community during construction and operation. Alternatives with the Alderwood Mall Boulevard Design Option would also require acquisition from one emergency shelter property at Alderwood Community Church, which may reduce the community's resilience to public emergency events by reducing parking capacity at the facility and removing access via Alderwood Mall Boulevard.

During construction, all West Alderwood Build Alternatives would temporarily close parts of Alderwood Mall Boulevard and SR 524 for construction, as well as some access points to Alderwood Mall. This could increase emergency response and travel times for vehicles that typically use these roads or service Alderwood Mall, but detours would be coordinated with service providers. There is one United States Postal Service (USPS) post office in the West Alderwood study area, and Sound Transit would coordinate with USPS officials to minimize construction impacts on USPS operation.

Table 4-13 Potential Public Service Facility Impacts – West Alderwood Segment

Build Alternative	Potential Public Service Facility Impacts
ALD-1B	Displacement of one government facility (US Social Security Office)
ALD-1B with Design Option	- Displacement of one government facility (US Social Security Office) - Acquisition from one emergency shelter property (Alderwood Community Church)
Preferred ALD-2D	Displacement of one government facility (US Social Security Office)
ALD-2D with Design Option	- Displacement of one government facility (US Social Security Office) - Acquisition from one emergency shelter property (Alderwood Community Church)
ALD-2F	Acquisition from one government facility property (US Social Security Office)
ALD-2F with Design Option	Acquisition from one government facility property (US Social Security Office) and one emergency shelter property (Alderwood Community Church)

Parks and Recreational Resources

Potential impacts on parks and recreational resources in the West Alderwood Segment are limited to the Interurban Trail (Table 4-14). All alternatives in this segment would cross elevated over the Interurban Trail and would require permanent realignment of approximately 250 feet of the trail. The elevated guideway for Preferred Alternative ALD-2D and Alternatives ALD-1B and ALD-2F would cross above the Interurban Trail in three places, whereas these alternatives with their design options would cross the Interurban Trail in two places.

All alternatives would avoid placement of guideway columns on the trail, but the light rail guideway would be visually prominent from the trail. Trail users may also experience additional noise from LRVs. In all instances, the light rail facility would not affect the use of the trail for recreation or commuting purposes, and the trail would be rerouted during construction.

Table 4-14 Potential Impacts on Parks and Recreational Resources – West Alderwood Segment

Build Alternative	Potential Impacts on Parks and Recreational Resources
ALD-1B, Preferred ALD-2D, and ALD-2F	- Elevated guideway crosses the Interurban Trail in three places. - A maintenance access point for the elevated guideway would be located above approximately 250 feet of the existing Interurban Trail; requires trail realignment.
Alderwood Mall Boulevard Design Option (with ALD-1B, ALD-2D, or ALD-2F)	- Elevated guideway crosses the Interurban Trail in two places. - Elevated guideway runs above approximately 250 feet of the existing Interurban Trail; requires trail realignment.

Historic and Archeological Resources

Of the three historic properties within the segment, two historic properties, Pacific First Federal Savings and Loan (3220 188th Street SW) and Pioneer First Federal Savings and Loan Association (4111 Alderwood Mall Boulevard), would be adversely affected under Section 106 by at least one alternative (Table 4-15). Ken Schoenfeld Furniture (19909 40th Avenue W) would not be adversely affected by any of the Build Alternatives.

Preferred Alternative ALD-2D and Alternatives ALD-2D with its design option, ALD-2F, and ALD-2F with its design option would require demolition of Pacific First Federal Savings and Loan. All Build Alternatives would require partial acquisition of the Pioneer First Federal Savings and Loan Association property, with landscaping and hardscaping elements that contribute to the eligibility of this property being removed or permanently altered. Due to the combination of demolition and partial property acquisition effects, Preferred Alternative ALD-2D and Alternatives ALD-2D with its design option, ALD-2F, and ALD-2F with its design option would have the greatest number of adverse effects on historic properties. Alternatives ALD-1B and ALD-1B with its design option would have the fewest adverse effects of all Build Alternatives.

Table 4-15 Potential Impacts to Historic Properties – West Alderwood Segment

Resource Name	ALD-1B	ALD-1B with Design Option	Preferred ALD-2D	ALD-2D with Design Option	ALD-2F	ALD-2F with Design Option
Pacific First Federal Savings and Loan	Not adversely affected	Not adversely affected	Adversely affected: property demolition	Adversely affected: property demolition	Adversely affected: property demolition	Adversely affected: property demolition
Pioneer First Federal Savings and Loan Association ^a	Adversely affected: partial property acquisition	Adversely affected: partial property acquisition	Adversely affected: partial property acquisition	Adversely affected: partial property acquisition	Adversely affected: partial property acquisition	Adversely affected: partial property acquisition
Ken Schoenfeld Furniture	Not adversely affected	Not adversely affected	Not adversely affected	Not adversely affected	Not adversely affected	Not adversely affected

NOTE:

- a) FTA has made an adverse effect determination for this resource. All other potential effects shown in this table are preliminary.

Potential Design Refinements

Potential design refinements that could be considered in the West Alderwood Segment are listed in Table 4-16. As with the affected parcels identified for the Build Alternatives as part of this Draft EIS, which are subject to change as design progresses, the parcels that may be impacted by these potential design refinements are not yet completely known. If implemented, affected parcels would be identified in the Final EIS. However, a preliminary list of additional parcels that may be affected by design refinements is included in Appendix G.2.

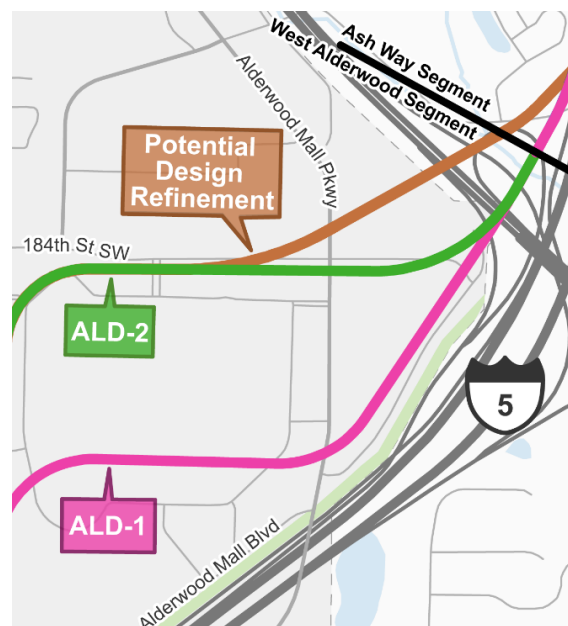
Table 4-16 Potential Design Refinements – West Alderwood Segment

Potential Design Refinement	Applicable Alternatives	Potential Changes to Impacts
Reduce the height of the guideway (up to 10 feet) in sections.	All West Alderwood Build Alternatives	Would result in different visual changes but would not lower visual quality.
Reduce amount of widened guideway near stations (up to 1,400 feet).	Preferred ALD-2D and ALD-2D with Design Option	Would result in different visual changes but would not lower visual quality.

Potential Design Refinement	Applicable Alternatives	Potential Changes to Impacts
Move supporting infrastructure (e.g., ponds and vaults) under the guideway.	All West Alderwood Build Alternatives	Would reduce the physical footprint of and associated impacts of the project.
Shift the guideway closer to the public right-of-way (up to 45 feet) along 33rd Avenue W.	All West Alderwood Build Alternatives	Would reduce private property impacts along 33rd Avenue W.
Shift the guideway near the intersection of 184th Street SW and Alderwood Mall Parkway north to reduce building impacts.	Preferred ALD-2D, ALD-2D with Design Option, ALD-2F, and ALD-2F with Design Option	Would reduce private property impacts near the intersection of 184th Street SW and Alderwood Mall Parkway. Up to three different properties may be affected. The overall number of displacements would be reduced, but up to two different businesses may be displaced. Stream, wetland, and floodplain impacts would be similar in scale but may affect different locations within the segment.
Remove the maintenance (hi-rail) access point.	ALD-1B, Preferred ALD-2D, ALD-2D with Design Option, and ALD-2F	The Ash Way maintenance access point would be used to access the guideway in the West Alderwood Segment. Removal of this feature would reduce visual changes.
Move the pocket track to an at-grade portion of the Ash Way Segment.	ALD-1B, Preferred ALD-2D, ALD-2D with Design Option, and ALF-2F	The pocket track would be constructed in the adjacent Ash Way Segment. Removal of this feature would reduce visual changes.

An illustration of the potential guideway shift near 184th Street SW and Alderwood Mall Parkway is shown in Figure 4-1.

Figure 4-1 Potential West Alderwood Guideway Shift



4.4.2.3 Ash Way Segment

Table 4-17 summarizes potential effects of each Build Alternative in the Ash Way Segment.

Table 4-17 Comparison of Potential Effects – Ash Way Segment Alternatives

Measure ^a	ASH-1A	ASH-2D
Acquisitions, Displacements, and Relocations		
Number of Displacements	Residential: 63 Business: 0-1	Residential: 38-45 Business: 1
Economics		
Number of Employee Displacements ^b	0-fewer than 10	Fewer than 10
Land Use		
Acres Converted to Transportation-Related Use	16.0 – 17.2	27.2 – 34.6
Social Resources, Community Facilities, and Neighborhoods		
Displaced Facilities	None	
Visual and Aesthetic Resources		
Visual Impacts	No impacts	
Noise and Vibration		
Number of Noise Impacts (moderate and severe)	391 – 393 impacts 0 after mitigation	63 – 67 impacts 0 after mitigation
Number of Vibration Impacts	23 impacts 0 after mitigation	3 impacts 0 after mitigation
Water Resources		
Stormwater Impacts	Two existing stream culverts may need to be replaced	
Change in Surface Cover ^c NPGIS (acres)	15.3	18.8
PGIS (acres)	-1.3	4.1
Pervious (acres)	-14.0	-22.9
Ecosystems		
Wetland Impacts (acres) ^d	0.9	1.3
Stream Impacts (linear feet) ^d	150	500
Open Space Upland Habitat Impacts (acres)	2.8	8.9
Public Services, Safety, and Security		
Displaced Facilities	None	
Historic and Archaeological Resources		
Number of Properties with Potential Adverse Effects	0	
Parks and Recreational Resources		
Impacts on Parks and Recreational Resources	Crosses Interurban Trail only; no realignment needed; detours provided during construction	Requires realignment of ~1,200 feet of the Interurban Trail; detours provided during construction

Measure ^a	ASH-1A	ASH-2D
Opinion of Probable Cost		
Cost in millions ^e	\$1,090 – 1,230	\$980 – 1,110

NOTES:

- Numbers or descriptions presented in this table are for operational (long-term) impacts except where otherwise noted to be a construction (short-term) impact. Each alignment alternative is compatible with all alignment alternatives in the adjacent segments. The ranges of displacements reflect the various connections to the adjacent segments.
- The employee numbers are estimates and rounded to the nearest 10 digit. These employee numbers were derived using an accepted formula used by the U.S. Energy Information Administration (2018). The estimate for each alternative is based on translating the size of the business building area into jobs using a job density factor. The estimate is based off the predominant building use included in the parcel data.
- Table values represent the total amount of area converted to a different land cover type based on proposed conditions. All alternatives would increase impervious surface compared to existing conditions.
- Impacts to buffers for wetlands and streams will be quantified in the Final EIS after wetland and stream locations, type, and ratings are more certain and their extents better defined.
- Opinions of probable cost are in 2025 dollars, are for comparative purposes only, and do not represent the project budget.

Acquisitions, Displacements, and Relocations

The number of business and residential units that would be affected by each Build Alternative is indicated in Table 4-18. Alternative ASH-1A would result in 18 to 25 more residential unit displacements than Alternative ASH-2D. Residences that would be displaced as a result of both alternatives are primarily single-family; however, Alternative ASH-1A would impact the Aspen Meadows townhouse complex, which would more adversely impact housing availability.

Business displacements associated with Alternative ASH-1A depend on which alternative is chosen in the Mariner Segment due to how the alternatives would connect. If Alternative MAR-1B is selected to be built, then no business displacements would occur as a result of Alternative ASH-1A. However, if Alternative MAR-2D is chosen to be built, there would be one displaced warehouse. Alternative ASH-2D would result in the displacement of one gas station, regardless of which alternative is selected in the Mariner Segment.

Table 4-18 Potential Affected Parcels and Displacements – Ash Way Segment

Build Alternative	Affected Parcels	Displacements ^a	
		Business Units	Residential Units
ASH-1A	90-91 ^b	0-1 ^b	63
ASH-2D	77-91 ^b	1	38-45 ^b

NOTES:

- Displacements would result from parcel acquisitions that would require removing an existing use. Not all parcel acquisitions would result in displacements.
- Ranges reflect differences from connecting to different alternatives in adjacent segments. The total impacts are based on individual alternatives and connection options and not the high and low numbers of each impact type shown in the table.

Economics

There would be a very limited number of business and employee displacements under either Build Alternative in the Ash Way Segment (Table 4-19). Business displacements associated with Alternative ASH-1A depend on which alternative is chosen in the Mariner Segment. If Alternative MAR-1B is selected to be built, then no business displacement would occur as a result of Alternative ASH-1A. However, if Alternative MAR-2D is chosen to be built, there would be one displaced warehouse. Alternative ASH-2D would result in the displacement of one gas station, which would displace fewer than 10 employees.

Table 4-19 Potential Business and Employee Displacements – Ash Way Segment

Build Alternative	Business Displacements	Employee Displacements ^a
ASH-1A	0-1 ^b	0-fewer than 10 ^b
ASH-2D	1	Fewer than 10

NOTES:

- The employee numbers are estimates and rounded to the nearest 10 digit. These employee numbers were derived using an accepted formula used by the U.S. Energy Information Administration (2018). The estimate for each alternative is based on translating the size of the business building area into jobs using a job density factor. The estimate is based off the predominant building use included in the parcel data.
- Ranges reflect differences from connecting to different alternatives in adjacent segments. The total impacts are based on individual alternatives and connection options and not the high and low numbers of each impact type shown in the table.

Land Use

Both Build Alternatives in the Ash Way Segment would require the conversion of property and would displace some uses for light rail operations (Table 4-20). Most of the land required in this segment is currently single-family residential with some multi-family, commercial, public/institutional uses, and vacant land.

Alternative ASH-1A would convert the least amount of land to transportation-related uses, requiring the conversion of 16-17.2 acres, depending on which alternative in the Mariner Segment is constructed. Alternative ASH-2D would require more land, converting 27.2-34.6 acres depending on which alternative in the Mariner Segment is constructed. Both alternatives would convert similar amounts of multi-family residential land and public/institutional land. The higher land requirements for Alternative ASH-2D to convert single-family residential, commercial/industrial, and vacant land would reduce the available land for transit-adjacent developments, housing, and business.

Table 4-20 Potential Conversion of Land Use to a Transportation-Related Land Use (in acres) – Ash Way Segment

Build Alternative	Single-Family Residential	Multi-Family Residential	Commercial/Industrial	Public/Institutional	Vacant Land	Total
ASH-1A	9.8	2.9	0.0-0.8 ^a	0	3.2-3.6 ^a	16.0-17.2^a
ASH-2D	9.3-14.3 ^a	2.2-3.4 ^a	7.1-7.9 ^a	1.5	7.1-7.5 ^a	27.2-34.6^a

NOTE:

- Ranges reflect differences from connecting to different alternatives in adjacent segments. The total impacts are based on individual alternatives and connection options and not the high and low numbers of each impact type shown in the table.

Social Resources, Community Facilities, and Neighborhoods

Each Build Alternative would affect one community facility each in the Ash Way Segment (Table 4-21). Alternative ASH-1A would require property acquisition from the Urban Center Apartments property, a public-assisted housing facility. Alternative ASH-2D would require property acquisition from the Mill Creek Foursquare Church property, which is also used by Iglesia Fuente de Vida and serves as an emergency shelter. Both Build Alternatives fall mostly within existing right-of-way along I-5 and potential impacts to community facilities would be limited; therefore, no changes to community cohesion are anticipated.

Table 4-21 Potentially Affected Social Resources and Community Facilities – Ash Way Segment

Facility	ASH-1A	ASH-2D
Mill Creek Foursquare Church 1415 164th Street SW, Lynnwood	No impact	Property acquisition
Urban Center Apartments 15907 Ash Way, Lynnwood	Property acquisition	No impact

Visual and Aesthetic Resources

Viewers in the Ash Way Segment would experience visual changes with the introduction of light rail and a station to the area. The light rail would run on both at-grade and elevated guideway in the segment. The elevated guideway would reach a maximum height of approximately 70 feet for Alternative ASH-1A, and approximately 75 feet for Alternative ASH-2D, indicating a greater visual change due to the guideway under Alternative ASH-2D. However, Alternative ASH-1A would provide a greater visual change due to its station height, with a station canopy approximately 75 feet above the ground, compared to Alternative ASH-2D with a station canopy approximately 70 feet above the ground.

Alternative ASH-1A would introduce more visual changes to areas with concentrations of sensitive viewers due to the removal of 0.1 acres of trees and vegetation, particularly for those viewers residing along the west side of I-5 and at Urban Center Apartments just north of Station ASH-A. Alternative ASH-2D would experience similar visual changes due to tree removal along the I-5 alignment. The portions of the Alternative ASH-1A and ASH-2D at-grade guideway would cause some light and glare from passing trains, which could be seen from nearby residential areas adjacent to the guideway. Light and glare impacts near 164th Street SW would be minimal due to the existing light and glare produced from arterial street and highway traffic.

Due to the proximity of both Build Alternatives to existing transportation-related land uses and views associated with I-5, the visual changes would not lower the visual quality.

Noise and Vibration

Numbers of noise and vibration impacts presented in Table 4-22 refer to numbers of receivers (e.g., each individual unit within a multi-family residence) that experience a threshold-exceeding level of noise or vibration. Noise impacts are measured against existing noise levels. Moderate noise impacts would be noticed above background noise and would cause measurable annoyance, while severe impacts would be likely to cause a high level of community annoyance. For more information see Section 3.1.1 of Appendix G.8.

The noise impacts in this segment are projected to occur at single- and multi-family residences and are due to the proximity to the proposed tracks and the presence of elevated structures. Additionally, the following crossovers would contribute to nearby impacts:

- The crossover between 172nd Street and 164th Street for Alternative ASH-1A.
- The crossover between 140th Street and 134th Street for Alternative ASH-1A.
- The crossover between 140th Street and 134th Street for Alternative ASH-2D to connect to Alternative MAR-2D.

Vibration impacts are projected to occur at single- and multi-family residences and are due to the proximity to the proposed tracks and the speed of the LRV. Alternative ASH-1A with connections to either Mariner Segment alternative would impact more receivers (391 or 393 total noise impacts and 23 vibration impacts) than Alternative ASH-2D with connections to either Mariner Segment alternative (63 or 67 total noise impacts and 3 vibration impacts). All noise and vibration impacts could be mitigated to below impact threshold levels using standard design treatments such as noise barriers on the guideway to reduce noise exposure at neighboring properties, special trackwork or fixtures to isolate and reduce vibration levels, and building sound insulation (see Section 5). The extent of mitigations would be more substantial with Alternative ASH-1A.

Table 4-22 Potential Noise and Vibration Impacts – Ash Way Segment

Build Alternative	Number of Moderate Noise Impacts	Number of Severe Noise Impacts	Number of Vibration Impacts
ASH-1A	330-334 ^a	59-61 ^a	23
ASH-2D	57-58 ^a	6-9 ^a	3

NOTE:

- a) Ranges reflect differences from connecting to different alternatives in adjacent segments. The total impacts are based on individual alternatives and connection options and not the high and low numbers of each impact type shown in the table.

Water Resources

The proposed changes to surface cover type and operational impacts on stormwater, floodplain, and groundwater resources from each Build Alternative in the Ash Way Segment are presented in Table 4-23. Both alternatives in this segment may require two existing stream culverts to be replaced. Both alternatives would decrease the amount of pervious surfaces from existing conditions, which may increase stormwater and pollutant runoff. Alternative ASH-1A would decrease the amount of PGIS due to stormwater management requirements, which would partially mitigate potential for pollutant runoff into nearby waterways, while Alternative ASH-2D would result in an increase of PGIS, which would increase the potential for pollutant runoff.

Alternative ASH-1A would have more at-grade guideway, which produces more stormwater runoff and associated pollution. On the other hand, Alternative ASH-1A would impact less stream buffer vegetation. Alternative ASH-2D would also remove more trees and impact more green space than Alternative ASH-1A, which could affect water drainage and quality.

Table 4-23 Potential Impacts to Water Resources – Ash Way Segment

Build Alternative	Proposed Change in Surface Cover Type (acres) ^a		Operational Impacts to Water Resources ^b
ASH-1A	NPGIS	15.3	- More at-grade guideway would produce more stormwater runoff and associated pollution than ASH-2D. - May need to replace two existing stream culverts. A new culvert is likely to be larger than existing and increase conveyance capacity. - Would impact less stream buffer vegetation than ASH-2D. Impacting stream buffers can affect hydrology and water quality.
	PGIS	-1.3	
	Pervious	-14.0	

Build Alternative	Proposed Change in Surface Cover Type (acres) ^a		Operational Impacts to Water Resources ^b
ASH-2D	NPGIS	18.8	- More elevated guideway would produce less stormwater runoff and associated pollution than ASH-1A. - May need to replace two existing stream culverts. A new culvert is likely to be larger than existing and increase conveyance capacity. - Would impact more stream buffer and open channel than ASH-1A, which could affect hydrology and water quality. - Would remove more trees and impact more green space than ASH-1A. Tree removal can affect hydrology and water quality.
	PGIS	4.1	
	Pervious	-22.9	

NOTES:

- a) Table values represent the total amount of area converted to a different land cover type based on proposed conditions. All alternatives would increase impervious surface compared to existing conditions.
- b) All alternatives could adversely impact stormwater or stormwater infrastructure if mitigation were not provided.

Ecosystems

The potential ecosystems impacts from each Build Alternative to streams, wetlands, and upland habitats are indicated in Table 4-24, Table 4-25, and Table 4-26, respectively.

Alternative ASH-1A would cross three streams: Alder Creek, Ash Way Creek, and Stream SSC1. Alternative ASH-2D would cross two streams: Alder Creek and Stream SSC1. The total linear distance of operational and construction stream impacts for Alternative ASH-1A would be less than those for Alternative ASH-2D. Both alternatives would aerially span Alder Creek at the same location where Alder Creek discharges from a culvert into an open channel, which would introduce new shading and impact riparian vegetation. The guideway at this location would bridge Alder Creek with a new fish passable structure. Alternative ASH-1A would also aerially span Ash Way Creek, with associated new shading impacts to riparian vegetation. Both alternatives would also have operational impacts on a number of wetlands in the segment, including wetland fill associated with columns, shading, and management of vegetation along the guideway. The total area of wetland impacts from Alternative ASH-1A would be less than those from Alternative ASH-2D. Both Build Alternatives would have similar areas of operational impact on upland habitats, though there would be less shrublands/grasslands impact with Alternative ASH-1A (2.8 acres) compared to Alternative ASH-2D (8.9 acres). Alternative ASH-1A would also impact less upland habitat area during construction than Alternative ASH-2D.

Table 4-24 Potential Impacts to Streams – Ash Way Segment

Build Alternative	Stream(s)	Stream Typing	Operational Impacts (linear feet) ^a	Construction Impacts (linear feet) ^a
ASH-1A	Alder Creek	F	50	50
	Ash Way Creek	Np	50	50
	SSC1	F	50	50
	Total Impacts		150	150

Build Alternative	Stream(s)	Stream Typing	Operational Impacts (linear feet) ^a	Construction Impacts (linear feet) ^a
ASH-2D	Alder Creek	F	50	150
	SSC1	F	450	400
	SSC2	Ns	0	450
	Total Impacts		500	1,000

NOTE:

a) Stream impacts have been rounded to the nearest 50 feet.

Table 4-25 Potential Impacts to Wetlands – Ash Way Segment

Build Alternative	Wetland(s) in Study Area	Preliminary Wetland Rating	Wetland Size (acres)	Operational Impacts (acres) ^a	Construction Impacts (acres) ^a
ASH-1A	WSC3	I	118.0	0	<0.1
	WSC4	III	0.6	0.6	0
	WSC5	III	<0.1	0	<0.1
	WSC26	III	1.6	0.1	0.1
	WSC26A	III	0.3	0.1	<0.1
	WSC27	III	0.2	0	0.1
	Total Impacts			0.9	0.2
ASH-2D	WSC3	I	118.0	0	<0.1
	WSC4	III	0.6	0.6	0
	WSC5	III	<0.1	0	<0.1
	WSC6	III	0.2	<0.1	0.1
	WSC7	III	0.3	0	<0.1
	WSC8	III	0.1	0	0.1
	WSC9	III	<0.1	0	<0.1
	WSC10	III	0.2	0	0.2
	WSC11	III	0.1	0	<0.1
	WSC11A	III	0.3	0.2	0.1
	WSC12	III	0.2	0.2	0
	WSC13	II	0.3	0.3	0
	WSC27	III	0.2	0	0.1
	Total Impacts			1.3	0.6

NOTE:

a) Wetland impacts have been rounded to the nearest tenth.

Table 4-26 Potential Impacts to Upland Habitats – Ash Way Segment

Build Alternative	Operational Impacts (acres)			Construction Impacts (acres)		
	Urban and Mixed Land Cover	Open Space Land Cover	Total Area of Impact	Urban and Mixed Land Cover	Open Space Land Cover	Total Area of Impact
ASH-1A	26.7	2.8	29.5	44.2	6.9	51.1^a
ASH-2D	21.9	8.9	30.8	47.7	24.0	71.7^b

NOTES:

- a) Included in this total area is 1.56 acres of operational impacts to 12 separate Resource Conservation Areas (RCAs).
b) Included in this total area is 0.60 acre of construction impacts to 13 separate RCAs.

Public Services, Safety, and Security

As shown in Table 4-27, Alternative ASH-1A would not have any potential public service facility impacts, as no facilities exist within the project limits. Alternative ASH-2D would require property acquisition from, and cause a change in access to, the Mill Creek Foursquare Church, which is a designated emergency shelter, which may reduce the community's resilience to public emergency events.

Table 4-27 Potential Impacts on Public Service Facilities – Ash Way Segment

Build Alternative	Potential Public Service Facility Impacts
ASH-1A	None
ASH-2D	Acquisition from one emergency shelter property (Mill Creek Foursquare Church)

Parks and Recreational Resources

Potential impacts on parks and recreational resources in the Ash Way Segment are limited to the Interurban Trail (Table 4-28). Both alternatives would construct elevated guideway over the Interurban Trail on Maple Road adjacent to I-5; however, this crossing would not interfere with the trail's use or maintenance.

Where Alternative ASH-2D crosses to the east side of I-5, elevated guideway would run above the Interurban Trail for approximately 400 feet but would avoid placement of guideway columns on the trail. In addition, the at-grade portion of Alternative ASH-2D would cross directly over the Interurban Trail just north of 140th Street SW. This would require approximately 1,200 feet of the Interurban Trail to be permanently realigned to remain on the eastern side of the at-grade guideway until it transitions to an aerial guideway. The trail would be located near its existing location; approximately 200 feet of the trail would be relocated within Snohomish County Public Utility District property and approximately 1,000 feet of the trail would be relocated within property acquired for the project before returning to transportation right-of-way.

Both alternatives would avoid placement of guideway columns on the trail, but the light rail guideway would be visually prominent from the trail. Trail users may also experience additional noise from LRVs. In all instances, the light rail facility would not affect the use of the trail for recreation or commuting purposes, and the trail would be rerouted during construction.

Table 4-28 Potential Impacts on Parks and Recreational Resources – Ash Way Segment

Build Alternative	Potential Impacts on Parks and Recreational Resources
ASH-1A	Elevated guideway crosses the Interurban Trail in one place.
ASH-2D	- Elevated guideway crosses the Interurban Trail in one place. - Elevated guideway runs above approximately 400 feet of the existing trail; does not require trail realignment. - At-grade guideway crosses over the trail in one place; requires approximately 1,200 feet of the trail to be realigned.

Historic and Archaeological Resources

Neither of the Ash Way alternatives would adversely affect historic properties (Table 4-29). The one historic property in this segment, a house at 1204 Darben Place, is sufficiently far from construction and operation of the project (approximately 10 feet from Alternative ASH-1A and 550 feet from Alternative ASH-2D) that it would not alter or diminish any aspect of integrity.

Table 4-29 Potential Impacts to Historic Properties – Ash Way Segment

Resource Name	ASH-1A	ASH-2D
House (1204 Darben Place)	Not adversely affected	Not adversely affected

Potential Design Refinements

Potential design refinements that could be considered in the Ash Way Segment are listed in Table 4-30. As with the affected parcels identified for the Build Alternatives as part of this Draft EIS, which are subject to change as design progresses, the parcels that may be impacted by these potential design refinements are not yet completely known. If implemented, affected parcels would be identified in the Final EIS. However, a preliminary list of additional parcels that may be affected by design refinements is included in Appendix G.2.

Table 4-30 Potential Design Refinements – Ash Way Segment

Potential Design Refinement	Applicable Alternatives	Potential Changes to Impacts
Reduce the height of the guideway (up to 10 feet) in sections.	Both Ash Way Build Alternatives	Would result in different visual changes but would not lower visual quality.
Reduce the length of elevated guideway (up to 5,500 feet).	Both Ash Way Build Alternatives	Would result in different visual changes but would not lower visual quality.
Move the pocket track from the West Alderwood Segment to an at-grade portion of the Ash Way Segment.	Both Ash Way Build Alternatives	Addition of this feature would introduce a new visual element but is not anticipated to lower visual quality.

Potential Design Refinement	Applicable Alternatives	Potential Changes to Impacts
Move the turnback tracks from the Mariner Segment to an at-grade portion of the Ash Way Segment.	Both Ash Way Build Alternatives	Would have operational impacts on the overall project as the 2 Line would terminate at Ash Way instead of Mariner. Changing the location of the turnback tracks could increase parking demand near Ash Way Station. However, this refinement would decrease the environmental impacts of the turnback tracks as they would be at-grade instead of elevated and would be located within existing transportation and utility right-of-way instead of private property. Up to five different properties may be affected.
Move potential parking from the Mariner Segment to the Ash Way Segment.	Both Ash Way Build Alternatives	Would shift traffic from Mariner to Ash Way to align with the turnback track shift. Additional properties adjacent to the station may be affected.
Redesign the station to be at-grade.	ASH-2D	Would reduce visual changes but would require displacing one additional business just south of 164th Street SW.
Cross I-5 further south and shift Station ASH-D and the 164th Street SW crossing further east.	ASH-2D	Would result in a longer stretch of at-grade guideway, which would be more efficient and would also reduce the curvature of the guideway and related light rail noise. It would also avoid some higher value wetlands located on the west side of I-5 and a crossing over a fish passable stream but would impact some lower quality, isolated wetlands on the east side of I-5. Up to 11 different properties may be affected.

An illustration of the potential guideway shift to cross I-5 further south is shown in Figure 4-2.

Figure 4-2 Potential Ash Way Guideway Shift



4.4.2.4 Mariner Segment

Table 4-31 summarizes potential effects of each Build Alternative in the Mariner Segment.

Table 4-31 Summary of Potential Effects – Mariner Segment Alternatives

Measure ^a	MAR-1B	MAR-1B with Design Option	MAR-2D	MAR-2D with Design Option
Acquisitions, Displacements, and Relocations				
Number of Displacements	Residential: 300 Business: 68		Residential: 287 Business: 45 – 46	
Economics				
Number of Employee Displacements ^b	210		160 – 170	
Land Use				
Acres Converted to Transportation-Related Use	35.5 – 35.8		29.9 – 30.0	
Social Resources, Community Facilities, and Neighborhoods				
Displaced Facilities	Mariner Library, Royal Party Hall, Katya’s Bakery, Oriental & African Mini Market, Dollar Tree, Safeway, and Arriba Mexico Store y Oaxaca Galmen		Oriental & African Mini Market, Dollar Tree, several buildings within Windstone (U.S. Department of Housing and Urban Development [HUD]-assisted) Apartments, and Pellegrini Orthodontics	
Visual and Aesthetic Resources				
Visual Impacts	No impacts			
Noise and Vibration				
Number of Noise Impacts (moderate and severe)	200 – 232 impacts 0 after mitigation		263 – 284 impacts 0 after mitigation	
Number of Vibration Impacts	No impacts			
Water Resources				
Stormwater Impacts	Stormwater pond would be removed for parking; existing stream culvert may need to be replaced	Surface parking would increase impervious surface cover	Stormwater pond would be removed for parking	Surface parking would increase impervious surface cover
Change in Surface Cover ^c NPGIS (acres)	10.1	9.0	6.4	4.8
PGIS (acres)	-4.0	-2.8	-1.4	0.9
Pervious (acres)	-6.0	-6.2	-5.0	-5.7
Ecosystems				
Wetland Impacts (acres) ^d	0.1		0.3	
Stream Impacts (linear feet) ^d	50			
Open Space Upland Habitat Impacts (acres)	0.7		No impacts	

Measure ^a	MAR-1B	MAR-1B with Design Option	MAR-2D	MAR-2D with Design Option
Public Services, Safety, and Security				
Displaced Facilities	None		One healthcare facility (Pellegrini Orthodontics) ^e	
Historic and Archaeological Resources				
Number of Properties with Potential Adverse Effects	0			
Parks and Recreational Resources				
Impacts on Parks and Recreational Resources	No impacts			
Opinion of Probable Cost				
Cost in Millions ^f	\$1,220 – 1,370		\$920 – 1,040	\$910 – 1,020

NOTES:

- Numbers or descriptions presented in this table are for operational (long-term) impacts except where otherwise noted to be a construction (short-term) impact. Each alignment alternative is compatible with all alignment alternatives in the adjacent segments. The ranges of displacements reflect the various connections to the adjacent segments.
- The employee numbers are estimates and rounded to the nearest 10 digit. These employee numbers were derived using an accepted formula used by the U.S. Energy Information Administration (2018). The estimate for each alternative is based on translating the size of the business building area into jobs using a job density factor. The estimate is based off the predominant building use included in the parcel data.
- Table values represent the total amount of area converted to a different land cover type based on proposed conditions. All alternatives would increase impervious surface compared to existing conditions. Impacts have been rounded to the nearest tenth. Totals may not appear to add up due to rounding.
- Impacts to buffers for wetlands and streams will be quantified in the Final EIS after wetland and stream locations, type, and ratings are more certain and their extents better defined.
- This public service facility is also considered a social resource/community facility.
- Opinions of probable cost are in 2025 dollars, are for comparative purposes only, and do not represent the project budget. The opinion of probable cost for the Mariner alternatives does not include cost for parking.

Impacts with the Surface Parking Design Option (for both Alternatives MAR-1B and MAR-2D) are largely similar to the impacts of the baseline alignment and station alternatives (Alternatives MAR-1B and MAR-2D).

Acquisitions, Displacements, and Relocations

The number of business and residential units that would be affected by each Build Alternative is indicated in Table 4-32. All alternatives in this segment would displace three single-family residences and more than 280 multi-family units, resulting in a similar overall impact on housing availability. All Mariner Segment alternatives would result in displacing businesses primarily along the 128th Street SW corridor. Alternatives MAR-1B and MAR-1B with Surface Parking Design Option would also result in the displacement of the Safeway along 128th Street SW, as well as other smaller retail units in Puget Park Center.

Alternative MAR-1B and MAR-1B with its design option would displace 68 businesses compared to 45-46 businesses with Alternatives MAR-2D and MAR-2D with Surface Parking Design Option, depending on which alternative is selected to be built in the SR 99/Airport Road Segment.

Table 4-32 Potential Affected Parcels and Displacements – Mariner Segment

Build Alternative	Affected Parcels	Displacements ^a	
		Business Units	Residential Units
MAR-1B	50-51 ^b	68	300
MAR-1B with Design Option	50-51 ^b	68	300
MAR-2D	35-39 ^b	45-46 ^b	287
MAR-2D with Design Option	33-36 ^b	45-46 ^b	287

NOTES:

- Displacements would result from parcel acquisitions that would require removing an existing use. Not all parcel acquisitions would result in displacements.
- Ranges reflect differences from connecting to different alternatives in adjacent segments. The total impacts are based on individual alternatives and connection options and not the high and low numbers of each impact type shown in the table.

Economics

All Build Alternatives in the Mariner Segment would displace some businesses and employees (Table 4-33). Alternative MAR-1B and MAR-1B with its design option would have the most economic impact, with the potential to displace 68 businesses and an estimated 210 employees. The affected businesses would primarily be within the Puget Park Center along 128th Street SW, including the Safeway grocery store. Alternative MAR-2D and MAR-2D with its design option would have a lesser economic impact, being anticipated to displace 45-46 businesses with an estimated 160-170 employees, depending on which connecting alternatives in the Ash Way and SR 99/Airport Roads Segments are built. The affected businesses would be within Puget Park Center as well as adjacent medical and professional office space along 128th Street SW and manufacturing and storage businesses located south of the Puget Park Center.

Table 4-33 Potential Business and Employee Displacements – Mariner Segment

Build Alternative	Business Displacements	Employee Displacements ^a
MAR-1B	68	210
MAR-1B with Design Option	68	210
MAR-2D	45-46 ^b	160-170 ^b
MAR-2D with Design Option	45-46 ^b	160-170 ^b

NOTES:

- The employee numbers are estimates and rounded to the nearest 10 digit. These employee numbers were derived using an accepted formula used by the U.S. Energy Information Administration (2018). The estimate for each alternative is based on translating the size of the business building area into jobs using a job density factor. The estimate is based off the predominant building use included in the parcel data.
- Ranges reflect differences from connecting to different alternatives in adjacent segments. The total impacts are based on individual alternatives and connection options and not the high and low numbers of each impact type shown in the table.

Land Use

All Build Alternatives in the Mariner Segment would require the conversion of property and would displace some uses for light rail operations (Table 4-34). Most of the land required in this segment is currently commercial or multi-family residential with some single-family residential and vacant land and a small portion of public/institutional uses.

The amount of converted land for each alternative would depend on which alternative would be constructed in the connecting segments, Ash Way and SR 99/Airport Road. Alternative MAR-1B and MAR-1B with its design option would convert more land to transportation-related uses, requiring 35.5-35.8 acres. Alternative MAR-2D and MAR-2D with its design option would convert 29.9-30 acres.

The greatest difference between the two sets of alternatives is that Alternative MAR-1B and MAR-1B with its design option would require more commercial/industrial and vacant land compared to Alternative MAR-2D and MAR-2D with its design option. The conversion of these land uses would reduce the available land for other types of transit-supportive developments.

Table 4-34 Potential Conversion of Land Use to a Transportation-Related Land Use (in acres) – Mariner Segment

Build Alternative	Single-Family Residential	Multi-Family Residential	Commercial/Industrial	Public/Institutional	Vacant Land	Total
MAR-1B	2.4	10.6-10.8 ^a	18.9	0.1-0.2 ^a	3.3-3.6 ^a	35.5-35.8^a
MAR-1B with Design Option	2.4	10.6-10.8 ^a	18.9	0.1-0.2 ^a	3.3-3.6 ^a	35.5-35.8^a
MAR-2D	1.6	11.4-11.6 ^a	16.5	<0.1	0.3-0.4 ^a	29.9-30.0^a
MAR-2D with Design Option	1.6	11.4-11.6 ^a	16.5	<0.1	0.3-0.4 ^a	29.9-30.0^a

NOTE:

- a) Ranges reflect differences from connecting to different alternatives in adjacent segments. The total impacts are based on individual alternatives and connection options and not the high and low numbers of each impact type shown in the table.

Social Resources, Community Facilities, and Neighborhoods

Each Build Alternative would affect community facilities in the Mariner Segment (Table 4-35). Alternative MAR-1B and MAR-1B with its design option would have the same impact on community facilities as one another, each displacing seven community facilities and requiring property acquisition from two community facilities. Alternative MAR-2D and MAR-2D with its design option would have the same impact on community facilities as one another, each displacing four community facilities and requiring property acquisition from five community facilities.

Alternative MAR-1B and MAR-1B with its design option would displace three grocery stores, two community-identified retail facilities, a community event space, and a library. Property acquisition would be required from the Seattle Korean Seventh-day Adventist Church and the Lake Woods Senior Apartments Phase I property, a public-assisted housing facility. Alternative MAR-2D and MAR-2D with its design option would displace a grocery store, a community-identified retail facility, a healthcare facility, and Windstone Apartments, a public-assisted housing facility. Property acquisition would be required from a library, a community event space, a grocery store, the Seattle Korean Seventh-day Adventist Church, and the Lake Woods Senior Apartments Phase I properties.

The displacement of grocery stores could disrupt community cohesion by removing access to food and opportunities for interaction for the local population. Additionally, displacements in this segment could disrupt community cohesion by removing public gathering spaces, access to healthcare, and housing options.

Table 4-35 Potentially Affected Social Resources and Community Facilities – Mariner Segment

Facility	MAR-1B and MAR-1B with Design Option	MAR-2D and MAR-2D with Design Option
Arriba Mexico Story y Oaxaca Galmen <i>12811 8th Avenue W #202, Everett</i>	Displacement	No impact
Dollar Tree <i>520 128th Street SW, Everett</i>	Displacement	Displacement
Katya's Bakery <i>12811 8th Avenue W Unit E#102, Everett</i>	Displacement	No impact
Lake Woods Senior Apartments Phase I <i>12310 19th Place W, Everett</i>	Property acquisition	Property acquisition
Mariner Library-Sno-Isle Libraries <i>520 128th Street SW Suite A9, Everett</i>	Displacement	Property acquisition
Oriental & African Mini Market <i>520 128th Street SW Suite B4, Everett</i>	Displacement	Displacement
Pellegrini Orthodontics <i>827 128th Street SW Suite B, Everett</i>	No impact	Displacement
Royal Party Hall <i>520 128th Street SW, Everett</i>	Displacement	Property acquisition
Safeway <i>520 128th Street SW, Everett</i>	Displacement	Property acquisition
Seattle Korean Seventh-day Adventist Church <i>12322 Airport Road, Everett</i>	Property acquisition	Property acquisition
Windstone Apartments <i>1011 128th Street SW, Everett</i>	No impact	Displacement

Visual and Aesthetic Resources

Viewers in the Mariner Segment would experience visual changes with the introduction of light rail and a station to the area. The light rail would run on both at-grade and elevated guideway in the segment. The elevated guideway would reach a maximum height of approximately 70 feet for Alternative MAR-1B and approximately 55 feet for Alternative MAR-2D, indicating a greater visual change due to the guideway under Alternative MAR-1B. Alternative MAR-1B would provide a greater visual change due to its station height, with a station canopy approximately 80 feet above the ground, compared to Alternative MAR-2D with a station canopy approximately 65 feet above the ground.

Alternatives MAR-1B and MAR-2D would also introduce visual changes to the Mariner Segment due to the structured parking facility casting shadows upon those walking or biking upon 4th Avenue W. The alternatives with the Surface Parking Design Option would not cast the shadows introduced by the structured parking facility. The portions of the Alternative MAR-1B and MAR-2D at-grade guideway would cause some light and glare from passing trains, which could be seen from nearby residential areas adjacent to the guideway. Light and glare impacts near 128th Street SW/Airport Road would be minimal due to the existing light and glare produced from arterial street traffic.

Due to the existing views and proximity of all Build Alternatives to 128th Street SW/Airport Road, the visual changes would not lower the visual quality.

Noise and Vibration

Numbers of noise and vibration impacts presented in Table 4-36 refer to numbers of receivers (e.g., each individual unit within a multi-family residence) that experience a threshold-exceeding level of noise or vibration. Noise impacts are measured against existing noise levels. Moderate noise impacts would be noticed above background noise and would cause measurable annoyance, while severe impacts would be likely to cause a high level of community annoyance. For more information see Section 3.1.1 of Appendix G.8.

The noise impacts in this segment are projected to occur at single- and multi-family residences and Seattle Korean Seventh-day Adventist Church. These impacts would be due to the proximity to the proposed tracks and the presence of elevated structures.

Additionally, the crossovers between 8th Avenue and Gibson Road for both alternatives would contribute to nearby impacts. Alternative MAR-1B and MAR-1B with its design option, when connecting to Alternative AIR-2B, would impact the fewest receivers (200 total noise impacts). Alternative MAR-2D would impact the most receivers (284 and 263 total noise impacts with a connection to Alternative AIR-1A and AIR-2B, respectively). All noise impacts could be mitigated to below impact threshold levels using standard design treatments such as noise barriers on the guideway to reduce noise exposure at neighboring properties, special trackwork to reduce noise levels, and building sound insulation (see Section 5). The mitigations for Alternative MAR-2D, including with the design option and the SR 99/Airport Road Segment connection options, would be slightly more substantial than for Alternative MAR-1B. There would be no vibration impacts in this segment.

Table 4-36 Potential Noise and Vibration Impacts – Mariner Segment

Build Alternative	Number of Moderate Noise Impacts	Number of Severe Noise Impacts	Number of Vibration Impacts
MAR-1B	143-205 ^a	27-57 ^a	0
MAR-1B with Design Option	143-205 ^a	27-57 ^a	0
MAR-2D	202-253 ^a	31-61 ^a	0
MAR-2D with Design Option	202-253 ^a	31-61 ^a	0

NOTE:

- a) Ranges reflect differences from connecting to different alternatives in adjacent segments. The total impacts are based on individual alternatives and connection options and not the high and low numbers of each impact type shown in the table.

Water Resources

The proposed changes to surface cover type and operational impacts on stormwater, floodplain, and groundwater resources from each Build Alternative in the Mariner Segment are presented in Table 4-37. All Mariner alternatives would decrease the amount of pervious surfaces from existing conditions, which would increase the potential for stormwater runoff and associated pollutant entry into nearby waterways. Alternatives MAR-1B, MAR-1B with its design option, and MAR-2D would decrease the amount of PGIS because of stormwater management requirements, which would partially mitigate potential pollutant runoff. Alternative MAR-2D with its design option would have a larger surface parking lot than Alternative MAR-1B with its design option, and would result in an increase of PGIS, which may increase pollutant runoff into nearby waterways.

Alternatives MAR-1B and MAR-2D would feature a structured parking facility, which would require the removal of a stormwater pond, impacting stormwater storage capacity. Alternative MAR-1B would also require the replacement of an existing stream culvert, which would increase conveyance capacity and impact existing stream depth.

Table 4-37 Potential Impacts to Water Resources – Mariner Segment

Build Alternative	Proposed Change in Surface Cover Type (acres) ^a		Operational Impacts to Water Resources ^b
MAR-1B ^c	NPGIS	10.1	- Would remove a stormwater pond for parking. - May need to replace existing stream culvert. A new culvert is likely to be larger than existing and increase conveyance capacity.
	PGIS	-4.0	
	Pervious	-6.0	
MAR-1B with Design Option	NPGIS	9.0	Would have less surface parking than MAR-D, which would produce less stormwater runoff and associated pollution.
	PGIS	-2.8	
	Pervious	-6.2	
MAR-2D	NPGIS	6.4	Would remove a stormwater pond for parking.
	PGIS	-1.4	
	Pervious	-5.0	
MAR-2D with Design Option	NPGIS	4.8	Would have a larger surface parking lot than MAR-B, which leads to increased stormwater runoff and associated pollution.
	PGIS	0.9	
	Pervious	-5.7	

NOTES:

- Table values represent the total amount of area converted to a different land cover type based on proposed conditions. All alternatives would increase impervious surface compared to existing conditions.
- All alternatives could adversely impact stormwater or stormwater infrastructure if mitigation were not provided.
- Impacts have been rounded to the nearest tenth. Totals may not appear to add up due to rounding.

Ecosystems

The potential ecosystems impacts from each Build Alternative to streams, wetlands, and upland habitats are indicated in Table 4-38, Table 4-39, and Table 4-40, respectively.

All alternatives would cross the Swamp Creek mainstem. Where Alternative MAR-1B or Alternative MAR-2D would cross Airport Road to connect to Alternative AIR-1A or Alternative AIR-B, respectively, necessary road improvements would likely require replacement of an undersized culvert conveying the Swamp Creek mainstem with a larger fish passable structure.

All alternatives have the potential to result in operational impacts to wetlands; however, Alternative MAR-2D would only result in operational impacts to wetlands if the aerial guideway crosses Airport Road northwest of Swamp Creek to connect with Alternative AIR-2B or the lead tracks to OMF Site F. Otherwise, Alternative MAR-2D would avoid operational impacts to wetlands.

All alternatives have the potential to result in operational impacts to upland habitats. Alternative MAR-2D and MAR-2D with its design option would only have a small 0.1-acre construction impact on open space. Alternative MAR-1B and MAR-1B with its design option would both have 0.7 acres of operational and construction impacts to shrubland/grassland open spaces.

Table 4-38 Potential Impacts to Streams – Mariner Segment

Build Alternative	Stream(s)	Stream Typing	Operational Impacts (linear feet) ^a	Construction Impacts (linear feet) ^a
All MAR Alternatives	Swamp Creek	F	50	450
	Total Impacts		50	450

NOTE:

- a) Stream impacts have been rounded to the nearest 50 feet.

Table 4-39 Potential Impacts to Wetlands – Mariner Segment

Build Alternative	Wetland(s) in Study Area	Preliminary Wetland Rating	Wetland Size (acres)	Operational Impacts (acres) ^a	Construction Impacts (acres) ^a
MAR-1B and MAR-1B with Design Option	WSC16	II	0.7	0.1	0.5
	WSC17 ^c	III	<0.1	<0.1	0
	WSC19	III	4.9	0	0.3
	Total Impacts			0.1	0.8
MAR-2D and MAR-2D with Design Option ^b	WSC16	II	0.7	0.1	0.5
	WSC17 ^c	III	<0.1	0	<0.1
	WSC19	III	4.9	0.2	0.1
	Total Impacts			0.3	0.6

NOTES:

- a) Wetland impacts have been rounded to the nearest tenth.
 b) Operational impacts to wetlands from Alternative MAR-2D would only occur if paired with Alternative AIR-2B or OMF Site F.
 c) Wetlands may be determined to be stormwater features constructed in historic uplands and not regulated wetlands.

Table 4-40 Potential Impacts to Upland Habitats – Mariner Segment

Build Alternative	Operational Impacts (acres)			Construction Impacts (acres)		
	Urban and Mixed Land Cover	Open Space Land Cover	Total Area of Impact	Urban and Mixed Land Cover	Open Space Land Cover	Total Area of Impact
MAR-1B	15.5	0.7	16.2	42.8	0.7	43.6
MAR-1B with Design Option	21.1	0.7	21.8	37.2	0.7	37.9
MAR-2D	14.1	0	14.1	39.3	0.1	39.5
MAR-2D with Design Option	20.8	0	20.8	27.0	0.1	27.1

Public Services, Safety, and Security

As shown in Table 4-41, neither Alternative MAR-1B nor MAR-1B with its design option would have any potential public service facility impacts, as no facilities exist within the project limits. Alternative MAR-2D and MAR-2D with its design option would displace the existing private medical facility Pellegrini Orthodontics. The displacement of Pellegrini Orthodontics would require patients who currently rely on this private medical facility to travel to a different location if the facility is relocated or find an alternate source for care.

Table 4-41 Potential Impacts on Public Service Facilities – Mariner Segment

Build Alternative	Potential Public Service Facility Impacts
MAR-1B	None
MAR-1B with Design Option	None
MAR-2D	Displacement of one healthcare facility (Pellegrini Orthodontics)
MAR-2D with Design Option	Displacement of one healthcare facility (Pellegrini Orthodontics)

Parks and Recreational Resources

Alternatives in this segment would not have operational or construction impacts on parks or recreational resources.

Historic and Archaeological Resources

None of the Mariner alternatives would adversely affect historic properties (Table 4-42). The one historic property in this segment, the Western Six Motel at 224 128th Street SW, is sufficiently far from construction and operation of the project (approximately 25 feet from all alternatives) that it would not alter or diminish any aspect of integrity.

Table 4-42 Potential Impacts to Historic Properties – Mariner Segment

Resource Name	MAR-1B	MAR-1B with Design Option	MAR-2D	MAR-2D with Design Option
Western Six Motel	Not adversely affected	Not adversely affected	Not adversely affected	Not adversely affected

Potential Design Refinements

Potential design refinements that could be considered in the Mariner Segment are listed in Table 4-43. As with the affected parcels identified for the Build Alternatives as part of this Draft EIS, which are subject to change as design progresses, the parcels that may be impacted by these potential design refinements are not yet completely known. If implemented, affected parcels would be identified in the Final EIS. No additional affected parcels were identified for the Mariner Segment based on this preliminary review of potential design refinements.

Table 4-43 Potential Design Refinements – Mariner Segment

Potential Design Refinement	Applicable Alternatives	Potential Changes to Impacts
Reduce the height of the guideway (up to 10 feet) in sections.	All Mariner Build Alternatives	Would result in different visual changes but would not lower visual quality.
Reduce amount of widened guideway near stations (up to 500 feet).	All Mariner Build Alternatives	Would result in different visual changes but would not lower visual quality.
Move supporting infrastructure (e.g., ponds and vaults) under the guideway.	All Mariner Build Alternatives	Would reduce the physical footprint and associated impacts of the project.
Move the turnback tracks from the Mariner Segment to the Ash Way Segment and eliminate the second platform.	All Mariner Build Alternatives	Would have operational impacts on the overall project as the 2 Line would terminate at Ash Way instead of Mariner. However, this refinement would decrease the environmental impacts of the turnback tracks as they would be at-grade instead of elevated and would be located within existing transportation and utility right-of-way instead of private property. Use of existing transportation right-of-way would be slightly expanded along Airport Road due to the placement of an additional column in the center of the roadway. The roadway would be realigned to avoid the column, but there would be no long-term impacts on vehicle travel through this area. This refinement would reduce impacts to private properties along Airport Road/128th Street SW.
Move potential parking from the Mariner Segment to the Ash Way Segment.	All Mariner Build Alternatives	Would result in less parking available at Mariner.
Move crossover away from residential area and closer to the station (up to 1,300 feet).	MAR-2D and MAR-2D with Design Option	Would reduce noise impacts for sensitive residential uses.

4.4.2.5 SR 99/Airport Road Segment

Table 4-44 summarizes potential effects of each Build Alternative in the SR 99/Airport Road Segment.

Table 4-44 Comparison of Potential Effects – SR 99/Airport Road Segment Alternatives

Measure ^a	AIR-1A	AIR-2B
Acquisitions, Displacements, and Relocations		
Number of Displacements	Residential: 17 Business: 27	Residential: 5 Business: 23
Economics		
Number of Employee Displacements ^b	140	50
Land Use		
Acres Converted to Transportation-Related Use	35.0	22.7
Social Resources, Community Facilities, and Neighborhoods		
Displaced Facilities	Sonrise Christian Center, 7-Eleven convenience store, La Palmera Family Mexican Restaurant, and the Society of Professional Engineering Employees in Aerospace (SPEEA) Everett Hall	CVS and SPEEA Everett Hall
Visual and Aesthetic Resources		
Visual Impacts	No impacts	
Noise and Vibration		
Number of Noise Impacts (moderate and severe)	No impacts	233 impacts 0 after mitigation
Number of Vibration Impacts	No impacts	
Water Resources		
Stormwater/Surface Water Impacts	Existing culvert would be impacted and require stream daylighting	Existing stream culvert may need to be replaced with fish passable structure
Change in Surface Cover ^c NPGIS (acres)	6.6	5.5
PGIS (acres)	-2.4	-1.2
Pervious (acres)	-4.2	-4.3
Ecosystems		
Wetland Impacts (acres) ^d	0.2	0.3
Stream Impacts (linear feet) ^d	50	No impacts
Open Space Upland Habitat Impacts (acres)	0.7	0.5
Public Services, Safety, and Security		
Displaced Facilities	None	
Historic and Archaeological Resources		
Number of Properties with Potential Adverse Effects	0	

Measure ^a	AIR-1A	AIR-2B
Parks and Recreational Resources		
Impacts on Parks and Recreational Resources	No impacts	
Opinion of Probable Cost		
Cost in Millions ^e	\$690 – 780	\$680 – 760

NOTES:

- Numbers or descriptions presented in this table are for operational (long-term) impacts except where otherwise noted to be a construction (short-term) impact.
- The employee numbers are estimates and rounded to the nearest 10 digit. These employee numbers were derived using an accepted formula used by the U.S. Energy Information Administration (2018). The estimate for each alternative is based on translating the size of the business building area into jobs using a job density factor. The estimate is based off the predominant building use included in the parcel data.
- Table values represent the total amount of area converted to a different land cover type based on proposed conditions. All alternatives would increase impervious surface compared to existing conditions.
- Impacts to buffers for wetlands and streams will be quantified in the Final EIS after wetland and stream locations, type, and ratings are more certain and their extents better defined.
- Opinions of probable cost are in 2025 dollars, are for comparative purposes only, and do not represent the project budget. The SR 99/Airport Road Station is not currently funded for final design and construction.

Acquisitions, Displacements, and Relocations

Alternative AIR-1A would displace 12 more residential units and 4 more businesses than Alternative AIR-2B (Table 4-45). Businesses that would be displaced as a result of Alternative AIR-1A include a fast-food restaurant, gas station, and strip-center retail with restaurants, a dental office, insurance office, and telecommunication store. Businesses displaced as a result of Alternative AIR-2B would include a storage facility, shooting range, drug store, and gas station.

**Table 4-45 Potential Affected Parcels and Displacements –
SR 99/Airport Road Segment**

Build Alternative	Affected Parcels	Displacements ^a	
		Business Units	Residential Units
AIR-1A	44	27	17
AIR-2B	44	23	5

NOTE:

- Displacements would result from parcel acquisitions that would require removing an existing use. Not all parcel acquisitions would result in displacements.

Economics

Both Build Alternatives in the SR 99/Airport Road Segment would displace some businesses and employees (Table 4-46). Alternative AIR-1A would have a greater economic impact, with the potential to displace 27 businesses with an estimated 140 employees; Alternative AIR-2B would have less economic impact, displacing 23 businesses and an estimated 50 employees. Businesses that would be displaced as a result of the alternatives in the SR 99/Airport Road Segment are primarily retail, restaurants, or office. Retail that would be displaced as a result of Alternative AIR-1A includes a fast-food restaurant, gas station, and strip-center retail including restaurants, a dental office, insurance office, and telecommunication store. Businesses that would be displaced as a result of Alternative AIR-2B include a storage facility, shooting range, drug store, and gas station.

**Table 4-46 Potential Business and Employee Displacements –
SR 99/Airport Road Segment**

Build Alternative	Business Displacements	Employee Displacements ^a
AIR-1A	27	140
AIR-2B	23	50

NOTE:

- a) The employee numbers are estimates and rounded to the nearest 10 digit. These employee numbers were derived using an accepted formula used by the U.S. Energy Information Administration (2018). The estimate for each alternative is based on translating the size of the business building area into jobs using a job density factor. The estimate is based off the predominant building use included in the parcel data.

Land Use

Both Build Alternatives in the SR 99/Airport Road Segment would require the conversion of property and would displace some uses for light rail operations (Table 4-47). Most of the land required in this segment is currently commercial/industrial or vacant with some residential and public/institutional uses as well.

Alternative AIR-1A would convert 35 acres of land to transportation use, and Alternative AIR-2B would convert 22.7 acres. The largest difference between the two alternatives is that Alternative AIR-1A would require 10 more acres of vacant land to be converted to transportation-related uses. The conversion of vacant land would have little impact on land use; however, the additional 3.9 acres of public/institutional land required for Alternative AIR-1A would reduce the available land for community use or redevelopment.

**Table 4-47 Potential Conversion of Land Use to a Transportation-Related Land Use
(in acres) – SR 99/Airport Road Segment**

Build Alternative	Single-Family Residential	Multi-Family Residential	Commercial/Industrial	Public/Institutional	Vacant Land	Total
AIR-1A	4.2	0.8	11.0	5.1	13.9	35.0
AIR-2B	1.9	3.6	12.1	1.2	3.9	22.7

Social Resources, Community Facilities, and Neighborhoods

Each Build Alternative would affect community facilities in the SR 99/Airport Road Segment (Table 4-48). Alternative AIR-1A would require more community facility displacements, with four properties being displaced and one partial property acquisition. Alternative AIR-2B would require fewer displacements, with two properties being displaced and four partial property acquisitions.

Alternative AIR-1A would displace one gas station/convenience store, a restaurant, a union hall, and a religious institution. The property acquisition at Home Depot would be limited to portions of driveways and the parking lot along Airport Road and SR 99. Alternative AIR-2B would displace one drug store and a union hall. Property acquisitions of other community facilities would generally be limited to driveways and parking lots directly adjacent to Airport Road.

The displacement of religious and cultural gathering spaces, and access to food options caused by both SR 99/Airport Road Build Alternatives could disrupt community cohesion.

Table 4-48 Potentially Affected Social Resources and Community Facilities – SR 99/Airport Road Segment

Facility	AIR-1A	AIR-2B
7-Eleven <i>11825 Airport Road, Everett</i>	Displacement	Property acquisition
CVS <i>11918 Airport Road, Everett</i>	No impact	Displacement
Home Depot <i>11519 Highway 99, Everett</i>	Property acquisition	Property acquisition
Kingdom Hall of Jehovah's Witnesses <i>11422 Airport Road, Everett</i>	No impact	Property acquisition
La Palmera Family Mexican Restaurant <i>11731 Airport Road, Everett</i>	Displacement	No impact
SPEEA Everett Hall <i>2414 106th Street SW, Everett</i>	Displacement	Displacement
Sonrise Christian Center <i>11625 Airport Road, Everett</i>	Displacement	No impact
Work Force Development Center <i>11400 Airport Road #100, Everett</i>	No impact	Property acquisition

Visual and Aesthetic Resources

With both SR 99/Airport Road Build Alternatives, viewers would experience a visual change with the introduction of light rail and a station to the area. The light rail would run on both at-grade and elevated guideway with Alternative AIR-1A, with the elevated guideway reaching a height of approximately 50 feet. Alternative AIR-2B would have an elevated guideway in the entire segment at a height of 30 to 65 feet. Both Build Alternatives would include an elevated station. Station AIR-A would have a canopy approximately 70 feet above the ground. Station AIR-B would have a canopy approximately 80 feet above the ground, which would be a greater visual change than the other Build Alternative. Due to the proximity of both Build Alternatives to existing commercial and industrial land uses, and the light, glare, and shadows from arterial street traffic on SR 99 and Airport Road, the visual changes would not lower visual quality.

Noise and Vibration

Only Alternative AIR-2B would generate noise impacts in this segment (Table 4-49). The noise impacts in this segment are projected to occur at single- and multi-family residences and would be due to the proximity to the proposed tracks and the presence of elevated structures. Noise impacts are measured against existing noise levels. Moderate noise impacts would be noticed above background noise and would cause measurable annoyance, while severe impacts would be likely to cause a high level of community annoyance. For more information see Section 3.1.1 of Appendix G.8.

Additionally, the crossovers between Evergreen Way and Holly Drive for Alternative AIR-2B would contribute to nearby impacts. All noise impacts could be mitigated to below impact threshold levels using standard design treatments such as noise barriers on the guideway to reduce noise exposure at neighboring properties, special trackwork to reduce noise levels, and building sound insulation (see Section 5). There would be no vibration impacts in this segment.

Table 4-49 Potential Noise and Vibration Impacts – SR 99/Airport Road Segment

Build Alternative	Number of Moderate Noise Impacts	Number of Severe Noise Impacts	Number of Vibration Impacts
AIR-1A	0	0	0
AIR-2B	232	1	0

Water Resources

The proposed changes to surface cover type and operational impacts on stormwater, floodplain, and groundwater resources from each Build Alternative in the SR 99/Airport Road Segment are presented in Table 4-50. Alternative AIR-1A would have long-term impacts on York Creek Tributary, which exists within a piped conveyance system through parts of the Alternative AIR-1A project limits. The majority of operational impacts to aquatic resources associated with Alternative AIR-1A would occur on or adjacent to Station AIR-A. Under this alternative, a segment of York Creek Tributary would be removed from piped conveyance into a naturalized open channel where it would occur on the Station AIR-A site and immediately north (upstream) of the station. These operational impacts would be beneficial in nature and could be expanded under the project as part of potential on-site compensatory wetland and stream mitigation.

Both alternatives would decrease the amount of pervious surfaces from existing conditions, although the amount of PGIS would also decrease because of stormwater management requirements, which would partially mitigate pollutant runoff potential. Both alternatives may also require the replacement of an existing stream culvert, which may affect stream depths, but in the case of Alternative AIR-2B, improve fish passage. Alternative AIR-1A would impact a wetland buffer area adjacent to an existing waterway by placing a guideway column in a wetland boundary, which may increase pollutant loading in the waterway due to the presence of structures allowing stormwater intrusion. Alternative AIR-1A would also require the removal of more trees than Alternative AIR-2B, which may impact water drainage and quality.

Table 4-50 Potential Impacts to Water Resources – SR 99/Airport Road Segment

Build Alternative	Proposed Change in Surface Cover Type (acres) ^a		Operational Impacts to Water Resources ^b
AIR-1A	NPGIS	6.6	• Would impact buffer adjacent to an existing stream/open water wetland. One guideway column would be located within the wetland boundary. Degrading buffers can increase pollutant loading in surface waters. • Would impact an existing culvert and require daylighting the stream (York Creek Tributary). • May need to replace existing stream culvert. A new culvert is likely to be larger than existing and increase conveyance capacity. • Tree removal could impact hydrology and water quality.
	PGIS	-2.4	
	Pervious	-4.2	
AIR-2B	NPGIS	5.5	• May need to replace existing stream culvert with a fish passable structure. • Less tree removal than AIR-A and, therefore, fewer impacts to hydrology and water quality.
	PGIS	-1.2	
	Pervious	-4.3	

NOTES:

- Table values represent the total amount of area converted to a different land cover type based on proposed conditions. All alternatives would increase impervious surface compared to existing conditions.
- All alternatives could adversely impact stormwater or stormwater infrastructure if mitigation were not provided.

Ecosystems

The potential ecosystems impacts from each Build Alternative to streams, wetlands, and upland habitats are indicated in Table 4-51, Table 4-52, and Table 4-53, respectively.

Alternative AIR-2B would have no anticipated impacts to streams. Alternative AIR-1A would have a small operational impact and a larger construction impact on York Creek Tributary. These impacts would daylight the York Creek Tributary into a naturalized open channel, which would be considered a beneficial impact. There would also be some shading impacts to a section of the York Creek Tributary further upstream, north of 112th Street SW.

Both alternatives would have impacts on wetlands, including wetland fill associated with columns necessary to support the aerial guideway. Further, the elevated guideway would result in additional shading and long-term vegetation maintenance along the guideway.

Alternative AIR-2B would have slightly less operational impact on open spaces, though the total open space impacted under either alternative would be under 1 acre. There is also a bald eagle nest located less than 500 feet north of Station AIR-A and approximately 800 feet northeast of Alternative AIR-2B. The nest is outside the project limits for both Build Alternatives; due to the sighting of a bald eagle at Wetland WSC19, the nest is presumed to be active and would require coordination with the US Fish and Wildlife Service for construction impacts.

Table 4-51 Potential Impacts to Streams – SR 99/Airport Segment

Build Alternative	Stream(s)	Stream Typing ^a	Operational Impacts (linear feet) ^b	Construction Impacts (linear feet) ^b
AIR-1A	York Creek Tributary	F	50	1,550
		Ns	0	50
	Total Impacts		50	1,600
AIR-2B	None	N/A	0	0
	Total Impacts		0	0

NOTES:

- a) Stream typing based on the presence of suitable fish habitat as defined by WAC 222-16-031.
- b) Stream impacts have been rounded to the nearest 50 feet.

Table 4-52 Potential Impacts to Wetlands – SR 99/Airport Road Segment

Build Alternative	Wetland(s) in Study Area	Preliminary Wetland Rating	Wetland Size (acres)	Operational Impacts (acres) ^b	Construction Impacts (acres) ^b
AIR-1A	WEV1	III	0.8	0.1	0.7
	WEV2	III	0.6	0	0.6
	WEV3	III	3.1	0	2.1
	WEV4	III	1.0	0	0.1
	WEV15A	III	<0.1	0	0.1
	WEV15B	III	<0.1	0	<0.1
	WSC20 ^a	IV	0.2	<0.1	0.2
	Total Impacts			0.2	3.6

Build Alternative	Wetland(s) in Study Area	Preliminary Wetland Rating	Wetland Size (acres)	Operational Impacts (acres) ^b	Construction Impacts (acres) ^b
AIR-2B	WEV5	III	0.4	0	<0.1
	WEV15A	III	<0.1	0	<0.1
	WEV15B	III	<0.1	0	<0.1
	WSC19	III	4.9	0.3	<0.1
	WEV47	II	0.8	0	<0.1
	Total Impacts			0.3	<0.1

NOTES:

- a) Wetlands may be determined to be stormwater features constructed in historic uplands.
- b) Wetland impacts have been rounded to the nearest tenth. Totals may differ from the above rows due to rounding.

Table 4-53 Potential Impacts to Upland Habitats - SR 99/Airport Road Segment

Build Alternative	Operational Impacts (acres)			Construction Impacts (acres)		
	Urban and Mixed Land Cover	Open Space Land Cover	Total Area of Impact	Urban and Mixed Land Cover	Open Space Land Cover	Total Area of Impact
AIR-1A	12.1	0.7	12.8	32.0	7.8	39.8
AIR-2B	10.9	0.5	11.4	32.0	1.1	33.1

Public Services, Safety, and Security

There are no public service facilities within the project limits for the SR 99/Airport Road Segment, so no potential public service facility impacts are expected.

Parks and Recreational Resources

Alternatives in this segment would not have operational or construction impacts on parks or recreational resources.

Historic and Archaeological Resources

Alternative AIR-2B would require permanent property acquisition from one historic property, Service Station (2210 112th Street SW), but is not anticipated to result in an adverse effect under Section 106 (Table 4-54).

Table 4-54 Potential Impacts to Historic Properties – SR 99/Airport Road Segment

Resource Name	AIR-1A	AIR-2B
Service Station	Not adversely affected	Not adversely affected

Potential Design Refinements

Potential design refinements that could be considered in the SR 99/Airport Road Segment are listed in Table 4-55. As with the affected parcels identified for the Build Alternatives as part of this Draft EIS, which are subject to change as design progresses, the parcels that may be impacted by these potential design refinements are not yet completely known. If implemented, affected parcels would be identified in the Final EIS. No additional affected parcels were identified for the SR 99/Airport Road Segment based on this preliminary review of potential design refinements.

Table 4-55 Potential Design Refinements – SR 99/Airport Road Segment

Potential Design Refinement	Applicable Alternatives	Potential Changes to Impacts
Reduce the height of the guideway (up to 5 feet) in sections.	Both SR 99/Airport Road Build Alternatives	Would result in different visual changes but would not lower visual quality.
Reduce amount of widened guideway near stations (up to 2,800 feet).	Both SR 99/Airport Road Build Alternatives	Would result in different visual changes but would not lower visual quality.
Reduce the length of elevated guideway.	Both SR 99/Airport Road Build Alternatives	Would result in different visual changes but would not lower visual quality.
Move supporting infrastructure (e.g., ponds and vaults) under the guideway.	Both SR 99/Airport Road Build Alternatives	Would reduce the physical footprint and associated impacts of the project.
Use mechanically stabilized earth (MSE) walls in place of elevated guideway where able.	Both SR 99/Airport Road Build Alternatives	May increase visual changes as viewers would see the wall rather than open space below an elevated guideway.
Minimize the station footprint (by up to 30,000 square feet).	AIR-1A	Would reduce the physical footprint and associated impacts of the project.
Change from center to side platform.	Both SR 99/Airport Road Build Alternatives	Would not have operational impacts on the overall project but would improve constructability of the provisional SR 99/Airport Road Station if it is constructed later.

4.4.2.6 SW Everett Industrial Center Segment

Table 4-56 summarizes potential effects of each Build Alternative in the SW Everett Industrial Center Segment.

Table 4-56 Comparison of Potential Effects – SW Everett Industrial Center Segment Alternatives

Measure ^a	Preferred SWI-1A	SWI-1A with Lower Design Option	SWI-1B	SWI-1C
Acquisitions, Displacements, and Relocations				
Number of Displacements	Residential: 0 Business: 35	Residential: 52 Business: 37	Residential: 0 Business: 29	Residential: 0 Business: 30
Economics				
Number of Employee Displacements ^b	180	200	120	650
Land Use				
Acres Converted to Transportation-Related Use	36.9	55.0	30.8	48.8
Social Resources, Community Facilities, and Neighborhoods				
Displaced Facilities	None			
Visual and Aesthetic Resources				
Visual Impacts	No impacts			
Noise and Vibration				
Number of Noise Impacts (moderate and severe)	No impacts			
Number of Vibration Impacts	No impacts			
Water Resources				
Stormwater/Surface Water Impacts	An existing culvert would be impacted and require daylighting of the stream		Would remove the fewest trees, which reduces stormwater runoff and associated pollution	Would only remove existing green space
Change in Surface Cover ^c NPGIS (acres)	9.1	11.6	8.8	12.0
PGIS (acres)	-3.0	-4.2	-2.4	-4.2
Pervious (acres)	-6.1	-7.4	-6.4	-7.8
Ecosystems				
Wetland Impacts (acres) ^d	1.1	1.2	0.8	0.9
Stream Impacts (linear feet) ^d	150	200	150	150
Open Space Upland Habitat Impacts (acres)	0.8	0.9	0.8	0.9
Public Services, Safety, and Security				
Displaced Facilities	None			
Historic and Archaeological Resources				
Number of Properties with Potential Adverse Effects	0			

Measure ^a	Preferred SWI-1A	SWI-1A with Lower Design Option	SWI-1B	SWI-1C
Parks and Recreational Resources				
Impacts on Parks and Recreational Resources	No impacts			
Opinion of Probable Cost				
Cost in Millions ^e	\$870 – 980	\$880 – 990	\$800 – 900	\$840 – 950

NOTES:

- Numbers or descriptions presented in this table are for operational (long-term) impacts except where otherwise noted to be a construction (short-term) impact.
- The employee numbers are estimates and rounded to the nearest 10 digit. These employee numbers were derived using an accepted formula used by the U.S. Energy Information Administration (2018). The estimate for each alternative is based on translating the size of the business building area into jobs using a job density factor. The estimate is based off the predominant building use included in the parcel data.
- Table values represent the total amount of area converted to a different land cover type based on proposed conditions. All alternatives would increase impervious surface compared to existing conditions.
- Impacts to buffers for wetlands and streams will be quantified in the Final EIS after wetland and stream locations, type, and ratings are more certain and their extents better defined.
- Opinions of probable cost are in 2025 dollars, are for comparative purposes only, and do not represent the project budget.

Acquisitions, Displacements, and Relocations

Only Alternative SWI-1A with Lower Design Option would result in residential displacements and affect housing availability (Table 4-57). Alternative SWI-1A with its design option would also have the most business displacements, with Preferred Alternative SWI-1A having two fewer. All alternatives would displace Paine Field Business Park, which includes businesses related to home goods, manufacturing, fulfillment, and technology, as well as a fitness center and restaurant. Many tenants of the business park provide services to Paine Field and Boeing's Everett Production Facility, and these businesses may be difficult to relocate near their current location. Preferred Alternative SWI-1A and Alternative SWI-1A with its design option would also displace the Northwest Regional Data Center campus and Access Laser.

Table 4-57 Potential Affected Parcels and Displacements – SW Everett Industrial Center Segment

Build Alternative	Affected Parcels	Displacements ^a	
		Business Units	Residential Units
Preferred SWI-1A	34	35	0
SWI-1A with Design Option	44	37	52
SWI-1B	32	29	0
SWI-1C	36	30	0

NOTE:

- Displacements would result from parcel acquisitions that would require removing an existing use. Not all parcel acquisitions would result in displacements.

Economics

All Build Alternatives in the SW Everett Industrial Center Segment would displace some businesses and employees (Table 4-58). Preferred Alternative SWI-1A would displace 35 businesses with an estimated 180 employees, and Alternative SWI-1A with its design option would displace the greatest number of businesses, affecting 37 businesses with an estimated 200 employees. Alternative SWI-1B would displace the least number of businesses and

employees, affecting 29 businesses with an estimated 120 employees. Alternative SWI-1C would displace the greatest number of employees, affecting 30 businesses with an estimated 650 employees.

All alternatives in the SW Everett Industrial Center Segment would displace Paine Field Business Park, which includes businesses related to home goods, manufacturing, fulfillment, and technology, as well as a fitness center and restaurant. Many tenants of the business park provide services to both Paine Field and Boeing's Everett Production Facility, and these businesses may be difficult to relocate near their current location. Preferred Alternative SWI-1A and Alternative SWI-1A with its design option would also displace the Northwest Regional Data Center campus and Access Laser.

Table 4-58 Potential Business and Employee Displacements – SW Everett Industrial Center Segment

Build Alternative	Business Displacements	Employee Displacements ^a
Preferred SWI-1A	35	180
SWI-1A with Design Option	37	200
SWI-1B	29	120
SWI-1C	30	650

NOTE:

- a) The employee numbers are estimates and rounded to the nearest 10 digit. These employee numbers were derived using an accepted formula used by the U.S. Energy Information Administration (2018). The estimate for each alternative is based on translating the size of the business building area into jobs using a job density factor. The estimate is based off the predominant building use included in the parcel data.

Land Use

All Build Alternatives in the SW Everett Industrial Segment would require the conversion of property and would displace some uses for operation of the light rail (Table 4-59). Most of the land required in this segment is currently industrial or vacant, with some public/institutional uses. Only Alternative SWI-1A with its design option would require converting residential land.

Preferred Alternative SWI-1A would require the least amount of land, converting 36.9 acres to a transportation related use, and Alternative SWI-1A with its design option would convert the most land, requiring 55 acres. Alternative SWI-1B would convert 30.8 acres, and Alternative SWI-1C would convert 48.8 acres. Alternative SWI-1C would convert the most amount of commercial/industrial land. Apart from being the only alternative requiring residential land, Alternative SWI-1A with its design option would require the second-most commercial/industrial land, followed by Preferred Alternative SWI-1A and Alternative SWI-1B. All alternatives would require a similar amount of public/institutional and vacant land. The alternatives that convert more residential, commercial, and industrial land to transportation-related uses would reduce the amount of available land for transit-adjacent and transit-supportive redevelopments in the area.

All alternatives in this segment would require acquisition of land from Paine Field that was acquired with federal funds for airport purposes. This airport property is currently parking and offices. Sound Transit is coordinating with Snohomish County and the FAA to determine whether the land use change for the EVLE Project would require FAA approval. Regardless of the outcome of this determination, Snohomish County would need to ensure that the land use change is consistent with its federal obligations and related requirements.

Table 4-59 Potential Conversion of Land Use to a Transportation-Related Land Use (in acres) – SW Everett Industrial Center Segment

Build Alternative	Single-Family Residential	Multi-Family Residential	Commercial/Industrial	Public/Institutional	Vacant Land	Total
Preferred SWI-1A	0	0	24.1	1.8	11.0	36.9
SWI-1A with Design Option	0.3	12.2	29.5	1.9	11.0	55.0
SWI-1B	0	0	15.6	3.3	11.9	30.8
SWI-1C	0	0	37.5	1.9	9.4	48.8

Social Resources, Community Facilities, and Neighborhoods

In the SW Everett Industrial Center Segment, only Alternative SWI-1A with its design option would have any impact on a community facility (Table 4-60). This alternative would require property acquisition from Deer Creek, a HUD-assisted apartment complex. All Build Alternatives in this segment are located within commercial and industrial-focused areas of the Westmont neighborhood, follow existing right-of-way along Airport Road and SR 526, and would not cause displacement of any community facilities; therefore, no long-term impacts on community cohesion are anticipated.

Table 4-60 Potentially Affected Social Resources and Community Facilities – SW Everett Industrial Center Segment

Facility	Preferred SWI-1A	SWI-1A with Design Option	SWI-1B	SWI-1C
Deer Creek 8605 18th Avenue W, Everett	No impact	Property acquisition	No impact	No impact

Visual and Aesthetic Resources

With all SW Everett Industrial Center Build Alternatives, viewers would experience a visual change with the introduction of light rail and a station to the area. The light rail would run on an elevated guideway in the entire segment at a height of approximately 25 to 75 feet with Preferred Alternative SWI-1A and Alternatives SWI-1B and SWI-1C. Alternative SWI-1A with Lower Design Option would have both an at-grade and elevated guideway with a maximum height of 45 feet. All Build Alternatives would include an elevated station. Preferred Alternative SWI-1A would introduce the greatest visual change due to the station, with a canopy approximately 100 feet above ground. Alternative SWI-1A with its design option and Alternative SWI-1B would have a station canopy approximately 65 feet above ground. Station SWI-C would introduce the smallest visual change, with a canopy approximately 55 feet above the ground. Due to the proximity of all alternatives to existing commercial and industrial land uses, and the light, glare, and shadows from arterial street traffic on SR 526 and Airport Road, the visual changes would not lower the visual quality.

Noise and Vibration

Noise and vibration impacts are not anticipated to occur in this segment.

Water Resources

The proposed changes to surface cover type and operational impacts on stormwater, floodplain, and groundwater resources from each Build Alternative in the SW Everett Industrial Center Segment are presented in Table 4-61. All Build Alternatives in this segment would result in operational impacts to Seaway Avenue Tributary, a tributary to Powder Mill Gulch located at the north end of the segment. Preferred Alternative SWI-1A and Alternative SWI-1A with its design option would result in substantially greater operational impacts to Seaway Avenue Tributary than either Alternative SWI-1B or SWI-1C given the location of Seaway Avenue Tributary on the Station SWI-A site. The Station SWI-A design proposes to daylight a portion of Seaway Avenue Tributary on the Station SWI-A site. Where the stream channel would not be daylighted, it would be placed in a fish passable structure that ties into the culvert under SR 526. For Alternatives SWI-1B and SWI-1C, operational impacts to Seaway Avenue Tributary would be limited to a new crossing by the aerial guideway.

All alternatives would decrease the amount of pervious surfaces from existing conditions, although the amount of PGIS would also decrease due to stormwater management requirements. The increased potential for pollutant runoff into nearby waterways due to reduction in pervious surfaces would be partially mitigated by the decrease in PGIS.

**Table 4-61 Potential Impacts to Water Resources –
SW Everett Industrial Center Segment**

Build Alternative	Proposed Change in Surface Cover Type (acres) ^a		Operational Impacts to Water Resources ^b
Preferred SWI-1A	NPGIS	9.1	• Would impact an existing culvert and require daylighting the stream (Seaway Avenue Tributary) • Closer to Boeing and residential areas, which could reduce vehicular traffic and associated pollution. • Would remove existing green space, increasing stormwater runoff and associated pollution.
	PGIS	-3.0	
	Pervious	-6.1	
SWI-1A with Design Option	NPGIS	11.6	• Would impact an existing culvert and require daylighting the stream (Seaway Avenue Tributary) • Closer to Boeing and residential areas, which could reduce vehicular traffic and associated pollution. • At-grade guideway would remove more existing green space than an aerial guideway and produces more stormwater runoff and associated pollution.
	PGIS	-4.2	
	Pervious	-7.4	
SWI-1B	NPGIS	8.8	• Would remove fewest trees, which reduces stormwater runoff and associated pollution. • Would remove existing green space, increasing stormwater runoff and associated pollution.
	PGIS	-2.4	
	Pervious	-6.4	
SWI-1C	NPGIS	12.0	• Would remove existing green space, increasing stormwater runoff and associated pollution.
	PGIS	-4.2	
	Pervious	-7.8	

NOTES:

- Table values represent the total amount of area converted to a different land cover type based on proposed conditions. All alternatives would increase impervious surface compared to existing conditions.
- All alternatives could adversely impact stormwater or stormwater infrastructure if mitigation were not provided.

Ecosystems

The potential ecosystems impacts from each Build Alternative to streams, wetlands, and upland habitats are indicated in Table 4-62, Table 4-63, and Table 4-64, respectively.

All Build Alternatives would have the same amount of impact on the Seaway Avenue Tributary, and Alternative SWI-1A with its design option would have an additional stream impact on Narbeck Creek. The stream construction impacts would be lowest for Alternatives SWI-1B and SWI-1C, while Preferred Alternative SWI-1A and Alternative SWI-1A with its design option would have a larger construction impact.

Along the east side of Airport Road, all Build Alternatives would result in operational impacts to multiple wetlands within the Swamp Creek, Japanese Gulch, and Powder Mill Gulch subbasins. Notably, all Build Alternatives would have impacts to Wetlands WSCEV1 and WEV20 located in the Swamp Creek subbasin. Wetland WSCEV1 is a large wetland system that receives stormwater from Paine Field and functions as the headwater for Hollow Dale Place Tributary. Wetland WEV20 as well as parts of the southwest corner of Wetland WSCEV1 are wetland mitigation sites constructed to compensate for wetland impacts associated with the widening of Airport Road. Operational impacts to these wetlands would be associated with wetland fill from columns necessary for the elevated guideway. In addition, with Preferred Alternative SWI-1A and Alternative SWI-1A with its design option, the wetland located on the Station SWI-A site would be permanently filled.

The SW Everett Industrial Center Segment is dominated by urban and mixed land cover types. All alternatives in this segment would also impact a similar amount of open space both during construction and operation. Alternative SWI-1A with its design option would have the greatest overall impact to upland habitat area, with Alternative SWI-1B having the least operational and construction impact and Alternative SWI-1A with its design option having the most.

Table 4-62 Potential Impacts to Streams – SW Everett Industrial Center Segment

Build Alternative	Stream(s)	Stream Typing ^a	Operational Impacts (linear feet) ^b	Construction Impacts (linear feet) ^b
Preferred SWI-1A	Seaway Avenue Tributary	F	150	550
	Hollow Dale Place Tributary	F	0	50
	Total Impacts		150	600
SWI-1A with Design Option	Seaway Avenue Tributary	F	150	550
	Narbeck Creek	F	50	50
	Hollow Dale Place Tributary	F	0	50
	Total Impacts		200	650
SWI-1B, SWI-1C	Seaway Avenue Tributary	F	150	50
	Hollow Dale Place Tributary	F	0	50
	Total Impacts		150	100

NOTES:

- Stream typing based on the presence of suitable fish habitat as defined by WAC 222-16-031. Per Everett Municipal Code (EMC) 19.37.160.A.2, both Narbeck Creek and Merrill & Ring Creek are not considered Type F streams by the City of Everett where they occur in the study area.
- Stream impacts have been rounded to the nearest 50 feet.

Table 4-63 Potential Wetland Impacts – SW Everett Industrial Center Segment

Build Alternative	Wetland(s) in Study Area	Preliminary Wetland Rating	Wetland Size (acres)	Operational Impacts (acres) ^a	Construction Impacts (acres) ^a
Preferred SWI-1A	WSC24	III	2.7	0.3	1.0
	WSCEV1	II	4.6	0.4	0.1
	WEV15B	III	<0.1	<0.1	0
	WEV19	II	0.7	0	0.1
	WEV20	III	0.5	<0.1	0.5
	WEV26	III	6.3	0	0.1
	WEV27	III	0.4	0.4	0
	Total Impacts			1.1	1.8
SWI-1A with Design Option	WSC24	III	2.7	0.3	1.0
	WSCEV1	II	4.6	0.4	0.1
	WEV15B	III	<0.1	<0.1	0
	WEV19	II	0.7	0	0.1
	WEV20	III	0.5	<0.1	0.5
	WEV26	III	6.3	0	0.1
	WEV27	III	0.4	0.4	0
	WEV29	III	0.3	0.1	<0.1
	Total Impacts			1.2	1.8
SWI-1B	WSC24	III	2.7	0.3	0.8
	WSCEV1	II	4.6	0.4	0.1
	WEV15B	III	<0.1	<0.1	0
	WEV19	II	0.7	0	0.1
	WEV20	III	0.5	<0.1	0.5
	WEV27	III	0.4	0.1	<0.1
	Total Impacts			0.8	1.5
SWI-1C	WSC24	III	2.7	0.3	1.5
	WSCEV1	II	4.6	0.5	0.1
	WEV15B	III	<0.1	<0.1	0
	WEV19	II	0.7	0	0.1
	WEV20	III	0.5	<0.1	0.5
	WEV27	III	0.4	0.1	<0.1
	Total Impacts			0.9	2.2

NOTE:

a) Wetland impacts have been rounded to the nearest tenth.

Table 4-64 Potential Impacts to Upland Habitat – SW Everett Industrial Center Segment

Build Alternative	Operational Impacts (acres)			Construction Impacts (acres)		
	Urban and Mixed Land Cover	Open Space Land Cover	Total Area of Impact	Urban and Mixed Land Cover	Open Space Land Cover	Total Area of Impact
Preferred SWI-1A	16.7	0.8	17.4	37.1	1.1	38.2
SWI-1A with Design Option	20.9	0.9	21.8	42.6	2.1	44.7
SWI-1B	16.1	0.8	16.9	31.7	1.2	32.9
SWI-1C	16.2	0.9	17.1	42.2	1.2	43.4

Public Services, Safety, and Security

As shown in Table 4-65, all Build Alternatives in the SW Everett Industrial Center Segment would require property acquisition from and cause a change in access to the Sno-Isle Tech Skills Center. These impacts would adversely affect parking access to the Sno-Isle Tech Skills Center, but no changes to its function as an educational institution are expected.

Table 4-65 Operational Impacts on Public Service Facilities – SW Everett Industrial Center Segment

Build Alternative	Potential Public Service Facility Impacts
Preferred SWI-1A	Acquisition from one community college (Sno-Isle Tech Skills Center)
SWI-1A with Design Option	Acquisition from one community college (Sno-Isle Tech Skills Center)
SWI-1B	Acquisition from one community college (Sno-Isle Tech Skills Center)
SWI-1C	Acquisition from one community college (Sno-Isle Tech Skills Center)

Parks and Recreational Resources

Alternatives in this segment would not have operational or construction impacts on parks or recreational resources.

Historic and Archaeological Resources

All alternatives in this segment would require permanent property acquisition from one historic property, the General Telephone Company Facility (2403 W Casino Road), but are not anticipated to result in an adverse effect under Section 106 (Table 4-66).

Table 4-66 Potential Impacts to Historic Properties – SW Everett Industrial Center Segment

Resource Name	SWI-1A	SWI-1A with Design Option	SWI-1B	SWI-1C
General Telephone Company facility	Not adversely affected	Not adversely affected	Not adversely affected	Not adversely affected

Potential Design Refinements

Potential design refinements that could be considered in the SW Everett Industrial Center Segment are listed in Table 4-67. As with the affected parcels identified for the Build Alternatives as part of this Draft EIS, which are subject to change as design progresses, the parcels that may be impacted by these potential design refinements are not yet completely known. If implemented, affected parcels would be identified in the Final EIS. However, a preliminary list of additional parcels that may be affected by design refinements is included in Appendix G.2.

Table 4-67 Potential Design Refinements – SW Everett Industrial Center Segment

Potential Design Refinement	Applicable Alternatives	Potential Changes to Impacts
Reduce the height of the guideway (up to 30 feet) in sections.	All SW Everett Industrial Center Build Alternatives	Would result in different visual changes but would not lower visual quality.
Reduce amount of widened guideway near stations (up to 400 feet).	All SW Everett Industrial Center Build Alternatives	Would result in different visual changes but would not lower visual quality.
Move supporting infrastructure (e.g., ponds and vaults) under the guideway.	All SW Everett Industrial Center Build Alternatives	Would reduce the physical footprint and associated impacts of the project.
Use MSE walls in place of elevated guideway where able.	All SW Everett Industrial Center Build Alternatives	May increase visual changes as viewers would see the wall rather than open space below an elevated guideway.
Change profile from elevated to at-grade where able.	Preferred SWI-1A	Would require closing the east leg of the Airport Road and 94th Street SW intersection; alternative access would be provided via 100th Street SW. Would also result in different visual changes but would not lower visual quality. Up to four different properties may be affected.
Move crossover (up to 500 feet) away from the station.	Preferred SWI-1A and SWI-1B	Would result in similar noise impacts at the new crossover location.

4.4.2.7 SR 526/Evergreen Segment

Table 4-68 summarizes potential effects of each Build Alternative in the SR 526/Evergreen Segment.

Table 4-68 Comparison of Potential Effects – SR 526/Evergreen Segment Alternatives

Measure ^a	EGN-1A	EGN-2B	EGN-2B with Design Option	EGN-3E	EGN-3E with Design Option
Acquisitions, Displacements, and Relocations					
Number of Displacements	Residential: 58 Business: 5	Residential: 171 Business: 23	Residential: 32 Business: 24	Residential: 184 Business: 11	Residential: 42 Business: 12
Economics					
Number of Employee Displacements ^b	40	80	100	30	50
Land Use					
Acres Converted to Transportation-Related Use	28.5	25.5	27.5	24.8	27.3
Social Resources, Community Facilities, and Neighborhoods					
Displaced Facilities	DaVita Everett Dialysis	Casino Square businesses, Jaya Hanuman Temple and Cultural Centre		A&D Market, Los Guerreros, and Hope Slavic Baptist Church	
Visual and Aesthetic Resources					
Visual Impacts	None	Visual impacts to residential areas and sensitive viewers walking or bicycling along Casino Road	None	Visual impacts to residential areas and sensitive viewers walking or bicycling along Casino Road and 84th St SW	Visual impacts to residential areas and sensitive viewers walking or bicycling along 84th Street SW
Noise and Vibration					
Number of Noise Impacts (severe and moderate)	23 impacts 0 after mitigation	405 impacts 0 after mitigation	34 impacts 0 after mitigation	391 impacts 0 after mitigation	39 impacts 0 after mitigation
Number of Vibration Impacts	No impacts	48 impacts 0 after mitigation	No impacts	49 impacts 0 after mitigation	No impacts

Measure ^a	EGN-1A	EGN-2B	EGN-2B with Design Option	EGN-3E	EGN-3E with Design Option
Water Resources					
Stormwater/Surface Water Impacts	Only alternative where at-grade guideway would cause stream impacts; three existing stream culverts may need to be replaced	Would require a structure in a wetland and wetland buffer	Less at-grade guideway through low-density residential would result in less stormwater runoff compared to EGN-1A	More at-grade guideway through wetlands and buffers would have greater permanent impacts to hydrology and water quality compared to EGN-3E with Design Option	Least amount of at-grade guideway of all alternatives in this segment (would produce less stormwater runoff and associated pollution)
Change in Surface Cover ^c					
NPGIS (acres)	11.6	9.8	11.1	9.5	11.2
PGIS (acres)	-1.4	-3.2	-3.3	-3.2	-3.2
Pervious (acres)	-10.2	-6.6	-7.8	-6.3	-8.0
Ecosystems					
Wetland Impacts (acres) ^d	0.4	0.3	0.4	0.3	0.4
Stream Impacts (linear feet) ^d	500	650	200	650	200
Open Space Upland Habitat Impacts (acres)	1.0	0.6	0.8	0.4	0.7
Public Services, Safety, and Security					
Displaced Facilities	One healthcare facility (DaVita Everett Dialysis) ^e	None		None	
Historic and Archaeological Resources					
Number of Properties with Potential Adverse Effects	1	0		1	
Parks and Recreational Resources					
Impacts on Parks and Recreational Resources	Requires relocation of ~2,200 feet of the Interurban Trail; detours provided during construction	Requires relocation of ~2,200 feet of the Interurban Trail; detours provided during construction		Requires relocation of ~1,800 feet of the Interurban Trail; detours provided during construction	

Measure ^a	EGN-1A	EGN-2B	EGN-2B with Design Option	EGN-3E	EGN-3E with Design Option
Opinion of Probable Cost					
Cost in Millions ^f	\$900 – 1,020	\$980 – 1,100	\$1,020 – 1,150	\$990 – 1,120	\$1,020 – 1,150

NOTES:

- Numbers or descriptions presented in this table are for operational (long-term) impacts except where otherwise noted to be a construction (short-term) impact.
- The employee numbers are estimates and rounded to the nearest 10 digit. These employee numbers were derived using an accepted formula used by the U.S. Energy Information Administration (2018). The estimate for each alternative is based on translating the size of the business building area into jobs using a job density factor. The estimate is based off the predominant building use included in the parcel data.
- Table values represent the total amount of area converted to a different land cover type based on proposed conditions. All alternatives would increase impervious surface compared to existing conditions.
- Impacts to buffers for wetlands and streams will be quantified in the Final EIS after wetland and stream locations, type, and ratings are more certain and their extents better defined.
- This public service facility is also considered a social resource/community facility.
- Opinions of probable cost are in 2025 dollars, are for comparative purposes only, and do not represent the project budget.

Acquisitions, Displacements, and Relocations

Alternative EGN-2B and Alternative EGN-3E would result in substantially more residential displacements than the other alternatives (Table 4-69). These residential displacements would be primarily single-family residences. However, Alternatives EGN-2B and EGN-3E would both result in the displacement of around 30 units from two multi-family buildings as well as other smaller multi-family complexes.

Alternative EGN-2B and EGN-2B with its design option would result in the most business displacements. Both alternatives would displace the retail strip center (Casino Square) at the intersection of Evergreen Way and E Casino Road. Alternative EGN-2B with North Side of SR 526 Design Option would also affect two manufacturing and distribution sites north of SR 526. Alternatives EGN-1A and EGN-3E would result in the fewest business displacements. Alternative EGN-1A would impact the smaller eastern building in Casino Square but Alternative EGN-3E would avoid it.

Table 4-69 Potential Affected Parcels and Displacements – SR 526/Evergreen Segment

Build Alternative	Affected Parcels	Displacements ^a	
		Business Units	Residential Units
EGN-1A	93	5	58
EGN-2B	88	23	171
EGN-2B with Design Option	78	24	32
EGN-3E	93	11	184
EGN-3E with Design Option	83	12	42

NOTE:

- a) Displacements would result from parcel acquisitions that would require removing an existing use. Not all parcel acquisitions would result in displacements.

Economics

All Build Alternatives in the SR 526/Evergreen Segment would displace some businesses and employees (Table 4-70). Alternative EGN-1A would displace the fewest businesses, affecting five businesses with an estimated 40 employees. Alternative EGN-2B would displace 23 businesses with an estimated 80 employees, and Alternative EGN-2B with its design option would displace the greatest number of businesses and employees, affecting 24 businesses with an estimated 100 employees. Alternative EGN-3E would displace the fewest number of employees, affecting 11 businesses with an estimated 30 employees, and EGN-3E with its design option would displace 12 businesses with an estimated 50 employees.

Alternative EGN-2B and EGN-2B with its design option would displace the retail strip center (Casino Square) at the intersection of SR 99 and E Casino Road. Both alternatives would also affect two manufacturing and distribution sites north of SR 526. Alternative EGN-1A would impact a portion of Casino Square but Alternative EGN-3E would avoid it.

Table 4-70 Potential Business and Employee Displacements – SR 526/Evergreen Segment

Build Alternative	Business Displacements	Employee Displacements ^a
EGN-1A	5	40
EGN-2B	23	80
EGN-2B with Design Option	24	100
EGN-3E	11	30
EGN-3E with Design Option	12	50

NOTE:

- a) The employee numbers are estimates and rounded to the nearest 10 digit. These employee numbers were derived using an accepted formula used by the U.S. Energy Information Administration (2018). The estimate for each alternative is based on translating the size of the business building area into jobs using a job density factor. The estimate is based off the predominant building use included in the parcel data.

Land Use

All Build Alternatives in the SR 526/Evergreen Segment would require the conversion of property and would displace some uses for operation of the light rail (Table 4-71). Most of the land required in this segment is currently single-family residential or commercial with some multi-family residential, public/institutional uses, and vacant land.

Alternative EGN-1A would convert the most total land, requiring 28.5 acres for transportation-related use. Alternative EGN-2B would convert 25.5 acres, and Alternative EGN-2B with its design option would convert 27.5 acres. Alternative EGN-3E would convert the least amount of land, needing 24.8 acres, and Alternative EGN-3E with North Side of SR 526 Design Option would convert 27.3 acres.

Aside from requiring the most land, Alternative EGN-1A would also require the most total residential land to be converted, with Alternative EGN-2B with its design option requiring the least. Alternatives EGN-2B and EGN-3E would affect the most multi-family residential land, which would most greatly impact the availability of housing in the SR 526/Evergreen Segment. Alternative EGN-3E would require the conversion of the least commercial/industrial land, while Alternative EGN-2B with its design option would require the most; conversion of commercial/industrial land would reduce the available land for transit-supportive business redevelopment. The amounts of public/institutional and vacant land converted are comparable for all Build Alternatives in the SR 526/Evergreen Segment.

Table 4-71 Potential Conversion of Land Use to a Transportation-Related Land Use (in acres) – SR 526/Evergreen Segment

Build Alternative	Single-Family Residential	Multi-Family Residential	Commercial/Industrial	Public/Institutional	Vacant Land	Total
EGN-1A	16.6	0	7.7	2.3	1.9	28.5
EGN-2B	8.2	5.6	8.3	3.1	0.3	25.5
EGN-2B with Design Option	10.1	0	14.3	2.6	0.5	27.5
EGN-3E	9.7	6.0	4.7	4.2	0.3	24.8
EGN-3E with Design Option	11.9	0.4	11.0	3.5	0.5	27.3

Social Resources, Community Facilities, and Neighborhoods

Each Build Alternative would affect community facilities in the SR 526/Evergreen Segment (Table 4-72). Alternative EGN-1A has the lowest number of displacements and property acquisitions of community facilities, requiring one displacement and two property acquisitions. Alternative EGN-2B requires three community facility displacements and eight property acquisitions. Alternative EGN-2B with its design option would also require three community facility displacements, with three required property acquisitions. Alternative EGN-3E would require three community facility displacements and six property acquisitions. Alternative EGN-3E with its design option would also require three community facility displacements, and three property acquisitions.

As the Evergreen neighborhood is largely low-density residential, the presence of light rail and a station could disrupt the traditional neighborhood feel currently present. However, Stations EGN-B and EGN-E are located near the Casino Square shopping plaza adjacent to the intersection of SR 526 and Evergreen Way, minimizing the impact on neighborhood character in the nearby area. The potential displacement of community facilities and social resources in this segment could result in less interaction amongst community members and have long-term impacts to community cohesion.

Table 4-72 Potentially Affected Social Resources and Community Facilities – SR 526/Evergreen Segment

Facility	EGN-1A	EGN-2B	EGN-2B with Design Option	EGN-3E	EGN-3E with Design Option
A & D Market 8405 7th Avenue SE, Everett	No impact	No impact	No impact	Displacement	Displacement
Bible Baptist Church 805 W Casino Road, Everett	No impact	Property acquisition	No impact	Property acquisition	No impact
Bible Baptist Church Food Bank 805 W Casino Road Everett	No impact	Property acquisition	No impact	Property acquisition	No impact
Cascade High School 801 E Casino Road, Everett	Property acquisition	Property acquisition	Property acquisition	No impact	No impact
Cascade View Presbyterian Church 1030 E Casino Road, Everett	Property acquisition	Property acquisition	Property acquisition	Property acquisition	Property acquisition
Casino Square 205 and 209 E Casino Road, Everett	No impact	Displacement	Displacement	No impact	No impact
DaVita Everett Dialysis Center 8130 Evergreen Way, Everett	Displacement	No impact	No impact	No impact	No impact

Facility	EGN-1A	EGN-2B	EGN-2B with Design Option	EGN-3E	EGN-3E with Design Option
Everett Kindercare 5 W Casino Road, Everett	No impact	Property acquisition	No impact	Property acquisition	Property acquisition
Hope Slavic Baptist Church 8401 Holly Drive, Everett	No impact	No impact	No impact	Displacement	Displacement
Jaya Hanuman Temple and Cultural Centre 205 E Casino Road, Everett	No impact	Displacement	Displacement	No impact	No impact
Los Gavilanes 209 E Casino Road Suite H, Everett	No impact	Displacement	Displacement	No impact	No impact
Los Guerros 8407 Evergreen Way #105, Everett	No impact	Property acquisition	No impact	Displacement	Displacement
South Everett Community Church 1 W Casino Road, Everett	No impact	Property acquisition	Property acquisition	Property acquisition	No impact
South Everett/Mukilteo Boys & Girls Club 525 Casino Road, Everett	No impact	Property acquisition	No impact	Property acquisition	Property acquisition

Visual and Aesthetic Resources

Viewers in the SR 526/Evergreen Segment would experience visual changes with the introduction of light rail and a station to the area. The light rail would run on both at-grade and elevated guideway in the segment, with Alternative EGN-1A also including a section of below-grade guideway. The maximum height of the elevated guideway is approximately 70 feet for the alternatives with an alignment on the north side of SR 526 (Alternatives EGN-1A, EGN-2B with its design option, and EGN-3E with its design option). These alternatives would introduce the greatest visual change due to elevated guideway height. Alternative EGN-1A also has an undercrossing approximately 30 feet deep. Alternative EGN-3E would have an elevated guideway with a maximum height of approximately 60 feet. The smallest visual change due to guideway height would be under Alternative EGN-2B, which has a maximum height of 55 feet. All Build Alternatives except for Alternative EGN-1A would have an elevated station with a canopy approximately 55 feet above the ground, introducing a greater visual change due to the station compared to Alternative EGN-1A. Station EGN-A would be an open-air station with platforms below street level, though the overall station structure would extend to approximately 20 feet above street level.

Visual impacts would occur with Alternatives EGN-2B, EGN-3E, and EGN-3E with its design option (Table 4-73).

Table 4-73 Visual Quality Impacts – SR 526/Evergreen Segment

Build Alternative	Extent of Visual Impacts (miles)	Where Visual Impacts Would Occur ^a
EGN-1A	0	None
EGN-2B	0.3	Residential areas and sidewalks along Casino Road
EGN-2B with North Side of SR 526 Design Option	0	None
EGN-3E	0.5	Residential areas and sidewalks along Casino Road and 84th Street SE
EGN-3E with North Side of SR 526 Design Option	0.2	Residential areas and sidewalks along 84th Street SE

NOTE:

- a) For simulations of views that would have a visual impact due to a Build Alternative in the SR 526/Evergreen Segment, see Appendix G.6 Section 4.1.1.1.

Concentrations of sensitive viewers living along the alignment, particularly along Casino Road and/or 84th Street SE, would likely experience reduced visual quality due to tree removal and property acquisition required for the project. Due to the existing views of SR 526 traffic, light, and glare, and existing adjacent commercial and industrial land uses, visual changes in other areas within the segment, including all areas along Alternatives EGN-1A and EGN-2B with its design option, would not experience lower visual quality.

Noise and Vibration

Numbers of noise and vibration impacts presented in Table 4-74 refer to numbers of receivers (e.g., each individual unit within a multi-family residence) that experience a threshold-exceeding level of noise or vibration. Noise impacts are measured against existing noise levels. Moderate noise impacts would be noticed above background noise and would cause measurable annoyance, while severe impacts would be likely to cause a high level of community annoyance. For more information see Section 3.1.1 of Appendix G.8.

The noise impacts in this segment are projected to occur at single- and multi-family residences, schools, and religious institutions. These impacts would be due to the proximity to the proposed tracks and the presence of elevated structures. Additionally, a crossover for Alternative EGN-2B between 5th Avenue and Evergreen Way would contribute to nearby impacts. Vibration impacts are also projected to occur at single- and multi-family residences and would be due to the proximity to the proposed tracks and the speed of the LRV.

Alternatives EGN-1A, EGN-3E with its design option, and EGN-2B with its design option would impact the fewest receivers (93, 126, and 139 total noise impacts, respectively). Alternatives EGN-2B and EGN-3E would impact the most receivers (380 and 375 total noise impacts, respectively). All noise and vibration impacts could be mitigated to below impact threshold levels using standard design treatments such as noise barriers on the guideway to reduce noise exposure at neighboring properties, special trackwork or fixtures to isolate and reduce vibration levels, and building sound insulation (see Section 5). Due to the higher number of potential impacts, Alternatives EGN-2B and EGN-3E would require more substantial mitigation.

Table 4-74 Potential Noise and Vibration Impacts – SR 526/Evergreen Segment

Build Alternative	Number of Moderate Noise Impacts	Number of Severe Noise Impacts	Number of Vibration Impacts
EGN-1A	21	2	0
EGN-2B	357	48	48
EGN-2B with Design Option	32	2	0
EGN-3E	347	44	49
EGN-3E with Design Option	35	4	0

Water Resources

The proposed changes to surface cover type and operational impacts on stormwater, floodplain, and groundwater resources from each Build Alternative in the SR 526/Evergreen Segment are presented in Table 4-75. The at-grade guideway of Alternative EGN-1A would cause impacts to East Fork Pigeon Creek No. 2, which may require replacement of three existing stream culverts. The new culverts would likely be larger than the existing culverts and would increase conveyance capacity, potentially impacting stream depth.

All alternatives would decrease the amount of pervious surfaces from existing conditions, although the amount of PGIS would also decrease because of stormwater management requirements. PGIS reduction would mitigate the increased pollutant runoff potential from pervious surface reduction.

All alternatives would pass through wetland buffers, though Alternatives EGN-2B with its design option and EGN-3E with its design option would have the least amount of at-grade guideway through these buffers, resulting in a lower potential for pollutant runoff compared to other alternatives. Alternatives EGN-1A and EGN-3E with its design option would remove more trees than other Build Alternatives in this segment, which would impact water drainage and quality in the area. The fewest number of trees would be removed with Alternatives EGN-2B and EGN-3E.

Table 4-75 Potential Impacts to Water Resources – SR 526/Evergreen Segment

Build Alternative	Proposed Change in Surface Cover Type (acres) ^a		Operational Impacts to Water Resources ^b
EGN-1A	NPGIS	11.6	- Only alternative where at-grade guideway would cause impacts to East Fork Pigeon Creek No. 2. - Would require the most tree removal. Tree removal would increase stormwater runoff and associated pollutants entering groundwater and surface water. - At-grade guideway through low-density residential areas would remove green space and increase stormwater runoff and associated pollutants more than the other alternatives. - May need to replace three existing stream culverts. New culverts are likely to be larger than existing culverts and would increase conveyance capacity. - Would cross a stream and impact the stream buffer; tree removal and stream buffer impacts can impact hydrology and water quality.
	PGIS	-1.4	
	Pervious	-10.2	

Build Alternative	Proposed Change in Surface Cover Type (acres) ^a		Operational Impacts to Water Resources ^b
EGN-2B	NPGIS	9.8	- EGN-2B and EGN-E would remove the fewest trees, which would result in fewer impacts to stormwater runoff and associated pollution. - Most at-grade guideway compared to other alternatives, which would produce more stormwater runoff and associated pollution.^c - Places a structure in a wetland and wetland buffer which can decrease water quality. - More at-grade guideway through wetlands and buffers would have greater permanent impacts to hydrology and water quality compared to EGN-2B with North Side of SR 526 Design Option's aerial guideway through wetland and buffer.
	PGIS	-3.2	
	Pervious	-6.6	
EGN-2B with Design Option	NPGIS	11.1	- Similar impacts to EGN-A, but with less of an increase in stormwater runoff and associated pollution due to less at-grade guideway through low-density residential. - Requires more tree removal than EGN-B or EGN-E. Tree removal would increase stormwater runoff and associated pollutants.
	PGIS	-3.3	
	Pervious	-7.8	
EGN-3E	NPGIS	9.5	- EGN-B and EGN-E would remove the fewest trees, which results in fewer impacts to stormwater runoff and associated pollution. - More at-grade guideway through wetlands and buffers would have greater permanent impacts to hydrology and water quality compared to EGN-3E with its design option's aerial guideway through wetland and buffer.
	PGIS	-3.2	
	Pervious	-6.3	
EGN-3E with Design Option	NPGIS	11.2	- Similar impacts to EGN-A, but with less of an increase in stormwater runoff and associated pollution due to less at-grade guideway through low-density residential. - Requires more tree removal than EGN-B or EGN-E. Tree removal would increase stormwater runoff and associated pollutants. - Least amount of at-grade guideway of all alternatives in this segment.
	PGIS	-3.2	
	Pervious	-8.0	

NOTES:

- Table values represent the total amount of area converted to a different land cover type based on proposed conditions. All alternatives would increase impervious surface compared to existing conditions.
- All alternatives could adversely impact stormwater or stormwater infrastructure if mitigation were not provided.
- At-grade guideway has a greater width per linear foot compared to aerial guideway.

Ecosystems

The potential ecosystems impacts from each Build Alternative to streams, wetlands, and upland habitats are indicated in Table 4-76, Table 4-77, and Table 4-78, respectively.

All alternatives would result in operational impacts to streams; however, no physical impacts would occur. Operational impacts would be limited to new shading and long-term vegetation management where the elevated guideway spans open stream channels. Alternatives EGN-2B and EGN-3E would have operational impacts on the most linear feet of streams in the segment, and Alternatives EGN-2B with its design option and EGN-3E with its design option would have the least operational impact.

All Build Alternatives would also result in similar extent and type of operational impacts to wetlands including wetland fill for columns necessary to support the elevated guideway, new shading of the wetlands, and long-term vegetation management along the guideway.

All alternatives would result in similar amount of upland habitat operational impact. Alternative EGN-1A would affect the most open space, impacting 1 acre of shrublands/grasslands, and Alternative EGN-3E would affect the least open space, impacting 0.4 acres of shrublands/grasslands. All alternatives would have greater construction impact than operational impact on upland habitats. Alternative EGN-1A would affect the greatest area of upland habitat during construction, and Alternative EGN-3E would affect the least.

Table 4-76 Potential Impacted Streams – SR 526/Evergreen Segment

Build Alternative	Stream(s)	Stream Typing ^a	Operational Impacts (linear feet) ^b	Construction Impacts (linear feet) ^b
EGN-1A	Narbeck Creek ^a	F	50	50
	Merrill & Ring Creek ^a	F	50	50
	Pigeon Creek No. 2	F	50	250
		Ns	350	550
	Wood Creek	Np	0	50
	Total Impacts		500	950
EGN-2B	Narbeck Creek ^a	F	50	200
	Merrill & Ring Creek ^a	F	50	50
	Pigeon Creek No. 2	Ns	550	0
	Wood Creek	Np	0	50
	Total Impacts		650	300
EGN-2B with Design Option	Narbeck Creek ^a	F	50	50
	Merrill & Ring Creek ^a	F	50	50
	Pigeon Creek No. 2	Ns	100	150
	Wood Creek	Np	0	50
	Total Impacts		200	300

Build Alternative	Stream(s)	Stream Typing ^a	Operational Impacts (linear feet) ^b	Construction Impacts (linear feet) ^b
EGN-3E	Narbeck Creek ^a	F	50	200
	Merrill & Ring Creek ^a	F	50	50
	Pigeon Creek No. 2	Ns	550	0
	Wood Creek	Np	0	50
	Total Impacts		650	300
EGN-3E with Design Option	Narbeck Creek ^a	F	50	50
	Merrill & Ring Creek ^a	F	50	50
	Pigeon Creek No. 2	Ns	100	200
	Wood Creek	Np	0	50
	Total Impacts		200	350

NOTES:

- a) Stream typing based on the presence of suitable fish habitat as defined by WAC 222-16-031. Per EMC 19.37.160.A.2, both Narbeck Creek and Merrill & Ring Creek are not considered Type F streams by the City of Everett where they occur in the study area.
- b) Stream impacts have been rounded to the nearest 50 feet.

Table 4-77 Potential Impacts to Wetlands – SR 526/Evergreen Segment

Build Alternative	Wetland(s) in Study Area	Preliminary Wetland Rating	Wetland Size (acres)	Operational Impacts (acres) ^a	Construction Impacts (acres) ^a
EGN-1A	WEV33	III	1.7	0.3	0.1
	WEV40	III	2.9	0	<0.1
	WEV43	IV	0.1	0.1	<0.1
	Total Impacts			0.4	0.1
EGN-2B	WEV29	III	0.3	<0.1	0.3
	WEV32	III	0.6	0	<0.1
	WEV35	IV	0.2	0.2	0
	WEV40	III	2.9	0	<0.1
	WEV44	III	0.1	0.1	0
	Total Impacts			0.3	0.3
EGN-3E	WEV29	III	0.3	<0.1	0.3
	WEV32	III	0.6	0	<0.1
	WEV35	IV	0.2	0.2	0
	WEV40	III	2.9	0	<0.1
	WEV44	III	0.1	0.1	0
	WEV38	III	0.1	0	<0.1
	Total Impacts			0.3	0.3

Build Alternative	Wetland(s) in Study Area	Preliminary Wetland Rating	Wetland Size (acres)	Operational Impacts (acres) ^a	Construction Impacts (acres) ^a
EGN-2B with Design Option, EGN-3E with Design Option	WEV33	III	1.7	0.3	0.1
	WEV40	III	2.9	0	<0.1
	WEV43	IV	0.1	0.1	<0.1
	Total Impacts			0.4	0.1

NOTE:

- a) Wetland impacts have been rounded to the nearest tenth. The totals may not add up using the rows above because of rounding.

Table 4-78 Potential Impacts to Upland Habitat – SR 526/Evergreen Segment

Build Alternative	Operational Impacts (acres)			Construction Impacts (acres)		
	Urban and Mixed Land Cover	Open Space Land Cover	Total Area of Impact	Urban and Mixed Land Cover	Open Space Land Cover	Total Area of Impact
EGN-1A	20.8	1.0	21.7	44.4	2.5	46.8
EGN-2B	22.5	0.6	23.0	37.6	2.7	40.3
EGN-2B with Design Option	21.2	0.8	22.0	42.3	2.1	44.4
EGN-3E	23.0	0.4	23.5	33.8	2.7	36.5
EGN-3E with Design Option	21.1	0.7	21.8	39.2	2.1	41.3

Public Services, Safety, and Security

As shown in Table 4-79, Alternative EGN-1A would displace one existing healthcare facility, DaVita Everett Dialysis. Displacement of the DaVita Everett Dialysis healthcare facility would require patients who currently rely on this location to find an alternate source for care. Alternatives EGN-1A, EGN-2B, and EGN-2B with its design option would require property acquisition from Cascade High School, which also serves as an emergency shelter. Alternatives EGN-2B and EGN-3E would require property acquisition from Bible Baptist Church, which serves as an emergency shelter. These emergency shelter impacts may reduce the community's resilience to public emergency events. Alternatives EGN-1A, EGN-2B with its design option, and EGN-3E with its design option would require property acquisition from the Everett School District Central Bus Facility and United States Post Office located at 8120 Hardeson Road in Everett.

**Table 4-79 Operational Impacts on Public Service Facilities –
SR 526/Evergreen Segment**

Build Alternative	Potential Public Service Facility Impacts
EGN-1A	• Displacement of one healthcare facility (DaVita Everett Dialysis) • Acquisition from one public school and emergency shelter property (Cascade High School) • Acquisition from one post office • Acquisition from Everett School District Central Bus Facility
EGN-2B	• Acquisition from one emergency shelter property (Bible Baptist Church) • Acquisition from one public school and emergency shelter property (Cascade High School)
EGN-2B with Design Option	• Acquisition from one public school and emergency shelter property (Cascade High School) • Acquisition from one post office • Acquisition from Everett School District Central Bus Facility
EGN-3E	• Acquisition from one emergency shelter property (Bible Baptist Church)
EGN-3E with Design Option	• Acquisition from one post office • Acquisition from Everett School District Central Bus Facility

Parks and Recreational Resources

All alternatives would cross over the Interurban Trail and would require permanent relocation of a portion of the trail (Table 4-80). In all cases, the light rail facility would be elevated over the trail and would not interfere with its long-term use or maintenance. The elevated guideway would be visually prominent from the trail and result in minor shading of the trail in locations where the elevated guideway spans over and near the trail. Trail users may also experience additional noise from LRVs. However, the light rail facility would not affect the use of the trail for recreation or commuting purposes.

Alternatives EGN-1A, EGN-2B, and EGN-2B with its design option would construct guideway that runs elevated above/adjacent to the Interurban Trail for approximately 2,200 feet, just east of E Casino Road. Alternatives EGN-3E and EGN-3E with its design option would construct guideway that runs elevated above/adjacent to the Interurban Trail for approximately 1,800 feet in the same location. All of the Build Alternatives in this segment would require the Interurban Trail to be relocated in this area. This portion of the Interurban Trail is within transportation right-of-way and would be relocated within transportation right-of-way.

In addition, Alternatives EGN-3E and EGN-3E with its design option would also cross over the Interurban Trail near the intersection of 84th Street SE and 8th Place SE. In this location, the trail is a bike lane along 84th Street SE and it would remain in place or be reconstructed as needed to maintain access.

Table 4-80 Potential Impacts on Parks and Recreational Resources – SR 526/Evergreen Segment

Build Alternative	Potential Impacts on Parks and Recreational Resources
EGN-1A, EGN-2B, and EGN-2B with Design Option	- Guideway runs elevated above/adjacent to approximately 2,200 feet of the existing Interurban Trail and requires trail relocation. - Elevated guideway would be visible to trail users and cause minor shading of the trail.
EGN-3E and EGN-3E with Design Option	- Guideway runs elevated above/adjacent to approximately 2,200 feet of the existing Interurban Trail and requires trail relocation. - Elevated guideway crosses trail in one place. - Elevated guideway would be visible to trail users and cause minor shading of the trail.

Historic and Archaeological Resources

As seen in Table 4-81, of the four historic properties within this segment, two historic properties, General Telephone Company (426 E Casino Road) and a house (8102 W Glen Drive), would be adversely affected by at least one of the SR 526/Evergreen alternatives under Section 106.

The other two historic properties, a bank building (8500 Evergreen Way) and a house (1322 Ballew Avenue), would be impacted by at least one of the alternatives in this segment but are not anticipated to have an adverse effect under Section 106.

Table 4-81 Potential Impacts to Historic Properties – SR 526/Evergreen Segment

Resource Name	EGN-1A	EGN-2B	EGN-2B with Design Option	EGN-3E	EGN-3E with Design Option
General Telephone Company	Not adversely affected	Not adversely affected	Not adversely affected	Adversely affected: partial property acquisition	Adversely affected: partial property acquisition
House (1322 Ballew Avenue)	Not adversely affected	Not adversely affected	Not adversely affected	Not adversely affected	Not adversely affected
House (8102 W Glen Drive)	Adversely affected: property demolition	Not adversely affected	Not adversely affected	Not adversely affected	Not adversely affected
Bank Building	Not adversely affected	Not adversely affected	Not adversely affected	Not adversely affected	Not adversely affected

Potential Design Refinements

Potential design refinements that could be considered in the SR 526/Evergreen Segment are listed in Table 4-82. As with the affected parcels identified for the Build Alternatives as part of this Draft EIS, which are subject to change as design progresses, the parcels that may be impacted by these potential design refinements are not yet completely known. If implemented,

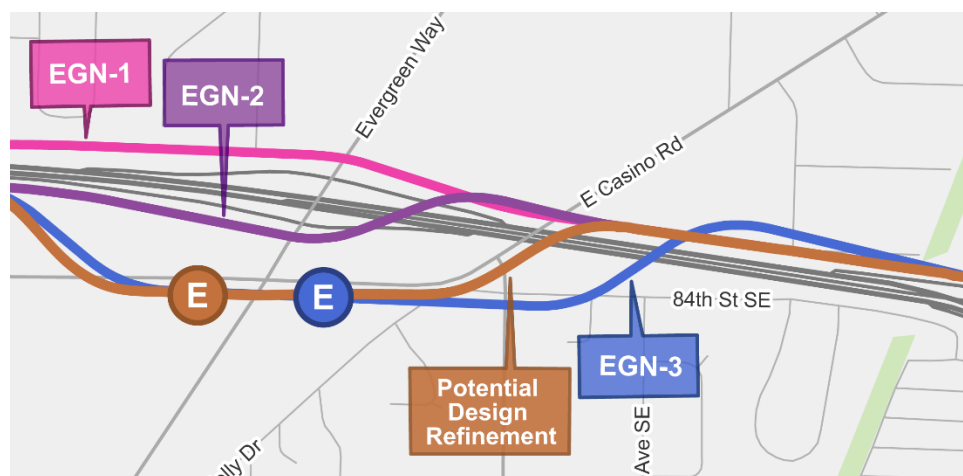
affected parcels would be identified in the Final EIS. However, a preliminary list of additional parcels that may be affected by design refinements is included in Appendix G.2.

Table 4-82 Potential Design Refinements – SR 526/Evergreen Segment

Potential Design Refinement	Applicable Alternatives	Potential Changes to Impacts
Reduce the height of the guideway (up to 5 feet) in sections.	All SR 526/Evergreen Build Alternatives	Would result in different visual changes but would not lower visual quality.
Reduce amount of widened guideway near stations (up to 800 feet).	All SR 526/Evergreen Build Alternatives	Would result in different visual changes but would not lower visual quality.
Reduce the length of elevated guideway (up to 800 feet).	All SR 526/Evergreen Build Alternatives	Would result in different visual changes but would not lower visual quality.
Move supporting infrastructure (e.g., ponds and vaults) under the guideway.	All SR 526/Evergreen Build Alternatives	Would reduce the physical footprint and associated impacts of the project.
Use MSE walls in place of elevated guideway where able.	All SR 526/Evergreen Build Alternatives	May increase visual changes as viewers would see the wall rather than open space below an elevated guideway.
Move crossover away from the station (up to 550 feet).	EGN-1A and EGN-3E	Would result in similar noise impacts at the new crossover location.
Move guideway (up to 35 feet) into WSDOT right-of-way.	EGN-2B and EGN-3E	Would reduce private property impacts and increase use of existing transportation right-of-way.
Shift Station EGN-E to the west side of SR 99 and shift the guideway closer to E Casino Road to reduce property impacts.	EGN-3E	Would reduce property acquisitions, prevent the displacement of a historic property (General Telephone Company), and avoid complicated utility relocations. Up to six different properties may be affected.

An illustration of the potential guideway shift required to shift Station EGN-E to the west side of SR 99 is shown in Figure 4-3.

Figure 4-3 Potential SR 526/Evergreen Guideway and Station Shift



4.4.2.8 Broadway/I-5 Segment

Table 4-83 summarizes potential effects of each Build Alternative in the Broadway/I-5 Segment.

Table 4-83 Comparison of Potential Effects – Broadway/I-5 Segment Alternatives

Measure ^a	Preferred BI-1	BI-2
Acquisitions, Displacements, and Relocations		
Number of Displacements	Residential: 204 Business: 11	Residential:181 Business: 9
Economics		
Number of Employee Displacements ^b	80	50
Land Use		
Acres Converted to Transportation-Related Use	24.7	48.7
Social Resources, Community Facilities, and Neighborhoods		
Displaced Facilities	Melvin Apartments – Building B and New Century Village (HUD-assisted properties)	Montessori Schools of Snohomish County
Visual and Aesthetic Resources		
Visual Impacts	No impacts	
Noise and Vibration		
Number of Noise Impacts (moderate and severe)	37 impacts 0 after mitigation	154 impacts 0 after mitigation
Number of Vibration Impacts	14 impacts 0 after mitigation	5 impacts 0 after mitigation
Water Resources		
Stormwater/Surface Water Impacts	Would require more tree removal than BI-2 which would increase stormwater runoff and associated pollutants	Would impact more stream and wetland buffer than Preferred BI-1 which can decrease water quality
Change in Surface Cover ^c NPGIS (acres)	10.0	10.1
PGIS (acres)	0.2	-2.0
Pervious (acres)	-10.2	-8.1
Ecosystems		
Wetland Impacts (acres) ^d	No impacts	0.2
Stream Impacts (linear feet) ^d	No impacts	300
Open Space Upland Habitat Impacts (acres)	0.5	0.4
Public Services, Safety, and Security		
Displaced Facilities	None	One private school (Montessori Schools of Snohomish County) ^e
Historic and Archaeological Resources		
Number of Properties with Potential Adverse Effects	1	2

Measure ^a	Preferred BI-1	BI-2
Parks and Recreational Resources		
Impacts on Parks and Recreational Resources	No impacts	
Opinion of Probable Cost		
Cost in Millions ^f	\$740 – 840	\$820 – 930

NOTES:

- a) Numbers or descriptions presented in this table are for operational (long-term) impacts except where otherwise noted to be a construction (short-term) impact.
- b) The employee numbers are estimates and rounded to the nearest 10 digit. These employee numbers were derived using an accepted formula used by the U.S. Energy Information Administration (2018). The estimate for each alternative is based on translating the size of the business building area into jobs using a job density factor. The estimate is based off the predominant building use included in the parcel data.
- c) Table values represent the total amount of area converted to a different land cover type based on proposed conditions. All alternatives would increase impervious surface compared to existing conditions.
- d) Impacts to buffers for wetlands and streams will be quantified in the Final EIS after wetland and stream locations, type, and ratings are more certain and their extents better defined.
- e) This public service facility is also considered a social resource/community facility.
- f) Opinions of probable cost are in 2025 dollars, are for comparative purposes only, and do not represent the project budget.

Acquisitions, Displacements, and Relocations

Preferred Alternative BI-1 would displace slightly more residential units than Alternative BI-2, including multiple mid-rise apartment complexes between Lexington Avenue and Madison Street and 65 senior housing units and the Montessori School of Snohomish County campus (Table 4-84). Preferred Alternative BI-1 would result in two more business displacements than Alternative BI-2. Most notably, Preferred Alternative BI-1 would displace the Northwest Ambulance Critical Care Transport headquarters and dispatch center, which would need to be relocated to a feasible location. Both alternatives would also displace the Extended Stay America at 8410 Broadway, self-storage units, a gas station, and other retail offices.

Table 4-84 Potential Affected Parcels and Displacements – Broadway/I-5 Segment

Build Alternative	Affected Parcels	Displacements ^a	
		Business Units	Residential Units
Preferred BI-1	113	11	204
BI-2	159	9	181

NOTE:

- a) Displacements would result from parcel acquisitions that would require removing an existing use. Not all parcel acquisitions would result in displacements.

Economics

Both Build Alternatives in the Broadway/I-5 Segment would displace some businesses and employees (Table 4-85). Preferred Alternative BI-1 would have a greater economic impact, displacing 11 businesses with an estimated 80 employees. Alternative BI-2 would have a lesser economic impact, displacing nine businesses with an estimated 50 employees.

The businesses that would be affected as a result of the alternatives in the Broadway/I-5 Segment include retail, automotive, storage, construction services, a beauty salon, and a fueling station. Preferred Alternative BI-1 would displace the Northwest Ambulance Critical Care Transport headquarters and dispatch center, which would need to be relocated to a feasible location. Both alternatives would also displace the Extended Stay America at 8410 Broadway, self-storage units, a gas station, and other retail offices.

Table 4-85 Potential Business and Employee Displacements - Broadway/I-5 Segment

Build Alternative	Business Displacements	Employee Displacements ^a
Preferred BI-1	11	80
BI-2	9	50

NOTE:

- a) The employee numbers are estimates and rounded to the nearest 10 digit. These employee numbers were derived using an accepted formula used by the U.S. Energy Information Administration (2018). The estimate for each alternative is based on translating the size of the business building area into jobs using a job density factor. The estimate is based off the predominant building use included in the parcel data.

Land Use

Both Build Alternatives in the Broadway/I-5 Segment would require the conversion of property and would displace some uses for operation of the light rail (Table 4-86). Most of the land required in this segment is currently single- or multi-family residential with some commercial, public/institutional uses, and a small amount of vacant land.

Preferred Alternative BI-1 would convert 24.7 acres to a transportation-related use, less total land compared to Alternative BI-2, which would convert 48.7 acres. The greatest difference between the two alternatives is that Alternative BI-2 would require the conversion of 4.6 more acres of single-family residential and 18.7 more acres of multi-family residential. These land use conversions would have a substantial impact on housing availability in the Broadway/I-5 Segment. For all other land use types, the two alternatives would convert similar amounts of land area.

Table 4-86 Potential Conversion of Land Use to a Transportation-Related Land Use (in acres) – Broadway/I-5 Segment

Build Alternative	Single-Family Residential	Multi-Family Residential	Commercial/Industrial	Public/Institutional	Vacant Land	Total
Preferred BI-1	10.1	5.8	7.9	<0.1	0.9	24.7
BI-2	14.7	24.5	8.0	1.0	0.6	48.7

Social Resources, Community Facilities, and Neighborhoods

Both Build Alternatives would affect community facilities in the Broadway/I-5 Segment (Table 4-87). Alternative BI-1 would follow existing I-5 right-of-way and would therefore minimally impact community cohesion. Alternative BI-2, however, would be located along Broadway and would not follow any existing neighborhood boundaries, which could adversely impact community cohesion by creating a new physical barrier within the community.

**Table 4-87 Potentially Affected Social Resources and Community Facilities –
Broadway/I-5 Segment**

Facility	Preferred BI-1	BI-2
Melvin Apartments-Building B <i>2511 Melvin Avenue, Everett</i>	Displacement	No impact
Montessori Schools of Snohomish County <i>1804 Puget Drive, Everett</i>	No impact	Displacement
New Century Village <i>2505 Howard Avenue, Everett</i>	Displacement	No impact
The Willows at Melvin Place <i>2506 Melvin Avenue, Everett</i>	Property acquisition	No impact

Visual and Aesthetic Resources

With both Broadway/I-5 Build Alternatives, viewers would experience a visual change with the introduction of light rail to the area. The light rail would run on both at-grade and elevated guideway with Preferred Alternative BI-1, with the elevated guideway reaching a height of approximately 60 feet. Alternative BI-2 would have at-grade, below-grade, and elevated guideway, spanning from approximately 30 feet below street level to 55 feet above street level. Preferred Alternative BI-1 would have a higher maximum guideway height by 5 feet.

Neither Build Alternative would lower the visual quality for sensitive viewers due to their existing views of I-5 and the similar views they would experience with these alternatives.

Noise and Vibration

Numbers of noise and vibration impacts presented in Table 4-88 refer to numbers of receivers (e.g., each individual unit within a multi-family residence) that experience a threshold-exceeding level of noise or vibration. Noise impacts are measured against existing noise levels. Moderate noise impacts would be noticed above background noise and would cause measurable annoyance, while severe impacts would be likely to cause a high level of community annoyance. For more information see Section 3.1.1 of Appendix G.8.

The noise impacts in this segment are projected to occur at single- and multi-family residences and the Montessori Schools of Snohomish County. These impacts would be due to the proximity to the proposed tracks and the presence of elevated structures. Additionally, the crossovers between Madison Street and 61st Street for both alternatives would contribute to nearby impacts.

Vibration impacts are projected to occur at single- and multi-family residences and would be due to the proximity to the proposed tracks and the speed of the LRV. Additionally, the crossover would create a vibration impact for Preferred Alternative BI-1. Preferred Alternative BI-1 would impact fewer receivers (37 total noise impacts), as the I-5 alignment would have fewer residential units directly adjacent to the guideway. Alternative BI-2 would impact more receivers (154 total noise impacts). Preferred Alternative BI-1 would have more vibration impacts than Alternative BI-2, though the total number of vibration impacts for both alternatives is low. All noise and vibration impacts could be mitigated to below impact threshold levels using standard design treatments such as noise barriers on the guideway to reduce noise exposure at neighboring properties, special trackwork or fixtures to isolate and reduce vibration levels, and building sound insulation (see Section 5).

Table 4-88 Potential Noise and Vibration Impacts – Broadway/I-5 Segment

Build Alternative	Number of Moderate Noise Impacts	Number of Severe Noise Impacts	Number of Vibration Impacts
Preferred BI-1	29	8	14
BI-2	112	42	5

Water Resources

The proposed changes to surface cover type and operational impacts on stormwater, floodplain, and groundwater resources from each Build Alternative in the Broadway/I-5 Segment are presented in Table 4-89. Both alternatives would decrease the amount of pervious surfaces from existing conditions, which would increase stormwater runoff and associated pollutant runoff. Alternative BI-1 would result in a small increase of PGIS, increasing the potential for pollutant runoff, while Alternative BI-2 would result in a decrease of PGIS, partially mitigating pollutant runoff potential. Preferred Alternative BI-1 would require more tree removal and feature more at-grade guideway, which would have a greater impact on stormwater runoff, water drainage, and water quality. Alternative BI-2 would impact more stream and wetland buffer areas than Preferred Alternative BI-1, which may increase pollutant loading in the waterway due to the presence of built elements allowing stormwater intrusion.

Table 4-89 Potential Impacts to Water Resources – Broadway/I-5 Segment

Build Alternative	Proposed Change in Surface Cover Type (acres) ^a		Operational Impacts to Water Resources ^b
Preferred BI-1	NPGIS	10.0	• Would require more tree removal than BI-2. Tree removal would increase stormwater runoff and associated pollutants. • Would cross more green space with trees than BI-2. Tree removal would increase stormwater runoff and associated pollutants. • More at-grade guideway compared to BI-2, which would produce more stormwater runoff and associated pollution.^c
	PGIS	0.2	
	Pervious	-10.2	
BI-2	NPGIS	10.1	• Would impact more stream and wetland buffer than BI-1. Stream buffer impacts can decrease water quality. • More elevated guideway through residential and commercial areas than BI-1, fewer impacts to green spaces.
	PGIS	-2.0	
	Pervious	-8.1	

NOTES:

- Table values represent the total amount of area converted to a different land cover type based on proposed conditions. All alternatives would increase impervious surface compared to existing conditions.
- All alternatives could adversely impact stormwater or stormwater infrastructure if mitigation were not provided.
- At-grade guideway has a greater width per linear foot compared to aerial guideway.

Ecosystems

The potential ecosystems impacts from each Build Alternative to streams, wetlands, and upland habitats are indicated in Table 4-90, Table 4-91, and Table 4-92, respectively.

Preferred Alternative BI-1 would be located along the west side of the WSDOT right-of-way for I-5 and would span Wood Creek with an elevated guideway where it occurs within a buried culvert under I-5. The elevated guideway would follow design guidelines provided by WSDOT to accommodate a future WSDOT fish passage project at this location. Alternative BI-2 would generally be at-grade along the west side of Broadway. As the at-grade guideway would extend north from its proposed at-grade crossing of Beverly Boulevard, it would extend across the culvert that conveys Wood Creek. Therefore, Sound Transit would be responsible for making Wood Creek fish passable where it occurs under the guideway. As such, Alternative BI-2 would realign a segment of piped stream into an open channel. In addition, where at-grade guideway would physically impact the existing West Broadway Avenue Tributary culvert under Broadway, the stream would be realigned into a new open channel shifted farther west from its existing piped location. Stream impacts are not anticipated with Preferred Alternative BI-1.

Alternative BI-2 would impact Wetland WEV41 with the construction of an at-grade guideway fill prism, physical disturbance associated with the realignment of the West Broadway Avenue Tributary, and long-term vegetation management along the guideway. While no wetland operational impacts are anticipated with Preferred Alternative BI-1, which mostly runs in WSDOT right-of-way and in private properties, much of its footprint has not been observed at this stage of design, and additional wetlands may be present.

The expected operational and construction impacts to upland habitats from both alternatives are similar. The operational impacts expected from Preferred Alternative BI-1 are slightly higher, and the construction impacts expected from Alternative BI-2 are slightly higher.

Table 4-90 Potential Impacts to Streams – Broadway/I-5 Segment

Build Alternative	Stream(s)	Stream Typing	Operational Impacts (linear feet) ^a	Construction Impacts (linear feet) ^a
Preferred BI-1	Wood Creek	F	0	0
	Total Impacts		0	0
BI-2	Wood Creek	F	0	0
	West Broadway	F	300	50
		Np	0	150
	Total Impacts		300	200

NOTE:

- a) Stream impacts have been rounded to the nearest 50 feet.

Table 4-91 Potential Impacts to Wetlands – Broadway/I-5 Segment

Build Alternative	Wetland(s) in Study Area	Preliminary Wetland Rating	Wetland Size (acres)	Operational Impacts (acres) ^a	Construction Impacts (acres) ^a
Preferred BI-1	None	N/A	N/A	0	0
	Total Impacts			0	0
BI-2	WEV41	III	1.5	0.2	0.5
	Total Impacts			0.2	0.5

NOTE:

- a) Wetland impacts rounded to the nearest tenth.

Table 4-92 Potential Impacts to Upland Habitat – Broadway/I-5 Segment

Build Alternative	Operational Impacts (acres)			Construction Impacts (acres)		
	Urban and Mixed Land Cover	Open Space Land Cover	Total Area of Impact	Urban and Mixed Land Cover	Open Space Land Cover	Total Area of Impact
Preferred BI-1	21.3	0.5	21.8	34.2	1.3	35.5
BI-2	18.5	0.4	19.0	35.2	2.5	37.7

Public Services, Safety, and Security

As shown in Table 4-93, Preferred Alternative BI-1 would not have any potential public service facility impacts. Alternative BI-2 would displace an existing private Montessori school; this would require families who currently use the Montessori school for child education to travel to a different location if the facility is relocated or find alternate educational facilities.

Table 4-93 Operational Impacts on Public Service Facilities – Broadway/I-5 Segment

Build Alternative	Potential Public Service Facility Impacts
Preferred BI-1	None
BI-2	Displacement of one private school (Montessori Schools of Snohomish County)

Parks and Recreational Resources

Alternatives in this segment would not have operational impacts on parks or recreational resources.

Historic and Archaeological Resources

As seen in Table 4-94, of six historic properties within this segment, three historic properties, Lexington Arms Apartment (2508 Lexington Avenue) and two houses (2118 Jefferson Place and 5529 Commercial Avenue), would be adversely affected by one of the Broadway/I-5 alternatives under Section 106. Three other historic properties in the segment (houses at 5531 S 3rd Avenue, 7404 McDougall Avenue, and 8105 Spokane Drive) would not be adversely affected by either of the Broadway/I-5 Build Alternatives.

Table 4-94 Potential Impacts to Historic Properties – Broadway/I-5 Segment

Resource Name	Preferred BI-1	BI-2
House (2118 Jefferson Place)	Not adversely affected	Adversely affected: permanent proximity effects
Lexington Arms Apartments	Adversely affected: property demolition	Not adversely affected
House (5529 Commercial Avenue)	Not adversely affected	Adversely affected: partial property acquisition, permanent proximity effects
House (5531 S 3rd Avenue)	Not adversely affected	Not adversely affected
House (7404 McDougall Avenue)	Not adversely affected	Not adversely affected
House (8105 Spokane Drive)	Not adversely affected	Not adversely affected

Potential Design Refinements

Potential design refinements that could be considered in the Broadway/I-5 Segment are listed in Table 4-95. As with the affected parcels identified for the Build Alternatives as part of this Draft EIS, which are subject to change as design progresses, the parcels that may be impacted by these potential design refinements are not yet completely known. If implemented, affected parcels would be identified in the Final EIS. No additional affected parcels were identified for the Broadway/I-5 Segment based on this preliminary review of potential design refinements.

Table 4-95 Potential Design Refinements – Broadway/I-5 Segment

Potential Design Refinement	Applicable Alternatives	Potential Changes to Impacts
Reduce the height of the guideway (up to 5 feet) in sections.	Both Broadway/I-5 Build Alternatives	Would result in different visual changes but would not lower visual quality.
Move supporting infrastructure (e.g., pond and vaults) under the guideway.	Both Broadway/I-5 Build Alternatives	Would reduce the physical footprint and associated impacts of the project.
Use MSE walls in place of elevated guideway where able.	Both Broadway/I-5 Build Alternatives	May increase visual changes as viewers would see the wall rather than open space below an elevated guideway.
Remove the maintenance (hi-rail) access point.	Both Broadway/I-5 Build Alternatives	The SR 526/Evergreen Segment maintenance access point would be used to access the guideway in the Broadway/I-5 Segment. Removal of this feature would reduce visual impacts.

4.4.2.9 Everett Station Segment

Table 4-96 summarizes potential effects of each Build Alternative in the Everett Station Segment.

Table 4-96 Comparison of Potential Effects – Everett Station Segment Alternatives

Measure ^a	EVT-1A	Preferred EVT-2C ^b	Preferred EVT-3D ^b
Acquisitions, Displacements, and Relocations			
Number of Displacements	Residential: 6 Business: 17	Residential: 6 Business: 34	Residential: 6 Business: 37
Economics			
Number of Employee Displacements ^c	120	190	195
Land Use			
Acres Converted to Transportation-Related Use	20.1	20.0	17.8
Social Resources, Community Facilities, and Neighborhoods			
Displaced Facilities	United Way of Snohomish County	United Way of Snohomish County	None
Visual and Aesthetic Resources			
Visual Impacts	No impacts		
Noise and Vibration			
Number of Noise Impacts (moderate and severe)	11 impacts 0 after mitigation	216 impacts 0 after mitigation	307 impacts 0 after mitigation
Number of Vibration Impacts	1 impact 0 after mitigation	1 impact 0 after mitigation	66 impacts 0 after mitigation
Water Resources			
Impacts on Water Resources	Impacts to water resources would be similar between all Everett Station Segment alternatives. Existing land is more than 90% impervious surface, including roadways, parking lots, and structures		
Change in Surface Cover ^d NPGIS (acres)	7.3	7.7	8.1
PGIS (acres)	-2.7	-3.6	-4.0
Pervious (acres)	-4.6	-4.1	-4.1
Ecosystems			
Wetland Impacts (acres) ^e	<0.1		
Stream Impacts (acres) ^e	No impacts		
Open Space Upland Habitat Impacts (acres)	0.5		
Public Services, Safety, and Security			
Displaced Facilities	One emergency shelter (United Way of Snohomish County) ^f	One emergency shelter (United Way of Snohomish County) ^f	None
Historic and Archaeological Resources			
Number of Properties with Potential Adverse Effects ^g	2	4	4

Measure ^a	EVT-1A	Preferred EVT-2C ^b	Preferred EVT-3D ^b
Parks and Recreational Resources			
Impacts on Parks and Recreational Resources	No impacts	No impacts	James J. Hill Park property would be acquired for transportation use
Opinion of Probable Cost			
Cost in Millions ^h	\$800 – 900	\$840 – 940	\$850 – 960

NOTES:

- Numbers or descriptions presented in this table are for operational (long-term) impacts except where otherwise noted to be a construction (short-term) impact.
- In the Everett Station Segment, the Board identified the preferred alternative as either Alternative EVT-2C or EVT-3D.
- The employee numbers are estimates and rounded to the nearest 10 digit. These employee numbers were derived using an accepted formula used by the U.S. Energy Information Administration (2018). The estimate for each alternative is based on translating the size of the business building area into jobs using a job density factor. The estimate is based off the predominant building use included in the parcel data.
- Table values represent the total amount of area converted to a different land cover type based on proposed conditions. All alternatives would increase impervious surface compared to existing conditions.
- Impacts to buffers for wetlands and streams will be quantified in the Final EIS after wetland and stream locations, type, and ratings are more certain and their extents better defined.
- This public service facility is also considered a social resource/community facility.
- FTA has made an adverse effect determination for one resource in this segment that would be affected by all alternatives. All other potential effects are preliminary. Final determinations will be reported in the Final EIS.
- Opinions of probable cost are in 2025 dollars, are for comparative purposes only, and do not represent the project budget. The opinion of probable cost for the Everett Station alternatives does not include cost for parking.

Acquisitions, Displacements, and Relocations

All alternatives in this segment would displace six single-family residential units (Table 4-97). Preferred Alternatives EVT-2C and EVT-3D would displace 17 and 20 more businesses than Alternative EVT-1A, respectively. Businesses that would be displaced by all three alternatives are primarily warehouses and industries related to wholesale trade, manufacturing, or construction services, as well as food and beverage retail.

Table 4-97 Potential Affected Parcels and Displacements – Everett Station Segment

Build Alternative	Affected Parcels	Displacements ^a	
		Business Units	Residential Units
EVT-1A	54	17	6
Preferred EVT-2C	54	34	6
Preferred EVT-3D	63	37	6

NOTE:

- Displacements would result from parcel acquisitions that would require removing an existing use. Not all parcel acquisitions would result in displacements.

Economics

All Build Alternatives in the Everett Station Segment would displace some businesses and employees (Table 4-98). Alternative EVT-1A would have the least economic impact, displacing 17 businesses with an estimated 120 employees. The other two alternatives would have an approximately equal economic impact that would be greater than that of Alternative EVT-1A. Preferred Alternative EVT-2C would displace 34 businesses with an estimated 190 employees. Preferred Alternative EVT-3D would displace 37 businesses with an estimated 195 employees.

The businesses that would be affected in the Everett Station Segment mainly consist of warehouses and industries related to wholesale trade, manufacturing, or construction services east of Broadway, as well as retail, primarily related to food and beverage, along Broadway.

Table 4-98 Potential Business and Employee Displacements – Everett Station Segment

Build Alternative	Business Displacements	Employee Displacements ^a
EVT-1A	17	120
Preferred EVT-2C	34	190
Preferred EVT-3D	37	195

NOTE:

- a) The employee numbers are estimates and rounded to the nearest 10 digit. These employee numbers were derived using an accepted formula used by the U.S. Energy Information Administration (2018). The estimate for each alternative is based on translating the size of the business building area into jobs using a job density factor. The estimate is based off the predominant building use included in the parcel data.

Land Use

All Build Alternatives in the Everett Station Segment would require the conversion of property and would displace some uses for operation of the light rail (Table 4-99). Most of the land required in this segment is currently commercial/industrial with some single-family residential and a small amount of public/institutional uses and vacant land. No multi-family residential land would be required.

Alternative EVT-1A would convert 20.1 acres to a transportation-related use. Preferred Alternative EVT-2C would convert 20 acres, and Preferred Alternative EVT-3D would convert 17.8 acres. The amounts of land area converted to transportation-related used are comparable among the three alternatives; the greatest difference is that Preferred Alternative EVT-3D would convert the least amount of commercial/industrial land, which would result in there being slightly more available land for business redevelopment in the Everett Station Segment compared to the other two alternatives.

Table 4-99 Potential Conversion of Land Use to a Transportation-Related Land Use (in acres) – Everett Station Segment

Build Alternative	Single-Family Residential	Multi-Family Residential	Commercial/Industrial	Public/Institutional	Vacant Land	Total
EVT-1A	4.0	0	15.4	0	0.7	20.1
Preferred EVT-2C	4.1	0	15.9	0	0	20.0
Preferred EVT-3D	4.0	0	13.6	0.1	0.1	17.8

Social Resources, Community Facilities, and Neighborhoods

All Build Alternatives would affect one community facility each in the Everett Station Segment (Table 4-100). Alternative EVT-1A and Preferred Alternative EVT-2C would require the displacement of United Way of Snohomish County, removing a charity service which may impact community cohesion. Preferred Alternative EVT-3D would require partial property acquisition from the YWCA Everett property. Alternative EVT-1A would have the least impact on community cohesion as it would be located along existing right-of-way along I-5 and existing rail lines to Everett Station. Preferred Alternatives EVT-2C and EVT-3D would have more potential to impact community cohesion with their location along McDougall Avenue because they would create a new physical barrier where one previously did not exist.

Table 4-100 Potentially Affected Social Resources and Community Facilities – Everett Station Segment

Facility	EVT-1A	Preferred EVT-2C	Preferred EVT-3D
United Way of Snohomish County 3120 McDougall Avenue, Everett	Displacement	Displacement	No impact
YWCA Everett 3301 Broadway, Everett	No impact	No impact	Property acquisition

Visual and Aesthetic Resources

Viewers in the Everett Station Segment would experience visual changes with the introduction of light rail and a station to the area. The light rail would run on both at-grade and elevated guideway in this segment. The elevated guideway would reach a maximum height of approximately 60 feet for Alternative EVT-1A and Preferred Alternative EVT-3D, and approximately 65 feet for Preferred Alternative EVT-2C. There would be a similar visual change due to the elevated station with all Build Alternatives, as the station canopy for all three alternatives reaches a height of approximately 55 feet above the ground.

Due to the proximity of all Build Alternatives to existing industrial and commercial land uses, and adjacency to I-5 and its associated roadway lighting, elevated structures, and glare from passing traffic, the visual changes in this segment would not lower the visual quality.

Noise and Vibration

Numbers of noise and vibration impacts presented in Table 4-101 refer to numbers of receivers (e.g., each individual unit within a multi-family residence) that experience a threshold-exceeding level of noise or vibration. Noise impacts are measured against existing noise levels. Moderate noise impacts would be noticed above background noise and would cause measurable annoyance, while severe impacts would be likely to cause a high level of community annoyance. For more information see Section 3.1.1 of Appendix G.8.

The noise impacts in this segment are projected to occur at single- and multi-family residences and would be due to the proximity of the proposed tracks and the presence of elevated structures. Additionally, the crossovers between 36th Street and Hewitt Avenue for both Preferred Alternatives EVT-2C and EVT-3D would contribute to nearby impacts. Vibration impacts are also projected to occur at single- and multi-family residences and would be due to the proximity to the proposed track and the speed of the LRV.

Alternative EVT-1A would have noise impacts affecting the fewest receivers (11 total noise impacts). Preferred Alternatives EVT-2C and EVT-3D would have noise impacts affecting the most receivers (216 and 307 total noise impacts, respectively). Alternative EVT-1A and Preferred Alternative EVT-2C would have vibration impacts affecting the fewest receivers (one vibration impact). Preferred Alternative EVT-3D would have vibration impacts affecting the most receivers (66 vibration impacts). All noise and vibration impacts could be mitigated to below impact threshold levels using standard design treatments such as noise barriers on the guideway to reduce noise exposure at neighboring properties, special trackwork or fixtures to isolate and reduce vibration levels, and building sound insulation (see Section 5). The extent of mitigations would be most substantial with Preferred Alternative EVT-3D, and least substantial with Alternative EVT-1A.

Table 4-101 Potential Noise and Vibration Impacts – Everett Station Segment

Build Alternative	Number of Moderate Noise Impacts	Number of Severe Noise Impacts	Number of Vibration Impacts
EVT-1A	11	0	1
Preferred EVT-2C	151	65	1
Preferred EVT-3D	11	296	66

Water Resources

The proposed changes to surface cover type and operational impacts on stormwater, floodplain, and groundwater resources from each Build Alternative in the Everett Station Segment are presented in Table 4-102. All alternatives would decrease the amount of pervious surfaces from existing conditions, although the amount of PGIS would also decrease due to stormwater management requirements, providing partial mitigation of potential pollutant runoff into nearby waterways.

Table 4-102 Potential Impacts to Water Resources – Everett Station Segment

Build Alternative	Proposed Change in Surface Cover Type (acres) ^a		Operational Impacts to Water Resources ^b
EVT-1A	NPGIS	7.3	Impacts to water resources would be similar among all alternatives. Existing land is >90% impervious surface that includes roadway, parking lots, and structures.
	PGIS	-2.7	
	Pervious	-4.6	
Preferred EVT-2C	NPGIS	7.7	Impacts to water resources would be similar among all alternatives. Existing land is >90% impervious surface that includes roadway, parking lots, and structures.
	PGIS	-3.6	
	Pervious	-4.1	
Preferred EVT-3D	NPGIS	8.1	Impacts to water resources would be similar among all alternatives. Existing land is >90% impervious surface that includes roadway, parking lots, and structures.
	PGIS	-4.0	
	Pervious	-4.1	

NOTES:

- Table values represent the total amount of area converted to a different land cover type based on proposed conditions. All alternatives would increase impervious surface compared to existing conditions.
- All alternatives could adversely impact stormwater or stormwater infrastructure if mitigation were not provided.

Ecosystems

The potential ecosystems impacts from each Build Alternative to wetlands, and upland habitats are indicated in Table 4-103 and Table 4-104, respectively. There are no known streams within the Everett Station Segment study area.

All alternatives in this segment are expected to result in operational impacts to Wetland WEV42, a small depressional wetland that has established adjacent to a gravel shoulder along Broadway. Aerial guideway would span the wetland, and columns would be placed as far from the wetland as possible. Therefore, impacts would include new shading and long-term vegetation management along the guideway.

All Build Alternatives would have the same amount of open space operational and construction impact. Preferred Alternative EVT-3D would have a slightly greater total operational impact on upland habitats, and Preferred Alternative EVT-2C would have slightly lesser total operational impact. The construction impact on upland habitats would be slightly greater for Preferred Alternative EVT-3D and least for Preferred Alternative EVT-2C.

Table 4-103 Potential Impacts to Wetlands – Everett Station Segment

Build Alternative	Wetland(s) in Study Area	Preliminary Wetland Rating	Wetland Size (acres)	Operational Impacts (acres) ^a	Construction Impacts (acres) ^a
All Everett Station Build Alternatives	WEV42	III	<0.1	<0.1	0
	Total Impacts			<0.1	0

NOTE:

a) Wetland impacts rounded to the nearest tenth.

Table 4-104 Potential Impacts to Upland Habitats – Everett Station Segment

Build Alternative	Operational Impacts (acres)			Construction Impacts (acres)		
	Urban and Mixed Land Cover	Open Space Land Cover	Total Area of Impact	Urban and Mixed Land Cover	Open Space Land Cover	Total Area of Impact
EVT-1A	14.8	0.5	15.3	44.0	0.3	44.3
Preferred EVT-2C	14.3	0.5	14.9	43.8	0.3	44.0
Preferred EVT-3D	15.6	0.5	16.2	47.7	0.3	48.0

Public Services, Safety, and Security

As shown in Table 4-105, Alternative EVT-1A and Preferred Alternative EVT-2C would both displace the designated emergency shelter at the United Way of Snohomish County. The displacement of an existing emergency shelter property would require those who may rely on the United Way Snohomish County to travel to a different location if the facility is relocated or find an alternate emergency shelter location. Preferred Alternative EVT-3D would not cause any potential public service facility impacts.

Table 4-105 Operational Impacts on Public Service Providers – Everett Station Segment

Build Alternative	Potential Public Service Facility Impacts
EVT-1A	Displacement of one emergency shelter property (United Way Snohomish County).
Preferred EVT-2C	Displacement of one emergency shelter property (United Way Snohomish County).
Preferred EVT-3D	None.

Parks and Recreational Resources

Under Preferred Alternative EVT-3D, James J. Hill Park would be acquired and converted to transportation use (Table 4-106). It would be used for two guideway columns with elevated guideway crossing over the property. This end of line guideway, or tail track, is needed for temporary storage of LRVs. Alternative EVT-1A and Preferred Alternative EVT-2C would not have operational impacts on parks or recreational resources.

Table 4-106 Potential Impacts on Parks and Recreational Resources – Everett Station Segment

Build Alternative	Potential Impacts on Parks and Recreational Resources
EVT-1A and Preferred EVT-2C	No impacts.
Preferred EVT-3D	Elevated guideway and two guideway columns located over/in James J. Hill Park; park property would be acquired for transportation use.

Historic and Archaeological Resources

As seen in Table 4-107, of nine historic properties within this segment, five historic properties, a house (2316 47th Street SE), a warehouse (3008 McDougall Avenue), Milwaukee Road – Everett Depot (3201 McDougall Avenue), Callahan Plumbing and Heating (3211 Broadway), and Everett Bottling Works (3231 Broadway), would be adversely affected by at least one Everett Station alternative under Section 106. Evergreen Cemetery (4504 Broadway) would require a small permanent acquisition for construction of elevated guideway for all Everett Station alternatives but is not anticipated to result in an adverse effect under Section 106. A house at 3224 Broadway and Washington Stove Works (3402 Smith Avenue) would not be adversely affected under Section 106 by any of the Everett Station Build Alternatives.

Table 4-107 Potential Impacts to Historic Properties – Everett Station Segment

Resource Name	EVT-1A	Preferred EVT-2C	Preferred EVT-3D
House (2316 47th Street SE) ^a	Adversely affected: property demolition	Adversely affected: property demolition	Adversely affected: property demolition
Warehouse	Not adversely affected	Not adversely affected	Adversely affected: property demolition
Milwaukee Road – Everett Depot	Adversely affected: partial property acquisition, permanent proximity effects	Adversely affected: partial property acquisition, permanent proximity effects	Not adversely affected

Resource Name	EVT-1A	Preferred EVT-2C	Preferred EVT-3D
Callahan Plumbing and Heating, Buildings 1 and 2	Not adversely affected	Adversely affected: property demolition	Adversely affected: property demolition
House (3224 Broadway)	Not adversely affected	Not adversely affected	Not adversely affected
Everett Bottling Works	Not adversely affected	Adversely affected: property demolition	Adversely affected: property demolition
Washington Stove Works	Not adversely affected	Not adversely affected	Not adversely affected
Evergreen Cemetery	Not adversely affected	Not adversely affected	Not adversely affected

NOTE:

- a) FTA has made an adverse effect determination for this resource. All other potential effects shown in this table are preliminary.

Potential Design Refinements

Potential design refinements that could be considered in the Everett Station Segment are listed in Table 4-108. As with the affected parcels identified for the Build Alternatives as part of this Draft EIS, which are subject to change as design progresses, the parcels that may be impacted by these potential design refinements are not yet completely known. If implemented, affected parcels would be identified in the Final EIS. No additional affected parcels were identified for the Everett Station Segment based on this preliminary review of potential design refinements.

Table 4-108 Potential Design Refinements – Everett Station Segment

Potential Design Refinement	Applicable Alternatives	Potential Changes to Impacts
Reduce the height of the guideway (up to 5 feet) in sections.	All Everett Station Build Alternatives	Would result in different visual changes but would not lower visual quality.
Move supporting infrastructure (e.g., ponds and vaults) under the guideway.	All Everett Station Build Alternatives	Would not reduce the physical footprint of the project in this segment.
Use MSE walls in place of elevated guideway where able.	All Everett Station Build Alternatives	May increase visual changes as viewers would see the wall rather than open space below an elevated guideway.

4.4.2.10 OMF North Site Alternatives

Table 4-109 summarizes potential effects of each OMF North site alternative.

Table 4-109 Comparison of Potential Effects – OMF North Site Alternatives

Measure ^a	OMF Site F	OMF Site F with Design Option	OMF Site E	OMF Site B	OMF Site B with Design Option
Acquisitions, Displacements, and Relocations					
Number of Displacements	Residential: 189 Business: 68	Residential: 186 Business: 62	Residential: 49 Business: 13	Residential: 0 Business: 16	Residential: 90 Business: 13
Economics					
Number of Employee Displacements ^b	580	530	320	760	610
Land Use					
Acres Converted to Transportation-Related Use	71.5	75.1	89.1	84.0	89.9
Social Resources, Community Facilities, and Neighborhoods					
Displaced Facilities	Airport RV Park and two multi-unit buildings at the Axis Apartment complex, a HUD-assisted apartment complex		Aerospace Machinist District 751 and SPEEA Everett Hall	None	
Visual and Aesthetic Resources					
Visual Impacts	Visual impacts to residential areas along Alexander Road and northeast of the site		Visual impacts to sensitive viewers walking or bicycling along Airport Road	Visual impacts to residential areas northeast of the site	
Noise and Vibration					
Number of Noise Impacts (moderate and severe)	63 impacts 0 after mitigation	158 impacts 0 after mitigation	2 impacts 0 after mitigation	4 impacts 0 after mitigation	191 impacts 0 after mitigation
Number of Vibration Impacts	0 impacts	30 impacts 0 after mitigation	0 impacts	0 impacts	
Water Resources					
Stormwater/Surface Water Impacts	Existing stormwater retention facility would be filled; York Creek Tributary would be impacted	Existing stormwater retention facility would be filled	Existing stormwater retention facility would be filled	A stream would be filled; four culverts would be impacted; existing stormwater retention facility would be filled	

Measure ^a	OMF Site F	OMF Site F with Design Option	OMF Site E	OMF Site B	OMF Site B with Design Option
Change in Surface Cover ^c NPGIS (acres)	22.7	23.9	26.6	14.2	15.5
PGIS (acres)	-16.4	-16.0	-6.3	-7.8	-8.2
Pervious (acres)	-6.3	-7.9	-20.3	-6.4	-7.3
Ecosystems					
Wetland Impacts (acres) ^d	0.3	1.2	5.2	1.1	1.3
Stream Impacts (linear feet) ^d	100	No impacts	850	1,950	2,650
Open Space Upland Habitat Impacts (acres)	0.5	1.0	19.7	2.9	
Public Services, Safety, and Security					
Displaced Facilities	None			One government facility (Everett School District Central Bus Facility)	
Impacts on Emergency Response	No impacts		No impacts	Would close part of 80th Street SW, but emergency response times are not expected to be substantially impacted	
Historic and Archaeological Resources					
Number of Properties with Potential Adverse Effects	11 (1 individually eligible property and 1 eligible historic district with 10 contributing resources)		0	0	
Parks and Recreational Resources					
Impacts on Parks and Recreational Resources	No impacts				
Opinion of Probable Cost					
Cost in Billions ^e	\$2.03 – 2.28	\$2.11 – 2.38	\$1.72 – 1.94	\$2.31 – 2.60	\$2.31 – 2.61

NOTES:

- Numbers or descriptions presented in this table are for operational (long-term) impacts except where otherwise noted to be a construction (short-term) impact).
- The employee numbers are estimates and rounded to the nearest 10 digit. These employee numbers were derived using an accepted formula used by the U.S. Energy Information Administration (2018). The estimate for each alternative is based on translating the size of the business building area into jobs using a job density factor. The estimate is based off the predominant building use included in the parcel data.
- Table values represent the total amount of area converted to a different land cover type based on proposed conditions. All alternatives would increase impervious surface compared to existing conditions.
- Impacts to buffers for wetlands and streams will be quantified in the Final EIS after wetland and stream locations, type, and ratings are more certain and their extents better defined.
- Opinions of probable cost are in 2025 dollars, are for comparative purposes only, and do not represent the project budget.

Acquisitions, Displacements, and Relocations

The number of business and residential units affected by each site alternative is indicated in Table 4-110.

OMF Site F and OMF Site F with its design option would displace 96-189 more residential units, primarily multi-family, than the other OMF North site alternatives. This includes the displacement of Airport RV Park on SR 99. OMF Site F and OMF Site F with its design option would also displace the most businesses (68 and 62 respectively), including several automotive businesses along SR 99 and the Empire Industrial Park which contains businesses related to professional services, automotive, healthcare, construction, and fitness.

OMF Site E would displace 49 residential units, primarily single-family parcels, and 13 businesses. Of the 91 parcels that would be acquired for OMF Site E, 31 are currently vacant.

OMF Site B would not displace any residential units, however its design option would displace 90 residential units south of SR 526 along the W Casino Road corridor, one of the densest housing areas in Snohomish County. OMF Site B and OMF Site B with its design option would displace 16 and 13 businesses respectively, including the Pepsi Bottling Plant, JAMCO America facilities, and other aerospace-related manufacturing, distribution, and research facilities which may be challenging given the businesses location adjacent to Paine Field.

Table 4-110 Potential Affected Parcels and Displacements – OMF North

Build Alternative	Affected Parcels	Displacements ^a	
		Business Units	Residential Units
OMF Site F	133	68	189
OMF Site F with Design Option	144	62	186
OMF Site E	91	13	49
OMF Site B	13	16	0
OMF Site B with Design Option	20-21	13	90

NOTE:

- a) Displacements would result from parcel acquisitions that would require removing an existing use. Not all parcel acquisitions would result in displacements.

Economics

All OMF North site alternatives would displace some businesses and employees (Table 4-111). OMF Site B would displace the greatest number of employees, affecting 16 businesses with an estimated 760 employees. OMF Site B with its design option would displace 13 businesses with an estimated 610 employees. OMF Site E would also displace 13 businesses but would have the smallest impact on employees, affecting an estimated 320 employees. OMF Site F would displace the greatest number of businesses, affecting 68 businesses with an estimated 580 employees. OMF Site F with its design option would displace 62 businesses with an estimated 530 employees.

OMF Site F and OMF Site F with its design option would primarily result in the displacement of industrial or flex-office space along the SR 99 corridor. Both would result in the displacement of several automotive-oriented businesses along SR 99 as well as Empire Industrial Park on SR 99 that contains many businesses related to professional services, automotive, healthcare, construction, and fitness.

Most businesses that would be displaced as a result of OMF Site E are industrial, including manufacturing, contracting, warehousing, automotive repair, and flex office space.

Most businesses that would be affected by OMF Site B and OMF Site B with its design option are related to light manufacturing or warehouse and storage services. OMF Site B would require relocation of the Pepsi Bottling Plant, JAMCO America facilities, and other aerospace-related manufacturing, distribution, and research facilities which may be challenging given the businesses location adjacent to Paine Field.

Table 4-111 Potential Business and Employee Displacements – OMF North

Build Alternative	Business Displacements	Employee Displacements ^a
OMF Site F	68	580
OMF Site F with Design Option	62	530
OMF Site E	13	320
OMF Site B	16	760
OMF Site B with Design Option	13	610

NOTE:

- a) The employee numbers are estimates and rounded to the nearest 10 digit. These employee numbers were derived using an accepted formula used by the U.S. Energy Information Administration (2018). The estimate for each alternative is based on translating the size of the business building area into jobs using a job density factor. The estimate is based off the predominant building use included in the parcel data.

Land Use

All OMF North site alternatives would require the conversion of property and would displace some uses for light rail operations (Table 4-112). Most of the land required for the OMF site alternatives is currently commercial, industrial, or vacant with some residential land and public/institutional uses.

OMF Site B would convert 84 acres to transportation-related use. OMF Site B with its design option would convert the most land area of all alternatives, requiring 89.9 acres. OMF Site E would convert 89.1 acres. OMF Site F would convert the least land area of all site alternatives, requiring 71.5 acres, and OMF Site F with its design option would convert 75.1 acres.

Table 4-112 Potential Conversion of Land Use to a Transportation-Related Land Use (in acres) – OMF North

Build Alternative	Single-Family Residential	Multi-Family Residential	Commercial/Industrial	Public/Institutional	Vacant Land	Total
OMF Site F	16.3	10.5	41.4	<0.1	3.2	71.5
OMF Site F with Design Option	16.1	10.5	42.5	0.1	5.9	75.1
OMF Site E	19.7	2.6	24.4	0	42.3	89.1
OMF Site B	0	0	44.4	8.3	31.2	84.0
OMF Site B with Design Option	1.0	9.0	39.3	8.8	31.8	89.9

OMF Site E would require acquisition of land from Paine Field that was acquired with federal funds for airport purposes. This airport property is currently open space with wetlands and forested areas and does not contain any buildings. Per the *Paine Field Master Plan 2040*, this site is planned for commercial/industrial airport compatible development (Snohomish County 2024). Sound Transit is coordinating with Snohomish County and the FAA to determine whether the land use change for the EVLE Project would require FAA approval. Regardless of the outcome of this determination, Snohomish County would need to ensure that the land use change is consistent with its federal obligations and related requirements.

Social Resources, Community Facilities, and Neighborhoods

All OMF North site alternatives would affect community facilities except for OMF Site B without its design option (Table 4-113). The three alternatives with the greatest impact on community facilities would be OMF Site F, OMF Site F with its design option, and OMF Site E. Each of these alternatives would require two community facility displacements. OMF Site F and OMF Site F with its design option would displace a mobile home park and a public-assisted housing facility. OMF Site F with its design option would also require property acquisition from a religious institution and a second public-assisted housing facility. OMF Site E would displace two aerospace workers' union halls. OMF Site B with its design option would not displace any community facilities, though there would be property acquisitions from a religious institution, a charity service, and a community center.

Potential impacts on community cohesion would be lower for OMF Site B, OMF Site B with its design option, and OMF Site E, as the proposed sites' project limits fall mostly within commercial and industrial land, whereas OMF Site F and OMF Site F with its design option may potentially impact community cohesion by displacing housing units.

Table 4-113 Potentially Affected Social Resources and Community Facilities – OMF North

Facility	OMF Site F	OMF Site F with Design Option	OMF Site E	OMF Site B	OMF Site B with Design Option
Aerospace Machinists District 751 2407 106th Street SW, Everett	No impact	No impact	Displacement	No impact	No impact
Airport RV Park 12130 Highway 99, Everett	Displacement	Displacement	No impact	No impact	No impact
Axis Apartments 12130 Highway 99, Everett	Displacement	Displacement	No impact	No impact	No impact
Bible Baptist Church 805 W Casino Road, Everett	No impact	No impact	No impact	No impact	Property acquisition
Bible Baptist Church Food Bank 805 W Casino Road, Everett	No impact	No impact	No impact	No impact	Property acquisition
Kingdom Hall of Jehovah's Witnesses 11422 Airport Road, Everett	No impact	Property acquisition	No impact	No impact	No impact
Lake Woods Senior Apartments Phase I 12310 19th Place W, Everett	No impact	Property acquisition	No impact	No impact	No impact

Facility	OMF Site F	OMF Site F with Design Option	OMF Site E	OMF Site B	OMF Site B with Design Option
SPEEA Everett Hall 2414 106th Street SW, Everett	No impact	No impact	Displacement	No impact	No impact
South Everett/Mukilteo Boys & Girls Club 525 Casino Road, Everett	No impact	No impact	No impact	No impact	Property acquisition

Visual and Aesthetic Resources

All OMF alternatives would result in visual impacts for sensitive viewers (Table 4-114).

Table 4-114 Visual Quality Impacts – OMF North

Build Alternative	Extent of Visual Impacts (miles)	Where Visual Impacts Would Occur ^a
OMF Site F	0.5	Residential areas along Alexander Road and the northeast side of OMF Site F
OMF Site F with Design Option	0.5	Residential areas along Alexander Road and the northeast side of OMF Site F
OMF Site E	0.4	Sidewalks along Airport Road
OMF Site B	0.3	Residential areas to the northeast of OMF Site B
OMF Site B with Design Option	0.3	Residential areas to the northeast of OMF Site B

NOTE:

- a) For simulations of views that would have a visual impact due to an OMF North site alternative, see Appendix G.6 Section 4.1.1.2.

OMF Site F would lower visual quality for sensitive viewers in residential areas along Alexander Road and on the northeast side of the site due to tree removal and property acquisitions required for the site. OMF Site F with its design option would have similar visual impacts as OMF Site F with the addition of greater visual changes for those living in apartment complexes along SR 99 on the west side of Airport Road.

OMF Site E would lower visual quality for sensitive viewers walking or bicycling along Airport Road for recreation due to tree removal and property acquisition required for the site.

OMF Site B and OMF Site B with its design option would lower visual quality for sensitive viewers in residential areas to the northeast of OMF Site B due to the removal of trees and the addition of a 53-foot-tall retaining wall.

Noise and Vibration

Numbers of noise and vibration impacts presented in Table 4-115 refer to numbers of receivers (e.g., each individual unit within a multi-family residence) that experience a threshold-exceeding level of noise or vibration. Noise impacts are measured against existing noise levels. Moderate noise impacts would be noticed above background noise and would cause measurable annoyance, while severe impacts would be likely to cause a high level of community annoyance. For more information see Section 3.1.1 of Appendix G.8.

The noise impacts for OMF Site F are projected to occur at multi-family residences and would be due to the proximity of the proposed mainline guideway. There would be additional noise due to the OMF site itself, but the OMF site noise would not add to number or severity of impacts. The noise impacts for the design option are projected to occur at the Seattle Korean Seventh-day Adventist Church and single- and multi-family residences. The impacts would be due to the proximity of the lead tracks, nearby crossovers, light rail operations on the mainline guideway, and elevated structures of the OMF. There would be no vibration impacts with OMF Site F; however, vibration impacts for the design option are projected to occur at a multi-family residence and would be due to the proximity to nearby crossovers.

The noise impacts for OMF Site E are projected to occur at single-family residences and would be due to the proximity to the proposed OMF. There would be no vibration impacts with OMF Site E.

The noise impacts for OMF Site B and OMF Site B with its design option are projected to occur at multi-family residences and would be due to the operations of the project on the mainline guideway. The additional acquisitions associated with the design option would reduce the number of impacts in this area compared to project operations without this OMF alternative. There would be no vibration impacts with OMF Site B and OMF Site B with its design option.

OMF Site E and OMF Site B would impact the fewest receivers (two and four total noise impacts, respectively). OMF Site B with its design option and OMF Site F with its design option would impact the most receivers (191 and 157 total noise impacts, respectively). OMF Site F with its design option would also be the only alternative with anticipated vibration impacts. All noise and vibration impacts could be mitigated to below impact threshold levels using standard design treatments such as noise barriers on the guideway to reduce noise exposure at neighboring properties, special trackwork or fixtures to isolate and reduce vibration levels, and building sound insulation (see Section 5). OMF Site F with its design option and OMF Site B with its design option would require the most substantial amount of mitigation.

Table 4-115 Potential Noise and Vibration Impacts – OMF North

Build Alternative	Number of Moderate Noise Impacts	Number of Severe Noise Impacts	Number of Vibration Impacts
OMF Site F	63	0	0
OMF Site F with Design Option	125	33	30
OMF Site E	2	0	0
OMF Site B	4	0	0
OMF Site B with Design Option	191	0	0

Water Resources

The proposed changes to surface cover type and operational impacts on stormwater, floodplain, and groundwater resources from each OMF North site alternative are presented in Table 4-116. All OMF North Site Alternatives would fill in an existing stormwater retention facility, which would adversely impact the stormwater storage capacity in the vicinity of each alternative. OMF Site B and OMF Site B with its design option would impact four stream culverts and require filling in the West Fork Tributary. OMF Site E would have the greatest impact on wetland and stream buffers, which may increase pollutant loading in waterways due to increased stormwater intrusion potential. OMF Site F would impact York Creek Tributary, and OMF Site F with its design option would not impact any streams, surface waters, or water crossings. OMF Site F

with its design option would require more tree removal than OMF Site F, increasing the impact to water drainage and quality. Ecosystem and water resource impacts on the OMF sites have the potential to increase the complexity of the environmental permitting process as discussed in more detail in Chapter 8.

All OMF sites would also decrease the amount of pervious surfaces from existing conditions, although the amount of PGIS would also decrease due to stormwater management requirements. PGIS reduction would mitigate the increased pollutant runoff potential from pervious surface reduction.

Table 4-116 Potential Impacts to Water Resources – OMF North

Build Alternative	Proposed Change in Surface Cover Type (acres) ^a		Operational Impacts to Water Resources ^b
OMF Site F	NPGIS	22.7	• Would increase impervious surface less than OMF Site B or OMF Site E as the OMF Site F area is already all developed (residential, commercial, and light industrial land uses), with small amounts of green space. • Would impact York Creek Tributary. • Would fill in existing stormwater retention facility.
	PGIS	-16.4	
	Pervious	-6.3	
OMF Site F with Design Option	NPGIS	23.9	• Would increase impervious surface less than OMF Site B or OMF Site E as the OMF Site F area is already all developed (residential, commercial, and light industrial land uses), with small amounts of green space. • Would not impact streams, surface waters, or water crossings. • Would fill in existing stormwater retention facility. • Requires more tree removal than OMF Site F. Tree removal would increase stormwater runoff and associated pollutants entering groundwater and surface water.
	PGIS	-16.0	
	Pervious	-7.9	
OMF Site E	NPGIS	26.6	• Would create more new impervious surface, with more stormwater runoff, and associated pollution than OMF Site B or OMF Site F. • Would impact more stream channel, wetland, and buffer than OMF Site B or OMF Site F. • Would fill in existing stormwater retention facility.
	PGIS	-6.3	
	Pervious	-20.3	
OMF Site B	NPGIS	14.2	• Would fill in West Fork Tributary. • Would impact four stream culverts. • Would increase impervious surface, stormwater runoff, and associated pollution more than OMF Site F, but less than OMF Site E. • Would fill in existing stormwater retention facility.
	PGIS	-7.8	
	Pervious	-6.4	

Build Alternative	Proposed Change in Surface Cover Type (acres) ^a		Operational Impacts to Water Resources ^b
OMF Site B with Design Option	NPGIS	15.5	• Would fill in West Fork Tributary. • Would impact more stream channel than OMF Site B (Merrill & Ring Creek and Narbeck Creek). • Would impact four stream culverts.
	PGIS	-8.2	• Impacts more green space and removes more trees than OMF Site B. This would increase stormwater runoff and associated pollutants entering groundwater and surface water.
	Pervious	-7.3	• Would increase impervious surface, stormwater runoff, and associated pollution more than OMF Site F, but less than OMF Site E. • Would fill in existing stormwater retention facility.

NOTES:

- a) Table values represent the total amount of area converted to a different land cover type based on proposed conditions. All alternatives would increase impervious surface compared to existing conditions.
- b) All alternatives could adversely impact stormwater or stormwater infrastructure if mitigation were not provided.

Ecosystems

The potential ecosystems impacts from each OMF North site alternative to streams, wetlands, and upland habitats are indicated in Table 4-117, Table 4-118, and Table 4-119, respectively.

OMF Site F would have a minor operational impact on the York Creek Tributary if Alternative AIR-1A is constructed. Both OMF Site F and OMF Site F with its design option would result in operational impacts on Wetland WSC15. This wetland is located within the footprint of the OMF Site F facility and would be permanently filled as part of the site grading. OMF Site F and OMF Site F with its design option would have the least operational impact on aquatic habitats. There would also be the lowest construction and operational impact on open spaces that form upland habitat areas.

OMF Site E would have operational impacts on Hollow Dale Place Tributary. Wetland WSCEV1 is a headwater wetland to Hollow Dale Place Tributary, which receives stormwater discharge from Paine Field. This wetland drains through a culvert under 103rd Street SW to Hollow Dale Place Tributary. Approximately 850 linear feet of Hollow Dale Place Tributary is located within the proposed OMF Site E facility and would be permanently filled as part of site grading. Sound Transit would realign Hollow Dale Place Tributary around the OMF Site E facility and tie into Wetland WSCEV1 to reconnect its headwater wetland and maintain positive drainage through the wetland. There would be impacts on 21 additional wetlands on the site, some of which are mitigation sites. OMF Site E would also have the greatest construction and operational impacts to open spaces of all site alternatives, affecting shrubland/grassland and forest habitats.

West Fork Tributary, located within the OMF Site B site boundary, would be permanently filled as part of site grading activities. West Fork Tributary would not be replaced as no on-site relocation or replacement opportunities could be identified. OMF Site B would result in operational impacts to 10 wetlands, and the design option would result in operational impacts to 14 wetlands. Eight wetlands are within the OMF Site B footprint. For the purposes of this analysis, all wetlands within the site footprint were assumed to be permanently filled a part of site grading activities. OMF Site B with its design option would have the greatest amount of operational impacts on streams of all site alternatives. OMF Site B and OMF Site B with its

design option would also have a moderate impact on upland habitats, affecting 2.9 acres of open space during operation and affecting over 15 acres of open space during construction.

Table 4-117 Potential Impacts to Streams – OMF North Site Alternatives

Build Alternative	Stream Type	Total Operational Impacts (linear feet) ^a	Total Construction Impacts (linear feet) ^a
OMF Site F	F	100	0
	Total Impacts	100	0
OMF Site F with Design Option	N/A	0	0
	Total Impacts	0	0
OMF Site E	Np	0	250
	F	850	550
	Total Impacts	850	800
OMF Site B	Ns	1,850	0
	F	100	0
	Total Impacts	1,950	0
OMF Site B with Design Option	Ns	2,400	0
	F	250	0
	Total Impacts	2,650	0

NOTE:

a) Stream impacts have been rounded to the nearest 50 feet.

Table 4-118 Potential Impacts to Wetlands – OMF North Site Alternatives

Build Alternative	Preliminary Wetland Rating	Total Operational Impacts (acres) ^a	Total Construction Impacts (acres) ^a
OMF Site F	IV	0.2	0
	III	0.1	0
	Total Impacts	0.3	0
OMF Site F with Design Option	IV	0.2	0
	III	1.0	0
	Total Impacts	1.2	0
OMF Site E	II	4.0	6.1
	III	1.2	0.5
	Total Impacts	5.2	6.6
OMF Site B	III	1.0	2.0
	IV	0.1	0.6
	Total Impacts	1.1	2.6
OMF Site B with Design Option	III	1.2	2.0
	IV	0.1	0.3
	Total Impacts	1.3	2.3

NOTE:

a) Wetland impacts have been rounded to the nearest tenth.

Table 4-119 Potential Impacts to Upland Habitats – OMF North Site Alternatives

Build Alternative	Operational Impacts (acres)			Construction Impacts (acres)		
	Urban and Mixed Land Cover	Open Space Land Cover	Total Area of Impact	Urban and Mixed Land Cover	Open Space Land Cover	Total Area of Impact
OMF Site F	61.2	0.5	61.8	22.0	0.3	22.3
OMF Site F with Design Option	59.5	1.0	60.5	22.2	0.3	22.5
OMF Site E	37.8	19.7	57.5	22.1	17.3	39.4
OMF Site B	20.3	2.9	23.2	50.6	15.7	66.3
OMF Site B with Design Option	20.3	2.9	23.2	63.3	15.3	78.6

Public Services, Safety, and Security

None of the OMF North site alternatives would increase the population of workers or residents within the study area in such a way that would create an increased demand for public services. Therefore, impacts related to access interruptions and increased public services demand during operation would not occur.

Increased demand for police services would not occur. Security measures for each site alternative would be similar to other Sound Transit OMFs. Measures would include on-site security personnel, perimeter fencing, electronically controlled gates, and security patrols in the evenings, seven days a week. Emergency access to the mainline tracks and OMF site for fire, EMS, and police personnel would be provided.

No long-term impacts on solid waste/recycling collection routes would occur under any of the OMF North site alternatives. OMF North operations would produce solid waste and recycling. Maintenance operations would also produce hazardous waste due to the usage of lubricants, solvents, and the like. Hazardous waste would be managed according to all applicable regulations and requirements. For more information see Appendix G.13.

OMF Site B and OMF Site B with its design option would displace the Everett School District Central Bus Facility. This facility provides transportation services for over 15,000 students per day. Displacement of the Central Bus Facility would require Everett School District to develop new school bus routes and could change travel time for students or operational costs for the district.

OMF Site B and OMF Site B with its design option would permanently close part of 80th Street SW, which could increase travel times for vehicles that typically use this road or service the surrounding area. Emergency response time to the surrounding area is not expected to be substantially impacted as access to the surrounding area would remain largely unaffected via 75th Street, 16th Avenue, and Hardsen Road. See Appendix G.1 for further discussion of impacts from road closures.

Parks and Recreational Resources

No OMF site alternatives would have any operational impacts on parks or recreational resources.

Historic and Archeological Resources

As seen in Table 4-120, one historic property (Empire Industrial Park – Building C (12414 Highway 99)) and one historic district with 10 contributing resources (three houses (12217 Alexander Road) and seven duplexes (12221 Alexander Road and 12227 Alexander Road)) located on OMF Site F and OMF Site F with its design option would be adversely affected under Section 106.

OMF Site E contains no built environment historic properties; therefore, no historic properties would be affected by this alternative.

There is one historic property within the study area for OMF Site B and OMF Site B with its design option. The Will Construction Company Warehouse and Office Building 1 (805 80th Street SW) is approximately 305 feet from the project, which is sufficiently far from construction and operation of the project that it would not alter or diminish any aspect of integrity.

Table 4-120 Potential Impacts to Historic Properties – OMF Site F

Resource Name	OMF Site F	OMF Site F with Design Option
House – Building A	Adversely affected: property demolition	Adversely affected: property demolition
House – Building B	Adversely affected: property demolition	Adversely affected: property demolition
House – Building C	Adversely affected: property demolition	Adversely affected: property demolition
Duplex – Building 1	Adversely affected: property demolition	Adversely affected: property demolition
Duplex – Building 2	Adversely affected: property demolition	Adversely affected: property demolition
Duplex – Building 3	Adversely affected: property demolition	Adversely affected: property demolition
Duplex – Building 4	Adversely affected: property demolition	Adversely affected: property demolition
Duplex – Building 1	Adversely affected: property demolition	Adversely affected: property demolition
Duplex – Building 2	Adversely affected: property demolition	Adversely affected: property demolition
Duplex – Building 3	Adversely affected: property demolition	Adversely affected: property demolition
Empire Industrial Park – Building C	Adversely affected: property demolition	Adversely affected: property demolition

4.5 Commitment of Resources

If built, the EVLE Project would involve irreversible and irretrievable commitments of federal and local funds, and changes to property and natural resources. The conversion of lands to a transportation use would change the character of some areas along the EVLE corridor, and the project would result in demolition of at least one historic property. The project would have both beneficial and adverse impacts on wetlands, wildlife habitat, and aquatic habitat to varying degrees, depending on the alternative selected. Mitigation measures would be implemented, but some of those resources would be irretrievably altered. Construction of the proposed project would also require the irretrievable commitment of resources such as fuel and construction materials (e.g., aggregate for concrete, wood for forms and frames, and steel for rebar and rails).

5 POTENTIAL MITIGATION MEASURES

Sound Transit is committed to complying with all applicable federal, state, and local environmental regulations, following best management practices (BMPs), and designing and constructing the EVLE Project in a way that mitigates adverse impacts. As a result, mitigation measures are reflected in the design of Build Alternatives. Table 5-1 presents mitigation measures, further described in the technical reports in Appendix G, that would reduce or eliminate adverse effects.

Final mitigation measures will be refined through ongoing consultation with local agency partners. This table will be updated and a mitigation plan appendix will be included in the Final EIS and ROD. The mitigation commitments will reflect technical necessity, industry standards, and community priorities.

Table 5-1 Potential Mitigation Measures

Resource	Mitigation Description	Timing
Chapter 3: Transportation		
Regional Transportation Network	Sound Transit would develop a Maintenance of Traffic Plan that addresses how traffic would be maintained for all transportation modes during subsequent EVLE Project design and construction phases for approval by WSDOT and local jurisdictions. The plan would include design drawings that show detours, lane modifications/closures, and other construction zones or activities. The plan would incorporate guidance in the FHWA Manual on Uniform Traffic Control Devices (MUTCD) and Transportation Management Plan strategies in Chapter 1010 of the WSDOT Design Manual to be applied during construction periods. Sound Transit would also engage major employers where appropriate when developing the Maintenance of Traffic Plan.	Prior to construction
Transit	Sound Transit would coordinate with WSDOT, Snohomish County, the City of Everett, Everett Transit, and Community Transit to reconfigure existing transit facilities at Ash Way Park-and-Ride, Mariner Park-and-Ride, and Everett Station to serve local transit and light rail.	During design
	- All alternatives would require temporarily relocating bus stops and detouring some routes when roads are closed during construction. Sound Transit would coordinate with Everett Transit and Community Transit to identify temporary stop locations and detour routes. - Construction of Alternative ASH-1A would temporarily relocate some of the parking and the bus loop at Ash Way Park-and-Ride. Alternatives MAR-1B, MAR-1B with Surface Parking Design Option, and MAR-2D would also require temporarily closing Mariner Park-and-Ride. Sound Transit would coordinate with Community Transit to identify temporary facilities and rerouting bus service as needed.	During construction
Arterial and Local Street Operations	Sound Transit would develop a Construction Access and Management Plan for the EVLE Project. The plan would include applicable mitigation commitments by Sound Transit and additional detail reflecting continued design for the project after the Final EIS. Components likely to be addressed include maintaining business access; minimizing construction disruption during large events; providing alternate routes for freight; general traffic and non-motorized access; parking management; and maintaining transit operations.	Prior to construction

Resource	Mitigation Description	Timing
Arterial and Local Street Operations	• Mitigation would be required at intersections where the intersection LOS would be worse than with the No Build Alternative and would not meet the applicable agency LOS standard. If an intersection is not expected to meet agency LOS standards with the No Build Alternative, mitigation would be required if the EVLE Project increases intersection delay by 15 seconds or more. The following measures would likely improve the AM and PM peak intersection delay to meet LOS standards, or to achieve the same LOS or better for intersections that would be below standards with the No Build Alternative: ○ 164th Street SW at 13th Avenue W: increasing green time on the eastbound and eastbound left-turn phases. Restriping the northbound approach of 13th Avenue W to one left-turn lane and one shared through/right-turn lane, allowing the signal to operate as a typical eight-phase signal without split timing for the north-south phases. ○ Broadway at 32nd Street: restrict minor approaches to right turn only. ○ McDougall Avenue at Pacific Avenue: restricting northbound and southbound approaches to right turn only. ○ Broadway at 34th Street: restricting eastbound and westbound approaches to right turn only, diverting eastbound left turns to 33rd Street. ○ Broadway at 35th Street: restricting eastbound and westbound approaches to right turn only, diverting left turns to 33rd or 37th Street. ○ Broadway at 36th Street: restricting eastbound and westbound to right turn only. • Pacific Avenue at Fulton Street: restriping northbound approach to include a left-turn lane and signal timing modifications.	During construction
Parking	• Sound Transit would conduct an on-street parking inventory and utilization study of all block faces where public parking is allowed within 0.25 miles of any station without a publicly accessible parking facility. Data collection would occur within one year before the start and again one year after the start of revenue service. Where impacts attributable to transit passenger parking are identified, Sound Transit and the local jurisdiction would plan and implement parking control measures on impacted block faces such as parking meters, restricted parking zones, time limited parking, and passenger and truck loading zones. Sound Transit would fund the initial capital costs of implementation while the local jurisdiction would be responsible for monitoring, enforcement, and maintenance.	During construction/after opening

Resource	Mitigation Description	Timing
Parking	- Sound Transit would coordinate with local jurisdictions to address temporary curbside management and project parking impacts. Measures could include temporarily relocating ADA spaces or commercial loading zones. - Sound Transit would work with owners and operators of garages and surface lots where parking could be removed or entrances could be blocked during construction to ensure access. Measures could include temporary alternative parking or access points, or timed access through construction zones. - Sound Transit would work with the contractor and local jurisdictions to minimize construction worker parking by providing parking onsite or in nearby off-street facilities.	During construction
Non-Motorized Facilities	Guideway columns may cause visibility issues for existing trails and sidewalks. Sound Transit would mitigate these issues where they are anticipated with measures such as protected vehicle turns or restricting vehicle movements.	Post-ROD to construction
	Where non-motorized facilities such as sidewalks and bicycle lanes must be temporarily closed for construction, Sound Transit would provide detours within construction areas. When maintaining a facility would not be feasible, Sound Transit would work with local jurisdictions to develop and implement a construction management plan to provide alternate facilities.	During construction
Safety	Sound Transit would design all Build Alternatives to operate in exclusive right-of-way, separated from other modes of travel.	During design
Aviation	Sound Transit would design Alignment SWI-1 to avoid impacts on FAA-regulated areas by placing the guideway outside of the existing RPZs at Paine Field.	During design
	None of the Build Alternatives would have operational impacts on FAA-regulated areas. Sound Transit would work with Snohomish County and Paine Field to minimize impacts to airport-owned property and airport access points.	During design
	Sound Transit would work with local agencies to provide detours as needed to maintain airport access during construction.	During construction
Freight	No mitigation would be required beyond the mitigation identified for regional transportation network, arterial and local street operations, and parking.	N/A
Chapter 4: All Other Resource Areas (Excluding Transportation)		
Acquisitions, Displacements, and Relocations	Sound Transit would configure the alternatives to meet design and programming requirements while minimizing acquisitions, displacements, and relocations, to the extent feasible.	During design

Resource	Mitigation Description	Timing
Acquisitions, Displacements, and Relocations	- Sound Transit's policies and procedures comply with the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (as amended) and Washington State's relocation and property acquisition requirements. Sound Transit may provide advisory services to property owners above the minimum requirements of federal and state law. - Sound Transit would compensate affected property owners according to the provisions specified in Sound Transit's adopted Real Property Acquisition and Relocation Policy, Procedures, and Guidelines (Sound Transit 2017). Benefits would depend on the level of impact, available relocation options, and other factors.	Post-ROD to construction
	Sound Transit would restore property temporarily impacted during construction to as near to prior condition as practicable.	After construction
Land Use	Sound Transit would incorporate context-sensitive design considerations and site-specific design measures to increase compatibility with surrounding properties and local land use plan goals including supporting mixed-use development near transit stations.	During design
Economics	- Construction might cause adverse temporary impacts on businesses due to reduced access or nuisances associated with general construction activity such as noise, vibration, or dust. Mitigation described for the following resources would reduce these impacts: Transportation; Acquisitions, Displacements, and Relocations; Visual and Aesthetic Resources; Air Quality; and Noise and Vibration. - Sound Transit would implement the following practices as part of the project: - Provide a 24-hour construction telephone hotline for community members to report issues. - Provide detour, open for business, and other signage. - Establish effective communications with the public through measures such as meetings, construction updates, alerts, and schedules. - Implement promotion and marketing measures to help affected business districts maintain their customer base during construction. - Maintain access as much as possible to each business and coordinate with businesses during times of limited access. - Facilitate cross-jurisdictional meetings during construction planning and implementation to minimize impacts and coordinate communication with businesses. - Coordinate with local jurisdictions on holiday moratoriums, as applicable. - Provide a community ombudsman to establish a process for addressing complaints in an impartial, fair, and timely manner.	During construction

Resource	Mitigation Description	Timing
Economics	Sound Transit would compensate displaced business owners and tenants for their acquired property and assist in relocation, as described above for Acquisitions, Displacements, and Relocations.	During and after construction
Social Resources, Community Facilities, and Neighborhoods	Sound Transit would work with communities to minimize impacts by designing the stations to be consistent with community character. This could occur through station workshops or similar processes during advanced phases of project design.	During design
Visual and Aesthetic Resources	- Sound Transit has developed design measures that, where practical, would be incorporated into the EVLE Project to help the alternatives visually fit with their surroundings. - Sound Transit would develop specific design criteria for the EVLE Project that guide project design through a balanced set of systemwide elements and stations, consistent signage, and a systemwide art program. Interdisciplinary teams would develop these criteria with input from local communities and jurisdictional partners and integrate these criteria with existing plans, including plans for redevelopment. - Sound Transit would coordinate with jurisdictional partners and adjacent communities through design review to promote visual unity in station areas. - Sound Transit would design exterior lighting at stations, tail tracks, and hi-rail access to minimize height and use source shielding to avoid lighting bulbs that would be directly visible from residential areas, streets, and highways above allowable levels. Shielding would also limit spillover light and glare in residential areas. - When possible, Sound Transit would preserve existing vegetation.	During design
	- Sound Transit would plant appropriate vegetation within and adjoining the project right-of-way or where required by the authority having jurisdictions (including potentially outside of the project right-of-way), to replace existing street trees and other visually important vegetation removed for the project, or to provide screening for sensitive visual environmental and/or sensitive viewers. - Sound Transit would provide visual screening along some areas where construction activities would be seen by nearby sensitive viewers. Visual screening would include construction of a fence or visual barrier to screen ground-level views into construction areas where practical. Nighttime construction lighting would be shielded and directed downward to avoid light spillover onto adjacent sensitive uses.	During construction

Resource	Mitigation Description	Timing
Visual and Aesthetic Resources	• Sound Transit would sell the remainder of the parcels not needed after construction. • Sound Transit would implement the following site-specific mitigation measures where the EVLE Project would lower the visual quality in certain locations. Sound Transit may also further refine these mitigation measures, including selection of appropriate locations, as project design advances. ○ <i>Residential Areas and Sidewalks Along Casino Road:</i> For Alternative EGN-2B or Alternative EGN-3E, Sound Transit would add landscaping along the north side of Casino Road or artistic screening along the security fence of the guideway. ○ <i>Residential Areas Along 84th Street SE:</i> For Alternative EGN-3E with its design option, Sound Transit would explore potential mitigation measures for KOP-24; however, the tall infrastructure could make screening difficult to achieve. ○ <i>Residential Areas Along Alexander Road:</i> For OMF Site F and OMF Site F with its design option, mitigation measures could include added street trees or other vegetation along the south side of Alexander Road and an opaque fence design to screen OMF Site F from remaining residences. ○ <i>Airport Road Pedestrians and Cyclists:</i> For OMF Site E, mitigation measures could include added street trees or other vegetation and an opaque fence design along the east side of Airport Road to screen OMF Site E from sensitive viewers. ○ <i>Residential Areas on the Northeast Side of OMF Site B:</i> For OMF Site B and OMF Site B with its design option, Sound Transit could plant vegetation where appropriate to partially screen views of the OMF site from sensitive viewers residing in the neighborhoods on the northeast side of the site, with particular attention on the retaining wall. This large wall could also have opportunities for public art installations or other mitigation measures to make the wall more aesthetically pleasing.	After construction

Resource	Mitigation Description	Timing
Noise and Vibration	- Noise mitigation measures would be provided consistent with Sound Transit's Light Rail Noise Mitigation Policy (Resolution No. R2023-15)²⁰ and FTA's <i>Transit Noise and Vibration Impact Assessment Manual</i> (2018). Noise predictions will be refined during final design before mitigation measures are finalized; mitigation could include special trackwork at crossovers, noise barriers, and/or building sound insulation. The most effective type of mitigation at most locations would be noise barriers. The height of the barriers would be determined during final design but is anticipated to be 4 to 8 feet tall. In most locations, noise barriers and/or special trackwork would eliminate the noise impacts; however, there are a few locations where noise barriers would need to be combined with building sound insulation to fully mitigate the noise. Current noise mitigation assumes: - Special trackwork at crossovers would be required for Alternatives ASH-2D (with connection to Alternative MAR-2D), MAR-1B, EGN-2B, BI-2, EVT-2C, and EVT-3D and for OMF Site F with its design option. - Some noise walls would be required for every alternative except Alternative AIR-1A. - Sound insulation would be required for Alternatives MAR-1B, AIR-2B, BI-1, BI-2, EVT-2C, and EVT-2D. - Specific vibration mitigation measures cannot be determined at this time because detailed engineering information is not yet available. Vibration predictions will be refined during final design before mitigation measures are finalized. Mitigation could include ballast mats, tire derived aggregate, resilient fasteners, floating slabs, low-impact special trackwork, and other alternate approaches. Due to the frequency and magnitude of vibration impacts, in most locations, resilient fasteners (on elevated structures) or ballast mats (on at-grade sections) would be effective types of mitigation. At a few locations, more extensive vibration mitigation might be required. Mitigation is recommended at each location where a vibration impact has been predicted and is assumed for Alternatives ASH-1A, ASH-2D, EGN-2B, EGN-3E, BI-1, BI-2, EVT-1A, EVT-2C, and EVT-3D and for OMF Site F with its design option.	During design

²⁰ Available at https://www.soundtransit.org/st_sharepoint/download/sites/PRDA/FinalRecords/2023/Resolution%20R2023-15.pdf

Resource	Mitigation Description	Timing
Noise and Vibration	- A noise control engineer would work with the contractor to prepare a detailed Noise Control Plan as the primary means of mitigating noise from construction activities. Key elements of this plan would include: - Contractor's specific equipment types. - Schedule and methods of construction. - Maximum noise limits for each piece of equipment with certification testing. - Prohibitions on certain types of equipment and processes during the nighttime hours without local agency coordination and approved variances. - Identification of specific sensitive sites where near construction sites. - Methods for projecting construction noise levels. - Implementation of noise control measures where appropriate. - Methods for responding to community complaints.	Prior to construction
	- Construction activities would be carried out in compliance with Sound Transit specifications and all applicable local noise regulations. Construction noise is exempt from the WAC noise limits, except at residential land uses during nighttime hours (10 p.m. to 7 a.m.). If construction is performed during nighttime hours, the contractor must meet the WAC noise level requirements or obtain a noise variance from the governing jurisdiction. - Specific construction noise and vibration mitigation measures will be developed during the design phase of the project when more detailed construction information is available. The following mitigation measures would be applied as needed to minimize temporary construction noise and vibration impacts: - Avoiding nighttime construction in residential neighborhoods. - Locating stationary construction equipment as far as possible from noise-sensitive sites. - Constructing noise barriers, such as temporary walls or piles of excavated material, between noisy activities and noise-sensitive receivers. - Routing construction-related truck traffic to roadways that would cause the least disturbance to residents. - Using alternative construction methods to minimize the use of impact and vibratory equipment (e.g., pile-drivers and compactors).	During construction

Resource	Mitigation Description	Timing
Water Resources	• Sound Transit would incorporate proactive measures into design alternatives to prevent and minimize impacts to water resources at the source. • Sound Transit would work to minimize the total pollutants generated by PGIS to reduce project mitigation requirements. This may include: ○ Using the least amount of pavement as practicable in the design of stations and OMF facilities. ○ Specifying pervious pavement where pavement is needed and on-site soils have been evaluated for infiltration capacity. ○ Maintaining runoff flow paths and discharge locations to existing surface waters, habitat, vegetation, and wildlife that depend on those hydrologic inputs. ○ Making walking or biking to the light rail stations and OMFs safer and more accessible, leading to reduced car usage and the input of pollutants. ○ Locating proposed impervious features over existing impervious surfaces to reduce the increase in PGIS. • Impacts to open stream channels would be avoided where possible; however, construction activities near piped streams would be coordinated with the Washington Department of Fish and Wildlife (WDFW) to evaluate whether the culvert needs to be replaced with a fish-passable structure. Coordination with WSDOT would also be required for construction activities near piped streams within the WSDOT right-of-way. • All Build Alternatives would cross the FEMA-regulated Swamp Creek floodplain. Water crossing structures would be designed to maintain conveyance of the 100-year recurrence interval flood without producing a rise in the water surface elevation. WAC Chapter 173-158 requires 3 feet of freeboard above the 100-year water surface elevation for bridges to safely pass debris during a large flood. • For Alternative ALD-2D or ALD-2F, design considerations would need to avoid overdrawing groundwater or impacting water quality within the wellhead protection area. • Where impacts to streams cannot be avoided or minimized, compensatory mitigation for impacts to Waters of the U.S. and Waters of the State would be required by the U.S. Army Corps of Engineers (Corps) (Corps 2024), Washington State Department of Ecology (Ecology) (2024d), and local agencies (through municipal codes) and would likely need to occur within the same WRIA where impacts occur. • Stream mitigation may require hydraulic engineering and may include site-specific or off-site mitigation, such as stream relocation, stream daylighting, stream restoration, and/or stream enhancement as approved by Ecology, WDFW, the Corps, or other regulatory agencies. A mitigation plan would be prepared for the preferred alternative pursuant to federal, state, and local regulations to meet no net loss of aquatic habitat functions and values.	During design

Resource	Mitigation Description	Timing
Water Resources	- An approved Construction Stormwater General Permit and Stormwater Pollution Prevention Plan (SWPPP) would be developed and implemented for the project. The SWPPP would serve as the overall construction stormwater mitigation plan by describing overall procedural and structural pollution prevention and flow control BMPs. The SWPPP would also include location, size, maintenance requirements, and monitoring BMPs including for water quality during construction. - The SWPPP would include each of the following: Temporary Erosion and Sediment Control Plan; Stormwater Site Plan; Spill Prevention, Control, and Countermeasures Plan; Concrete Containment and Disposal Plan; Dewatering Plan; and Fugitive Dust Plan. - For OMF Site B, the private wellhouse located within the site would be decommissioned and a new wellhouse would be constructed at a nearby location.	Prior to construction
	- For Alternative ALD-2D or ALD-2F, portions of the guideway or station may need to drawdown wells to increase constructability. Long term, underground sump pumps may be used to protect infrastructure from high water tables. - An Ecology Certified Erosion and Sediment Control Lead would conduct compliance inspections for the SWPPP. - Specific BMPs would be chosen based on site conditions and construction activities. Potential BMPs may include: - Phasing the work to minimize the amount of disturbed area at any one time. - Developing construction plans for sensitive areas (such as stream crossings) that minimize the need for haul roads over streams. If haul roads over streams are needed, building temporary bridges or platforms with small piles (i.e., pin piles) instead of using fill material and culverts. - Marking/fencing of construction limits. - Minimizing the amount of cleared and cut pavement areas at any one time to the extent feasible. - Stabilizing construction entrances and haul roads. - Washing truck tires at construction entrances, as necessary. - Cleaning construction site track-out from public roads, as necessary. - Installing silt fence downslope from exposed soil. - Protecting catch basins, inlets, or other storm system entry points from sediment-laden runoff. - Containing and controlling concrete and hazardous materials on site. - Providing secondary containment for all potential sources of leaks and spills.	During construction

Resource	Mitigation Description	Timing
Water Resources	○ Installing temporary ditches to route runoff around and through construction sites, with periodic check dams to slow and settle runoff. ○ Installing water treatment systems to remove sediment and/or pollutants in stormwater runoff before it is discharged to storm system entry points, as necessary. ○ Using temporary mulch or erosion control blankets to cover exposed soil and stockpiles. ○ Using straw wattles and vertical tracking to minimize runoff concentration. ○ Conducting vehicle fueling and maintenance activities no closer than 100 feet from water. ○ Protecting streams by working within the required “work window” identified in the Hydraulic Permit Approval.	During construction
Ecosystems	• Sound Transit would avoid placement of guideway columns within streams and/or elevate the guideway over open channels or on existing impervious surface for at-grade portions. • Sound Transit would design bridges and other structures to avoid and/or minimize impacts to streams. • Sound Transit would design stormwater structures to minimize impacts to stream flow and water quality. • Sound Transit would avoid placement of guideway columns, stormwater structures, and other project infrastructure within wetlands, grasslands/shrublands, and forested habitats, where practicable. • Stormwater structures may include detention ponds, infiltration facilities, and water quality treatment facilities, such as bioretention or media filter vaults. • Sound Transit would prepare a BA prior to completion of the Final EIS for this project to further assess project impacts and propose appropriate conservation measures for impacts to ESA-listed aquatic species. Appropriate conservation measures identified in the BA would be included in the Final EIS and as environmental commitments in the ROD after completion of the ESA consultation process. • Sound Transit would coordinate with local jurisdictions to create landscaping plans, restoration plans, and habitat conservation plans to maximize protection and benefits to upland species. • Sound Transit would avoid and/or minimize tree removal, especially significant or heritage trees. If tree removal is necessary, Sound Transit would coordinate with local jurisdictions and WSDOT to ensure proper tree removal permits are obtained, local regulations are adhered to, and appropriate tree replacement occurs. • If needed, Sound Transit would work with local jurisdictions, WDFW, and/or USFWS to address impacts to fish and wildlife critical areas, priority habitat and species areas, and species of local importance. Habitat management plans or habitat assessments may be required.	During design

Resource	Mitigation Description	Timing
Ecosystems	• Sound Transit would restrict clearing activities to outside of the active bird nesting period to comply with the Migratory Bird Treaty Act, if possible. If avoidance scheduling is infeasible, Sound Transit would engage staff at the USFWS to conduct pre-construction surveys to determine presence or absence of nesting migratory birds and assist Sound Transit in complying with the Migratory Bird Treaty Act. • Sound Transit would delineate and mark construction limits with flagging, fencing, and signage to prevent unintended impacts to wetland and upland habitat areas. • Sound Transit would site construction staging areas outside of grasslands/shrublands and forested uplands. • Sound Transit would limit in-water work to approved in-water work windows, when practicable, and implement BMPs to minimize impacts to water quality downstream.	During construction
Ecosystems	• Sound Transit would sweep station and OMF site parking areas regularly to remove contaminants before they have a chance to enter stormwater, potentially impacting ecosystem health. • Sound Transit would direct construction and operational lighting away from wetlands, streams, and upland habitat areas to avoid affecting aquatic, semi-aquatic, or terrestrial species. • Where impacts to streams, wetlands, and upland habitats and species cannot be avoided, Sound Transit would provide compensatory mitigation. ○ Sound Transit anticipates providing compensatory wetland mitigation through a variety of measures to meet no net loss of both wetland functions and values. It is the hierarchical preference of the Corps that compensatory mitigation for impacts to Waters of the U.S. occur through 1) approved mitigation banks, 2) in-lieu fee programs, 3) permittee-responsible using a watershed approach, 4) permittee-responsible on-site and in-kind, then 5) permittee responsible off-site and/or out-of-kind (Corps 2024). ○ Should compensatory stream mitigation be required, Sound Transit would provide stream mitigation to achieve no net loss of stream length. ○ Should compensatory habitat mitigation be required, Sound Transit would provide mitigation to achieve no net loss of ecosystems function. Sound Transit would coordinate with local agencies on tree replacement requirements.	During and after construction

Resource	Mitigation Description	Timing
Ecosystems	• Sound Transit would restore temporarily impacted wetlands and buffers where possible and mitigate remaining temporary construction and long-term operational impacts using one or more of the following methods. ○ Within the Cedar-Sammamish watershed (WRIA 8): ▪ Approved mitigation banks, such as the Keller Farm Mitigation Bank. ▪ Approved in-lieu fee program, such as King County's Mitigation Reserve Program. ▪ Advanced mitigation, such as wetland restoration, creation, preservation, or enhancement. ▪ Site-specific mitigation, such as wetland restoration, creation, preservation, or enhancement. ○ Within the Snohomish watershed (WRIA 7): ▪ Approved mitigation banks, such as the Skykomish Habitat Mitigation Bank and Snohomish Basin Mitigation Bank. ▪ Advanced mitigation, such as wetland restoration, creation, preservation, or enhancement. ▪ Site-specific mitigation, such as wetland restoration, creation, preservation, or enhancement. • Sound Transit would restore temporarily impacted upland habitat areas using mulching ground cover or other planting strategies to control re-growth of invasive species and avoiding use of herbicides and fertilizers to the extent practicable.	During and after construction
Public Services, Safety, and Security	• Sound Transit would: ○ Coordinate with public service providers to maintain reliable emergency access and alternative plans or routes to minimize delays in response times. ○ Work with local law-enforcement agencies and emergency service providers to implement strategies to prevent and respond to potential threats to public safety. ○ Prepare an EVLE-specific safety and security management plan. ○ Develop solutions regarding access to the light rail system, emergency routes, water and fire hydrant needs, training, costs, and other design features to meet safety requirements.	During design

Resource	Mitigation Description	Timing
Public Services, Safety, and Security	- To minimize potential impacts on public services during construction, Sound Transit would: - Provide regular updates to schools, emergency service providers, local agencies, solid waste utilities, and postal services during construction activity. - Coordinate with public service providers to maintain reliable emergency access and alternative plans or routes to minimize delays in response times. - Coordinate with solid waste and recycling companies and schools should any rerouting of collection or school bus routes need to occur. - Work with applicable service providers to maintain postal collection and delivery and solid waste and recycling collection at all addresses. - Use Sound Transit security personnel and law enforcement to reduce demands on local law enforcement. - Maintain access to fire hydrants, fire lanes, and fire response access. - Provide for emergency access and evacuation for the guideway and stations. - Conduct all-hazard emergency drills and exercise.	During construction
	- Operate the light rail in accordance with Link light rail's existing approaches to ensure safety and security throughout the system. - Perform operations at OMF North in accordance with a facility operations plan that would ensure safety and security at the site.	After construction
Historic and Archaeological Resources	- To resolve adverse effects to historic built environment resources, FTA and Sound Transit, in consultation with the SHPO, affected Tribes, and other interested parties, will prepare a Section 106 Programmatic Agreement. The agreement will include appropriate mitigation measures to resolve adverse effects to NRHP-listed and eligible resources. Examples of mitigation measures include, but are not limited to, preparing additional documentation or interpretation for the resources; designing/installing an interpretive/educational display or exhibit; or preparing an NRHP nomination. Consultation on this agreement will continue throughout the remainder of the environmental review process. A draft programmatic agreement, which sets out the procedure for consultation, review, and compliance, is included in Appendix G.17. - There would be no adverse effects to known archaeological resources in the APE. As needed, the Programmatic Agreement, discussed above, would also include stipulations for phased archaeological investigations as the project progresses and access to previously unsurveyed areas is obtained, and for conducting identification, evaluation, consultation, and effects analysis for any archaeological resources that are discovered during these activities. An archaeological resource monitoring and treatment plan and unanticipated discovery plan would be prepared to guide archaeological monitoring work before and during construction.	During design and construction

Resource	Mitigation Description	Timing
Parks and Recreational Resources	For the Build Alternatives that would require relocation of portions of the Interurban Trail (All of the West Alderwood Segment alternatives; Alternative ASH-2D; and all of the SR 526/Evergreen Segment alternatives), Sound Transit would coordinate with the local jurisdictions on the location of the replacement facility to maintain continuity of the trail.	During design
	For Alternative EVT-3D, Sound Transit would compensate the City of Everett for the acquisition of James J. Hill Park according to the provisions specified in Sound Transit's adopted Real Property Acquisition and Relocation Policy, Procedures, and Guidelines (Sound Transit 2017).	Post-ROD to construction
	- Sound Transit would coordinate with the local jurisdictions to reroute pedestrian access to parks and trails as needed to maintain access. - Sound Transit would conduct public outreach to provide information on temporary closures or detours, on-site signage describing the duration and type of temporary impacts, detour signage, temporary ADA improvements (i.e., temporary curb ramps for detour routes that do not currently include curb ramps for existing sidewalks), and similar strategies to ensure the continued use and enjoyment of affected parks and recreational resources.	During construction
	Sound Transit would work with the resource owners to restore temporarily impacted portions of parks and recreational resources, consistent with clear zone requirements for trees near the guideway. Sound Transit would work to minimize tree removal, especially of significant or heritage trees, and follow local regulations for removal and tree replacement where removal is unavoidable.	After construction

6 SIGNIFICANT AND UNAVOIDABLE ADVERSE IMPACTS

While Sound Transit would incorporate rigorous design practices to avoid or minimize environmental disruptions and mitigate impacts where possible, certain long-term permanent impacts of the EVLE Project may be unavoidable.

- **Acquisitions, Displacements, and Relocations:** Despite robust relocation assistance, some businesses and residences displaced by the project may not be able to relocate in the same area if a suitable affordable space cannot be found nearby.
- **Visual and Aesthetic Resource:** Visual changes resulting from the removal of mature vegetation and forested areas adjacent to the guideway would occur for all Build Alternatives. This would result in long-term visual impacts that would not be immediately mitigated by replacement vegetation or landscaping. There may be locations along the elevated guideway where project elements would be too large to screen entirely and would produce unavoidable impacts.
- **Ecosystems:** Impacts to mature forest and other native vegetation would result in a localized loss of upland habitat. The loss of mature forested habitat may not be immediately mitigable by replacement vegetation or restoration actions, which would take time to reach maturity and recreate the lost functions.
- **Historic and Archaeological Resources:** The project would result in an adverse effect to at least one historic property.

Temporary but adverse construction impacts would also occur.

- **Transportation:** Construction activities would cause long-term lane or roadway closures (lasting more than 4 months), localized noise, and temporary loss of parking. Detour routes would reduce the impact of roadway closures, although delays, congestion, and inconvenience would still occur. Lane and road closures would also require temporary bus diversions. The regional movement of freight and goods could be impacted where construction activities affect access to I-5, SR 99, and SR 526.
- **Economics:** Construction activities would temporarily impact businesses in the EVLE study area. Adverse impacts could include reduced sales resulting from changes in traffic, access, parking, and visibility because patrons might choose to avoid construction areas or have greater difficulty accessing retail businesses near construction activity.

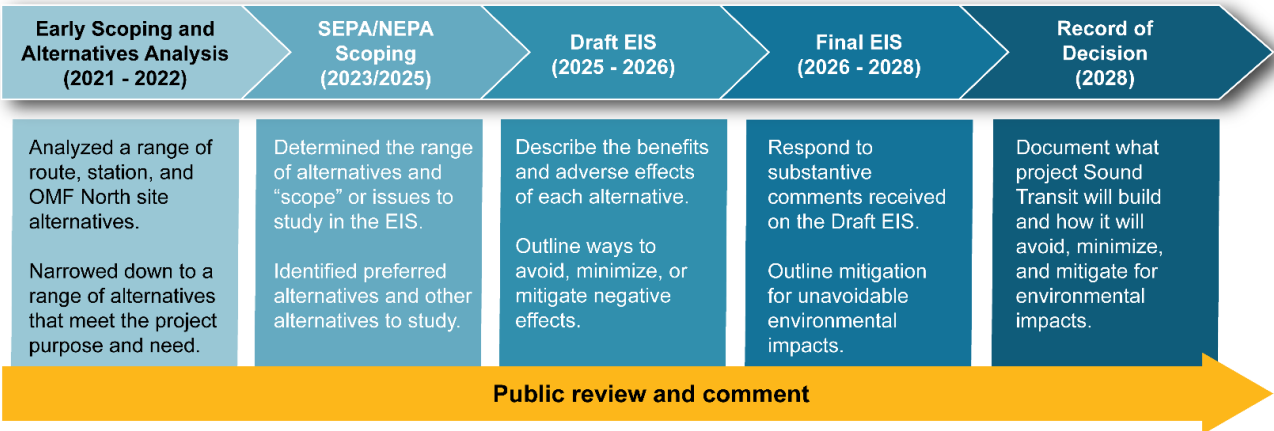
Sound Transit is committed to deploying comprehensive construction management plans to minimize these disruptions to the greatest extent feasible.

7 TRIBAL, AGENCY, AND PUBLIC INVOLVEMENT

FTA and Sound Transit are committed to working with Tribes, agencies, and the public throughout the planning, construction, and operation of the EVLE Project. FTA acknowledges the sovereign status of Indian Tribes and is required to consult on a government-to-government basis in recognition of the unique legal relationship between federal and Tribal government.

Sound Transit has engaged with Tribes, neighborhood and community stakeholders, local transit partners, and city, county, state, and federal agencies in a variety of ways to inform and involve these groups in the project (Figure 7-1). Public involvement and agency coordination in the planning and environmental phases of the project have played and will continue to play an important role in the development of station and route alternatives, identifying the preferred alternatives, and environmental review and refinement.

Figure 7-1 Project Public Review and Comment Process



FTA and Sound Transit developed a Tribal and Agency Coordination Plan in accordance with 23 USC 139(g)(1) and following FTA policy, with the objective of identifying key coordination points with Tribes, agencies, and the public during the environmental review process for EVLE. The purpose of the plan is to support cooperating agencies, participating agencies, Tribes, and the public as they engage in the analysis and evaluation of EVLE alternatives throughout the environmental review process.

Figure 7-2 provides a snapshot of how the project team engaged with different people, communities, and groups during the Alternatives Development and Environmental Review phases. Additional information regarding Tribal, agency, and public involvement is included in Appendix D.

Figure 7-2 EVLE External Engagement Snapshot (February 2021 to May 2026)



8 AREAS OF CONTROVERSY AND ISSUES TO BE RESOLVED

Areas of controversy and issues that remain to be resolved include the following:

- **Funding:** The SR 99/Airport Road Station is currently considered provisional (planning, preliminary engineering, and environmental review are funded, but final design and construction are not). In addition, the parking facilities at Mariner and Everett Station are deferred due to funding availability. The station and parking would not be constructed until additional funding is identified.
- **Type of Parking Facility at Mariner:** The parking provided in the Mariner station area may be a surface or structured facility. The Draft EIS evaluates both options. As the design progresses, Sound Transit would work with Snohomish County to determine the type of parking facility.
- **Location of Guideway Within WSDOT Right-of-Way:** Portions of some of the alternatives are within WSDOT right-of-way along SR 526 and I-5. Sound Transit must secure agreements and approvals from WSDOT and FHWA for use and proposed modifications (such as moving freeway noise walls). Sound Transit has coordinated with WSDOT during conceptual design to identify where the alternatives could potentially use WSDOT right-of-way. Additional design coordination and analysis would occur during the development of the Final EIS to support necessary agreements and approvals for Sound Transit's use of WSDOT right-of-way while accommodating WSDOT's future plans. Approvals would not occur until final design.
- **Everett Outdoor Event Center:** The City of Everett is currently planning for a new Everett Outdoor Event Center, which may conflict with the location of Station EVT-D in the Everett Station Segment. Sound Transit has and would continue to coordinate with the City of Everett as design advances. Any conflicts would be addressed in the Final EIS.
- **Ecosystem Impacts – OMF Sites:** While all OMF North site alternatives would impact ecosystem resources, OMF Sites E and B would result in wetland and stream impacts that would have the potential to increase the complexity of the environmental permitting process and the development of a comprehensive mitigation approach acceptable to Tribal, federal, state, and local agencies. Sound Transit would continue to refine the site design of whichever OMF North site alternative is selected to be built to further avoid and minimize impacts to ecosystem resources. Sound Transit would also coordinate with Tribal, federal, state, and local agencies in defining the mitigation approach for unavoidable ecosystem impacts.
- **Selection of Potential Design Refinements:** Sound Transit is evaluating several refinements to the designs evaluated in the Draft EIS that could reduce project cost while maintaining operational functionality and minimizing environment and community impacts. Sound Transit will determine which of these to incorporate into the designs that will be analyzed in the Final EIS.

Sound Transit would continue to coordinate with the appropriate federal, state, and local agencies and jurisdictions and affected Tribes to address these and any other issues that arise. Additional areas of controversy and issues to be resolved may be identified during the Draft EIS comment period.

9 NEXT STEPS

This section summarizes the steps that will follow after the publication of the Draft EIS:

- **Draft EIS Review and Comment:** FTA and Sound Transit are circulating the Draft EIS, which includes a draft Section 106 Programmatic Agreement, to affected Tribes, local jurisdictions, state and federal agencies, community organizations, other interest groups, interested individuals, and the public for review and comment. A 45-day formal public comment period from the date of issuance of the document is being provided.
- **Identification/Confirmation/Modification of Preferred Alternative:** After consideration of Draft EIS analyses, comments received on the Draft EIS, and other factors such as cost, the Board will identify, confirm, or modify a preferred alternative for the alignment and stations and for OMF North for evaluation in the Final EIS.
- **Final EIS:** FTA and Sound Transit will prepare a Final EIS that includes analysis comparing the preferred alternative, other Build Alternatives, and the No Build Alternative. The Final EIS will respond to substantive comments received on the Draft EIS and will include an unsigned Section 106 Programmatic Agreement. The Programmatic Agreement will be fully executed by all required consulting parties prior to FTA's final federal decision, issuance of the ROD.
- **Execute Section 106 Programmatic Agreement:** Once the project to build is selected, FTA and Sound Transit, in consultation with the SHPO, affected Tribes, and other interested parties (such as Washington Trust for Historic Preservation and local jurisdictions), will execute the Section 106 Programmatic Agreement.
- **Project Decision – Federal Approval:** FTA (provided all other requirements are met) is anticipated to issue a ROD document referred to as the federal ROD, which states FTA's decision on the project, identifies the alternatives considered, and lists mitigation commitments. The issuance of a ROD is required before federal funding or approvals.
- **Sound Transit Board Project Action:** After completion of the Final EIS, the Board will consider the alternatives evaluated in the Final EIS and is anticipated to select the project to be built.

Figure 1-3 shows the planned schedule milestones for construction of EVLE. The schedule is subject to change. Environmental review is expected to occur through 2028, with final design from 2028 to 2030, and construction starting in 2030. The forecasted in-service date for light rail service is 2037 to SW Everett Industrial Center and 2041 to Everett. OMF North is planned to open prior to the rest of EVLE, with a forecasted in-service date of 2034. Due to funding availability, new parking facilities are deferred; however, for the Draft EIS analysis, parking is assumed to open in 2046. The schedule is subject to change.

soundtransit.org/everettlink-deis

Questions? Contact Community Engagement
everettlink@soundtransit.org or 206-370-5533

Sound Transit | 401 S Jackson St, Seattle, WA 98104-2826 | soundtransit.org
Information in alternative formats: 800-201-4900 / TTY: 711 or accessibility@soundtransit.org

