



Everett Link Extension

Draft Environmental Impact Statement

LAND USE TECHNICAL REPORT

Appendix G.3

Table of Contents

1	INTRODUCTION.....	1
1.1	Overview.....	1
1.2	Potential Design Refinements.....	6
1.3	Purpose of Report.....	6
2	REGULATORY CONTEXT AND METHODOLOGY.....	6
2.1	Land Use Plans, Goals, and Policies.....	6
2.1.1	Regional and State Land Use Plans.....	6
2.1.2	Local Land Use Plans.....	10
2.1.3	Other.....	13
2.2	Methodology.....	13
3	AFFECTED ENVIRONMENT.....	14
3.1	West Alderwood Segment.....	14
3.2	Ash Way Segment.....	18
3.3	Mariner Segment.....	23
3.4	SR 99/Airport Road Segment and OMF Sites F and E.....	26
3.5	SW Everett Industrial Center Segment and OMF Site E.....	29
3.6	SR 526/Evergreen Segment and OMF Site B.....	32
3.7	Broadway/I-5 Segment.....	37
3.8	Everett Station Segment.....	42
4	ENVIRONMENTAL IMPACTS.....	47
4.1	Build Alternatives.....	47
4.1.1	Operational Impacts.....	47
4.1.2	Construction Impacts.....	55
4.2	No Build Alternative.....	56
5	MITIGATION MEASURES.....	56
6	REFERENCES.....	57

Figures

Figure 1-1	EVLE Project Corridor.....	2
Figure 1-2	EVLE Project Alternatives.....	5
Figure 3-1	Existing Land Use – West Alderwood Segment.....	16

Figure 3-2	Future Land Use – West Alderwood Segment	17
Figure 3-3	Existing Land Use – Ash Way Segment (South)	19
Figure 3-4	Existing Land Use – Ash Way Segment (North).....	20
Figure 3-5	Future Land Use – Ash Way Segment (South)	21
Figure 3-6	Future Land Use – Ash Way Segment (North)	22
Figure 3-7	Existing Land Use – Mariner Segment.....	24
Figure 3-8	Future Land Use – Mariner Segment	25
Figure 3-9	Existing Land Use – SR 99/Airport Road Segment and OMF Sites F and E.....	27
Figure 3-10	Future Land Use – SR 99/Airport Road Segment and OMF Sites F and E.....	28
Figure 3-11	Existing Land Use – SW Everett Industrial Center Segment and OMF Site E	30
Figure 3-12	Future Land Use – SW Everett Industrial Center Segment and OMF Site E	31
Figure 3-13	Existing Land Use – SR 526/Evergreen Segment (West) and OMF Site B.....	33
Figure 3-14	Existing Land Use – SR 526/Evergreen Segment (East).....	34
Figure 3-15	Future Land Use – SR 526/Evergreen Segment (West) and OMF Site B.....	35
Figure 3-16	Future Land Use – SR 526/Evergreen Segment (East).....	36
Figure 3-17	Existing Land Use – Broadway/I-5 Segment (South).....	38
Figure 3-18	Existing Land Use – Broadway/I-5 Segment (North)	39
Figure 3-19	Future Land Use – Broadway/I-5 Segment (South).....	40
Figure 3-20	Future Land Use – Broadway/I-5 Segment (North)	41
Figure 3-21	Existing Land Use – Everett Station Segment (South)	43
Figure 3-22	Existing Land Use – Everett Station Segment (North).....	44
Figure 3-23	Future Land Use – Everett Station Segment (South)	45
Figure 3-24	Future Land Use – Everett Station Segment (North)	46

Tables

Table 1-1	Alignment and Station Build Alternatives by Segment.....	4
Table 1-2	OMF North Site Alternatives.....	4
Table 4-1	Potential Conversion of Land Use to a Transportation-Related Land Use – West Alderwood Segment.....	51

Table 4-2	Potential Conversion of Land Use to a Transportation-Related Land Use – Ash Way Segment	52
Table 4-3	Potential Conversion of Land Use to a Transportation-Related Land Use – Mariner Segment	52
Table 4-4	Potential Conversion of Land Use to a Transportation-Related Land Use – SR 99/Airport Road Segment.....	53
Table 4-5	Potential Conversion of Land Use to a Transportation-Related Land Use – SW Everett Industrial Center Segment	53
Table 4-6	Potential Conversion of Land Use to a Transportation-Related Land Use – SR 526/Evergreen Segment	54
Table 4-7	Potential Conversion of Land Use to a Transportation-Related Land Use – Broadway/I-5 Segment.....	54
Table 4-8	Potential Conversion of Land Use to a Transportation-Related Land Use – Everett Station Segment	54
Table 4-9	Potential Conversion of Land Use to a Transportation-Related Land Use – OMF North Site Alternatives	55

Acronyms

AIR	SR 99/Airport Road
ALD	West Alderwood
ASH	Ash Way
BI	Broadway/I-5
BRT	Bus Rapid Transit
CPTED	Crime Prevention Through Environmental Design
EGN	SR 526/Evergreen
EIS	Environmental Impact Statement
EVLE	Everett Link Extension
EVT	Everett Station
FTA	Federal Transit Administration
GIS	Geographic Information System
GMA	Growth Management Act
NEPA	National Environmental Policy Act
MAR	Mariner
OMF	operations and maintenance facility
PSRC	Puget Sound Regional Council
RCW	Revised Code of Washington
RTP	Regional Transportation Plan
SnoPUD	Snohomish County Public Utility District No. 1
SR	State Route
ST2	Sound Transit 2
ST3	Sound Transit 3
TOD	transit oriented development
UGA	Urban Growth Area

1 INTRODUCTION

1.1 Overview

The Central Puget Sound Regional Transit Authority (Sound Transit) is proposing to expand Link light rail transit service 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, funding for which was approved by voters in the region in 2016.

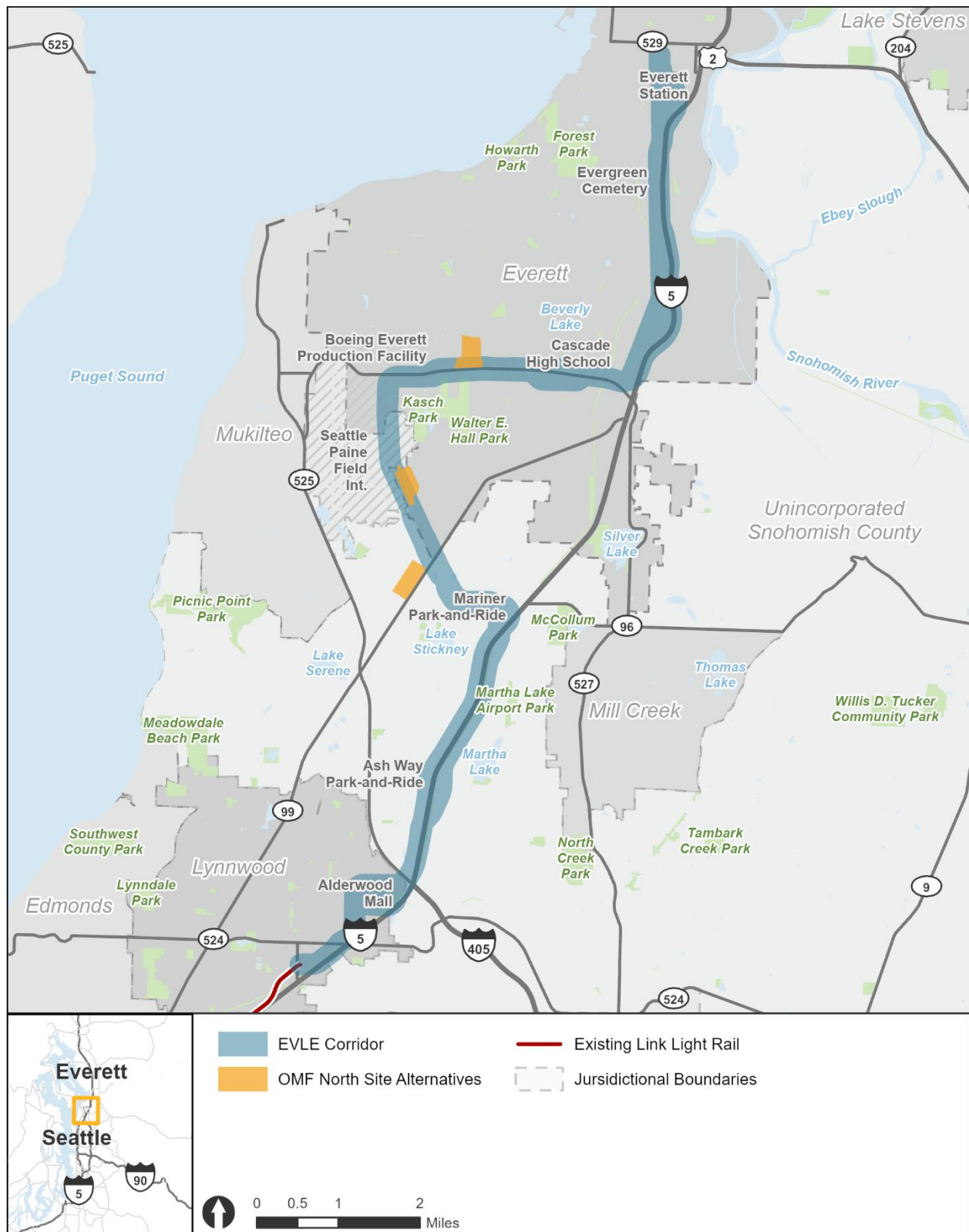
For this analysis, the EVLE Project consists of approximately 16 miles of light rail guideway, seven light rail stations, two parking facilities, and an operations and maintenance facility (OMF North). Sound Transit proposes to begin construction of the project in 2030. The current schedule for opening light rail service from the Lynnwood City Center Station to Everett Station is 2041. A shorter route connecting Lynnwood City Center to the SW Everett Industrial Center Station would open first in 2037 as the initial phase. OMF North would open by 2034, prior to opening of the light rail extension, as the facility is necessary for storing rail cars and supporting service for not only the extension to Everett, but also other parts of the regional system.¹ Parking facilities at the Mariner and Everett Stations would open by 2046.

One station, State Route (SR) 99/Airport Road Station, is currently considered provisional since planning, preliminary engineering, and environmental review are funded, but final design and construction are not. However, for purposes of this evaluation, all seven stations are assumed to be funded and open according to the schedule described above to capture all locations where impacts could occur. The station would be fully constructed and open for service when additional funding is identified.

The initial phase is not discussed in this analysis because it would not have additional potential impacts when compared with the fully built alternatives (i.e., the impacts would be the same in the West Alderwood, Ash Way, Mariner, SR 99/Airport Road, and SW Everett Industrial Center Segments, and for the OMF sites, but the impacts in the SR 526/Evergreen, Broadway/I-5, and Everett Station Segments would not occur until construction on those segments begins). All potential impacts are described in Section 4.

¹ Construction of light rail projects is typically divided into sections, and construction would occur across different parts of the corridor between 2030 and 2046. For more information on the construction approach, see Draft EIS Appendix B.

Figure 1-1 EVLE Project Corridor



For planning and engineering purposes, the project is organized into eight geographic segments, discussed in this document from south to north. Within those segments, a total of 17 alignment alternatives and 18 station location alternatives are under consideration. These alignment and station alternatives are combined into Build Alternatives for analysis as shown in Table 1-1 and Figure 1-2.

Table 1-1 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).²
- **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 has been identified by the Sound Transit Board of Directors, it is indicated with an asterisk.
- **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.

² Letters identifying station alternatives are non-sequential in some segments; missing letters denote alternatives that did not perform as well as alternatives considered in the Draft EIS. For more information on the Alternatives Development process, see Draft EIS Chapter 2

Table 1-1 Alignment and Station Build 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

There are also three OMF North site alternatives under consideration as shown in Table 1-2 and Figure 1-2.

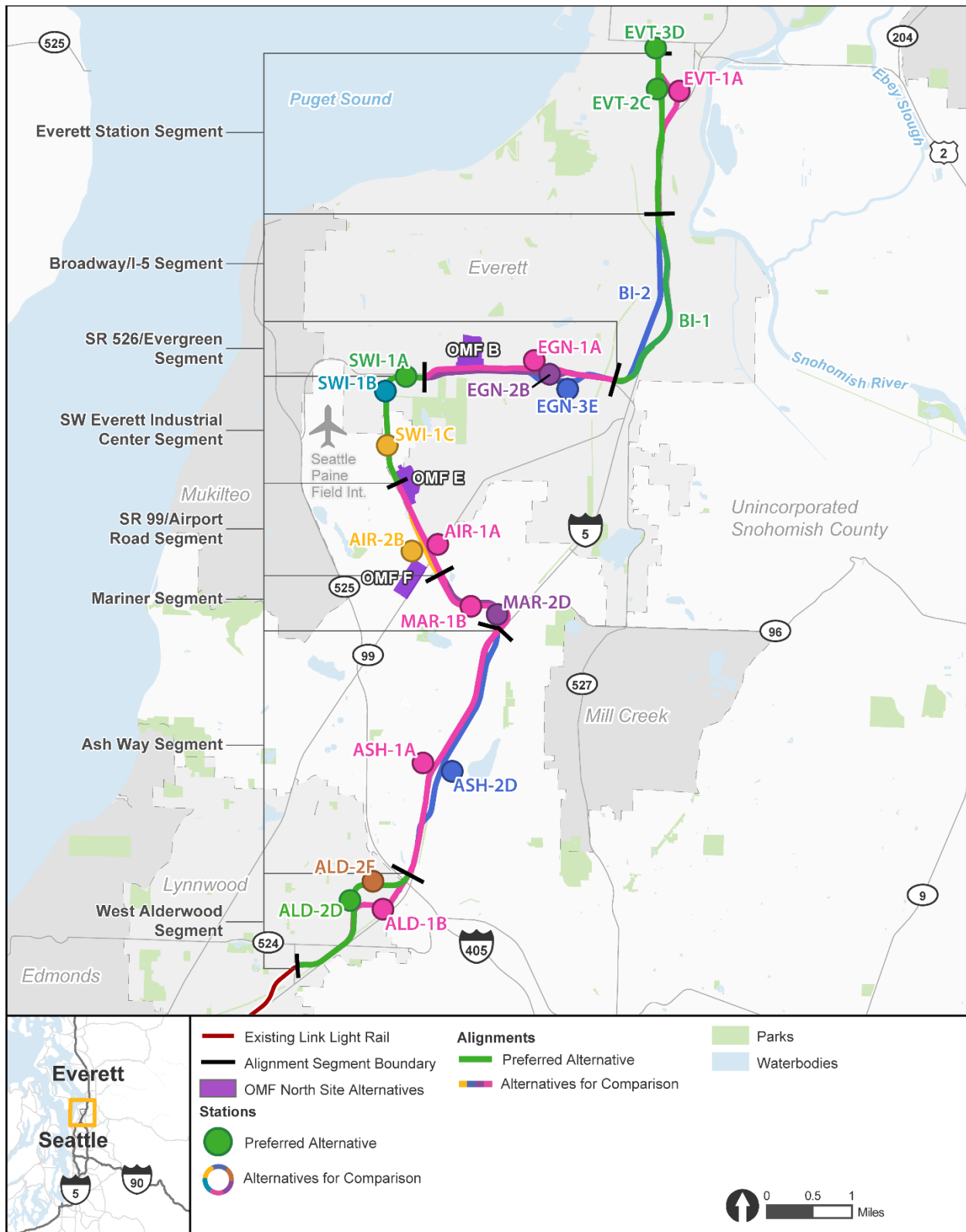
Table 1-2 OMF North Site Alternatives

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

Analysis of the Build Alternatives was based on the conceptual design drawings included in Draft Environmental Impact Statement (EIS) Appendix F.

The No Build Alternative describes the environment, including the transportation system, as it would exist in 2046 without the proposed project. The No Build Alternative uses 2046 as the year of analysis to align with the target date for completion of all EVLE Project components and the full buildout of the light rail capital projects included in the ST3 Plan.

Figure 1-2 EVLE Project Alternatives



1.2 Potential Design Refinements

In addition to the alternatives described above, the Draft EIS provides a qualitative evaluation of potential design refinements that could reduce overall project cost if applied to the alignment and station alternatives (for more information, see Draft EIS Chapter 2). The potential design refinements identified to date that could be considered in each segment, along with potential changes in impacts, are described in Draft EIS Chapter 4. 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.

Additional parcels that would be affected by the potential design refinements may require additional land to be converted to transportation use. However, due to the nature of the potential design refinements, they are not anticipated to change the conclusion that the project would be compatible with existing land use plans and policies (see quantitative analysis methodology in Draft EIS Appendix I).

1.3 Purpose of Report

The purpose of this report is to describe existing and planned future land uses in the study area, review the project's compatibility with existing land use plans and policies, and evaluate the EVLE Project's potential impacts to land use.

2 REGULATORY CONTEXT AND METHODOLOGY

2.1 Land Use Plans, Goals, and Policies

Sound Transit is the regional transit authority for the central Puget Sound region as established in Revised Code of Washington (RCW) Chapters 81.104 and 81.112. The EVLE Project is part of ST3 (Sound Transit 2016), which aims to complete major mass transit extensions over a 25-year period in the Puget Sound region.

No specific laws or executive orders regulate the consideration of land use impacts as a component of National Environmental Policy Act (NEPA) documents. NEPA forms the general basis for consideration of land use issues, which includes the review of transit projects' consistency with official local plans for development of an area, as well as the goals and objectives of adjacent and affected communities.

The following adopted regulations, plans, and policies were reviewed for the project's land use compatibility and conformance with existing land use plans and policies.

2.1.1 Regional and State Land Use Plans

2.1.1.1 Washington State Growth Management Act (GMA)

The GMA (Washington State 1990) is a series of state statutes in RCW Chapter 36.70a, first adopted in 1990, that require counties and cities to plan for future growth in coordination with state and regional goals. Snohomish County and the jurisdictions within it are required to complete comprehensive plans that articulate goals, objectives, policies, actions, and standards

to guide local officials and further the goals of the GMA, which include concentrating urban growth, preserving rural and open spaces, and building efficient transportation systems.

Local governments are required to develop and adopt growth management policies, plans, and regulations that are consistent with the GMA. Comprehensive plans require elements that address land use, housing, capital facilities, economic development, parks and recreation, resiliency, utilities, rural lands (counties only), and transportation. Coordination and consistency between the transportation and land use elements are a requirement and key component of the GMA. The GMA also requires cities and counties to establish a process in their comprehensive plans to make provisions for siting essential public facilities, such as state and regional transportation or transit facilities. The Cities of Lynnwood and Everett and Snohomish County plan for land development by focusing growth within designated growth centers in areas that are well served by transit.

2.1.1.2 PSRC Regional Transportation Plan

The *Regional Transportation Plan (RTP)* (PSRC 2022a) outlines how the Puget Sound region will move people and goods, improve air and water quality, and support economic opportunity through its transportation system in the future. The plan is structured around the regional goals established by PSRC and takes into account Sound Transit's voter approved ST3 Plan. PSRC's transportation plan seeks to accommodate growth by better connecting housing, employment, and military and freight centers, while ensuring access to recreational and cultural assets.

The *RTP* furthers the *Growing Transit Communities Strategy*, which calls for regional residential and employment growth, including a range of affordable housing choices, to be focused around high-capacity transit. The *RTP* outlines a regional vision for a safe, clean, integrated, and efficient transportation system that supports the Regional Growth Strategy. The *RTP*'s investments in projects and programs are focused on places where growth is planned to occur and support the overarching vision for the Puget Sound region.

The *RTP* identifies key transportation investments for highway, transit, local roadway, and trail projects, with near-term investments in the current *Transportation Improvement Program* (PSRC 2022b). The EVLE Project is included in the *RTP* with these critical investments along with related long-term projects along the EVLE representative alignment as identified in the ST3 Plan. These include plans for business access transit lanes and dedicated bike and pedestrian crossing over Interstate 5 (I-5) along 164th Street SE/SW; business access and transit lanes along 128th Street SE/SW; reconstruction of the interchange between I-5 and 128th Street; business access and transit lanes on Evergreen Way across SR 526 in Everett; and bicycle, pedestrian, and transit improvements on Broadway running alongside I-5 from SR 526 to Everett Station.

2.1.1.3 PSRC Growing Transit Communities Strategy

The *Growing Transit Communities Strategy* (PSRC 2013) is a growth strategy developed in 2013. The strategy calls for local and regional action to implement the growth strategy focused around three main goals:

- Attract more of the region's residential and employment growth near high-capacity transit.
- Provide affordable housing choices near high-capacity transit.
- Increase access to opportunity for existing and future community members in high-capacity transit communities.

Based on these goals, the *Growing Transit Communities Strategy* created a toolkit of 24 strategies and actions that fall into four groups: foundation strategies, strategies to attract growth, strategies to provide affordable housing choices, and strategies to expand access to opportunity. These specific actions and strategies were designed to create great urban places and build communities around transit that dovetail with PSRC's broader regional growth strategy and policies.

The *Growing Transit Communities Strategy* identified multiple high-capacity transit communities along the EVLE representative alignment, including potential EVLE station areas at Alderwood Mall (West Alderwood), Ash Way, Mariner, Airport Road, Boeing/SW Everett Industrial Center, and Everett Station.

2.1.1.4 PSRC Regional Centers Framework Update

The PSRC *Regional Centers Framework Update* (PSRC 2018) provides guidance for the development of regional centers in the Puget Sound region. The framework emphasizes the importance of creating vibrant and inclusive communities with a mix of uses and amenities. It promotes smart development practices and encourages collaboration between public and private stakeholders. The update includes strategies for addressing affordable housing, transportation, and economic development, with the goal of creating attractive and economically thriving regional centers.

The updated framework aims to create regional centers that offer a high quality of life for residents, workers, and visitors. It emphasizes the need for a balance between housing, jobs, and services within these centers. The framework also highlights the importance of transportation options and encourages the use of public transit, walking, and biking. Additionally, it calls for the preservation of open spaces and natural resources as well as the promotion of affordable housing opportunities. The update provides a comprehensive approach to the development of regional centers that will contribute to the overall livability and economic vitality of the Puget Sound region.

2.1.1.5 Sound Transit Regional Transit Long-Range Plan

The Sound Transit *Regional Transit Long-Range Plan* (Sound Transit 2014a) addresses the region's mobility needs and growth objectives by planning for an expanded high-capacity transit system over the next 30 years. The plan envisions a high-capacity transit system that connects regional growth centers faster and more frequently than local transit systems can. Sound Transit used this plan to help determine priorities for their next system planning efforts in ST3. Unlike ST3, however, the *Regional Transit Long-Range Plan* is not fiscally constrained and approved by voters; therefore, it serves as a broader guide for long-term regional transit investment.

The capacity and service goals in the *Regional Transit Long-Range Plan* are addressed by investments in Link light rail, bus rapid transit (BRT), regional Sound Transit Express bus routes, and Sounder commuter rail. These high-capacity transit investments are intended to increase the people-carrying potential of the regional system, support growth management policies, help limit sprawl, and contribute to a thriving economy.

In this plan, Sound Transit included a potential light rail corridor to connect Lynnwood and Everett, by way of the SW Everett Industrial Center and Seattle Paine Field International Airport (Paine Field). With this designation, Sound Transit included the EVLE Project as a high-priority corridor with some of the highest ridership potential in the region.

2.1.1.6 Sound Transit – Transit Oriented Development Policy and Program Strategic Plan Update

The *Transit Oriented Development Program Strategic Plan Update* (Sound Transit 2014b) defines Sound Transit's vision for transit oriented development (TOD) around its corridors, stations, park-and-ride lots, and transit centers. It describes the importance of integrating land use and transit in an environmentally responsible way and furthers the emphasis on the role of TOD in long-range and project planning. The plan is intended to be used by the Sound Transit Board of Directors, staff, local jurisdictions, and partner agencies to provide guidance on how to facilitate public and private development projects that create dense, pedestrian-oriented communities, which encourage people to use transit and foster a healthy, livable environment.

2.1.1.7 Sound Transit 3 System Plan

ST3 (Sound Transit 2016) is the latest system expansion plan developed by Sound Transit and approved by voters in 2016. It builds off previous voter approved plans: *Sound Move* (Sound Transit 1996) and Sound Transit 2 (ST2) (Sound Transit 2008). ST3 provides an outline for future high-capacity transit investment guided by regional mobility and growth goals established by PSRC and the *Regional Transit Long-Range Plan* (Sound Transit 2014a).

ST3 proposes an expanded Link light rail system throughout the Sound Transit district, including a connection from Lynnwood to Everett. This planned connection includes six stations between Lynnwood City Center and Everett Station, with a seventh provisional station at SR 99/Airport Road. Along with this and other Link light rail expansions, ST3 also includes new BRT corridors and improvements to the existing Sounder commuter rail system.

2.1.1.8 Sound Transit Real Property Excess, Surplus, and Disposition Policy

The *Real Property Excess, Surplus, and Disposition Policy* (Sound Transit Board Resolution R2013-30) states that Sound Transit will consider a number of priorities in determining surplus real property disposition, including encouraging TOD, joint development, and public and private projects at and around Sound Transit facilities through early involvement in project planning and design. The policy also calls for careful consideration of and support for real property disposition that would:

- Increase transit ridership; support economic development efforts.
- Support state, regional, and local growth plans, policies, and strategies.
- Foster relationships with local jurisdictions, regional agencies, private developers, local residents, businesses, community groups, and other stakeholders.
- Encourage convenient, safe multimodal access to the transit system, with an emphasis on non-motorized access.
- Encourage creation of housing options including market-rate and affordable units.

The policy serves as one of the cornerstones of the *TOD Program Strategic Plan Update* (Sound Transit 2014b), and both policies are to be used in coordination to create TOD projects.

2.1.2 Local Land Use Plans

2.1.2.1 City of Everett Evergreen Way Revitalization Plan

The *Evergreen Way Revitalization Plan* (City of Everett 2012) plans for future development of the communities along Evergreen Way. Evergreen Way is a principal arterial connecting downtown Everett with southwest Everett through low-density commercial land uses. Since 2009, the corridor has supported Community Transit's Swift BRT service and served as an important multimodal connection for residents in the region. The City of Everett's comprehensive plan calls for this corridor to be redeveloped with a mix of higher intensity commercial and residential land uses served by high-quality transit service.

To meet redevelopment goals, including maximizing transit investments and increasing ridership, the City of Everett plans to develop mixed-use nodes around Swift BRT stations. While the plan does not call out future light rail service, it proposes BRT station nodes at potential EVLE station locations, such as Casino Road and Airport Road (the latter being a provisional station).

2.1.2.2 Everett 2044 Comprehensive Plan

The *Everett 2044 Comprehensive Plan* (City of Everett 2025) lays out the City's vision for growth and key focus areas that will ensure consistency with PSRC's regional growth priorities. The plan supports the City's well-established strategy of directing growth into concentrated centers, along transit oriented corridors, and within the Southwest Everett Manufacturing and Industrial Center. These strategies are dependent on the completion of light rail service to downtown Everett, with stations built in a manner that supports job and housing development in the city.

The transportation element of the plan fulfills the State's GMA requirement to prepare a transportation plan consistent with other elements of the City's comprehensive plan, including land use and financial priorities. The City identified 12 goals to guide the future transportation network, resulting in policies supportive of light rail investment, multimodal centers, and an overall prioritization of transit as the preferred mode choice for trips to downtown and other city and regional activity centers.

In advance of ST3 (Sound Transit 2016), the City of Everett planned for redevelopment and investment in high-density urban neighborhoods, with a focus on redevelopment in the city's designated centers, along urban corridors, and near future light rail stations. The City has already developed a subarea plan to guide growth in the regionally designated Metropolitan Center, Metro Everett, and plans to do the same for the area surrounding Casino Road. The Casino Road subarea plan will be focused on TOD that will support a variety of housing, commercial, and service needs. The urban form element of the plan identifies Metro Everett as well as the SR 526/Evergreen and SR 99/Airport Road station areas as "Mixed-Use Centers" which the plan describes as compact and pedestrian oriented urban places with a mix of retail, residential, and employment uses connected to public transit and active transportation networks. Everett intends for these centers to be the primary areas of growth over the next 20 years. The plan also implements Washington State's "missing middle" housing bill (Washington State 2023), which requires many cities to allow up to four housing units on all residential lots.

The plan also lays out several policies that support the development of high-capacity transit corridors and stations. Policies include incorporating transit-supportive and pedestrian oriented design features in new development, prioritizing non-motorized travel and access to station

areas, and directing growth and change to designated centers, transportation corridors, and transit station areas.

2.1.2.3 City of Everett Metro Everett Subarea Plan

Metro Everett (City of Everett 2020a) is the City of Everett's subarea plan for the area regionally designated as a Metropolitan Center by PSRC. The plan is intended to address how the area will accommodate population and job growth called for in regional and local planning efforts. The transportation and land use priorities put forth in the plan are consistent with past planning recommendations and focus heavily on the addition of a light rail station surrounded by supportive land uses and vibrant public spaces.

Metro Everett contains a station concept plan for a multimodal transportation hub and TOD serving downtown and Everett Station. The plan centers around a light rail platform and bus access for Sound Transit, Everett Transit, and Community Transit, including Swift BRT routes. The plan includes improved pedestrian and bicycle access, along with right-sized parking and freight accommodations to promote a more multimodal Everett.

2.1.2.4 City of Everett Rethink Zoning

In November 2020, the City of Everett completed an initiative called *Rethink Zoning* (City of Everett 2020b) to update and simplify the City's prior zoning code, originally adopted in 1989. While *Rethink Zoning* did not fundamentally change the City's land use vision, it consolidated zoning districts and changed land use designations in various areas of the city that were inconsistent with the City's earlier comprehensive plan and zoning map. The City's unified development code uses a streamlined set of zoning districts and corridor designations, developed to reflect the zoning recommendations in the *Metro Everett* subarea plan. The City's new corridor designations include the streets around Everett Station and extend to corridors outside of the *Metro Everett* subarea, including Broadway and Evergreen Way.

As part of the initiative, building heights throughout Everett are regulated separately from permitted uses and other district-based zoning requirements. Minimum heights are established for certain higher-intensity zones and streets designated for TOD, but height is otherwise regulated according to a separate section of the unified development code.

2.1.2.5 City of Everett Rethink Housing Action Plan

The City of Everett's *Rethink Housing Action Plan* (City of Everett 2021) was developed by a mayor-appointed committee charged with recommending housing growth strategies in 2021. The action plan emphasizes the need to grow a variety of housing types, encourages infill development, and increases development in urban corridors and transit oriented communities. The plan specifically calls for diversifying housing types in transit station areas, preserving land for TOD, streamlining code requirements for new TOD, and promoting affordable housing options in transit station areas.

2.1.2.6 City of Lynnwood Imagine Lynnwood Comprehensive Plan

Imagine Lynnwood Comprehensive Plan (City of Lynnwood 2025a) calls for most of the city's population and employment growth to occur in the PSRC designated regional center in Lynnwood, referred to in the plan as City Center + Alderwood Subarea. The regional center includes the Alderwood Mall area and the previously planned City Center Subarea and is intended for high-density land development served by robust transit. The light rail expansion

called for in ST2 and ST3 is foundational to these development goals. Land use and economic development policies in the plan call for TOD around light rail and BRT stations, ensuring compact residential and employment growth in those areas. The plan also implements Washington State’s “missing middle” housing bill (Washington State 2023), which requires many cities to allow up to four housing units on all residential lots.

2.1.2.7 Lynnwood City Center + Alderwood Subarea Plan

Lynnwood’s regional growth center was designated by PSRC in 1995, and the City of Lynnwood began to develop concepts of what an urban center would mean for Lynnwood in the 1995 comprehensive plan. The *City Center Sub-Area Plan* (City of Lynnwood 2007) outlined the community’s vision for a compact, intense, and lively City Center, and guided the redevelopment of existing low-rise retail and office buildings in the area towards higher-density mixed-use development.

In 2025, the City of Lynnwood adopted the *Lynnwood City Center + Alderwood Subarea Plan* (City of Lynnwood 2025b). This plan builds on the *City Center Sub-Area Plan* and seeks to accommodate growth in the region by connecting the City Center and Alderwood areas as well as prepare for the upcoming light rail extension from Lynnwood to Everett. The goal of the plan is to prioritize TOD, meet regional growth targets for employment and housing, and guide the original goal of creating a well-connected, compact, and vibrant area.

2.1.2.8 City of Lynnwood Connect Lynnwood

Connect Lynnwood (City of Lynnwood 2022) lays out the City’s plan for constructing and enhancing its active transportation network. The goal of the plan is to develop a connected citywide network of active transportation facilities suitable for all ages and abilities. The plan specifically highlights the importance of connecting the future light rail stations with active transportation facilities to improve station access across the city.

2.1.2.9 Snohomish County 2024 Comprehensive Plan

The *Snohomish County 2024 Comprehensive Plan* lays out the goals and policies necessary for the County to satisfy the goals of the GMA, which include directing growth within the established Urban Growth Boundary. Consistent with the GMA, Snohomish County aims to direct future growth into urban areas well served by transit and reduce growth rates in areas designated for natural resource extraction and agricultural production and other areas not designated for urban growth. This involves maximizing the remaining land use within cities and urban unincorporated areas. To realize this goal, the comprehensive plan designates several centers that are a priority for local planning and infrastructure, including three countywide growth centers around future Link light rail stations: Mariner Light Rail Station Area, Ash Way Light Rail Station Area, and Airport Road and SR 99 Provisional Light Rail Station.

As part of the comprehensive plan, Snohomish County also developed an urban core subarea plan element to establish a vision, goals, and policies specific to the Urban Core Subarea, which includes the three station-specific countywide growth centers mentioned above that are planned for future zoning as a light rail community. Defining features of light rail communities include a mix of uses and activities connected by efficient transportation, including housing, employment opportunities, service amenities, and infrastructure for transit and active transportation. The plan also implements Washington State’s “missing middle” housing bill (Washington State 2023), which requires many cities to allow up to four housing units on all residential lots.

The transportation element of the comprehensive plan is closely tied with land use goals and policies and relies on Link light rail to serve the Urban Core Subareas designated in the comprehensive plan. The plan also calls for the County to discourage single-occupancy vehicle trips to help alleviate traffic congestion, which is largely supported by the construction of EVLE.

2.1.2.10 Snohomish County Light Rail Communities: Station Area Planning

The *Light Rail Communities: Station Area Planning* effort (Snohomish County 2020) was an early planning effort undertaken by the County in advance of the environmental planning process for the EVLE Project and focused on refining the locations for stations planned near the I-5/128th Street interchange (Mariner Station) and I-5/164th Street interchange (Ash Way Station). While ST3 included general station locations, it did not specify exactly where stations would be sited. Snohomish County led a project team to examine possible station locations and alignments in unincorporated Snohomish County.

This report identified recommended alternatives for both the Mariner and Ash Way Stations that prioritized development potential and connections to other mass transit such as Community Transit's Swift BRT and non-motorized infrastructure such as trails and sidewalks. Through several rounds of stakeholder workshops and community meetings, the project team identified two recommended alternatives for both stations: the Ash Way Park-and-Ride lot and a location on the east side of I-5 for the Ash Way Station, and alternatives on 128th Street near 8th Avenue and one straddling a new 130th Street for the Mariner Station. In addition, this report identified several near-, long-, and very long-term recommendations for improving transit access across I-5 near the two planned stations.

2.1.3 Other

2.1.3.1 Paine Field Master Plan 2040

Paine Field Master Plan 2040 (Snohomish County 2024b) outlines the development and expansion strategies for the airport, aiming to accommodate future growth and enhance its facilities and services. The airport has undergone substantial changes in the past two decades, so the master plan is designed to ensure that the airport can accommodate future growth, meet regulatory requirements, and improve operational efficiency. The airfield has long been the site for testing and delivering aircraft produced at the Boeing Everett Production Facility, and it opened to commercial service for the first time in 2019. The airport is served by Alaska Airlines, can accommodate 24 departures per day (Snohomish County 2023b), and functions as a reliever for other regional airports. The introduction of commercial service at Paine Field will likely bring changes to travel patterns for those accessing the airport.

2.2 Methodology

The land use study area for the Draft EIS has a regional context but is primarily local, encompassing the jurisdictions within 0.5 miles of the project limits. The project limits include permanent project improvements and areas needed for project construction. Land uses in the areas within 0.5 miles of the station alternatives have the greatest potential to be affected

NEPA regulations require that an EIS disclose impacts (i.e., effects) of a proposed action on the environment. NEPA requires an EIS to evaluate and disclose the "reasonably foreseeable environmental effects of the proposed agency action" (42 USC Section 4332). Reasonably foreseeable environmental effects are those that are sufficiently likely to occur during operation

(long-term) or construction (short-term). Reasonably foreseeable environmental effects do not include effects that are speculative in nature or remote in time or place, or that are the result of a lengthy causal chain. For this analysis, reasonably foreseeable effects include all effects that are considered likely to result from the project over its operational lifetime within the study area of each resource.

Existing land use was determined by parcel data from the Snohomish County Assessor's Office, while future land was determined by jurisdictional comprehensive plans. Land use acreages were calculated using geographic information systems (GIS).

3 AFFECTED ENVIRONMENT

This section describes existing and potential future land uses in the study area and summarizes overarching land use policies as they relate to the EVLE Project.

All land uses are generalized into the following dominant land use categories:

- Single-family residential: This designation is consistent for all jurisdictions.
- Multi-family residential: This designation includes all other types of residential uses except single family and zones explicitly designated as mixed use.
- Commercial: This designation includes retail, services, commercial, and office uses. There is no distinction between neighborhood-type commercial and larger retail ("big box").
- Institutional/public: This designation includes categorized institutions (such as hospitals and community colleges) and public facilities (such as public schools, post offices, and government buildings), except parks and open space.
- Mixed use: This designation includes areas specifically zoned mixed use.
- Transportation and utilities: This designation includes roads, airports, railroads, and other transportation facilities, along with utilities.
- Parks and open space: This designation is consistent for all jurisdictions.
- Industrial: This designation includes light and heavy industry.
- Vacant land: This designation shows vacant land and includes the respective comprehensive plan designation for the property.
- Other: Additional atypical designations are included where they do not fit into the above categories, such as farmland.

3.1 West Alderwood Segment

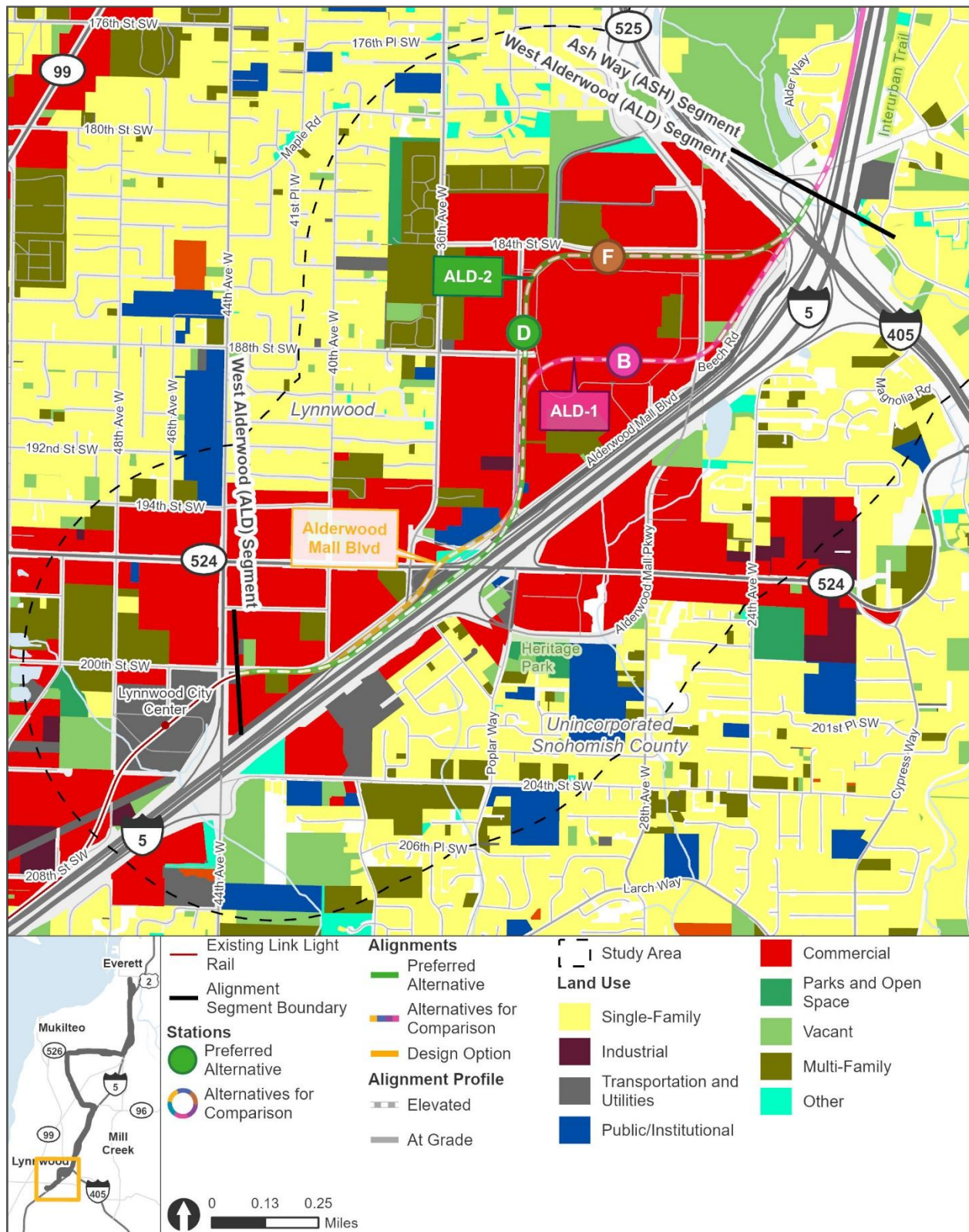
The existing land use within the study area in the West Alderwood Segment primarily consists of the Lynnwood City Center area and Alderwood Mall (Figure 3-1), which together comprise the PSRC-designated Lynnwood Regional Growth Center. Land uses are predominantly commercial, but there are an increasing number of high-density residential projects completed and in development within the study area in this segment.

At the north end of the segment, the dominant land use in the study area is commercial, centered on Alderwood Mall. The main mall building occupies the blocks between 33rd Avenue

W to the west, Alderwood Mall Parkway to the east, 184th Street SW to the north, and 188th Street SW to the south. There are several big-box commercial stores to the north and east of the mall as well as apartment buildings. South and west of the mall is mostly low-density commercial and low-density residential starting at 36th Avenue W. The area south of I-5 has more big-box commercial development and single-family residential.

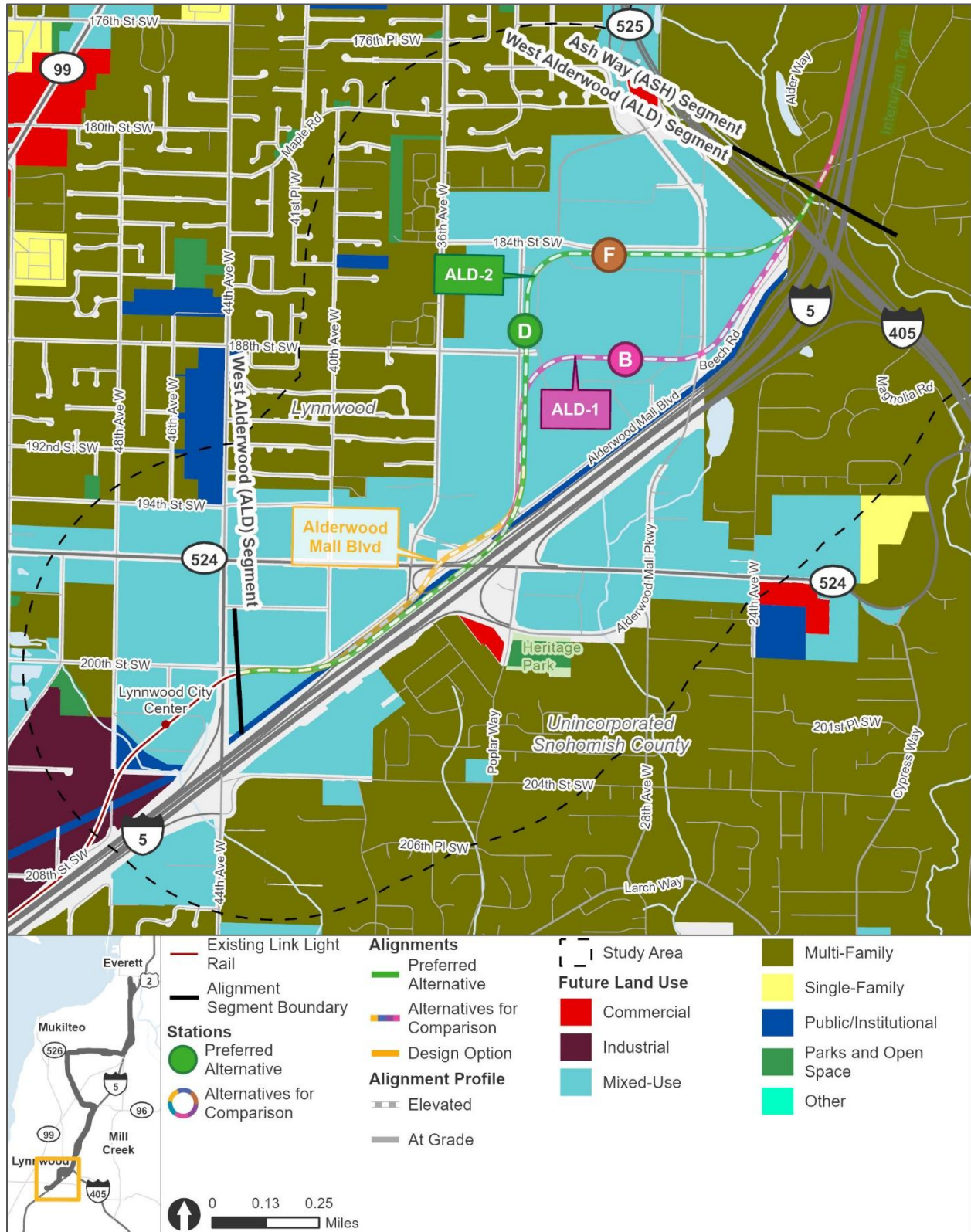
Figure 3-2 shows the future land use designations in the West Alderwood Segment. Future land use designations shift the largely commercial existing uses to a higher density mix of residential, commercial, and office. In its *Imagine Lynnwood Comprehensive Plan* (City of Lynnwood 2025a) and *City Center + Alderwood Sub-Area Plan* (City of Lynnwood 2025b), the City of Lynnwood has pursued developing the City Center and Alderwood areas with dense mixed-use development. Regional and local plans call for most future population and employment growth to occur within the Lynnwood Regional Growth Center, and the City has planned for much of this to occur within the City Center and Alderwood areas. Most existing single-family uses have been rezoned to accommodate higher density multi-family housing to meet regional housing targets and comply with new state requirements to accommodate missing middle housing. A small section between 200th Street SW and I-5 is redesignated from commercial to industrial, and north of SR 524 and east of 24th Avenue W was rezoned to accommodate more mixed-use.

Figure 3-1 Existing Land Use – West Alderwood Segment



SOURCE: Snohomish County (2023a).

Figure 3-2 Future Land Use – West Alderwood Segment



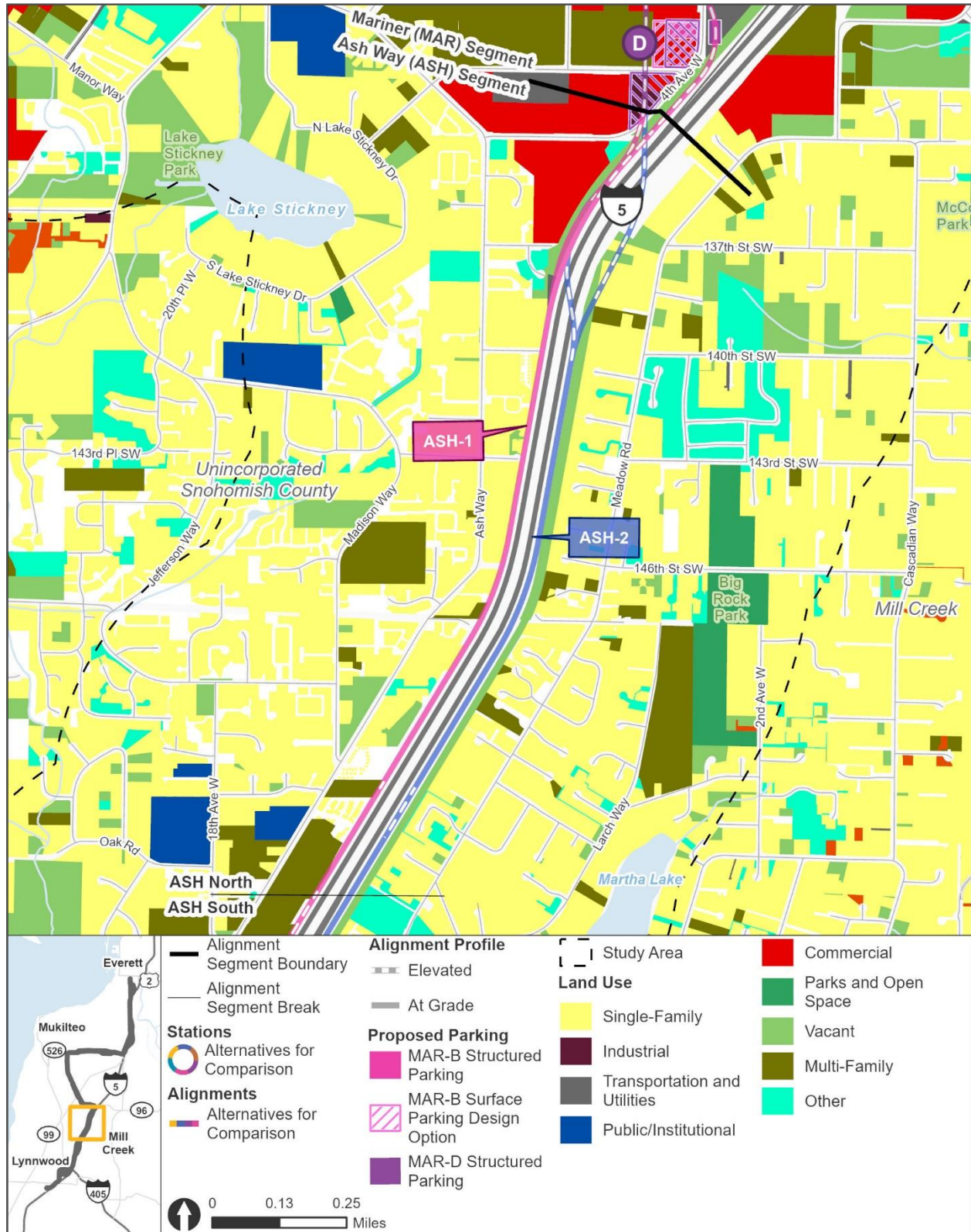
SOURCE: City of Lynnwood (2025a).

3.2 Ash Way Segment

The Ash Way Segment is centered on the I-5 and 164th Street SW interchange, which is one of two places for vehicles, pedestrians, and other nonmotorized traffic to cross I-5 in this segment (the other is at Maple Road). The Interurban Trail runs along the east side of I-5 in this segment. Existing land use within the study area in this segment is largely single-family residential, but 164th Street SW is mostly commercial with high-density residential uses north of 164th Street SW near I-5 (Figure 3-3). There are some industrial and office uses on the north end of the segment (Figure 3-4).

Figure 3-5 and Figure 3-6 show the future land use designations in the Ash Way Segment. Snohomish County's future land use plans shift the existing single-family residential areas west of I-5 to medium- and high-density residential uses in the northern portion of the segment, and a combination of mixed-uses and multi-family residential in the southern portion. Most existing single-family uses have been rezoned to accommodate higher density multi-family housing to meet regional housing targets and comply with new state requirements to accommodate missing middle housing. Much of the current vacant land in the southern portion of the segment has been designated for future high-density residential use. This area is designated as an Urban Center by Snohomish County, and the County's *Comprehensive Plan* (Snohomish County 2024a) calls for high-density residential and mixed-use served by high-capacity transit and pedestrian-friendly streets in Urban Centers.

Figure 3-4 Existing Land Use – Ash Way Segment (North)



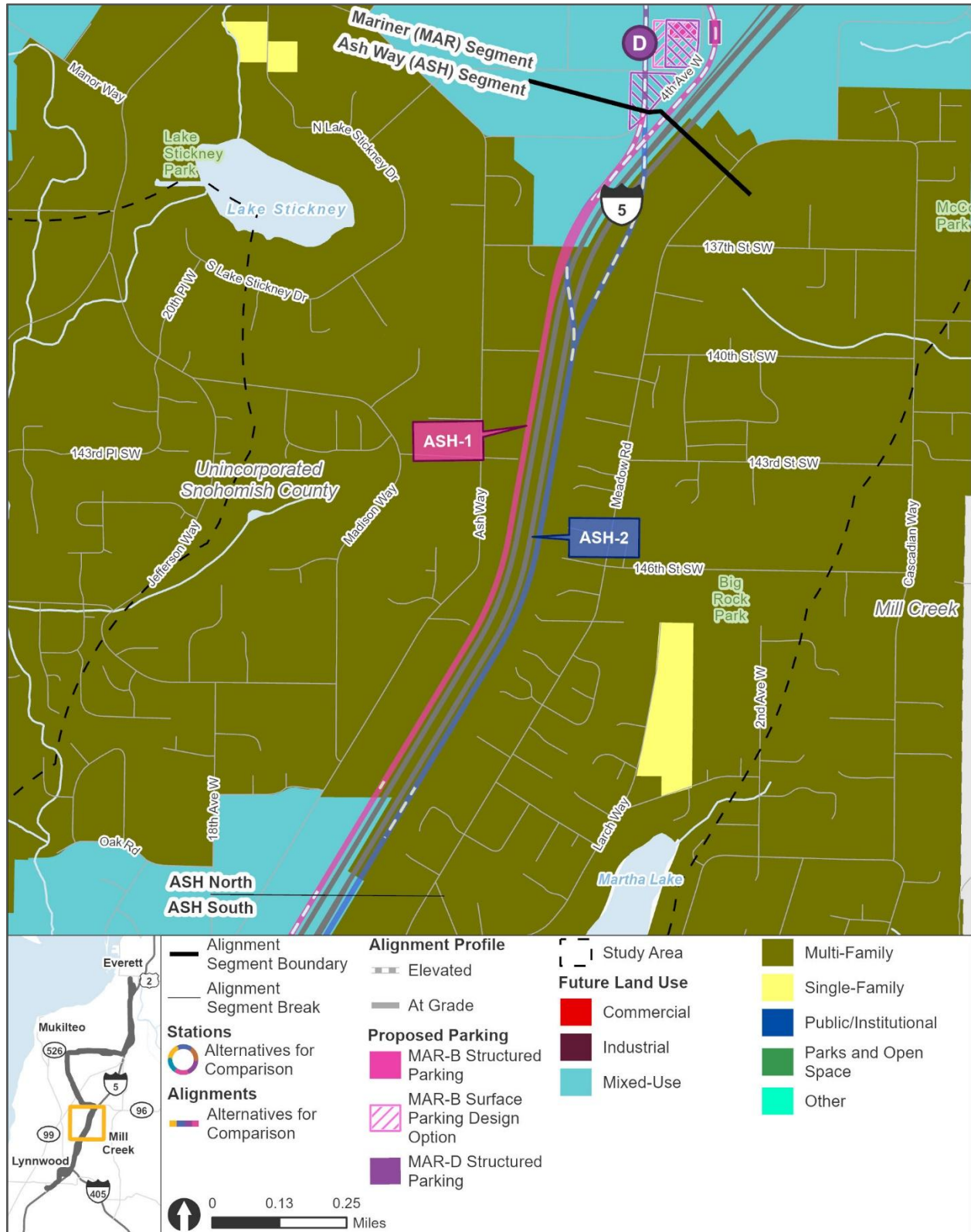
SOURCE: Snohomish County (2023a).

Figure 3-5 Future Land Use – Ash Way Segment (South)



SOURCE: Snohomish County (2024a), City of Lynnwood (2025a).

Figure 3-6 Future Land Use – Ash Way Segment (North)



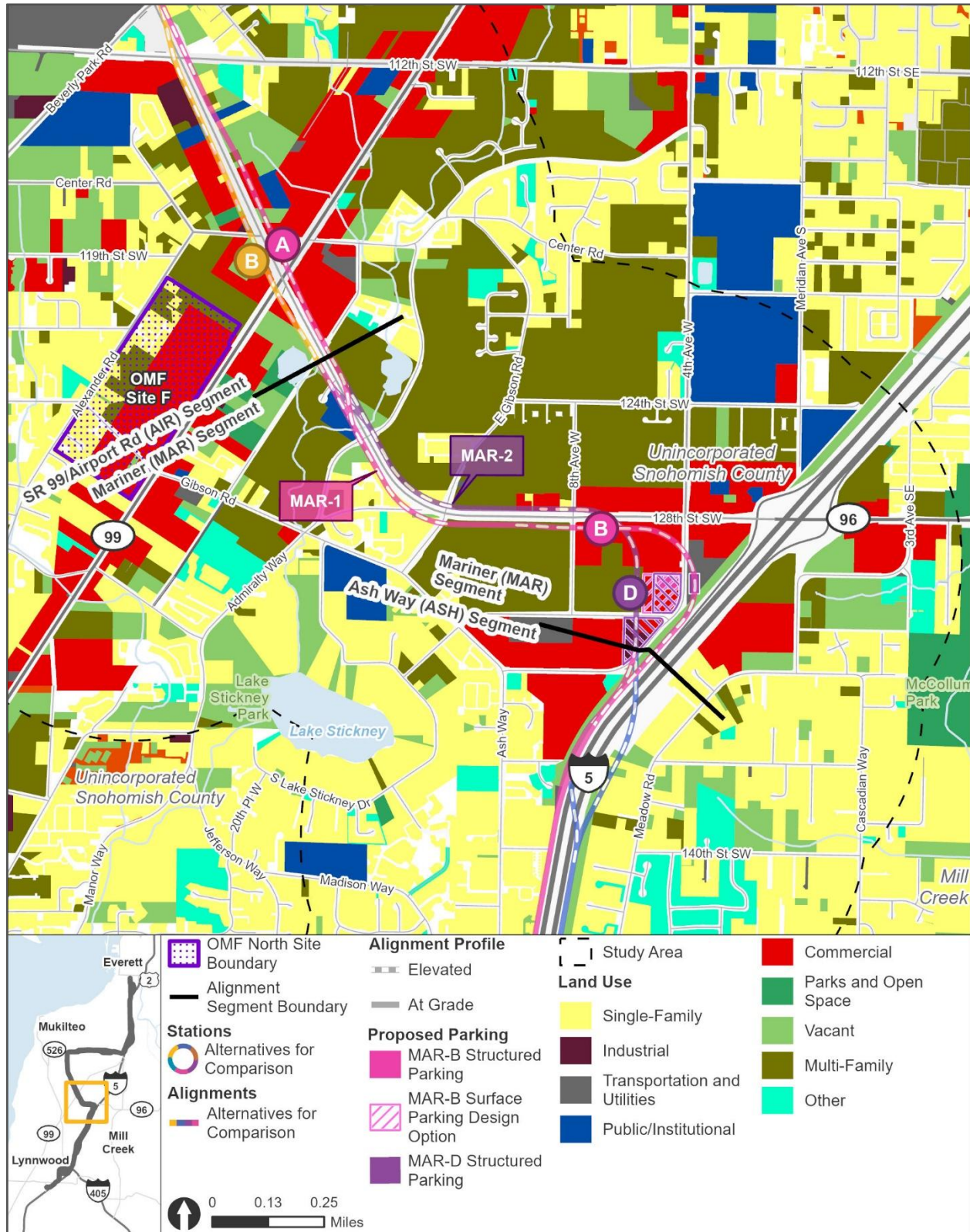
SOURCE: Snohomish County (2024a), City of Lynnwood (2025a).

3.3 Mariner Segment

The existing land use in the Mariner Segment (Figure 3-7) includes a commercial corridor along 128th Street SW, an industrial cluster south of 128th Street SW, and several medium-density residential developments between I-5 and SR 99. At the south end of the segment, there are several blocks of light industrial uses including warehouses and manufacturing. Along 128th Street SW near the I-5 interchange is mostly low-density commercial which transitions to medium-density townhomes, garden apartments, and manufactured homes to the north, west, and south.

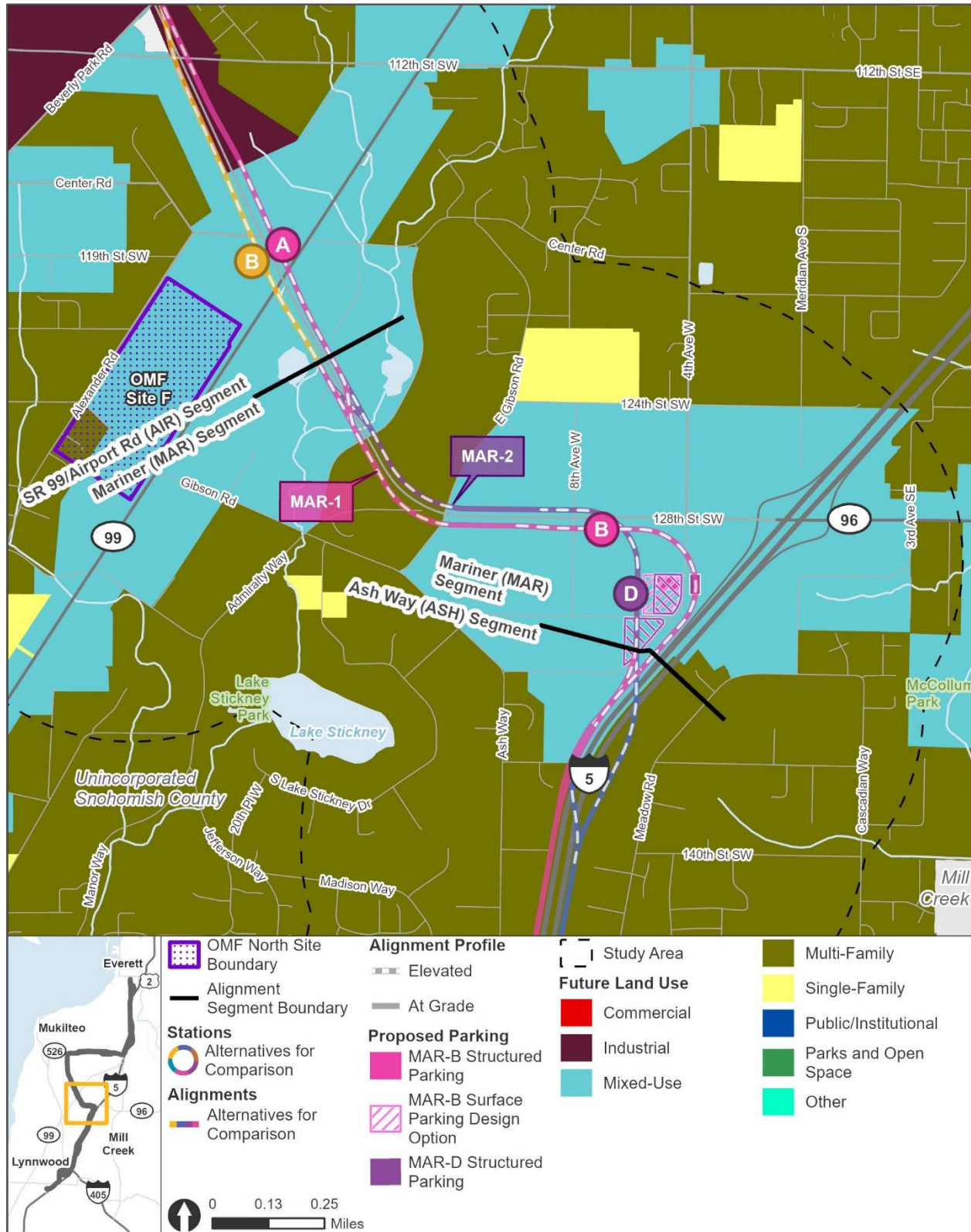
Figure 3-8 shows the future land use designations in the Mariner Segment. Snohomish County's land use plans call for the study area in this segment to be a combination of mixed-uses and high-density residential, with some industrial uses by Beverly Park Road and 112th Street SW. Most existing single-family uses have been rezoned for higher density multi-family housing to meet regional housing targets and comply with new state requirements to accommodate missing middle housing. Much of the area on either side of 128th Street SW is zoned as Urban Center by Snohomish County. Snohomish County's *Comprehensive Plan* (Snohomish County 2024a) calls for high-density residential and mixed-use land uses served by high-capacity transit and pedestrian-friendly streets in Urban Centers.

Figure 3-7 Existing Land Use – Mariner Segment



SOURCE: Snohomish County (2023a).

Figure 3-8 Future Land Use – Mariner Segment



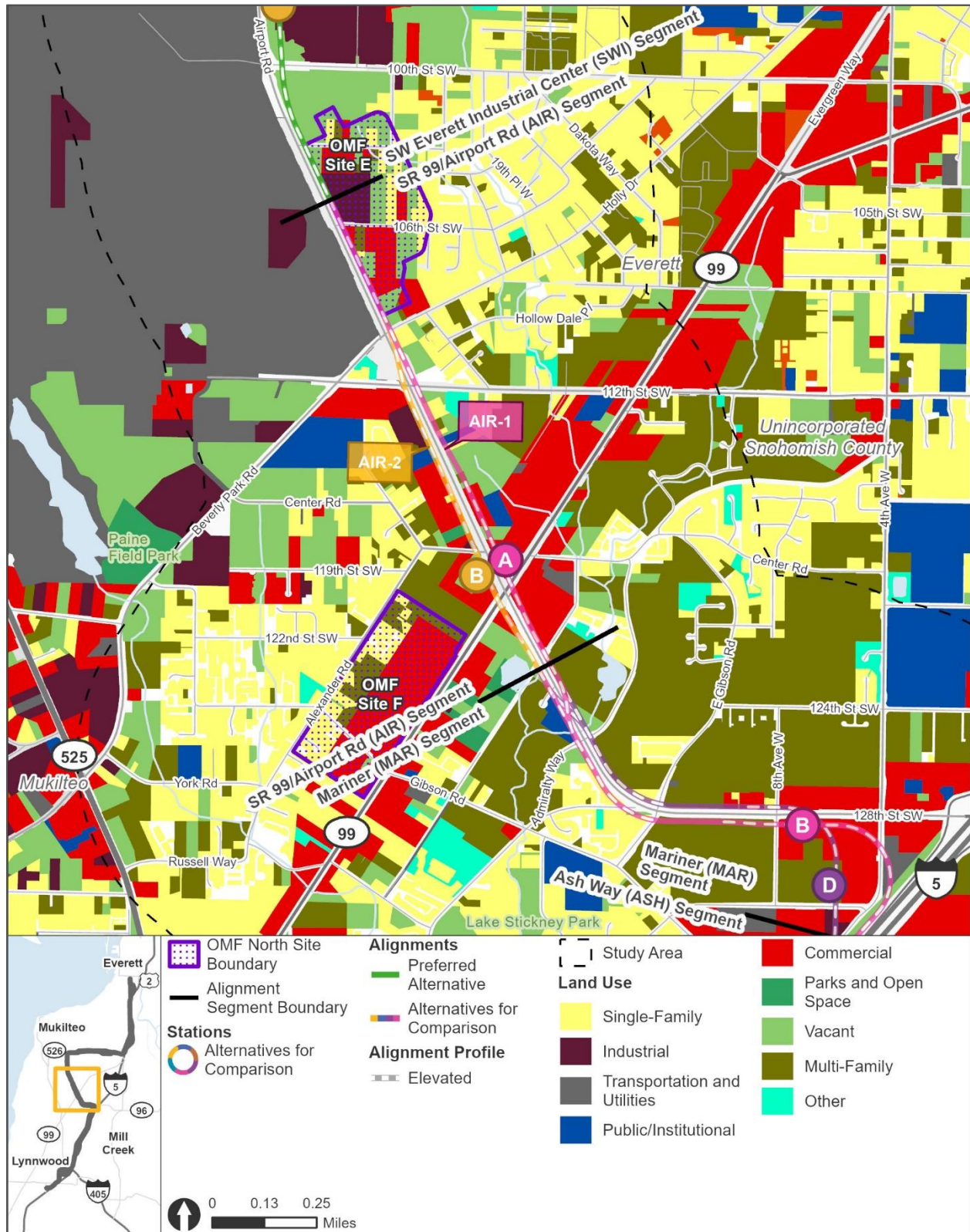
SOURCE: Snohomish County (2024a), City of Everett (2025).

3.4 SR 99/Airport Road Segment and OMF Sites F and E

The existing land use within the study area in the SR 99/Airport Road Segment (Figure 3-9) includes light industrial and commercial uses adjacent to Airport Road between SR 99 and Paine Field. The south end of the segment includes medium-density housing in garden apartments and a large recreational vehicle park. Along SR 99 is mostly commercial including some big-box stores as well as light industrial uses. Moving north from SR 99 there are more light industrial uses along Airport Road heading north towards Paine Field. The city boundary of Everett runs down Airport Road and SR 99. Snohomish County has designated the area directly adjacent to the intersection of SR 99 and Airport Road as an Urban Center. OMF Site F is bordered by Alexander Road to the northwest and SR 99 to the southeast. The site is located south of Airport Road within unincorporated Snohomish County. The area surrounding the site contains primarily multi-family residential land uses to the west, with some commercial to the south, mixed use to the northwest, and industrial to the northeast. OMF Site E is bordered by 106th Street SW to the south and 100th Street SW to the north. The site is located within both the city of Everett and unincorporated Snohomish County. The site is adjacent to Paine Field Airport and contains airport property. The site includes transportation, communications, and utilities uses and is surrounded by single-family residential to the east and industrial uses surrounding the remaining portions of the site.

Figure 3-10 shows future land use designations within the study area in the SR 99/Airport Road Segment and around OMF Sites F and E. Snohomish County and City of Everett land use plans would shift existing single-family residential land use to high-density residential to meet regional housing targets and comply with new state requirements to accommodate missing middle housing. The SR 99 corridor is zoned for mixed-use in both the Snohomish County and Everett portions. Snohomish County has designated the area around the intersection of SR 99 and Airport Road as an Urban Center. Snohomish County's *Comprehensive Plan* (Snohomish County 2024a) calls for future land use in Urban Centers to increase high-density residential and mixed-use land uses served by high-capacity transit and pedestrian-friendly streets. Everett has similarly designated the northeast corner of the SR 99 and Airport Way intersection as commercial mixed-use with a height of seven to nine stories. The City of Everett's *Comprehensive Plan* (City of Everett 2025) calls for future land use policies to promote high-density residential in commercial mixed-use developments near transportation facilities. Snohomish County has designated the area where OMF Site F would be located as medium-density residential and commercial in its future land use map. The City of Everett has designated the area where OMF Site E would be located as industrial in its future land use map.

Figure 3-9 Existing Land Use – SR 99/Airport Road Segment and OMF Sites F and E



SOURCE: Snohomish County (2023a).

Figure 3-10 Future Land Use – SR 99/Airport Road Segment and OMF Sites F and E



SOURCE: Snohomish County (2024a), City of Everett (2025).

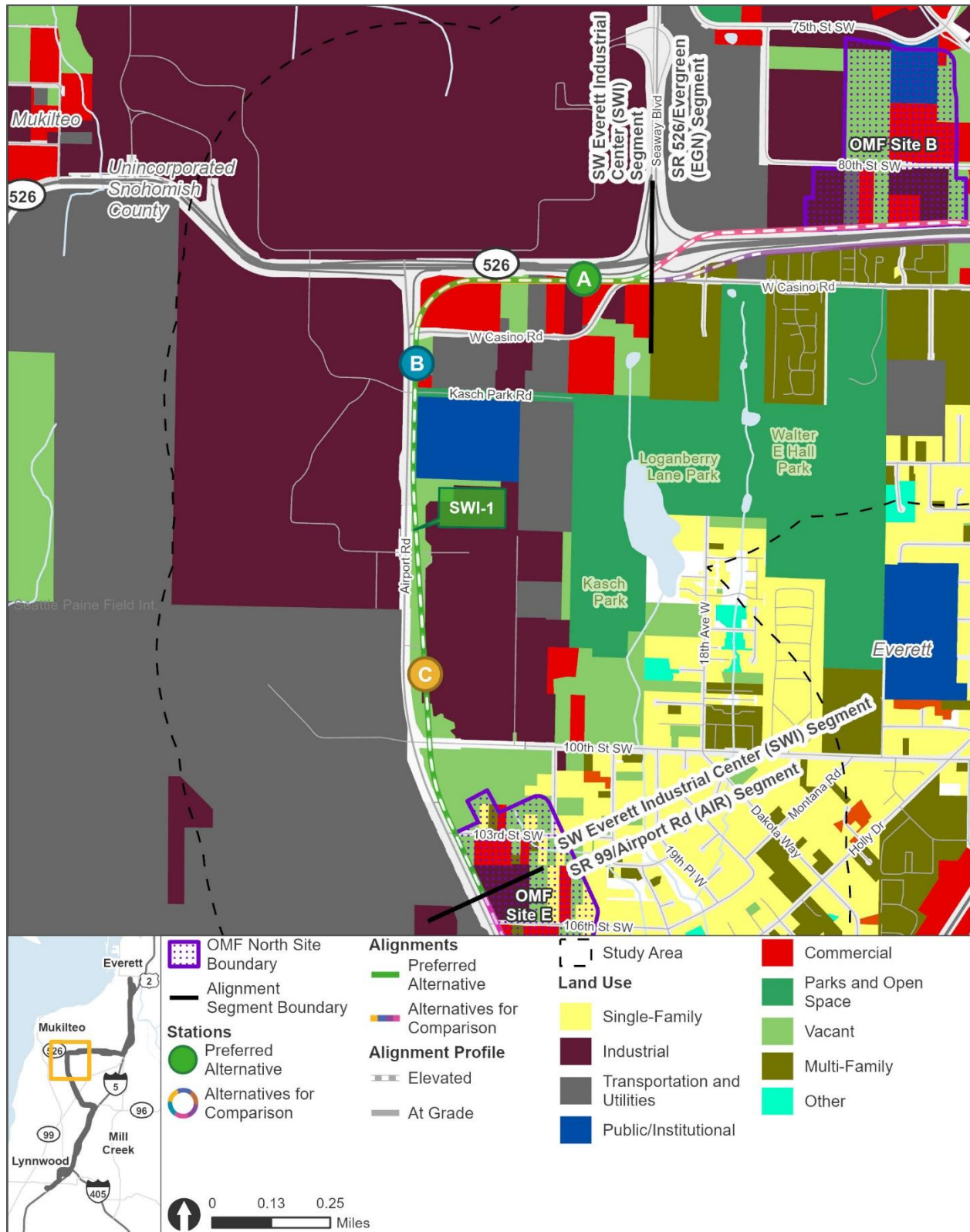
3.5 SW Everett Industrial Center Segment and OMF Site E

Much of the existing land use within the study area in the SW Everett Industrial Center Segment and around OMF Site E (Figure 3-11) is occupied by Paine Field and the Boeing Everett Production Facility, though there is a large amount of open space and residential uses to the east. Paine Field sits between SR 525 and Airport Road and includes a small passenger terminal and hangars and is bordered by the Boeing Everett Delivery Center. The east side of Airport Road is primarily light industrial and office uses, the largest of which is the Bomarc Business Park owned by Snohomish County and leased to a variety of tenants, including Boeing. There are also storage facilities for Mukilteo School District and First Transit buses and the Sno-Isle TECH Skills Center technical school campus. The north side of SR 526 is taken up entirely by Boeing's Everett Production Facility, which includes large factory buildings for the final assembly of passenger airplanes. OMF Site E is bordered by 106th Street SW to the south and 100th Street SW to the north. The site is located within both the city of Everett and unincorporated Snohomish County. The site is adjacent to Paine Field and contains airport property. The site includes transportation, communications, and utilities uses and is surrounded by single-family residential to the east and industrial uses surrounding the remaining portions of the site.

Future land use designations for the SW Everett Industrial Center Segment and around OMF Site E are shown in Figure 3-12. Snohomish County and the City of Everett have designated most of this area as industrial in their future land use plans, though the segment also includes Kasch Park and residential land farther east. All the current single-family uses are designated as medium- and high-density multi-family residential to meet regional housing targets and comply with new state requirements to accommodate missing middle housing. The entirety of the study area in the SW Everett Industrial Center Segment is within the designated Paine Field/Boeing Everett Manufacturing and Industrial Center.

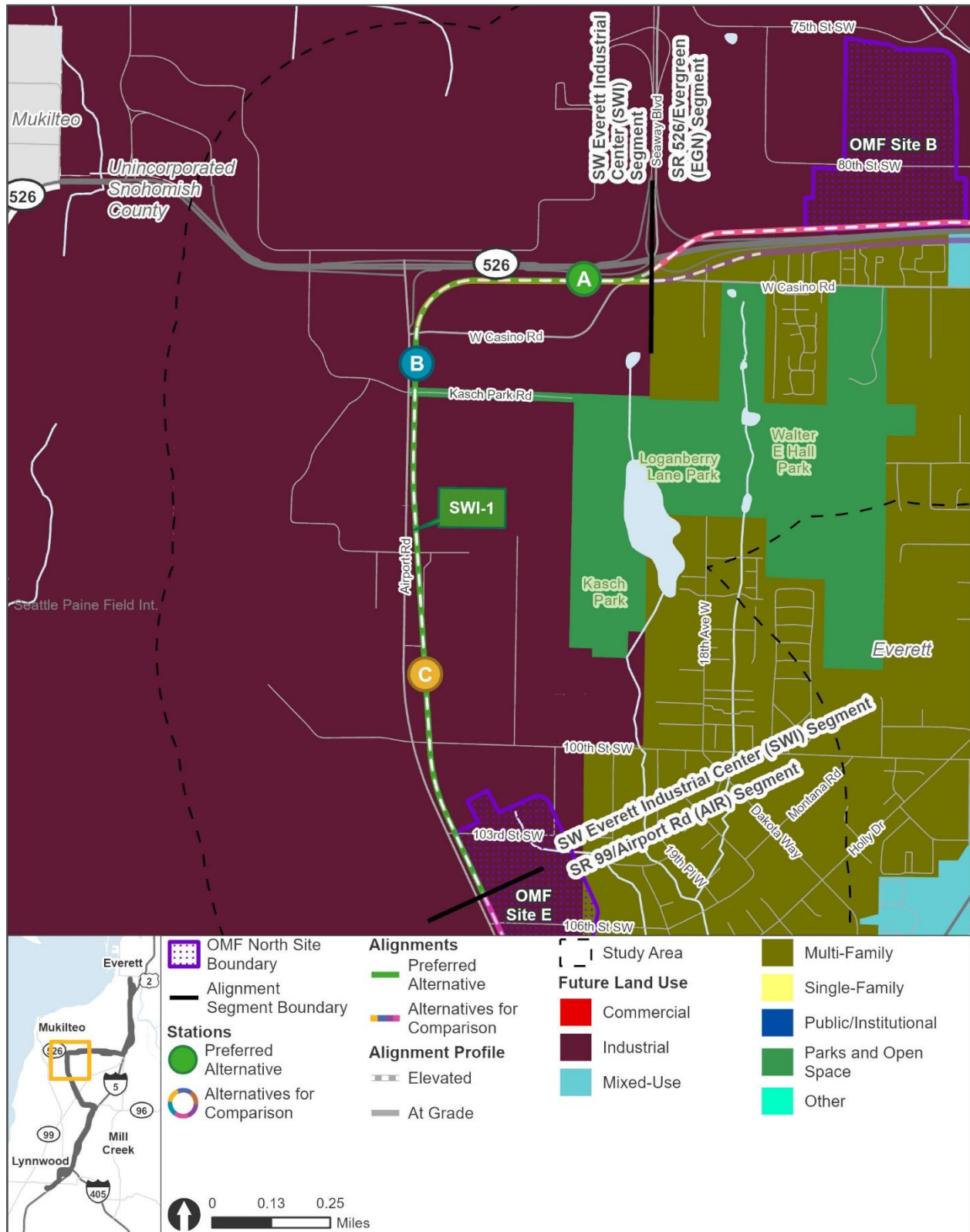
Snohomish County and the City of Everett's comprehensive plans, following regional goals set by PSRC, call for future land use to focus a large share of employment growth in designated regional manufacturing/industrial centers and strictly limit commercial or residential use within them. Snohomish County, which owns Paine Field, developed the *Paine Field Master Plan 2040* (Snohomish County 2024b) to guide future expansion and investment. The plan anticipates increased growth in passenger air traffic and potential expansion of the existing passenger terminal, as well as expansion of airport facilities on County-owned land on the east side of Airport Road. The City of Everett has designated the area where OMF Site E would be located as industrial in its future land use map.

Figure 3-11 Existing Land Use – SW Everett Industrial Center Segment and OMF Site E



SOURCE: Snohomish County (2023a).

Figure 3-12 Future Land Use – SW Everett Industrial Center Segment and OMF Site E



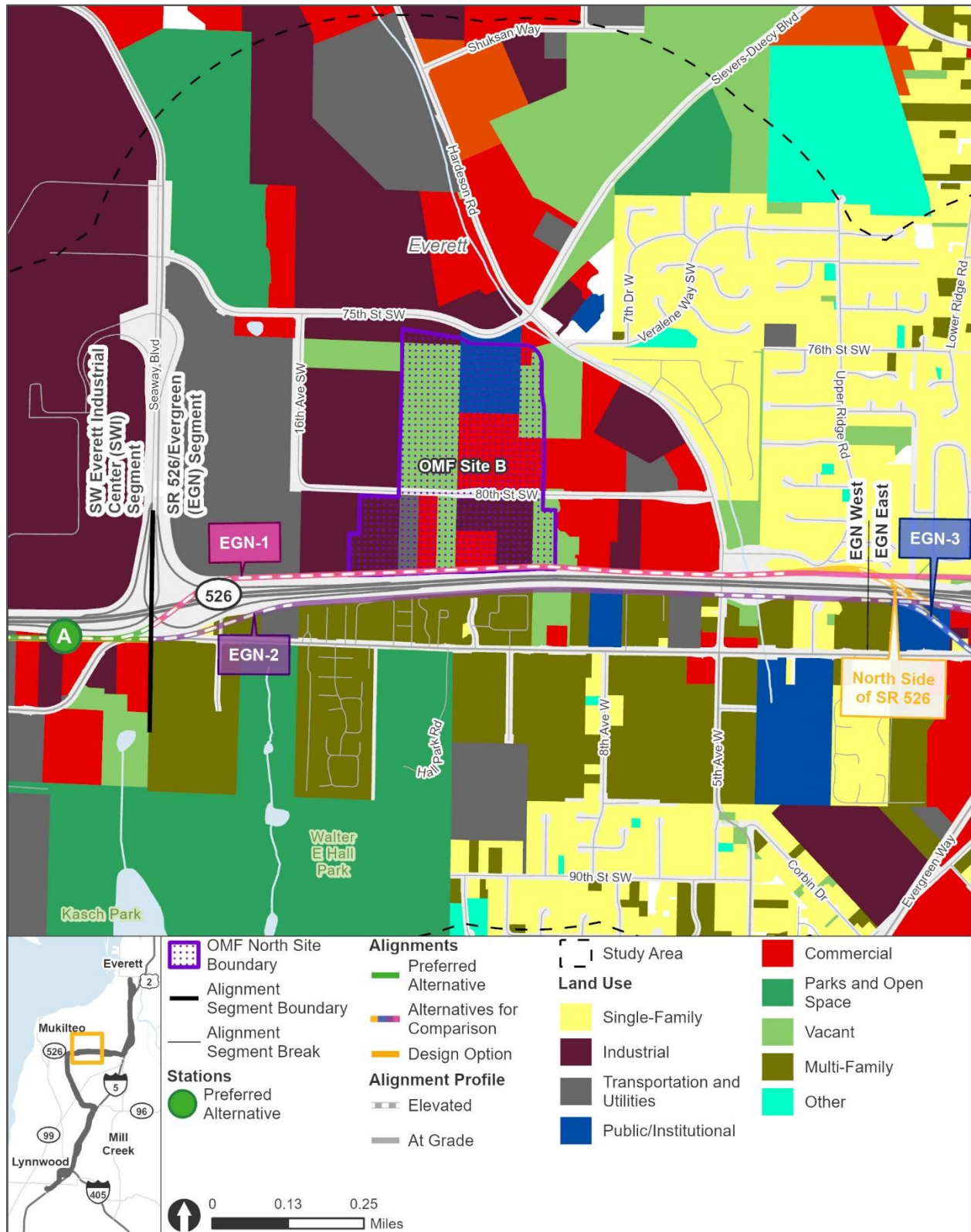
SOURCE: Snohomish County (2024a), City of Everett (2025).

3.6 SR 526/Evergreen Segment and OMF Site B

The existing land use within the study area in the SR 526/Evergreen Segment and around OMF Site B (Figure 3-13 and Figure 3-14) includes a portion of the Paine Field/Boeing Everett Manufacturing and Industrial Center as well as a commercial center and low to medium density residential developments. The north side of SR 526 is part of the Paine Field/Boeing Everett Manufacturing and Industrial Center and is largely heavy industrial uses, many of which are aerospace companies that support the Boeing Everett Production Facility. East of Hardeson Road, the heavy industrial uses transition to single-family developments with low-density commercial uses along Evergreen Way. The south side of SR 526 is largely made up of medium-density multi-family residential developments along W Casino Road and Walter E. Hall Park and Golf Course. OMF Site B contains commercial and industrial land uses and is surrounded by heavy industrial uses to the north, east, and west. To the south, across SR 526 is largely high-density multi-family residential land use surrounding OMF Site B.

Figure 3-15 and Figure 3-16 show the future land use designations within the study area in the SR 526/Evergreen Segment and around OMF Site B. The area along Evergreen Way has been zoned for high-density mixed-use development. All the current single-family uses in both segments are zoned for higher density residential uses to meet regional housing targets and comply with new state requirements to accommodate missing middle housing. The City of Everett's *Comprehensive Plan* (City of Everett 2025) calls for future land use policies to promote high-density residential in commercial mixed-use developments particularly along Evergreen Way and near transportation facilities. The City of Everett has designated the area where OMF Site B would be located as industrial in its future land use map.

Figure 3-13 Existing Land Use – SR 526/Evergreen Segment (West) and OMF Site B



SOURCE: Snohomish County (2023a).

Figure 3-14 Existing Land Use – SR 526/Evergreen Segment (East)

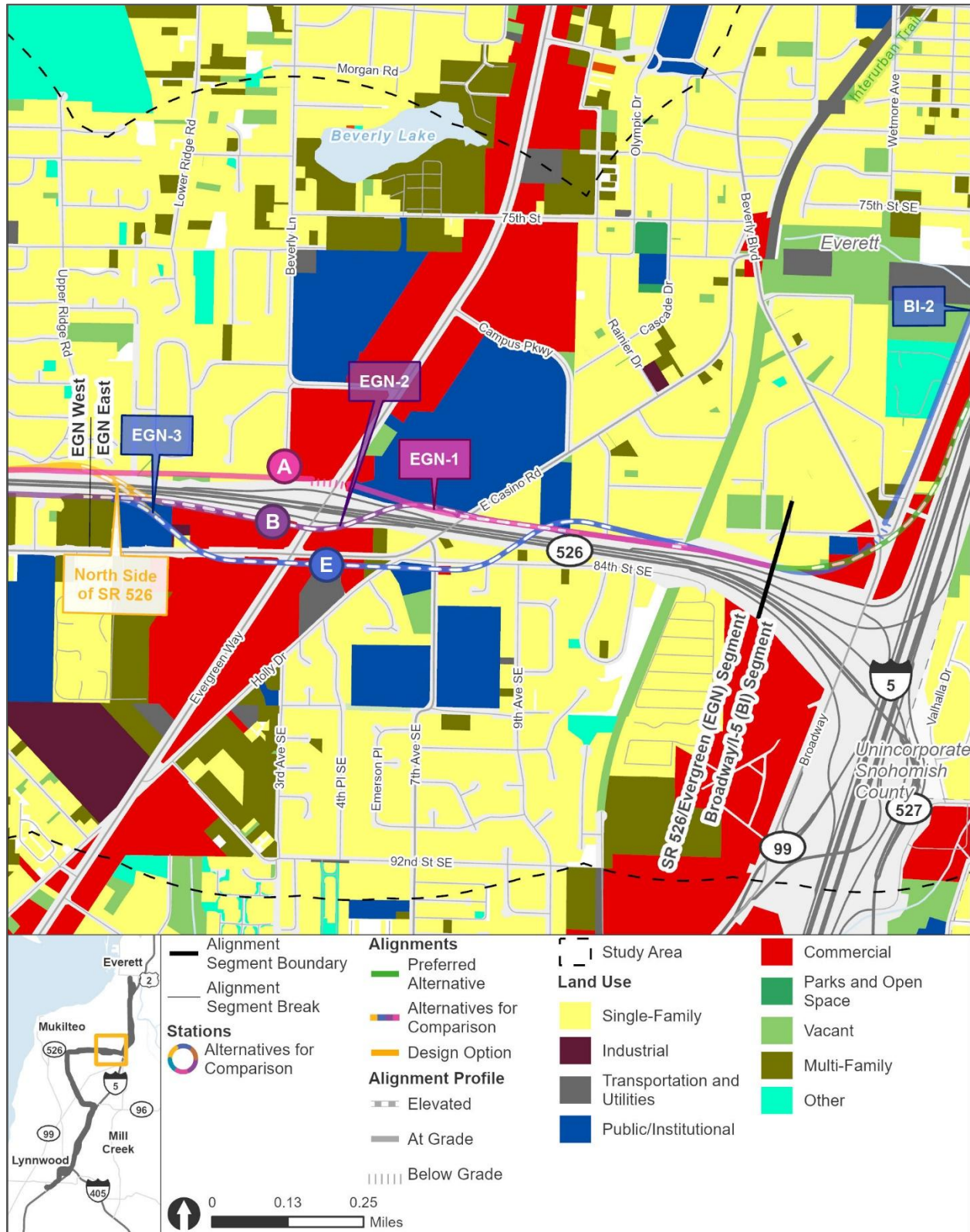


Figure 3-15 Future Land Use – SR 526/Evergreen Segment (West) and OMF Site B



SOURCE: City of Everett (2025).

Figure 3-16 Future Land Use – SR 526/Evergreen Segment (East)



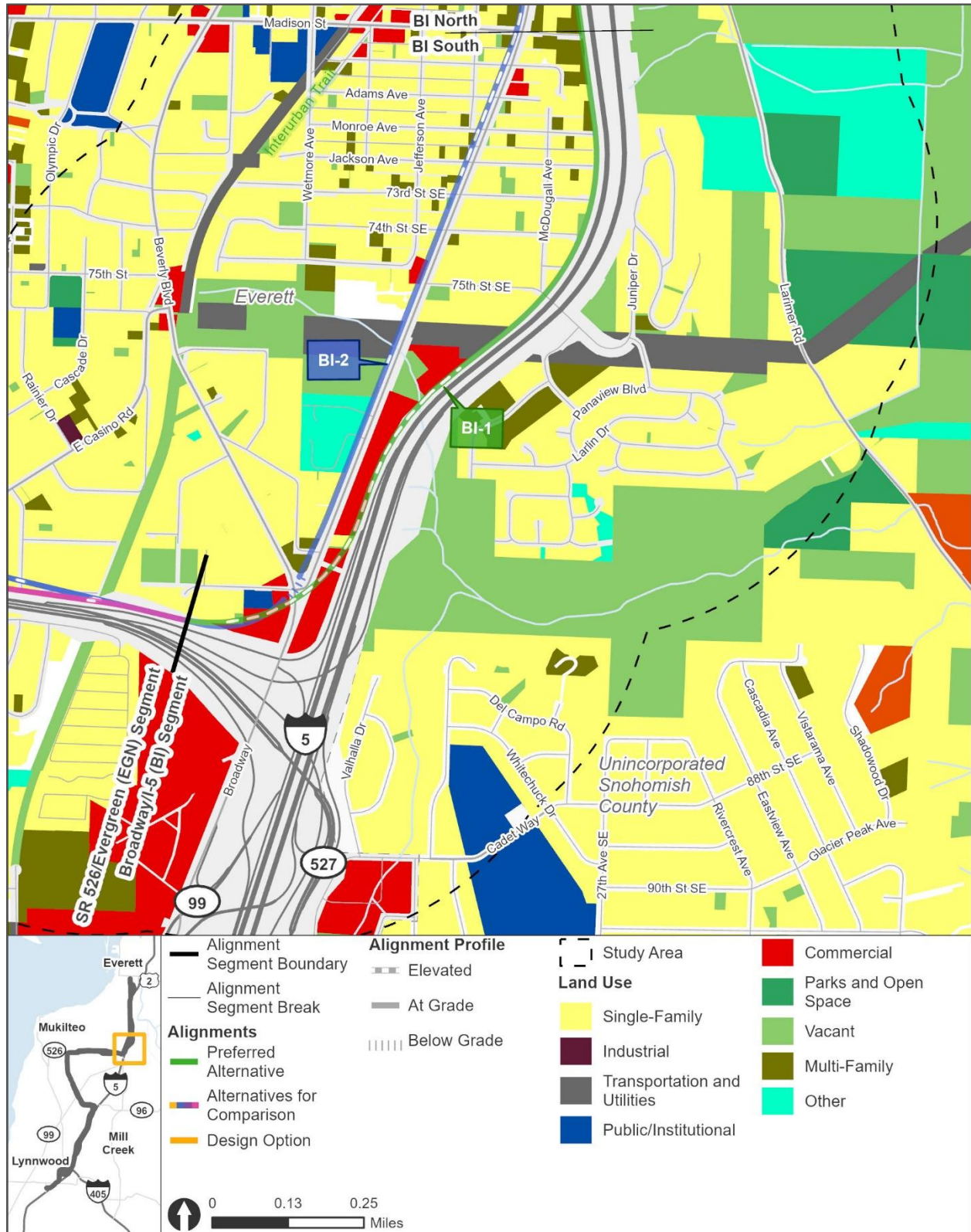
SOURCE: City of Everett (2025).

3.7 Broadway/I-5 Segment

The existing land use within the study area in the Broadway/I-5 Segment is almost entirely single-family residential with some neighborhood serving commercial uses along Broadway (Figure 3-17 and Figure 3-18).

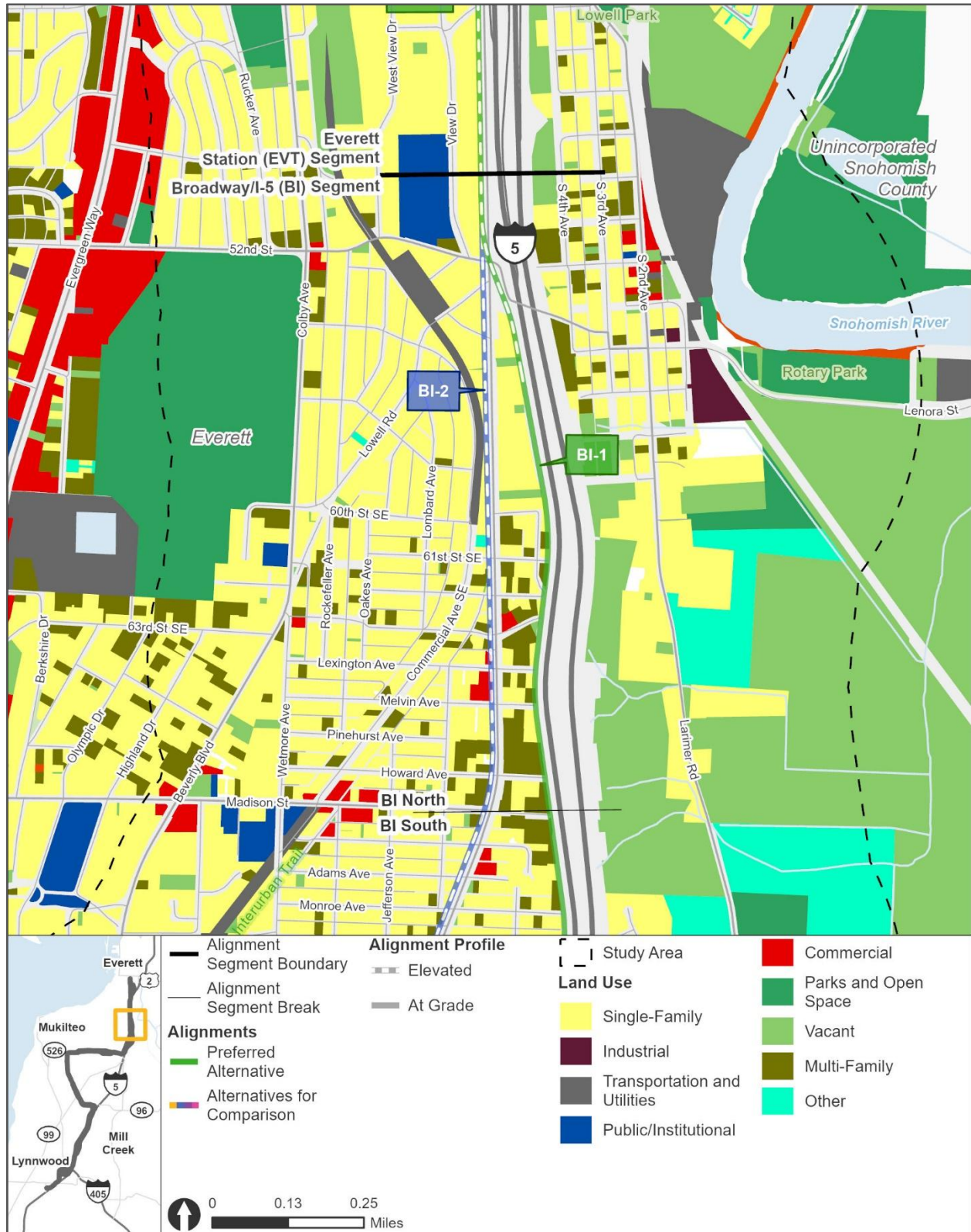
Figure 3-19 and Figure 3-20 show the future land use designations within the study area in the Broadway/I-5 Segment. The City of Everett has designated most of the land in this portion of the study area as multi-family and mixed use, which differs with existing uses that include single-family and commercial uses. East of Larimer Road within the study area is designated as agriculture uses and is currently vacant land or open space. The City of Everett's *Comprehensive Plan* (City of Everett 2025) calls for future land use policies to promote high-density residential in commercial mixed-use developments near transportation facilities.

Figure 3-17 Existing Land Use – Broadway/I-5 Segment (South)



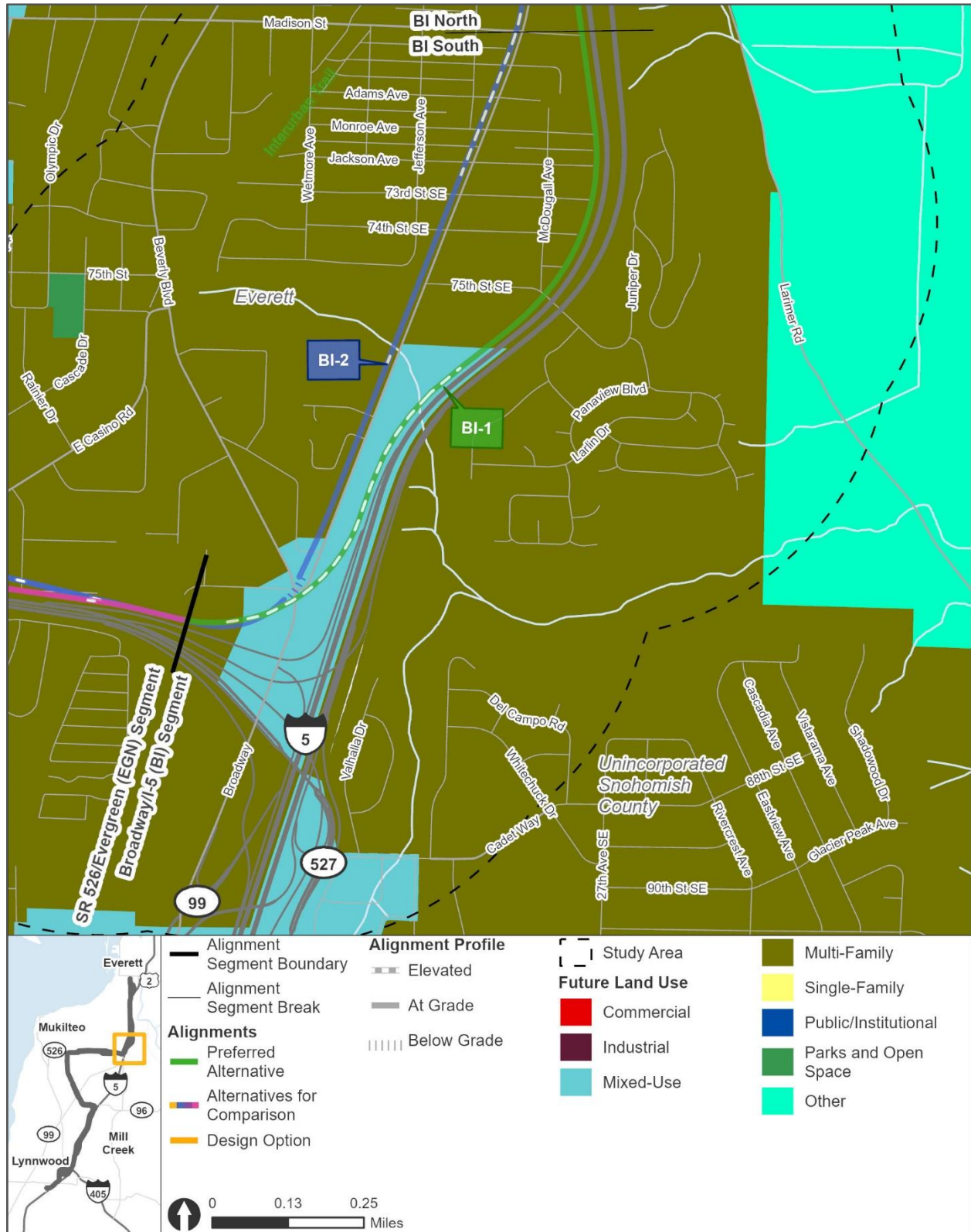
SOURCE: Snohomish County (2023a).

Figure 3-18 Existing Land Use – Broadway/I-5 Segment (North)



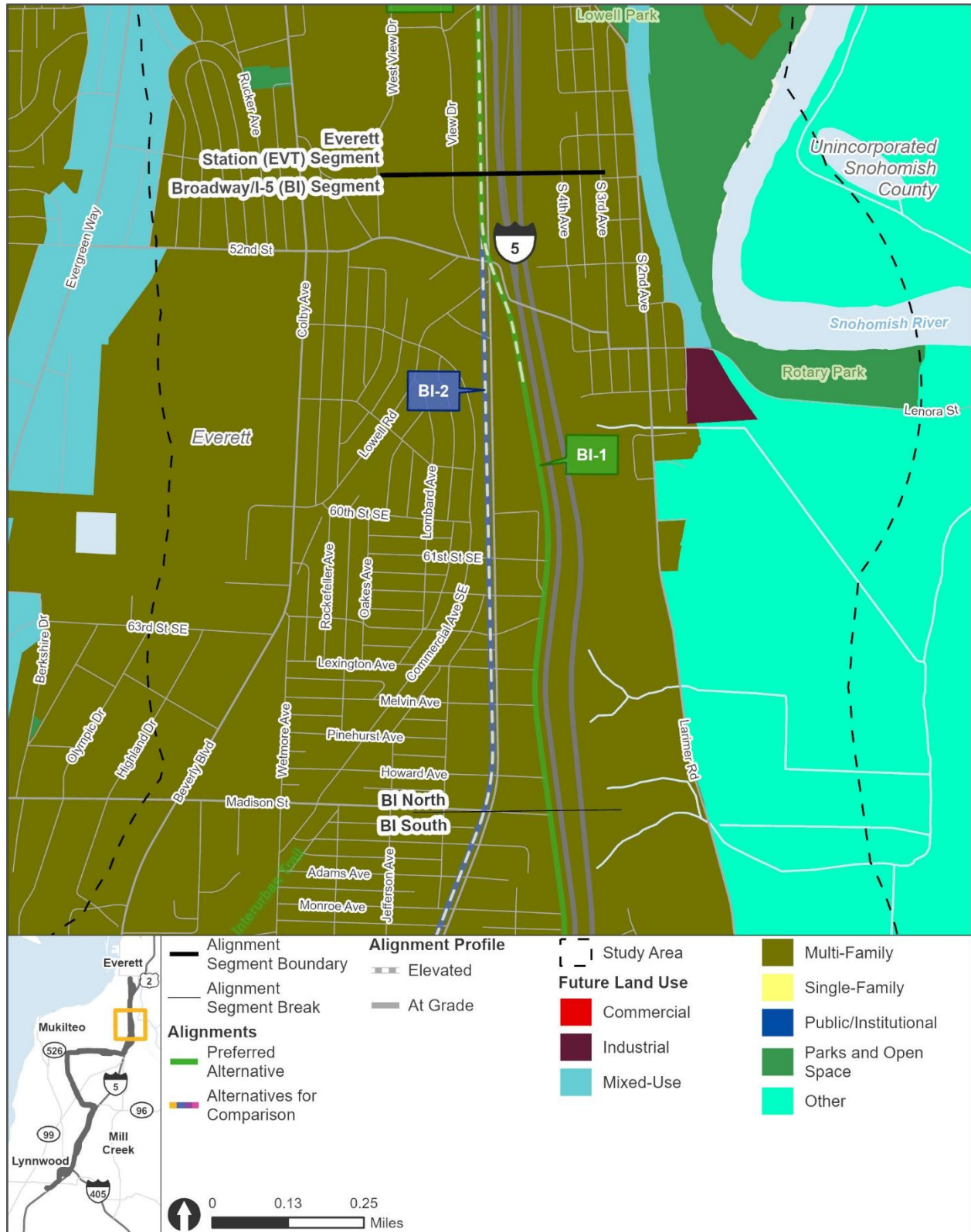
SOURCE: Snohomish County (2023a).

Figure 3-19 Future Land Use – Broadway/I-5 Segment (South)



SOURCE: City of Everett (2025).

Figure 3-20 Future Land Use – Broadway/I-5 Segment (North)



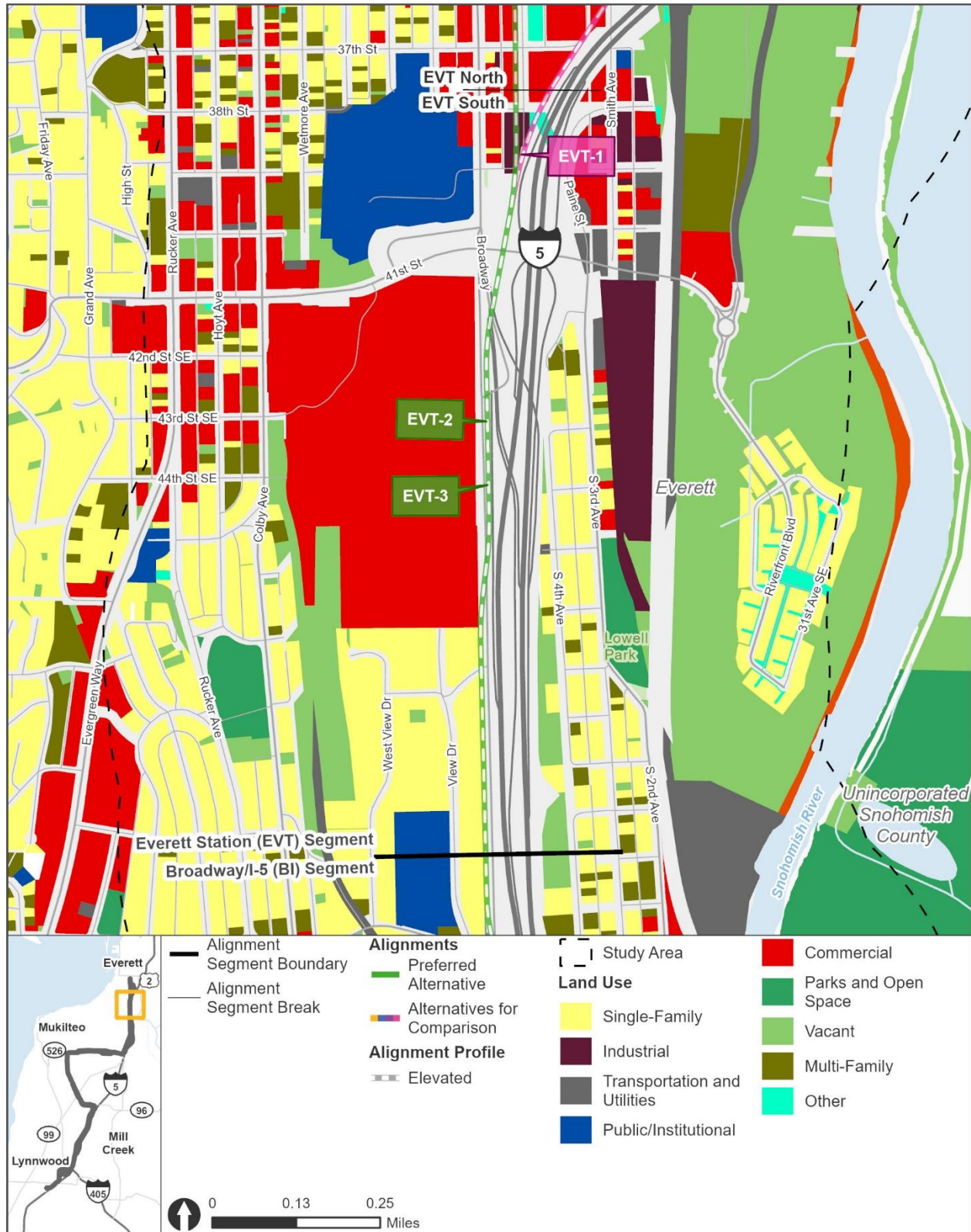
SOURCE: City of Everett (2025).

3.8 Everett Station Segment

The existing land use within the study area in the Everett Station Segment includes a substantial amount of light industrial uses as well as single-family developments, low-density commercial, and high-density mixed-use in downtown Everett (Figure 3-21 and Figure 3-22). Evergreen Funeral Home and Cemetery takes up a large portion of the land on the southern end of the segment, though the area also includes single-family residential uses on either side of I-5. North of I-5 and 41st Street, there are more light industrial land uses on the east side of Broadway with more single-family residential to the west and light commercial uses fronting Broadway. Density of both residential and commercial land uses gradually increases north of Pacific Avenue and west of Broadway, near downtown Everett.

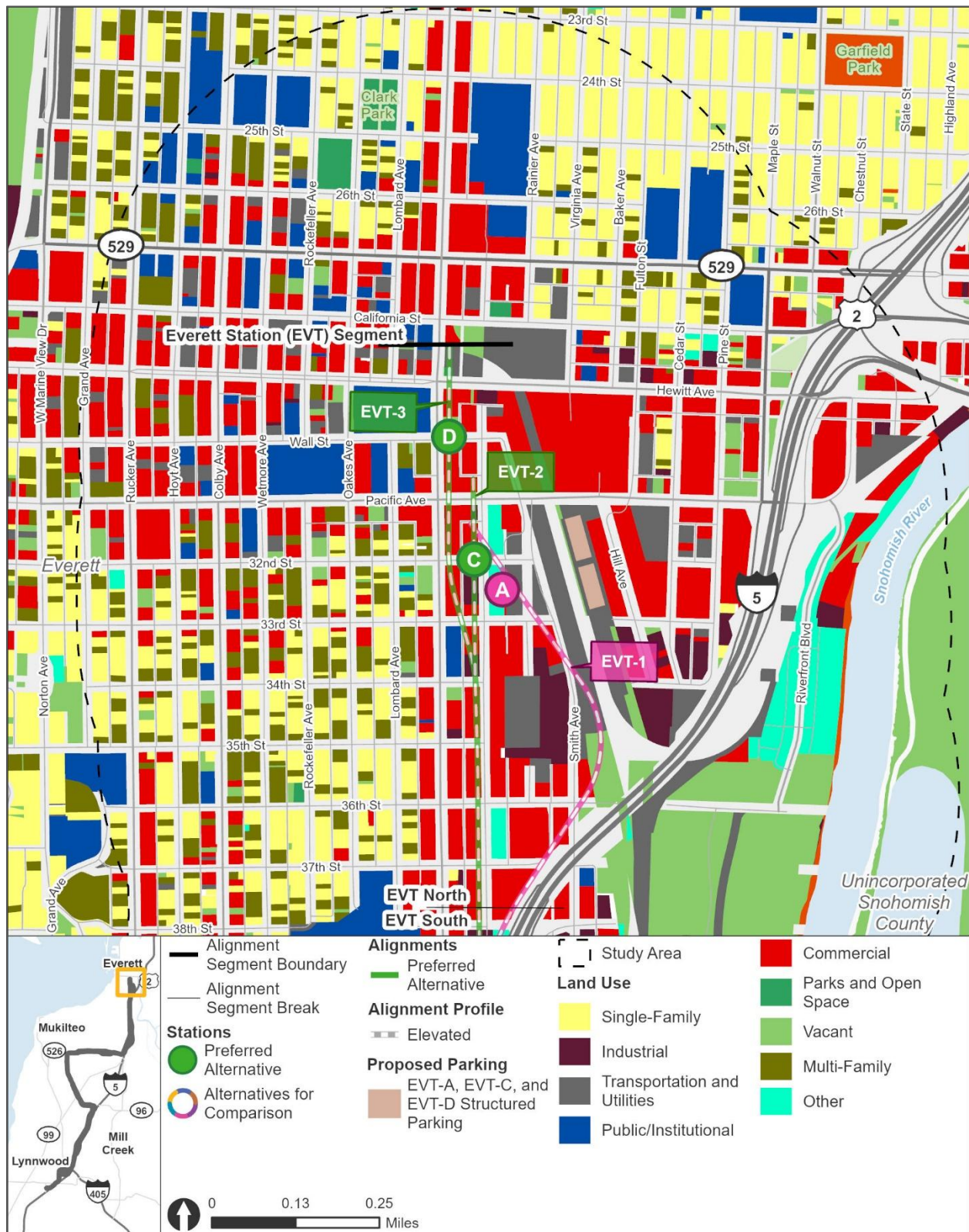
Figure 3-23 and Figure 3-24 show the future land use designations within the study area in the Everett Station Segment. Everett has designated much of this area as Metropolitan Center, which is guided by its *Metro Everett* subarea plan (City of Everett 2020). This aligns with regional planning by PSRC, which designates downtown Everett as a Regional Growth Center where policy will concentrate new housing and jobs. The *Metro Everett* plan calls for higher employment and residential density within the Regional Growth Center as well as additional urban design requirements to encourage more pedestrian-friendly urban development and lower parking requirements to reduce development barriers and encourage other forms of transportation. Planned density for this area is much higher than what exists currently and would allow for a greater variety of uses. The current uses are mostly single-family and commercial, which are now designated as mixed-use and multi-family residential. There is some land zoned for light industrial in this area; however, Everett's zoning code allows for residential and commercial uses in industrial zones within the Metro Everett planning area. The mixed-use designation is especially concentrated around Everett Station. The land east of the Snohomish River has been zoned for agricultural use.

Figure 3-21 Existing Land Use – Everett Station Segment (South)



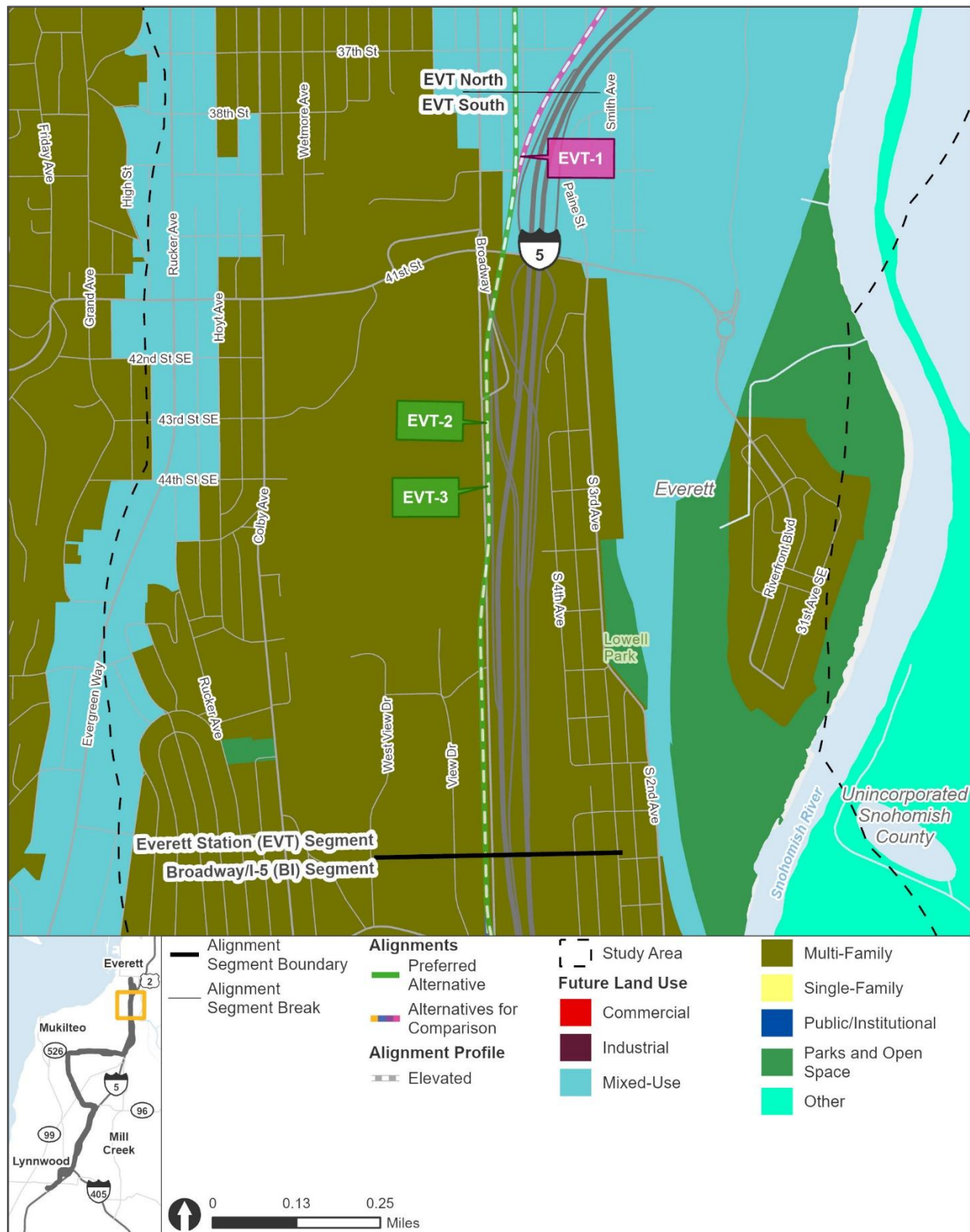
SOURCE: Snohomish County (2023a).

Figure 3-22 Existing Land Use – Everett Station Segment (North)



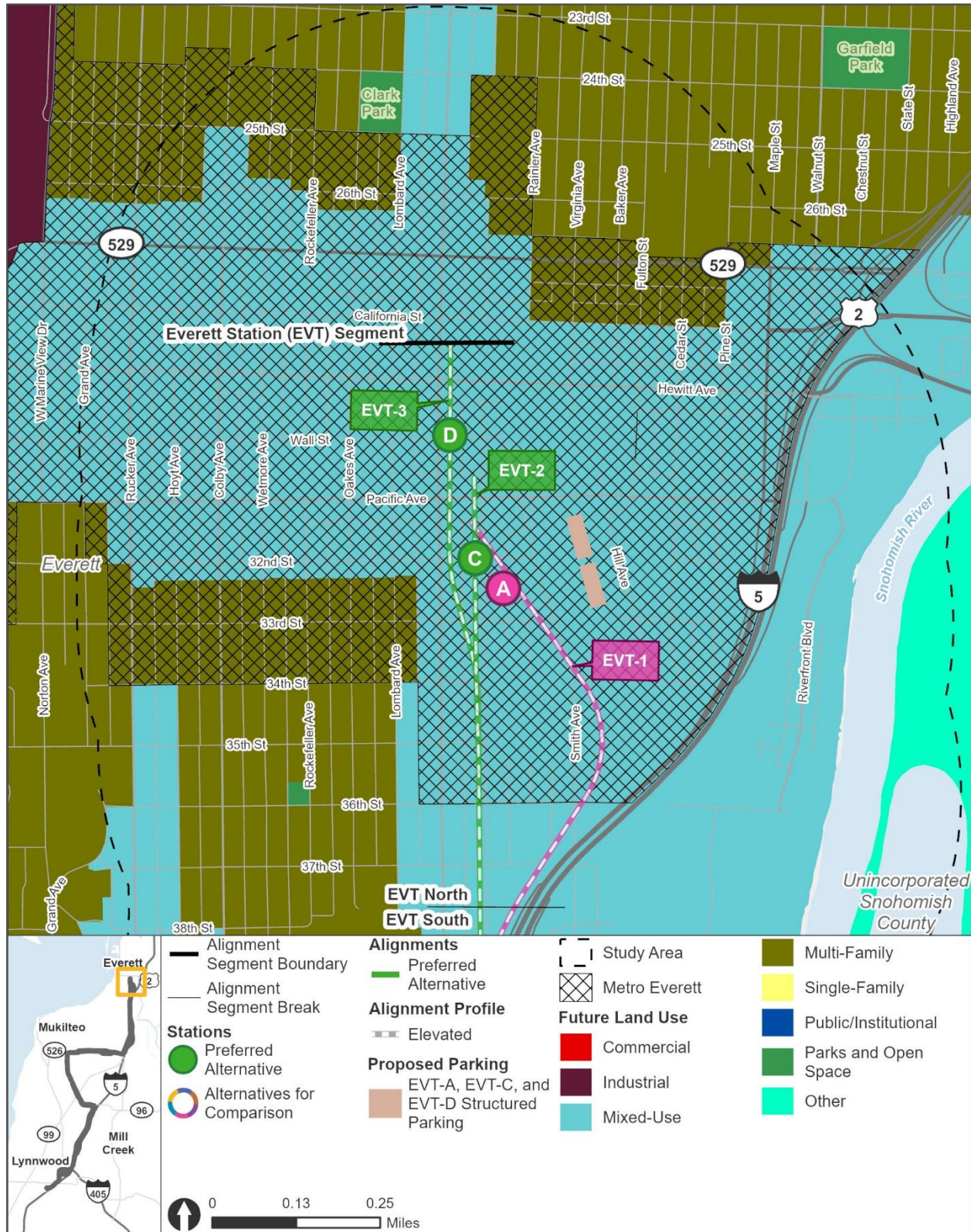
SOURCE: Snohomish County (2023a).

Figure 3-23 Future Land Use – Everett Station Segment (South)



SOURCE: City of Everett (2025).

Figure 3-24 Future Land Use – Everett Station Segment (North)



SOURCE: City of Everett (2025).

4 ENVIRONMENTAL IMPACTS

4.1 Build Alternatives

This section discusses the consistency of the Build Alternatives with state, regional, and local land use policies, and potential operational and construction impacts of the Build and No Build Alternatives on planned future land uses. Sound Transit's property acquisitions are detailed in the Acquisitions, Displacements, and Relocations Technical Report in Draft EIS Appendix G.2. The land use analysis also considered findings from other built environment topics including Transportation; Economics; Visual and Aesthetic Resources; Air Quality; Noise and Vibration; and Parks and Recreational Resources.

Impacts would include conversion of private or public property to transportation use. A land use impact would occur if the transportation project were inconsistent with planned land uses. If the change in land use were consistent with applicable land use plans and policies, it would not be considered an adverse impact to land use. Impacts could also include proximity impacts (e.g., visual, noise, and traffic impacts) that could cause changes in specific adjacent land uses.

4.1.1 Operational Impacts

4.1.1.1 Impacts Common to All Alternatives

Consistency with Land Use Plans and Policies

The EVLE Project is consistent with existing land use plans and policies in the study area. Improving transit accessibility and encouraging transit use are goals shared by state, regional, and local land use plans in the study area. The EVLE Project would connect residential and commercial areas to major economic centers and create uninterrupted access among several neighborhoods within the corridor. All alternatives would enhance a regional transit system serving a growing transportation need in planned high-density areas.

The project would support PSRC's regional strategies of focusing growth within regional growth centers and high-capacity transit station areas, building the region's planned high-capacity-transit system to support growth in designated growth centers, and building more diverse and affordable housing near transit. The project would also support PSRC's *RTP* (PSRC 2018) and *Growing Transit Communities Strategy* (PSRC 2013) and Sound Transit's *Regional Transit Long-Range Plan* (Sound Transit 2014a) by developing safe and efficient high-capacity transit to improve mobility within and among the region's major cities and urban areas. In addition, Sound Transit's *Transit Oriented Development Strategic Plan Update* (Sound Transit 2014b) and *Real Property Excess, Surplus, and Disposition Policy* (Board Resolution R2013-30) would be followed as land acquisitions and disposition occurs. Also relevant are the Lynnwood *Imagine Lynnwood Comprehensive Plan* (City of Lynnwood 2025a), Snohomish County *Comprehensive Plan* (Snohomish County 2024a), and *Everett 2044 Comprehensive Plan* (City of Everett 2025) goals and policies, all of which seek integrated land use and transportation planning strategies.

The project is a "regional transit authority facility" and is, therefore, explicitly recognized as an essential public facility in the GMA (RCW 36.70A.200). Once an EVLE Project alternative is selected by the Board as the project to be built, jurisdictions have a duty to accommodate the project in their land use plans and development regulations.

The following sections detail how the project is consistent with federal, state, regional, and local land use plans.

Regional and State Land Use Plans

Washington State GMA

The EVLE Project would connect major residential and employment centers in Snohomish County with high-capacity transit. The project would further the goals of the GMA (Washington State 1990) by creating a consistent, safe, and effective alternative to single-occupancy vehicle transportation within the city and region; encourage growth within the urban areas surrounding new stations; and reduce sprawl and congestion. The project would be considered an essential public facility, and as such, under the GMA, Snohomish County and the Cities of Everett and Lynnwood would be required to accommodate the light rail project's final alignment, station locations, and any supporting infrastructure such as OMF North in any existing or future land use plans.

PSRC Regional Transportation Plan

The *PSRC RTP* (PSRC 2022a) identifies the EVLE Project as part of the region's future integrated transit network and highlights its role in supporting access to opportunity, reliable regional connections, and catalyzing economic growth and TOD within the region.

PSRC Growing Transit Communities Strategy

The EVLE Project would support PSRC's *Growing Transit Communities Strategy's* (PSRC 2013) main goal of growing transit communities within the central Puget Sound region by establishing more transit options and support concentrating residential and employment growth in identified growth areas.

Sound Transit Regional Long-Range Plan

The EVLE Project is identified in Sound Transit's *Regional Transit Long-Range Plan* (Sound Transit 2014a) as a future project.

ST3 System Plan

The proposed EVLE Project is a regional high-capacity transit system project and is included in ST3 (Sound Transit 2016). The project would build upon the existing light rail system and increase ridership by providing connections between identified growth centers and supporting TOD and joint development opportunities around station areas.

Sound Transit Real Property Excess, Surplus, and Disposition Policy

The EVLE Project would drive dense development near station areas that are planned to serve areas of Lynnwood, Everett, and other parts of Snohomish County. Following construction, and where allowed, remnant land could become available for redevelopment or joint development. The *Real Property Excess, Surplus, and Disposition Policy* (Sound Transit 2013) serves as a tool to determine how to dispose of surplus acquisitions to foster TOD communities and support other Sound Transit policies related to TOD.

Local Land Use Plans

City of Everett Evergreen Way Revitalization Plan

The EVLE Project would support the growth of mixed-use development along Evergreen Way by providing additional high-capacity transit connections at SR 526/Evergreen and, in the future, SR 99/Airport Road as laid out in the *Evergreen Way Revitalization Plan* (City of Everett 2012).

Everett 2044 Comprehensive Plan

The EVLE Project would connect employment and residential centers in Everett with high-capacity transit service based on the *Everett 2044 Comprehensive Plan* (City of Everett 2025). Urban form policy 19 in the comprehensive plan details how the City intends to improve multi-modal transportation hubs, and plan for high-capacity transit corridors and transit stations in the city.

City of Everett Metro Everett Subarea Plan

The EVLE Project would provide a high-capacity transit connection for downtown Everett and the existing Everett Station transit hub, based on the *Metro Everett* subarea plan (City of Everett 2020). The station could act as a catalyst for dense TOD in Metro Everett and would be integrated with existing multimodal facilities.

City of Everett Rethink Zoning

The EVLE Project would include new light rail stations in areas Everett has designated for high-density development based on *Rethink Zoning* (City of Everett 2020). All the stations in Everett, besides the SW Everett Industrial Center Station, would be located in areas zoned for mixed-use development and in height overlay zones that allow at least seven stories by-right.

City of Everett Rethink Housing Action

The EVLE Project would encourage the construction of TOD within station areas based on the *Rethink Housing Action Plan* (City of Everett 2021). The project would coordinate with the City of Everett and other jurisdictions on remnant land from light rail construction, and surplus land could be developed as affordable housing according to Sound Transit's TOD Program Strategic Plan Update (Sound Transit 2014).

City of Lynnwood Imagine Lynnwood Comprehensive Plan

Policies LU 2.1 and LU 3.1 in the *Imagine Lynnwood Comprehensive Plan* (City of Lynnwood 2025a) calls for increased density and growth near high-capacity transit stations. The EVLE Project would help catalyze TOD by providing high-capacity transit within the PSRC designated regional center.

City of Lynnwood City Center + Alderwood Subarea Plan

The EVLE Project would connect the Lynnwood City Center area to residential and employment centers in Everett and Snohomish County, providing additional high-capacity transit connections based on the *City Center + Alderwood Subarea Plan* (City of Lynnwood 2025b). The project would comply with design guidelines and standards and coordinate with the City of Lynnwood on applicable conditions.

City of Lynnwood Connect Lynnwood

The EVLE Project would include funds to improve multimodal connections near stations to facilitate station access. These investments would be coordinated with existing infrastructure and planned projects by local governments and private developers based on *Connect Lynnwood* (City of Lynnwood 2022).

Snohomish County Comprehensive Plan

The EVLE Project would connect three Urban Centers in Snohomish County with high-capacity transit based on the *Snohomish County Comprehensive Plan* (Snohomish County 2024a). The stations in Snohomish County would be located in areas zoned for high-density mixed-use development, which would allow for robust TOD in station areas.

Snohomish County Light Rail Communities: Station Area Planning

The EVLE Project would prioritize the goals of development potential and connections to existing mass transit networks. Sound Transit would coordinate investments in multimodal connections with Snohomish County to maximize access within and to the stations based on *Snohomish County Light Rail Communities: Station Area Planning* (Snohomish County 2020).

Other*Paine Field Master Plan 2040*

The EVLE Project would coordinate with jurisdictions and the Federal Aviation Administration (FAA) to maximize development potential and access to Paine Field and the Boeing Everett Production Facility based on the *Paine Field Master Plan 2040* (Snohomish County 2024b).

Conversion of Land Uses to Transportation Uses

Land use impacts would occur where Sound Transit acquires property for the project and converts it to a transportation use. All Build Alternatives would acquire some portion of the City or County's commercial, mixed-use, and residential zones. If not replaced, conversions of land within commercial and mixed-use zones could result in decreased commercially zoned property, which could possibly spur reductions in sales tax revenue. Land use conversions that reduce residentially zoned areas could decrease the amount of land available for housing growth. For more information, see the Economics Technical Report in Draft EIS Appendix G.4.

Most of the property acquired for the project would be permanently converted to light rail tracks, stations, or ancillary facilities including OMF North. Since the changes of other land uses to transportation use are consistent with local and regional plans, they would not be considered adverse impacts. Property that is already public right-of-way for transportation uses was not included in this analysis because it would remain a transportation use. The alignment alternatives generally follow existing transportation corridors, limiting the amount of land that would be converted to a transportation use. Property acquisitions are discussed in the Acquisitions, Displacements, and Relocations Technical Report in Draft EIS Appendix G.2. Some land acquired for the construction of the project could be redeveloped as TOD consistent with Sound Transit's *Real Property Excess, Surplus, and Disposition Policy* (Sound Transit 2013).

Table 4-1 through Table 4-9 summarize the approximate amount of land that would be permanently converted to a transportation use within each segment by alternative and for each OMF North site alternative.

4.1.1.2 Alignment and Station Alternatives

All alignment and station alternatives for the EVLE Project would acquire property and would displace and relocate some uses for operation of the light rail. Table 4-1 through Table 4-8 summarize the total expected acreage that would be converted to transportation uses, including parcels needed both for operation and construction.

West Alderwood Segment

Table 4-1 shows potential acres of land use conversion within the West Alderwood Segment. The West Alderwood Segment would primarily affect commercial/industrial land uses. Alternative ALD-2F with the Alderwood Mall Boulevard Design Option would permanently convert the most land area to transportation use. Alternatives ALD-1B and ALD-1B with the Alderwood Mall Boulevard Design Option would convert the least amount of land.

Table 4-1 Potential Conversion of Land Use to a Transportation-Related Land Use – West Alderwood Segment

Build Alternative	Single-Family Residential (acres)	Multi-Family Residential (acres)	Commercial/Industrial (acres)	Public/Institutional (acres)	Vacant Land (acres)	Total Acres Affected
ALD-1B	0	0.1	20.0	0.4	1.9	22.4
ALD-1B with Alderwood Mall Boulevard Design Option	0	0.1	20.0	0.4	1.9	22.5
ALD-2D	0	0.1	35.0	0.4	0.1	35.6
ALD-2D with Alderwood Mall Boulevard 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 Alderwood Mall Boulevard Design Option	0	0.1	36.0	0.8	0.1	37.0

Ash Way Segment

Table 4-2 shows the potential acres of land use conversion within the Ash Way Segment. Parcels affected in the Ash Way Segment are made up mostly of single-family residential and multi-family residential. Alternative ASH-2D would convert more land to transportation use than Alternative ASH-1A.

Table 4-2 Potential Conversion of Land Use to a Transportation-Related Land Use – Ash Way Segment

Build Alternative	Single-Family Residential (acres)	Multi-Family Residential (acres)	Commercial/Industrial (acres)	Public/Institutional (acres)	Vacant Land (acres)	Total Acres Affected
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:

- 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.

Mariner Segment

Table 4-3 shows potential acres of land use conversion within the Mariner Segment. The Mariner Segment consists primarily of multi-family residential and commercial/industrial land uses. Alternatives MAR-1B and MAR-1B with the Surface Parking Design Option would convert more land to transportation use than Alternatives MAR-2D and MAR-2D with the Surface Parking Design Option.

Table 4-3 Potential Conversion of Land Use to a Transportation-Related Land Use – Mariner Segment

Build Alternative	Single-Family Residential (acres)	Multi-Family Residential (acres)	Commercial/Industrial (acres)	Public/Institutional (acres)	Vacant Land (acres)	Total Acres Affected
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 Surface Parking 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 Surface Parking 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.

SR 99/Airport Road Segment

Table 4-4 shows the potential acres of land use conversion within the SR 99/Airport Road Segment. The SR 99/Airport Road Segment consists primarily of commercial/industrial and vacant land uses. Alternative AIR-1A would convert more land to transportation use than Alternative AIR-2B.

Table 4-4 Potential Conversion of Land Use to a Transportation-Related Land Use – SR 99/Airport Road Segment

Build Alternative	Single-Family Residential (acres)	Multi-Family Residential (acres)	Commercial/Industrial (acres)	Public/Institutional (acres)	Vacant Land (acres)	Total Acres Affected
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

SW Everett Industrial Center Segment

Table 4-5 shows the potential acres of land use conversion within the SW Everett Industrial Center Segment. The alternatives in the SW Everett Industrial Center Segment primarily affect commercial/industrial and vacant land uses. Alternative SWI-1A with Lower Design Option would convert the most land to transportation use, while Alternative SWI-1B would convert the least.

Table 4-5 Potential Conversion of Land Use to a Transportation-Related Land Use – SW Everett Industrial Center Segment

Build Alternative	Single-Family Residential (acres)	Multi-Family Residential (acres)	Commercial/Industrial (acres)	Public/Institutional (acres)	Vacant Land (acres)	Total Acres Affected
SWI-1A	0	0	24.1	1.8	11.0	36.9
SWI-1A with Lower 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

All alternatives in this segment would require acquisition of or easements on land from Paine Field that was acquired with federal funds for airport purposes. This airport property is currently parking and offices. Federally conveyed or federally acquired land must be used for airport purposes until the FAA approves or consents to a change in land use; this is referred to as a release of airport property. However, Section 743 of the FAA Reauthorization Act of 2024 limits the FAA's authority to directly or indirectly regulate an airport operator's transfer or disposal of certain types of airport land. 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 and does not create conditions resulting in violation of its grant assurances with FAA.

SR 526/Evergreen Way Segment

Table 4-6 shows the potential acres of land use conversion within the SR 526/Evergreen Way Segment. The SR 526/Evergreen Way Segment has a mix of land uses. Alternative EGN-1A would convert the most acreage of land to transportation use, while Alternative EGN-3E would convert the least.

Table 4-6 Potential Conversion of Land Use to a Transportation-Related Land Use – SR 526/Evergreen Segment

Build Alternative	Single-Family Residential (acres)	Multi-Family Residential (acres)	Commercial/Industrial (acres)	Public/Institutional (acres)	Vacant Land (acres)	Total Acres Affected
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 North Side of SR 526 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 North Side of SR 526 Design Option	11.9	0.4	11.0	3.5	0.5	27.3

Broadway/I-5 Segment

Table 4-7 shows the potential acres of land use conversion within the Broadway/I-5 Segment. The Broadway/I-5 Segment consists primarily of residential land uses. Alternative BI-2 would convert more land to transportation use than Alternative BI-1.

Table 4-7 Potential Conversion of Land Use to a Transportation-Related Land Use – Broadway/I-5 Segment

Build Alternative	Single-Family Residential (acres)	Multi-Family Residential (acres)	Commercial/Industrial (acres)	Public/Institutional (acres)	Vacant Land (acres)	Total Acres Affected
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

Everett Station Segment

Table 4-8 shows the potential acres of land use conversion within the Everett Station Segment. The Everett Station Segment consists primarily of single-family residential and commercial/industrial land uses. Alternative EVT-1A would convert the most land to transportation use while Alternative EVT-3D would convert the least.

Table 4-8 Potential Conversion of Land Use to a Transportation-Related Land Use – Everett Station Segment

Build Alternative	Single-Family Residential (acres)	Multi-Family Residential (acres)	Commercial/Industrial (acres)	Public/Institutional (acres)	Vacant Land (acres)	Total Acres Affected
EVT-1A	4.0	0	15.4	0	0.7	20.1
EVT-2C	4.1	0	15.9	0	0	20.0
EVT-3D	4.0	0	13.6	0.1	0.1	17.8

4.1.1.3 OMF North Site Alternatives

Table 4-9 shows the potential acres of land use conversion by the OMF North site alternatives. The OMF North site alternatives consist of a mix of land uses. OMF Site B with Lead Tracks to South Side of SR 526 Design Option would convert the most land to transportation use, and OMF Site F would convert the least.

Table 4-9 Potential Conversion of Land Use to a Transportation-Related Land Use – OMF North Site Alternatives

Build Alternative	Single-Family Residential (acres)	Multi-Family Residential (acres)	Commercial/Industrial (acres)	Public/Institutional (acres)	Vacant Land (acres)	Total Acres Affected
OMF Site F	16.3	10.5	41.4	<0.1	3.2	71.5
OMF Site F with Lead Tracks to West Side of Airport Road 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 Lead Tracks to South Side of SR 526 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 2024b). Federally conveyed or federally acquired land must be used for airport purposes until the FAA approves or consents to a change in land use; this is referred to as a release of airport property. However, Section 743 of the FAA Reauthorization Act of 2024 limits the FAA's authority to directly or indirectly regulate an airport operator's transfer or disposal of certain types of airport land. 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.

4.1.2 Construction Impacts

Potential impacts on existing land uses could include: 1) temporary impacts from construction vehicles and equipment, or for material storage areas that might include activities such as water quality treatment systems; 2) construction easements across private properties to access the project site that could affect the traffic patterns on adjacent sites; 3) traffic congestion related to hauling construction material or contractor site access; 4) changes to local traffic patterns with longer-term temporary detours or temporarily closed driveways that could make access to local

businesses more challenging; 5) visual changes related to any and all construction activities; and 6) noise and air emissions related to construction equipment use. These impacts would not affect the land use types unless the property became vacant, and these types of actions are not anticipated to be severe enough to cause vacancies after mitigation, as described in Section 4.2. Potential for construction impacts was determined based on the findings of other environmental elements. For more information, see the Economics Technical Report in Draft EIS Appendix G.4 and the Noise and Vibration Technical Report in Draft EIS Appendix G.8.

4.2 No Build Alternative

The No Build Alternative includes the existing transportation system and future population and employment growth assumed in adopted plans, but without the EVLE Project. It would not displace any residents or businesses, and land would likely redevelop over time based on market conditions and local land use regulations. However, this alternative is inconsistent with many of the regional land use and transportation policies because it would not develop a high-capacity transit system connecting the region's growth centers, nor is it consistent with the local plans that encourage increased density and/or TOD land-use patterns in anticipation of high-capacity transit service. The PSRC policies related to focused and compact growth, frequent transit service, connecting urban centers, and transportation alternatives to single-occupancy vehicles would be either not fully implemented or only partially implemented. Therefore, the No Build Alternative would constrain transportation options, leading to more traffic congestion where higher density land uses are planned and could slow the rate of denser development in growth centers.

No construction phase impacts would occur under the No Build Alternative.

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 the EVLE Project in a way that mitigates adverse impacts. Mitigation that would be included as part of the project is described below. No additional mitigation would be needed to reduce or eliminate adverse effects to land use. The project's conversion of existing land uses to transportation would not result in inconsistencies with adopted land use plans, and potential off-site impacts related to issues such as short-term noise or traffic detours are not expected to cause changes to land use during construction. Final mitigation measures will be based on advanced design and will be included in the Final EIS and in FTA's Record of Decision as environmental commitments for the project.

The EVLE Project would be developed according to Sound Transit's systemwide design goals and criteria as well as the design goals, criteria, and development patterns of the local jurisdictions. The project would incorporate context-sensitive design considerations, which would likely vary in response to local comprehensive plans, overlay zones, and development standards related to building setbacks, landscaping, heights and massing, façade treatment, and urban design character. Site-specific design measures intended to increase compatibility with surrounding properties would be developed during final design. The project would be constructed using best management practices to address noise, dust, visual changes, access, or other temporary issues during construction, and these measures would be expected to mitigate any potential impacts during the construction period.

Any land use conversions would comply with local government planning and permitting procedures before the project is built. These procedures are designed to make sure that land use changes are compatible with existing plans and adjacent land uses including supporting mixed-use development near transit stations. The Acquisitions, Displacements, and Relocations Technical Report in Draft EIS Appendix G.2 includes more information on how Sound Transit would minimize property impacts.

The Visual and Aesthetic Resources, Air Quality, Noise and Vibration, and Transportation Technical Reports (included in Draft EIS Appendix G.6, Appendix G.7, Appendix G.8, and Appendix G.1, respectively) identify mitigation measures that could also apply to potential land use impacts.

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