



Everett Link Extension

Draft Environmental Impact Statement

SOCIAL RESOURCES, COMMUNITY FACILITIES, AND NEIGHBORHOODS TECHNICAL REPORT

Appendix G.5

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Acronyms

AIR	SR 99/Airport Road
ALD	West Alderwood
ASH	Ash Way
BI	Broadway/I-5
CDP	Census Designated Place
EHA	Everett Housing Authority
EGN	SR 526/Evergreen
EIS	Environmental Impact Statement
EVLE	Everett Link Extension
EVT	Everett Station
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
HASCO	Housing Authority of Snohomish County
HUD	U.S. Department of Housing and Urban Development
LIHTC	Low-Income Housing Tax Credit
MAR	Mariner
NEPA	National Environmental Policy Act
OMF	operations and maintenance facility
PSRC	Puget Sound Regional Council
SR	State Route
ST3	Sound Transit 3
SWI	SW Everett Industrial Center
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.

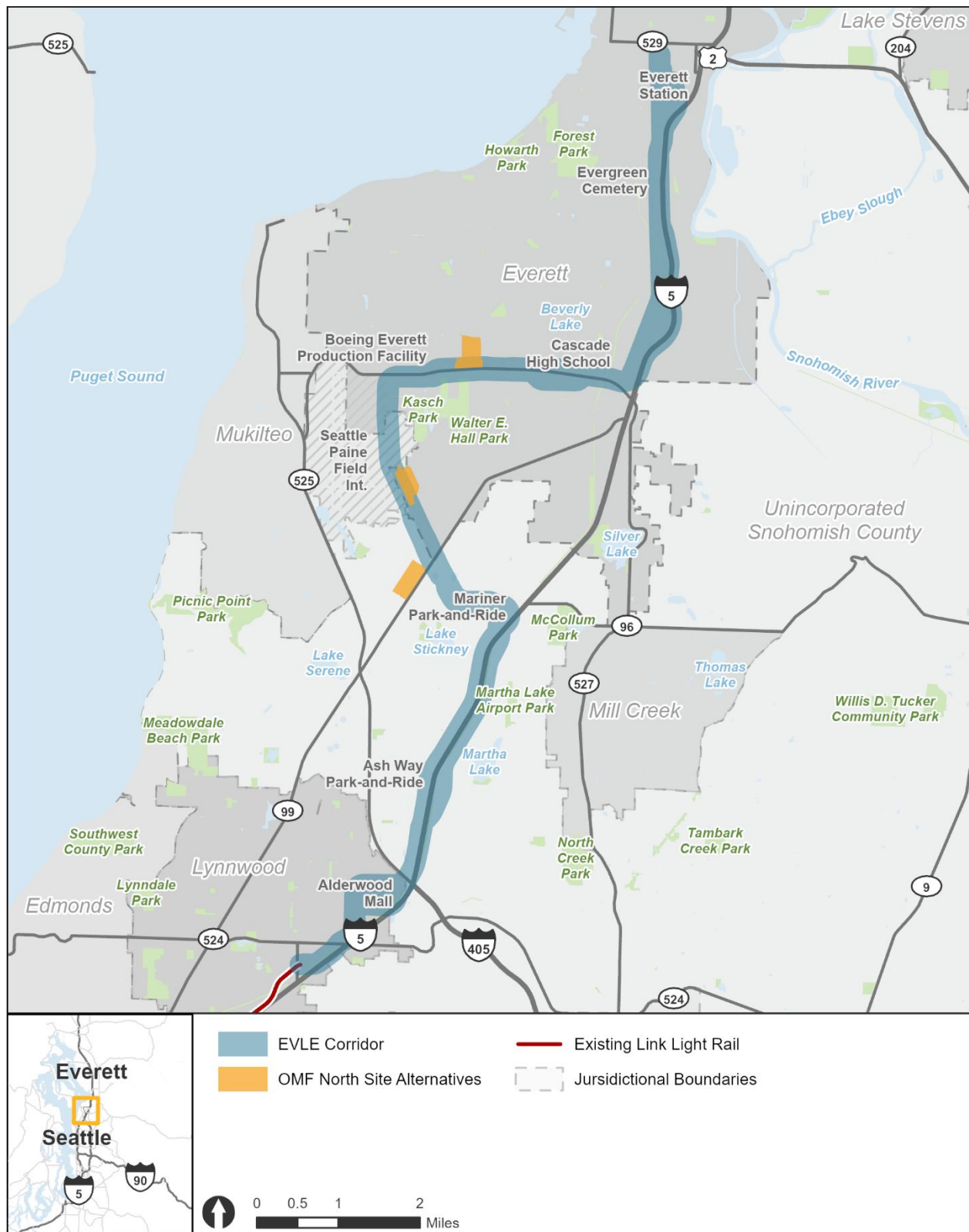
For this analysis, the EVLE Project consists of approximately 16 miles of light rail guideway, seven light rail stations, two parking facilities, and an operations and maintenance facility (OMF North). Sound Transit proposes to begin construction of the project in 2030. The current schedule for opening 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.

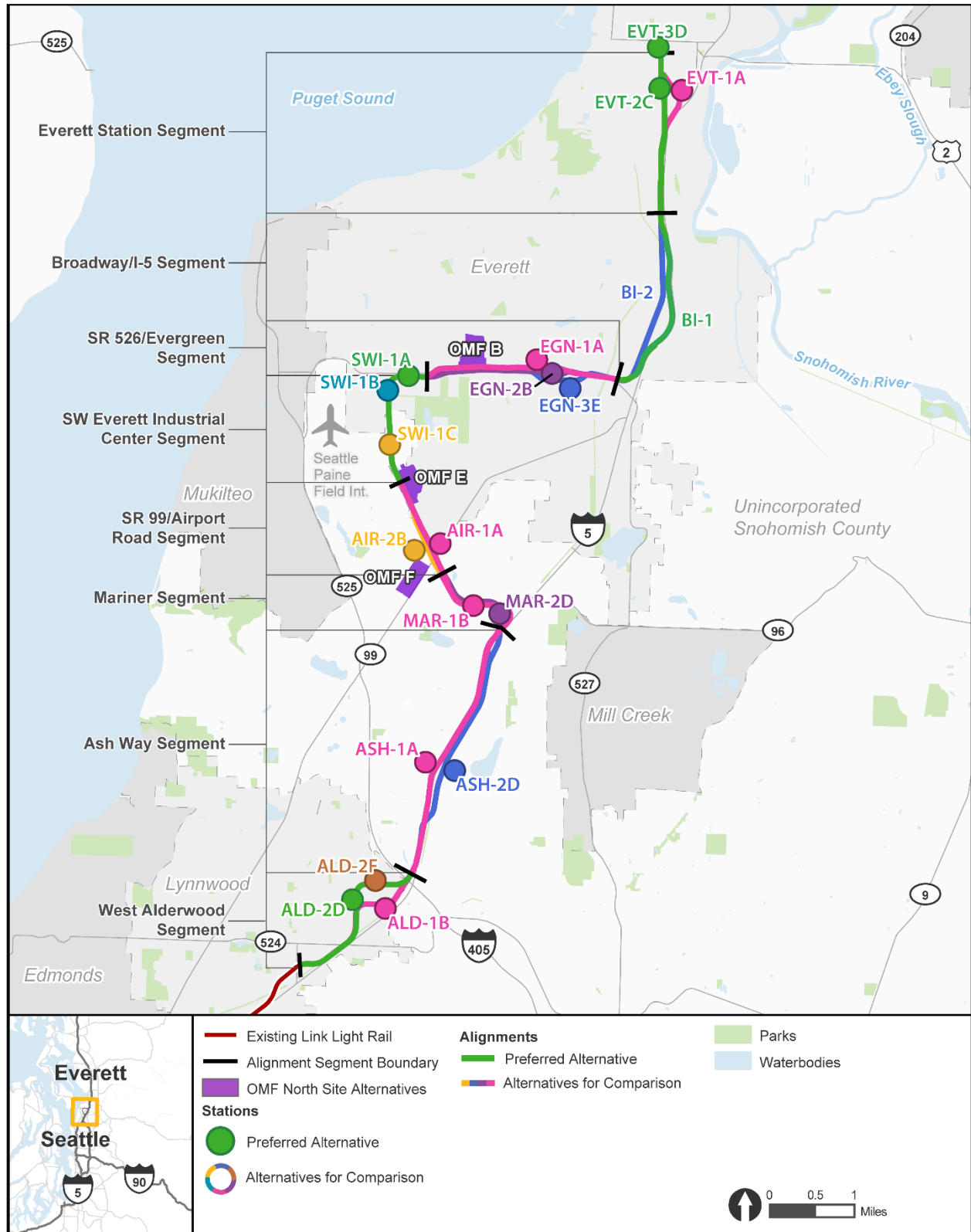
Table 1-2 OMF North Site Alternatives

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. The evaluation concluded that the design refinements are not anticipated to result in additional impacts to social resources, community facilities, or neighborhoods (see quantitative analysis methodology in Draft EIS Appendix I). 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.

1.3 Purpose of Report

The purpose of this report is to identify and document potential impacts of the Build and No Build Alternatives on social resources, community facilities, and neighborhoods, including the potential to impact community cohesion and the ability of the public to reach social resources and community facilities.

2 REGULATORY CONTEXT AND METHODOLOGY

2.1 Applicable Laws, Regulations, and Guidelines

The National Environmental Policy Act (NEPA) requires evaluation of potential impacts to the human environment, which includes how a project may alter, for better or worse, access to social resources and community facilities or how the project may impact neighborhoods. The following Federal Transit Administration (FTA) and Federal Highway Administration (FHWA) guidance also informed this analysis:

- FTA Circular C 4702.1B *Title VI Requirements and Guidelines for Federal Transit Administration Recipients* (FTA 2012).
- *Community Impact Assessment: A Quick Reference for Transportation* (FHWA 2018).

2.2 Methodology

The analysis assessed the potential reasonably foreseeable impacts of the No Build Alternative and the Build Alternatives on social resources, community facilities, and neighborhoods within the study area. This includes potential impacts on community cohesion and the ability of the public to reach social resources and community facilities.

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.

The study area encompasses all neighborhoods within 0.5 miles of the project limits for the Build Alternatives. The project limits include permanent project improvements and areas needed for project construction. While the area of effect is expected to be limited to a smaller geography, the 0.5-mile study area primarily reflects the distance residents and workers could easily walk to the proposed transit stations or the areas that would be affected by the construction and development of the project.

Social resources and community facilities were generalized into the following categories:

- Arena.
- Cemetery.
- Charity.
- Childcare.³
- Community/event center.
- Emergency shelter.
- Government building
- Grocery store/supermarket
- Healthcare facility (primary care, urgent care, and trauma centers, as well as local and specialized clinics).
- Landfill.
- Library.
- Mobile home park (nonsubsidized below market rate housing including manufactured or mobile home developments and recreational vehicle (RV) parks).
- Museum.
- Other community facility (includes employment service facilities, union halls and buildings, and facilities that were identified by community members during Racial Equity Community Workshops conducted by Sound Transit for the project).
- Religious institution.
- Post office.
- Public-assisted housing (includes senior housing and other housing developments identified by reviewing information from the U.S. Department of Housing and Urban Development (HUD), Housing Authority of Snohomish County (HASCO), and Everett Housing Authority (EHA)).⁴
- Theatre.

³ Home day care facilities were not included.

⁴ These agencies connect low-income and cost-burdened families with subsidized housing or housing assistance. Supportive housing services within the study area include properties owned by a housing authority or individuals or households receiving housing vouchers or other assistance such as the Low-Income Housing Tax Credit (LIHTC).

The City of Everett is the only jurisdiction in the study area that has officially established neighborhood boundaries. There are no officially established neighborhood boundaries within the City of Lynnwood or Snohomish County. The neighborhood boundaries in this report are defined using city-specific designations, City of Lynnwood subarea plans, state-defined Urban Growth Areas (UGAs) and city limits, or Census Designated Places (CDPs) defined by the U.S. Census Bureau. Subarea plans are used for long-range planning to foster development in particular areas within an existing jurisdiction. While these areas tend to include places that can be considered neighborhoods, these areas are not officially categorized by the City of Lynnwood as neighborhoods. UGAs are defined in by counties and cities and are intended to direct future urban development.

Community cohesion refers to a community member's sense of belonging to a neighborhood and the degree to which community members interact with other community members and social resources in the neighborhood. Community cohesion was qualitatively evaluated in terms of the transportation network and services, linkages to community facilities and activity centers, patronage of businesses and cultural institutions, and interaction of people (which considers locations where people interact and the likelihood of interaction at those locations).

Data from Puget Sound Regional Council (PSRC) were used to assess potential displacement impacts on various social groups and vulnerable populations within the study area. The PSRC displacement risk mapping tool created in 2019 uses five elements of neighborhood conditions to predict this type of risk: socio-demographics, transportation qualities, neighborhood characteristics, housing, and civic engagement. The displacement risk data were considered in the analysis of potentially affected community facilities and community cohesion discussed in Section 4.1.

Public services, including fire and emergency services, police, government offices and facilities, schools, solid waste and recycling, post offices, and libraries, are shown and discussed in the Public Services, Safety, and Security Technical Report in Draft EIS Appendix G.15. The Parks and Recreational Resources Technical Report in Draft EIS Appendix G.18 provides additional information about the parks and recreational facilities within the study area.

3 AFFECTED ENVIRONMENT

Existing neighborhoods, social resources, and community facilities within the study area are shown in Table 3-1 through Table 3-16 and Figure 3-1 through Figure 3-24 and are discussed in the following sections.

3.1 Social Resources, Community Facilities, and Community Cohesion

The EVLE Project corridor travels through many neighborhoods, with most areas containing relatively dense populations and a variety of residential and commercial areas, as well as some industrial areas. The Mariner and SR 526/Evergreen Way Segments have multi-family buildings and apartment complexes along the corridor, which are typical in densely populated areas. The Ash Way and Broadway/I-5 Segments are primarily low-density residential areas with relatively fewer commercial and industrial facilities. The SR 99/Airport Road and SW Everett Industrial Center Segments have more industrial uses, such as the Boeing Everett Production Facility and Seattle Paine Field International Airport (Paine Field). The SR 526/Evergreen Way Segment has a mix of higher-density housing and commercial facilities, especially near the intersection of

Evergreen Way and Casino Road south of SR 526. The West Alderwood Segment is predominantly commercial with Lynnwood City Center and Alderwood Mall, but also includes several high-density residential projects. The Everett Station Segment consists of several land use types including light industrial, low density residential and commercial, and high-density mixed-use in downtown Everett. Each segment is described in more detail in the following sections.

3.1.1 West Alderwood Segment

As shown in Table 3-1 and Figure 3-1, the primary neighborhood in the West Alderwood Segment is the incorporated boundary of the city of Lynnwood, along with all of Lynnwood City Center, parts of Alderwood Manor, and a small part of South Lynnwood. Near the end of the segment, the study area intersects parts of the Larch Way and North Lynnwood neighborhoods.

The study area includes Lynnwood City Center and Alderwood Mall, which together are the primary components of the Puget Sound Regional Council (PSRC) designated Lynnwood Regional Growth Center. These areas are dominated by the Alderwood Mall, a regional shopping mall anchored by large offices, commercial stores, and apartment complexes. Single-family homes and other medium-density housing are northwest of the mall and southeast of Lynnwood City Center. Other key neighborhood features include the Old Alderwood Middle School south of Alderwood Mall Parkway, Heritage Park which lies adjacent to the Old Alderwood Middle School, and Alderwood Community Church, located on Alderwood Mall Boulevard southwest of the Alderwood Mall. These features along with other community facilities are shown in Table 3-2 and Figure 3-2.

Boundaries largely follow major roadways, with I-5 dividing the neighborhoods east to west and SR 525/I-405 dividing the neighborhoods north to south. These highways create a physical barrier between neighborhoods, limiting the amount of community cohesion within the study area on either side of I-5. Commercial developments along SR 524 provide community services and cohesion between Incorporated Lynnwood and Lynnwood City Center; however, I-5 remains a major barrier between the other neighborhoods and the community facilities within Incorporated Lynnwood. Automobile-oriented development patterns, including cul-de-sacs and non-through streets, typically limit community cohesion. Therefore, while there is cohesion between the Incorporated Lynnwood City Limits, Lynnwood City Center, and South Lynnwood neighborhoods, these neighborhoods have limited cohesion with the Alderwood Manor neighborhood on the other side of I-5.

Table 3-1 Neighborhoods in the Study Area – West Alderwood Segment

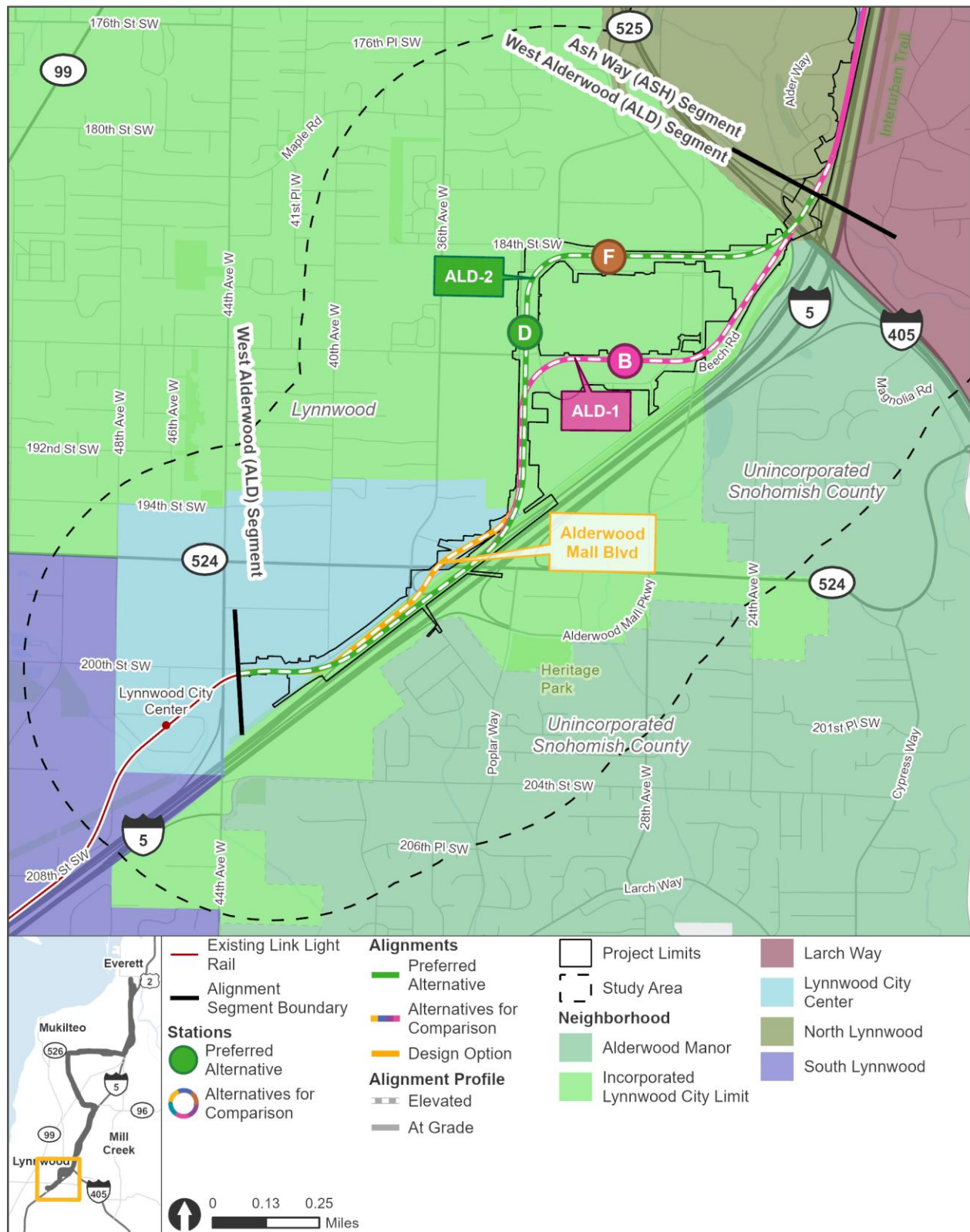
Jurisdiction	Type	Neighborhood
City of Lynnwood	City-Designated Neighborhood/Area	• Lynnwood City Center • South Lynnwood
	City Limit	Incorporated Lynnwood
Snohomish County	Census Designated Place (CDP)	• Alderwood Manor • Larch Way • North Lynnwood

Table 3-2 Social Resources and Community Facilities in the Study Area – West Alderwood Segment

Type	Locations	Map ID
Charity	Alderwood Compassion Center, 19400 33rd Avenue W, Lynnwood	28
Childcare	Brier Kindercare, 20420 Larch Way, Lynnwood	2
	KidsPark, 19220 Alderwood Mall Parkway #130, Lynnwood	35
	La Petite Academy, 20415 Poplar Way, Lynnwood	5
	Right at School at Hazelwood Elementary, 330 204th Street SW, Lynnwood	3
	Time4Kidz Lynnwood, 3333 184th Street SW Suite F, Lynnwood	48
Community/Event Center	Lynnwood Convention Center, 3711 196th Street SW, Lynnwood	20
Emergency Shelter	Alderwood Community Church, 3403 Alderwood Mall Boulevard, Lynnwood	25
	Lynnwood Convention Center, 3711 196th Street SW, Lynnwood	19
Government Building	US Social Security Office, 18905 33rd Avenue W #207, Lynnwood	40
	Washington DOC Field Office, 18710 33rd Avenue W, Lynnwood	42
Grocery Store/ Supermarket	Bisrat Market, 19410 36th Avenue W #6, Lynnwood	27
	Carniceria Market Michoacan, 3815 196th Street SW #112, Lynnwood	21
	Costco, 18109 33rd Avenue W, Lynnwood	49
	Fred Meyer, 4615 196th Street SW, Lynnwood	26
	H Mart, 3301 184th Street SW, Lynnwood	47
	JD's Market Inc., 4309 198th Street SW, Lynnwood	13
	Target, 18305 Alderwood Mall Parkway, Lynnwood	46
	Whole Foods Market, 2800 196th Street SW Suite 100, Lynnwood	12
Healthcare Facility	Brookdale Alderwood, 18706 36th Avenue W, Lynnwood	44
	Community Health Center of Snohomish County, 4111 194th Street SW, Lynnwood	30
	Concentra Urgent Care, 4320 196th Street SW Suite D, Lynnwood	18
	Lynnwood Comprehensive Treatment Center, 2322 196th Street SW, Lynnwood	15
	Lynnwood Natural Medicine, 3005 Alderwood Mall Parkway #100, Lynnwood	9
	Manor Care Rehab Center, 3701 188th Street SW, Lynnwood	43
	Passport Health Travel Clinic, 19101 36th Avenue W #208, Lynnwood	34

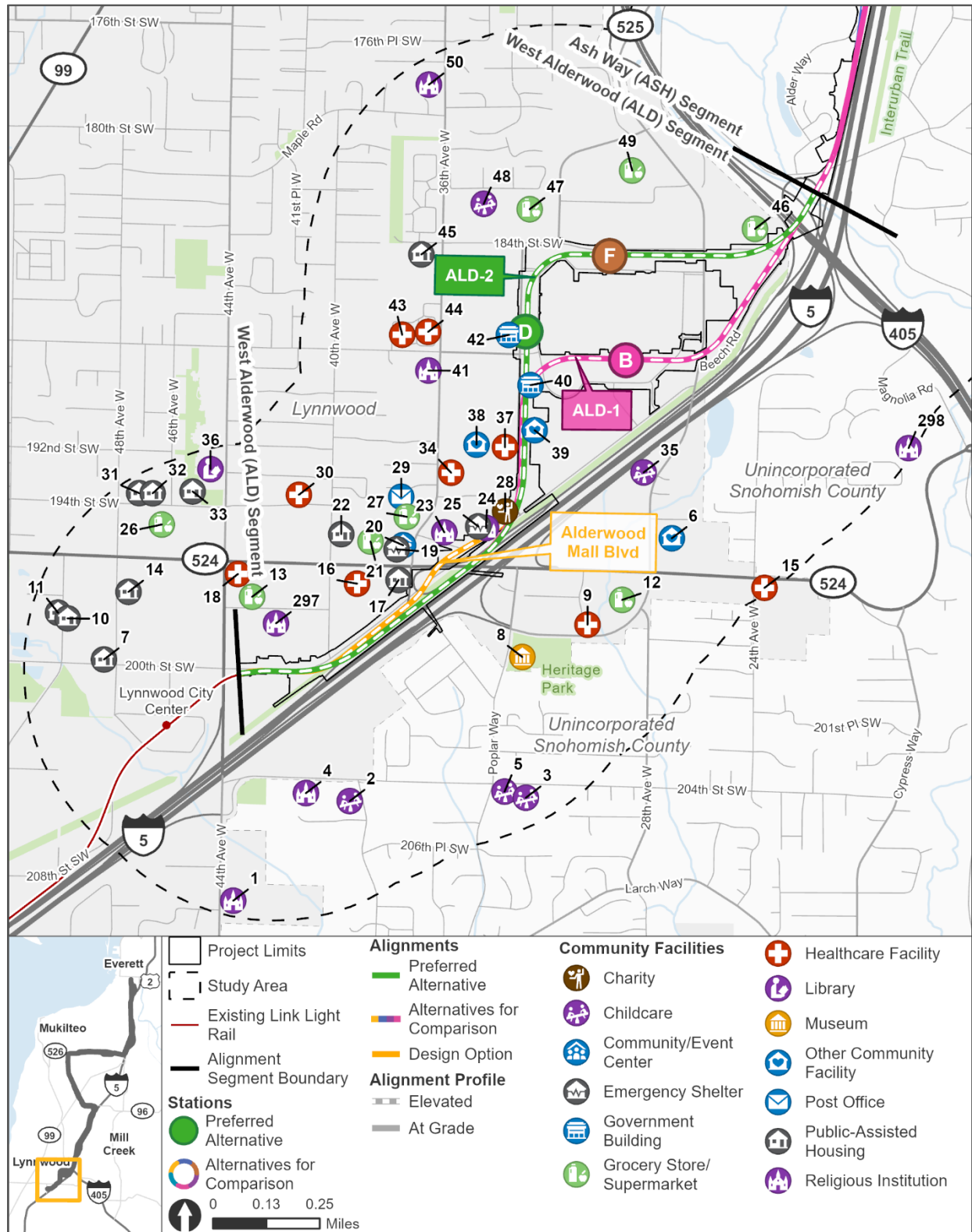
Type	Locations	Map ID
	Urgent Care Chiropractic Center, 3910 196th Street SW, Lynnwood	16
	Virginia Mason Lynnwood Medical Center, 19116 33rd Avenue W, Lynnwood	37
Library	Lynnwood Library, 19200 44th Avenue West, Lynnwood	36
Museum	Northwest Veteran's Museum, 19921 Poplar Way, Lynnwood	8
Other Community Facility	Burlington, 19401 Alderwood Mall Parkway, Lynnwood	6
	Career Paths Employment Agenda, 19109 36th Avenue W #201, Lynnwood	38
	SmartTalent-Lynnwood, 19031 33rd Avenue W #203, Lynnwood	39
Religious Institution	Alderwood Community Church, 3403 Alderwood Mall Boulevard, Lynnwood	24
	Calvary Apostolic Tabernacle, 20901 44th Avenue W, Lynnwood	1
	Charisma Christian Center, 18820 36th Avenue W, Lynnwood	41
	Debre Bisrat Ethiopian Orthodox Church, 19425 36th Avenue W, Lynnwood	23
	Korean Immanuel Presbyterian Church, 17730 36th Avenue W, Lynnwood	50
	Ksitigarbha Temple, 1705 Filbert Road, Lynnwood	298
	Masjid Islamic Center Faizan-e-Madinah, 4202 198th Street SW #2, Lynnwood	297
	Saint Mary Coptic Orthodox Church, 4110 204th Street SW, Lynnwood	4
Post Office	Post Office, 3715 196th Street SW #101, Lynnwood	29
Public-Assisted Housing	Alderwood Court Senior Affordable Apartments, 18420 36th Avenue W, Lynnwood	45
	Beaver Cove Apartment Homes, 19800 50th Avenue W, Lynnwood	11
	Beaver Creek Apartment Homes, 4807 200th Street SW, Lynnwood	7
	City Center at Lynnwood, 3720 196th Street SW, Lynnwood	17
	Destinations Lynnwood, 19501 40th Avenue W, Lynnwood	22
	Lynn Crest Senior Apartments, 4629 194th Street SW, Lynnwood	32
	Lynn Woods Senior Apartments, 4705 194th Street SW, Lynnwood	31
	Plaza 44, 4509 194th Street SE, Lynnwood	33
	Robin Park Apartments, 19701 48th Avenue W, Lynnwood	14
	Woodland Greens Apartments, 19801 50th Avenue W, Lynnwood	10

Figure 3-1 Neighborhoods in the Study Area – West Alderwood Segment



SOURCE: City of Lynnwood (2007, 2021); Snohomish County (2023a); U.S. Census Bureau (2021).

Figure 3-2 Social Resources and Community Facilities in the Study Area – West Alderwood Segment



SOURCE: EHA (2024); U.S. Department of Homeland Security (DHS) Geospatial Management Office (2020a, 2020b, 2022a, 2022b, 2023a, 2023b); HASCO (2024); Snohomish County (2023b); HUD (2024a, 2024b).

3.1.2 Ash Way Segment

As shown in Table 3-3, Figure 3-3, and Figure 3-4, the primary neighborhoods in the Ash Way Segment are North Lynnwood, Larch Way, Lake Stickney, and Martha Lake. North Lynnwood and Larch Way evenly occupy the southern half of the study area in this segment, while Martha Lake and Lake Stickney occupy the northern half.

All four neighborhoods are primarily low-density residential, composed mostly of single-family homes with few apartment complexes or commercial buildings. The southern neighborhoods of North Lynnwood and Larch Way are the most developed, with the highest intensity uses located along 164th Street SW where some mixed-use and commercial buildings are located. Land use patterns with primarily single-family homes and gaps between development areas generally limit community cohesion. Natural features such as Swamp Creek run parallel along I-5 to the west of the highway, while the Interurban Trail runs parallel along I-5 to the east of the highway. These features, along with other community facilities, are shown in Table 3-4, Figure 3-5, and Figure 3-6.

Boundaries largely follow major roadways, with I-5 separating the North Lynnwood and Lake Stickney neighborhoods from the Larch Way and Martha Lake neighborhoods. North-south boundaries are defined largely by proximity to natural features as well as roadways, with the Lake Stickney neighborhood centered around Lake Stickney and separated from North Lynnwood by 148th Street SW, 150th Street SW, and Ash Way. The Martha Lake neighborhood is centered around Martha Lake and separated from the Larch Way neighborhood primarily by Larch Way and Meadow Road to the west and 148th Street to the south.

I-5 is the primary east-west barrier between the neighborhoods in the Ash Way Segment, limiting cohesion between the neighborhoods due to limited access points besides 164th Street SW. However, north-south cohesion between the neighborhoods on each side of I-5 is stronger. North Lynnwood and Lake Stickney on the west side of I-5 share multiple characteristics and are not divided by any major roadways. Similarly, on the east side of I-5 Martha Lake and Larch Way share similar characteristics and have no major barriers between them, although Larch Way has more commercial uses and Martha Lake has more natural features and parks.

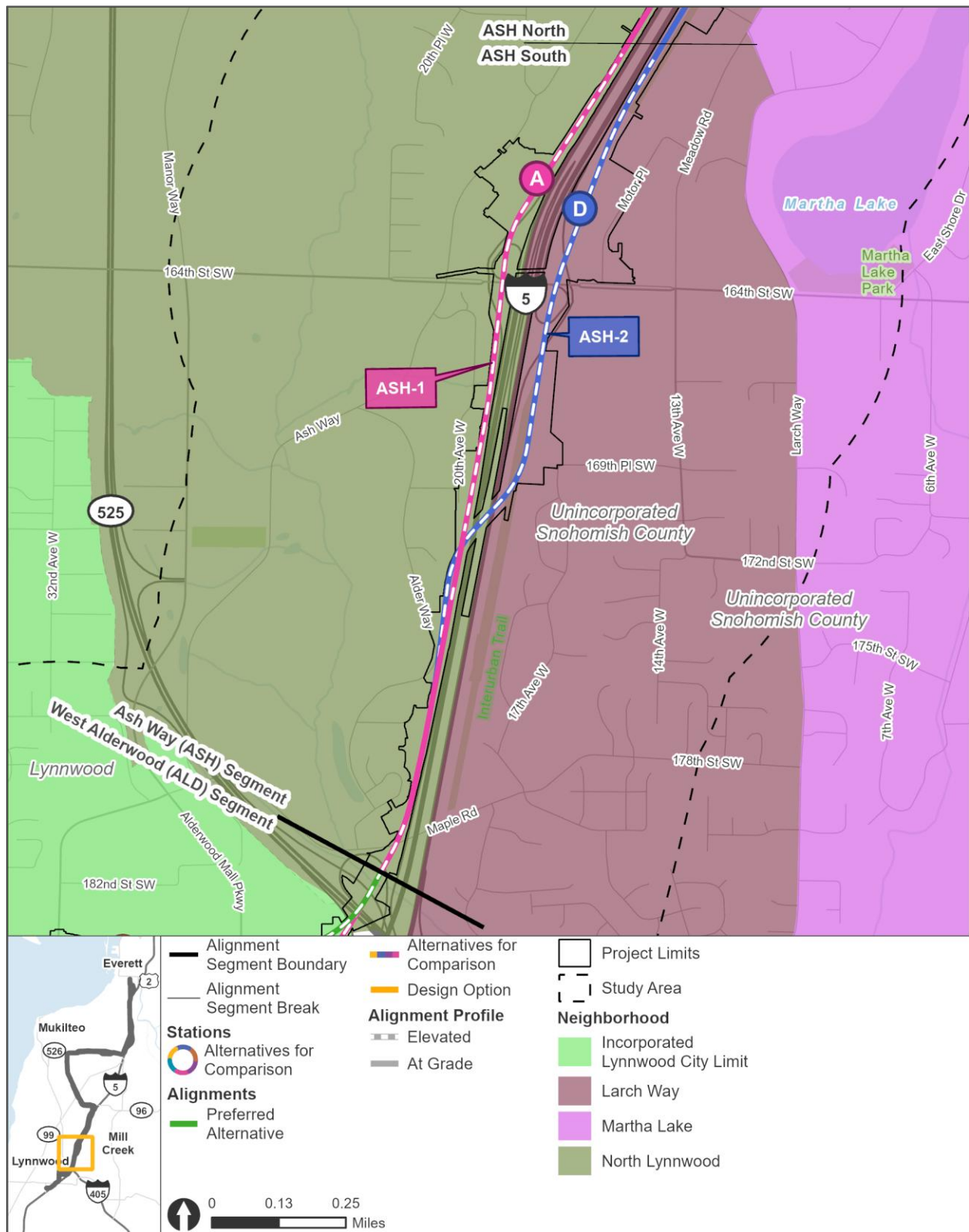
Table 3-3 Neighborhoods in the Study Area – Ash Way Segment

Jurisdiction	Type	Neighborhood
Snohomish County	Census Designated Place (CDP)	• Lake Stickney • Larch Way • Martha Lake • North Lynnwood

Table 3-4 Social Resources and Community Facilities in the Study Area – Ash Way Segment

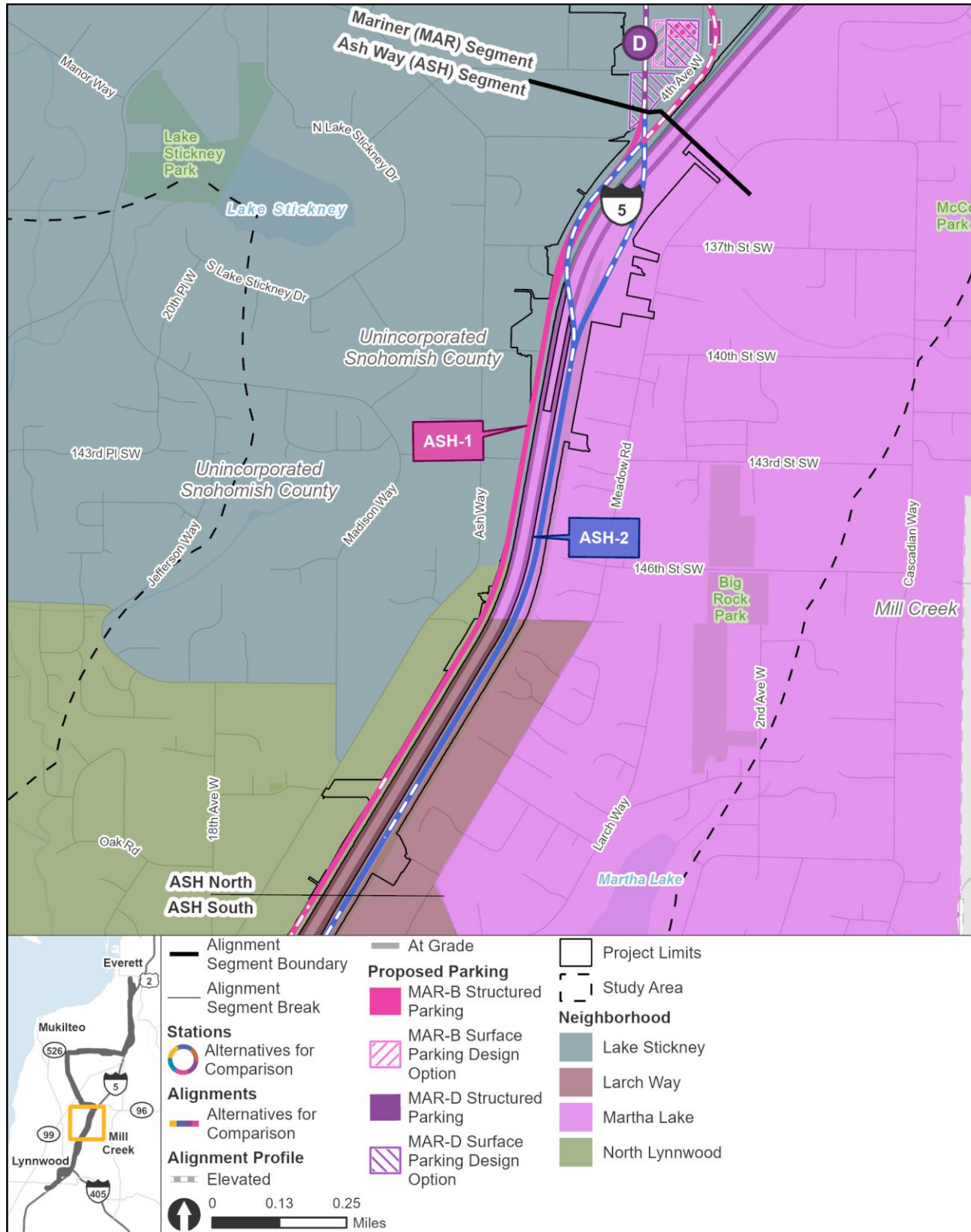
Type	Locations	Map ID
Childcare	Bright Star Kids Academy-Lynnwood, 16110 Ash Way, Lynnwood	62
	Precious Child Care, 16707 13th Avenue West, Lynnwood	53
Community/Event Center	Morning Star Korean Cultural Center, 15206 18th Avenue W, Lynnwood	65
Emergency Shelter	Mill Creek Foursquare Church, 1415 164th Street SW, Lynnwood	59
Grocery Store/ Supermarket	Walmart, 1400 164th Street SW, Lynnwood	56
Mobile Home Park	Martha Lake Mobile Manor, 415 Lakeview Road, Lynnwood	66
Other Community Facility	PROVAIL Employment Services, 2122 164th Street SW #305, Lynnwood	57
Religious Institution	Bethany Church, 15414 Ash Way, Lynnwood	64
	Christ the Rock Fellowship, 16707 13th Avenue W, Lynnwood	54
	Gateway Centre Church, 16620 Ash Way, Everett	55
	Grace Baptist Church, 17123 13th Avenue W, Lynnwood	51
	Mill Creek Foursquare Church, 1415 164th Street SW, Lynnwood	61
	Renew Church Lynnwood, 2721 164th Street SW, Lynnwood	60
	Unity in Lynnwood Church, 16727 Alderwood Mall Parkway, Lynnwood	52
Public-Assisted Housing	Madison Way Apartments, 14615 Madison Way, Lynnwood	67
	Urban Center Apartments, 15907 Ash Way, Lynnwood	63

Figure 3-3 Neighborhoods in the Study Area – Ash Way Segment (South)



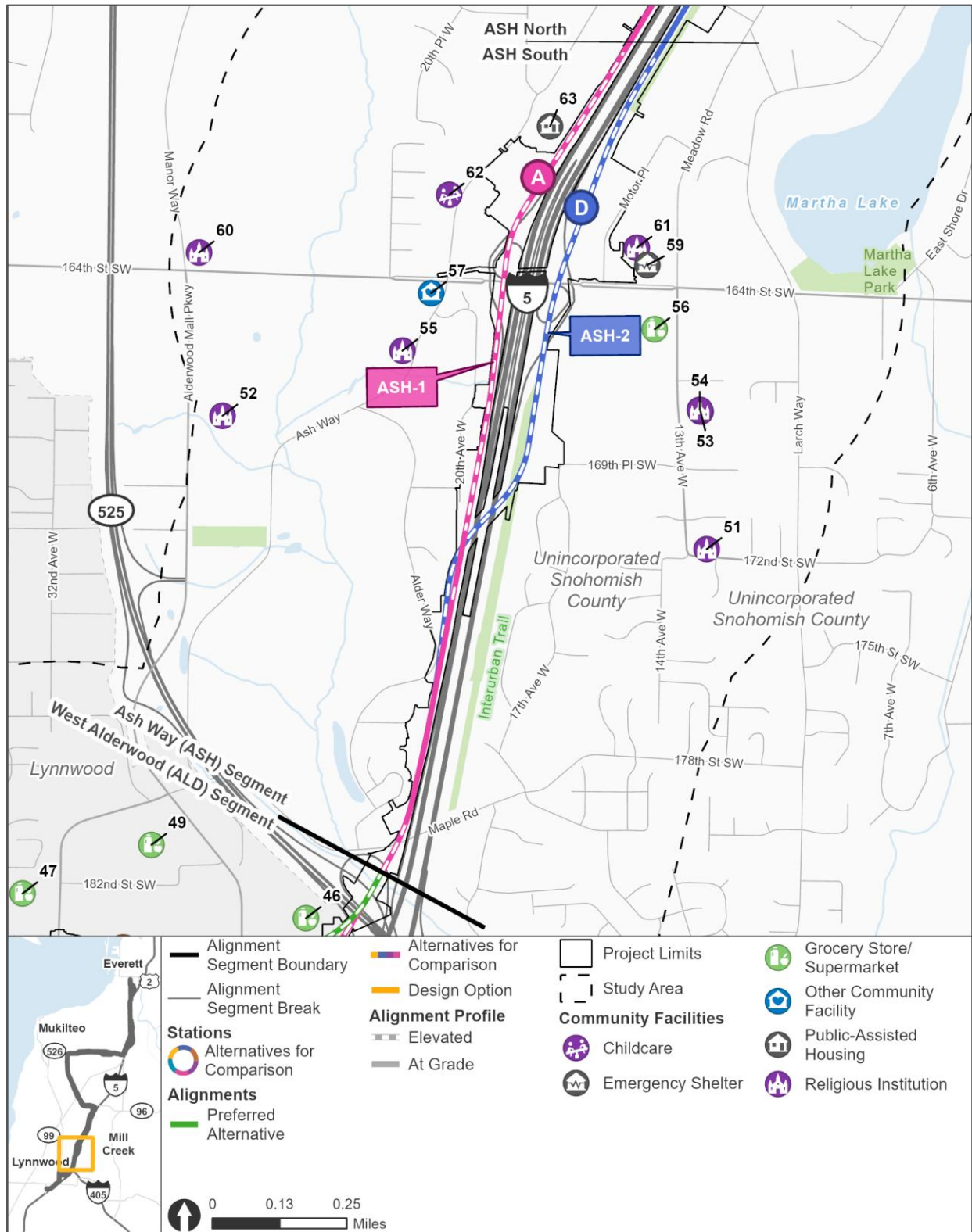
SOURCE: Snohomish County (2023a); U.S. Census Bureau (2021).

Figure 3-4 Neighborhoods in the Study Area – Ash Way Segment (North)



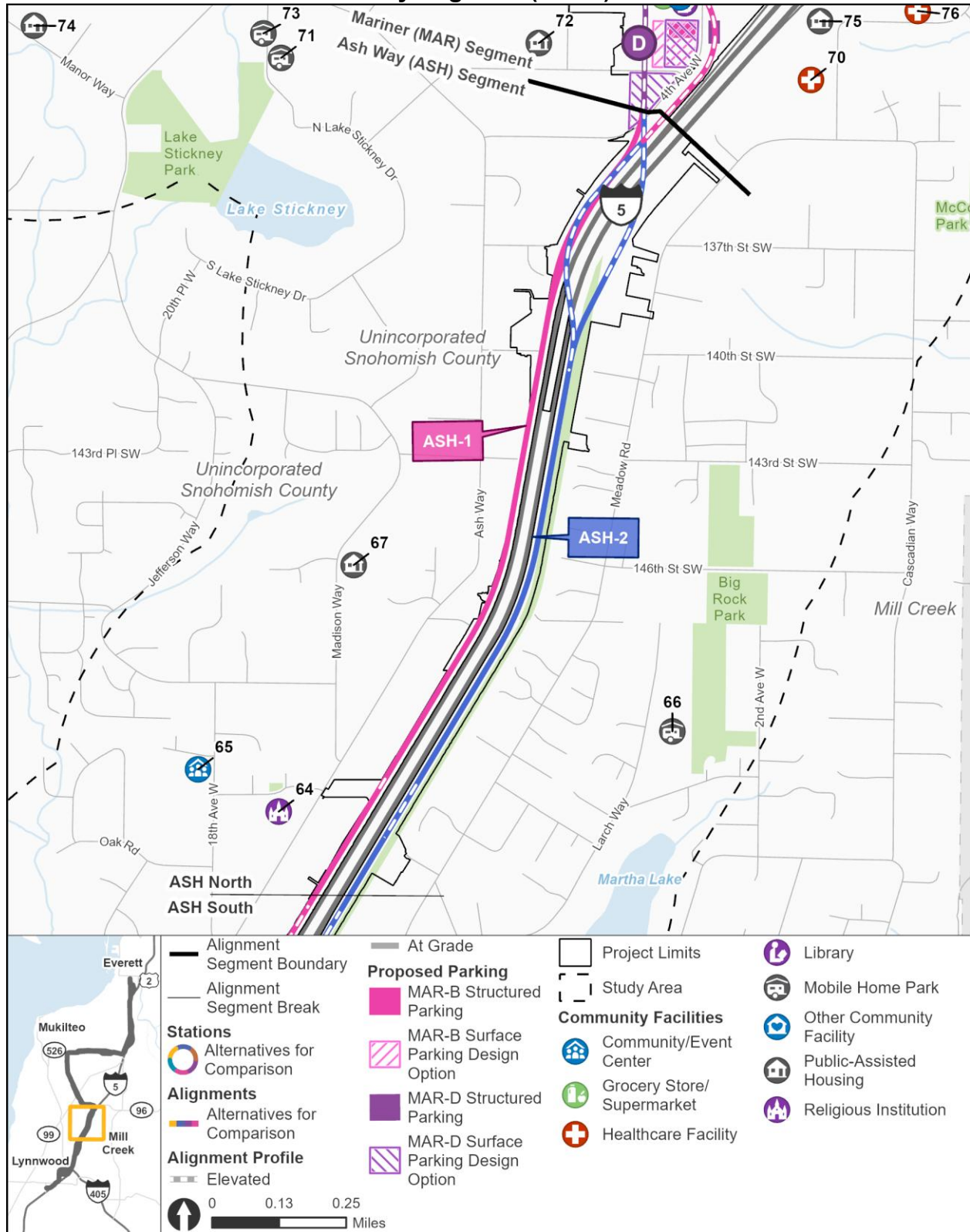
SOURCE: U.S. Census Bureau (2021).

Figure 3-5 Social Resources and Community Facilities in the Study Area – Ash Way Segment (South)



SOURCE: DHS Geospatial Management Office (2020a, 2022a, 2023b); Snohomish County (2023b); HUD (2024a, 2024b).

Figure 3-6 Social Resources and Community Facilities in the Study Area – Ash Way Segment (North)



SOURCE: DHS Geospatial Management Office (2018, 2020a, 2022b); HASCO (2024); Snohomish County (2023b); HUD (2024a, 2024b).

3.1.3 Mariner Segment

As shown in Table 3-5 and Figure 3-7, the primary neighborhoods in the Mariner Segment are Lake Stickney and Unincorporated Everett UGA, with small areas of Martha Lake in the southeast, Silver Lake in the east, and Unincorporated Mukilteo UGA in the west.

The parts of Lake Stickney and Unincorporated Everett within the study area in the Mariner Segment are composed of both commercial and medium-density housing, with most of the higher intensity uses present along 128th Street/Airport Road. Lake Stickney is mostly developed and surrounded by wetlands and parks, including the Lake Stickney Off-Leash Dog Park in the upper northwest corner of the lake. There is a wetland bordering the southern third of the lake, with the remainder of the shoreline being primarily residential. Lake Stickney Elementary and Odyssey Elementary School are at the north and south end of the lake. Numerous restaurants, coffee shops, and parks are located along both sides of 128th Street as well as multiple apartment complexes and housing developments. These housing developments have a total of 1,072 units designated for low-income populations, with six low-income properties present in the Unincorporated Everett UGA and one in the Lake Stickney neighborhood. Other housing developments that receive public assistance are shown in Figure 3-8, along with other community facilities within the study area in this segment shown in Table 3-6.

The neighborhood boundaries within the study area in the Mariner Segment are dictated almost entirely by major roadways, with I-5 and SR 99 serving as east-west dividing lines and SR 96/128th Street serving as the primary north-south dividing line between the neighborhoods. Pockets of community cohesion are present between adjacent neighborhoods with similar land uses, such as the residential areas near Mariner High School or around community facilities that multiple neighborhoods have access to such as the grocery stores and restaurants around 128th Street and west of I-5.

Table 3-5 Neighborhoods in the Study Area – Mariner Segment

Jurisdiction	Type	Neighborhood
Snohomish County	Census Designated Place (CDP)	• Lake Stickney • Martha Lake
	City of Everett-Designated Neighborhood/Area ⁵	Silver Lake
	Urban Growth Area (UGA)	Unincorporated Everett

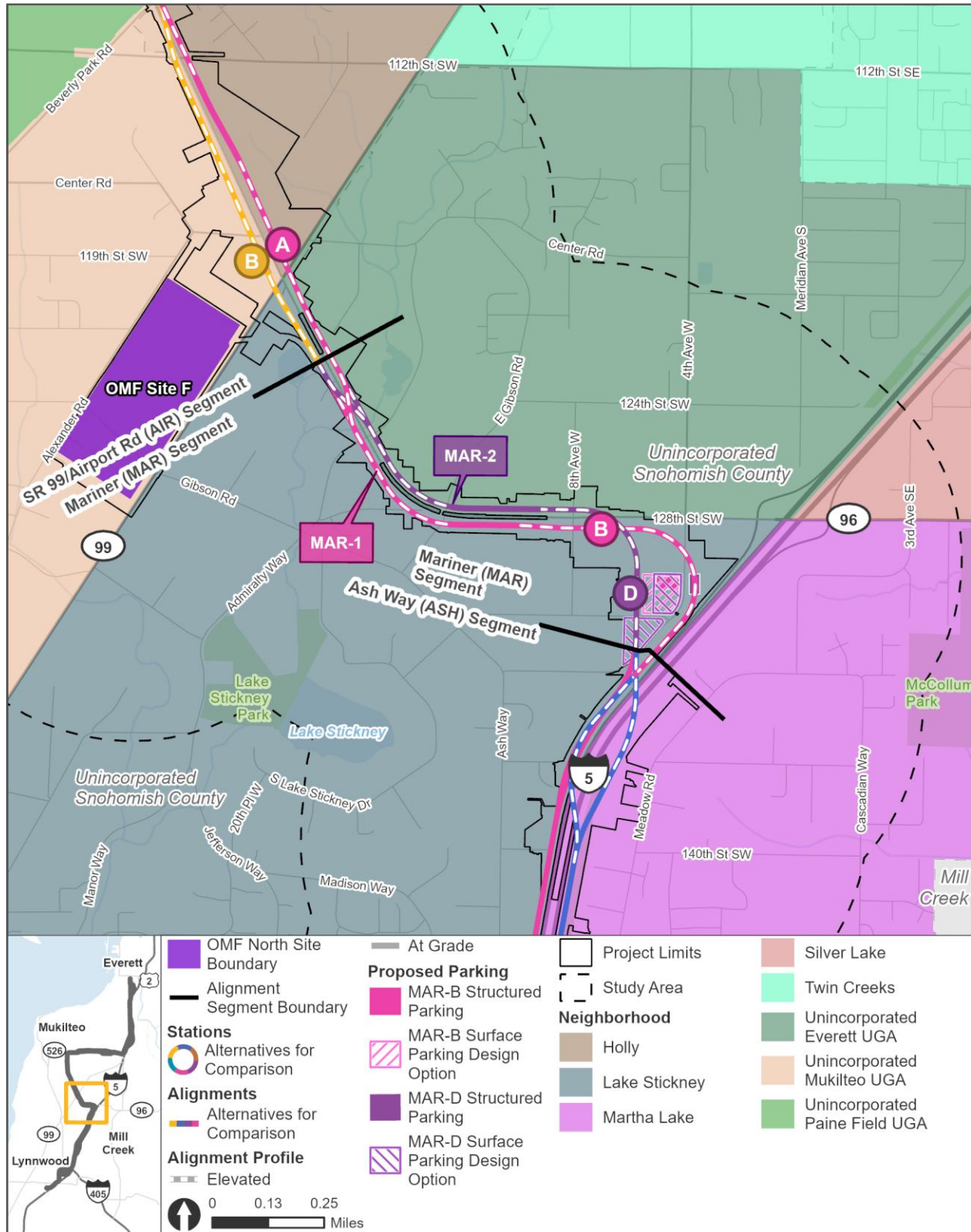
⁵ The boundaries of these Everett-designated neighborhoods extend into unincorporated Snohomish County.

Table 3-6 Social Resources and Community Facilities in the Study Area – Mariner Segment

Type	Locations	Map ID
Childcare	Kid's Country Learning Center-Everett, 12625 4th Avenue W #100, Everett	91
	Kids N Us Early Learning School, 129 128th Street SW, Everett	87
Government Building	Housing Authority of Snohomish County, 12711 4th Avenue W, Everett	90
Grocery Store/ Supermarket	Arriba Mexico Store y Oaxaca Galmen, 12811 8th Avenue W #202, Everett	80
	Oriental & African Mini Market, 520 128th Street SW Suite B4, Everett	79
	Safeway, 520 128th Street SW, Everett	78
Healthcare Facility	Advanced Orthodontics: Everett, 12806 3rd Avenue SE, Everett	82
	Pellegrini Orthodontics, 827 128th Street SW Suite B, Everett	84
	Northeast Weight and Wellness Center, 125 130th Street SE, Everett	76
	Swedish Emergency Room Mill Creek, 13020 Meridian Avenue S, Everett	70
Library	Mariner Library-Sno-Isle Libraries, 520 128th Street SW Suite A9, Everett	77
Mobile Home Park	Alpine Mobile Home Park, 13119 17th Avenue W, Everett	71
	Bexco Property XVIII LLC, 12822 Highway 99, Everett	83
	Carriage Club Estates, 13320 Highway 99, Everett	69
	Lake Stickney Mobile Home and RV Park, 13199 17th Avenue W, Everett	73
	Lakeside RV Park, 12321 Highway 99, Everett	96
	Mariner Village, 815 124th Street SW, Everett	98
	Village Green Mobile Home Park, 12605 E Gibson Road, Everett	93
	Starlite RV Park, 13507 Highway 99, Everett	68
Other Community Facility	Dollar Tree, 520 128th Street SW, Everett	58
	Katya's Bakery, 12811 8th Avenue W Unit E #102, Everett	108
	Royal Party Hall, 520 128th Street SW, Everett	109
Religious Institution	Seattle Korean Seventh-day Adventist Church, 12322 Airport Road, Everett	95
Public-Assisted Housing	Avondale Village, 12709 Avondale Way, Everett	89
	Center House, 712 Center Road, Everett	103
	Centerwood, 712 Center Road, Everett	102
	Eagle's Landing, 12601 8th Avenue W, Everett	94

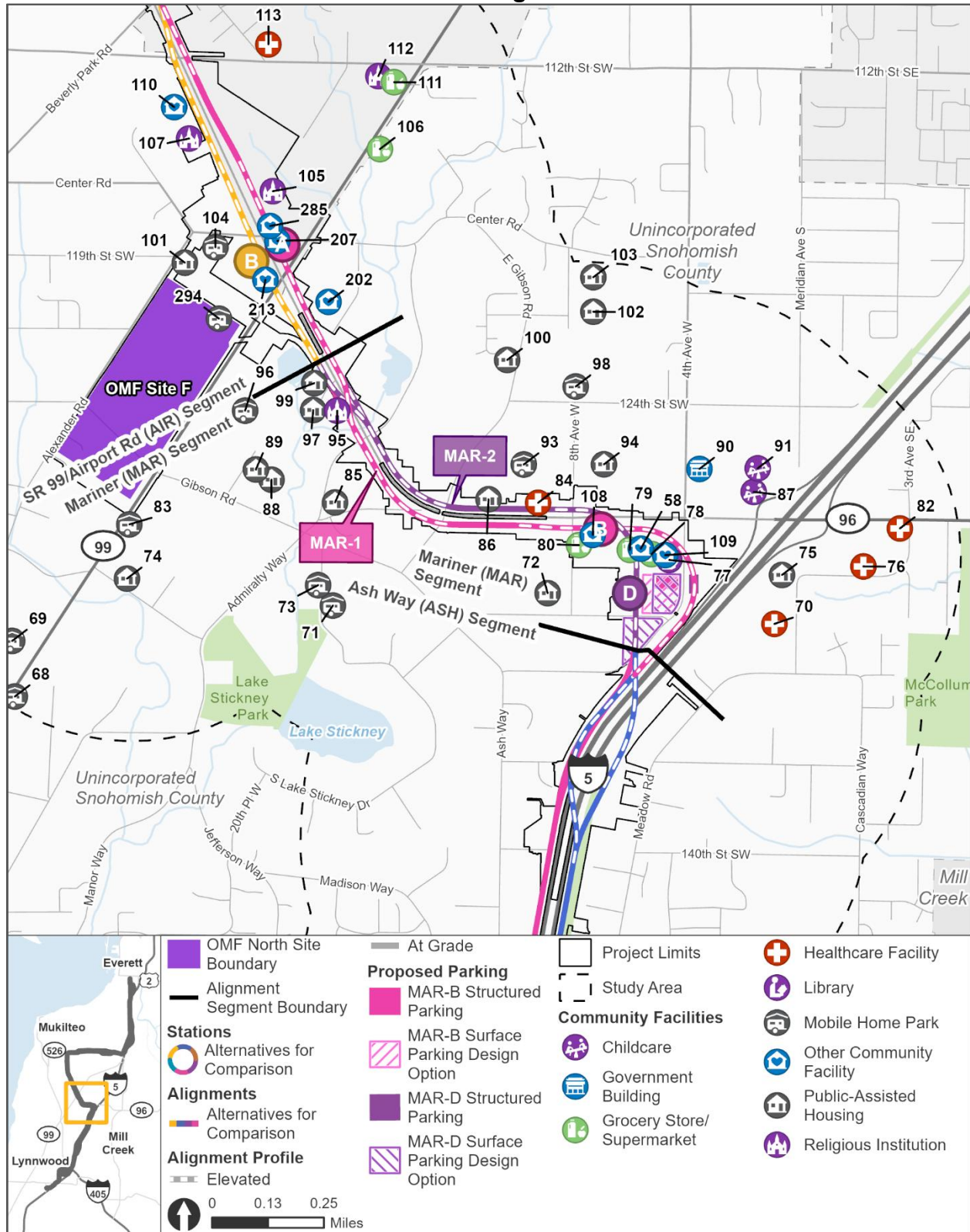
Type	Locations	Map ID
	Evergreen Village Senior Apartments, 12705 Avondale Way, Everett	88
	Lake Woods Senior Apartments Phase I, 12310 19th Place W, Everett	99
	Lake Woods Senior Apartments Phase II, 12404 19th Place W, Everett	97
	Manor Way North, 2407 Manor Way, Everett	74
	Meadow Park, 1611 128th Street SW, Everett	85
	Pacific Square Apartments, 12220 E Gibson Road, Everett	100
	Puget Park Apartments, 13004 Meridian Avenue S, Everett	75
	Raintree Village, 903 132nd Street SW, Everett	72
	Windstone Apartments, 1011 128th Street SW, Everett	86

Figure 3-7 Neighborhoods in the Study Area – Mariner Segment



SOURCE: City of Everett (2024); U.S. Census Bureau (2021); Washington State Department of Ecology (2023).

Figure 3-8 Social Resources and Community Facilities in the Study Area – Mariner Segment



SOURCE: EHA (2024); DHS Geospatial Management Office (2018, 2020a, 2022a, 2022b); HASCO (2024); Snohomish County (2023b); HUD (2024a, 2024b).

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

As shown in Table 3-7 and Figure 3-9, the primary neighborhoods in the study area within the SR 99/Airport Road Segment and around OMF Sites F and E are Unincorporated Mukilteo UGA and Holly, along with small areas of Lake Stickney in the south, Unincorporated Everett UGA in the southeast, Twin Creeks in the east, and Unincorporated Paine Field UGA in the northwest. OMF Site F is located within Unincorporated Mukilteo UGA on the west side of Airport Road, while OMF Site E is within the Holly neighborhood on the east side of Airport Road.

The areas of the Lake Stickney and Unincorporated Everett neighborhoods are primarily medium-density residential, with several housing developments and apartment complexes present along Airport Road. This includes several properties that receive assistance from entities such as HUD, along with the Lakeside RV Park and community facilities such as the Seattle Korean Seventh-day Adventist Church and the Lake Stickney Off-Leash Dog Park. Paine Field is the most prominent feature within the Unincorporated Mukilteo and Unincorporated Paine Field UGAs, with the former neighborhood having some commercial and residential developments along Airport Road, though largely being composed of commercial and industrial uses overall. The Holly neighborhood has the most development present within the study area in this segment, with multiple supermarkets and community facilities, as shown in Figure 3-10 and Table 3-8, along with residential developments within the neighborhood boundaries.

The neighborhood boundaries within the study area in this segment are delineated mostly by major roadways, with SR 99 separating Unincorporated Mukilteo and Holly from Unincorporated Everett, Lake Stickney, and Twin Creeks, and Airport Road separating Holly and Unincorporated Everett from Unincorporated Paine Field and Lake Stickney. Residential areas between Holly and Unincorporated Everett also provide some cohesion between these two neighborhoods, although SR 99 remains a barrier.

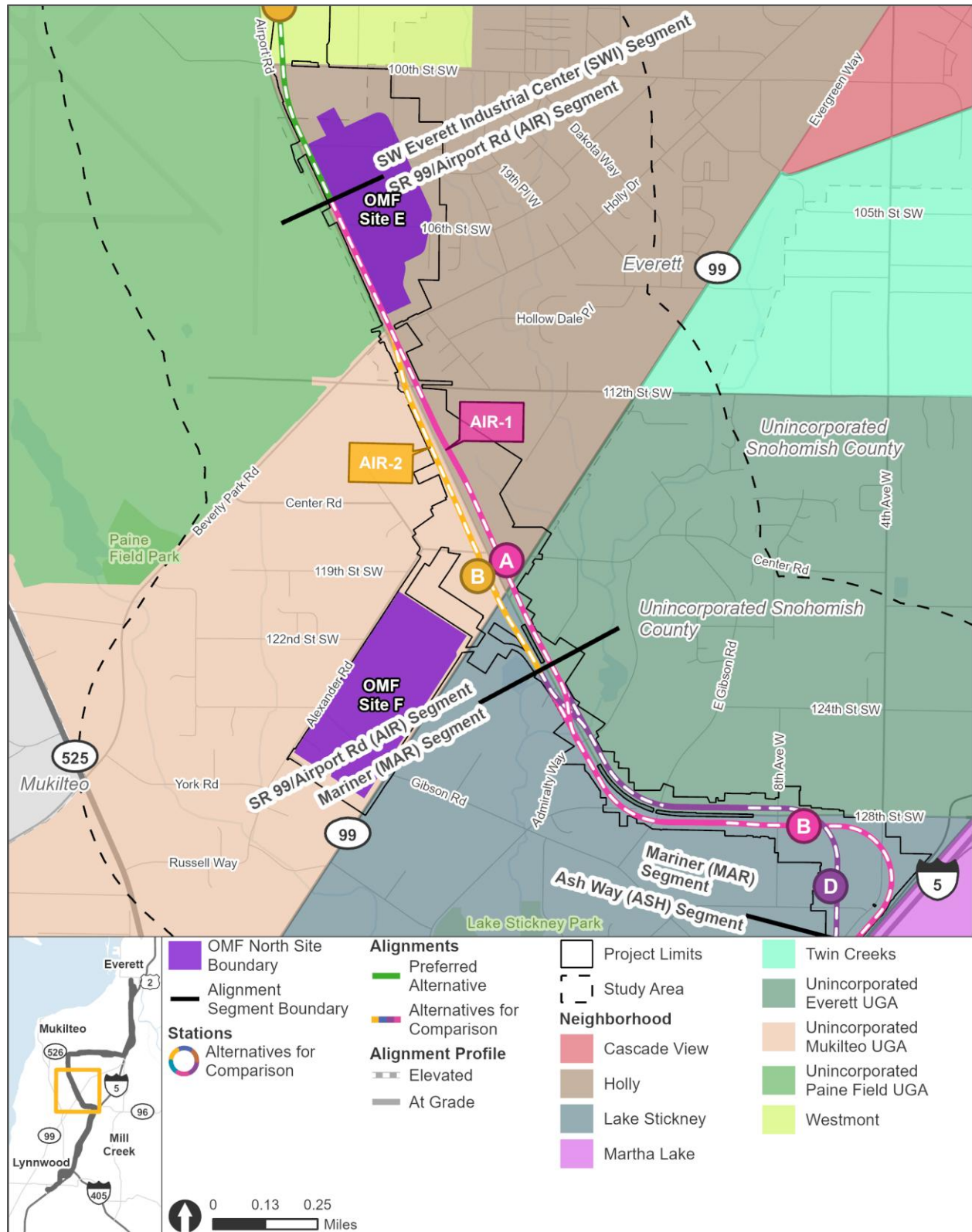
Table 3-7 Neighborhoods in the Study Area – SR 99/Airport Road Segment and OMF Sites F and E

Jurisdiction	Type	Neighborhood
City of Everett	City-Designated Neighborhood/Area	- Holly - Twin Creeks
Snohomish County	Census Designated Place (CDP)	Lake Stickney
	Urban Growth Area (UGA)	- Unincorporated Everett - Unincorporated Mukilteo - Unincorporated Paine Field

Table 3-8 Social Resources and Community Facilities in the Study Area – SR 99/Airport Road Segment and OMF Sites F and E

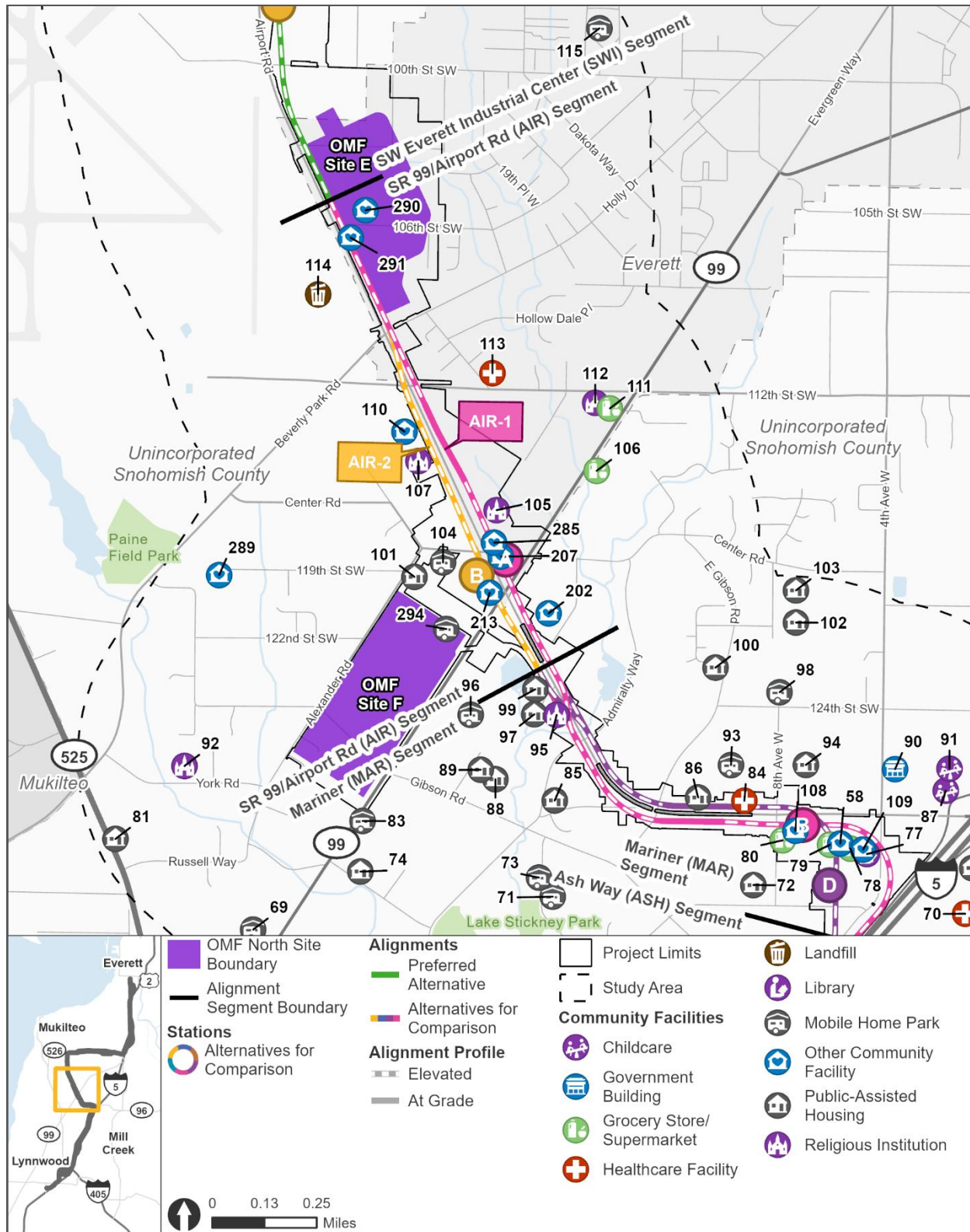
Type	Locations	Map ID
Grocery Store/ Supermarket	Imrans Market, 11501 Highway 99, Everett	106
	Rancho Grande Market, 11216 Evergreen Way, Everett	111
Healthcare Facility	Everett Center, 1919 112th Street SW, Everett	113
Landfill	Airport Road Recycling & Transfer Station (ARTS), 10700 Minuteman Drive, Everett	114
Mobile Home Park	Airport RV Park, 12130 Highway 99, Everett	294
	Solana II LLC, 2101 Center Road, Everett	104
Other Community Facility	Work Force Development Center, 11400 Airport Road #100, Everett	110
	Aerospace Machinists District 751, 2407 106th Street SW, Everett	290
	7-Eleven, 11825 Airport Road, Everett	207
	CVS, 11918 Airport Road, Everett	213
	Home Depot, 11915 Highway 99, Everett	202
	La Palmera Family Mexican Restaurant, 11731 Airport Road, Everett	285
	Sheet Metal Workers Local Union 66, 11831 Beverly Park Road, Everett	289
	Society of Professional Engineering Employees in Aerospace (SPEEA) Everett Hall, 2414 106th Street SW, Everett	291
Religious Institution	Abundant Life Christian Fellowship, 3003 York Road, Everett	92
	Kingdom Hall of Jehovah's Witnesses, 11422 Airport Road, Everett	107
	Seattle Vision Church, 1422 112th Street SW, Everett	112
	Sonrise Christian Center, 11625 Airport Road, Everett	105
Public-Assisted Housing	Axis Apartments, 12118 Highway 99, Everett	101
	Vantage Apartments, 12909 Mukilteo Speedway, Everett	81

Figure 3-9 Neighborhoods in the Study Area – SR 99/Airport Road Segment and OMF Sites F and E



SOURCE: City of Everett (2024); U.S. Census Bureau (2021); Washington State Department of Ecology (2023).

Figure 3-10 Social Resources and Community Facilities in the Study Area – SR 99/Airport Road Segment and OMF Sites F and E



SOURCE: EHA (2024); DHS Geospatial Management Office (2017b, 2018, 2020a, 2022a, 2022b); HASCO (2024); Snohomish County (2023b); HUD (2024a, 2024b).

3.1.5 SW Everett Industrial Center Segment and OMF Site E

As shown in Table 3-9 and Figure 3-11, the primary neighborhood in the study area in the SW Everett Industrial Center Segment is Westmont, along with a small area of Holly in the southeast, a small area of Unincorporated Paine Field UGA in the southwest, and a portion of Industrial Everett in the northwest. OMF Site E is located within Holly.

Within this segment of the study area, the Unincorporated Paine Field UGA houses the main passenger and cargo terminals for Paine Field, while the northern part of the study area within the Industrial Everett neighborhood is occupied mostly by the Boeing Everett Production Facility. These aviation/industrial uses dominate the neighborhood characteristics for the western and northern parts of the study area. The SW Everett Industrial Center Segment and OMF Site E is the segment of the study area with the fewest number of social resources and community facilities. The parts of the Westmont and Holly neighborhoods within the study area are mostly residential, along with having community resources such as Kasch Park and others shown in Figure 3-12 and in Table 3-10. Kasch Park is a well-used and popular neighborhood destination that provides the community with 55 acres of athletic fields and open green space. South and southeast of Kasch Park are several neighborhood schools and the Sno-Isle TECH Skills Center.

The most distinct neighborhood boundaries within this segment of the study area are defined by Airport Road and SR 526, separating the Industrial Everett and Unincorporated Paine Field neighborhoods from the Westmont and Holly neighborhoods. The boundaries between Holly and Westmont are largely dictated by the boundaries of Kasch Park, which falls entirely within the Westmont neighborhood. However, the boundaries also follow 100th Street SW, 93rd Street SW, and 4th Avenue W. The neighborhoods of Unincorporated Paine Field and Industrial Everett on the west side of Airport Road have cohesion as they are both primarily used for the aviation industry and industrial/commercial uses related to aviation. The areas of Westmont and Holly on the east side of Airport Road both have primarily low-density commercial and industrial uses along Airport Road and within OMF Site E. There are also low-density residential uses present within the central and southern parts of the Holly neighborhood.

Table 3-9 Neighborhoods in the Study Area – SW Everett Industrial Center Segment and OMF Site E

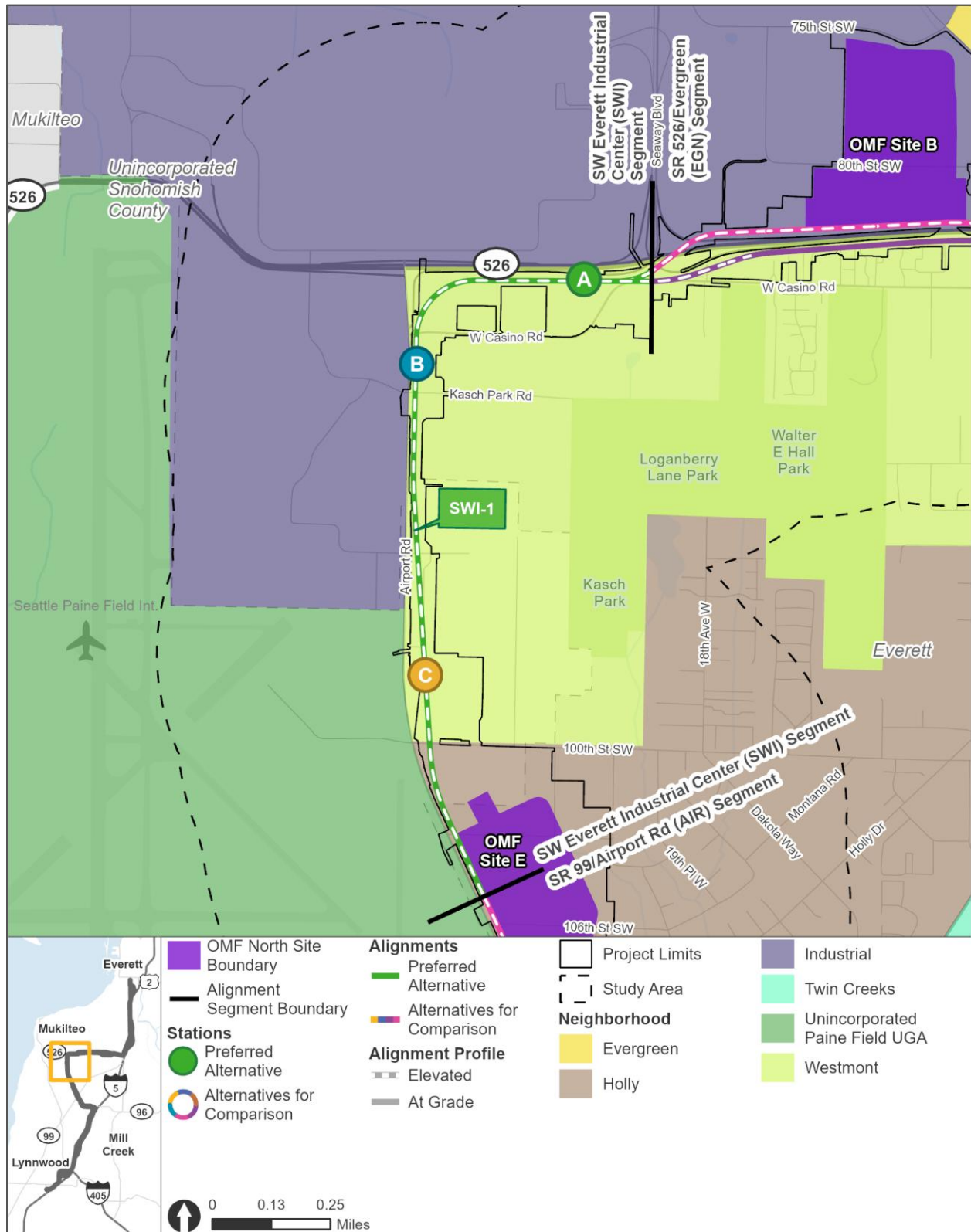
Jurisdiction	Type	Neighborhood
City of Everett	City-Designated Neighborhood/Area	• Holly • Westmont • Industrial
Snohomish County	City of Everett-Designated Neighborhood/Area ⁶	Holly
	Urban Growth Area (UGA)	Unincorporated Paine Field

⁶ The boundaries of these Everett-designated neighborhoods extend into unincorporated Snohomish County.

Table 3-10 Social Resources and Community Facilities in the Study Area – SW Everett Industrial Center Segment and OMF Site E

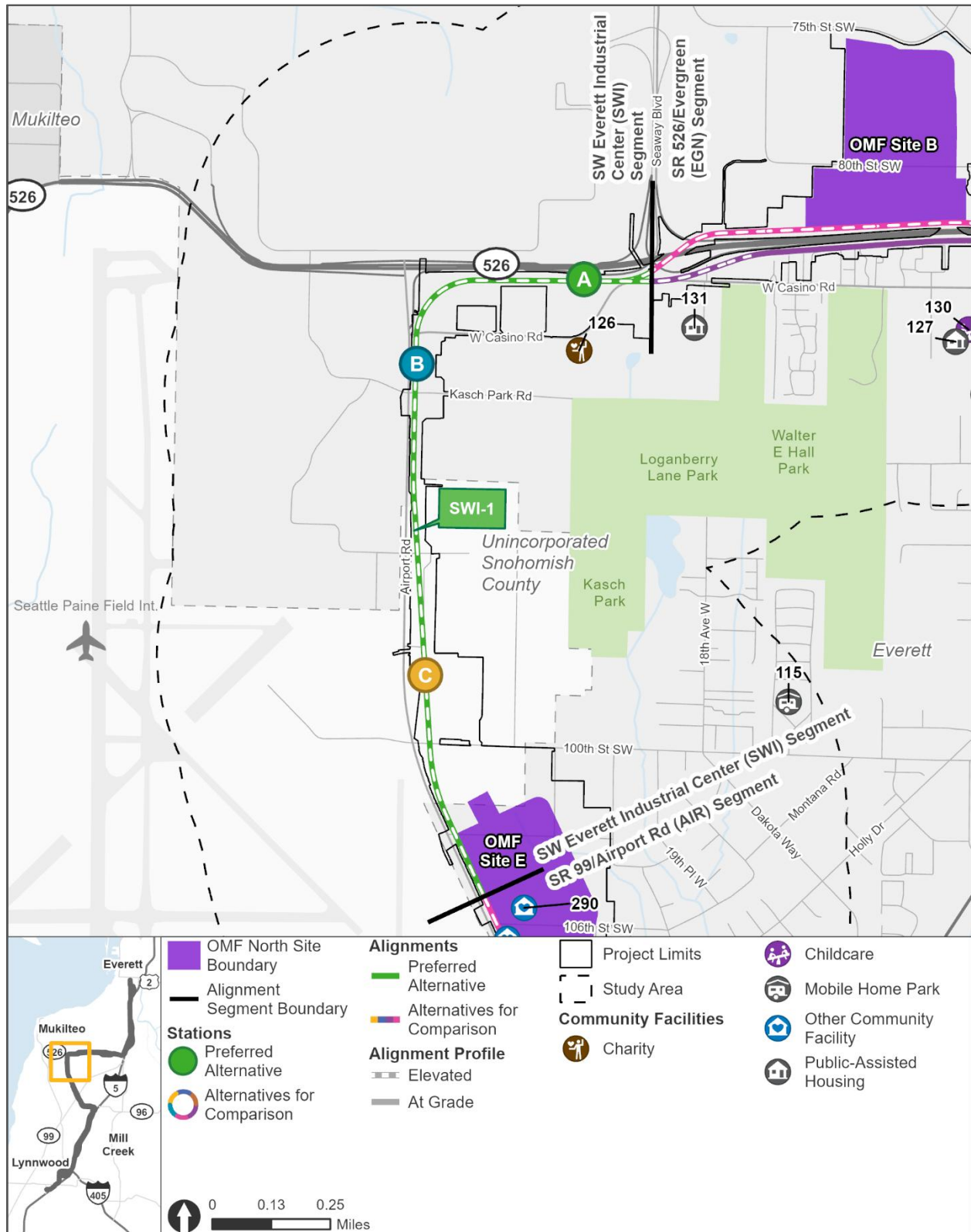
Type	Locations	Map ID
Charity	Goodwill Everett Outlet, 2208 W Casino Road, Everett	126
Mobile Home Park	Fairway Estates, 1427 100th Street SW, Everett	115

Figure 3-11 Neighborhoods in the Study Area – SW Everett Industrial Center Segment and OMF Site E



SOURCE: City of Everett (2024); Snohomish County (2023a); Washington State Department of Ecology (2023).

Figure 3-12 Social Resources and Community Facilities in the Study Area – SW Everett Industrial Center and OMF Site E



SOURCE: DHS Geospatial Management Office (2018, 2022a); Snohomish County (2023b); HUD (2024a, 2024b).

3.1.6 SR 526/Evergreen Segment and OMF Site B

As shown in Table 3-11, Figure 3-13, and Figure 3-14, Westmont is the primary neighborhood in this segment of the study area, along with portions of Industrial Everett in the northwest, Evergreen in the north, Pinehurst-Beverly Park in the northeast, Cascade View in the southeast, and Holly in the south.

Outside of the industrial areas of the Boeing facilities and Paine Field to the west, the SR 526/Evergreen Segment is a mixture of residential areas, local commercial buildings, and big box stores. Casino Square near the intersection of Evergreen Way and SR 526 provides the surrounding community with local businesses and a variety of restaurants. Evergreen Way is a mix of grocery stores including Fred Meyer and Safeway, as well as several gas stations, local restaurants, businesses, and Hispanic and Asian marketplaces. In addition to single-family homes and multi-family properties, both Evergreen and Pinehurst-Beverly Park have multiple public schools including Cascade High School and Evergreen Middle School. The portion of the Westmont neighborhood within the study area has the most community facilities present (as seen in Figure 3-15 and Figure 3-16) along with the majority of public-assisted housing, with 851 units across five properties. Westmont and Cascade View have access to Walter E. Hall Park, Emerson Elementary School, local businesses along Casino Road, and several multifamily housing developments. The locations of other community facilities within the study area are listed in Table 3-12.

The neighborhood boundaries within this segment of the study area are dictated by major roadways. SR 526 is the most prominent, serving as the primary dividing line between the northern areas of Industrial Everett, Evergreen, and Pinehurst-Beverly Park and the southern neighborhoods of Westmont and Cascade View. SR 526 is a significant barrier between the northern and southern neighborhoods with few opportunities to cross. The Interurban Trail provides one connection between the Pinehurst-Beverly Park neighborhood and Cascade View neighborhood, which provides a pedestrian and bicyclist transportation link. Evergreen and Pinehurst-Beverly Park have cohesion as they both consist primarily of low-density residential land, with commercial and institutional land use centered along Evergreen Way; however, Evergreen Way is also a barrier between these neighborhoods due to its size, speed of vehicle traffic, and minimal crossing opportunities. Limited community cohesion is present between the Evergreen neighborhood and Industrial Everett, as a distinct land use shift from the primarily residential Evergreen to primarily industrial and commercial space in Industrial Everett occurs along Sievers-Duecy Boulevard and Hardsen Road. The Westmont neighborhood is separated from the Cascade View neighborhood by Evergreen Way, although both share similar characteristics of having more mixed-use and higher-density developments, along with the shopping center at Casino Square.

Table 3-11 Neighborhoods in the Study Area – SR 526/Evergreen Segment and OMF Site B

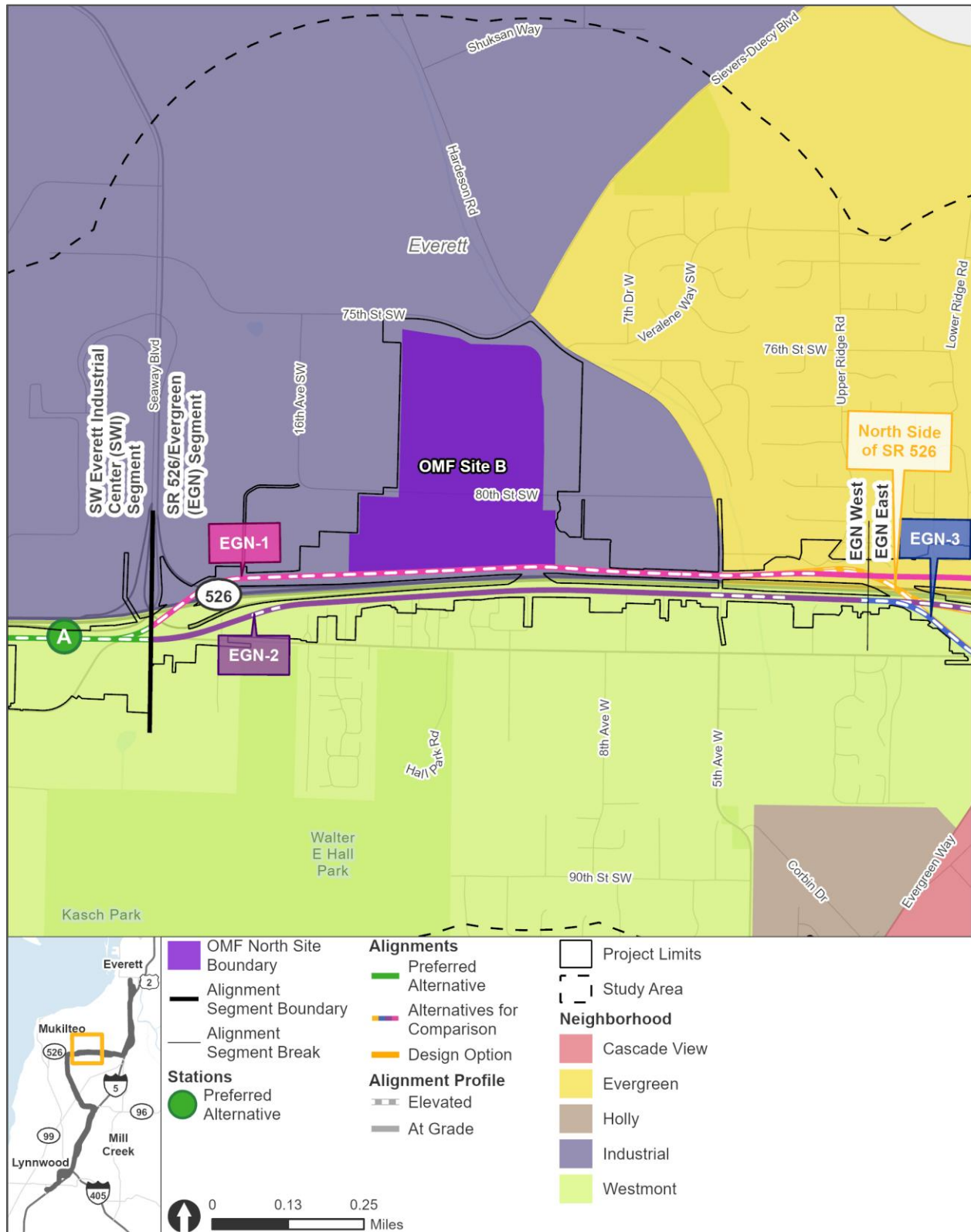
Jurisdiction	Type	Neighborhood
City of Everett	City-Designated Neighborhood/Area	• Cascade View • Evergreen • Holly • Industrial • Pinehurst-Beverly Park • Silver Lake • Westmont

Table 3-12 Social Resources and Community Facilities in the Study Area – SR 526/Evergreen Segment and OMF Site B

Type	Locations	Map ID
Charity	Bible Baptist Church Food Bank, 805 W Casino Road, Everett	146
Childcare	ChildStrive, 14 E Casino Road, Everett	134
	Discovery Childcare Inc., 900 W Casino Road, Everett	130
	Everett Kindercare, 5 W Casino Road, Everett	145
	St. Mary Magdalen Preschool, 8615 7th Avenue SE, Everett	124
Community/Event Center	South Everett/Mukilteo Boys and Girls Club, 525 Casino Road, Everett	141
	The Village on Casino Road, 14 E Casino Road, Everett	139
Emergency Shelter	Bible Baptist Church, 805 W Casino Road, Everett	143
	Cascade High School, 801 E Casino Road, Everett	149
	Emerson Elementary School, 8702 7th Avenue SE, Everett	122
	Evergreen Middle School, 7621 Beverly Lane, Everett	153
	South Everett Foursquare Church, 14 E Casino Road, Everett	138
Grocery Store/ Supermarket	A & D Market, 8405 7th Avenue SE, Everett	136
	Carniceria Chapala, 510 W Casino Road Suite D, Everett	137
	Evergreen Asian Market, 7815 Evergreen Way, Everett	152
	Fred Meyer, 8530 Evergreen Way, Everett	128
	Los Gavilanes, 209 E Casino Road Suite H, Everett	144
	Los Guerreros, 8407 Evergreen Way #105, Everett	133
	Safeway, 7601 Evergreen Way, Everett	155
Healthcare Facility	DaVita Everett Dialysis Center, 8130 Evergreen Way, Everett	288
	The Terrace at Beverly Lake, 524 75th Street SE, Everett	157
Mobile Home Park	Mobile Country Club, 1415 84th Street SE, Everett	132
	Westridge Estates Family Park, 7701 Hardean Road, Everett	154
Other Community Facilities	7-Eleven, 507 W Casino Road, Everett	286
	Casino Square, 205 and 209 E Casino Road, Everett	287
Religious Institution	Bible Baptist Church, 805 W Casino Road, Everett	147

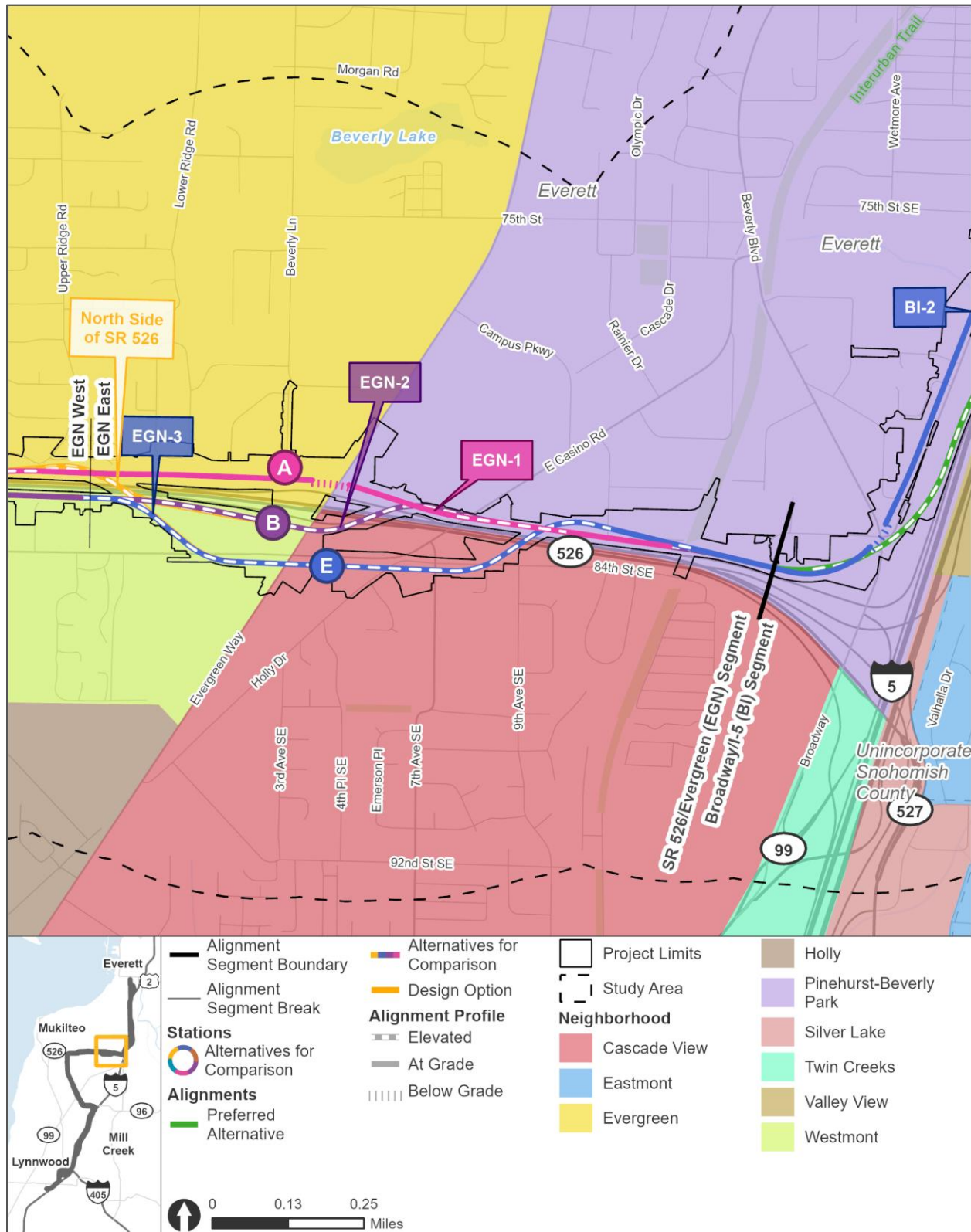
Type	Locations	Map ID
	Cascade View Presbyterian Church, 1030 E Casino Road, Everett	148
	Church of Bethel, 7505 Hardeson Road, Everett	158
	Everett Christian Community Church, 8704 3rd Avenue SE, Everett	120
	Hope Slavic Baptist Church, 8401 Holly Drive, Everett	135
	Jaya Hanuman Temple and Cultural Centre, 205 E Casino Road, Everett	299
	South Everett Community Church, 1 W Casino Road, Everett	142
	St Mary Magdalen Parish, 8517 7th Avenue SE, Everett	123
Post Office	Post Office, 8120 Hardeson Road, Everett	150
Public-Assisted Housing	Avaire Apartment Homes, 824 West Casino Road, Everett	121
	Beverly Village Apartments, 801 75th Street SE, Everett	159
	Bluffs at Evergreen, 2 West Casino Road, Everett	125
	Deer Creek, 8605 18th Avenue W, Everett	131
	Hardeson Commons, 8520 5th Avenue W, Everett	129
	Lakeview Terrace Apartments, 418 75th Street SE, Everett	156
	Parkside Apartments, 900 West Casino Road, Everett	127
	The Reserve at Everett, 8920 Evergreen Way, Everett	119

Figure 3-13 Neighborhoods in the Study Area – SR 526/Evergreen Segment (West) and OMF Site B



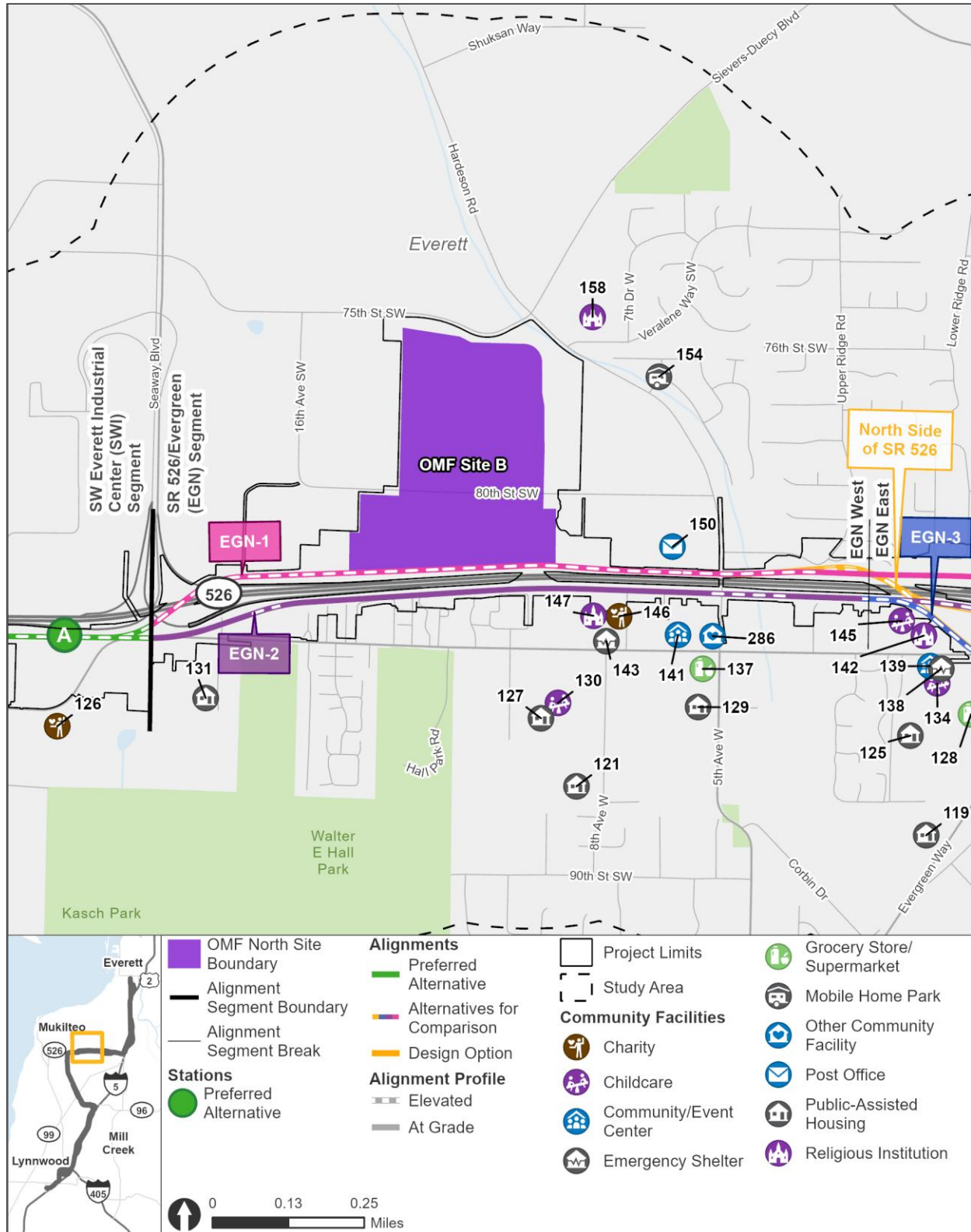
SOURCE: City of Everett (2024); Snohomish County (2023a).

Figure 3-14 Neighborhoods in the Study Area – SR 526/Evergreen Segment (East)



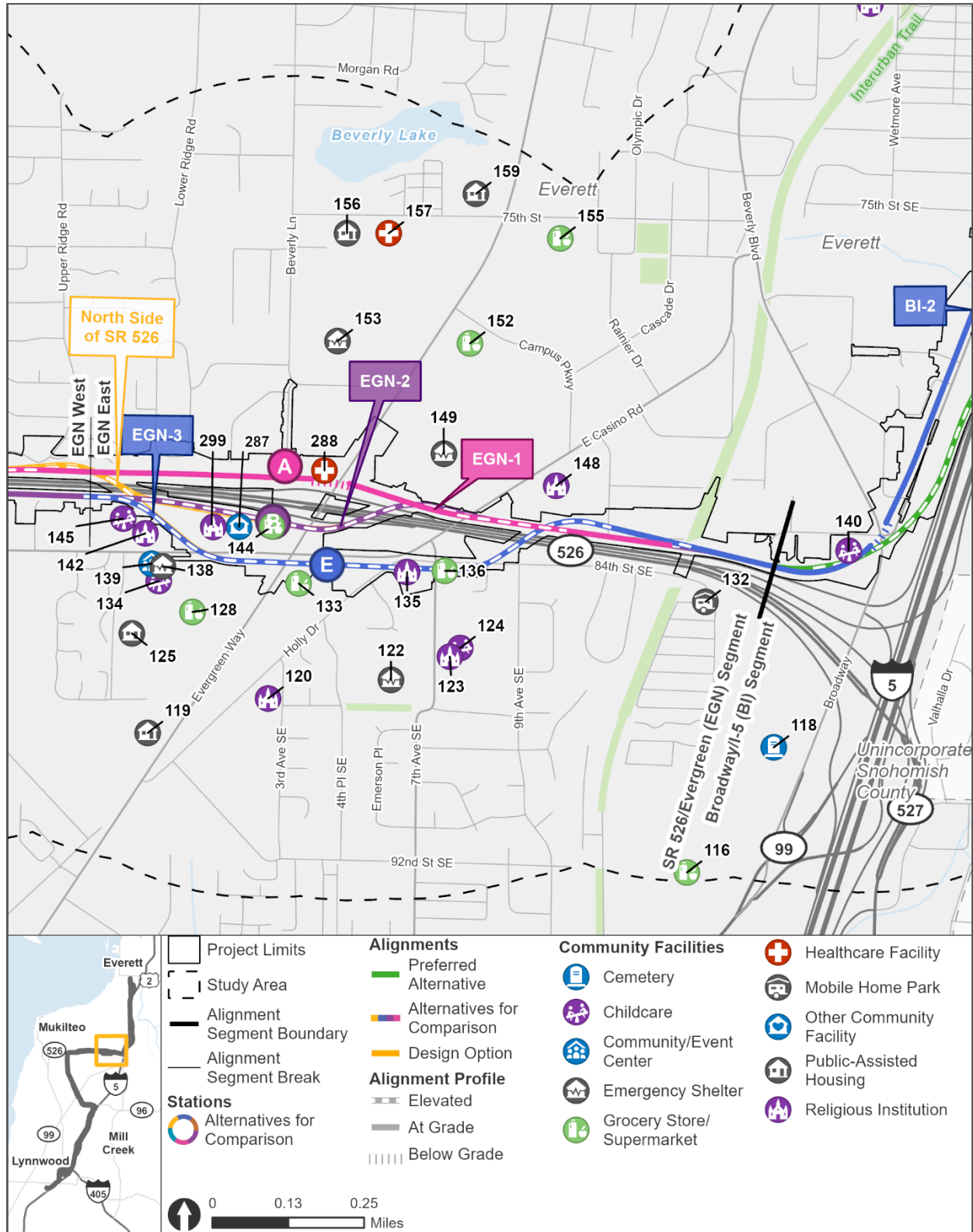
SOURCE: City of Everett (2024); Snohomish County (2023a); Washington State Department of Ecology (2023).

Figure 3-15 Social Resources and Community Facilities in the Study Area – SR 526/Evergreen Segment (West) and OMF Site B



SOURCE: DHS Geospatial Management Office (2018, 2020a, 2022a, 2023b); Snohomish County (2023b); HUD (2024a, 2024b).

Figure 3-16 Social Resources and Community Facilities in the Study Area – SR 526/Evergreen Segment (East)



SOURCE: EHA (2024); DHS Geospatial Management Office (2018, 2020a, 2022a, 2023b); Snohomish County (2023b); HUD (2024a, 2024b).

3.1.7 Broadway/I-5 Segment

As shown in Table 3-13, Figure 3-17, and Figure 3-18, the primary neighborhood in the Broadway/I-5 Segment of the study area is Pinehurst-Beverly Park, along with parts of Glacier View in the northwest, Lowell in the northeast, and Valley View in the southeast. Portions of Cascade View, Silver Lake, and Twin Creeks in the southwest and Eastmont in the southeast.

All neighborhoods within the study area in the Broadway/I-5 Segment are characterized by single-family homes and residential land uses, along with natural features such as woods, hills, rivers, and lakes. As shown in Figure 3-19 and Figure 3-20, the Pinehurst-Beverly Park neighborhood has the most community facilities in the study area, with several places of worship, the Interurban Trail, and housing developments that receive public assistance. Commercial activity is also the most present in this neighborhood, with several stores and services on Broadway within the study area, as well as the shopping plaza on Evergreen Way just outside the study area. The neighborhoods east of I-5 are dominated by open space and parks, including Rotary Park and Lowell Park in the Lowell neighborhood. Locations of other community facilities in the study area are shown in Table 3-14.

I-5 is the primary east-west divider among the neighborhoods in this study area, while 62nd Street separates Glacier View from Pinehurst-Beverly Park and Larimer Road separates Valley View from Lowell. The neighborhoods west of I-5 share common land use characteristics of low-density residential with some commercial activity, along with the Interurban Trail providing additional north-south connections, which enhances community cohesion. The neighborhoods on the east side of I-5 have little to no commercial or industrial activity, primarily composed of open space and single-family homes, providing substantial cohesion for adjacent neighborhoods.

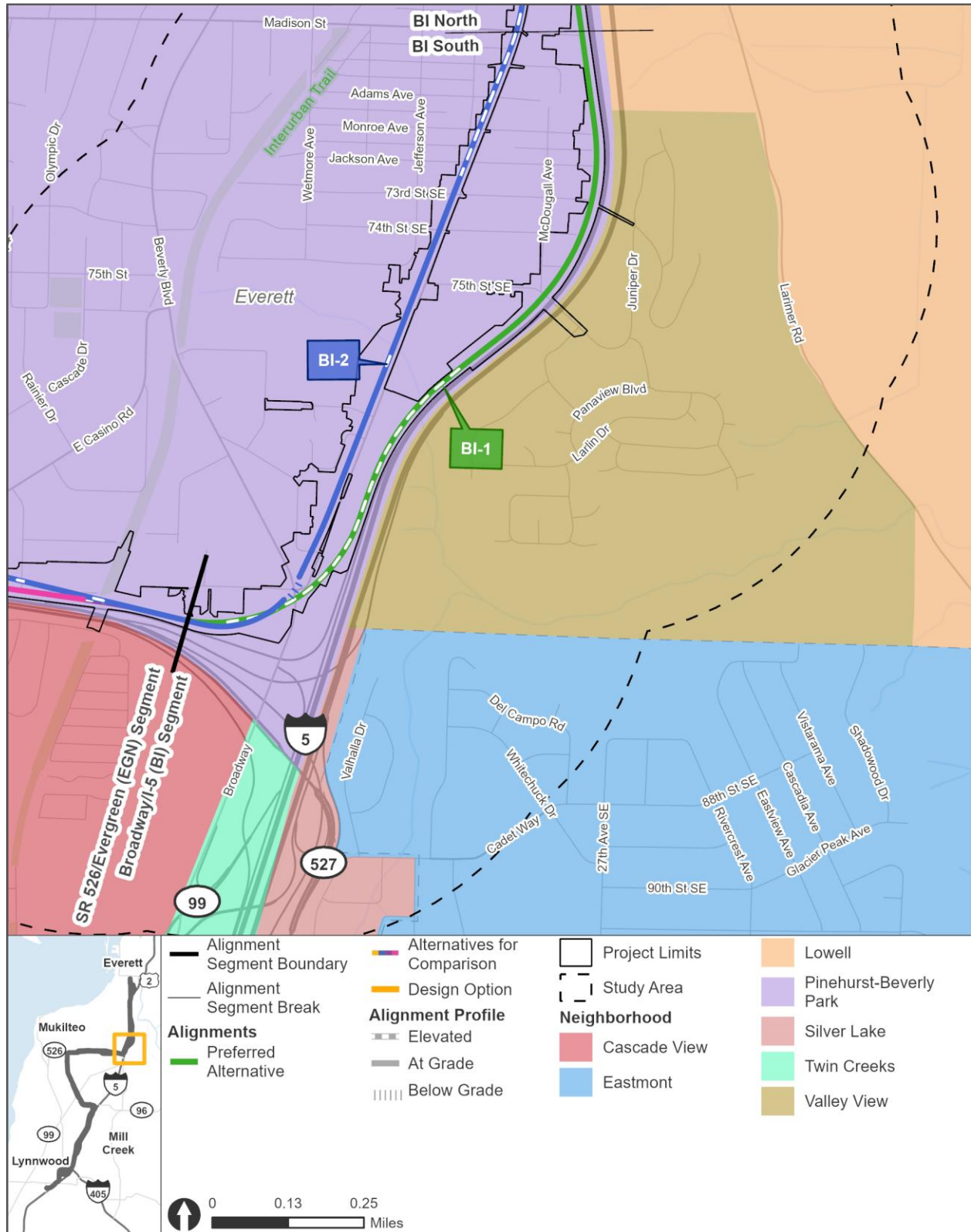
Table 3-13 Neighborhoods in the Study Area – Broadway/I-5 Segment

Jurisdiction	Type	Neighborhood
City of Everett	City-Designated Neighborhood/Area	• Cascade View • Glacier View • Lowell • Pinehurst-Beverly Park • Silver Lake • Twin Creeks • Valley View
Snohomish County	Census Designated Place (CDP)	Eastmont

**Table 3-14 Social Resources and Community Facilities in the Study Area –
Broadway/I-5 Segment**

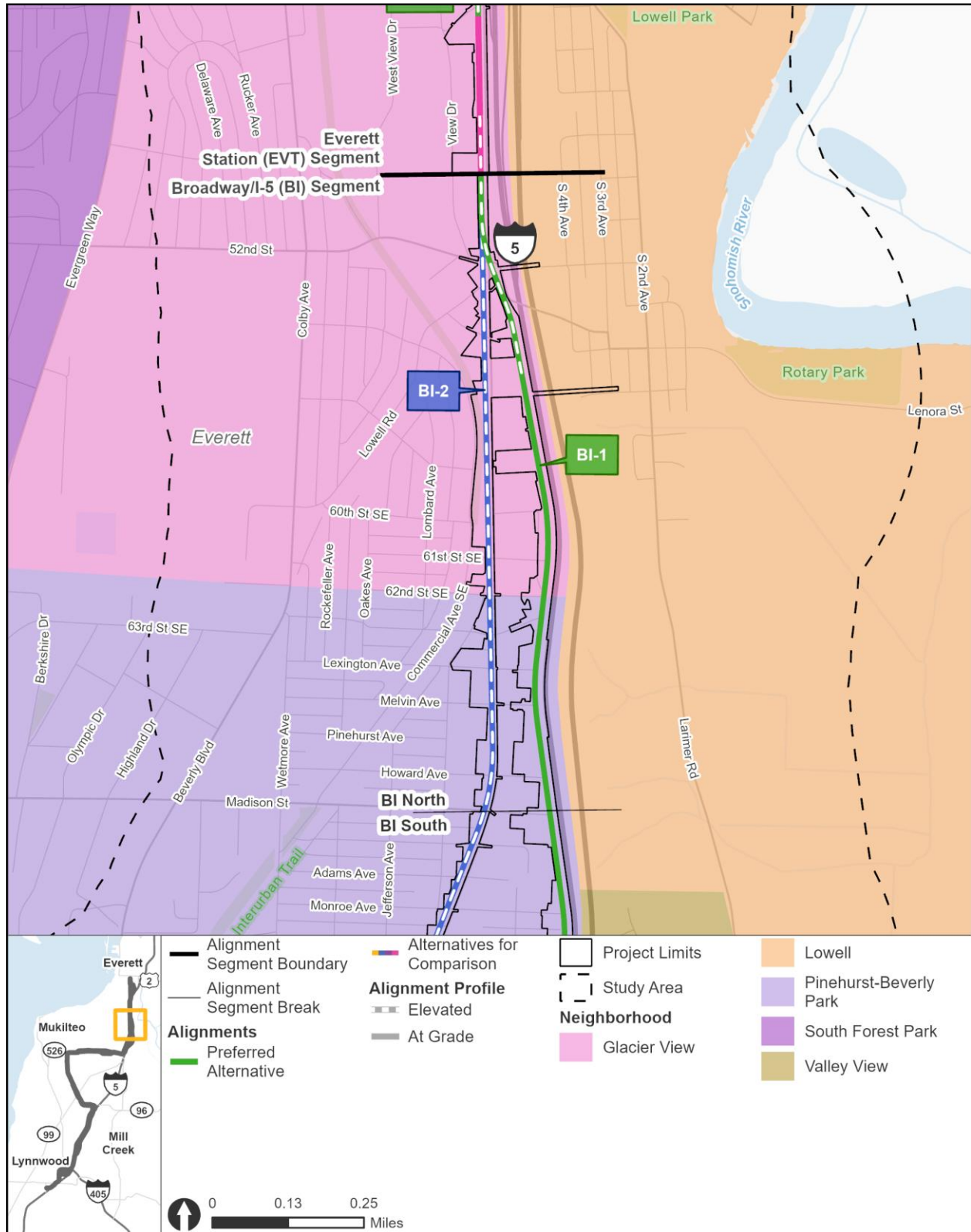
Type	Locations	Map ID
Cemetery	Cypress Lawn Cemetery, 1615 SE Everett Mall Way, Everett	118
Childcare	Montessori Schools of Snohomish County, 1804 Puget Drive, Everett	140
Emergency Shelter	Jefferson Elementary School, 2500 Cadet Way, Everett	117
	Lowell Elementary School, 5010 View Drive, Everett	172
Grocery Store/ Supermarket	Corner Grocery, 6732 Beverly Boulevard, Everett	163
	Walmart, 1605 SE Everett Mall Way, Everett	116
Religious Institution	Iglesia ni Cristo-Locale of Everett, 6110 Colby Avenue, Everett	169
	Kingdom Hall of Jehovah's Witnesses, 1730 Madison Street, Everett	162
	Lowell Community Church, 5216 S 2nd Avenue, Everett	171
	Madison Community Church, 6900 Wetmore Avenue, Everett	160
	Pinehurst Baptist Church, 1902 E Madison Street, Everett	161
	Seventh Day Church of God, 1703 Madison Street, Everett	164
Public-Assisted Housing	Doherty/Broadway, 6003 Broadway, Everett	170
	Melvin Apartments-Building A, 2511 Melvin Avenue, Everett	168
	Melvin Apartments-Building B, 2515 Melvin Avenue, Everett	167
	New Century Village, 2507 Howard Avenue, Everett	165
	The Willows at Melvin Place, 2506 Melvin Avenue, Everett	166
	Timber Hill Apartments, 7720 Timber Hill Drive, Everett	151

Figure 3-17 Neighborhoods in the Study Area – Broadway/I-5 Segment (South)



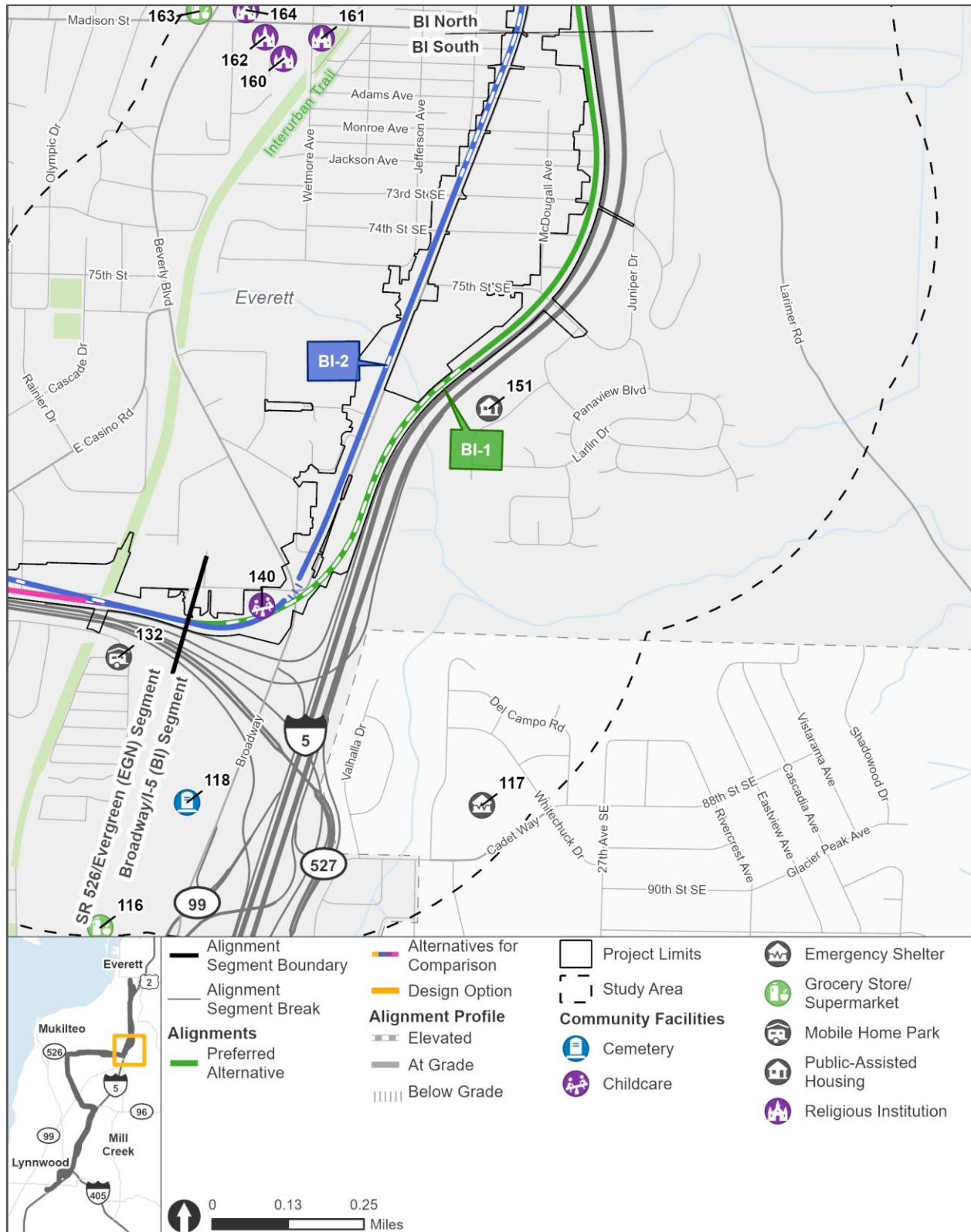
SOURCE: City of Everett (2024); Snohomish County (2023a); Washington State Department of Ecology (2023).

Figure 3-18 Neighborhoods in the Study Area – Broadway/I-5 Segment (North)



SOURCE: City of Everett (2024); Snohomish County (2023a).

**Figure 3-19 Social Resources and Community Facilities in the Study Area –
Broadway/I-5 Segment (South)**



SOURCE: EHA (2024); DHS Geospatial Management Office (2018, 2020a 2022a, 2023b); Snohomish County (2023b).

Figure 3-20 Social Resources and Community Facilities in the Study Area – Broadway/I-5 Segment (North)



SOURCE: DHS Geospatial Management Office (2020a, 2023b); Snohomish County (2023b); HUD (2024a, 2024b).

3.1.8 Everett Station Segment

As shown in Table 3-15, Figure 3-21, and Figure 3-22, the primary neighborhood in the study area within the Everett Station Segment is Port Gardner, along with parts of Glacier View and a small portion of South Forest Park in the southwest, Lowell in the southeast, Riverside in the northeast, and a small portion of Bayside in the northwest.

Port Gardner is mostly composed of low-density residential areas, though the northern and central parts of this neighborhood encompass downtown Everett and have a multitude of higher-density and mixed-use developments. This neighborhood is also home to the Imagine Children’s Museum and the Angel of the Winds Arena. In addition to the existing Everett Station and other community facilities shown in Figure 3-23 and Figure 3-24, the Port Gardner neighborhood also houses the Funko Field Minor League Baseball stadium and 605 low-income housing units at seven different properties. The portion of the Riverside neighborhood within the study area is primarily industrial with some commercial uses, while the intersecting area of the Bayside neighborhood is primarily residential. The locations of all other community facilities within the study area for the Everett Station segment are listed in Table 3-16.

Port Gardner is separated from South Forest Park, Glacier View, and Lowell to the south by 41st Street, from Bayside to the north by Hewitt Avenue, and from Riverside by Pacific Avenue. Broadway is the primary boundary between the Bayside and Riverside neighborhoods; however, due to the high density of development near the Bayside, Port Gardner, and Riverside neighborhood boundaries, the roadways are not barriers between these neighborhoods. The largest physical barriers within the study area are I-5, US 2, and SR 529, as these are higher-speed roadways with a large footprint. These large highways typically serve as a physical barrier and neighborhood boundary. While I-5 is the boundary between the neighborhoods of Glacier View and Lowell, the boundaries of Bayside, Riverside, and Port Gardner are not based on I-5 or other major highways.

Community cohesion varies within the neighborhoods in the study area for the Everett Station Segment. Lowell has cohesion with the area of Port Gardner east of I-5 due to common residential land uses and multifamily developments, but it does not have connections to the rest of the Port Gardner neighborhood on the west side of I-5. The Port Gardner neighborhood is also internally divided by Broadway, as land use changes from mostly low-density residential west of Broadway to higher-density industrial and commercial uses east of Broadway. The confluence of Port Gardner, Bayside, and Riverside make up the core of downtown Everett, with high-density developments and a variety of land uses, which lends to substantial cohesion between the neighborhoods in this area.

Table 3-15 Neighborhoods in the Study Area – Everett Station Segment

Jurisdiction	Type	Neighborhood
City of Everett	City-Designated Neighborhood/Area	• Bayside • Glacier View • Lowell • Port Gardner • Riverside • South Forest Park

Table 3-16 Social Resources and Community Facilities in the Study Area – Everett Station Segment

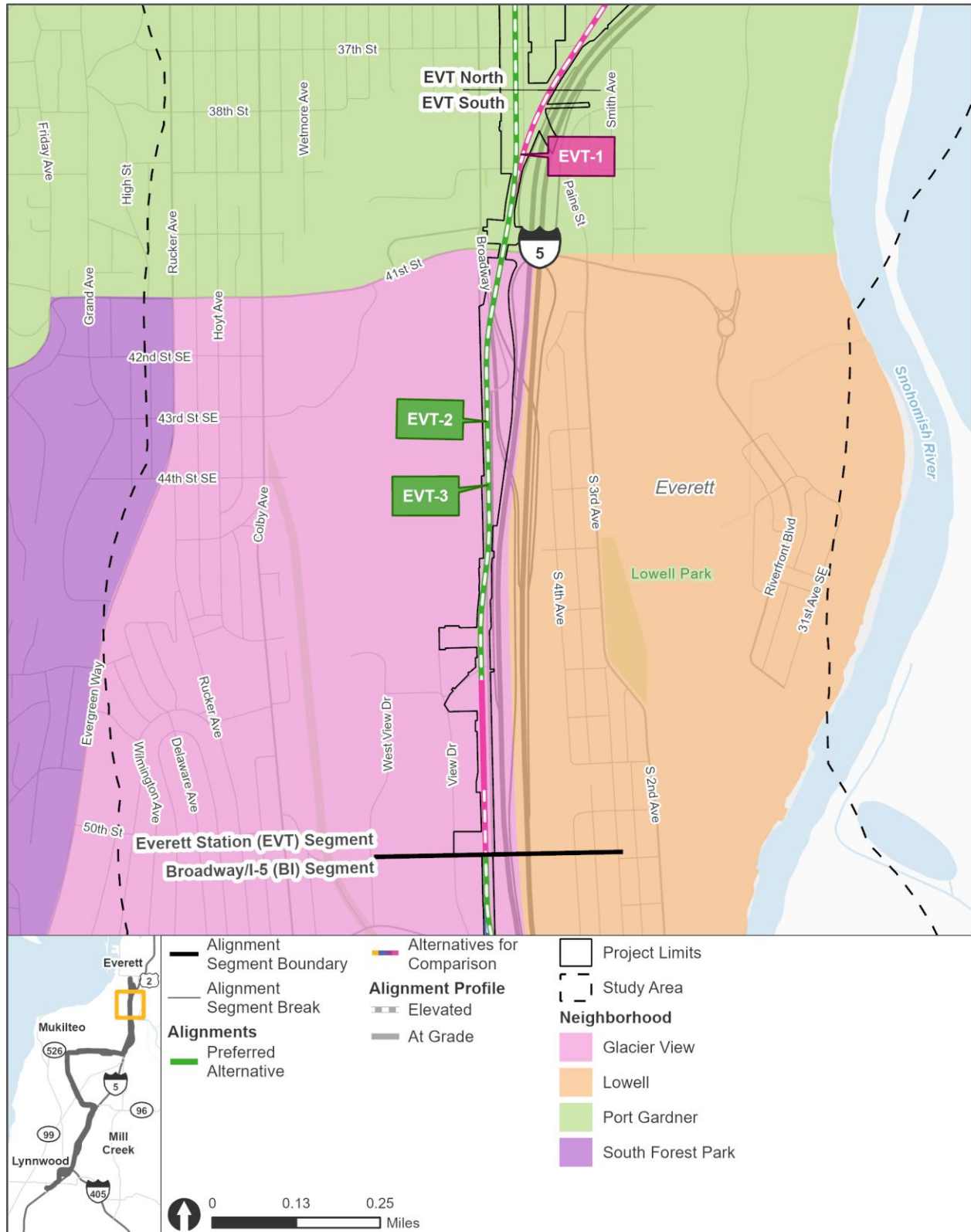
Type	Locations	Map ID
Arena	Angel of the Winds Arena, 2000 Hewitt Avenue, Everett	189
	Funko Field, 3900 Broadway, Everett	245
Cemetery	Evergreen Cemetery, 4504 Broadway, Everett	176
Charity	Carnegie Resource Center - Pioneer Human Services, 3001 Oakes Avenue, Everett	237
	Catholic Community Services, 1918 Everett Avenue, Everett	261
	Child Advocacy Center at Dawson Place, 1509 California Street, Everett	257
	Cocoon House, 3530 Colby Avenue, Everett	195
	Everett Gospel Mission, 3711 Smith Avenue, Everett	193
	Hope Options, 3020 Broadway, Everett	236
	HopeWorks Station, Kindred Kitchen, RENEW Home & Decor, 3315 Broadway, Everett	200
	United Way of Snohomish County, 3120 McDougall Avenue, Everett	220
	YWCA Everett, 3301 Broadway, Everett	208
Childcare	Teen Family Day Care, 3516 Rucker Avenue, Everett	196
Community/Event Center	Carl Gipson Center, 3025 Lombard Avenue, Everett	229
	Everett Firefighters Hall, 2411 Hewitt Avenue, Everett	249
	Sons of Norway - Normanna Lodge #3, 2725 Oakes Avenue, Everett	258
Emergency Shelter	Angel of the Winds Arena, 2000 Hewitt Avenue, Everett	246
	Bethany Christian Assembly, 2715 Everett Avenue, Everett	267
	Carl Gipson Center, 3025 Lombard Avenue, Everett	230
	Central Lutheran Church, 2702 Rockefeller Avenue, Everett	263
	Everett Family YMCA, 4730 Colby Avenue, Everett	175
	Everett High School, 2416 Colby Avenue	295
	First Baptist Church of Everett, 1616 Pacific Avenue, Everett	226
	First Presbyterian Church of Everett, 2936 Rockefeller Avenue, Everett	244
	Funko Field, 3721 Oakes Avenue, Everett	190
	Immanuel Lutheran Church, 2521 Lombard Avenue, Everett	275
	North Middle School, 2514 Rainier Avenue, Everett	280
	Our Lady of Perpetual Sorrow, 2615 Cedar Street, Everett	296
	United Way of Snohomish County, 3120 McDougall Avenue, Everett	218
Government Building	Everett City Hall, 2930 Wetmore Avenue, Everett	242
	Everett Housing Authority, 3107 Colby Avenue, Everett	225
	Snohomish County Courthouse, 3000 Rockefeller Avenue, Everett	231
	Snohomish County Seat, 3000 Rockefeller Avenue, Everett	234

Type	Locations	Map ID
Grocery Store/ Supermarket	One Stop Deli and Grocery, 3723 Rucker Avenue, Everett	192
	QFC, 2615 Broadway, Everett	269
	QFC, 4919 Evergreen Way, Everett	174
Healthcare Facility	A-One Medical Services Inc., 3114 Oakes Avenue, Everett	222
	ATI Physical Therapy, 4220 Hoyt Avenue, Everett	181
	Catholic Community Services Recover Center, 2610 Wetmore Avenue, Everett	271
	Community Health Center of Snohomish County Everett-Central Clinic, 4201 Rucker Avenue, Everett	183
	Compass Health, 3322 Broadway, Everett	205
	Cornerstone Prosthetics and Orthotics Inc, 1300 44th Street SE, Everett	179
	Electrodiagnosis and Rehabilitation Medicine Inc., 3223 Colby Avenue, Everett	212
	Engineered Sports Therapy, 2205 Wall Street, Everett	243
	Everett Bone and Joint MRI Imaging Center, 3102 Colby Avenue, Everett	227
	Everett Endodontics, 3229 Hoyt Avenue, Everett	210
	Everett Foot Clinic, 3401 Rucker Avenue, Everett	197
	Everett Medical Center, 2930 Maple Street, Everett	238
	Hanger Clinic Prosthetics and Orthotics, 4009 Colby Avenue, Everett	184
	Integrative Family Health Clinic, 3903 Colby Avenue, Everett	188
	Integrative Foot and Ankle, 1823 37th Street Suite A, Everett	194
	IRG Pacific Hand Therapy, 3732 Colby Avenue, Everett	191
	Michael's Hearing Center, 3202 Colby Avenue Suite A, Everett	215
	North Sound Dermatology, 3327 Colby Avenue, Everett	201
	Physicians Eye Clinic, 3930 Hoyt Avenue, Everett	185
	Planned Parenthood – Everett Health Center, 1509 32nd Street, Everett	217
	Rucker Avenue Chiropractic Center, 3231 Rucker Avenue, Everett	209
	Schmidt Family Chiropractic, 4418 Rucker Avenue, Everett	178
	Sea Mar Everett Behavioral Health, 5007 Claremont Way, Everett	173
	StayWell Family Medicine, 4310 Colby Avenue, Everett	180
	The Everett Clinic, 3927 Rucker Avenue, Everett	186
	The Everett Clinic Primary Care, 3924 Colby Avenue SE, Everett	187
	Two Hearts Pregnancy Aid, 3202 Hoyt Avenue, Everett	216
	Western Washington Medical Group, 4225 Hoyt Avenue, Everett	182
Library	Everett Public Library, 2702 Hoyt Avenue, Everett	262
	Snohomish County Law Library, 3000 Rockefeller Avenue, Everett	232
Museum	Everett Museum of History, 2939 Colby Avenue, Everett	239
	Imagine Children's Museum, 1502 Wall Street, Everett	228

Type	Locations	Map ID
Other Community Facility	Machinists Union, 2810 Lombard Avenue, Everett	292
	Sharing Wheels Community Bike Shop, 2531 Broadway, Everett	276
	Teamsters Local 38, 2610 Everett Avenue, Everett	293
Religious Institution	Archangels Coptic Orthodox Church, 3120 Wetmore Avenue, Everett	177
	Bethany Christian Assembly, 2715 Everett Avenue, Everett	265
	Bethel Baptist Church, 2625 Hoyt Avenue, Everett	266
	Calvary Baptist Church, 3332 Colby Avenue, Everett	199
	Calvary Lutheran Church, 2532 Rockefeller Avenue	277
	Central Lutheran Church, 2702 Rockefeller Avenue, Everett	259
	Centro Familiar Cristiano Everett, 2531 Oakes Avenue, Everett	274
	Everett First Church of the Nazarene, 2502 Lombard Avenue, Everett	282
	Everett Indonesian American Seventh-day Adventist Church, 2919 Everett Avenue, Everett	264
	Everett United Church-Christ, 2624 Rockefeller Avenue, Everett	268
	First Baptist Church of Everett, 1616 Pacific Avenue, Everett	223
	First Presbyterian Church of Everett, 2936 Rockefeller Avenue, Everett	241
	Gospel Light Church, 2801 Rockefeller Avenue, Everett	254
	Iglesia Bautista Maranatha de Everett, 2814 Rockefeller Avenue, Everett	251
	Immanuel Lutheran Church, 2521 Lombard Avenue, Everett	279
	Jubilee Church of God in Christ, 2532 Virginia Avenue, Everett	273
	Living Faith Tabernacle, 2602 Hoyt Avenue, Everett	272
	Our Lady of Perpetual Help Catholic Church, 2615 Cedar Street, Everett	270
	Port Gardner Community Church, 2427 Lombard Avenue, Everett	283
	Reach Church Everett, 2730 Oakes Avenue, Everett	256
	Redemption Church Northwest, 2814 Colby Avenue, Everett	252
	Second Baptist Church-Everett, 2801 Virginia Avenue, Everett	253
	Temple Beth Or, 3215 Lombard Avenue, Everett	214
	Trinity Evangelical Lutheran Church, 2324 Lombard Avenue, Everett	284
	Unity Center-Positive Living, 3231 Colby Avenue, Everett	211
	Vision Church, 1917 California Street, Everett	255
	Westminster Presbyterian Church, 2531 Hoyt Avenue, Everett	278
Post Office	Post Office, 3192 Hoyt Avenue, Everett	221
Public-Assisted Housing	Artspace Everett Lofts, 2917 Hoyt Avenue, Everett	247
	Broadway Plaza Apartments, 3020 Broadway Avenue, Everett	235
	Broadway Plaza-West, 3017 Lombard Avenue, Everett	233
	Colby Crest Apartments, 2515 Colby Avenue, Everett	281
	Commerce Building, 1803 Hewitt Avenue, Everett	250

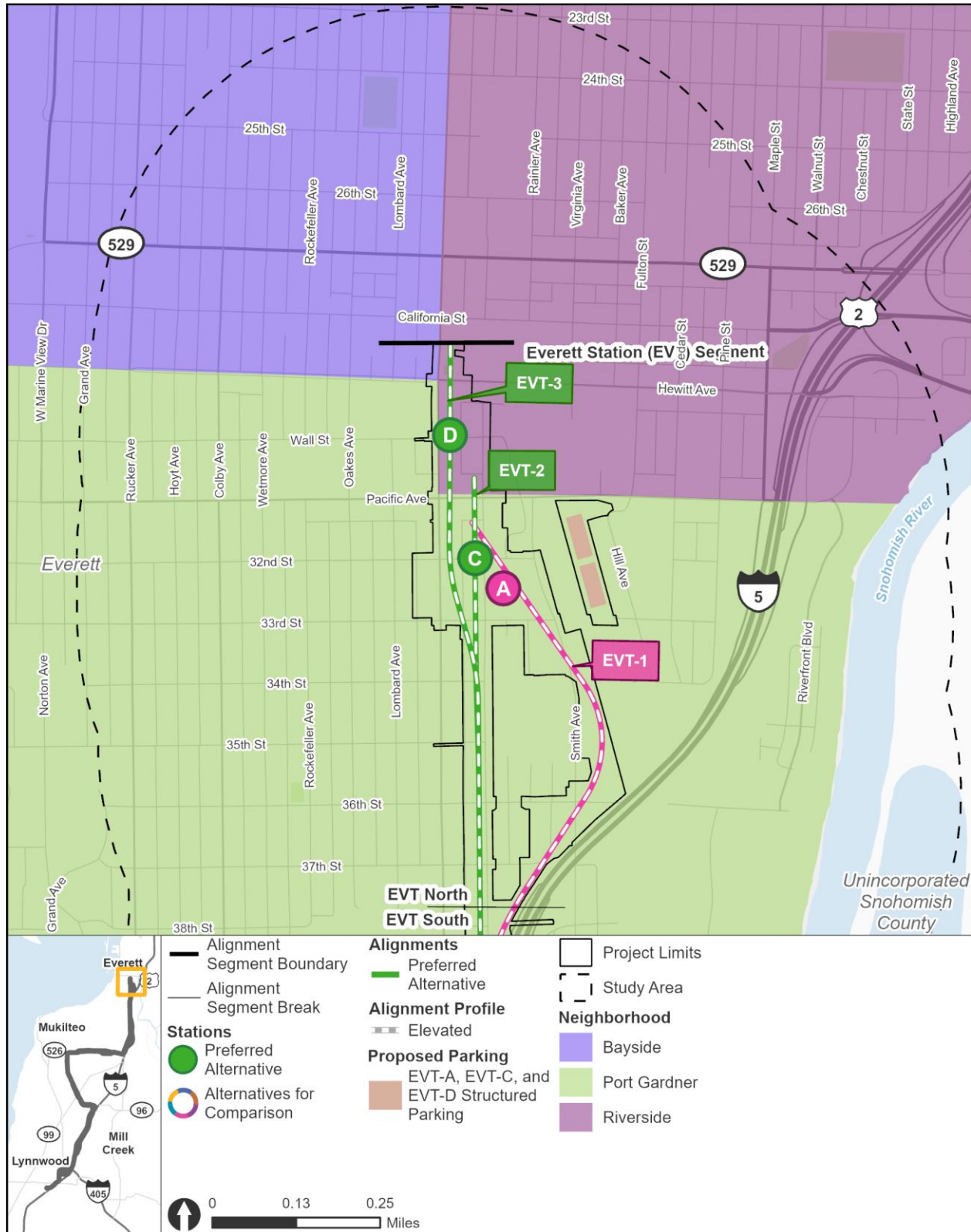
Type	Locations	Map ID
	Jackson House, 1818 Pacific Avenue, Everett	224
	Monte Cristo Apartments, 2929 Hoyt Avenue, Everett	240
	Oakes Apartments, 3322 Oakes Avenue, Everett	204
	Oaks Commons Apartments, 3125 Oakes Avenue, Everett	219
	Royal Oakes Apartments, 3323 Oakes Avenue, Everett	203
	Rucker House, 3327 Rucker Avenue, Everett	198
	Station Place, 3315 Broadway, Everett	206
Theatre	Historic Everett Theatre, 2911 Colby Avenue, Everett	248
	Village Theatre, 2710 Wetmore Avenue, Everett	260

Figure 3-21 Neighborhoods in the Study Area – Everett Station Segment (South)



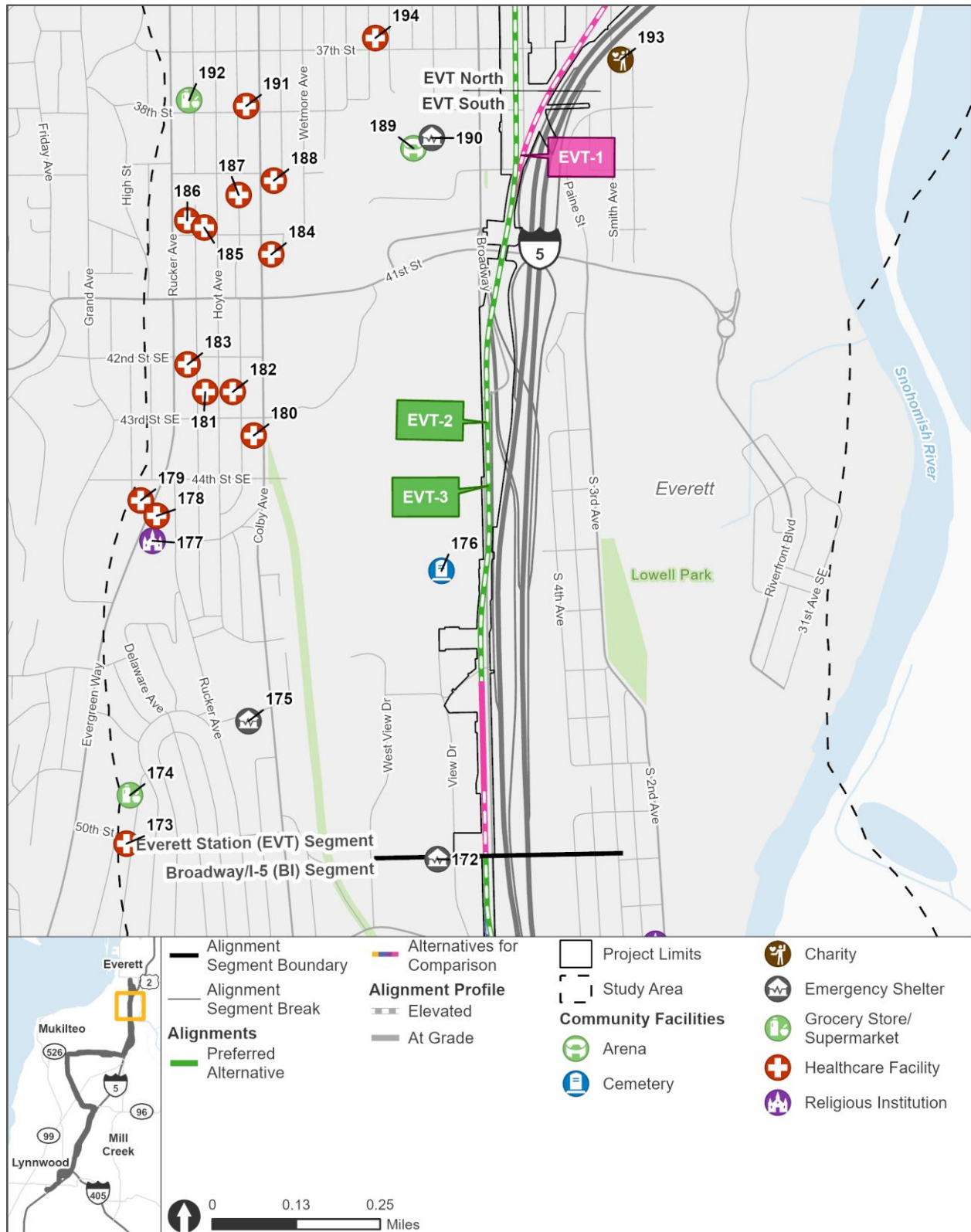
SOURCE: City of Everett (2024).

Figure 3-22 Neighborhoods in the Study Area – Everett Station Segment (North)



SOURCE: City of Everett (2024).

Figure 3-23 Social Resources and Community Facilities in the Study Area – Everett Station Segment (South)



SOURCE: DHS Geospatial Management Office (2019, 2020a, 2020b, 2023b); Snohomish County (2023b).

Figure 3-24 Social Resources and Community Facilities in the Study Area – Everett Station Segment (North)



SOURCE: EHA (2024); DHS Geospatial Management Office (2019, 2020a, 2022a, 2022b, 2023b); HASCO (2024); Snohomish County (2023b); HUD (2024a, 2024b).

3.2 Demographics

Table 3-17 shows demographic information for the study area, and Table 3-18 shows population characteristics of the study area. The data are from the 2023 American Community Survey 5-Year Estimates for the census block groups that intersect the study area. The demographics for the population within the study area are presented alongside the demographic information for the total population of each jurisdiction for context.

Table 3-17 Demographics Within Study Area⁷

	Total Population	Population of Color ⁸	Black or African American Alone	Asian Alone	American Indian and Native Alaskan Alone	Native Hawaiian and Other Pacific Islander Alone	Some Other Race Alone	Two or More Races	Hispanic or Latino Origin	Low-Income Persons ⁹	Individuals with Limited English Proficiency ¹⁰
Sound Transit Service District ¹¹	3.3 million	45%	7%	17%	<1%	1%	<1%	8%	12%	19%	11%
City of Lynnwood	40,953	49%	8%	18%	<1%	<1%	<1%	6%	16%	45%	18%
City of Everett	111,083	40%	6%	11%	<1%	<1%	<1%	7%	15%	31%	13%
Snohomish County	834,648	35%	3%	12%	1%	<1%	1%	6%	11%	26%	10%
West Alderwood Segment	23,871	46%	8%	18%	<1%	<1%	<1%	4%	11%	22%	17%
Ash Way Segment	25,241	55%	9%	26%	2%	2%	<1%	6%	9%	13%	15%
Mariner Segment	18,546	52%	8%	16%	<1%	4%	<1%	7%	16%	30%	18%
SR 99/Airport Road Segment and OMF Sites F and E	13,443	54%	11%	20%	<1%	2%	0%	9%	12%	30%	22%
SW Everett Industrial Center Segment and OMF Site E	4,562	35%	3%	7%	0%	0%	0%	5%	21%	23%	12%

⁷ Percentages represent estimates based on survey data. Survey data are not available at the census-block level; the data represent an estimate of minority and low-income persons in block groups within 0.5 mile of the Build Alternatives.

⁸ Population of color is defined as all but Non-Hispanic White Alone.

⁹ Low-income is defined as two times the U.S. Department of Health and Human Services poverty guideline.

¹⁰ Includes populations that speak English “less than very well.” English language proficiency is provided for individuals 5 years and over.

¹¹ The Sound Transit Service District includes portions of King, Pierce, and Snohomish Counties.

	Total Population	Population of Color ⁸	Black or African American Alone	Asian Alone	American Indian and Native Alaskan Alone	Native Hawaiian and Other Pacific Islander Alone	Some Other Race Alone	Two or More Races	Hispanic or Latino Origin	Low-Income Persons ⁹	Individuals with Limited English Proficiency ¹⁰
SR 526/ Evergreen Segment and OMF Site B	26,324	55%	10%	12%	<1%	<1%	<1%	4%	28%	33%	22%
Broadway/I-5 Segment	8,502	43%	4%	15%	<1%	<1%	1%	6%	17%	20%	10%
Everett Station Segment	14,641	31%	6%	4%	2%	1%	<1%	7%	10%	30%	5%

SOURCE: U.S. Census Bureau (2024).

Table 3-18 Population Characteristics

	Total Population	Population under 18 (%)	Population 65 and over (%)	Households with No Vehicle Available (%)	Median Household Income
Sound Transit Service District ¹²	3.3 million	21%	14%	10%	\$116,222
City of Lynnwood	40,953	19%	18%	13%	\$76,439
City of Everett	111,083	20%	14%	8%	\$81,502
Snohomish County	834,648	22%	14%	5%	\$107,982
West Alderwood Segment	23,871	20%	16%	10%	\$93,689
Ash Way Segment	25,241	21%	10%	3%	\$125,478
Mariner Segment	18,546	24%	9%	7%	\$77,080
SR 99/Airport Road Segment and OMF Sites F and E	13,443	25%	11%	7%	\$77,124
SW Everett Industrial Center Segment and OMF Site E	4,562	24%	15%	2%	\$105,062
SR 526/Evergreen Segment and OMF Site B	26,324	21%	11%	8%	\$78,590
Broadway/I-5 Segment	8,502	19%	16%	7%	\$104,601
Everett Station Segment	14,641	15%	16%	11%	\$69,783

SOURCE: U.S. Census Bureau (2024).

¹² The Sound Transit Service District includes portions of King, Pierce, and Snohomish Counties.

4 ENVIRONMENTAL IMPACTS

4.1 Build Alternatives

The analysis of potential impacts of the EVLE Project on neighborhoods considered changes in neighborhood quality, barriers to social interaction, and impacts on social resources. Much of the impacts evaluation in this section is based on analyses documented in other technical reports, including Acquisitions, Displacements, and Relocations; Visual and Aesthetic Resources; Noise and Vibration; Parks and Recreational Resources; Transportation; Air Quality; and Public Services, Safety, and Security (all included in Draft EIS Appendix G). For the purposes of this discussion, potentially affected facilities are those that could be fully or partially acquired or displaced based on the project's conceptual design. Impacts on other resources do not automatically constitute a social impact or impact on community cohesion. Instead, these impacts are evaluated collectively, with potential mitigation measures taken into account, for their effects on social resources and neighborhoods.

4.1.1 Operational Impacts

4.1.1.1 Impacts Common to All Build Alternatives

Benefits

Neighborhoods served by light rail stations would benefit from increased transit access to downtown Seattle and other areas in the Puget Sound region accessible by light rail. Light rail service would be a fast, frequent, and reliable alternative to car travel and local bus service for many people in the corridor. Light rail access benefits include easier access to employment opportunities; educational facilities; cultural facilities and activities; medical, social, and public service providers; sporting events and recreational activities; and other regional transportation terminals and hubs. Regional connections would provide access to employment centers such as Boeing Everett Production Facility and community destinations such as the Angel of the Winds Arena in downtown Everett. The project would provide increased access to locations throughout the study area for pedestrians, bicyclists, and those with mobility challenges. The station areas would include bus bays that would facilitate transfers between buses and light rail for people who live outside of the station's walkshed. Neighborhoods close to light rail stations could experience increased social activity due to improved access, residential and business redevelopment, or transit oriented development (TOD). Local businesses could experience greater patronage and an increased employment base.

The project generally would have health benefits as it would increase the opportunity for physical activity by encouraging walking and biking to the stations through incentives such as limited parking around the stations, bicycle lockers at the stations, and bicycle racks on the trains. The project would also increase access to parks and recreation destinations and new connections to bus transit routes at the light rail stations. The project would improve air quality by reducing vehicle miles traveled in the study area. Maintaining good health also depends on access to health services. The project would provide more frequent and reliable transit service throughout the study area and the region, which means that people would have better access to services that promote good health, such as healthcare providers, grocery stores, and gathering spaces.

Property Acquisitions and Land Use Changes/Community Cohesion

The project would result in property acquisitions, some of which would displace existing uses, while others would allow the existing use to continue. The project could also displace public housing complexes or residences where tenants receive housing assistance. There could also be additional impacts on recipients of housing assistance that are currently not listed, as some recipients who receive assistance through housing vouchers are often confidential.

Displacement of homes and businesses could change the community cohesion. The manner in which a neighborhood changes in response to new light rail facilities could impact community cohesion beneficially or adversely. The light rail and stations would provide new meeting points for people using transit, which could increase opportunities for social interactions and enhance community cohesion. The street-level entrances to stations would be designed to fit in with the surrounding neighborhoods and would be designed with community input. Sound Transit would coordinate with the jurisdictions on design in station areas.

The Acquisitions, Displacements, and Relocations Technical Report in Draft EIS Appendix G.2 discusses expected property acquisitions for each alternative and the relocation process. The Land Use Technical Report in Draft EIS Appendix G.3 discusses the project's potential impacts on neighborhood land uses and potential redevelopment and TOD opportunities.

Displacement Risk

Analysis using the PSRC displacement risk mapping tool found that there is a high displacement risk within the study area in the SR 99/Airport Road, SW Everett Industrial Center, SR 526/Evergreen, and Everett Station Segments, as well as for OMF Sites E and F. A low risk for displacement is indicated for the western portion of the SR 526/Evergreen Segment and OMF Site B. A moderate risk for displacement is indicated for all other segments of the study area.

Visual Impacts

Elevated guideways could result in visual impacts, including light from the trains, shading, and visual intrusion, to varying degrees on adjacent and nearby viewers. The height of the guideway and size of the light rail station and facilities would be factors in how visually intrusive the project would be within neighborhoods. Adding a visually intrusive element would change the visual character of the neighborhood, which could result in adverse changes to the way neighbors perceive their surroundings and affect their everyday experience. The project would remove trees and vegetation as necessary, which would make a visible change. Where possible and consistent with light rail operation and maintenance needs, the removed trees and vegetation would be replaced. The Visual and Aesthetic Resources Technical Report in Draft EIS Appendix G.6 discusses potential visual impacts and mitigation.

Transportation and Parking

The project would have localized impacts on property access and circulation associated with the placement of the light rail facility adjacent to or within existing roads. Affected property access points would be redesigned or relocated to maintain use of the property. Impacts on traffic circulation could include turn movement limitations, modified routing, new traffic signal movements, and new signalization at previously unsignalized intersections. Neighborhoods with stations could be affected by light rail riders using street parking in their neighborhoods. See the Transportation Technical Report in Draft EIS Appendix G.2 for discussion of this potential impact and mitigation measures.

Noise and Vibration

In general, operation of the new light rail facility and OMF would create a new source of noise and vibration in the community. Noise and vibration impacts would vary with each alternative and are also dependent on the types of noise receivers adjacent to the project. Sound Transit would mitigate noise and vibration to levels below FTA impact criteria, as discussed in the Noise and Vibration Technical Report in Draft EIS Appendix G.8.

Safety and Security

Typically, crime around stations mirrors what is occurring in the neighborhood in which they are located (Moudon et al. 2018, Billings et al. 2011, City of Seattle 1999). The EVLE Project is not anticipated to have safety and security impacts. See the Public Services, Safety, and Security Technical Report in Draft EIS Appendix G.15 for additional information.

Transit Oriented Development

Light rail facilities could impact social resources, community facilities, and neighborhoods by changing neighborhood composition or character over time. The manner in which a neighborhood changes in response to new light rail facilities could impact community cohesion beneficially or adversely. The project may encourage redevelopment in station areas (TOD) or the completion of missing transportation links, such as bicycle facilities, sidewalks, or trails. Station area improvements could provide new meeting places for nearby residents and employees, improving community cohesion. Station area redevelopment could promote economic activity by expanding neighborhood business districts consistent with zoning and could increase property values (refer to the Economics Technical Report in Draft EIS Appendix G.4 for information on potential economic impacts and benefits). Increased property values could cause higher rents and property taxes, which could have an adverse effect on existing renters, homeowners, and business owners, resulting in some moving away from the neighborhoods. Light rail facilities that are not close to stations could also adversely affect property values.

4.1.1.2 Alignment and Station Alternatives

West Alderwood Segment

As shown in Table 4-1 and Figure 3-2, all Build Alternatives in the West Alderwood Segment would require property acquisition from the Alderwood Compassion Center and SmartTalent-Lynnwood facilities. Alternatives ALD-1B, ALD-1B with Alderwood Mall Boulevard Design Option, ALD-2D, and ALD-2D with Alderwood Mall Boulevard Design Option would each displace the US Social Security Office in Lynnwood. Alternatives ALD-2F and ALD-2F with Alderwood Mall Boulevard Design Option would require property acquisition from the US Social Security Office. For all the alternatives, the Alderwood Mall Boulevard Design Option would require property acquisition from the Alderwood Community Church property. The displacement of the US Social Security Office could disrupt community cohesion by removing the community's access to a local government office. All the Build Alternatives in the West Alderwood Segment are proximate to 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 4-1 Potentially Affected Social Resources and Community Facilities – West Alderwood Segment

Build Alternative	Community Facility	Type	Impact
ALD-1B	Alderwood Compassion Center, 19400 33rd Avenue W, Lynnwood	Charity	Property Acquisition
	SmartTalent-Lynnwood, 19031 33rd Avenue W #203, Lynnwood	Other Community Facility	Property Acquisition
	US Social Security Office, 18905 33rd Avenue W #207, Lynnwood	Government Building	Displacement
ALD-1B with Alderwood Mall Boulevard Design Option	Alderwood Compassion Center, 19400 33rd Avenue W, Lynnwood	Charity	Property Acquisition
	Alderwood Community Church, 3403 Alderwood Mall Boulevard, Lynnwood	Emergency Shelter, Religious Institution	Property Acquisition
	SmartTalent-Lynnwood, 19031 33rd Avenue W #203, Lynnwood	Other Community Facility	Property Acquisition
	US Social Security Office, 18905 33rd Avenue W #207, Lynnwood	Government Building	Displacement
ALD-2D	Alderwood Compassion Center, 19400 33rd Avenue W, Lynnwood	Charity	Property Acquisition
	SmartTalent-Lynnwood, 19031 33rd Avenue W #203, Lynnwood	Other Community Facility	Property Acquisition
	US Social Security Office, 18905 33rd Avenue W #207, Lynnwood	Government Building	Displacement
ALD-2D with Alderwood Mall Boulevard Design Option	Alderwood Compassion Center, 19400 33rd Avenue W, Lynnwood	Charity	Property Acquisition
	Alderwood Community Church, 3403 Alderwood Mall Boulevard, Lynnwood	Emergency Shelter, Religious Institution	Property Acquisition
	SmartTalent-Lynnwood, 19031 33rd Avenue W #203, Lynnwood	Other Community Facility	Property Acquisition
	US Social Security Office, 18905 33rd Avenue W #207, Lynnwood	Government Building	Displacement
ALD-2F	Alderwood Compassion Center, 19400 33rd Avenue W, Lynnwood	Charity	Property Acquisition
	SmartTalent-Lynnwood, 19031 33rd Avenue W #203, Lynnwood	Other Community Facility	Property Acquisition
	US Social Security Office, 18905 33rd Avenue W #207, Lynnwood	Government Building	Property Acquisition

Build Alternative	Community Facility	Type	Impact
ALD-2F with Alderwood Mall Boulevard Design Option	Alderwood Compassion Center, 19400 33rd Avenue W, Lynnwood	Charity	Property Acquisition
	Alderwood Community Church, 3403 Alderwood Mall Boulevard, Lynnwood	Emergency Shelter, Religious Institution	Property Acquisition
	SmartTalent-Lynnwood, 19031 33rd Avenue W #203, Lynnwood	Other Community Facility	Property Acquisition
	US Social Security Office, 18905 33rd Avenue W #207, Lynnwood	Government Building	Property Acquisition

Ash Way Segment

As shown in Table 4-2 and Figure 3-5, Alternative ASH-1A would require property acquisition from Urban Center Apartments, a HUD-assisted apartment complex. 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 4-2 Potentially Affected Social Resources and Community Facilities – Ash Way Segment

Build Alternative	Community Facility	Type	Impact
ASH-1A	Urban Center Apartments, 15907 Ash Way, Lynnwood	Public-Assisted Housing	Property Acquisition
ASH-2D	Mill Creek Foursquare Church, 1415 164th Street SW, Lynnwood	Emergency Shelter, Religious Institution	Property Acquisition

Mariner Segment

As shown in Table 4-3 and Figure 3-8, all Build Alternatives in this segment would displace the Oriental & African Mini Market and Dollar Tree. All Build Alternatives would also require property acquisition from the Lake Woods Senior Apartments Phase I and Seattle Korean Seventh-day Adventist Church but would not displace these facilities. Alternatives MAR-1B and MAR-1B with Surface Parking Design Option would displace the Mariner Library, Royal Party Hall, Katya's Bakery, and the Safeway and Arriba Mexico Store y Oaxaca Galmen grocery stores. Both Alternatives MAR-2D and MAR-2D with Surface Parking Design Option would displace the existing location of the Pelligrini Orthodontics healthcare facility and several multi-unit buildings within Windstone Apartments, a HUD-assisted apartment complex. These Build Alternatives would also require property acquisition from the Mariner Library, Royal Party Hall, and Safeway grocery store but would not displace these facilities. The displacement of grocery stores could disrupt the community cohesion in this corridor by removing options to access to food and opportunities for interaction for the local population. Additionally, the displacement of the Mariner Library, Pelligrini Orthodontics, and Windstone Apartments could disrupt community cohesion by removing a public gathering place, access to healthcare, and low-income housing option.

Table 4-3 Potentially Affected Social Resources and Community Facilities – Mariner Segment

Build Alternative	Community Facility	Type	Impact
MAR-1B	Arriba Mexico Store y Oaxaca Galmen, 12811 8th Avenue W #202, Everett	Grocery Store/ Supermarket	Displacement
	Dollar Tree, 520 128th Street SW, Everett	Other Community Facility	Displacement
	Katya's Bakery, 12811 8th Avenue W Unit E#102, Everett	Other Community Facility	Displacement
	Lake Woods Senior Apartments Phase I, 12310 19th Place W, Everett	Public-Assisted Housing	Property Acquisition
	Mariner Library-Sno-Isle Libraries, 520 128th Street SW Suite A9, Everett	Library	Displacement
	Oriental & African Mini Market, 520 128th Street SW Suite B4, Everett	Grocery Store/ Supermarket	Displacement
	Royal Party Hall, 520 128th Street SW, Everett	Other Community Facility	Displacement
	Safeway, 520 128th Street SW, Everett	Grocery Store/ Supermarket	Displacement
	Seattle Korean Seventh-day Adventist Church, 12322 Airport Road, Everett	Religious Institution	Property Acquisition
MAR-1B with Surface Parking Design Option	Arriba Mexico Store y Oaxaca Galmen, 12811 8th Avenue W #202, Everett	Grocery Store/ Supermarket	Displacement
	Dollar Tree, 520 128th Street SW, Everett	Other Community Facility	Displacement
	Katya's Bakery, 12811 8th Avenue W Unit E#102, Everett	Other Community Facility	Displacement
	Lake Woods Senior Apartments Phase I, 12310 19th Place W, Everett	Public-Assisted Housing	Property Acquisition
	Mariner Library-Sno-Isle Libraries, 520 128th Street SW Suite A9, Everett	Library	Displacement
	Oriental & African Mini Market, 520 128th Street SW Suite B4, Everett	Grocery Store/ Supermarket	Displacement
	Royal Party Hall, 520 128th Street SW, Everett	Other Community Facility	Displacement
	Safeway, 520 128th Street SW, Everett	Grocery Store/ Supermarket	Displacement
	Seattle Korean Seventh-day Adventist Church, 12322 Airport Road, Everett	Religious Institution	Property Acquisition
MAR-2D	Dollar Tree, 520 128th Street SW, Everett	Other Community Facility	Displacement
	Lake Woods Senior Apartments Phase I, 12310 19th Place W, Everett	Public-Assisted Housing	Property Acquisition
	Mariner Library-Sno-Isle Libraries, 520 128th Street SW Suite A9, Everett	Library	Property Acquisition

Build Alternative	Community Facility	Type	Impact
	Oriental & African Mini Market, 520 128th Street SW Suite B4, Everett	Grocery Store/ Supermarket	Displacement
	Pellegrini Orthodontics, 827 128th Street SW Suite B, Everett	Healthcare Facility	Displacement
	Royal Party Hall, 520 128th Street SW, Everett	Other Community Facility	Property Acquisition
	Safeway, 520 128th Street SW, Everett	Grocery Store/ Supermarket	Property Acquisition
	Seattle Korean Seventh-day Adventist Church, 12322 Airport Road, Everett	Religious Institution	Property Acquisition
	Windstone Apartments, 1011 128th Street SW, Everett	Public-Assisted Housing	Displacement
MAR-2D with Surface Parking Design Option	Dollar Tree, 520 128th Street SW, Everett	Other Community Facility	Displacement
	Lake Woods Senior Apartments Phase I, 12310 19th Place W, Everett	Public-Assisted Housing	Property Acquisition
	Mariner Library-Sno-Isle Libraries, 520 128th Street SW Suite A9, Everett	Library	Property Acquisition
	Oriental & African Mini Market, 520 128th Street SW Suite B4, Everett	Grocery Store/ Supermarket	Displacement
	Pellegrini Orthodontics, 827 128th Street SW Suite B, Everett	Healthcare Facility	Displacement
	Royal Party Hall, 520 128th Street SW, Everett	Other Community Facility	Property Acquisition
	Safeway, 520 128th Street SW, Everett	Grocery Store/ Supermarket	Property Acquisition
	Seattle Korean Seventh-day Adventist Church, 12322 Airport Road, Everett	Religious Institution	Property Acquisition
	Windstone Apartments, 1011 128th Street SW, Everett	Public-Assisted Housing	Displacement

SR 99/Airport Road Segment

As shown in Table 4-4 and Figure 3-10, Alternative AIR-1A would displace the Sonrise Christian Center, 7-Eleven convenience store, La Palma Family Mexican Restaurant, and the SPEEA Everett Hall. Alternative AIR-2B would require property acquisition from the Kingdom Hall of Jehovah's Witnesses, the 7-Eleven, and the Work Force Development Center along Airport Road and would displace a CVS pharmacy and SPEEA Everett Hall. Both Build Alternatives would require property acquisition from Home Depot. Both Build Alternatives fall mostly within existing right-of-way along Airport Road, which currently acts as a neighborhood boundary line. The loss of the Sonrise Christian Center, 7-Eleven, La Palma Family Mexican Restaurant, CVS, and SPEEA Everett Hall could disrupt the community cohesion due to the removal of religious and cultural gathering spaces and access to food options.

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

Build Alternative	Community Facility	Type	Impact
AIR-1A	7-Eleven, 11825 Airport Road, Everett	Other Community Facility	Displacement
	Home Depot, 11519 Highway 99, Everett	Other Community Facility	Property Acquisition
	La Palmera Family Mexican Restaurant, 11731 Airport Road, Everett	Other Community Facility	Displacement
	SPEEA Everett Hall, 2414 106th Street SW, Everett	Other Community Facility	Displacement
	Sonrise Christian Center, 11625 Airport Road, Everett	Religious Institution	Displacement
AIR-2B	7-Eleven, 11825 Airport Road, Everett	Other Community Facility	Property Acquisition
	CVS, 11918 Airport Road, Everett	Other Community Facility	Displacement
	Home Depot, 11519 Highway 99, Everett	Other Community Facility	Property Acquisition
	Kingdom Hall of Jehovah's Witnesses, 11422 Airport Road, Everett	Religious Institution	Property Acquisition
	SPEEA Everett Hall, 2414 106th Street SW, Everett	Other Community Facility	Displacement
	Work Force Development Center, 11400 Airport Road #100, Everett	Other Community Facility	Property Acquisition

SW Everett Industrial Center Segment

As shown in Table 4-5 and Figure 3-12, Alternatives SWI-1A, SWI-1B, and SWI-1C would not cause additional long-term impacts on community facilities or community cohesion other than those discussed in Section 4.1.1.1. Alternative SWI-1A with Lower Design Option 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 4-5 Potentially Affected Social Resources and Community Facilities – SW Everett Industrial Center Segment

Build Alternative	Community Facility	Type	Impact
SWI-1A	None	N/A	N/A
SWI-1A with Lower Design Option	Deer Creek, 8605 18th Avenue W, Everett	Public-Assisted Housing	Property Acquisition
SWI-1B	None	N/A	N/A
SWI-1C	None	N/A	N/A

SR 526/Evergreen Segment

As shown in Table 4-6 and Figure 3-15, Alternative EGN-1A, EGN-2B, and EGN-2B with North Side of SR 526 Design Option would require property acquisition from the Cascade High School property, which serves as an emergency shelter. Alternative EGN-1A would displace the DaVita Everett Dialysis Center. Both Alternatives EGN-2B and EGN-2B with North Side of SR 526 Design Option would displace the Los Gavilanes grocery store, Jaya Hanuman Temple and Cultural Centre, and all Casino Square businesses and require property acquisition from the Los Guerreros grocery store. Both Alternatives EGN-3E and EGN-3E with North Side of SR 526 Design Option would displace the A & D Market and Los Guerreros grocery stores and Hope Slavic Baptist Church. All Build Alternatives would require property acquisition from Cascade View Presbyterian Church. Alternatives EGN-2B and EGN-3E would require acquisitions from Everett Kindercare and the South Everett/Mukilteo Boys & Girls Club. Both alternatives would also require property acquisition from the Bible Baptist Church property, which serves as a religious institution, emergency shelter, and charity location (Bible Baptist Church Food Bank). Alternative EGN-3E with North Side of SR 526 Design Option would also require property acquisition from Everett Kindercare. Alternatives EGN-2B, EGN-2B with North Side of SR 526 Design Option, EGN-3E, and EGN-3E with North Side of SR 526 Design Option would require property acquisition from the South Everett Community Church. 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 4-6 Potentially Affected Social Resources and Community Facilities – SR 526/Evergreen Segment

Build Alternative	Community Facility	Type	Impact
EGN-1A	Cascade High School, 801 E Casino Road, Everett	Emergency Shelter	Property Acquisition
	Cascade View Presbyterian Church, 1030 E Casino Road, Everett	Religious Institution	Property Acquisition
	DaVita Everett Dialysis Center, 8130 Evergreen Way, Everett	Healthcare Facility	Displacement
EGN-2B	Bible Baptist Church, 805 W Casino Road, Everett	Emergency Shelter, Religious Institution	Property Acquisition
	Bible Baptist Church Food Bank, 805 W Casino Road, Everett	Charity	Property Acquisition
	Cascade High School, 801 E Casino Road, Everett	Emergency Shelter	Property Acquisition
	Cascade View Presbyterian Church, 1030 E Casino Road, Everett	Religious Institution	Property Acquisition
	Casino Square, 205 and 209 E Casino Road, Everett	Other Community Facility	Displacement

Build Alternative	Community Facility	Type	Impact
	Everett Kindercare, 5 W Casino Road, Everett	Childcare	Property Acquisition
	Jaya Hanuman Temple and Cultural Centre, 205 E Casino Road, Everett	Religious Institution	Displacement
	Los Gavilanes, 209 E Casino Road Suite H, Everett	Grocery Store/ Supermarket	Displacement
	Los Guerros, 8407 Evergreen Way #105, Everett	Grocery Store/ Supermarket	Property Acquisition
	South Everett Community Church, 1 W Casino Road, Everett	Religious Institution	Property Acquisition
	South Everett/Mukilteo Boys & Girls Club, 525 Casino Road, Everett	Community/Event Center	Property Acquisition
EGN-2B with North Side of SR 526 Design Option	Cascade High School, 801 E Casino Road, Everett	Emergency Shelter	Property Acquisition
	Cascade View Presbyterian Church, 1030 E Casino Road, Everett	Religious Institution	Property Acquisition
	Casino Square, 205 and 209 E Casino Road, Everett	Other Community Facility	Displacement
	Jaya Hanuman Temple and Cultural Centre, 205 E Casino Road, Everett	Religious Institution	Displacement
	Los Gavilanes, 209 E Casino Road Suite H, Everett	Grocery Store/ Supermarket	Displacement
	Los Guerros, 8407 Evergreen Way #105, Everett	Grocery Store/ Supermarket	Property Acquisition
	South Everett Community Church, 1 W Casino Road, Everett	Religious Institution	Property Acquisition
EGN-3E	A & D Market, 8405 7th Avenue SE, Everett	Grocery Store/ Supermarket	Displacement
	Bible Baptist Church, 805 W Casino Road, Everett	Emergency Shelter, Religious Institution	Property Acquisition
	Bible Baptist Church Food Bank, 805 W Casino Road, Everett	Charity	Property Acquisition
	Cascade View Presbyterian Church, 1030 E Casino Road, Everett	Religious Institution	Property Acquisition
	Everett Kindercare, 5 W Casino Road, Everett	Childcare	Property Acquisition
	Hope Slavic Baptist Church, 8401 Holly Drive, Everett	Religious Institution	Displacement
	Los Guerreros, 8407 Evergreen Way #105, Everett	Grocery Store/ Supermarket	Displacement
	South Everett Community Church, 1 W Casino Road, Everett	Religious Institution	Property Acquisition
	South Everett/Mukilteo Boys & Girls Club, 525 Casino Road, Everett	Community/Event Center	Property Acquisition

Build Alternative	Community Facility	Type	Impact
EGN-3E with North Side of SR 526 Design Option	A & D Market, 8405 7th Avenue SE, Everett	Grocery Store/ Supermarket	Displacement
	Cascade View Presbyterian Church, 1030 E Casino Road, Everett	Religious Institution	Property Acquisition
	Everett Kindercare, 5 W Casino Road, Everett	Childcare	Property Acquisition
	Hope Slavic Baptist Church, 8401 Holly Drive, Everett	Religious Institution	Displacement
	Los Guerros, 8407 Evergreen Way #105, Everett	Grocery Store/ Supermarket	Displacement
	South Everett Community Church, 1 W Casino Road, Everett	Religious Institution	Property Acquisition

Broadway/I-5 Segment

As shown in Table 4-7 and Figure 3-19, Alternative BI-1 would potentially affect three HUD-assisted properties. This Build Alternative would require property acquisition from The Willows at Melvin Place, and both Melvin Apartments-Building B and one multi-unit building at New Century Village would be displaced. The displacement of a public-assisted housing development could impact community cohesion by removing a low-income housing option. Alternative BI-2 would displace Montessori Schools of Snohomish County. The displacement of a childcare facility could impact community cohesion as families who use the facility would need to find alternative childcare. Neither of the Build Alternatives in the Broadway/I-5 Segment includes a station; therefore, neighborhood impacts would be limited to those from the guideway, such as visual and aesthetic impacts. 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 the cohesion of the Pinehurst-Beverly Park neighborhood by creating a new physical barrier within the community.

Table 4-7 Potentially Affected Social Resources and Community Facilities – Broadway/I-5 Segment

Build Alternative	Community Facility	Type	Impact
BI-1	Melvin Apartments-Building B, 2511 Melvin Avenue, Everett	Public-Assisted Housing	Displacement
	New Century Village, 2505 Howard Avenue, Everett	Public-Assisted Housing	Displacement
	The Willows at Melvin Place, 2506 Melvin Avenue, Everett	Public-Assisted Housing	Property Acquisition
BI-2	Montessori Schools of Snohomish County, 1804 Puget Drive, Everett	Childcare	Displacement

Everett Station Segment

As shown in Table 4-8 and Figure 3-23, Alternatives EVT-1A and EVT-2C would displace the United Way of Snohomish County, which acts as a charity and emergency shelter. Because the displacement of the United Way of Snohomish County would remove the location of a charity service, these alternatives could impact community cohesion. Alternative EVT-3D would require property acquisition from the YWCA Everett. 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. 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 4-8 Potentially Affected Social Resources and Community Facilities – Everett Station Segment

Build Alternative	Community Facility	Type	Impact
EVT-1A	United Way of Snohomish County, 3120 McDougall Avenue, Everett	Charity, Emergency Shelter	Displacement
EVT-2C	United Way of Snohomish County, 3120 McDougall Avenue, Everett	Charity, Emergency Shelter	Displacement
EVT-3D	YWCA Everett, 3301 Broadway, Everett	Charity	Property Acquisition

4.1.1.3 OMF North Site Alternatives

OMF Site F (SR 99)

As shown in Table 4-9 and Figure 3-10, both the OMF Site F and the OMF Site F with Lead Tracks to West Side of Airport Road Design Option would displace the Airport RV Park and two multi-unit buildings at the Axis Apartment complex, a HUD-assisted apartment facility. The OMF Site F with Lead Tracks to West Side of Airport Road Design Option would also require property acquisition from Kingdom Hall of Jehovah's Witnesses and Lake Woods Senior Apartments, a HUD-assisted senior living facility. OMF Site F would result in residential displacements in the Unincorporated Mukilteo UGA on the eastern side of Alexander Road and west of Airport Road. Much of the land being displaced for OMF Site F is currently industrial/commercial, which are uses not commonly visited by the residential neighborhoods in this segment. The displacement of the Airport RV Park and two buildings at Axis Apartments could impact community cohesion by removing an option of below market rate housing.

OMF Site E (Airport Road)

As shown in Table 4-9 and Figure 3-10, OMF Site E would displace the Aerospace Machinists District 751 and SPEEA Everett Hall. Potential neighborhood impacts would be minimal, as the project limits fall mostly within the existing industrial/commercial uses of the Holly neighborhood and the site is not anticipated to change the existing community cohesion within the study area.

OMF Site B (SR 526)

As shown in Table 4-9 and Figure 3-15, OMF Site B would not cause additional long-term impacts on community facilities other than those discussed in Section 4.1.1.1. OMF Site B with Lead Tracks to South Side of SR 526 Design Option would require property acquisition from the

South Everett/Mukilteo Boys & Girls Club and from Bible Baptist Church, which serves as a religious institution, emergency shelter, and charity location (Bible Baptist Church Food Bank). Potential impacts on existing community cohesion would be minimal, as the project limits are entirely within existing industrial/commercial land uses within Industrial Everett. Although OMF Site B would split 80th Street SW as shown in Figure 3-15, existing neighborhood boundaries would not be affected.

Table 4-9 Potentially Affected Social Resources and Community Facilities – OMF North Site Alternatives

Build Alternative	Community Facility	Type	Impact
OMF Site F	Airport RV Park, 12130 Highway 99, Everett	Mobile Home Park	Displacement
	Axis Apartments, 12130 Highway 99, Everett	Public-Assisted Housing	Displacement
OMF Site F with Lead Tracks to West Side of Airport Road Design Option	Airport RV Park, 12130 Highway 99, Everett	Mobile Home Park	Displacement
	Axis Apartments, 12130 Highway 99, Everett	Public-Assisted Housing	Displacement
	Kingdom Hall of Jehovah's Witnesses, 11422 Airport Road, Everett	Religious Institution	Property Acquisition
	Lake Woods Senior Apartments Phase I, 12310 19th Place W, Everett	Public-Assisted Housing	Property Acquisition
OMF Site E	Aerospace Machinists District 751, 2407 106th Street SW, Everett	Other Community Facility	Displacement
	SPEEA Everett Hall, 2414 106th Street SW, Everett	Other Community Facility	Displacement
OMF Site B	None	N/A	N/A
OMF Site B with Lead Tracks to South Side of SR 526 Design Option	Bible Baptist Church, 805 W Casino Road, Everett	Emergency Shelter, Religious Institution	Property Acquisition
	Bible Baptist Church Food Bank, 805 W Casino Road, Everett	Charity	Property Acquisition
	South Everett/Mukilteo Boys & Girls Club, 525 Casino Road, Everett	Community/Event Center	Property Acquisition

4.1.2 Construction Impacts

4.1.2.1 Impacts Common to All Alternatives

Project construction would impact adjacent community facilities and neighborhoods. Although the entire project would have an extended multiple-year construction period, impacts on neighborhoods adjacent to construction would be temporary while the project components in that area are built.

Construction activities that would temporarily impact adjacent neighborhoods 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.

Increases in noise, dust, and traffic congestion, as well as temporary road or lane closures and detours, would occur along the project alignment, in the vicinity of the OMF site, and at staging areas and may affect people using some community resources. Visual impacts of an active construction area, such as construction equipment and fencing, would occur. There would be impacts on some public parks and recreation facilities in the form of temporary access changes (see the Parks and Recreational Resources Technical Report in Draft EIS Appendix G.18). Neighborhoods adjacent to the project could experience cut-through traffic due to road or lane closures and detours. These construction impacts would be felt primarily by those closest to the construction areas and could temporarily affect social interaction and community cohesion. In areas where the project moves away from an existing arterial and into residential or commercial areas, these construction impacts may feel more intense for the neighborhood. Unsheltered people living near the project construction areas would experience increases in noise, dust, and vehicle exhaust; project construction may result in the need for them to move elsewhere.

Temporary road and lane closures on arterials would affect neighborhood circulation and access to and from study area neighborhoods. Duration of roadway construction closures would vary from nights and weekends to multi-year closures. Construction-related roadway modifications are discussed in the Transportation Technical Report in Draft EIS Appendix G.1. Major arterial closures are listed in the segment-specific discussions below. In some areas where major truck routes are not available, arterial and local streets would be used to access construction areas. People living in, working in, and traveling through these areas would experience construction traffic in their neighborhood.

As part of roadway closures during construction, sidewalks would be closed, or the sidewalk width could be reduced within the construction areas along the impacted roadways. Sound Transit would provide protected sidewalks next to the construction area when detour routes are not feasible. In some locations, crosswalks may be closed for construction, although they would remain open to the extent feasible. The project may result in Americans with Disabilities Act-accessible curb ramps being removed temporarily to accommodate the project or to facilitate construction; however, there would be detours or temporary accessible facilities provided during construction. There might also be bicycle facility closures and reduced bicycle lane widths within or adjacent to construction areas.

Bus reliability could potentially degrade along arterials with lane and road closures needed for construction of the EVLE Project. In these locations, bus routes would need to use alternate pathways and temporary bus facilities may need to be installed. See the discussion of temporary construction impacts on transit in the Transportation Technical Report in Draft EIS Appendix G.1 for further detail.

The availability of on-street parking could be reduced by construction workers driving to their worksite. Because the EVLE Project is in urban areas where parking may be limited or require payment, Sound Transit anticipates that staging areas could be used for construction employee parking but that construction workers could also park on local streets and arterials where parking is unrestricted and in off-street pay parking lots or garages, which may affect the parking supply.

4.1.2.2 Alignment and Station Alternatives

West Alderwood Segment

Community facilities located along SR 524, Alderwood Mall Boulevard, and 33rd Avenue in this segment would likely experience temporary road closures and detours that would affect access. Access to shops and events at the Alderwood Mall would also be affected during construction, with access on the western and northern sides of the mall impacted with Alternatives ALD-2D and ALD-2F, while access on the southern side of the mall would be impacted with Alternative ALD-1B. The Alderwood Mall Boulevard Design Options would result in similar temporary road closures and detours. Lynnwood City Center and Incorporated Lynnwood would experience the most impact regardless of Build Alternative, as each Build Alternative in the West Alderwood Segment is west of I-5.

Ash Way Segment

Facilities located along 164th Street in this segment would likely experience temporary road closures and detours that would affect access, as well as along Ash Way with Alternative ASH-1A or Motor Place with Alternative ASH-2D. The North Lynnwood neighborhood would likely experience some temporary impacts with Alternative ASH-1A, while Larch Way would experience temporary impacts with Alternative ASH-2D. However, both alternatives fall mostly within the I-5 right-of-way, minimizing impacts on the broader area.

Mariner Segment

Community facilities located along 128th Street/Airport Road in this segment would experience disruptions to access with any of the Build Alternatives in this segment, as well as along roads perpendicular to 128th Street/Airport Road such as 8th Avenue and 4th Avenue. Alternative MAR-1B would result in temporary closures and detours along the southern side of 128th Street/Airport Road, including parts of Admiralty Way, E Gibson Road, and 8th Avenue W that are south of 128th Street/Airport Road. Alternative MAR-2D would result in temporary closures and detours along the northern side of 128th Street/Airport Road, including parts of Admiralty Way, E Gibson Road, and 8th Avenue W that are north of 128th Street/Airport Road. The Lake Stickney neighborhood would experience temporary impacts near 128th Street/Airport Road with Alternative MAR-1B, while Unincorporated Everett UGA would experience temporary impacts near 128th Street/Airport Road with Alternative MAR-2D. The Surface Parking Design Options would result in similar temporary road closures and detours.

SR 99/Airport Road Segment

Both Build Alternatives in this segment would result in temporary road closures and detours that would affect access to facilities along Airport Road and SR 99. Alternative AIR-1A would impact facilities east of Airport Road through the entire segment and would result in temporary closures and detours on Holly Drive, 112th Street SW, and SR 99 east of Airport Road. South of Beverley Park Road, Alternative AIR-2B would impact facilities west of Airport Road and result in temporary closures and detours on 112th Street SW, Center Road, and SR 99 west of Airport Road. Unincorporated Mukilteo UGA would experience the most temporary impacts due to construction with Alternative AIR-2B, while Unincorporated Paine Field UGA would experience less impacts due to the present industrial and airport land uses. The Holly neighborhood would experience temporary impacts with Alternative AIR-1A, although impacts would be limited to the area immediately adjacent to Airport Road.

SW Everett Industrial Center Segment

All Build Alternatives in this segment would follow the same alignment, Alignment SWI-1, along Airport Road and SR 526. Temporary impacts would be limited primarily to facilities on the eastern side of Airport Road and the southern side of SR 526, which would result in temporary closures and detours for 100th Street SW, 94th Street SW, Kasch Park Road, and W Casino Road. The Westmont neighborhood would experience the majority of temporary impacts, as all Build Alternatives in this segment fall within the Westmont neighborhood boundary.

SR 526/Evergreen Segment

All Build Alternatives in this segment would impact access to community facilities on Evergreen Way and W Casino Road, resulting in temporary road closures and detours. Alternatives EGN-1A, EGN-2B with North Side of SR 526 Design Option, and EGN-3E with North Side of SR 526 Design Option would primarily impact facilities and roads on the north side of SR 526, as well as detours for SR 526 westbound onramps and offramps at Evergreen Way and along E Casino Road. Alternatives EGN-2B and EGN-3E would primarily impact facilities and roads south of SR 526, including temporary road closures and detours of W Casino Road and eastbound SR 526 onramps and offramps at Evergreen Way. Alternative EGN-3E would also affect access to Holly Drive/84th Street SE and adjacent facilities. The neighborhoods of Evergreen, Pinehurst-Beverly Park, and Industrial Everett would experience some impacts with Alternative EGN-1A, though the temporary impacts would be limited to the areas adjacent to the northern SR 526 right-of-way. Alternatives EGN-2B and EGN-3E would primarily impact the neighborhoods of Westmont and Cascade View, though the temporary impacts would be limited to the areas adjacent to the southern SR 526 right-of-way.

Broadway/I-5 Segment

Both Build Alternatives in this segment would impact access to community facilities on Broadway and southern Beverly Boulevard, resulting in temporary road closures and detours on the western side of I-5. As many of the roads west of I-5 terminate at I-5 and Alternative BI-1 closely follows I-5, roadway detours and closures would minimally affect access to community facilities with Alternative BI-1. Alternative BI-2 would have more impacts on community facilities along Broadway as numerous cross streets would temporarily have detours and closures. The Pinehurst-Beverly Park and Glacier View neighborhoods would have the most impacts, as both Build Alternatives fall mostly within these neighborhoods. Both Build Alternatives would also temporarily affect east-west access to the Valley View and Lowell neighborhoods, as the primary roads that traverse I-5, 75th Street SE and Lowell Road, could temporarily close and result in lengthy detours.

Everett Station Segment

All Build Alternatives in this segment would temporarily affect access to community facilities along the western side of I-5 and along McDougall Avenue and parts of Broadway. For all Build Alternatives in this segment, this could include temporary road closures and detours on Broadway, McDougall Avenue, and 41st Street, as well as on cross streets for these roads. Alternative EVT-1A would have additional temporary impacts on facilities east of McDougall Avenue, including affecting access to the existing Everett Station. Alternatives EVT-2C and 3-D would primarily affect facilities west of McDougall Avenue, although impacts for Alternative EVT-3D would extend farther north than for Alternative EVT-2C and also affect facilities along McDougall Avenue near Hewitt Avenue and Wall Street. All Build Alternatives traverse the Glacier View and Port Gardner neighborhoods, though access to and from the Lowell

neighborhood may be impacted by temporary closures to 41st Street, as it is one of the primary roads that connects both sides of I-5. Alternatives EVT-2C and EVT-3D would also impact parts of the Bayside and Riverside neighborhoods. Existing parking spaces in the surface lot at Everett Station would be temporarily impacted by construction of the proposed structured parking facility associated with Stations EVT-A, EVT-C, and EVT-D.

4.1.2.3 OMF North Site Alternatives

OMF Site F (SR 99)

Construction of OMF Site F would impact access to community facilities on SR 99 and Airport Road, resulting in temporary road closures and detours in areas west of Airport Road. Parts of Unincorporated Mukilteo UGA and Lake Stickney neighborhoods would also experience temporary impacts.

OMF Site E (Airport Road)

Construction of OMF Site E would impact access to community facilities on Airport Road, 100th Street SW, and Holly Drive, resulting in temporary road closures and detours in areas east of Airport Road. Holly would be the primary neighborhood affected by OMF Site E construction, although access to the Westmont neighborhood via 100th Street SW could also be affected.

OMF Site B (SR 526)

Construction of OMF Site B would impact access to community facilities on the north side of SR 526, Hardeson Road, 75th Street SW, and 80th Street SW, resulting in temporary road closures and detours. The area of Industrial Everett within the study area would be the primary neighborhood affected; however, access to and from the Evergreen neighborhood via 75th Street SW and Hardeson Road could also be affected.

4.2 No Build Alternative

Under the No Build Alternative, existing social resources, community facilities, and neighborhoods would not be impacted by the EVLE Project. 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. The neighborhoods and communities in the study area would develop according to market forces and consistent with regional and local adopted plans, with the exception of plans that assumed light rail transit improvements and the associated economic benefits. Community cohesion would not be temporarily impacted by construction factors such as noise, vibration, or transportation disruptions, but these communities would also not receive long-term increased transit coverage, connectivity, potentially improved access to employment opportunities, and service frequency in the area.

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. As a result, mitigation measures are reflected in the design of Build Alternatives. This section identifies additional potential mitigation measures that would further reduce or eliminate adverse effects. 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.

Mitigation measures described in other technical reports, including Transportation; Acquisitions, Displacements, and Relocations; Economics; Visual and Aesthetic Resources; Noise and Vibration; and Parks and Recreational Resources (all included in Draft EIS Appendix G) would address potential impacts to social resources, community facilities, and neighborhoods. The following are examples of potential or required mitigation measures from other technical reports:

- **Acquisitions, Displacements, and Relocations:** The Build Alternatives evaluated in this Draft EIS were ultimately chosen, in part, to reduce impacts to residents and businesses. During conceptual design, the alternatives were configured to meet design and programming requirements while minimizing, to the extent feasible, acquisitions, displacements, and relocations. Sound Transit's policies and procedures comply with the Federal Uniform Relocation Assistance and Real Property Acquisitions 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.
- **Land Use:** 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.
- **Economics:** Sound Transit has established standard practices, which include early collaboration with jurisdictions, to mitigate impacts during construction, many specifically to address and respond to the needs of businesses through the course of construction. Examples include marketing and promotion to help affected businesses maintain their customer base during construction, maintaining access as much as possible to each business, and coordinating with businesses during times of limited access. Displaced business owners would receive just compensation for their acquired property, and Sound Transit's assistance and advisory services would work closely with affected businesses to determine their relocation needs and preferences. In addition to compensating owners for property, other benefits and compensation could include nonresidential moving expenses, business reestablishment expenses, and other eligible expenses.
- **Visual and Aesthetic Resources:** Sound Transit would develop specific design criteria for the EVLE Project that guide project design through a balanced set of systemwide elements and contextual elements, such as a consistent architectural theme for elevated 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.
- **Air Quality:** Sound Transit would implement construction BMPs to mitigate impacts from construction-related emissions and nuisance dust.
- **Parks and Recreational Resources:** Restoration of park facilities is assumed to be part of the project, and Sound Transit would coordinate with the resource owner to restore temporarily impacted parks and recreational resources after construction, consistent with clear zone requirements for trees near the guideway.

No additional mitigation measures would be anticipated.

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