



Everett Link Extension

Draft Environmental Impact Statement

PARKS AND RECREATIONAL RESOURCES TECHNICAL REPORT

Appendix G.18

Table of Contents

1	INTRODUCTION.....	1
1.1	Overview.....	1
1.2	Potential Design Refinements.....	6
1.3	Purpose of Report.....	6
2	REGULATORY CONTEXT AND METHODOLOGY.....	6
2.1	Applicable Laws, Regulations, and Guidelines.....	6
2.1.1	Section 6(f) Properties.....	7
2.1.2	RCO Properties.....	7
2.2	Methodology.....	7
3	AFFECTED ENVIRONMENT.....	8
3.1	West Alderwood Segment.....	8
3.2	Ash Way Segment.....	10
3.3	Mariner Segment.....	13
3.4	SR 99/Airport Road Segment and OMF Sites F and E.....	15
3.5	SW Everett Industrial Center Segment and OMF Site E.....	17
3.6	SR 526/Evergreen Segment and OMF Site B.....	19
3.7	Broadway/I-5 Segment.....	22
3.8	Everett Station Segment.....	25
4	ENVIRONMENTAL IMPACTS.....	28
4.1	Build Alternatives.....	28
4.1.1	Operational Impacts.....	28
4.1.2	Construction Impacts.....	39
4.2	No Build Alternative.....	41
5	MITIGATION MEASURES.....	41
5.1.1	Interurban Trail.....	42
5.1.2	James J. Hill Park.....	42
6	REFERENCES.....	43

Figures

Figure 1-1	EVLE Project Corridor.....	2
Figure 1-2	EVLE Project Alternatives.....	5

Figure 3-1	Parks and Recreational Resources – West Alderwood Segment	9
Figure 3-2	Parks and Recreational Resources – Ash Way Segment (South)	11
Figure 3-3	Parks and Recreational Resources – Ash Way Segment (North).....	12
Figure 3-4	Parks and Recreational Resources – Mariner Segment.....	14
Figure 3-5	Parks and Recreational Resources – SR 99/Airport Road Segment and OMF Sites F and E	16
Figure 3-6	Parks and Recreational Resources – SW Everett Industrial Center Segment and OMF Site E	18
Figure 3-7	Parks and Recreational Resources – SR 526/Evergreen Segment (West) and OMF Site B	20
Figure 3-8	Parks and Recreational Resources – SR 526/Evergreen Segment (East).....	21
Figure 3-9	Parks and Recreational Resources – Broadway/I-5 Segment (South).....	23
Figure 3-10	Parks and Recreational Resources – Broadway/I-5 Segment (North)	24
Figure 3-11	Parks and Recreational Resources – Everett Station Segment (South)	26
Figure 3-12	Parks and Recreational Resources – Everett Station Segment (North).....	27
Figure 4-1	Existing Conditions – 40th Avenue W & Alderwood Mall Boulevard Looking Southwest.....	29
Figure 4-2	Visualization of Alternatives ALD-1B, ALD-2D, and ALD-2F – 40th Avenue W & Alderwood Mall Boulevard Looking Southwest.....	29
Figure 4-3	Visualization of Alderwood Mall Boulevard Design Option – 40th Avenue W & Alderwood Mall Boulevard Looking Southwest.....	30
Figure 4-4	Existing Conditions – 14th Avenue W & 159th Place SW on Interurban Trail Looking Southwest.....	33
Figure 4-5	Visualization of Alternative ASH-2D – 14th Avenue W & 159th Place SW on Interurban Trail Looking Southwest.....	33
Figure 4-6	Existing Conditions – Xavier Way & Pinkerton Avenue Looking East.....	35
Figure 4-7	Visualization of Alternatives EGN-3E and EGN-3E with North Side of SR 526 Design Option – Xavier Way & Pinkerton Avenue Looking East.....	35
Figure 4-8	James J. Hill Park Operational Impacts – Alternative EVT-3D.....	38

Tables

Table 1-1	Alignment and Station Build Alternatives by Segment.....	4
Table 1-2	OMF North Site Alternatives	4

Table 4-1	Operational Impacts – West Alderwood Segment	31
Table 4-2	Operational Impacts – Ash Way Segment.....	33
Table 4-3	Operational Impacts – SR 526/Evergreen Segment.....	36
Table 4-4	Operational Impacts – Everett Station Segment.....	37
Table 4-5	Construction Impacts – Ash Way Segment	40
Table 4-6	Construction Impacts – Everett Station Segment	41

Acronyms

ADA	Americans with Disabilities Act
AIR	SR 99/Airport Road
ALD	West Alderwood
ASH	Ash Way
BI	Broadway/I-5
BMPs	best management practices
CFR	Code of Federal Regulations
EGN	SR 526/Evergreen
EIS	Environmental Impact Statement
EVLE	Everett Link Extension
EVT	Everett Station
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
I	Interstate
LRV	light rail vehicle
MAR	Mariner
NEPA	National Environmental Policy Act
OMF	operations and maintenance facility
PARC	Parks, Arts, Recreation and Conservation
RCO	Recreation and Conservation Office
SOP	Standard Operating Procedure
SR	State Route
ST3	Sound Transit 3
SWI	SW Everett Industrial Center
TOD	transit oriented development

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.

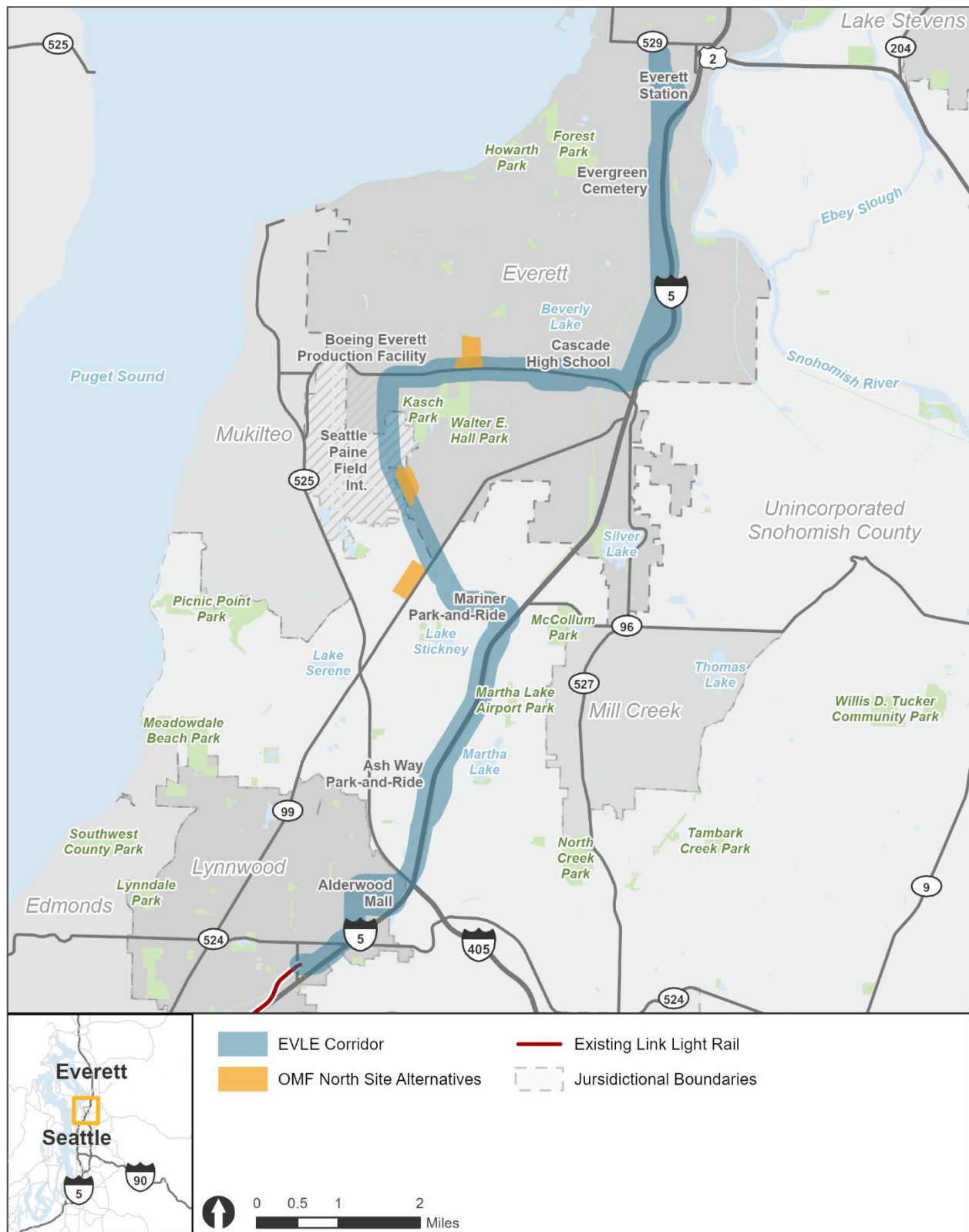
For this analysis, the EVLE Project consists of approximately 16 miles of light rail guideway, seven light rail stations, two parking facilities, and an operations and maintenance facility (OMF North). Sound Transit proposes to begin construction of the project in 2030. The current schedule for opening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

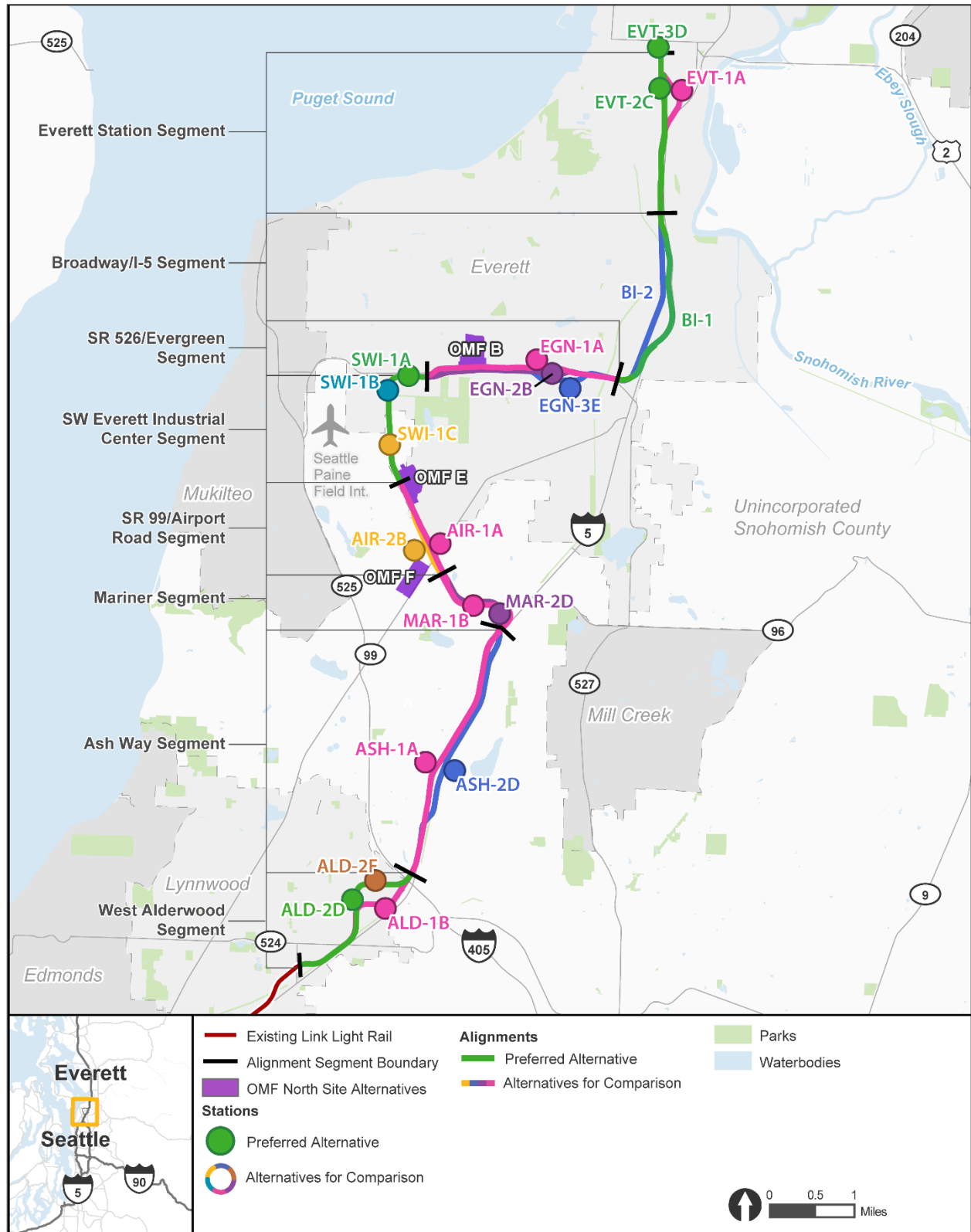
Table 1-2 OMF North Site Alternatives

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 parks and recreational resources (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 evaluate impacts on parks and recreational resources associated with the EVLE Project, including potential impacts on the use or enjoyment of existing and planned recreational resources as well as resource access, facilities, functions, or character. Parks and recreational resources include the following types of facilities:

- Federal, state, Snohomish County, City of Everett, and City of Lynnwood parks, playgrounds, recreation centers, and other public recreation facilities such as golf courses, pools, and school play areas available for public use during non-school hours.
- Designated public open spaces, greenbelts, and street open space corridors.
- Pedestrian and bicycle trails (bicycle trails designated as transportation facilities are addressed in the Transportation Technical Report in Draft EIS Appendix G.1).

2 REGULATORY CONTEXT AND METHODOLOGY

2.1 Applicable Laws, Regulations, and Guidelines

The following comprehensive plans, parks plans, or equivalent planning policy/documents and local codes were reviewed to identify any planned parks and recreational resources within the study area and to understand any impact restrictions and mitigation requirements for local jurisdictions:

- *City of Everett Comprehensive Plan*, Parks and Recreation Element (City of Everett 2021).
- *Everett Municipal Code*, Title 19, Unified Development Code (City of Everett 2023).
- *Everett Parks, Recreation and Open Space Plan* (City of Everett 2022).
- *City of Lynnwood Comprehensive Plan*, Parks, Recreation and Open Space Element (City of Lynnwood 2021).
- *Lynnwood Municipal Code*, Title 18: Planning (City of Lynnwood 2023b).
- *City of Lynnwood Parks, Arts, Recreation and Conservation (PARC) Plan* (City of Lynnwood 2022).

- *Snohomish County Comprehensive Plan*, Park and Recreation Element (Snohomish County 2021).
- *Snohomish County Code*, Title 30: Unified Development Code (Snohomish County 2023).

Section 4(f) of the Department of Transportation Act of 1966 is a federal regulation protecting a subset of parks and recreational resources. Section 4(f) resources and potential impacts on them are discussed in the Draft Section 4(f) Evaluation in Draft EIS Appendix H.

2.1.1 Section 6(f) Properties

The Section 6(f) evaluation complies with the requirements of Section 6(f) of the Land and Water Conservation Fund (LWCF) Act of 1965 (54 United States Code 200305 et seq.). The LWCF provides funds for acquiring or developing parks and recreation areas. Under this law, there may be recreational properties funded through federal and state funding sources that have special provisions for converting land purchased using the funds to non-recreational uses. Conversion to a non-recreational use is prohibited without the approval of the National Park Service (NPS). None of the properties identified within the study area are subject to Section 6(f) so it is not discussed further in this report.

2.1.2 RCO Properties

The process for conversion of a property that was funded by the Washington State Recreation and Conservation Office (RCO) is similar to a Section 6(f) conversion, but the NPS is not involved.

2.2 Methodology

Parks and recreational resources in this evaluation are designated public parks, playgrounds, recreation centers, golf courses, swimming pools, designated public open spaces, greenbelts, recreational trails, and school play areas available for public use during non-school hours. This evaluation considered both existing and planned facilities.

Bicycle lanes are used by both commuters and recreationists. However, because the primary function of these facilities is transportation, the discussion of potential impacts on these bicycle facilities was included in the Transportation Technical Report in Draft EIS Appendix G.1.

The study area for this evaluation consists of parks and recreational resources that are within:

- 250 feet of the project limits (the project footprint and area used for construction) for the alignment and station alternatives; or
- 0.5 miles of a station alternative; or
- 0.25 miles of the project limits for the OMF North site alternatives.

A larger study area around stations was used to evaluate transit access to parks, and the 0.25-mile buffer around OMF North site alternatives was used to account for potential park access impacts from permanent street closures due to the large size of the OMF sites.

This report documents the evaluation of impacts to parks and recreational resources in the study area. National Environmental Policy Act (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.

Operational impacts typically consist of permanent changes to a resource, such as when the project converts land from a park or recreational resource to a project use. Construction impacts in the study area would include construction activities and easements, road or lane closures and detours, construction traffic, visual impacts, light, glare, dust, noise, and trail closures or detours that could temporarily alter the resources, impact their function, or reduce or modify access to the resources.

Impacts can be beneficial or adverse. Beneficial outcomes such as improved transit access to parks were also considered in evaluating the project's overall impacts on park and recreational resources.

Park and recreational properties funded by the RCO were identified by reviewing records of project funding and grants contained in the RCO's project information database, PRISM.

3 AFFECTED ENVIRONMENT

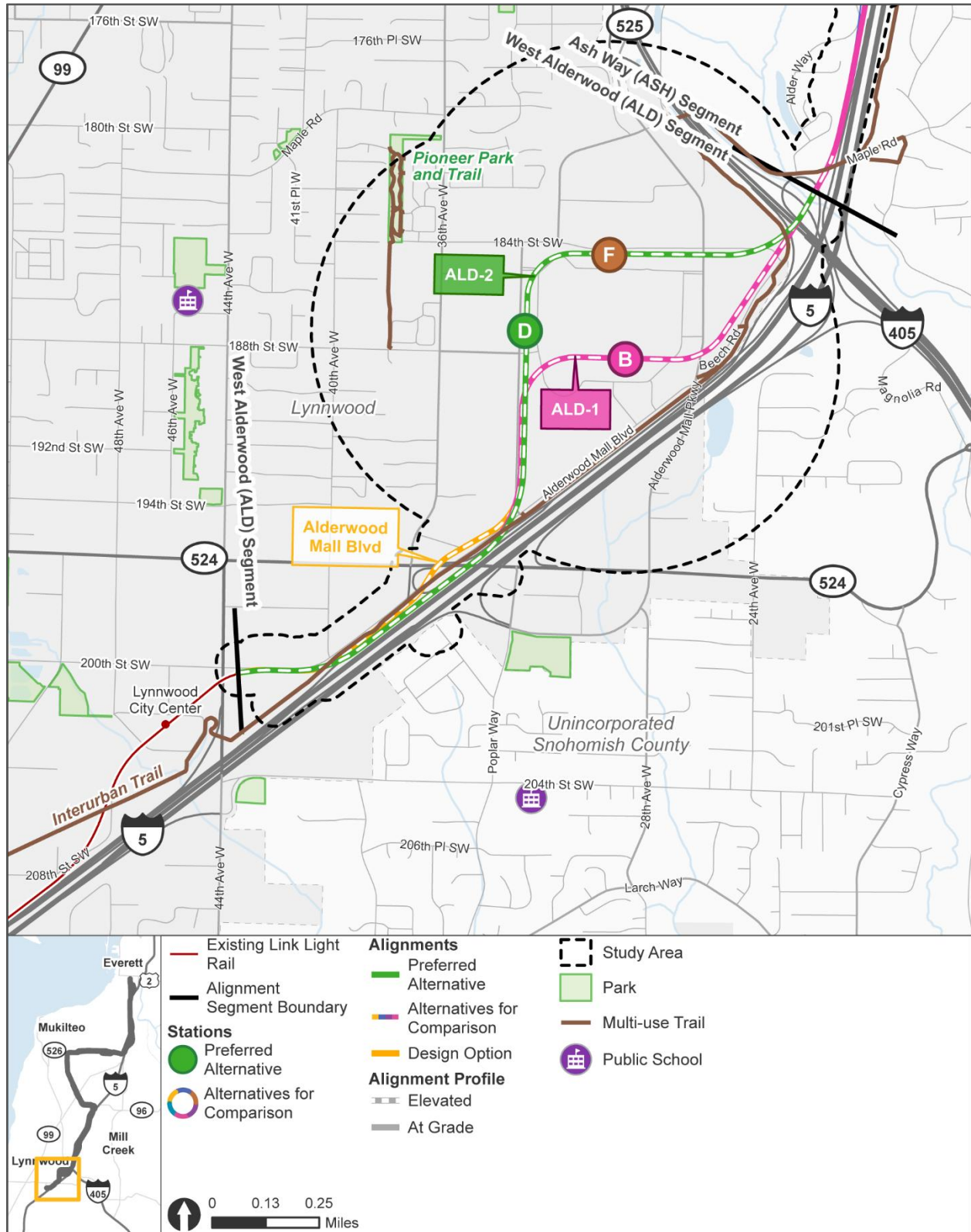
The following sections summarize the parks and recreational resources within the study area. These resources are shown on Figure 3-1 through Figure 3-12.

3.1 West Alderwood Segment

The following resources are located within the study area in the West Alderwood Segment:

- The **Interurban Trail** is an 11.8-mile paved multi-use trail, with small portions of on-street bicycle lanes, that runs parallel to Interstate (I) 5 between north Seattle and the city of Everett. The trail is jointly managed by Snohomish County, the City of Everett, the City of Lynnwood, and Public Utility District No. 1 of Snohomish County. Eight miles of the trail is located within the study area in the following alignment segments: West Alderwood, Ash Way, SR 526/Evergreen, and Broadway/I-5.
 - In 1992, the City of Lynnwood received an RCO grant to design and construct elements of the 3.8-mile portion of the trail within the city, including fencing, wayfinding signage, stormwater systems, pavement, and landscaping (RCO 2024b). A 25-year easement was agreed upon to permit trail construction. The Interurban Trail is no longer subject to long-term obligations of the RCO grant.
- **Pioneer Park and Trail**, 18400 36th Avenue W, is a Lynnwood neighborhood park managed by the City of Lynnwood, that serves as an open space between single- and multi-family housing. This 5.4-acre park includes 1.5 acres of forested area to the north with the rest developed for active recreational use. The park hosts two tennis courts, a small playground, and approximately 0.4 miles of paved trail that curves through the park and extends to the south to 188th Street (City of Lynnwood 2023c).

Figure 3-1 Parks and Recreational Resources – West Alderwood Segment



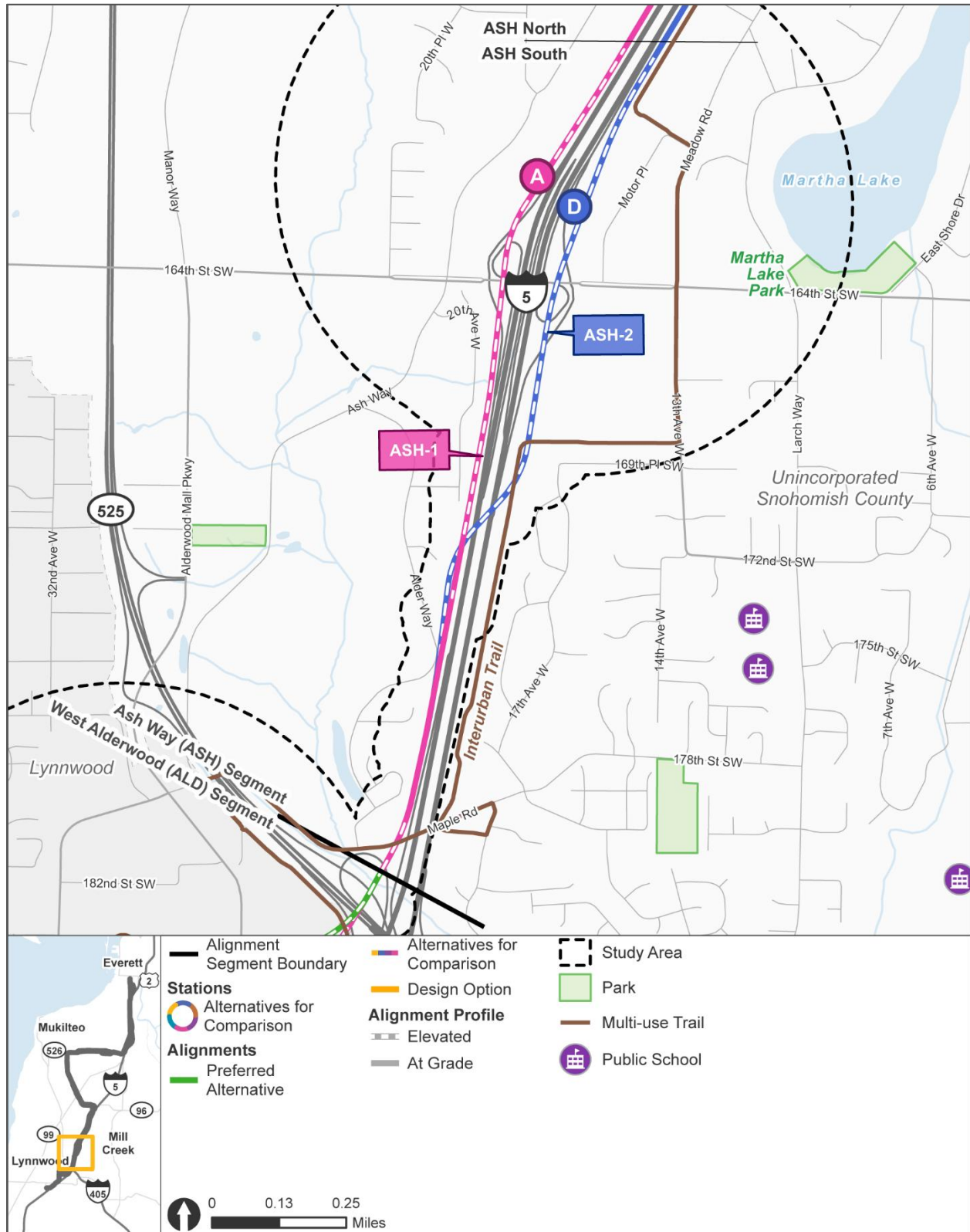
SOURCE: City of Lynnwood (2023b); Snohomish County (2023c); Washington State (2023).

3.2 Ash Way Segment

The following resources are located within the study area in the Ash Way Segment:

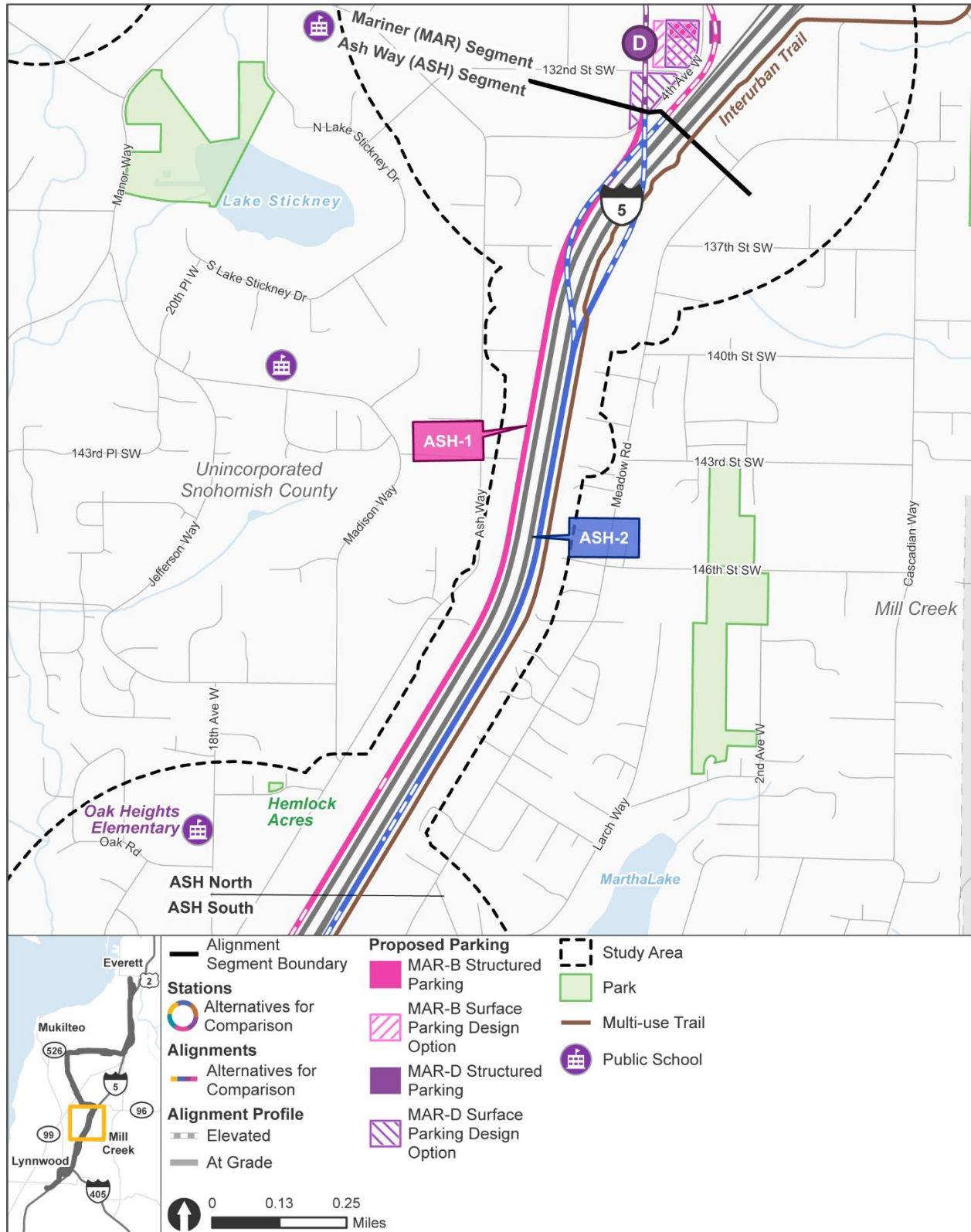
- **Hemlock Acres**, 1526 153rd Street SW, is a small undeveloped neighborhood park managed by Snohomish County. Most recently, the park was occupied by community gardens.
- The **Interurban Trail** (described in Section 3.1) crosses the study area in the Ash Way Segment at its southernmost point and then continues north, running parallel to the eastern edge of I-5, until it intersects with the study area again near 169th Place SW.
- **Martha Lake Park**, 16308 E Shore Drive, is a 6.3-acre community park managed by Snohomish County. The park includes lake access, a fishing dock, short paths (paved, unpaved, and boardwalk), three picnic shelters, a playground, and permanent all-year restrooms. The park serves as a public access for non-motorized boating, fishing, and other recreational activities on Martha Lake.
- **Oak Heights Elementary School**, 15500 18th Avenue W, is located west of I-5 in the city of Lynnwood. In addition to educational buildings, the property contains a ballfield and playground. This property is managed by the Edmonds School District.

Figure 3-2 Parks and Recreational Resources – Ash Way Segment (South)



SOURCE: City of Lynnwood (2023b); Snohomish County (2023c); Washington State (2023).

Figure 3-3 Parks and Recreational Resources – Ash Way Segment (North)



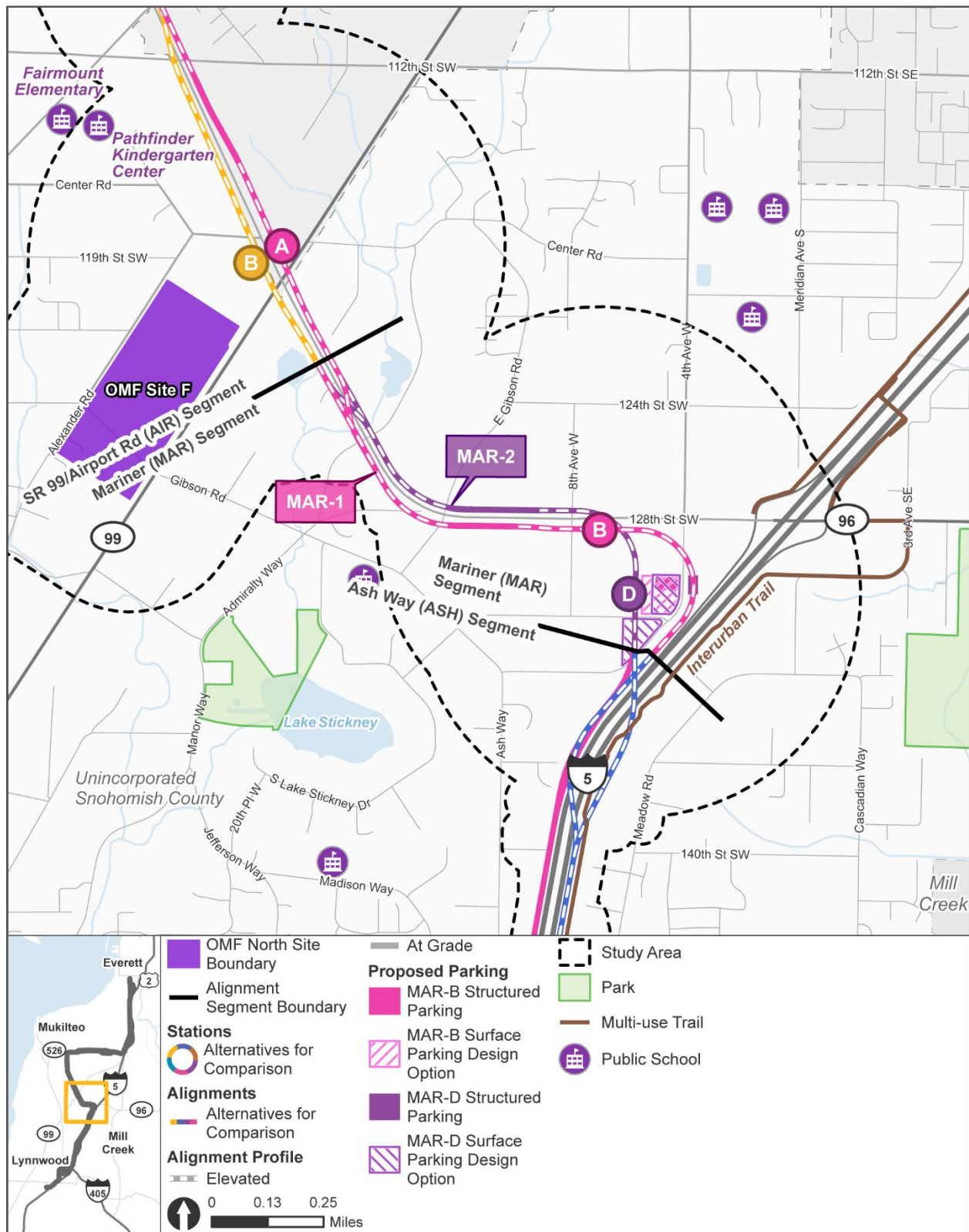
SOURCE: Snohomish County (2023c); Washington State (2023).

3.3 Mariner Segment

The following resource is located within the study area in the Mariner Segment:

- The **Interurban Trail** (described in Section 3.1) runs parallel to I-5 in the Mariner Segment.

Figure 3-4 Parks and Recreational Resources – Mariner Segment



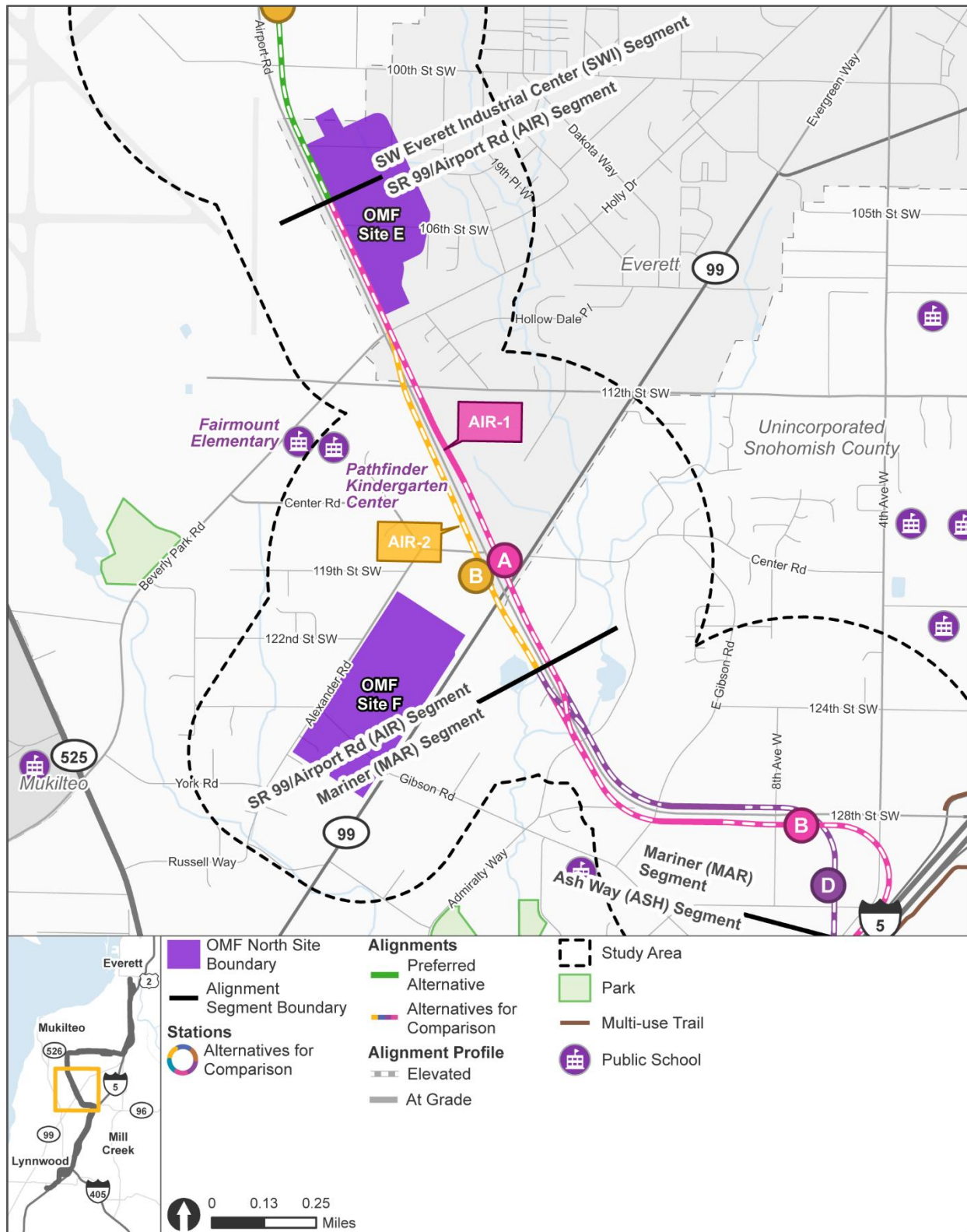
SOURCE: Snohomish County (2023c); Washington State (2023).

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

The following resources are located within the study area in the SR 99/Airport Road Segment and around OMF Sites F and E:

- **Fairmount Elementary School** and **Pathfinder Kindergarten Center**, 11401 Beverly Park Road, are located on Beverly Park Road in the city of Everett. The joint Mukilteo School District property includes school buildings and recreational infrastructure, including multiple areas with blacktop and playground structures.

Figure 3-5 Parks and Recreational Resources – SR 99/Airport Road Segment and OMF Sites F and E



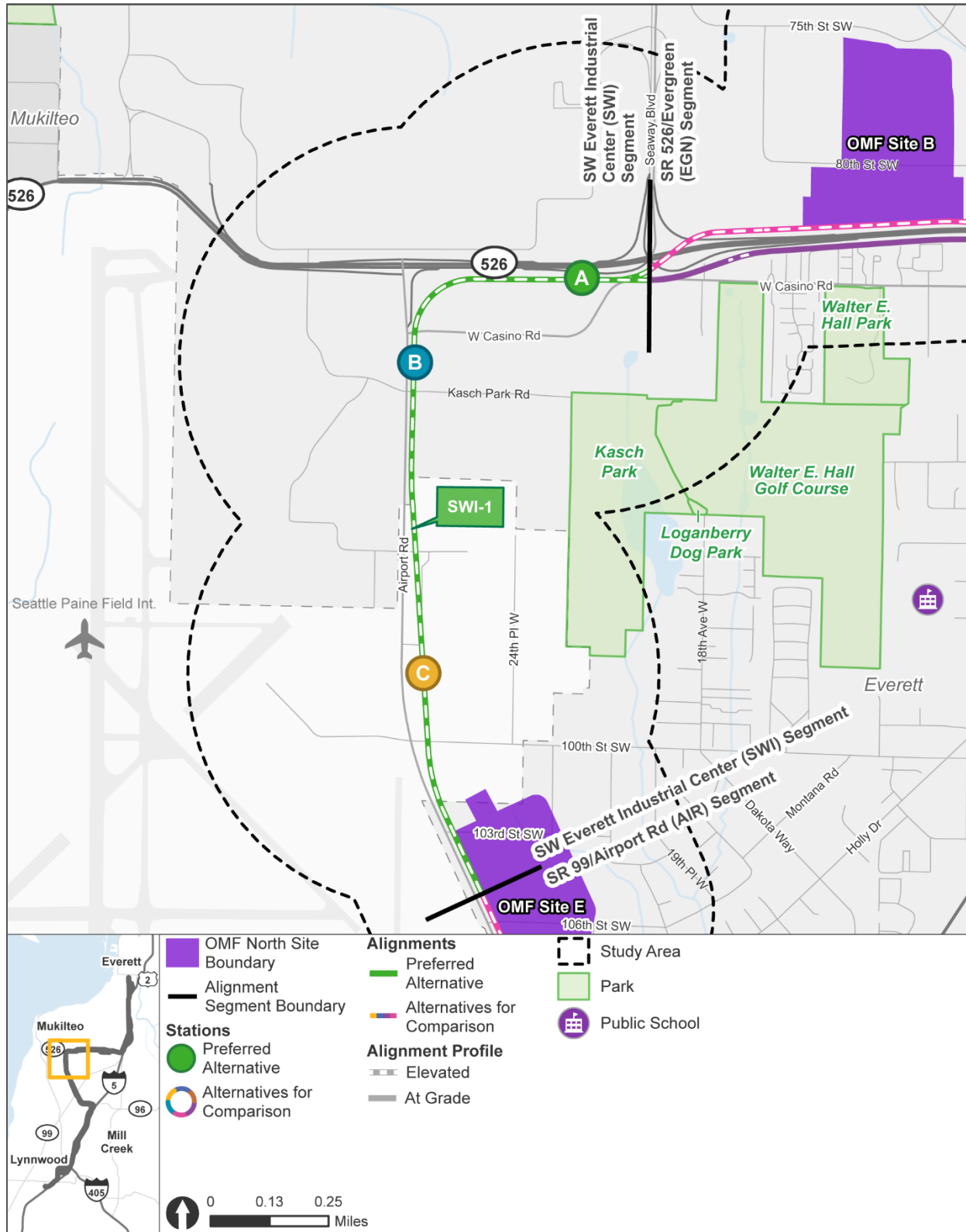
SOURCE: Snohomish County (2023c); Washington State (2023).

3.5 SW Everett Industrial Center Segment and OMF Site E

The following resources are located within the study area in the SW Everett Industrial Center Segment and around OMF Site E:

- **Kasch Park**, 8811 Airport Road, is a 63-acre multi-purpose park, managed by the City of Everett, which includes the Kasch Park Athletic Complex. The complex consists of four softball fields, one baseball field, four multi-sport fields (e.g., soccer, lacrosse), and a basketball court. The park also contains a playground, restrooms, and picnic shelter. A large portion of the park to the west of the sports field is heavily forested with unpaved trails and abuts Walter E. Hall Golf Course and Loganberry Dog Park. Kasch Park Road serves as the primary access point for Kasch Park and the Kasch Park Athletic Complex. Kasch Park Road is the only park feature located within the study area.
- **Loganberry Dog Park**, 9200 18th Avenue W, is a 0.5-acre fenced off-lease dog park managed by the City of Everett. The park connects to Kasch Park via wooded trails.

Figure 3-6 Parks and Recreational Resources – SW Everett Industrial Center Segment and OMF Site E



SOURCE: City of Everett (2024); Washington State (2023).

3.6 SR 526/Evergreen Segment and OMF Site B

The following resources are located within the study area in the SR 526/Evergreen Segment and around OMF Site B:

- **Cascade High School**, 801 E Casino Road, is located east of Evergreen Way in Everett. In addition to educational buildings, the Everett Public Schools property contains recreational infrastructure, including an athletic track and field, baseball field, softball field, tennis courts, and other open space.
- **Cascade View Park**, 8810 Emerson place, located south of SR 526, is a less than 1-acre neighborhood park managed by the City of Everett. This park provides a paved trail connection from the east to Emerson Elementary School.
- **Emerson Elementary School**, 8702 7th Avenue SE, is located south of SR 526 in Everett. The Everett Public Schools property includes school buildings and recreational infrastructure, including a playground, blacktop, and open field space.
- **Evergreen Middle School**, 7621 Beverly Lane, is located on Beverly Lane in Everett. In addition to educational buildings, the Everett Public Schools property contains recreational infrastructure, including baseball fields, tennis courts, and a multi-purpose field.
- **Horizon Elementary School**, 222 W Casino Road, is located south of SR 526 in Everett. In addition to educational buildings, the Mukilteo School District property contains recreational infrastructure, a blacktop area, playground, and open fields.
- The **Interurban Trail** (described in Section 3.1) runs through the easternmost portion of the study area in the SR 526/Evergreen Segment and crosses underneath SR 526.
- **Walter E. Hall Golf Course**, 1226 Casino Road, is an 18-hole public golf course owned by the City of Everett.
 - The City of Everett received RCO funding in 1967 to acquire 34 acres for outdoor recreation purposes (RCO 2024a). The area with acquired RCO funds is the southern portion of the Walter E. Hall Golf Course and is outside of the study area. Therefore, there are no recreational lands or facilities subject to RCO grant provisions within the study area in the SR 526/Evergreen Segment.
- **Walter E. Hall Park** is a 21-acre park in Everett. The park features a baseball/softball field, playground, skate park, open field space, and restroom. The playground and open field space are located within the study area.

Figure 3-7 Parks and Recreational Resources – SR 526/Evergreen Segment (West) and OMF Site B



SOURCE: City of Everett (2024); Washington State (2023).

Figure 3-8 Parks and Recreational Resources – SR 526/Evergreen Segment (East)



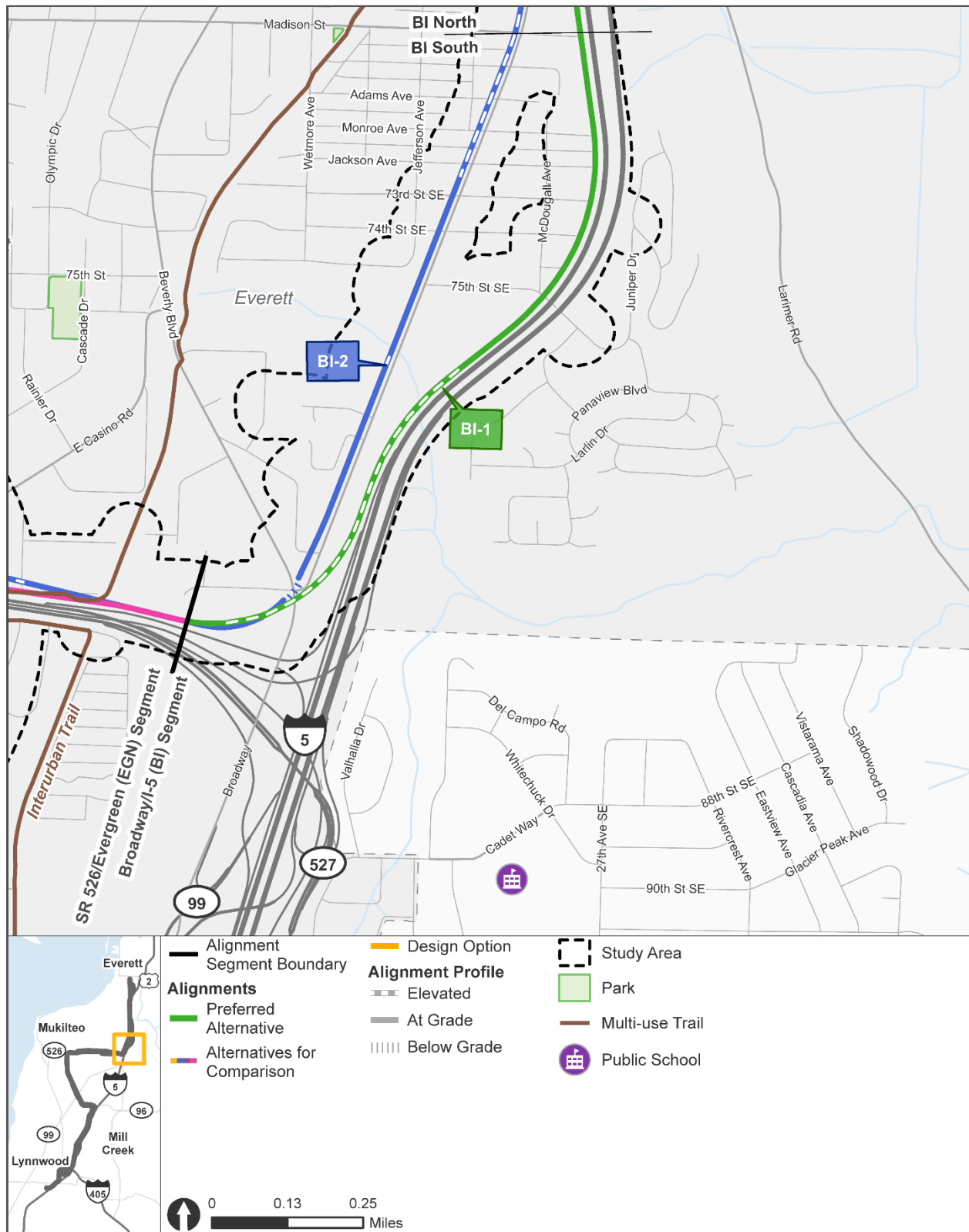
SOURCE: City of Everett (2024); Snohomish County (2023c); Washington State (2023).

3.7 Broadway/I-5 Segment

The following resource is located within the study area in the Broadway/I-5 Segment:

- The **Interurban Trail** (described in Section 3.1) generally runs north/south in the study area within the Broadway/I-5 Segment.

Figure 3-9 Parks and Recreational Resources – Broadway/I-5 Segment (South)



SOURCE: City of Everett (2024); Snohomish County (2023c); Washington State (2023).

Figure 3-10 Parks and Recreational Resources – Broadway/I-5 Segment (North)



SOURCE: City of Everett (2024); Snohomish County (2023c); Washington State (2023).

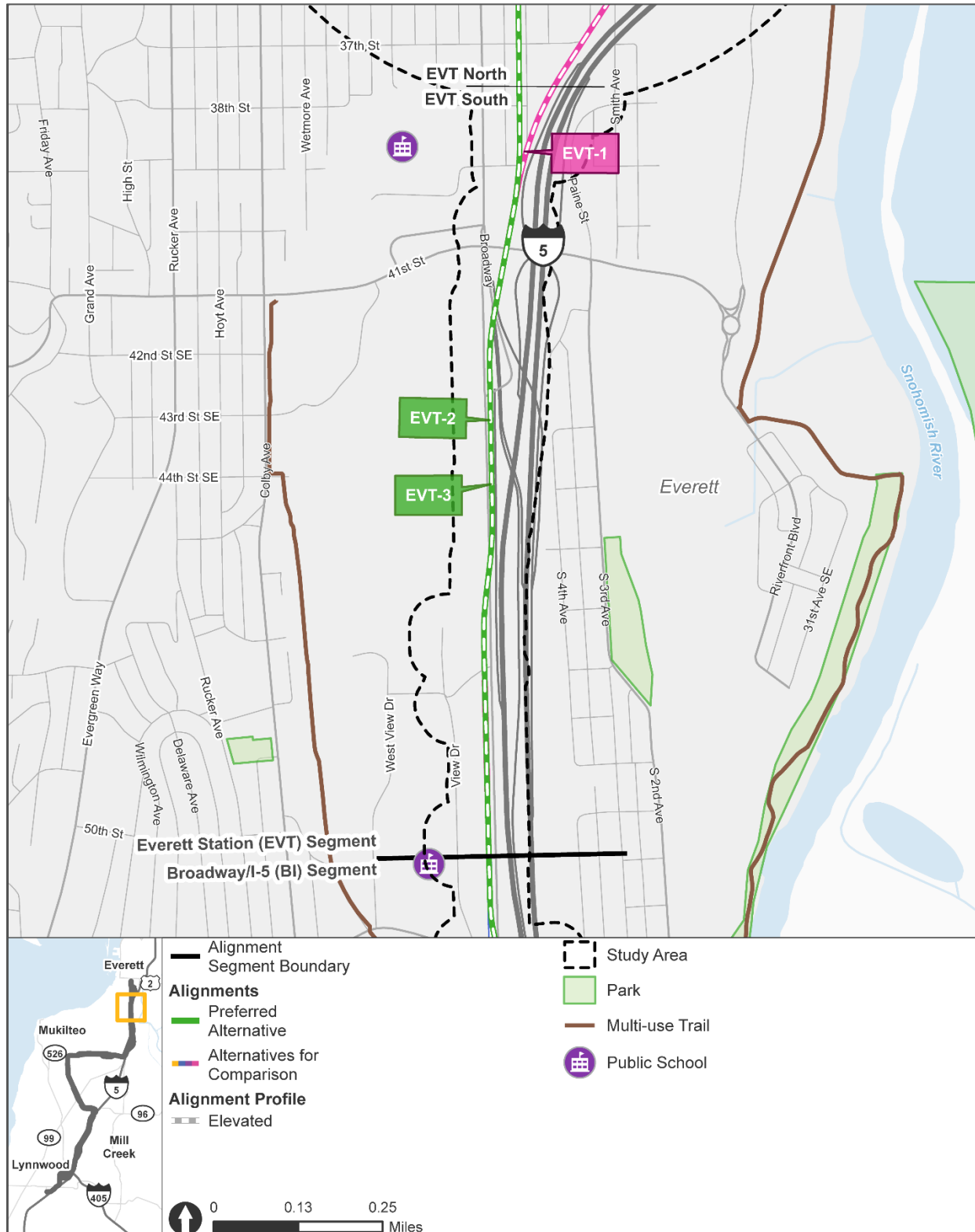
NOTE: Lowell Elementary, located on View Drive at the north end of the Broadway/I-5 Segment, does not include any recreational features within the study area.

3.8 Everett Station Segment

The following resources are located within the study area in the Everett Station Segment:

- **Clark Park**, 2400 Lombard Avenue, is a 2.4-acre park owned by the City of Everett located north of downtown Everett. The park features six tennis courts, benches, a gazebo, and a playground.
- **James J. Hill Park**, at the corner of Hewitt Avenue and Broadway, is a 0.1-acre park owned by the City of Everett located just east of downtown Everett. The property is green space with no amenities.
- **Judd & Black Park**, at the corner of Maple Street and California Street, is a 0.4-acre park owned by the City of Everett located adjacent to I-5. The property is green space with no amenities.
- **Kiwanis Park**, 3530 Rockefeller Avenue, is a small 0.4-acre park owned by the City of Everett located in the Port Gardner neighborhood of the city. The park features a playground and basketball hoop.
- **Lincoln Field**, 1898 25th Street, is an Everett Public Schools facility located north of downtown Everett. The facility includes soccer and softball fields that are available for community use when not in use for school activities.
- **North Middle School**, 2514 Rainer Avenue, is located in Everett, north of downtown. This Everett Public Schools property includes school buildings and recreational infrastructure, an athletic track and field, and a football field.
- **Wetmore Theatre Plaza**, 1615 California Street, is a 0.3-acre urban park owned by the City of Everett located in downtown. The plaza, which features seating, landscaped areas, a fountain, and open plaza space, surrounds the Village Theatre and is often used for events or community gathering.

Figure 3-11 Parks and Recreational Resources – Everett Station Segment (South)



SOURCE: City of Everett (2024); Snohomish County (2023c); Washington State (2023).

Figure 3-12 Parks and Recreational Resources – Everett Station Segment (North)



SOURCE: City of Everett (2024); Snohomish County (2023c); Washington State (2023).

4 ENVIRONMENTAL IMPACTS

4.1 Build Alternatives

Both long-term (operational) and short-term (construction) impacts on parks and recreational resources are listed by segment and OMF site below.

4.1.1 Operational Impacts

Sound Transit analyzed the potential long-term impacts from operation of the Build Alternatives on parks and recreational resources in the study area. If a recreational resource or alternative is not mentioned, no impacts would occur for that resource or alternative.

Operational impacts would be those leading to permanent changes to parks and recreational resources. Such impacts could include permanent property acquisition or easements, and changes to resource amenities, activities, parking, or access, and substantial changes in the experience of users due to changes in visual conditions or noise.³

The project would improve public access to parks near the near stations. Underused parks could experience activation as the parks continue to see increasing numbers of visitors. The resources most likely to experience increased accessibility due to people walking to the parks from the stations are described for each segment below.

4.1.1.1 Alignment and Station Alternatives

West Alderwood Segment

All Build Alternatives in the West Alderwood Segment would have operational impacts on the Interurban Trail but would avoid impacts on other parks and recreational resources.

Interurban Trail

All Build Alternatives in this segment would construct an elevated guideway that crosses over the Interurban Trail near the intersections of Alderwood Mall Boulevard and 40th Avenue W as well as 184th Street SW and Beech Road. Alternatives ALD-1B, ALD-2D, and ALD-2F would also construct an elevated guideway that crosses the trail where it runs adjacent to Beech Road.

All Build Alternatives would impact the Interurban Trail between 40th Avenue W and 196th Street SW. Alternatives ALD-1B, ALD-2D, and ALD-2F would construct a maintenance access point that would conflict with the trail in this location, while the Alderwood Mall Boulevard Design Option for Alternatives ALD-1B, ALD-2D, and ALD-2F would construct elevated guideway directly above the Interurban Trail in this location. All Build Alternatives would require approximately 250 feet of the Interurban Trail to be relocated directly north of its current position, between the guideway and Alderwood Mall Boulevard.

³ For additional information on visual and noise impacts, see the Visual and Aesthetic Resources Technical Report in Draft EIS Appendix G.6 and the Noise and Vibration Technical Report in Draft EIS Appendix G.8.

All of the Build Alternatives would avoid placement of guideway columns on the trail. The light rail guideway would be visually prominent from the trail and result in minor shading of the trail in locations where the elevated guideway spans over and near the trail (see Figure 4-1 through Figure 4-3). Trail users may also experience additional noise from light rail vehicles (LRVs). In all instances, the light rail facility would not affect the use of the trail for recreation or commuting purposes.

The Interurban Trail would have increased accessibility with all West Alderwood Segment alternatives. Stations ALD-D and ALD-F may also increase pedestrian activity to Pioneer Park and Trail.

Figure 4-1 Existing Conditions – 40th Avenue W & Alderwood Mall Boulevard Looking Southwest



Figure 4-2 Visualization of Alternatives ALD-1B, ALD-2D, and ALD-2F – 40th Avenue W & Alderwood Mall Boulevard Looking Southwest



Figure 4-3 Visualization of Alderwood Mall Boulevard Design Option – 40th Avenue W & Alderwood Mall Boulevard Looking Southwest



Table 4-1 Operational Impacts – West Alderwood Segment

Resource	ALD-1B	ALD-1B with Alderwood Mall Blvd Design Option	ALD-2D	ALD-2D with Alderwood Mall Blvd Design Option	ALD-2F	ALD-2F with Alderwood Mall Blvd Design Option
Interurban Trail	Elevated guideway crosses the Interurban Trail in three places: the intersection of Alderwood Mall Boulevard and 40th Avenue W, the intersection of 184th Street SW and Beech Road, and where the trail runs adjacent to Beech Road. Maintenance access would conflict with the existing trail and require approximately 250 feet of trail realignment. Elevated guideway would be visible to trail users and cause minor shading of the trail. Trail users may experience additional noise from LRVs.	Elevated guideway crosses the Interurban Trail in two places: the intersection of Alderwood Mall Boulevard and 40th Avenue W and the intersection of 184th Street SW and Beech Road. Elevated guideway runs above approximately 250 feet of the existing trail and requires trail realignment. Elevated guideway would be visible to trail users and cause minor shading of the trail. Trail users may experience additional noise from LRVs.	Elevated guideway crosses the Interurban Trail in three places: the intersection of Alderwood Mall Boulevard and 40th Avenue W, the intersection of 184th Street SW and Beech Road, and where the trail runs adjacent to Beech Road. Maintenance access would conflict with the existing trail and require approximately 250 feet of trail realignment. Elevated guideway would be visible to trail users and cause minor shading of the trail. Trail users may experience additional noise from LRVs.	Elevated guideway crosses the Interurban Trail in two places: the intersection of Alderwood Mall Boulevard and 40th Avenue W and the intersection of 184th Street SW and Beech Road. Elevated guideway runs above approximately 250 feet of the existing trail and requires trail realignment. Elevated guideway would be visible to trail users and cause minor shading of the trail. Trail users may experience additional noise from LRVs.	Elevated guideway crosses the Interurban Trail in three places: the intersection of Alderwood Mall Boulevard and 40th Avenue W, the intersection of 184th Street SW and Beech Road, and where the trail runs adjacent to Beech Road. Maintenance access would conflict with the existing trail and require approximately 250 feet of trail realignment. Elevated guideway would be visible to trail users and cause minor shading of the trail. Trail users may experience additional noise from LRVs.	Elevated guideway crosses the Interurban Trail in two places: the intersection of Alderwood Mall Boulevard and 40th Avenue W and the intersection of 184th Street SW and Beech Road. Elevated guideway runs above approximately 250 feet of the existing trail and requires trail realignment. Elevated guideway would be visible to trail users and cause minor shading of the trail. Trail users may experience additional noise from LRVs.

Ash Way Segment

Due to their distinct locations on either side of I-5, the Ash Way Segment alternatives would increase access to resources that are on the same side of the highway as the station. Station ASH-A would increase accessibility to Oak Heights Elementary School's ballfield and playground and Hemlock Acres, while Station ASH-D would increase accessibility to the Interurban Trail.

Both Alternative ASH-1A and Alternative ASH-2D would have operational impacts on the Interurban Trail (Table 4-2).

Interurban Trail

Alternative ASH-1A and Alternative ASH 2-D would construct an elevated guideway that crosses over the Interurban Trail on Maple Road adjacent to I-5 but would avoid placement of guideway columns on the trail and would not interfere with the trail's use or maintenance. This light rail crossing over Maple Road would have a minor impact on the trail character due to the already existing visually complex urban setting.

Where Alternative ASH-2D crosses to the east side of I-5, the elevated guideway would run elevated above the Interurban Trail for approximately 400 feet but would avoid placement of guideway columns on the trail and would not interfere with the trail's use or maintenance. In addition, the at-grade portion of Alternative ASH-2D would cross directly over the Interurban Trail just north of 140th Street SW. This would require approximately 1,200 feet of the Interurban Trail to be realigned to remain on the eastern side of the at-grade guideway until it transitions to an aerial guideway. At that point, the trail would cross underneath the guideway and continue running north parallel to I-5 before crossing underneath the elevated guideway of Alternative ASH-2D again. This alternative would block some scenic views from the trail, particularly where trees would need to be removed on the west side of the trail (see Figure 4-4 and Figure 4-5).

For both alternatives, the light rail guideway would be visually prominent from the trail and result in minor shading of the trail in locations where the elevated guideway spans over and near the trail. Shadows created by the elevated portions of the guideway for Alternative ASH-2D would produce a visual change for concentrations of sensitive viewers using the Interurban Trail along the west side of I-5.⁴ Trail users may also experience additional noise from LRVs. However, the light rail facility would not affect the use of the trail for recreation or commuting purposes.

⁴ For additional information on the visual impact analysis, see the Visual and Aesthetic Resources Technical Report in Draft EIS Appendix G.6.

Figure 4-4 Existing Conditions – 14th Avenue W & 159th Place SW on Interurban Trail Looking Southwest



Figure 4-5 Visualization of Alternative ASH-2D – 14th Avenue W & 159th Place SW on Interurban Trail Looking Southwest



Table 4-2 Operational Impacts – Ash Way Segment

Resource	ASH-1A	ASH-2D
Interurban Trail	Elevated guideway crosses the Interurban Trail near Maple Road and I-5. Elevated guideway would be visible to trail users and cause minor shading of the trail. Trail users may experience additional noise from LRVs.	Elevated guideway crosses the Interurban Trail near Maple Road and I-5. Where ASH-2D crosses to the east side of I-5, elevated guideway would run above the trail for approximately 400 feet but would not require realignment. The at-grade portion would cross directly over the existing trail just north of 140th Street SW and would require approximately 1,200 to be realigned. Elevated guideway would be visible to trail users and cause minor shading of the trail. Trail users may experience additional noise from LRVs.

Mariner Segment

Both Mariner Segment alternatives would increase pedestrian access to the Interurban Trail where it intersects with 128th St SW.

SR 99/Airport Road Segment

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

SW Everett Industrial Center Segment

Station SWI-B is most likely to provide increased access to Kasch Park due to its proximity to Kasch Park Road, the one access point for the park. While Kasch Park Road is within a 10-minute walk from Stations SWI-A and SWI-C, it would require more time for pedestrians to travel along the road to access the park's main features.

SR 526/Evergreen Segment

All Build Alternatives in the SR 526/Evergreen Segment would increase access to recreational resources at Evergreen Middle School, Emerson Elementary, Cascade High School, and Cascade View Park. Stations EGN-B and EGN-E would also provide increased pedestrian access to Horizon Elementary's recreational infrastructure.

All Build Alternatives in the SR 526/Evergreen Segment would have operational impacts on the Interurban Trail (see Table 4-3).

Interurban Trail

All alternatives would cross over the Interurban Trail and would require relocation of a portion of the trail. In all cases, the light rail facility would be elevated over the trail and would not interfere with its long-term use or maintenance (Figure 3-8).

Alternatives EGN-1A, EGN-2B, and EGN-2B with the North Side of SR 526 Design Option would construct guideway that runs elevated above/adjacent to the Interurban Trail for approximately 2,200 feet, just east of E Casino Road. Alternatives EGN-3E and EGN-3E with the North Side of SR 526 Design Option would construct guideway that runs elevated above/adjacent to the Interurban Trail for approximately 1,800 feet in the same location. All of the Build Alternatives in this segment would require the Interurban Trail to be relocated in this area. In addition, Alternatives EGN-3E and EGN-3E with North Side of SR 526 Design Option would also cross over the Interurban Trail near the intersection of 84th Street SE and 8th Place SE. In this location, the trail is a bike lane along 84th Street SE and it would remain in place or be reconstructed as needed to maintain access.

For all Build Alternatives in this segment, the guideway would be visually prominent from the trail and result in minor shading of the trail in locations where the elevated guideway spans over and near the trail. Trail users may also experience additional noise from LRVs. However, the light rail facility would not affect the use of the trail for recreation or commuting purposes. Views from the trail would change but because segments of the trail already pass through developed urban areas and the light rail would travel parallel to I-5 and existing humanmade elements, it would have a minor impact on the trail character (see Figure 4-6 and Figure 4-7).

Figure 4-6 Existing Conditions – Xavier Way & Pinkerton Avenue Looking East



Figure 4-7 Visualization of Alternatives EGN-3E and EGN-3E with North Side of SR 526 Design Option – Xavier Way & Pinkerton Avenue Looking East



Table 4-3 Operational Impacts – SR 526/Evergreen Segment

Resource	EGN-1A	EGN-2B	EGN-2B with North Side of SR 526 Design Option	EGN-3E	EGN-3E with North Side of SR 526 Design Option
Interurban Trail	Guideway runs elevated above/adjacent to approximately 2,200 feet of the existing Interurban Trail and requires trail relocation. Elevated guideway would be visible to trail users and cause minor shading of the trail. Trail users may experience additional noise from LRVs.	Guideway runs elevated above/adjacent to approximately 2,200 feet of the existing Interurban Trail and requires trail relocation. Elevated guideway would be visible to trail users and cause minor shading of the trail. Trail users may experience additional noise from LRVs.	Guideway runs elevated above/adjacent to approximately 2,200 feet of the existing Interurban Trail and requires trail relocation. Elevated guideway would be visible to trail users and cause minor shading of the trail. Trail users may experience additional noise from LRVs.	Guideway runs elevated above/adjacent to approximately 1,800 feet of the existing Interurban Trail and requires trail relocation. Elevated guideway crosses trail near 84th Street SE and 8th Place SE. Elevated guideway would be visible to trail users and cause minor shading of the trail. Trail users may experience additional noise from LRVs.	Guideway runs elevated above/adjacent to approximately 1,800 feet of the existing Interurban Trail and requires trail relocation. Elevated guideway crosses trail near 84th Street SE and 8th Place SE. Elevated guideway would be visible to trail users and cause minor shading of the trail. Trail users may experience additional noise from LRVs.

Broadway/I-5 Segment

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

Everett Station Segment

Stations EVT-A and EVT-C would be the most likely to increase accessibility to James J. Hill Park. Station EVT-D would most likely provide increased access to North Middle School's athletics track and field and Clark Park; however, it would require acquisition and closure of James J. Hill Park.

Alternative EVT-3D would have additional operational impacts on James J. Hill Park (see Table 4-4).

James J. Hill Park

Under Alternative EVT-3D, James J. Hill Park would be acquired and converted to transportation use. It would be used for two guideway columns with elevated guideway crossing over the property (Figure 4-8). This end of line guideway, or tail track, is needed for temporary storage of LRVs.

Table 4-4 Operational Impacts – Everett Station Segment

Resource	EVT-1A	EVT-2C	EVT-3D
James J. Hill Park	No impacts.	No impacts.	Elevated guideway and two guideway columns located over/in James J. Hill Park; park property would be acquired for transportation use.

Figure 4-8 James J. Hill Park Operational Impacts – Alternative EVT-3D



SOURCE: City of Everett (2023).

4.1.1.2 OMF North Site Alternatives

OMF Site F (SR 99)

Neither OMF Site F nor OMF Site F with the Lead Tracks to West Side of Airport Road Design Option would have operational impacts on parks or recreational resources.

OMF Site E (Airport Road)

OMF Site E would have no operational impacts on parks or recreational resources.

OMF Site B (SR 526)

Neither OMF Site B nor OMF Site B with the Lead Tracks to South Side of SR 526 Design Option would have operational impacts on parks or recreational resources.

4.1.2 Construction Impacts

Sound Transit analyzed the potential construction impacts of the Build Alternatives on parks and recreational resources in the study area. If a recreational resource or alternative is not mentioned, no impacts would occur for that resource or alternative.

Construction effects in the study area would include short-term construction activities and easements, road or lane closures and detours, construction traffic, visual impacts, light, glare, dust, and noise. Trail closures and detours could also temporarily alter the resources, impact their function, or reduce or modify access to the resources.

4.1.2.1 Construction Impacts Common to All Build Alternatives

Where construction would be adjacent to or on park property, park users might experience minor proximity effects, including increased noise, dust, and temporary use and access restrictions. Construction best management practices would be used to minimize these effects, and these effects are not likely to affect the use of these resources.

For all Build Alternatives, there is potential for temporary construction-related increases in noise levels at nearby parks or along the Interurban Trail. However, due to the existing sound levels in this urbanized corridor, construction noise levels are not anticipated to substantially affect the use of these resources. See the Noise and Vibration Technical Report in Draft EIS Appendix G.8 for additional information on the potential construction-period noise levels.

For all Build Alternatives, portions of the Interurban Trail would be detoured during construction as needed.

4.1.2.2 Alignment and Station Alternatives

West Alderwood Segment

Interurban Trail

All Build Alternatives in the West Alderwood Segment would have construction-related impacts on the Interurban Trail. The trail would need to be detoured during construction, but use of the trail would be maintained.

Ash Way Segment

Interurban Trail

Both Alternatives ASH-1A and ASH-2D would have construction-related impacts on the Interurban Trail. The section of Maple Road that includes the Interurban Trail would only require short-term nighttime closures and, therefore, would not impact use of the trail. However, there may be additional noise from construction in this area and the other areas where the Alternative ASH-2D guideway would run elevated above the trail. For Alternative ASH-2D, where elevated guideway would run above the trail on the east side of I-5, the trail would need to be detoured during construction, but use of the trail would be maintained.

Table 4-5 Construction Impacts – Ash Way Segment

Resource	ASH-1A	ASH-2D
Interurban Trail	See impacts common to all alternatives.	Detours during construction to maintain trail use.

Mariner Segment

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

SR 99/Airport Road Segment

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

SW Everett Industrial Center Segment

Alternatives in this segment would not have construction related impacts on parks or recreational resources. Access to Kasch Park via Kasch Park Road will be maintained during construction with limited nighttime closures.

SR 526/Evergreen Segment

Interurban Trail

All Build Alternatives in the SR 526/Evergreen Segment would have construction impacts on the Interurban Trail. The trail would need to be detoured during construction, but use of the trail would be maintained.

Broadway/I-5 Segment

Neither of the Build Alternatives would have construction-related impacts on the parks or recreational resources in the Broadway/I-5 Segment.

Everett Station Segment

James J. Hill Park

Alternative EVT-3D would require James J. Hill Park to be acquired for transportation use. The park would be permanently closed prior to construction. Alternatives EVT-1A and EVT-2C would avoid these impacts (see Table 4-6).

Table 4-6 Construction Impacts – Everett Station Segment

Resource	EVT-1A	EVT-2C	EVT-3D
James J. Hill Park	No impacts.	No impacts.	Park to be permanently closed prior to construction.

4.1.2.3 OMF North Site Alternatives***OMF Site F (SR 99)***

No parks or recreational resources would be impacted by OMF Site F or OMF Site F with the Lead Tracks to West Side of Airport Road Design Option; therefore, there would be no construction-related impacts.

OMF Site E (Airport Road)

No parks or recreational resources would be impacted by OMF Site E; therefore, there would be no construction-related impacts.

OMF Site B (SR 526)

No parks or recreational resources would be impacted by OMF Site B or OMF Site B with the Lead Tracks to South Side of SR 526 Design Option; therefore, there would be no construction-related impacts.

4.2 No Build Alternative

The No Build Alternative assumes that any planned or funded improvements to parks and recreational resources would be constructed as planned. Without the construction of the EVLE Project, there would be no light rail related impacts or benefits to any parks or recreational resources in the study 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.

During construction, pedestrian access to parks and trails would be routed to the remaining open portions of the facilities. Other measures to mitigate construction impacts may include public outreach to provide information on temporary closures or detours, on-site signage describing the duration and type of temporary impacts, detour signage, temporary Americans with Disabilities Act (ADA) improvements (for example, temporary curb ramps for detour routes that do not currently include curb ramps for existing sidewalks), and similar strategies to ensure the continued use and enjoyment of affected park and recreational facilities.

Best management practices and mitigation measures identified in this Draft EIS for other resources (visual and aesthetics, air quality, water quality, neighborhoods, noise and vibration, and transportation) would also reduce the potential effects on affected parks and recreational resources and their users.

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. Sound Transit would work to minimize tree removal, especially of significant or heritage trees, and follow local regulations for removal and tree replacement where removal is unavoidable. Additional site-specific mitigation measures are described in the following sections.

5.1 Interurban Trail

Where Build Alternatives would require relocation of portions of the Interurban Trail, Sound Transit would coordinate with the local jurisdiction on the location of the replacement facility to maintain the continuity of the trail. This mitigation would be required for all West Alderwood Segment alternatives; ASH-2D; and all of the SR 526/Evergreen Segment alternatives.

5.2 James J. Hill Park

With Alternative EVT-3D, Sound Transit would compensate the City of Everett for the acquisition of James J. Hill Park according to the provisions specified in Sound Transit's adopted Real Property Acquisition and Relocation Policy, Procedures, and Guidelines (Sound Transit 2017b).

6 REFERENCES

- City of Everett. 2021. *City of Everett Comprehensive Plan*. <https://www.everettwa.gov/1395/2035-Comprehensive-Plan>.
- City of Everett. 2022. *Everett Parks, Recreation & Open Space Plan*. https://www.everettwa.gov/DocumentCenter/View/34706/Everett-PROS-2022_02_Council-Final.
- City of Everett. 2024. *City of Everett Open Data*. <https://data.everettwa.gov/>
- City of Everett. N.d.-b. *Facilities: Clark Park*. <https://www.everettwa.gov/Facilities/Facility/Details/Clark-Park-18>.
- City of Everett. N.d.-c. *Facilities: Kasch Park*. <https://www.everettwa.gov/facilities/facility/details/Kasch-Park-12>.
- City of Everett. N.d.-d. *Facilities: Walter E. Hall Park*. <https://www.everettwa.gov/Facilities/Facility/Details/Walter-E-Hall-Park-42>.
- City of Lynnwood. 2021. *City of Lynnwood Comprehensive Plan*. <https://www.lynnwoodwa.gov/files/sharedassets/public/v/1/dbs/planning-amp-zoning/comprehensive-plan/adopted-comprehensive-plan-121321.pdf>.
- City of Lynnwood. 2022. *City of Lynnwood 2016-2035 Parks, Arts, Recreation & Conservation Plan*. https://www.lynnwoodwa.gov/files/sharedassets/public/v/1/parks-recreation-and-cultural-arts/administration/comprehensive-plans/parc_update_2022-final.pdf.
- City of Lynnwood. 2023a. *Data*. <https://connect.lynnwoodwa.gov/search?collection=dataset>
- City of Lynnwood. 2023b. *Lynnwood Municipal Code*. <https://lynnwood.municipal.codes/>
- City of Lynnwood. 2023c. *Pioneer Park*. <https://www.lynnwoodwa.gov/Community/Play-Lynnwood/Parks-Trails-and-Open-Space/Pioneer-Park>.
- Snohomish County. 2021. *Snohomish County Comprehensive Plan*. <https://snohomishcountywa.gov/2139/Comprehensive-Plan>.
- Snohomish County. 2023a. *Parks and Facilities: Interurban Trail*. <https://www.snohomishcountywa.gov/Facilities/Facility/Details/Interurban-Trail-69>.
- Snohomish County. 2023b. *Parks and Facilities: Martha Lake*. <https://snohomishcountywa.gov/Facilities/Facility/Details/Martha-Lake-88>.
- Snohomish County. 2023c. *Snohomish County Open Data Portal*. <https://snohomish-county-open-data-portal-snoco-gis.hub.arcgis.com/>
- Washington State. 2023. *Washington Geospatial Open Data*. <https://geo.wa.gov/>.
- Washington State Resource Conservation Office (RCO). 2024a. PRISM Project Search. <https://secure.rco.wa.gov/prism/search/projectsearch.aspx>.
- Washington State Resource Conservation Office (RCO). 2024b. Project Snapshot PRISM Project #92-161. <https://secure.rco.wa.gov/prism/search/projectsnapshot.aspx?ProjectNumber=92-161>.