



Everett Link Extension

Existing Conditions and Purpose and Need Technical Memorandum

September 2021

Summary

This technical memorandum documents the existing conditions surrounding the Everett Link Extension Project from Lynnwood City Center to downtown Everett, focusing on a study area ½ mile from the representative alignment developed in Sound Transit 3. The following characteristics of the EVLE study area, including existing transportation infrastructure, demographic composition, land use and travel patterns, provide the underlying context for transit needs in the EVLE corridor. This information will be used to identify corridor issues and needs, and define the purpose of the proposed transit improvements relative to the needs in the corridor.

Purpose and need statement

Very broadly, the purpose of the EVLE Project is to expand Sound Transit's Link light rail system from the Lynnwood City Center Station to the Everett Station area and provide an operations and maintenance facility to support the Link system.

Existing transportation system

A comprehensive network of transportation options in the region, including Community Transit and Everett Transit local and commuter services, ST express bus service, and Sounder N Line commuter rail, serves the EVLE study area. However, many arterial roadways are reaching capacity and congestion affects transit performance. The network of frequent bus routes in Snohomish County is growing, connecting to job centers within the county and south to King County. The current system is organized around transit centers with park-and-ride facilities along I-5 and other major roads to serve a suburban ridership in an area where development patterns are more diffuse.

The EVLE study area has potential as a high-capacity transit corridor based on current trip patterns and planned future development. North-south transit routes in the study area are well used, and a stronger network of frequent bus service including bus rapid transit will allow more people to access transit hubs in the area. However, even when operating in HOV lanes, transit travel times are subject to fluctuations based on congestion, and many of the routes with the highest ridership along the I-5 corridor are at or near capacity. Most of the study area is currently auto-oriented, and though there are sidewalks on most major roadways and some bicycle facilities throughout the study area, pedestrian and bicycle travel is difficult.

Travel patterns and transit trips

Though Snohomish County has substantial employment and strong population and job growth, its economy is also tied to major employment centers in King County, and travel patterns reflect this. The US Census Bureau estimates that 33% of workers who live in Snohomish County commute to jobs in King County, and there is a large flow of commuters traveling south in the morning and north in the evening along the major transportation corridors, creating congestion. Everett is itself a major job center, drawing workers from around the county with between 8% and 31% of workers from nearby cities in Snohomish County commuting to Everett for work. Lynnwood is also a destination with substantial jobs and shopping amenities that serve the region and transit connections to communities to the south.

Demographic context

Snohomish County and the Puget Sound region have experienced record growth in recent years, a trend expected to continue over the next few decades. The Puget Sound Regional Council expects the study area to accommodate much of the future growth in Snohomish County. Of the 286,765 people and 147,868 jobs PSRC expects Snohomish County to add by 2040, the study area is expected to account for 42,111 of these additional people and 28,095 of the new jobs. As prices continue to rise in Seattle and King County, people will be pushed farther into Snohomish County so they can access more affordable housing options and commute to jobs in King County. To accommodate increased travel demand, PSRC and local jurisdictions are working to concentrate new residential and employment growth within walking distance of transit.

The study area is more diverse than Snohomish County as a whole and has a higher proportion of renters and people below the poverty line. While people of color make up 30% of the population of Snohomish County, they make up 45% of the population in the study area. People in poverty represent only 7% of the population of Snohomish County but 13% of the study area. Renters make up 33% of households in Snohomish County but represent a majority, 55%, in the study area.

Land use setting

Development patterns in the study area are mostly auto-oriented, but many areas have planned for or are in the process of redeveloping to create compact, higher intensity neighborhoods with an emphasis on residential and employment uses. PSRC allocated much of the projected future population and employment growth through 2050 in Snohomish County to urban growth centers, communities around high-capacity transit, and manufacturing industrial centers. Many of these areas, as well as key employment destinations including one of Snohomish County's two PSRC-designated manufacturing industrial centers, are in the EVLE study area, and local jurisdictions plan to accommodate anticipated population and employment growth through development around transit stations.

Given the predominantly auto-oriented development, most residents need to drive to meet their daily needs. Local planning efforts are looking to shift away from an auto-oriented environment by creating a transportation system that promotes walking and biking and by organizing more walkable neighborhoods and urban centers around transit facilities. The implementation of EVLE will support visions of communities in the study area for sustainable and transit-friendly development with expanded mobility options.

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Acronyms and Abbreviations

ADA	Americans with Disabilities Act
BNSF	Burlington Northern Santa Fe
BRT	Bus Rapid Transit
EVLE	Everett Link Extension
GMA	Growth Management Act
HOV	High-Occupancy Vehicle
I	Interstate
PSRC	Puget Sound Regional Council
SR	State Route
ST3	Sound Transit 3 Plan
TIP	Transportation Improvement Plan
TMP	Transportation Master Plan
TOD	Transit-Oriented Development
WSDOT	Washington State Department of Transportation

1 INTRODUCTION

1.1 Overview

Sound Transit is initiating project development for the Everett Link Extension Project. Consistent with Sound Transit's 2018 System Expansion and Implementation Plan, the first phase of project development will be an initial alternatives development process. The goal of this first phase is early identification by the Sound Transit Board of a preferred alternative prior to starting the preparation of draft environmental documents. During this phase of the project, Sound Transit will start with the "representative project" included in the Sound Transit 3 Plan to identify and investigate other reasonable alternatives based on further public engagement and technical analysis. As a component of the Everett Link Extension, Sound Transit and project partners will also be identifying and investigating potential locations for a light rail operations and maintenance facility along the alignment. Planning for ST3 identified a need for both an OMF South and an OMF North in order to store and service an expanded light rail vehicle fleet.

The EVLE Project would provide fast, reliable light rail service to regional residential and job centers in Snohomish County's growing urban areas. The project includes OMF North, a light rail operations and maintenance facility needed to accommodate additional fleet capacity. The ST3 Representative Project would operate on a 16-mile elevated and at-grade guideway and would add six stations to the light rail network along with one provisional (unfunded) station. The ST3 Representative Project would extend Link service north from Lynnwood City Center to West Alderwood, Ash Way, Mariner, SW Everett Industrial Center, SR 526/Evergreen Way and Everett Station, with one provisional station at SR 99/Airport Road. The ST3 Representative Project would also include transit facilities at two locations in the corridor — a new 550-space parking structure and new bus/rail interface at Mariner Park-and-Ride lot, and a new 1,000-space parking structure at Everett Station.

The ST3 Representative Project itself is the result of extensive planning and public engagement work, including high-capacity transit corridor studies, Sound Transit's Long-Range Plan, and the work to develop ST3 that voters approved in 2016. Sound Transit will work with agencies and the public through a robust engagement process that will inform the Sound Transit Board in their decision on identifying a Preferred Alternative and other alternatives to evaluate in an Environmental Impact Statement.

A map of the ST3 Representative Project for the Everett Link Extension appears in Figure 1-1 (Everett Link Extension Study Area). The analysis conducted during the alternatives development phase focuses on a 1/2-mile study area around the ST3 Representative Project, as delineated on Figure 1-1.

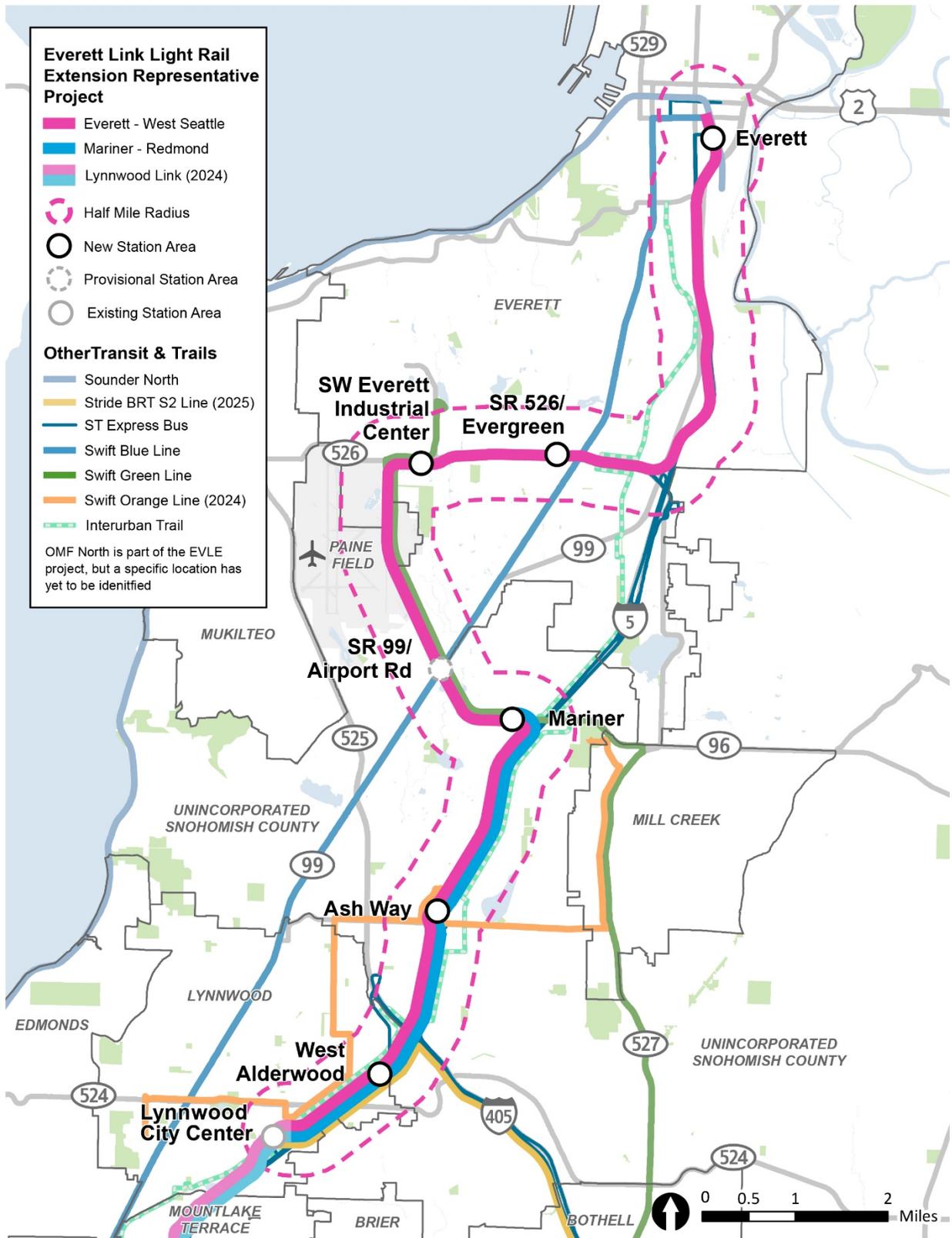


Figure 1-1 Everett Link Extension Study Area

1.2 Purpose of report

This technical memorandum provides background information for the EVLE Project. It establishes the preliminary purpose and need statement for the EVLE Project based on the study area's transportation constraints, demographic context, land use setting and anticipated growth. This report describes the existing conditions as well as the previous studies and findings related to high-capacity transit in the study area. This information defines the limits of the project study area, identifies corridor issues and needs, and defines the purposes of the proposed transit improvements relative to needs in the corridor.

1.3 Report organization

The remainder of this report consists of:

- **Purpose and need statement:** Presents the preliminary purpose and need statement for the EVLE Project.
- **Existing transportation system:** Describes the existing transportation network, facilities and constraints.
- **Demographic context:** Discusses population and employment, as well as other demographics influencing transit utilization.
- **Land use setting:** Provides the land use setting for the study area from Lynnwood to Everett.
- **Travel patterns and transit trips:** Identifies the travel trends within the study area, including commuter flows and daily transit trips.
- **Summary of findings:** Summarizes the findings of this report.

2 PURPOSE AND NEED STATEMENT

A preliminary purpose and need statement developed for the EVLE Project describes the purpose of the proposed project and the needs the project addresses. Sound Transit will use this statement and criteria derived from it to evaluate alternatives. The project team will continue to refine the purpose and need statement to reflect public and agency comments as the project moves forward.

2.1 Project purpose

The purpose of the Everett Link Extension is to expand the Link light rail system from the Lynnwood City Center Link Station to the Everett Station area and provide an OMF in order to:

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

2.2 Need for proposed action

The project addresses the following specific needs:

- Chronic roadway congestion on Interstate 5 and State Route 99 – two primary highways connecting communities along the corridor – delays today’s travelers, including those using transit, and degrades the reliability of bus service traversing the corridor, particularly during commute periods, described in Section 3.3.
- These chronic, degraded conditions are expected to continue to worsen as the region’s population and employment grow.
- PSRC (the regional metropolitan planning organization) and local plans call for high-capacity transit in the corridor consistent with PSRC’s VISION 2050 and Sound Transit’s Regional Transit Long-Range Plan, described in Section 5.1 and in Appendix A (Previous Studies and Findings Technical Memorandum).
- Snohomish County residents and communities, including transit-dependent residents and low-income or minority populations, need long-term regional mobility and multimodal connectivity, as called for in the Washington State Growth Management Act, described in Section 5.2.
- Regional and local plans call for increased residential and/or employment density at and around high-capacity stations and increased options for multi-modal access, described in Appendix A (Previous Studies and Findings Technical Memorandum).
- Environmental and sustainability goals of the state and region, as established in Washington state law and embodied in PSRC’s VISION 2050 and Regional Transportation Plan, include reducing greenhouse gas emissions by prioritizing transportation investments that decrease the vehicle miles traveled, described in Appendix A (Previous Studies and Findings Technical Memorandum).
- The current regional system lacks an operations and maintenance facility with sufficient capacity and suitable location to support the efficient and reliable long-term operations for system-wide light rail expansion, including the next phase of light rail expansion in Snohomish and King counties, described in Appendix A (Previous Studies and Findings Technical Memorandum).
- New light rail maintenance and storage capacity needs to be available with sufficient time to accept delivery of and commission new vehicles to meet fleet expansion needs and to store existing vehicles while the new vehicles are tested and prepared, described in Appendix A (Previous Studies and Findings Technical Memorandum).

3 EXISTING TRANSPORTATION SYSTEM

This section describes the existing transportation network in the EVLE Project study area as well as the regional context. The transportation network includes public transportation services, highways/roads, freight rail and pedestrian/bicycle facilities.

3.1 Public transportation providers

The urbanized area of Snohomish County is currently served by both local and regional bus service as well as commuter and intercity passenger rail service. Many of the regional transportation services emphasize commuter trips to employment centers within and beyond Snohomish County. Local transit service is low frequency throughout much of the county, with more robust and concentrated service in the cities of Everett and Lynnwood, and along I-5.

3.1.1 Sound Transit

Sound Transit plans, builds and operates regional high-capacity transit in the form of Link light rail, Sounder commuter rail and regional ST Express bus service within the Sound Transit district established by state law. When fully built out, this high-capacity transit system will serve the urban areas of King, Pierce and Snohomish counties. Currently, light rail does not serve Snohomish County, but with the completion of the Lynnwood Link Extension in 2024, there will be two light rail stations in Snohomish County with service to Federal Way and Redmond via Seattle. Sound Transit provides Sounder commuter rail service to the Mukilteo and Edmonds ferry terminals and King Street Station in Seattle, and south of Seattle to Tacoma and Lakewood. Sound Transit also currently provides regional ST Express bus routes in Snohomish County that connect to Seattle and Bellevue. In 2025 Sound Transit will begin a new high-capacity transit service, Stride Bus Rapid Transit. Stride's S2 Line will connect Lynnwood City Center to Bellevue via Bothell and Kirkland along I-405. Figure 1-1 (Everett Link Extension Study Area) shows existing and forthcoming Sound Transit service in and around the EVLE study area.

3.1.2 Community Transit

Community Transit is the public transportation authority that serves Snohomish County's public transit benefit area. Community Transit provides local service within the county, express commuter routes to destinations in Seattle, and vanpools and Americans with Disabilities Act compliant paratransit services. Community Transit provides local bus service for both the unincorporated areas of Snohomish County and all the cities besides Everett, which operates its own bus network. Community Transit is currently building out its Swift BRT system with two routes already in operation and one more slated to open in 2024.

3.1.3 Everett Transit

Everett Transit is the city of Everett's public transit authority serving destinations within and near the city such as Everett Station, Everett Community College, Paine Field and regional park-and-ride facilities. Everett Transit also operates two routes connecting Everett Station and Seaway Transit Center to the Mukilteo Ferry Terminal during peak commuting hours.

3.1.4 Amtrak

Amtrak, the national passenger rail provider, operates passenger trains through the study area between Portland, Oregon and Vancouver, British Columbia, with service to Tacoma, Seattle and Everett. Amtrak also offers rides to Sounder monthly pass holders through an agreement with Sound Transit.

3.2 Public transportation service characteristics

The following subsections discuss the service characteristics and performance of the existing public transportation network serving the EVLE Project study area. Due to the COVID-19 pandemic, many transit agencies in the study area are running reduced or special schedules that may be subject to change in the future. The Lynnwood Link Extension will bring light rail service to Lynnwood City Center, Mountlake Terrace and north King County along I-5 in 2024, and will change the public transit service in the surrounding area substantially.

3.2.1 Bus service

Snohomish County is largely a suburban jurisdiction, and transit service has focused on connections to regional employment centers and essential local routes for travelers within the county. Local, express and rapid bus routes are available throughout the study area with service concentrated around transit centers and park-and-rides such as Ash Way Park-and-Ride lot, Mariner Park-and-Ride lot, Seaway Transit Center and Everett Station.

Community Transit and Everett Transit operate local bus routes in Snohomish County, and generally emphasize coverage over frequency, with longer headways at stops in the study area. Community Transit differentiates between core service routes, which include the bus rapid transit lines and other routes that connect major destinations, and community-based services, which include more flexible routes that connect smaller destinations and run at lower frequencies than core service routes. Community-based service includes feeder routes that provide neighborhood connections and carry riders to core routes, and rural routes that connect outlying communities to the core service routes.

ST Express and Community Transit commuter routes connect riders to job centers within and beyond Snohomish County. Some routes only run during peak commuting hours. These routes focus on centralized park-and-rides and transit centers where riders arriving by car, bicycle, local bus or sidewalk can take transit to job centers in Seattle and Bellevue. Many of these routes travel on I-5 or I-405, taking advantage of HOV lanes and direct access ramps for many of the park-and-ride facilities.

Swift, Community Transit's BRT service, debuted in 2008 with the creation of Swift Blue Line, which runs on Evergreen Way and SR 99 between Everett and Aurora Village Transit Center and intersects the representative alignment at SR 526/Evergreen Way and SR 99/Airport Road. In 2019 Swift Green Line began service along SR 527 and Airport Road between Mill Creek and Seaway Transit Center with stops at Paine Field. Swift Green Line intersects the representative alignment at Mariner Park-and-Ride lot. Swift Orange Line is expected to begin service in 2024 between Mill Creek and Edmonds Community College in Lynnwood, connecting to Ash Way Park-and-Ride lot, Alderwood Mall and Lynnwood City Center along the representative alignment.

Swift buses arrive every 10 minutes at stations from 6 a.m. to 7 p.m. on weekdays, and every 15-20 minutes during evenings, early mornings and weekends. Swift routes operate three-door buses and at- or near-level boarding, with ticket kiosks to enable all-door boarding and a combination of business access transit lanes, bypass lanes and transit signal priority to speed up service.

During the summer of 2020 due to COVID-19, Community Transit cut their bus service to 70% of March levels. According the agency’s 2020-2025 *Transit Development Plan*, in September 2020, service was restored to 85% of March 2020 levels including 100% restoration of Swift BRT service. According to Community Transit’s website, the agency has set September 2020 service levels as the new baseline for service evaluation and annual service expansion has been resumed, building from this baseline as outlined in the 2021-2026 *Transit Development Plan*. According to Everett Transit’s 2021-2026 *Transit Development Plan*, all buses are operating on an enhanced Saturday schedule in addition to other schedule changes on some routes, but fixed-route service will be restored to 90% of pre-pandemic levels in October 2021 and a new post-pandemic baseline for service was established. Sound Transit also reduced service due to COVID-19, cutting back on service hours on routes 510, 511, 513, 532 and 535 in the study area, according to the 2021 Service Plan. Additional schedule adjustments were implemented in March 2021 according to Sound Transit’s website and reallocation of service hours is planned for the opening of the Northgate Link Light Rail expansion.

Table 3-1 Study Area Transit Service Routes by Type of Service

Description	Provider	Routes
Local	Everett Transit	2, 3, 4, 6, 7, 8, 12, 29
	Community Transit (core routes shown in bold)	101, 105 , 106, 107, 109, 112, 113, 115, 116 , 119, 120, 130, 196, 201, 202 , 227, 247, 270, 271, 280
Swift	Community Transit	Blue Line, Green Line
Commuter	Everett Transit	18, 70
	Community Transit	402, 410, 412, 413, 415, 417, 421,422, 425, 435, 810 821, 855, 860, 880
Express	Sound Transit	510, 511, 512, 513, 532, 535

SOURCE: Everett Transit. System Map September 2019 and Community Transit 2021-2026 *Transit Development Plan*.

According to the 2014 *Lynnwood to Everett High-Capacity Transit Corridor Study*, transit travel times along I-5 vary considerably during peak a.m. and p.m. commuting hours. On-time performance is generally better on routes running on arterial streets due to shorter distance and coordinated signal systems, but bus speeds are typically slower. Many buses in the study area have high loads, especially those running on I-5, with a significant number of passengers getting on and off at Lynnwood Transit Center.

The study area includes several park-and-ride facilities and transit centers:

- Lynnwood Park-and-Ride lot and Lynnwood Transit Center at the Lynnwood City Center station area has a capacity of 1,364 stalls and currently serves Community Transit and ST Express Bus routes.

- Ash Way Park-and-Ride lot in the Ash Way station area has a capacity of 1,038 parking stalls and currently serves Community Transit and ST Express Bus routes.
- Mariner Park-and-Ride lot in the Mariner station area has a capacity of 649 parking stalls and currently serves Community Transit routes.
- Seaway Transit Center at 75th Street SW and Seaway Boulevard across from Boeing's Everett Production Facility has no parking and currently serves Community Transit, ST Express Bus and Everett Transit routes.
- Everett Station Park-and-Ride lot on Smith Avenue in south of the Everett Station bus terminal has a capacity of 1,067 parking stalls and currently serves Community Transit, Everett Transit, ST Express Bus and Sounder services.

PSRC tracks utilization at park-and-ride facilities in the Puget Sound region on a yearly basis. According to PSRC's 2019 data, Lynnwood Park-and-Ride was operating at 102% capacity, Ash Way Park-and-Ride at 108%, Mariner Park-and-Ride at 57%, and Everett Station at 83%. Utilization rates of greater than 100% represent illegal parking.

3.2.2 Commuter and intercity passenger rail

Sound Transit contracts with BNSF to operate the Sounder N Line commuter rail service between Seattle and Everett. The route runs on BNSF track along the coast with stops at Edmonds, Mukilteo and Everett, leaving Everett Station in the morning and returning in the evening on weekdays with special service for major events. As of September 2021, due to COVID-19 service adjustments, Sound Transit is running four trips each day, two south from Everett Station in the morning and two north from King Street Station in the afternoon. This is a reduction from the previous schedule of eight daily trips.

Sounder monthly pass holders may also ride several Amtrak trains running along the same track between Seattle and Everett. Amtrak also operates intercity rail service between Vancouver, British Columbia and Portland, and Seattle and Chicago that makes stops at Everett Station.

3.3 Roadway network

Snohomish County, Washington State Department of Transportation and municipalities build and maintain the road system in the study area. The network includes local roads, as well as larger arterials and state and interstate freeways.

3.3.1 Interstate freeways

I-5, which connects San Diego, California to the Canadian border, runs north to south through the study area. I-5 serves as the transportation spine in Snohomish County, connecting Everett to Lynnwood and Seattle. Many of the transportation services within the county run on it or connect to major interchanges along it; this includes the EVLE Project, which will run next to I-5 for much of the route. I-5 also forms a barrier to east-west travel, making crossing points important transportation connections. The northern end of I-405 is within the study area where it forms a major interchange with I-5 northeast of Lynnwood. From there, I-405 runs south through Bellevue, eventually reconnecting with I-5 south of Seattle.

I-5 is the only continuous north-south freeway connection through the study area and

experiences heavy congestion during peak periods. In its 2018 Corridor Capacity Report, WSDOT estimated that in 2017, speeds on I-5 between Seattle and Everett at 4:10 p.m. were less than 36 mph on 86% of weekdays, up from 72% in 2015. Though there are dedicated HOV lanes throughout the study area, including direct access ramps for HOV lanes, HOV bypass lanes at intersections and direct access to some highway adjacent transit facilities, travel times by personal and transit vehicles in HOV lanes have increased. WSDOT estimated that in 2017, the average transit trip from Everett to Seattle at morning peak times was 48 minutes, compared to 43 minutes in 2015. Trip times from Seattle to Everett in the evening also increased from 36 minutes in 2015 to 43 minutes in 2017.

3.3.2 State routes

While I-5 carries much of the traffic into and through Snohomish County, U.S. and state routes facilitate travel within the county. U.S. Route 2 crosses the Snohomish River and ends in an interchange with I-5 at the northern end of the study area. SR 99, 525 and 526 all have large portions in, or near, the project study area. SR 99 is a major north-south state route in southern Snohomish County, running parallel to I-5 and connecting Edmonds, Lynnwood and Everett. SR 525 continues north from where I-405 ends at its interchange with I-5, past Paine Field and eventually connecting to the Mukilteo ferry, which carries the route to Whidbey Island. SR 526 runs east-west north of Paine Field and connects SR 525 and I-5. Two proposed EVLE stations, SW Everett Industrial Center and SR 526/Evergreen, will be on or adjacent to SR 526. SR 96, 524, 527 and 529 all also have small portions that run through the project study area.

Improvements are planned on SR 526 to reduce travel times, improve freight access and allow for future transit including light rail. Included in the project is a new eastbound lane between Seaway Boulevard and I-5, a widened Seaway Boulevard on-ramp to SR 526, better signal operations at the SR 526/SR 527 intersection, and improvements at the SR 526 ramp to northbound I-5. These improvements are anticipated to be complete in 2023.

3.3.3 Arterial roads

Most of Snohomish County does not have a strong grid of arterial roads, but Lynnwood and Everett at either end of the study area have more complete street grids. In unincorporated Snohomish County, 128th and 164th Streets are the principal east-west corridors. Airport Road continues northwest from 128th Street SW, connecting to SR 526 north of Paine Field. Lynnwood and Everett both have stronger street grids, with several north-south routes matching the orientation of each city.

Principal arterials in the study area appear in Figure 3-1 (Principal and Minor Arterials) and include:

- Pacific Avenue
- Rucker Avenue
- Airport Road
- Broadway
- Evergreen Way
- Seaway Boulevard
- 164th Street SW
- Hewitt Avenue
- 41st Street
- 128th Street SW

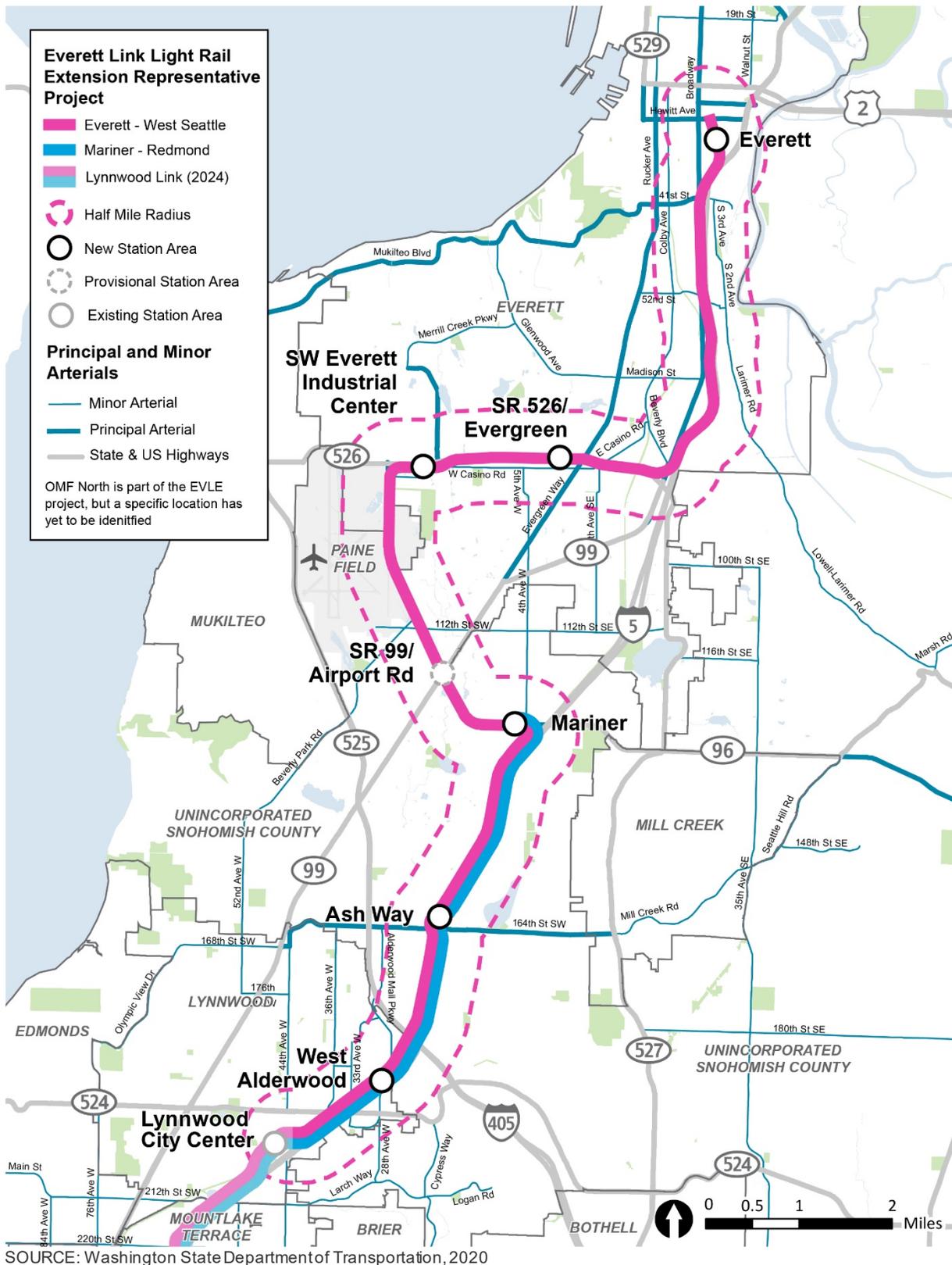


Figure 3-1 Principal and Minor Arterials

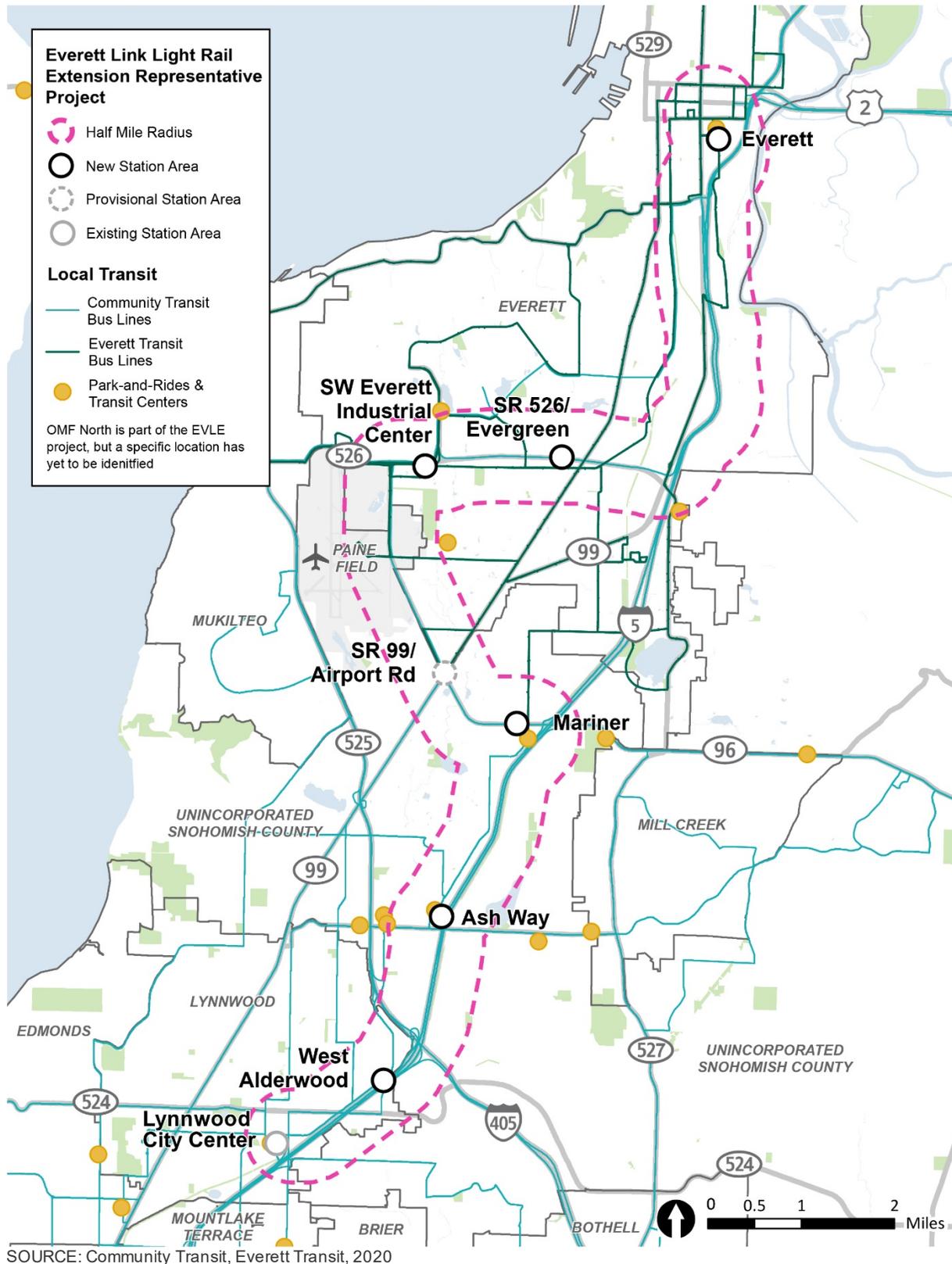


Figure 3-2 Transit, Park-and-Rides and Transit Centers

3.4 Bicycle and pedestrian facilities

Much of the project study area is suburban and auto-oriented, with large areas of industrial development. As a result, dedicated bicycle infrastructure is sparse and pedestrian facilities vary in presence and quality throughout the study area.

Most of Lynnwood's streets have sidewalks, though coverage is uneven on different road classifications. Almost all arterials in Lynnwood have sidewalks, but many local residential streets do not. A substantial portion of the study area in Lynnwood is occupied by Alderwood Mall, a major shopping mall with large surface parking lots. This area is also bounded by the I-405 and I-5 interchange, which limits pedestrian access across the highways except at a few crossing points.

Most of the major roads in parts of the study area that are in unincorporated Snohomish County have sidewalks, but many local roads do not. Besides lack of facilities, pedestrians also face challenges presented by auto-oriented land uses and roadway design. Many streets are wide and difficult to cross, organized in large blocks, and lack a clear street grid, which make pedestrian travel difficult.



SOURCE: *Metro Everett Subarea Plan 2018*

Figure 3-3 An unsignaled marked crosswalk near downtown Everett

There are sidewalks on both sides of most streets in downtown Everett, where there are also more traffic signals to provide safe pedestrian crossings. However, in south Everett there is less sidewalk coverage and fewer safe crossing locations. Highways such as I-5 and SR 526 have few crossing points, which presents a major barrier for people walking and rolling.

Bicycle infrastructure in the study area includes both on-street painted bike lanes and shared use trails entirely separated from vehicular traffic. The Interurban Trail is a paved non-motorized trail that stretches from Shoreline to Everett. Built on right-of-way once used by the electric interurban trains, the trail mostly follows I-5. The trail is separate from vehicular traffic except for several breaks in the trail that are bridged with on-street bike lanes. A short section of the Mill Town Trail is also in the study area. This shared use path follows the waterfront in Everett.



SOURCE: *Interurban Trail Master Plan 2018*

Figure 3-4 Section of the Interurban Trail in Lynnwood

Some roads in the project area in Lynnwood, unincorporated Snohomish County and Everett have painted on-street bike lanes, but the network of bike lanes is disjointed and incomplete. Auto-oriented land uses and highways that present barriers to pedestrians also limit the utility and safety of bicycle travel in the study area.

3.5 Freight and aviation

Freight is a major part of the economy in the study area and Snohomish County as a whole. Many freight transportation routes run through the study area, and I-5 is the primary north-south truck transportation route between Vancouver, Seattle and Portland. In their 2015 Amazing Place economic forecast, PSRC anticipated 122% more trucks traveling through the region by 2040. BNSF provides freight rail service for the area with tracks following the shoreline west of the study area.

I-5 and SR 526 near the representative alignment are both major freight corridors. According to the Washington State Freight and Goods Transportation System 2019 Update, between Airport Road and Evergreen Way, SR 526 had an annual tonnage of 4,950,000 and an average annual daily truck volume of 2,100. Between Evergreen Way and I-5, SR 526 had an annual tonnage 4,520,00 and an average annual daily truck volume of 1,900.

Everett is a key destination for much of the truck and rail freight in the study area, with a maritime port that handles hundreds of thousands of tons of cargo each year (more than 350,000 tons at the time of the Snohomish County Comprehensive Plan in 2016). The Port of Everett is the second fastest growing port on the west coast and the third largest container port in the state of Washington, according to PSRC's Amazing Place economic development strategy. The port plays a large role supporting aerospace and clean technology industry supply chains in the region and relies heavily on freight and rail infrastructure. Just outside the study area, BNSF operates a large terminal facility to serve the port and the region in downtown Everett.

The project study area is also home to Paine Field, an airport owned by Snohomish County. This airfield, which served as a military base, has long been the delivery point for Boeing aircraft, with the Boeing Everett Delivery Center adjacent to the airport with taxiway access. According to PSRC's *Amazing Place*, Paine Field accommodates around 100,000 flights annually for Boeing operations and other private aircraft. In 2019, Paine Field began commercial passenger service with 24 daily commercial departures operated by Alaska and United Airlines, according to Snohomish County 2019 information published on the airport's website.

4 TRAVEL PATTERNS AND TRANSIT TRIPS

The COVID-19 pandemic has dramatically shifted commuting patterns and other travel patterns. Many workers who are able to work remotely continue to work from home, and precautions in response to the pandemic have limited nonwork related travel. The data in this section was gathered prior to the pandemic and does not reflect fluctuations in current or projected travel patterns due to the pandemic. Nonetheless, the following data provides a useful starting point for analysis.

The U.S. Census Bureau monitors commuter flows as part of the American Community Survey. Table 4-1 (Commuter Flows by Jurisdiction, 2016) shows county-to-county and city-to-city commuter flows for Snohomish County and cities in the study area based on the 2012-2016 American Community Survey special tabulation. While the majority of workers who live in Snohomish County also work in the county, one third commute south to King County. Only a small fraction of Snohomish County residents commute north to neighboring Skagit County.

Of the cities in the project study area, Everett is the largest job center. Many workers living in Everett also work there, with 45% of working Everett residents commuting to a workplace within the city. Everett also draws commuters from neighboring cities and unincorporated communities, with the largest percentage from Mill Creek and Mukilteo and a sizable share of workers who live in Lynnwood and Mountlake Terrace.

Table 4-1 Commuter Flows by Jurisdiction, 2016

Employed Residents	Place of Residence					
	Snohomish County	Mountlake Terrace	Lynnwood	Mill Creek	Mukilteo	Everett
	367,655	11,170	18,355	10,285	10,575	52,175
	% of Residents working in:					
Snohomish County	63%	--	--	--	--	--
King County	33%	--	--	--	--	--
Skagit County	1%	--	--	--	--	--
Mountlake Terrace	--	8%	8%	0%	2%	8%
Lynnwood	--	1%	24%	1%	2%	10%
Mill Creek	--	2%	4%	16%	1%	17%
Mukilteo	--	1%	8%	2%	16%	31%
Everett	--	1%	4%	2%	3%	45%

SOURCE: U.S. Census, American Community Survey, 2012-2016 Special Tabulation: Census Transportation Planning.
 NOTES: Percentages do not add up to 100% because table does not represent total workers in each jurisdiction

The Lynnwood Everett High-Capacity Transit Corridor Study mapped transit trips throughout the EVLE study area. The Everett and Lynnwood areas had the highest percentage of transit trips, with over 12% of area transit trips occurring in those cities. The areas along SR 99 and Evergreen Way make up between 9%-12% of area transit trips. In south, west and north Everett and in Mill Creek, transit made up a smaller percentage of trips (6%-9%). Mukilteo and the unincorporated areas of Snohomish County nearest I-5 have an even lower share of transit trips, between 3% and 6%.

5 DEMOGRAPHIC CONTEXT

The EVLE representative alignment was strategically planned to serve major regional growth centers. As the Puget Sound region continues to grow, connecting areas of residential and employment growth is key to supporting a robust transit network and minimizing issues associated with vehicle congestion.

PSRC's VISION 2050 plan forecasts population and employment growth for the Puget Sound region and provides a framework for how and where development occurs. VISION 2050's regional growth strategy includes a growth concept that builds on the Growth Management Act and numeric allocations of employment and population growth by regional geography.

Centers are at the core of this strategy and guide growth allocations, local planning and transit planning in the region. PSRC defines two types of regional growth centers: Urban Growth Centers with dense jobs and housing where major investments offer new opportunities for growth, and Metro Growth Centers with dense existing jobs and housing that serve as transit hubs, offer regional services and are major civic and cultural centers. PSRC also defines two types of manufacturing/industrial centers: Industrial Employment Centers that represent important long-term industrial areas with a high concentration and legacy of industrial employment, and Industrial Growth Centers with clusters of industrial lands that have significant value to the region and potential for future job growth.

The study area contains three PSRC designated centers: Snohomish County's only Metro Growth Center in Everett, an Urban Growth Center in Lynnwood and an Industrial Employment Center at Paine Field/Boeing Everett. Improving transit capacity in the EVLE corridor is key to supporting the population and employment growth called for by these regional designations and local planning efforts.

5.1 Population and employment

Since 2010 the Puget Sound region has seen population growth every year, with more than 80,000 residents added in 2016-2017 according to VISION 2050. Regional growth rates have been higher than that of the U.S. overall, with 5.6% growth between 2010 and 2015 compared to 3.9% nationally. In VISION 2050 PSRC forecasted regional population and employment growth to add 5.8 million people and 3.4 million jobs to the region by 2050.

The effects of the COVID-19 pandemic on these population and employment projections are unknown at this time. Moving forward, Sound Transit and EVLE project partners will be closely monitoring shifts in population and employment as data becomes available.

5.1.1 Population

Snohomish County is currently home to 19% of the region's population and is expected to play an important role in accommodating regional growth. Figure 5-1 (Population Density, 2015 to 2019) shows the distribution of population throughout the study area. Since 1990, the county has added an average of 12,175 people per year, according to estimates produced for the 2024 Snohomish County Comprehensive Plan, and this trend is expected to continue.

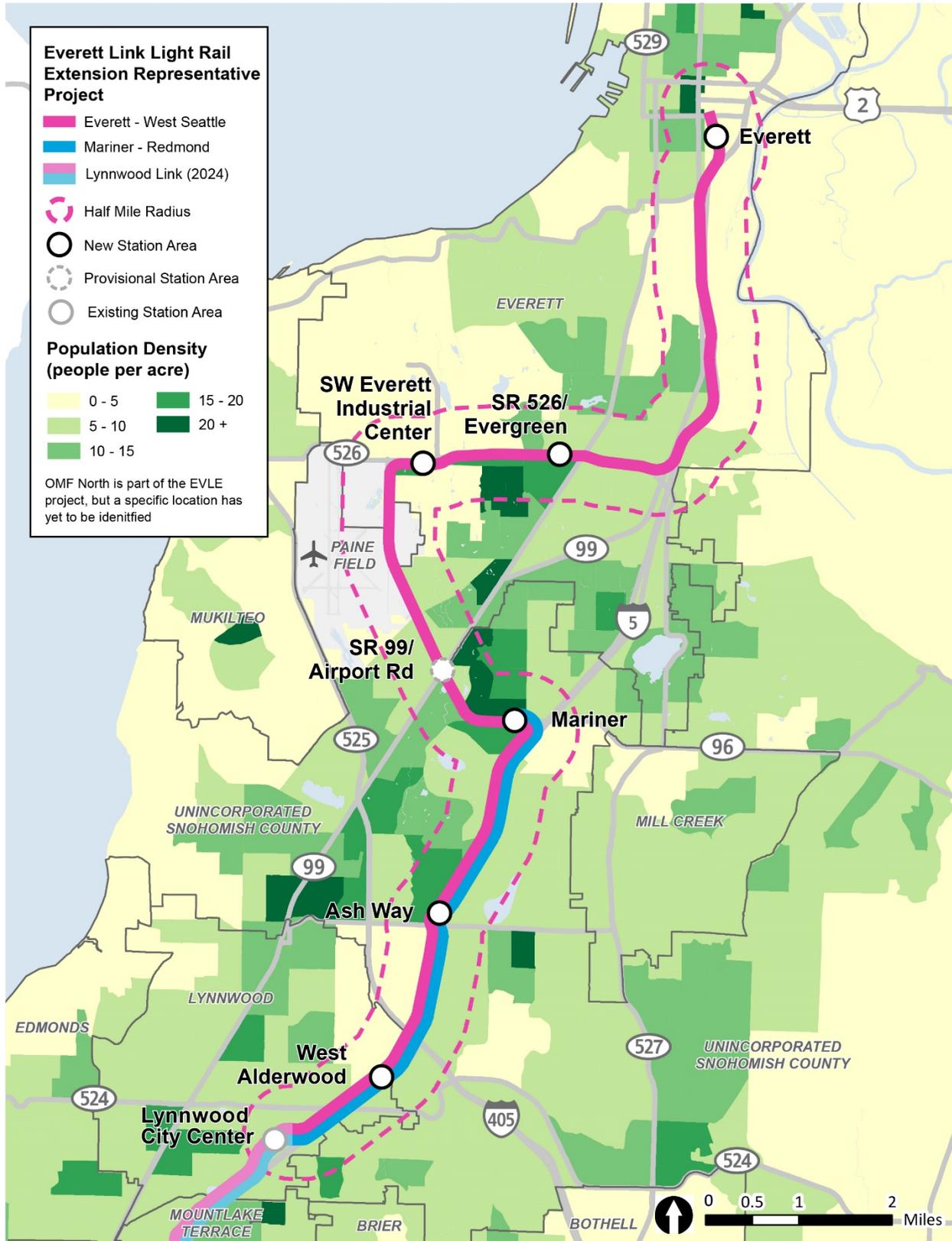
PSRC forecasts population and employment growth for jurisdictions within the region based on county and city GMA Growth Targets. Results of their 2017 population forecast using VISION

2040 goals appear in Table 5-1 (Population Forecasts by Jurisdiction, 2015 to 2040). PSRC estimated that Everett and Lynnwood will experience the highest rates of population growth in the study area, at 73% and 67% respectively between 2015 and 2040. Snohomish County overall is expected to grow by 38% during that time.

Table 5-1 Population Forecasts by Jurisdiction, 2015 to 2040

Area	Year		Change	Percent Change
	2015	2040		
Snohomish County	758,162	1,044,927	286,765	38%
Study Area	73,294	115,405	42,111	64%
Everett	105,608	182,303	76,695	73%
Lynnwood	36,261	60,705	24,444	67%

SOURCES: PSRC Land Use Vision (LUV.2) Forecasting, 2017.



SOURCE: U.S. Census, American Community Survey 5-Year Estimate 2015-2019

Figure 5-1 Population Density, 2015 to 2019

5.1.2 Employment

Job growth in the Puget Sound region outpaced national growth rates in recent years. According to PSRC’s economic development strategy, Amazing Place, the region grew 2.7% annually on average between 2010 and 2015, compared to a national growth rate of 1.8% during that time. Most of the region’s job growth occurred in King and Snohomish counties.

Amazing Place shows that employment in Snohomish County Aerospace Manufacturing and Life Sciences and Global Health sectors drive employment in Snohomish County, with military installations providing another significant source of jobs. Within the study area, much of that industry growth has clustered around regional growth centers in Everett and Lynnwood, as well as the regional manufacturing/industrial center around Paine Field/Boeing Everett.

Job deficit and surplus data from the U.S. Census compares the number of working residents in an area to the number of jobs supported there. Data show that while Everett and Lynnwood and the study area are net importers of jobs, meaning they provide more jobs than there are residents in their jurisdictions, Snohomish County overall has fewer jobs than working age residents (see Table 5-2 (Job Deficit/Surplus, 2016)). These employment patterns will influence transit service needs in the study area. Section 4 covers travel patterns in more detail.

Table 5-2 Job Deficit/Surplus, 2016

Area	Workers ¹		Jobs versus Workers
	Residing in Area	Employed in Area	
Snohomish County	374,585	295,270	-79,315
Study Area	35,592	52,307	16,715
Everett	52,175	101,645	49,470
Lynnwood	18,355	28,980	10,625

SOURCE: U.S. Census, Census Transportation Planning Package, 2012-2016

NOTES:

- (1) Includes all civilians over 16 years old who were at work with a job and temporarily absent, excludes people on active duty in the United States Armed Forces

In VISION 2050, PSRC forecasted the addition of 3.4 million jobs across the Puget Sound region by 2050; a significant number of these added jobs will be in the study area. In 2017 employment forecasts, PSRC anticipated that the city of Everett would experience a 62% increase in the number of jobs in the city and surrounding Unincorporated Municipal Growth Area by 2040 over 2015 figures. Likewise, PSRC anticipated that Lynnwood would experience a 57% increase in jobs by 2040 compared to 2015 figures. Snohomish County overall is expected to grow employment by 48% over that time period. (See the full job projections in Table 5-3 (Job Forecasts by Jurisdiction, 2015 to 2040)).

Future growth in Snohomish County and the study area specifically is being directed to cluster around regional growth centers and manufacturing/industrial centers. VISION 2050 calls for 65% of the region’s population growth and 75% of the region’s employment growth to be concentrated around PSRC designated centers and within walking distance of high-capacity transit. This is consistent with local planning efforts from the cities of Lynnwood and Everett that aim to increase mixed-use density along existing commercial and industrial areas, such as SR

526/Evergreen Way and the Everett Station area.

Table 5-3 Job Forecasts by Jurisdiction, 2015 to 2040

Area	Year		Change	Percent Change
	2015	2040		
Snohomish County	311,069	458,937	147,868	48%
Study Area	38,954	67,049	28,095	58%
Everett	100,817	163,527	62,710	62%
Lynnwood	30,240	47,608	17,368	57%

SOURCES: PSRC Land Use Vision (LUV.2) Forecasting, 2017.

These forecasts do not take into account the effects of the COVID-19 pandemic. Moving forward, Sound Transit and EVLE project partners will closely monitor employment trends to continue serving the region’s needs.

5.2 Other demographic characteristics influencing transit utilization

Table 5-4 (Demographic Characteristics, 2015 to 2019) summarizes various demographic characteristics in the study area, Snohomish County and the Sound Transit district, which includes urbanized areas in southwest Snohomish County, western King County and northwestern Pierce County. Transit use is not only tied to population and employment density, but also to other demographic factors such as age, ability and access to private transportation. The proximity of stations and facilities to activity centers, including shopping and retail centers, major cultural and recreational facilities, civic institutions and schools, also influences transit ridership.

Table 5-4 Demographic Characteristics, 2015 to 2019

Characteristic	Study Area	Snohomish County	Sound Transit District
Total Population	72,198	798,808	--
19 and Under	17,111	197,945	--
65 and Over	7,689	104,645	--
People of Color	32,672 (45%)	243,072 (30%)	40%
Black or African American	4,354	23,452	--
American Indian and Alaska Native	455	6,196	--
Asian	11,289	85,452	--
Native Hawaiian and Other Pacific Islander	733	4,107	--
Some Other Race	83	1,651	--
Two or More Races	3,972	40,719	--
Hispanic or Latino	11,787	81,495	--
Households without a Private Vehicle	2,587	14,464	--
Limited English Proficiency (LEP)¹	9,873 (14%)	58,179 (7%)	10%
Low Income²	14,228 (20%)	89,776 (11%)	16%
Population in Poverty³	9,410	59,039	--

SOURCES: U.S. Census, American Community Survey 5-Year Estimate 2015-2019 and *Sound Transit 2021 Service Implementation Plan, 2020*

NOTES:

- (1) LEP is calculated for those 5 and older
- (2) Individuals making up to 150% of the poverty level
- (3) Excludes institutionalized, persons in military group quarters and in college dormitories, and unrelated individuals under 15 years old (below poverty line)

5.2.1 Youth populations

Youth populations are a key transit market since they are often dependent on others for their mobility needs, particularly for after school travel. According to the 2015-2019 American Community Survey, people age 19 and under also make up a substantial share of the population in the EVLE study area (24%), on par with Snohomish County overall (25%). Figure 5-2 (Youth Populations, 2015 to 2019) shows the density of people 19 and under in the EVLE study area.

5.2.2 Senior populations

Senior populations have different mobility needs that public transit can help serve. Transit can replace personal vehicles when driving is not an option and can be much less costly for those on fixed incomes. The study area has a smaller percentage (11%) of seniors than Snohomish County as a whole (13%). Figure 5-3 (Senior Populations, 2015 to 2019) shows the density of people 65 and over within the EVLE study area according to the 2015-2019 American Community Survey.

5.2.3 Populations of color

Populations of color include those who identify as American Indian and Alaska Native, Asian, Black or African American, Hispanic or Latino, Native Hawaiian and Other Pacific Islander, Some Other Race, or Two or More Races. The study area has a substantially higher percentage (45%) of populations of color than Snohomish County (30%) and higher than the Sound Transit District (40%). In particular, the study area has a higher percentage of African Americans than Snohomish County (6% vs 3%), Asians (16% vs 11%), and Hispanic or Latinos (16% vs 10%). Figure 5-4 (Populations of Color, 2015 to 2019) shows the density of minority populations in the EVLE study area.

5.2.4 Population in poverty

Public transit can help people avoid the costs of car ownership, which can be particularly burdensome to households in poverty. Available census data on individuals and households in poverty often appear as metrics to identify where transit needs are greater and where transit service can be effective. The study area has a higher percentage of people below the poverty line (13%) than Snohomish County (7%). While Snohomish County has a lower percentage of low-income people, defined as anyone making less than 150% of the federal poverty line, (11%) than the overall Sound Transit District (16%), the study area has a higher percentage than both (20%). Figure 5-5 (Population in Poverty, 2015 to 2019) shows the density of populations with incomes below the federal poverty level in the EVLE study area according to the 2015-2019 American Community Survey.

5.2.5 Household characteristics

Table 5-5 (Household Characteristics, 2015-2019) lists several household characteristics in the study area and Snohomish County based on the 2015-2019 American Community Survey. Transit is an essential service for households who cannot or choose not to own an automobile. Many households that cannot afford a vehicle already rely on transit, even when service is inadequate, and would benefit from increased service.

Housing tenure (owner occupied or rental) and median income can also inform potential transit ridership. While most households in Snohomish County and the study area have access to a private vehicle, those without private vehicles make up a larger share of households in the study area (9%) relative to Snohomish County as a whole (5%). In addition, renters make up the majority (55%) of households in the study area while only 33% of households in Snohomish County are renters. Median household income for the study area is \$65,746, much lower than the overall Snohomish County median of \$86,691.

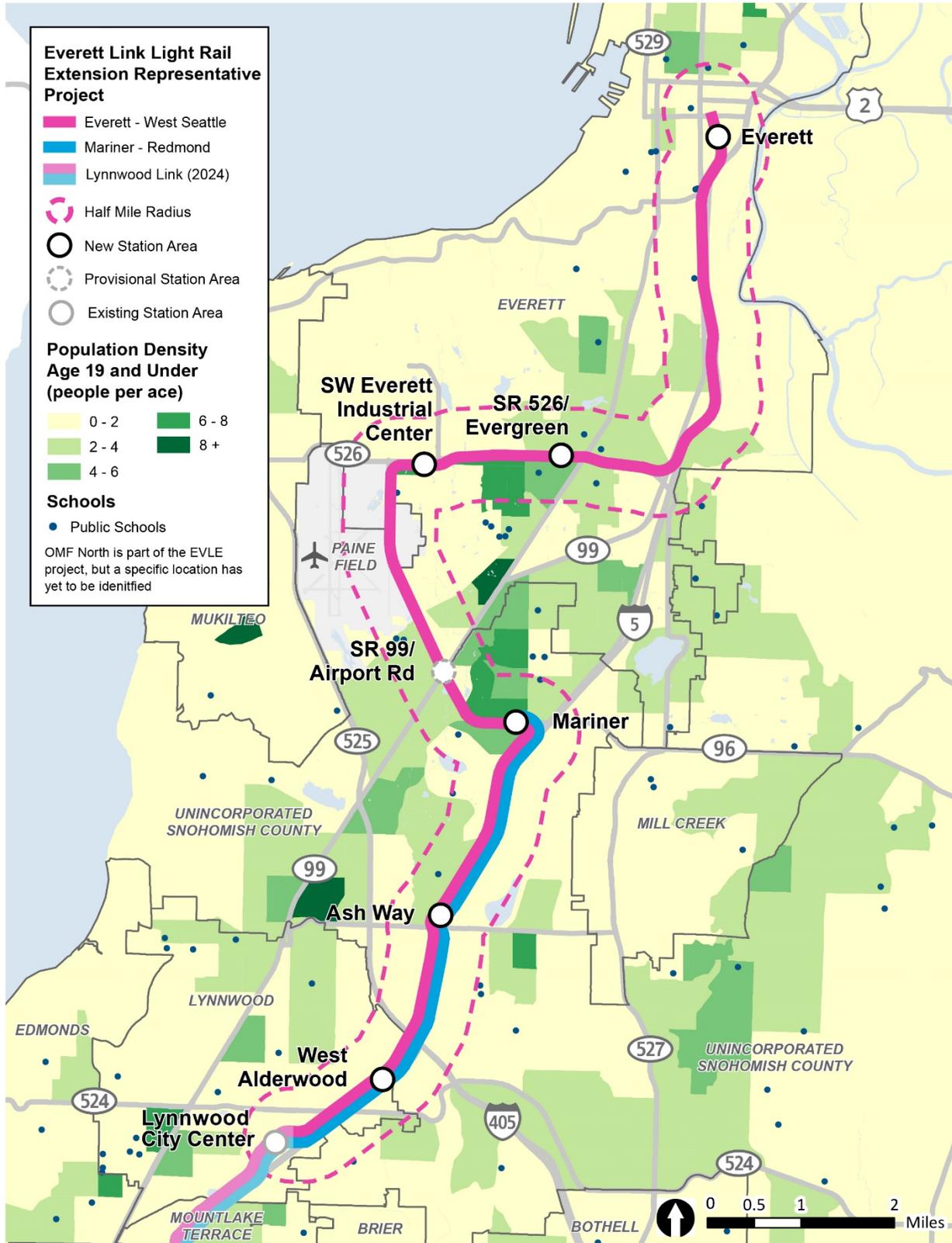


Figure 5-2 Youth Populations, 2015 to 2019

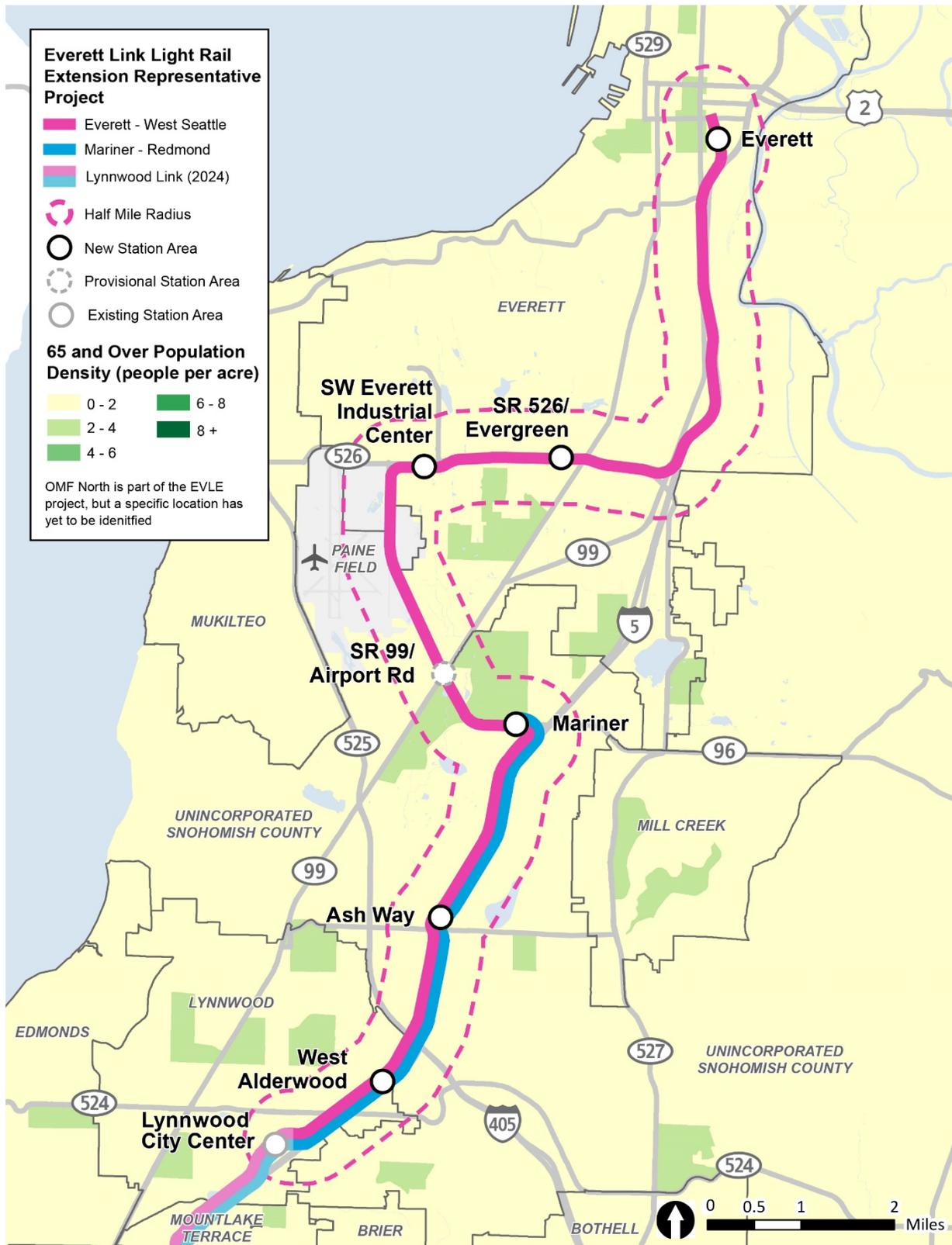
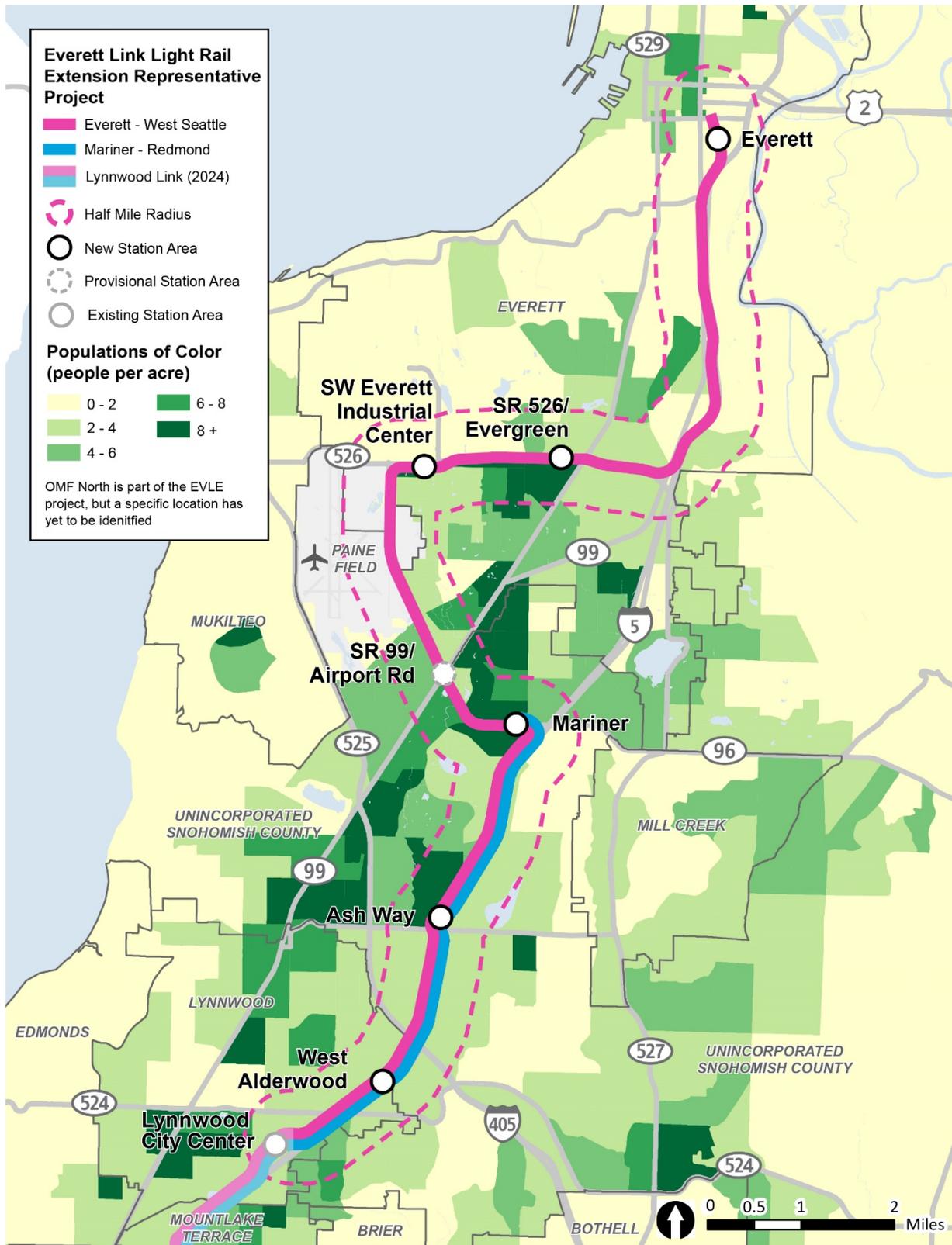


Figure 5-3 Senior Populations, 2015 to 2019



SOURCE: U.S. Census, American Community Survey 5-Year Estimate 2015-2019

Figure 5-4 Populations of Color, 2015 to 2019

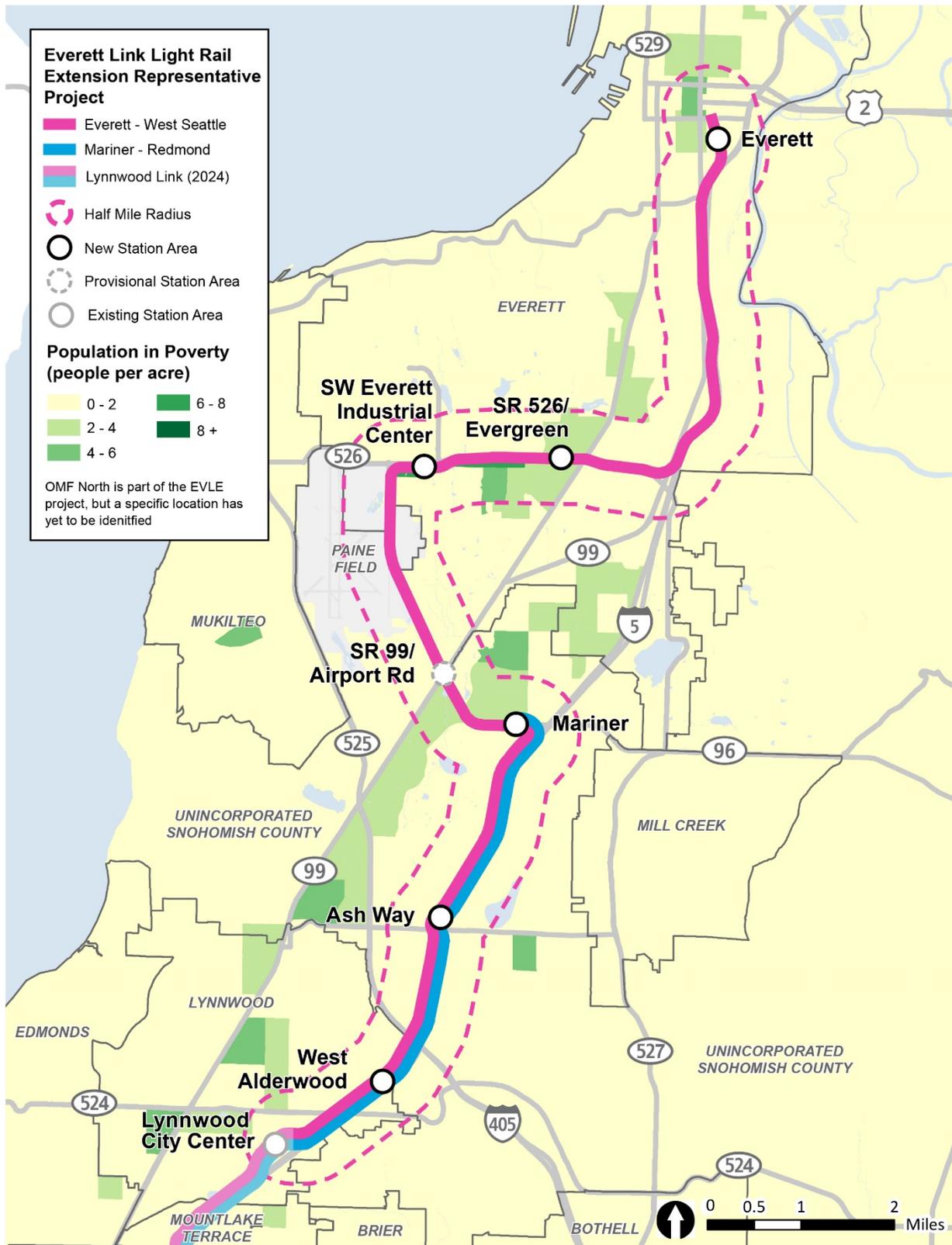


Figure 5-5 Population in Poverty, 2015 to 2019

Table 5-5 Household Characteristics, 2015-2019

Characteristic	Study Area		Snohomish County	
	Total	Percent	Total	Percent
Housing Units – Occupied	27,665	100%	299,827	100%
Tenure – Owner	12,576	45%	199,866	67%
Tenure – Renter	15,088	55%	99,961	33%
Households without a Private Vehicle	2,587	9%	14,464	5%
Median Household Income	\$65,746		\$86,691	

SOURCES: U.S. Census, American Community Survey 5-Year Estimate 2015-2019

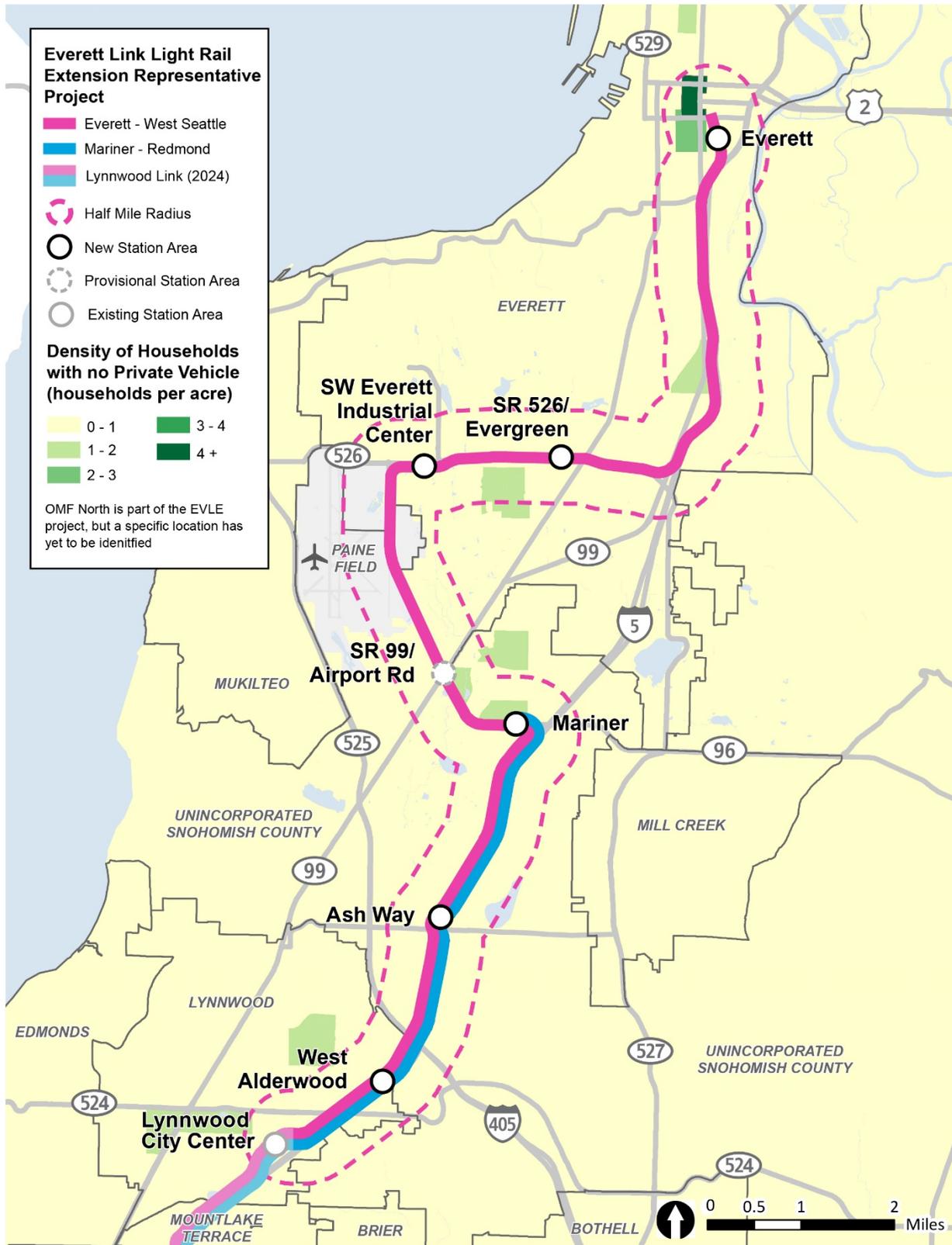
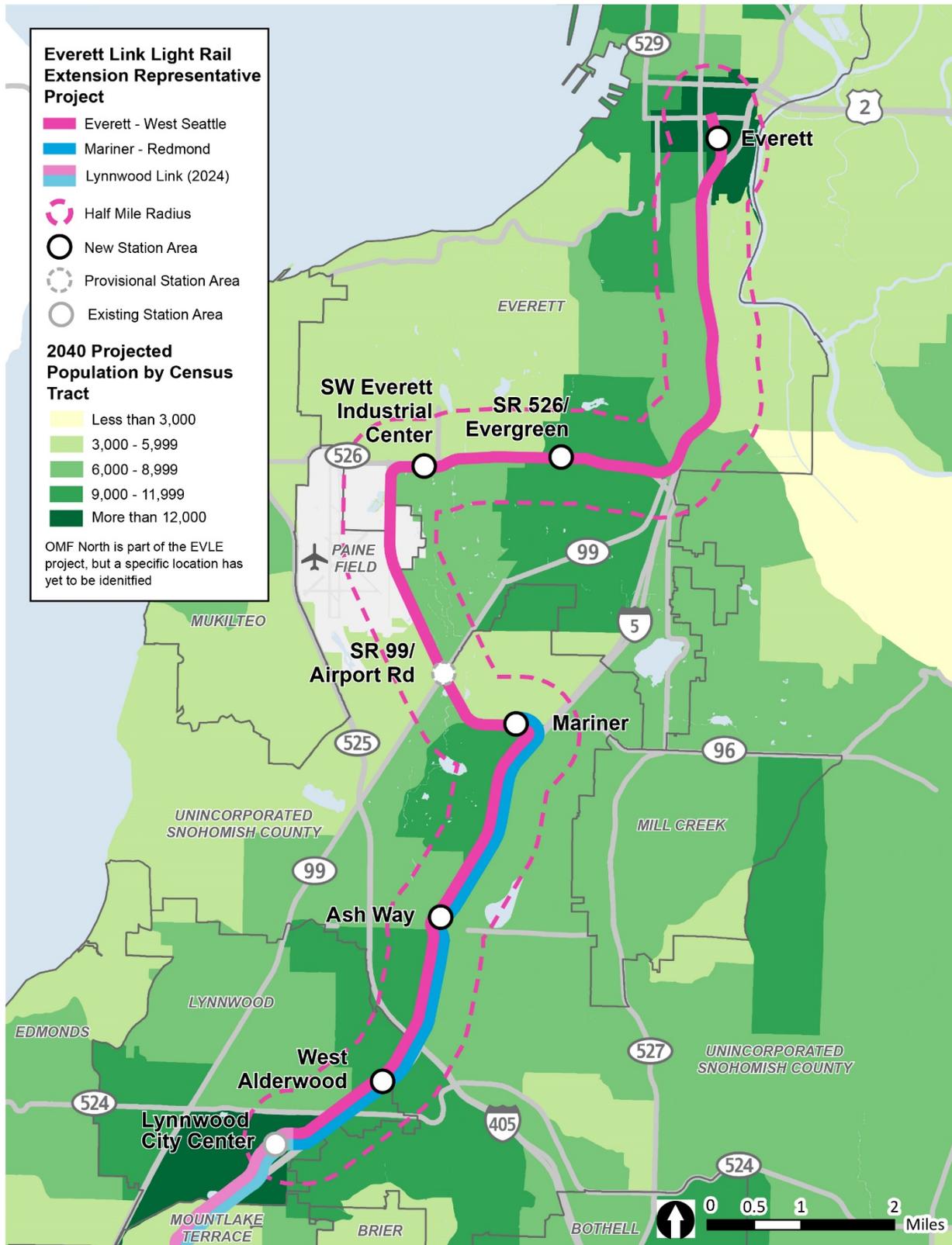
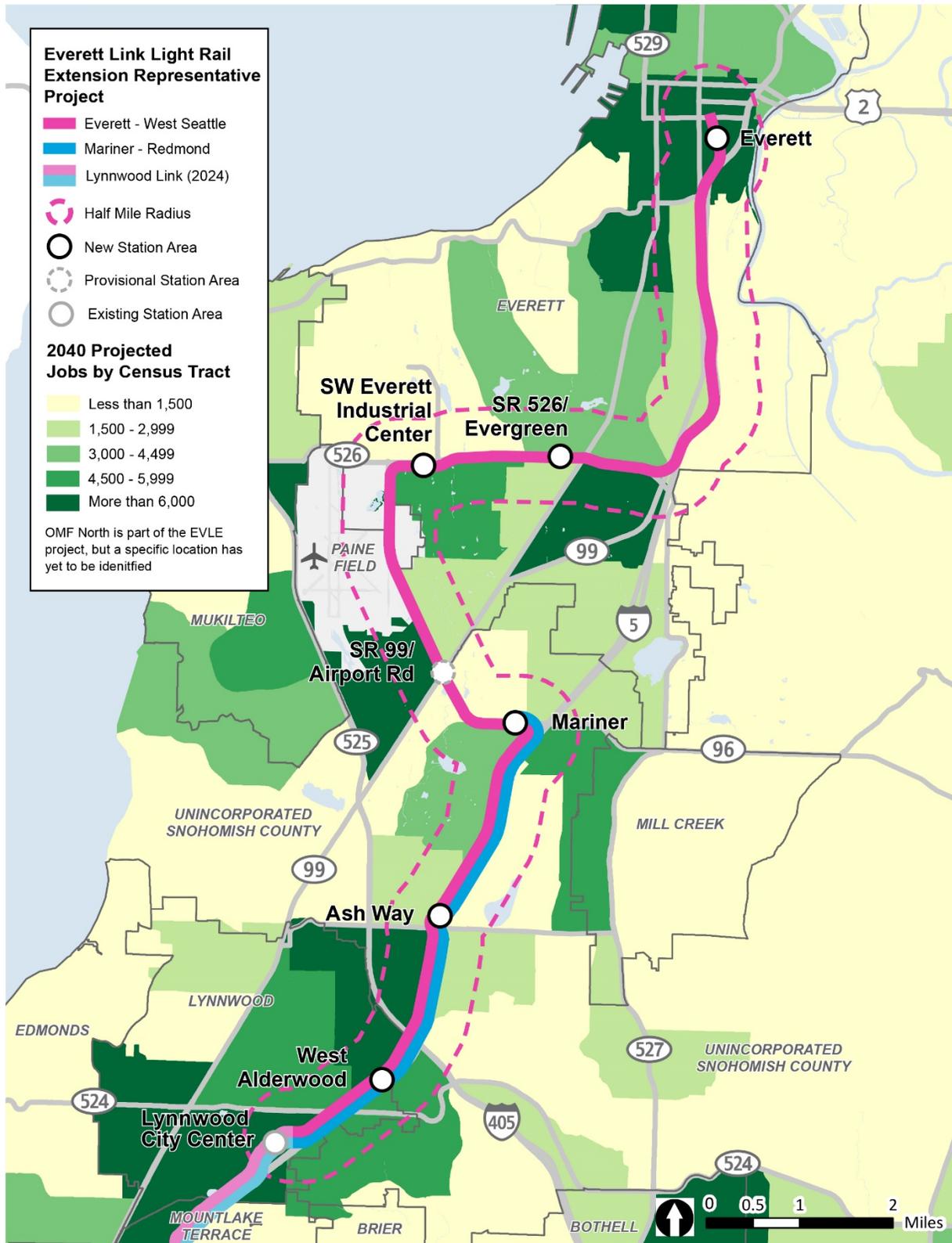


Figure 5-6 Households with No Private Vehicle



SOURCE: PSRC, 2017

Figure 5-7 Projected 2040 Population by Census Tract



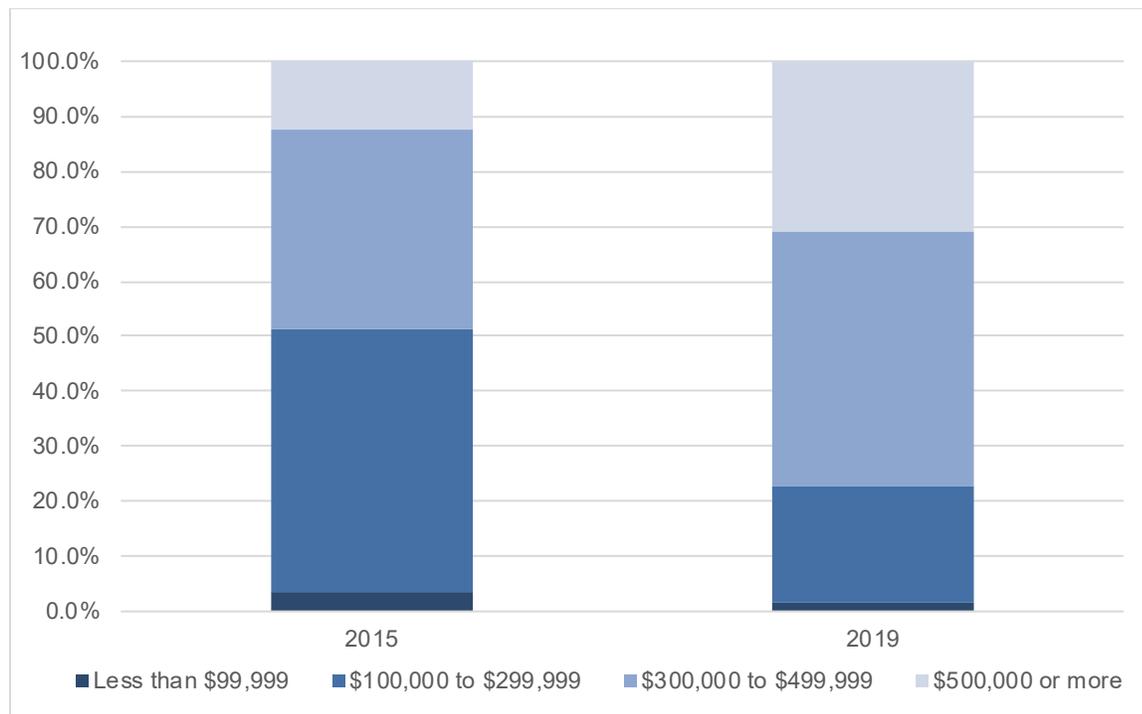
SOURCE: PSRC, 2017 NOTE: Known error in data erroneously locates jobs north of SR 526 to the Paine Field census tract

Figure 5-8 Projected 2040 Jobs by Census Tract

5.2.6 Housing tenure and home values

Table 5-5 (Household Characteristics, 2015-2019) also shows the number of households who own their home (45%) or rent their home (55%) in the study area compared to Snohomish County as a whole, where 67% of households own their home and 33% of households rent.

Changes to home values from 2015 to 2019 appear in Figure 5-9 (Distribution of Snohomish County Home Values, 2015 to 2019). Over that period, the percent of homes valued at \$500,000 or more grew from 13% to 31%, and the percent of homes valued at \$300,000 – \$499,999 grew from 36% to 46%. During that same period the number of homes valued at \$299,999 or less fell from 51% to 23%. As affordable housing options become scarcer, Snohomish County residents may delay buying homes or be pushed farther from work or where they would prefer to live.



SOURCE: U.S. Census, American Community Survey 5-Year Estimate 2011-2015 and 2015-2019

Figure 5-9 Distribution of Snohomish County Home Values, 2015 to 2019

5.2.7 Major activity centers

Travel to and from activity centers accounts for a substantial portion of transit trips. Activity centers in the study area include locations with major educational institutions, employment centers and facilities, and cultural and shopping destinations that attract thousands of regular visitors. These also include emerging centers, for which development or redevelopment is planned, but may not yet be realized.

Lynnwood City Center is a major commercial center for the city of Lynnwood and surrounding communities, with 3.3 million square feet of developed space, primarily in low-rise retail and office buildings. Planned to accommodate substantial growth, Lynnwood City Center is likely to become a larger activity center with more regional draw as it redevelops with more intense

mixed-use development focused around residential and employment uses. Alderwood is a shopping mall surrounded by various retail uses that together form a regional retail destination and serve as the principal shopping area for a number of nearby communities. This collection of retail uses lies at the crossroads of I-5, I-405 and SR 525, with easy access to regional population and employment centers.

The intersection of I-5 and 164th Street SW is a smaller commercial center in unincorporated Snohomish County, with a major local and regional transit facility at the Ash Way Park-and-Ride lot. Farther northeast, 128th Street SW west of I-5 is another commercial center with retail and office uses around the Mariner Park-and-Ride lot, a local transit hub for several community transit lines. SR 99 is a major commercial corridor running roughly parallel to I-5 from King County through densely populated parts of Lynnwood and Snohomish County to south Everett where it meets I-5 and SR 526.

Paine Field and Southwest Everett near SR 526 together are a significant center for industry and manufacturing employment for the region and the heart of Snohomish County's advanced manufacturing cluster, with 200 Aerospace companies of all sizes. There were more than 51,000 jobs, of which over 47,00 are industrial jobs, in the designated PSRC manufacturing/ industrial center as of PSRC's 2017 *Regional Centers Framework*. Paine Field and the Boeing Production facility are also home to the Flying Heritage Combat Armor Museum, Museum of Flight Reserve Collection and Boeing Future of Flight.

In south Everett, Everett Mall is a major shopping center where SR 99 terminates at I-5. At the intersection of SR 99 and SR 526, there is a local shopping center with retail business along Evergreen Way and several major school facilities including Cascade High School, Evergreen Middle School and Emerson Elementary School.

Downtown Everett is the center for civic uses and government for both the city of Everett and Snohomish County and is a regional dining and cultural destination. The city's arts and cultural institutions are concentrated downtown and include the Village Theater, Historic Everett Theater, Everett Performing Arts Center, Imagine Children's Museum, Everett Museum of History, Schack Arts Center and other destinations like the Angel of the Winds Arena.

6 LAND USE SETTING

6.1 Existing land use and zoning

6.1.1 City of Lynnwood

Lynnwood developed as a suburban community along the Interurban railway that operated between Seattle and Everett and has experienced dramatic growth since it incorporated in 1959. PSRC has designated part of Lynnwood around Alderwood Mall and the City Center as an Urban Growth Center, a geography with higher employment and housing density and new growth opportunities. Lynnwood is a diverse and growing city, and like many communities in the region, it is grappling with questions of housing affordability as housing costs continue to rise faster than incomes. Funded through a grant from the Washington State Department of Commerce, Lynnwood is creating a Housing Action Plan to promote a variety of housing options that are safe and affordable for all. Lynnwood's 2018 zoning districts appear in Figure 6-2 (Local Zoning Districts) and have been consolidated with all jurisdictions within the study area based on permitted density, height and uses. Figure 6-3 (Existing Land Uses) shows existing land uses in Lynnwood and the EVLE study area.

The Lynnwood City Center station area, the northern terminus of the Lynnwood Link Extension, and the West Alderwood station area, the southernmost station area in the EVLE corridor, are in southeastern Lynnwood. Nearby parts of unincorporated Snohomish County south of the city of Lynnwood lie primarily within Lynnwood's Municipal Urban Growth Area, an urban growth boundary claimed by the city within unincorporated lands the county designated for urban growth. Municipal Urban Growth Areas along the EVLE representative alignment are shown in Figure 6-1 (Municipal Urban Growth Areas).

6.1.1.1 Lynnwood City Center

The Lynnwood City Center Station is in an area the city has long envisioned as a central downtown neighborhood. While the area is currently characterized by single-story auto-oriented commercial development, Lynnwood's 2007 City Center Subarea Plan and development regulations for the City Center zoning districts create a foundation for compact, mixed-use development near the Lynnwood City Center Station. Farther from the station, to the north of the City Center, is a predominantly single-family residential section of Lynnwood centered around the Lynnwood Civic Center and public library. The city of Lynnwood is engaged in an ongoing subarea planning process for South Lynnwood, immediately to the south and west of the Lynnwood City Center Station. South Lynnwood has a mixture of single- and multi-family residential and light industrial development, with some of the densest residential development in the city.

6.1.1.2 West Alderwood

The West Alderwood station area is in a retail center that serves many of the surrounding communities, with commercial development northwest and southeast of I-5. Alderwood, a regional shopping mall that expanded significantly in the early 2000s, is north of I-5 surrounded by auto-oriented and big-box retail uses that extend into a transitional area between Alderwood and the City Center and span I-5. Alderwood is in the process of redeveloping part of the existing mall as mixed-use development with upper story residential and ground-floor retail. Multi-family development on the northern and eastern edges of this commercial center creates a

transition between the commercial area and single-family neighborhoods.

Lynnwood's boundaries extend to the southeast of I-5 and include clusters of commercial and office uses near I-5. Farther southeast, the city and surrounding parts of unincorporated Snohomish County are largely residential, primarily composed of single-family homes with multi-family development and schools on major roadways. The interchange where I-5, I-405 and SR 525 meet creates a strong physical barrier that separates the city of Lynnwood from unincorporated Snohomish County.

6.1.2 Unincorporated Snohomish County

Snohomish County is one of the fastest growing counties in Washington state, and it is expected to absorb 24% of the growth in the Puget Sound region through 2050, according to PSRC's projections in VISION 2050. Since the adoption of Washington State's Growth Management Act in 1990, Snohomish County has shifted growth away from rural lands and toward designated urban growth areas.

The entire EVLE Project representative alignment lies in the county's Southwest Urban Growth Area, a large urbanized section of the county that contains nine cities and surrounding unincorporated lands. The Ash Way and Mariner station areas and the provisional SR 99/Airport Way station area are in parts of unincorporated Snohomish County that are planned for urban growth. Snohomish County's 2020 zoning districts appear in Figure 6-2 (Local Zoning Districts) and have been consolidated with all jurisdictions within the study area based on permitted density, height and uses. Figure 6-3 (Existing Land Uses) shows existing land uses in the EVLE study area and surrounding parts of Snohomish County.

On either side of I-5, unincorporated communities primarily have zoning designations considered urban by the county with some exceptions for natural features and waterfront areas. To the west of I-5, current zoning can accommodate denser residential development, with multi-family residential zoning near SR 525 and SR 99, while east of I-5 has somewhat lower density single-family residential development closer to the county's base net density of four units per acre for urban single-family residential zones according to the county's zoning code.

6.1.2.1 Ash Way

Directly west of I-5 at the Ash Way station area is the Ash Way Park-and-Ride lot, a major transit and parking facility for Community Transit and Sound Transit bus routes. The station area and its immediate surroundings are in the county's Urban Center zoning district, which is intended to create a mix of high-density uses, pedestrian connections and community facilities around high-capacity transit. Existing land uses east of I-5 are primarily auto-oriented commercial developments with associated parking along 164th Street SW, a mix of multi- and single-family housing south of 164th Street SW and to the north along I-5, and single-family homes on larger lots around Martha Lake and farther south of 164th Street SW. West of I-5, development is constrained by wetlands around Swamp Creek. There is a mix of commercial, office and multi-family development west of the wetlands near SR 525 and mostly residential development east of the wetlands near I-5. Wetlands and streams in and around the study area are shown in Figure 6-4 (Wetlands and Streams).

6.1.2.2 Mariner

The Mariner station area is also in the county's Urban Center zoning district, which includes an existing cluster of commercial uses along 128th Street SW and other less retail-oriented business and office uses near I-5 to the south. Residential development west of I-5 near the Mariner station area largely consists of higher density multi-family development. East of I-5, residential development is sparser, and predominantly single-family homes with larger open spaces. Undeveloped wetlands around North Creek separate this part of Snohomish County from denser multi-family development in Mill Creek to the east.

6.1.2.3 SR 99/Airport Road

The SR 99/Airport Road provisional station area is at a major intersection with its northern corner in the city of Everett and the remaining unincorporated land split between the Everett and Mukilteo Municipal Urban Growth Areas. Development in Everett and unincorporated Snohomish County near this intersection is primarily commercial, and commercial and industrial uses extend along SR 99 and north along Airport Road. Farther from these two commercial corridors, the surrounding area is mostly residential, with a mix of single- and multi-family development northwest of SR 99, interspersed with some industrial uses near Paine Field and denser multi-family development to the southwest of SR 99.

6.1.3 City of Everett

Everett is Snohomish County's only Metropolitan Growth Center as designated by the PSRC and has a significant population and employment base, with substantial manufacturing employment in southwest Everett and maritime port access. The city is considered the aerospace manufacturing capital of North America and has worked to promote economic growth and diversify its economy. With ambitious growth targets set through PSRC's regional planning process, the city of Everett is committed to concentrating employment and population growth around high-capacity transit, and the EVLE Project is key to Everett successfully meeting its regional growth allocation. Everett's 2019 zoning districts appear in Figure 6-2 (Local Zoning Districts) and have been consolidated with all jurisdictions within the study area based on permitted density, height and uses. Figure 6-3 (Existing Land Uses) shows existing land uses in Everett and the EVLE study area.

6.1.3.1 Southwest Everett Industrial Center

The Southwest Everett Industrial Center station area is in the center of the Paine Field/Boeing Everett manufacturing industrial center as designated by PSRC since 2002. The station area is within the city of Everett northeast of Paine Field, Snohomish County's largest airport. In 1996, the city led a planning process for the Southwest Everett/Paine Field Subarea, including the majority of the industrial land around the station area and Paine Field to expand employment opportunities, particularly manufacturing jobs. The subarea plan and the accompanying modifications to the city's development regulations in the area shaped the area's existing land uses and development patterns and helped it emerge as a stronger center for industrial and manufacturing employment.

Land uses around the station area are primarily industrial and include Boeing's Everett Production Facility north of SR 526 and Boeing's Everett Delivery Center, which is co-located with Paine Field south of SR 526 and west of Airport Road, as well as a variety of other industrial uses. These uses are consistent with the city of Everett's heavy and light industrial

zoning designations north of SR 526 and on either side of Airport Road. East of the industrial area south of SR 526 is the Westmont neighborhood, a largely multi-family residential neighborhood around Walter E. Hall Park.

6.1.3.2 SR 526/Evergreen

The SR 526/Evergreen station area is at the intersection of SR 526 and Evergreen Way, a major thoroughfare and business corridor in south Everett at the nexus of four neighborhoods. Areas directly on Evergreen Way are part of Everett's Mixed Urban and Business zoning districts, commercial zones that are intended to accommodate a more intensive mix of residential and commercial uses that are more pedestrian-oriented.

Existing land uses along Evergreen Way are predominantly auto-oriented commercial developments with associated surface parking lots and major public schools just off the corridor north of SR 526. Farther from Evergreen Way, the surrounding neighborhoods are mostly single-family residential, with the exception of the Westmont neighborhood southwest of the station area, which has denser multi-family development patterns near SR 526.

6.1.3.3 Everett

The Everett station area is on the edge of downtown Everett, near the existing Sounder station. While the downtown area has no official boundaries, denser commercial and residential development is concentrated to the northwest of the station area. Everett's downtown core is mostly in the city's Mixed Urban zoning district, and the surrounding areas are in the Urban Residential zoning districts where more intensive multi-family residential development is permitted. Immediately around the existing rail line and to the northeast of the station area are active industrial uses and primarily single-story commercial uses. Historically industrial lands along the Snohomish River are in the process of redevelopment with new multi-family housing and a future mixed-use and commercial development along the riverfront, northeast of the Everett station area. Unincorporated lands east of Everett's city limits are part of the Snohomish River Estuary and are largely comprised of undeveloped wetlands and flood hazard areas that are maintained as commercial farmland or preserved as natural areas or parkland.

Downtown Everett and the Everett station area have been the subject of various neighborhood planning and zoning efforts over the past two decades. The most recent *Metro Everett Subarea Plan* includes the entire Everett Metropolitan Center, including downtown and the Everett station area, which were the subject of separate subarea plans in the past. Adopted in 2018, the *Metro Everett Plan* identified a preferred location for the future Everett station and envisioned an approach to land uses in the subarea that would reduce barriers to infill development and encourage intensive new development and redevelopment.

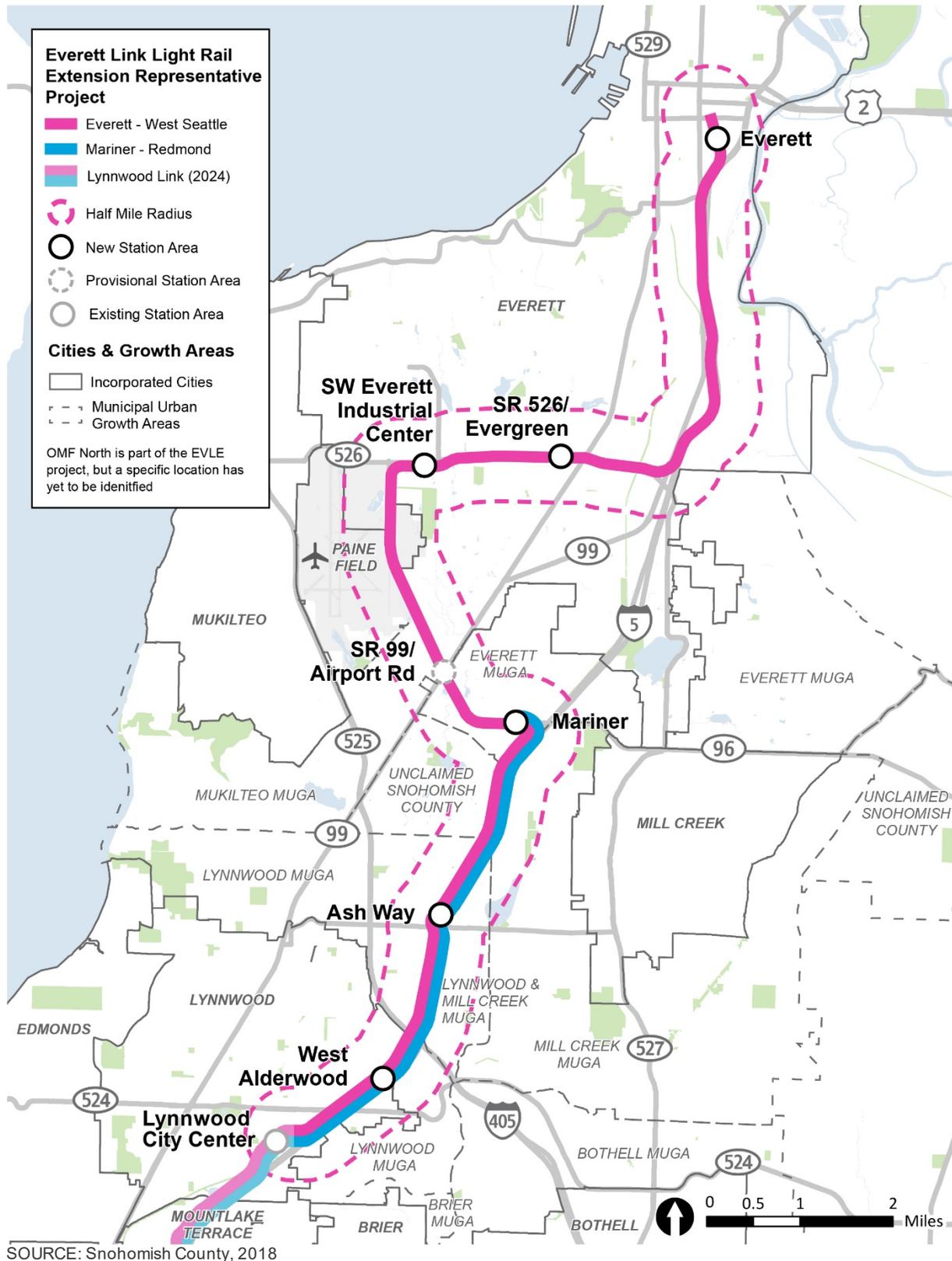
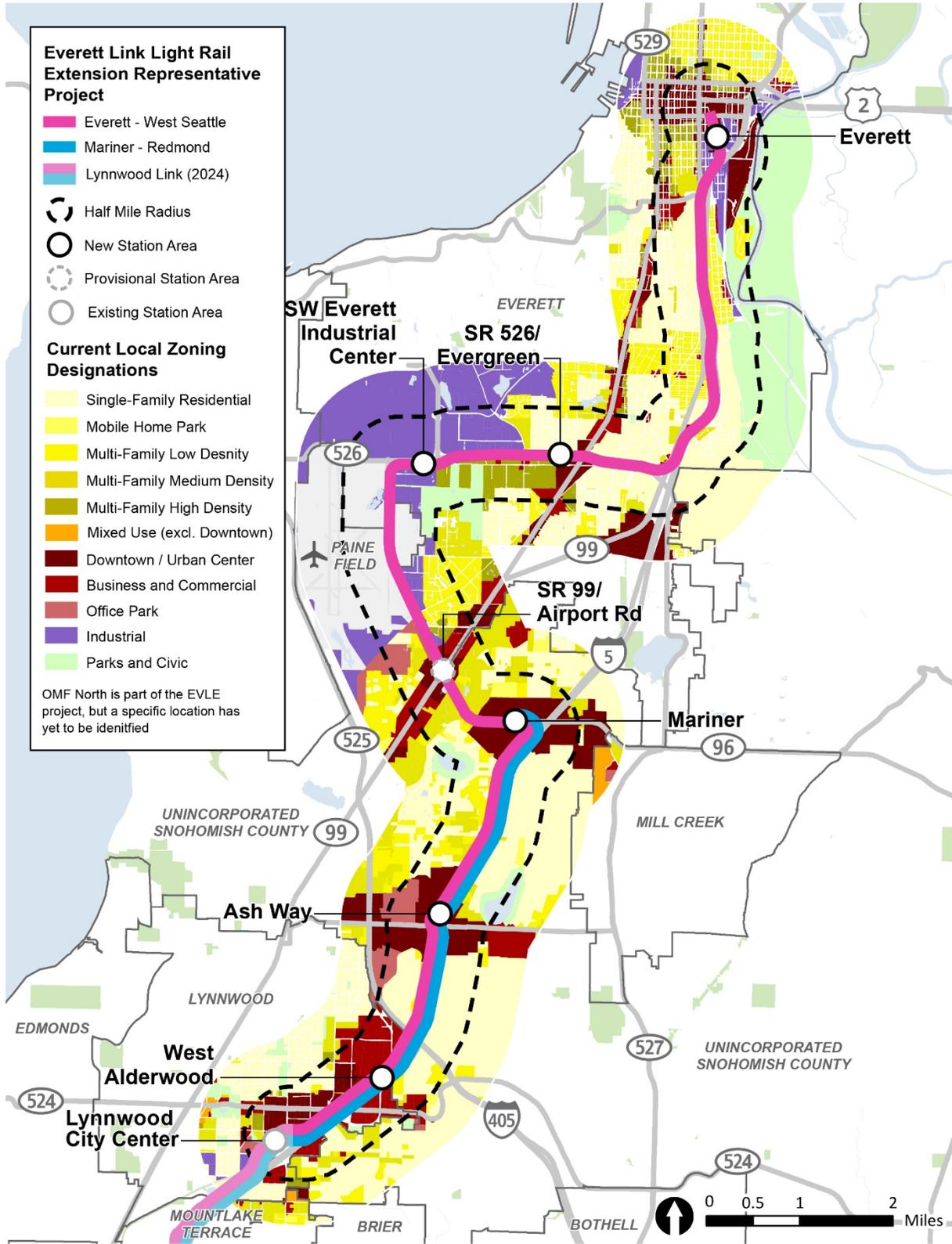


Figure 6-1 Municipal Urban Growth Areas



SOURCE: Snohomish County, 2020; Everett, 2019; Lynnwood, 2018; Mill Creek, 2017; Mountlake Terrace, 2018; Mukilteo 2018

Figure 6-2 Local Zoning Districts

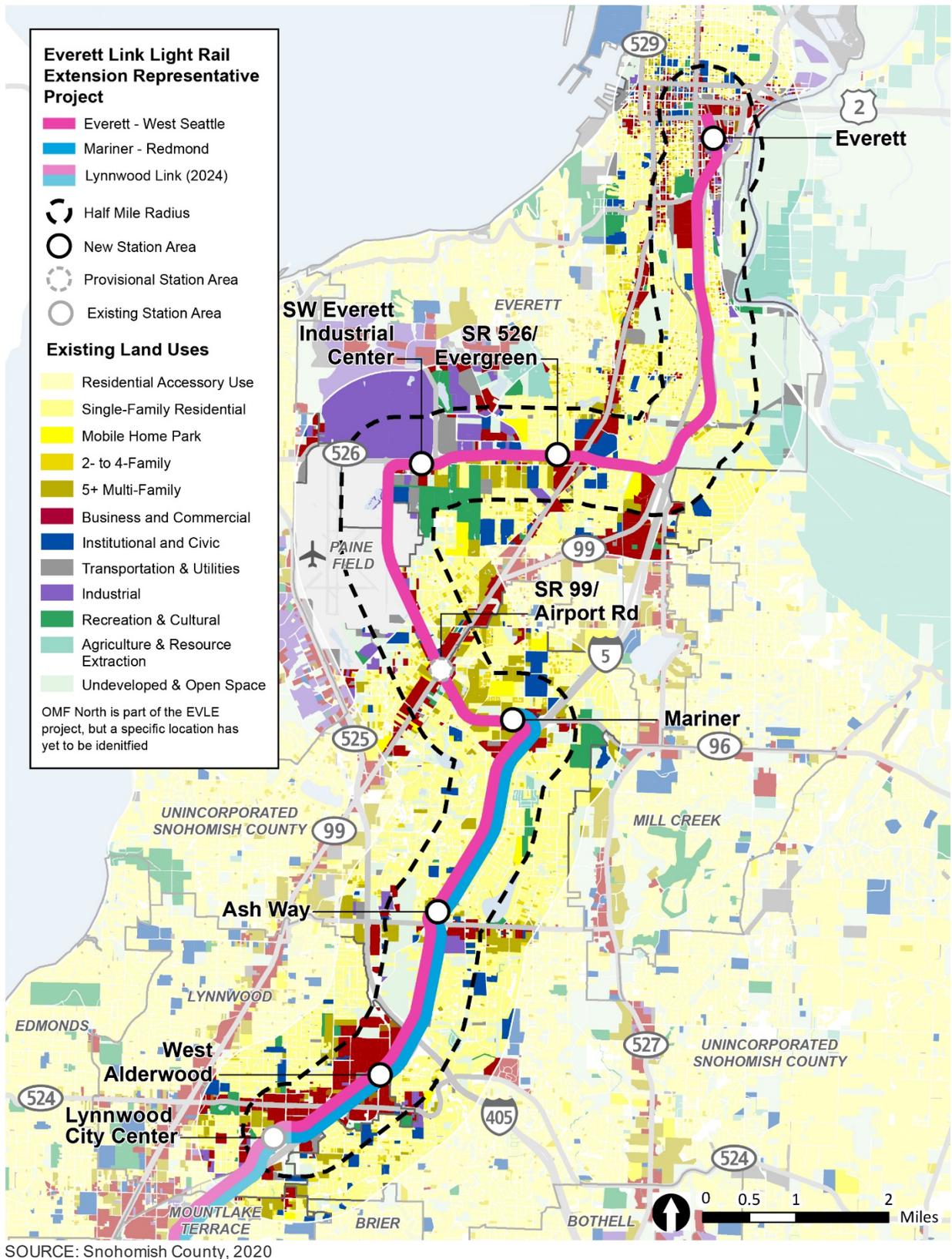


Figure 6-3 Existing Land Uses

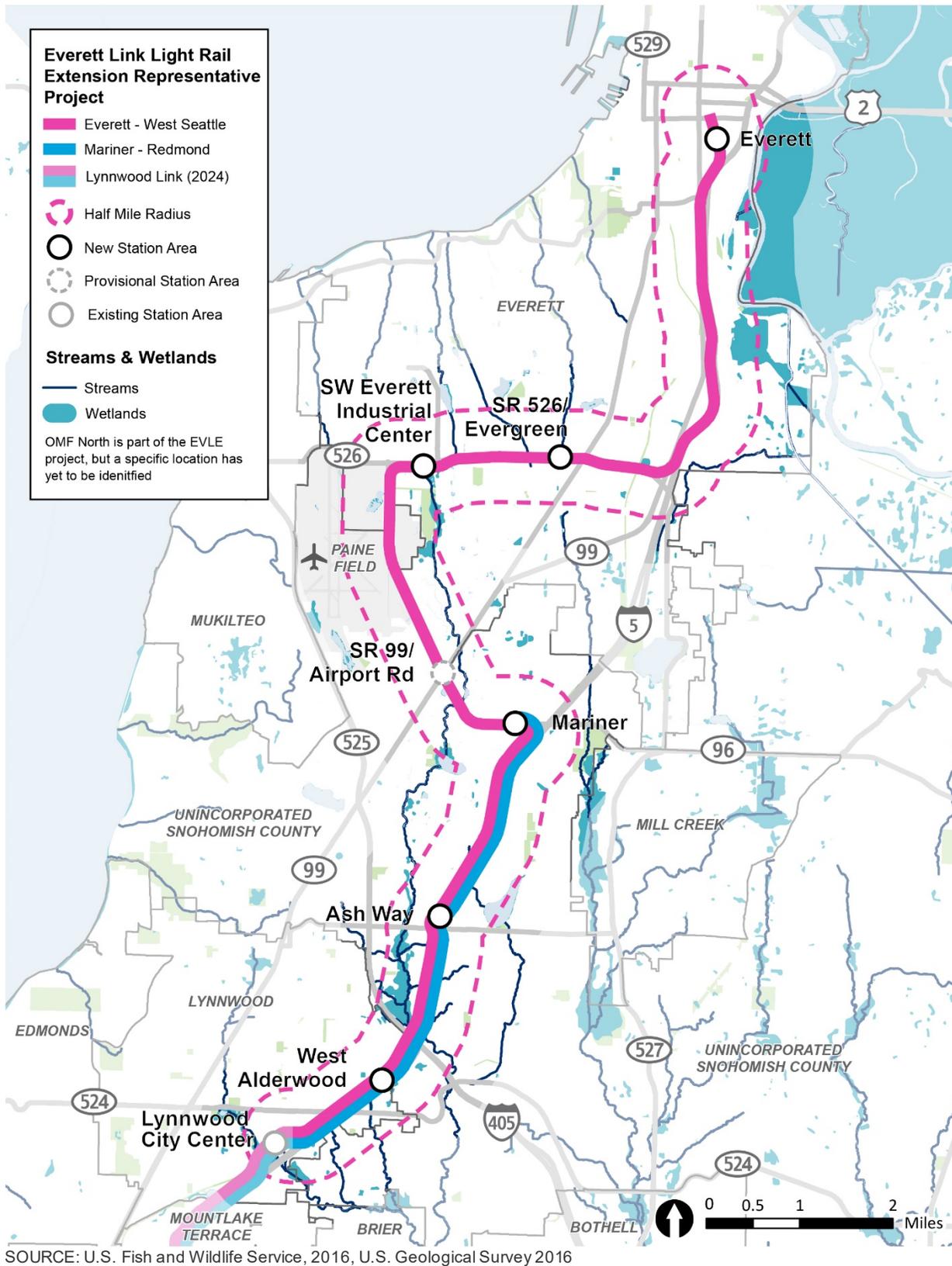


Figure 6-4 Wetlands and Streams

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APPENDIX A

Previous Studies and Findings Technical Memorandum



Everett Link Extension

Previous Studies and Findings Technical Memorandum

September 2021

Summary

This memorandum summarizes previous transportation and land use studies that relate to high-capacity transit in the Everett Link Extension (EVLE) corridor. The regional and local plans, policies and projects identified here both support and are supported by light rail in the project corridor. Highlighted documents represent the work of Sound Transit, Puget Sound Regional Council (PSRC), Snohomish County, and the cities of Everett and Lynnwood. This memorandum outlines the development goals served by this Link extension, as well as relevant corridors identified for major transportation and land use investment.

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Acronyms and Abbreviations

ADA	Americans with Disabilities Act
BAT	Business Access Transit
BNSF	Burlington Northern Santa Fe
BRT	Bus Rapid Transit
EIS	Environmental Impact Statement
EVLE	Everett Link Extension
GMA	Growth Management Act
HOV	High-Occupancy Vehicle
I	Interstate
OMF	Operations and Maintenance Facility
PSRC	Puget Sound Regional Council
RCW	Revised Code of Washington
RTP	Regional Transportation Plan
SR	State Route
ST2	Sound Transit 2 Plan
ST3	Sound Transit 3 Plan
TIP	Transportation Improvement Plan
TMP	Transportation Master Plan
TOD	Transit-Oriented Development

1 INTRODUCTION

1.1 Overview

Long-range plans in the Puget Sound region share the foundational goals of concentrating development along high-capacity transit corridors. Focusing on the link between land use and transportation investments is seen as key to continue to build a sustainable and vibrant region. This approach ensures more efficient use of existing and future infrastructure and preserves natural resources and open space, while still providing for economic and population growth.

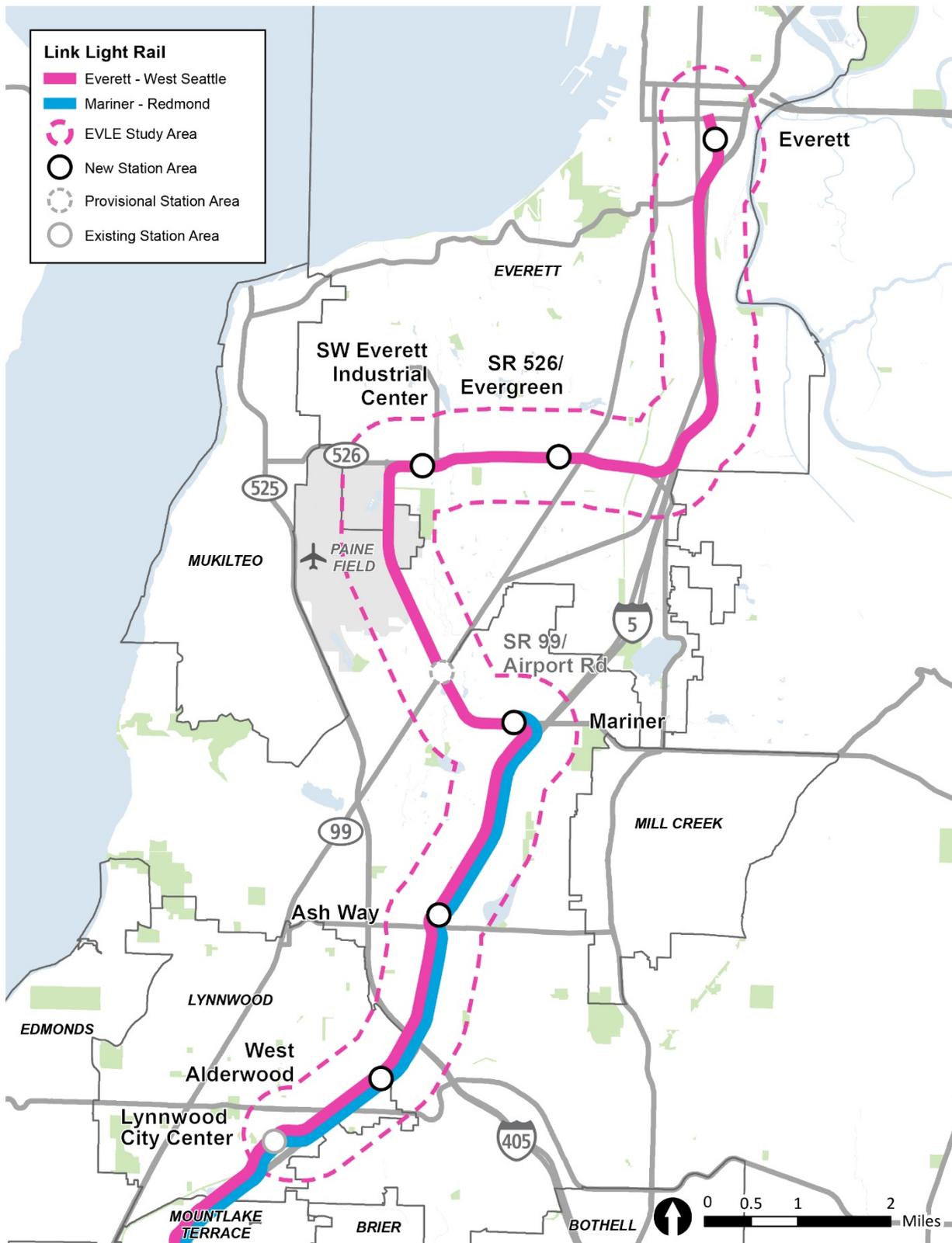
The Everett Link Extension Project will extend the planned Link light rail network north to Everett through Snohomish County. The project corridor begins at the terminus of the Lynnwood Link Extension at Lynnwood City Center, extending 16 miles north to Everett Transit Center via the Southwest Everett Industrial Center. The project includes six new stations in the cities of Lynnwood and Everett, and unincorporated Snohomish County. In addition to Sound Transit, two other agencies operate transit service in the project area: Community Transit in Snohomish County and Everett Transit in the city of Everett.

As a component of the light rail expansion, Sound Transit will also build the Operations and Maintenance Facility North to support system-wide light rail expansion.

EVLE and OMF North, included in the Sound Transit 3 Plan approved by voters in 2016, are now in the project development phase. This phase is in its initial steps, which will include alternatives development, conceptual engineering and environmental review. The following review summarizes studies and plans that are foundational to the development of the EVLE and OMF North project.

1.2 Purpose of Report

The primary objective of this report is to identify previous and current planning efforts that are relevant to the EVLE Project study area (shown in Figure 1-1 Everett Link Extension). The report discusses the findings related to the transportation conditions within the study area, and local and regional plans for accommodating regional growth.



2 LEGISLATIVE ACTIONS

2.1 Washington State

2.1.1 Growth Management Act

The Growth Management Act is a series of state statutes in Chapter 36.70a Revised Code of Washington that require counties and cities to plan for future growth in coordination with state and regional goals. Snohomish County and the jurisdictions within it are required to complete comprehensive plans that articulate goals, objectives, policies, actions and standards in order to guide local officials and further the goals of the GMA, which include concentrating urban growth, preserving rural and open spaces, and building efficient transportation systems.

3 REGIONAL PLANS AND STUDIES

3.1 Puget Sound Regional Council

3.1.1 VISION 2050 (2020)

VISION 2050 is a coordinated strategy for managing growth in the Puget Sound region. It forecasts regional population and employment growth and provides a framework for how and where development occurs. *VISION 2050*'s regional growth strategy includes a growth concept that builds on the Growth Management Act, providing numeric allocations of employment and population growth by regional geography that counties and cities use in their planning efforts under the GMA.

VISION 2050 updates population and employment growth projections from the previous growth strategy released in 2008, *VISION 2040*. *VISION 2050* projects that the Puget Sound region will add 1.8 million people and 1.2 million jobs by 2050. *VISION 2050* aims to accommodate that growth "in urban areas, focused in designated centers and near transit stations, to create healthy, equitable, vibrant communities well-served by infrastructure and services."

Centers are at the core of this strategy, and guide growth allocations, local planning and transit planning in the region. PSRC defines two distinct types of regional growth centers: Urban Growth Centers with dense jobs and housing where major investments offer new opportunities for growth, and Metro Growth Centers with dense existing jobs and housing that serve as transit hubs, offer regional services, and are major civic and cultural centers. PSRC also defines two distinct types of manufacturing/industrial centers: Industrial Employment Centers that represent important long-term industrial areas with a high concentration and legacy of industrial employment, and Industrial Growth Centers with clusters of industrial lands that have significant value to the region and potential for future job growth.

Figure 3-1 (Designated Centers and Urban Growth Areas) shows the PSRC designated centers and Snohomish County's Southwest Urban Growth Area in and around the EVLE study area.

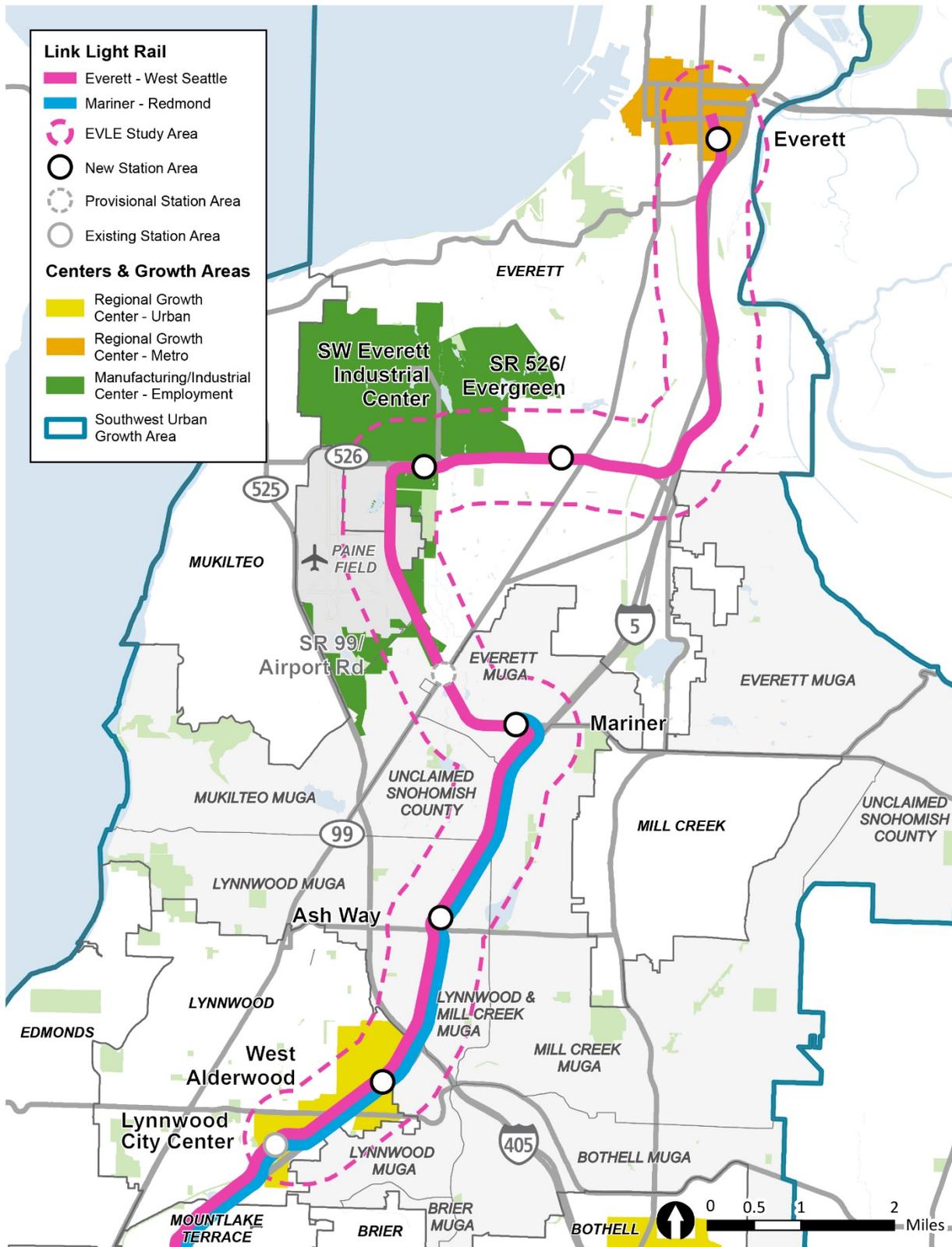


Figure 3-1 Designated Centers and Urban Growth Areas

The growth strategy developed in *VISION 2050* is dependent on designated urban growth areas to accommodate the majority of residential and employment development in the region. These regional growth centers are characterized by a mix of land uses (office, commercial, civic, entertainment and residential) organized in compact, pedestrian-oriented development served by multimodal transportation infrastructure.

Regional investment in high-capacity transit is a key element of that strategy. PSRC defines high-capacity transit as existing or planned light rail, commuter rail ferry, streetcar, and bus rapid transit. These modes operate in their own right-of-way separated from traffic, and carry more people between regional growth centers, faster and more frequently than a conventional local transit system. *VISION 2050* established a goal for 65% of the region's population growth and 75% of the region's employment growth to be located within walking distance of high-capacity transit in regional growth centers.

According to *VISION 2050*, cities along the proposed light rail extension represent Metropolitan Cities (Everett) and Core Cities (Lynnwood) in the regional growth strategy. Both designations are expected to accommodate significant housing and employment growth, as they currently serve as multimodal civic, cultural and economic hubs. Smaller communities located along current and planned light rail and other high-capacity transit, including portions of unincorporated Snohomish County along the EVLE representative alignment, are designated High-Capacity Transit Communities. These areas contain fewer destinations than the previous two categories but will play a significant role in reducing vehicle dependence and improving mobility in the region and are allocated nearly 50% of Snohomish County's population growth by 2050.

3.1.2 Growing Transit Communities Strategy (2013)

The *Growing Transit Communities Strategy* is a growth strategy developed to work toward implementation of PSRC's *VISION 2040* plan for the Puget Sound region. The Strategy calls for local and regional action to implement the growth strategy focused around three main goals:

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

Based on these goals, the *Growing Transit Communities Strategy* created a toolkit of 24 strategies and actions that fall into four groups: foundation strategies, strategies to attract growth, strategies to provide affordable housing choices, and strategies to expand access to opportunity. These specific actions and strategies were designed to create great urban places and build equitable communities around transit and dovetailed with *VISION 2040*'s broader region growth strategy and policies.

The *Growing Transit Communities Strategy* identified a number of high-capacity transit communities along the EVLE representative alignment, including potential EVLE station areas at Alderwood Mall (West Alderwood), Ash Way, Mariner, Airport Road, Boeing/Southwest Everett Industrial Center, and Everett Station. The full map of high-capacity transit communities in the North Corridor is shown in Figure 3-2 (North Corridor High-Capacity Transit Communities).

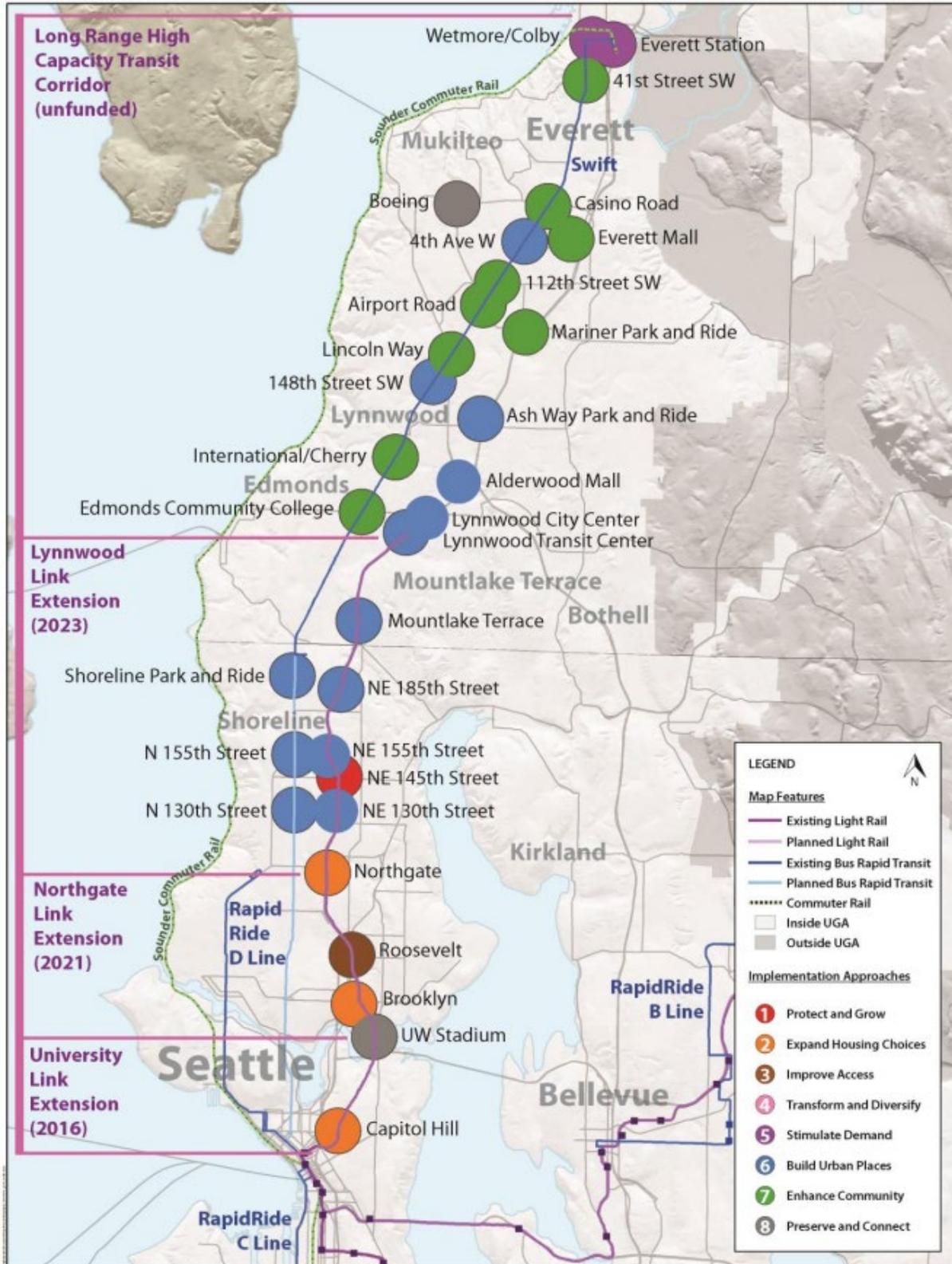


Figure 3-2 North Corridor High-Capacity Transit Communities

VISION 2050 includes implementation of the *Growing Transit Communities Strategy* as Development Patterns Action 3, and the *VISION 2050* document itself supersedes it as the regional equitable transit-oriented development strategy.

3.1.3 Regional Transportation Plan (2018)

The *Regional Transportation Plan* outlines how the Puget Sound region will move people and goods, improve air and water quality, and support economic opportunity through a sustainable transportation system in the future. The plan is structured around the regional goals established by *VISION 2040*, the 2008 precursor to *VISION 2050*, and takes into account Sound Transit's voter approved *ST3 Plan*. PSRC's transportation plan seeks to accommodate growth in sustainable and equitable ways by better connecting housing, employment, military and freight centers, while ensuring equitable access to recreational and cultural assets.

The RTP furthers the *Growing Transit Communities Strategy*, which calls for regional residential and employment growth, including a range of affordable housing choices, to be focused around high-capacity transit. The RTP uses the same growth parameters outlined in *VISION 2050* to identify where future growth should occur and outlines a regional vision for a safe, clean, integrated, sustainable and efficient transportation system that supports the regional growth strategy. The RTP's investments in projects and programs are focused around places where growth is planned to occur and support the overarching vision for the Puget Sound region articulated in *VISION 2050*.

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

3.1.4 Transportation Improvement Program 2021-2024 (2020)

The PSRC *Transportation Improvement Program* identifies priority transportation projects in King, Pierce, Snohomish and Kitsap counties. The program is updated every two years to highlight the next four years of projects with federal and state funding, or locally funded projects with regional significance. The TIP is prepared and approved at a regional level before being submitted to the governor and U.S. Department of Transportation for approval.

The most recent TIP includes projects that strengthen the regional transit network, improve bicycle and pedestrian facilities, and address the state of repair for major roadways in the EVLE corridor. These projects help lay the foundation for frequent and reliable transit service in Snohomish County that will be leveraged by completion of the EVLE Project. These projects are both vital to the success of proposed light rail expansion and will be more effective once connected to new light rail service. Priority projects include:

- Expansion of Link light rail service from Northgate to Lynnwood, scheduled for completion in 2024.
- Bus rapid transit improvements around Lynnwood City Center:
 - Sound Transit Stride BRT S2 Line to Bothell and Bellevue Transit Center via I-405 with connections to Burien Transit Center and Shoreline, scheduled for completion in 2025.
 - Community Transit Swift Orange Line BRT between the McCollum Park Park-and-Ride lot in Mill Creek and Edmonds Community College in Lynnwood, connecting to Ash Way Park-and-Ride lot, Alderwood Mall, and Lynnwood City Center, scheduled for completion in 2024.
- Seismic retrofits for the existing WSDOT-owned Maple Road bridge over I-5, which provides local access across I-5 near the interchange with I-405 and SR 525, scheduled for completion in 2023.

3.2 Sound Transit

3.2.1 Lynnwood to Everett High Capacity Transit Corridor Study (2014)

3.2.1.1 Principles, Goals, and Objectives

This study was one of several corridor studies completed in 2014 to inform the *Sound Transit Long-Range Plan* update and guide future high-capacity transit expansions. The following principles were used to evaluate the potential corridor options:

- Consistency with regional plans and acts directing growth in the area such as *VISION 2040* and the Washington State GMA.
- Support city and county measures enacted to manage growth and reduce automobile use in major centers.
- Support the regional economy and preserve a high quality of life.
- Increase the value of *Sound Move* and *Sound Transit 2* investments in projects and services.
- Examine effective high-capacity transit alternatives to automobile use, as identified in ST2 and/or as directed by the Sound Transit Board.

Table 3-1 (High-Capacity Transit Goals and Objectives) summarizes the goals and objectives that were developed to guide Sound Transit’s high-capacity transit corridor studies.

Table 3-1 High-Capacity Transit Goals and Objectives

Goals	Objectives
1. Provide a public transportation system that facilitates long-term mobility and connectivity.	<ul style="list-style-type: none"> • Improve transit connections to key transit markets and regional growth centers. • Must operate service principally in exclusive rights-of-way to be considered as high-capacity transit. • Improve reliability of transit service.
2. Enhance communities and protect the environment.	<ul style="list-style-type: none"> • Conserve energy resources, control air pollution and preserve the environment. • Support communities' ability to develop sustainably, consistent with state and regional laws and growth management policies.
3. Contribute to the region's economic vitality; increase access to jobs, housing, education, and other community resources; enhance the region's ability to move goods and services; and promote economic development.	<ul style="list-style-type: none"> • Support economic growth by linking the region's designated growth centers. • Support transit-oriented development in station areas.
4. Strengthen communities' access to, and use of, the regional transit network.	<ul style="list-style-type: none"> • Develop transit options that connect to existing and future bicycle, pedestrian, HOV, and transit networks. • Improve people's ability to access transit. • Develop equitable transportation solutions.
5. Develop a system that is financially feasible.	<ul style="list-style-type: none"> • Develop cost-effective and efficient transportation solutions. • Develop a system that is affordable to build, run and use.

SOURCE: Sound Transit Lynnwood to Everett High Capacity Transit Corridor Study, 2014.

The study developed and evaluated a wide range of potential high-capacity transit improvements using an initial screening. These options were then evaluated in a two-level analysis process based on the goals and objectives of the project, along with existing and future activity centers, transportation routes and demand, potential route length and previously identified planned transit investments.

3.2.1.2 Development of Initial Concepts

The study developed a “universe” of options of primary routes between Lynnwood and Everett, including variations to serve important points in between the two cities. Potential station areas were also identified based largely on existing and planned activity centers and corridors. The first set of concepts were mode neutral, but included the base assumptions that any concept would operate all day in both directions on mostly exclusive guideway, be adaptable to various transit profiles such as at-grade, exclusive, fully or partly grade separated, and reasonably represent the range of benefits, costs, and impacts of more detailed plans that would occur later in the planning process.

The initial set of concepts is represented in Figure 3-2 (North Corridor High-Capacity Transit Communities) and can be arranged into three basic groups, described in Table 3-2 (Initial Route Concept Groups).

Table 3-2 Initial Route Concept Groups

Concept Grouping	Description
Group A	"I-5 Two-Center" connecting Lynnwood City Center and downtown Everett via I-5.
Group B	"SR 99 Two-Center" connecting Lynnwood City Center and downtown Everett via SR 99 and Evergreen Way.
Group C	"Three-Center" connecting Lynnwood City Center, Paine Field/Boeing Everett area, and downtown Everett via either I-5 or SR 99.

SOURCE: Sound Transit *Lynnwood to Everett High Capacity Transit Corridor Study*, 2014.

3.2.1.3 Level 1 Options and Evaluations

Nine options were carried forward to Level 1 evaluations, they included both BRT and light rail options on a variety of routes between Lynnwood and Everett as well as connections to Southwest Everett Industrial Center.

Evaluation of the nine Level 1 options identified tradeoffs between different modes and routes. Light rail options generally performed better than BRT but at significantly higher cost. Deviations to serve the Southwest Everett Industrial Center and Paine Field performed well in terms of mobility and land use potential despite added cost. The options that served Paine Field and the Southwest Everett Industrial Center served more major regional connections and offered more potential for development, but incurred higher costs due to the longer distance. I-5 options performed better in terms of travel time and cost though had lower potential for development compared to options running along State Route 99 or 526. SR 99 options presented other challenges as well, as any new transit route along SR 99 would duplicate existing Swift BRT service and siting an OMF to handle light rail vehicles would be difficult along the corridor.

3.2.1.4 Level 2 Options and Evaluations

Level 2 options were developed by combining the most promising elements of the nine Level 1 options. Five options were developed for Level 2 evaluation and included both light rail and BRT routes along I-5 and SR 99. The options were as follows:

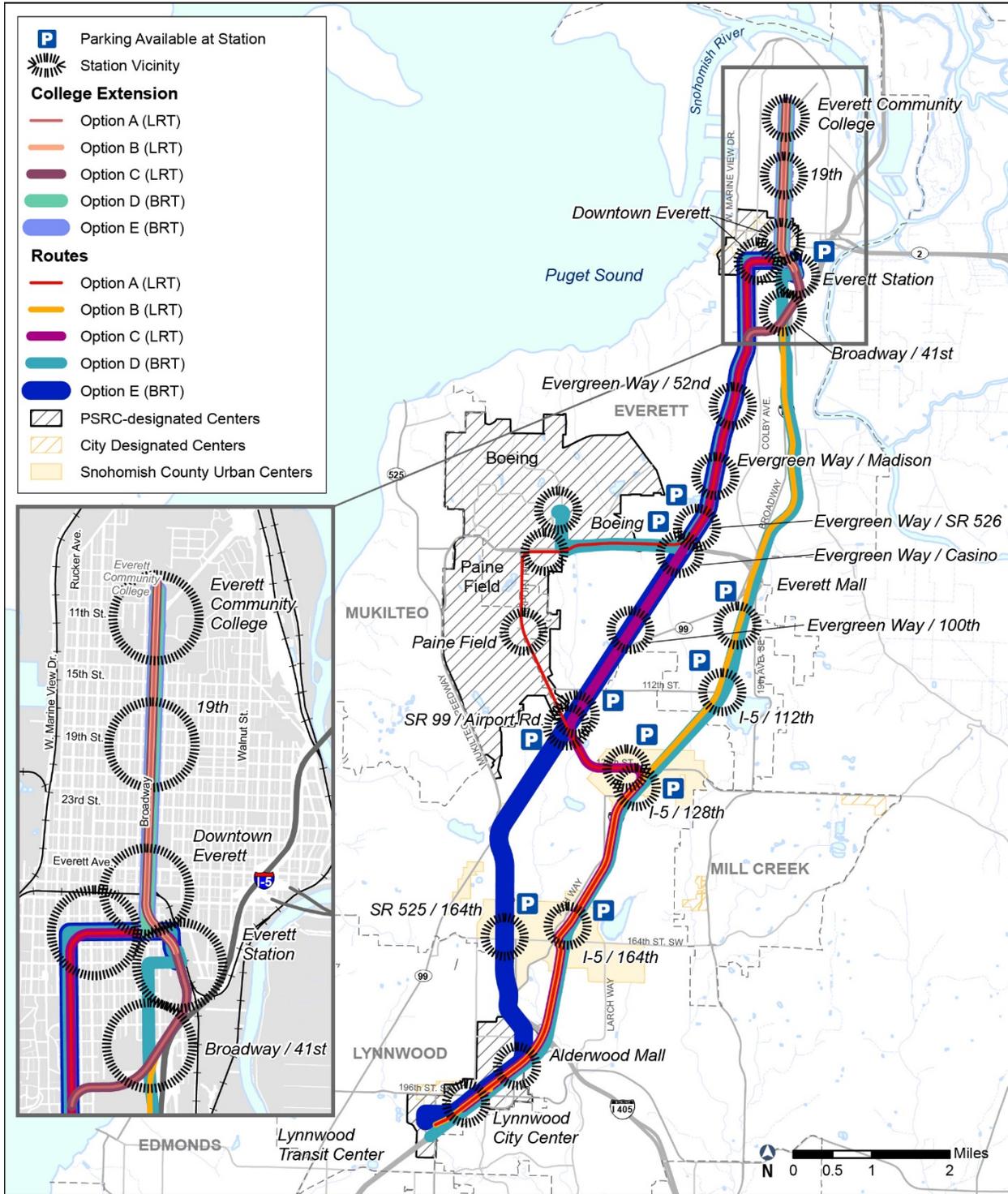
- Option A: I-5/Airport Road/SR 526 Light Rail.
- Option B: I-5 Light Rail.
- Option C: I-5/SR 99 Light Rail.
- Option D: I-5 BRT.
- Option E: SR 99 BRT.

The five options, summarized in Table 3-3 (Level 2 Options) and shown in Figure 3-3 (All High-Capacity Transit Options from Lynnwood to Everett, including Potential College Extension) were then evaluated based on ridership, reliability, travel time, disruption to other modes, station area development potential, cost, cost effectiveness, complexity and environmental effects.

Overall, the light rail options provided better performance in terms of ridership, reliability, travel time improvement, and least disruption to other modes. The BRT options were less than half the cost of the light rail options but had less than half of the ridership and had more overlap with existing transit modes. The BRT options also presented challenges in terms of design complexity and reliability.

Level 2 evaluation highlighted several trade-offs between routes on SR 99 and I-5. SR 99 provided higher ridership estimates, more potential station locations and greater development potential. Alternatively, I-5 routes were cheaper, less complex and disruptive to existing modes while providing faster travel times between Lynnwood and Everett. Both Level 1 and Level 2 evaluations showed that I-5 alignments performed much better if the route served 164th Street SW because it is one of the few places to cross I-5.

Despite cost and complexity, the deviation to Southwest Everett Industrial Center provided many benefits in terms of development potential. Option A, the light rail option that served Paine Field and Southwest Everett Industrial Center, was one of the highest cost options but it also scored highest in terms of development potential; it served the most activity centers, had the greatest potential to support economic development, and had the highest amount of population and employment captured within a 0.5 mile radius. This option also scored well in terms of time savings over existing transit connections between Everett and Lynnwood, Paine Field/Boeing to Everett and Paine Field/Boeing to Lynnwood. Though this option saved less time on the Lynnwood to Everett trip compared to other options, it had the greatest time-saving improvements connecting Paine Field/Boeing with both Lynnwood and Everett.



SOURCE: Sound Transit Lynnwood to Everett High Capacity Transit Corridor Study, 2014.

Figure 3-3 All High-Capacity Transit Options from Lynnwood to Everett, including Potential College Extension

College Extension Option

The study also included an evaluation of a possible light rail or BRT extension north from Everett Station to Everett Community College. The college extension would either involve elevated light rail on the west side of Broadway with stations at Hewitt Street, 19th Street, and a terminus at the College, or BRT running in dedicated lanes replacing parking on the west and east sides of Broadway. This evaluation used the same criteria as the Level 2 evaluation and assessed how a possible extension affected the comparative rating of each Level 2 option.

Light rail options for the college extension would offer faster travel times and higher ridership but were estimated to cost hundreds of millions more than BRT options. The three light rail options were projected to attract an additional 1,600-5,000 daily riders at the cost of \$230 million to \$460 million, while the BRT options were priced between \$10 million and \$20 million with a daily ridership increase of 1,800 to 2,400 riders. Another consideration for the extension is that tracks for the Evergreen Way light rail options A and C would need to be modified in order to approach Everett Station from the south, instead of the west as the original option imagined. While this would allow the tracks to extend north to the college, it would also result in longer travel times between Lynnwood Transit Center and Everett Station.

Other Suggested Options

After presentations of the Level 2 options and the college extension to local jurisdictions, several additional options were suggested. These included a BRT extension to Everett Community College paired with an I-5 light rail alignment between Lynnwood City Center and Everett Station, an Everett Station to Paine Field/Boeing Everett connection tied with an I-5 light rail alignment, and suggestions for other arterials such as Colby Avenue, which could be an alternative to SR 99. These suggested options were not studied in this high-capacity transit report, but the report indicated that they may be considered in the future.

The five high-capacity transit options and potential college extension were considered further in the Sound Transit 3 planning process and were narrowed to the three options included as candidate projects in ST3.

Table 3-3 Level 2 Options

Option	Grade	Route Details	Potential Stations
Option A: I-5/Airport Road/SR 526 Light Rail.	Mostly elevated with short at-grade portions south of 128th Street SW and near Paine Field.	Runs on west side of I-5 from Lynnwood Transit Center to Mariner Park-and-Ride lot, then along 128th Street SW and Airport Road to Paine Field/Boeing then north along Evergreen Way and Rucker Avenue and finally east to Everett Station via Pacific Avenue.	<ul style="list-style-type: none"> • Lynnwood City Center. • Alderwood Mall. • Ash Way Park-and-Ride lot. • Mariner Park-and-Ride lot. • SR 99/Airport Road. • Paine Field. • Boeing. • Evergreen Way/SR 526. • Evergreen Way/52nd Street SE. • Everett Station.
Option B: I-5 Light Rail.	Mostly elevated with short at-grade portion south of 128th Street SW.	Entire route would be along the west side of I-5 except for the connections to Lynnwood City Center and Everett Station.	<ul style="list-style-type: none"> • Lynnwood City Center. • Alderwood Mall. • Ash Way Park-and-Ride lot. • Mariner Park-and-Ride lot. • Everett Mall. • Everett Station.
Option C: I-5/SR 99 Light Rail.	Mostly elevated with short at-grade portion north of 164th Street SW.	This route runs north on the west side of I-5 to 128th Street SW where it turns west along 128th Street SW and Airport Road to SR 99 which the route follows north to Everett Station.	<ul style="list-style-type: none"> • Lynnwood City Center. • Alderwood Mall. • Ash Way Park-and-Ride lot. • Mariner Park-and-Ride lot. • SR 99/Airport Road. • Evergreen Way/100th Street SW. • Evergreen Way/Casino Road. • Evergreen Way/Madison Street. • Downtown Everett. • Everett Station.

Option	Grade	Route Details	Potential Stations
Option D: I-5 BRT.	The I-5 route would operate along existing HOV lanes, the Boeing route would utilize a combination of shared lanes, shoulders, and BAT lanes.	This option is actually two BRT routes, one runs along I-5 between Lynnwood Transit Center and Everett Station while the second would travel between Everett and the Boeing facility along Pacific and Rucker Avenues and then along SR 526 before turning north to Seaway Transit Center.	Lynnwood to Everett: <ul style="list-style-type: none"> • Alderwood Mall. • Ash Way Park-and-Ride lot. • Mariner Park-and-Ride lot. • South Everett Park-and-Ride lot. • Everett Station. Everett to Boeing: <ul style="list-style-type: none"> • Downtown Everett. • Evergreen Way/Madison. • Boeing.
Option E: SR 99 BRT.	Mostly exclusive lanes with some shared portions.	North on SR 525 then north along SR 99/Evergreen Way.	<ul style="list-style-type: none"> • Lynnwood City Center. • Alderwood Mall. • Swamp Creek Park-and-Ride lot. • SR 99/Airport Road. • Evergreen Way/100th Street SW. • Evergreen Way/Casino Road. • Evergreen Way/Madison Street. • Downtown Everett. • Everett Station.

SOURCE: Sound Transit Lynnwood to Everett High Capacity Transit Corridor Study, 2014.

3.2.2 Regional Transit Long-Range Plan (2014)

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

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

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

3.2.3 Sound Transit 3 System Plan (2016)

Sound Transit 3 is the latest system expansion plan development by Sound Transit and approved by voters in 2016. It builds off of previous voter approved plans, *Sound Move* (passed in 1996) and *Sound Transit 2* (passed in 2008). ST3 provides an outline for future high-capacity transit investment guided by regional mobility and growth goals established in *VISION 2040* and Sound Transit's 2014 *Regional Transit Long-Range Plan*.

ST3 proposes an expanded Link light rail system throughout the Sound Transit district, including a connection from Lynnwood to Everett. This planned connection includes six stations between Lynnwood City Center and Everett Station, with a seventh provisional station at SR 99/Airport Road. Along with this and other Link light rail expansions, ST3 also includes new bus rapid transit corridors and improvements to the existing Sounder commuter rail system. The ST3 system map is shown in Figure 3-4 (2016 Regional Transit System Plan for Central Puget Sound).

SOUND TRANSIT

PLAN MAP

KEY

PROPOSED ST3 PROJECTS

- Link Light Rail
- Bus Rapid Transit
- Sounder Rail
- Proposed shoulder-running buses / speed and reliability improvements
- Environmental study
- Future investment study

CURRENT AND PLANNED SERVICE

- Link Light Rail
- Sounder Rail
- ST Express Bus

STATIONS

- New station
- New station / added parking
- Improved station
- Major rail transfer



SOURCE: Sound Transit *Sound Transit 3*, 2016.

Figure 3-4 2016 Regional Transit System Plan for Central Puget Sound

3.2.4 Operations Analysis – Sound Transit 3 (2019)

Sound Transit completed an operations analysis in February of 2019 to analyze future operational arrangements for the expanded Link light rail network as a part of ST3. The goal of the study was to identify the fleet numbers and light rail vehicle storage requirements at key milestone years; as well as identify potential options to reduce fleet requirements while still meeting the projected ridership demand throughout the ST3 timeline. The study reviewed the operational arrangements and fleet requirements at the following key milestone years:

- 2030 - Tacoma Dome & West Seattle.
- 2031 - Infill Stations.
- 2035 - Ballard and new downtown tunnel.
- 2036 - Lynnwood to Everett.
- 2041 - South Kirkland to Issaquah.

The analyses considered the fleet requirements at each milestone year and the available storage at the existing Forest Street OMF and future OMF East. The study also considered the completion of OMF South in 2027. The key outcomes of the initial study were as follows:

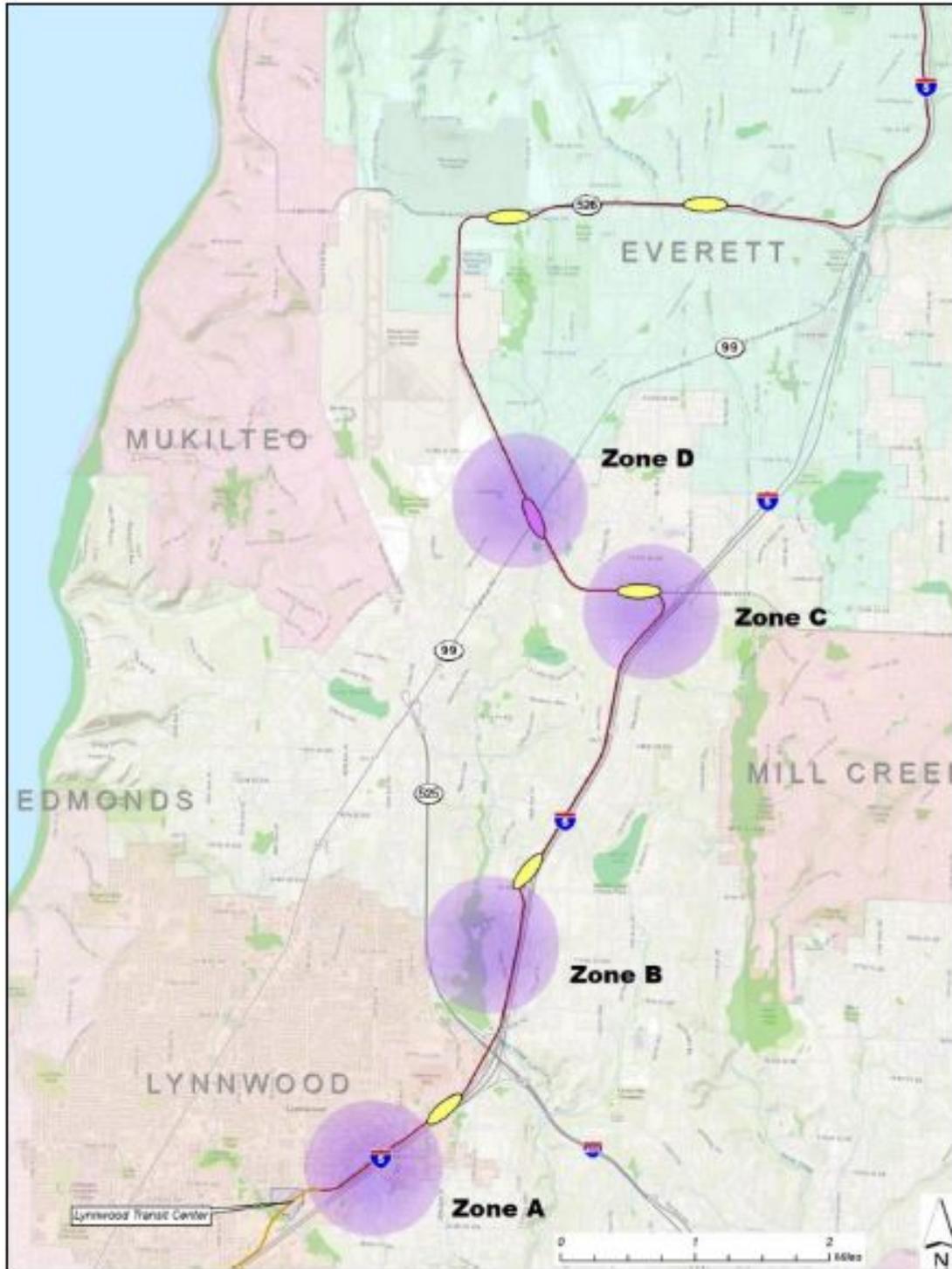
- Identified the need for additional storage between the 2031 and 2035 milestone years to meet the light rail vehicle storage requirements to operate the Ballard and Everett extensions. During mid-2032, the existing Forest Street, OMF East and OMF South facilities are considered to be at capacity and therefore additional storage would be required for existing light rail vehicles, while new light rail vehicles were received and commissioned at the existing facilities. This led to the conclusion that the OMF North would need to be operational for vehicle acceptance and testing four years prior to the opening of EVLE. This was based on the assumption that vehicles would be delivered at a rate of three light rail vehicles per month with a six-month acceptance period per light rail vehicle.
- Identified opportunities to potentially reduce fleet requirements by increasing existing and future light rail vehicle capacity. Alternatives included reconfiguring the interior of existing vehicles, modifying current ST2 light rail vehicle orders and procuring longer light rail vehicles as a part of ST3. The report provided recommendations that ranged from 5%-9% increase in passenger capacity depending on the solution implemented.
- Proposed operational strategies that could reduce the number of vehicles required to run the services. One example is running a short turn service on the Ballard to Tacoma Line.
- Recommended that Sound Transit review their design criteria on maximum light rail vehicle capacity relative to other agencies with respect to the allowable square foot per passenger.
- Provided specific recommendations for future design consideration of the ST3 extensions, included running at faster speeds on straight track sections to decrease travel time.

3.2.5 OMF North Early Planning Study (2019)

As a component of expanded light rail service outlined in ST3, voters also approved two new Operations and Maintenance Facilities to support light rail operations north and south of downtown Seattle. The *OMF North Early Planning Study* was conducted with Sound Transit and partner agency staff from the city of Lynnwood, Snohomish County and city of Everett. The

purpose of the study was to identify preliminary programming assumptions for the OMF North to inform the upcoming screening and evaluation of potential OMF site alternatives, engage partners in their understanding of Sound Transit's requirements, and help Sound Transit better understand potential opportunities and constraints along a portion of the ST3 representative EVLE alignment when siting an OMF.

This preliminary effort was intended to identify a range of sites that warranted further study. However, after a cursory screening effort based on readily available information, broader zones were identified rather than specific sites (shown in Figure 3-5 Potential OMF North Zones). This information about potential zones will help inform the EVLE project planning phase, including the formal alternatives development process that will precede environmental review. During those efforts, additional sites not evaluated as part of this study may be identified.



SOURCE: Sound Transit OMF North Early Planning Study, 2019.

Figure 3-5 Potential OMF North Zones

3.2.6 OMF North Operations Analyses Memo (2020)

The most recent operational analyses completed in January of 2020 expanded upon the previous work completed as a part of ST3 and also considered the potential OMF sites identified in the *OMF North Early Planning Study*. The memo reviewed the operational performance of the five zones identified as potential OMF North sites and provided an estimate of the track and infrastructure maintenance windows on the mainline.

This analysis adopted revised vehicle number assumptions and assumed that all original Type 1 existing vehicles (95ft Kinki Sharyo light rail vehicles) would be retired or replaced by 2041. Therefore, the fleet was comprised of either ST2 Type 2 vehicles or ST3 Type 3 vehicles. The ST3 Type 3 vehicles were assumed to be longer (190 ft with no intermediate cab) than the ST2 Type 2 vehicles and therefore have a higher passenger capacity.

The outcome of this report demonstrated that the OMF sites located to the north of the EVLE Project performed better and allowed for longer maintenance windows. The sites located to the south provided the shortest maintenance windows and were not preferred. Table 3-4 (2041 Vehicle Storage vs Deployment) outlines the fleet and vehicle storage requirements assumed in this analysis.

Table 3-4 2041 Vehicle Storage vs Deployment

Service Requirement	Total	Forest Street	East	South	North
Total Storage Available	496	104	96	144¹	152
Storage Required					
Spares (Vehicle Maintenance)	60	14	14	12	20
Gap Trains	16	4	4	4	4
Everett to Alaska Junction	104	60			44
Mariner to Downtown Redmond	124		68		56
Ballard to Tacoma Dome	148	20		128	
South Kirkland to Issaquah	10		10		
Total Storage Required	462	98	96	144	124
Difference Available vs. Required		6	0	0	28

SOURCE: Sound Transit OMF North Operations Analyses Memo, 2020.

NOTES:

- (1) The previous ST3 Operations Analyses completed in February of 2018 provided a recommendation to store 136 vehicles at OMF South resulting in a total vehicle storage capacity of 488 vehicles for 2041.

3.2.7 Link Light Rail Service Delivery Support Requirements: Options Evaluation (2019)

In October of 2019 Sound Transit completed an assessment of the existing operations and maintenance facilities to provide a background of how the facilities serving the current fleet function in the existing condition. The purpose of the report was to gain a better understanding of the current performance and future requirements for the four facilities to support the ST3 expansion and Link light rail service growth. The report included a review of the existing system and planning documents, existing and planned operations and maintenance facility drawings and specifications, union agreements and interviews with staff to identify opportunities for improvements and efficiencies.

3.3 Snohomish County

3.3.1 Comprehensive Plan (2016)

The *General Policy Plan* provides overall policy direction for the various components of Snohomish County's *Comprehensive Plan*. The *Comprehensive Plan* lays out the goals and policies necessary for the county to satisfy the goals of the GMA, which include directing growth within the established Urban Growth Boundary. Consistent with the GMA, Snohomish County

aims to direct future growth into urban areas well served by transit and to reduce growth rates in areas designated for natural resource extraction and agricultural production and other areas not designated for urban growth. This involves maximizing the remaining land use within cities and urban unincorporated areas. To realize this goal, the comprehensive plan designates several Urban Centers along major transit routes, including planned Link Light Rail.

The transportation element of the comprehensive plan is closely tied with land use goals and policies and relies on Link Light Rail to serve the Urban Centers designated in the comprehensive plan. The plan also stipulates policies and goals to prepare for future light rail stations including encouraging a mix of employment and housing in the station areas and improving access for other modes of travel. The plan also calls for the county to discourage single-occupancy vehicle trips and encourage alternatives such as transit, with park-and-ride lots served by Sound Transit being a key tool to accomplish this objective.

3.3.2 Light Rail Communities: Station Area Planning (2020)

This planning effort was undertaken in advance of the environmental planning process for the Everett Link Extension and focused on refining the locations for stations planned near the I-5/128th Street (Mariner Station) and I-5/164th Street interchanges (Ash Way Station). While ST3 included general station locations, it did not specify exactly where stations would be sited. Snohomish County led a project team to examine possible station locations and alignments in unincorporated Snohomish County.

This report identified recommended alternatives for both Mariner and Ash Way stations that prioritized development potential and connections to other mass transit such as Community Transit's Swift bus rapid transit and non-motorized infrastructure such as trails and sidewalks. Through several rounds of stakeholder workshops and community meetings, the project team identified two recommended alternatives for both stations: Ash Way Park-and-Ride lot and a location on the east side of I-5 for Ash Way shown in Figure 3-6 (Recommended Station Locations for Ash Way Park-and-Ride) and 8th Avenue and 130th Street for Mariner shown in Figure 3-7 (Recommended Station Locations for Mariner Park-and-Ride). In addition, this report also identified several near, longer, and very long-term recommendations for improving transit access across I-5 near the two planned stations.



SOURCE: Snohomish County *Light Rail Communities: Station Area Planning Report*, 2020.

Figure 3-6 Recommended Station Locations for Ash Way Park-and-Ride



SOURCE: Snohomish County *Light Rail Communities: Station Area Planning Report, 2020.*

Figure 3-7 Recommended Station Locations for Mariner Park-and-Ride

4 CITY PLANS AND STUDIES

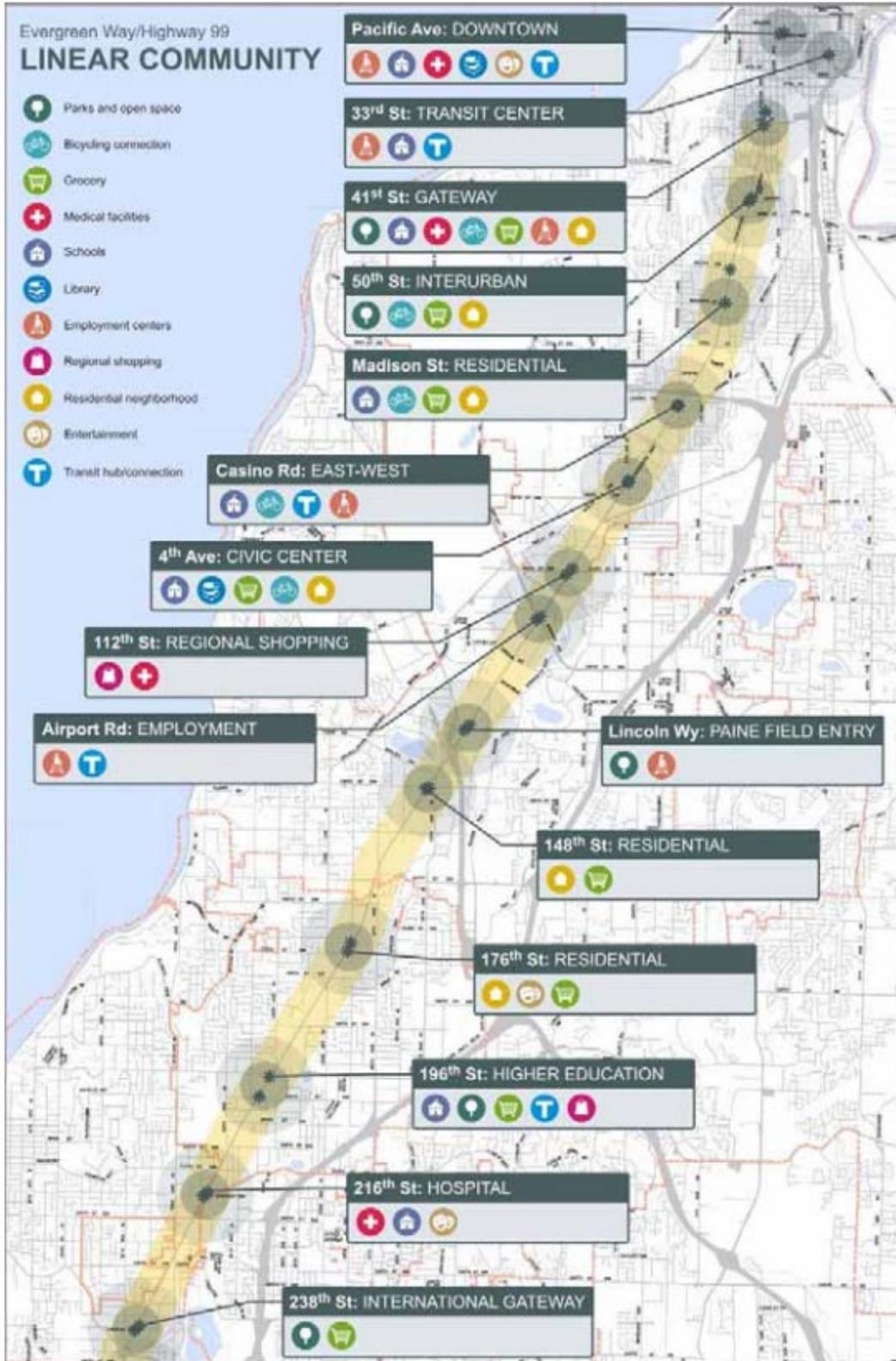
4.1 City of Everett

4.1.1 City of Everett Evergreen Way Revitalization Plan (2012)

Evergreen Way is a principal arterial connecting downtown Everett with southwest Everett along low-density commercial land uses. Since 2009 the corridor has supported Swift bus rapid transit service and served as an important multimodal connection. The city of Everett's comprehensive plan calls for this corridor to be redeveloped with a mix of higher intensity commercial and residential land uses served by high quality transit service.

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

Nodes and associated activity types are shown in Figure 4-1 (*Evergreen Way Revitalization Plan Nodes*).



SOURCE: City of Everett Evergreen Way Revitalization Plan, 2012.

Figure 4-1 Evergreen Way Revitalization Plan Nodes

4.1.2 Everett Comprehensive Plan (2015)

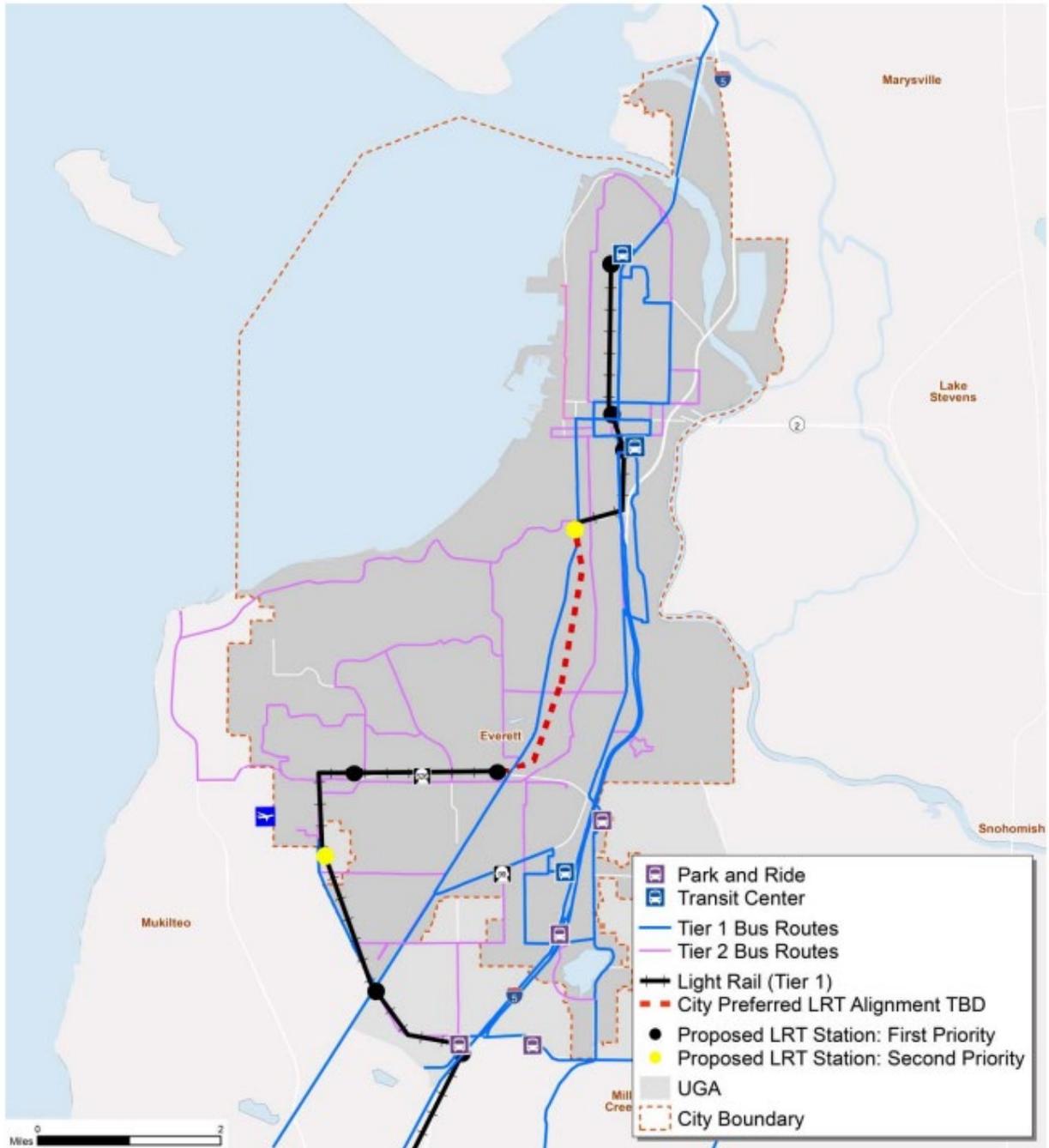
The *Everett Comprehensive Plan* lays out the city's vision for growth and key focus areas that will ensure consistency with regional growth priorities in the PSRC *VISION 2040* plan. Both plans support the city's well-established strategy of directing growth into concentrated centers, along transit-oriented corridors, and Southwest Everett Industrial Center. These strategies are dependent on the completion of light rail service to downtown Everett, with stations built in a manner that supports job and housing development in the city.

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

The comprehensive plan further identified a Transit Priority Network (see Figure 4-2 *Everett Comprehensive Plan Transit Priority Network*) with three priority tiers according to the quality of proposed service. The Link light rail extension is identified as a Tier 1 priority, based on the goals and policies described above. The city's projections for growth and development within their boundaries are dependent upon completion of this light rail expansion.

In advance of Sound Transit 3, the city of Everett planned for redevelopment and investment in high-density urban neighborhoods in the land use element of the city's comprehensive plan, with a focus on redevelopment in the city's urban center arterial corridors including Evergreen Way. The land use element stipulates that the city will adopt plans for each proposed station area that cover housing, transportation, and land use and highlight certain geographies for the preparation of specific plans and policies, including Evergreen Way, Paine Field and Metro Everett, which includes downtown Everett and the Everett Station Area. The land use element also calls for high-density mixed-used redevelopment near the Everett Station area and other light rail stations in Everett. As part of the city's land use policies, Everett emphasized support for transit and transportation demand management in the Southwest Everett Industrial Area and protecting Paine Field's viability as a public airport with complementary aerospace uses nearby.

The land use element also lays out several policies that Everett will use to guide the development of high-capacity transit corridors and stations. Policies include prioritizing development over park-and-ride style stations, emphasize that station and route locations should service existing or planned high-intensity employment or residential centers, and that the city should take the lead for planning the alignment of routes and station locations.



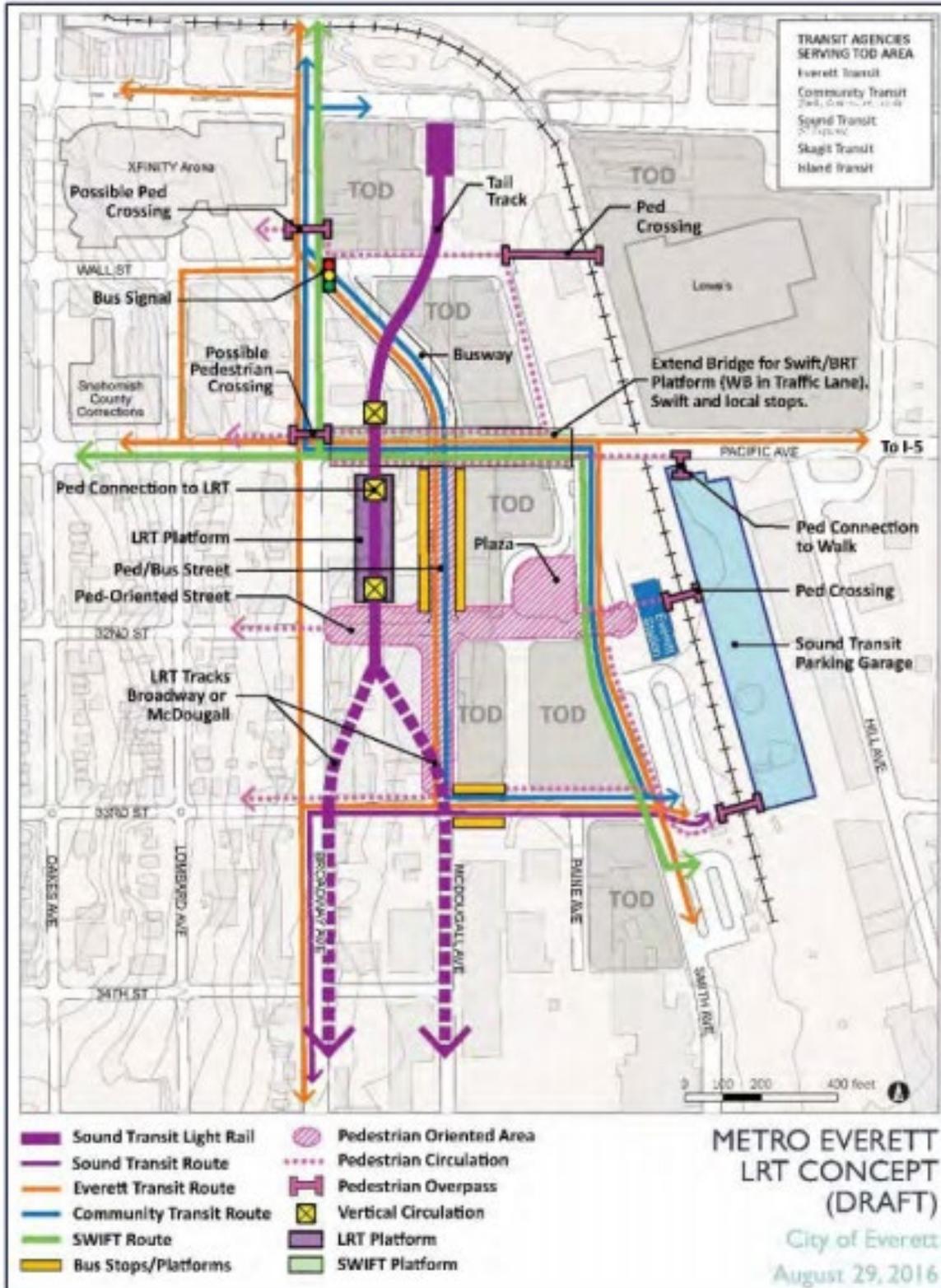
SOURCE: City of Everett *Everett Comprehensive Plan (2015-2035)*, 2015.

Figure 4-2 Everett Comprehensive Plan Transit Priority Network

4.1.3 Metro Everett Subarea Plan (2018)

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

Metro Everett contains a station concept plan for a multimodal transportation hub and transit-oriented development serving downtown and Everett Station areas (see Figure 4-3 *Metro Everett* Light Rail Station Concept Plan). The plan centers around a light rail platform and bus access for Sound Transit, Everett Transit and Community Transit, including Swift bus rapid transit routes. The plan includes improved pedestrian and bicycle access, along with right-sized parking and freight accommodations to promote a more multimodal Everett.



SOURCE: City of Everett Metro Everett Subarea Plan, 2018.

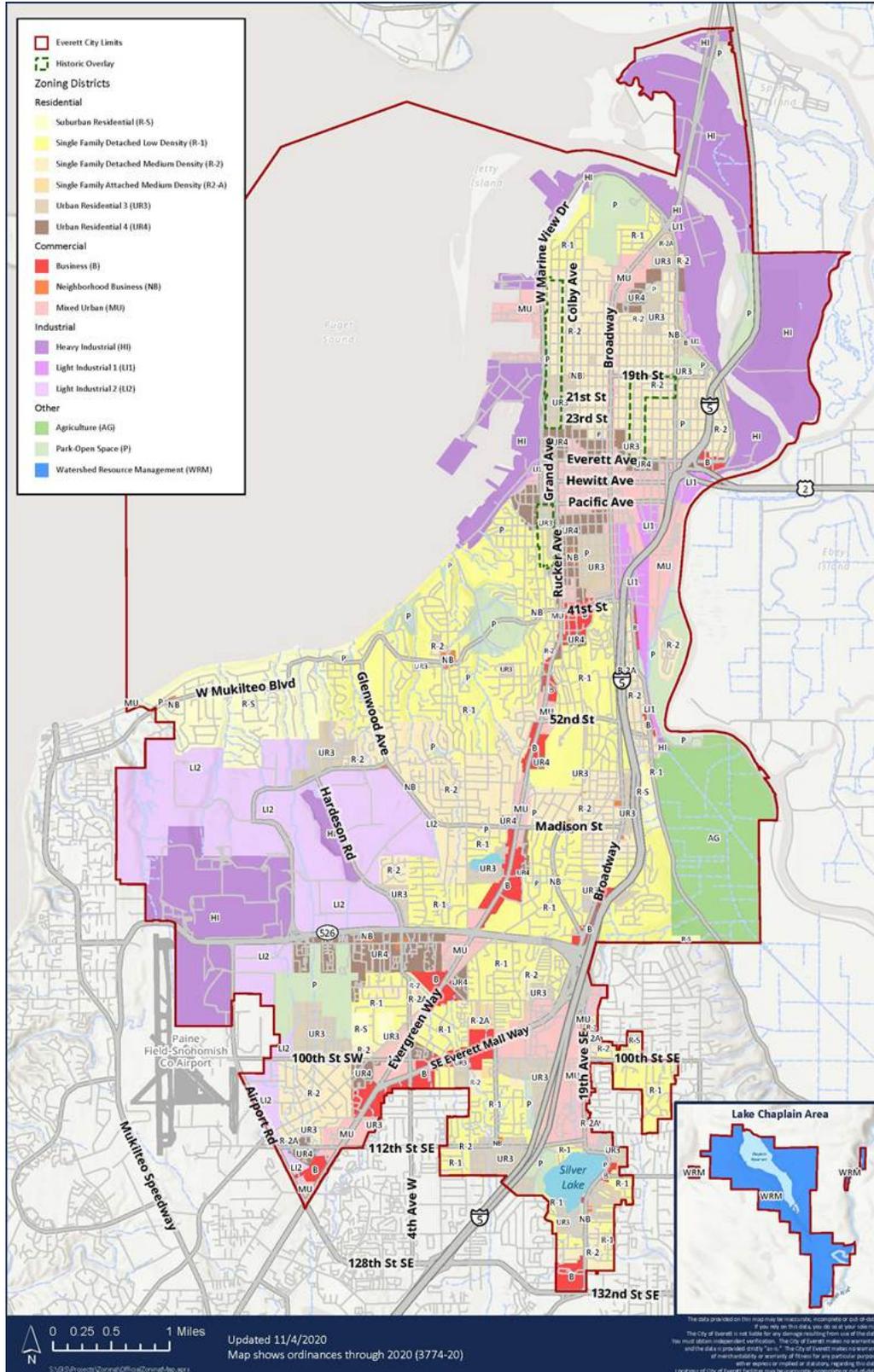
Figure 4-3 Metro Everett Light Rail Station Concept Plan

4.1.4 Rethink Zoning (2020)

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

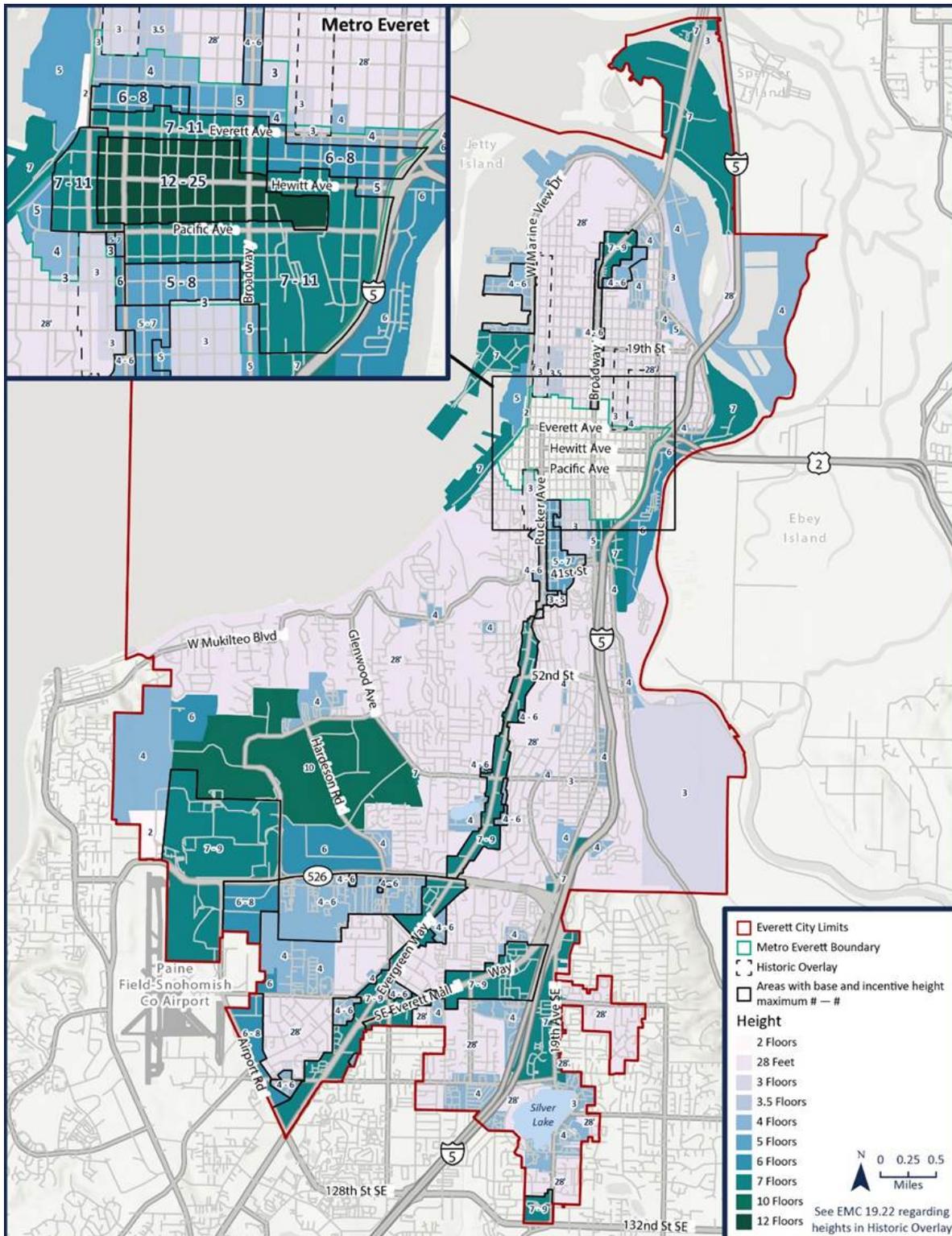
Figure 4-4 (2020 City of Everett Zoning Map) shows the city of Everett's new zoning map after the initial phase of *Rethink Zoning* concluded in 2020. The City intends to resume its consideration of single-family housing zoning in late 2020 and early 2021.

As part of the initiative, building heights throughout Everett are regulated separately from permitted uses and other district-based zoning requirements. Minimum heights are established for certain higher intensity zones and streets designated for TOD, but height is otherwise regulated according to a separate section of the unified development code. Figure 4-5 (2020 City of Everett Building Height Regulations) shows the permitted building heights in Everett under the city's new unified development code.



SOURCE: City of Everett *Rethink Zoning*, 2020.

Figure 4-4 2020 City of Everett Zoning Map



SOURCE: City of Everett *Rethink Zoning*, 2020.

Figure 4-5 2020 City of Everett Building Height Regulations

4.1.5 Climate Action Plan (2020)

The city of Everett is committed to reducing greenhouse gas emissions and their contribution to global climate change. The *Climate Action Plan* outlines a long-term vision and strategic roadmap for decreasing the city's climate impact and preparing for a changing climate. The goal of the plan is to reduce Everett community greenhouse gas emissions 50% by 2030 and 80% by 2040, compared to 2014 levels. The goal for municipal operations is a 50% reduction in greenhouse gas emissions by 2030 and achieving carbon neutrality by 2050.

Transportation and land use play a major role in Everett's emission reductions and are therefore two focus areas of the *Climate Action Plan*. The plan calls for adopting a *Transit Communities Policy* to strengthen the connection between transit-oriented development and sustainable commuting options. Continuing to invest in transit and land uses that minimize the need for single occupancy vehicle trips will be critical to achieving carbon reduction goals in and around Everett, according to the plan.

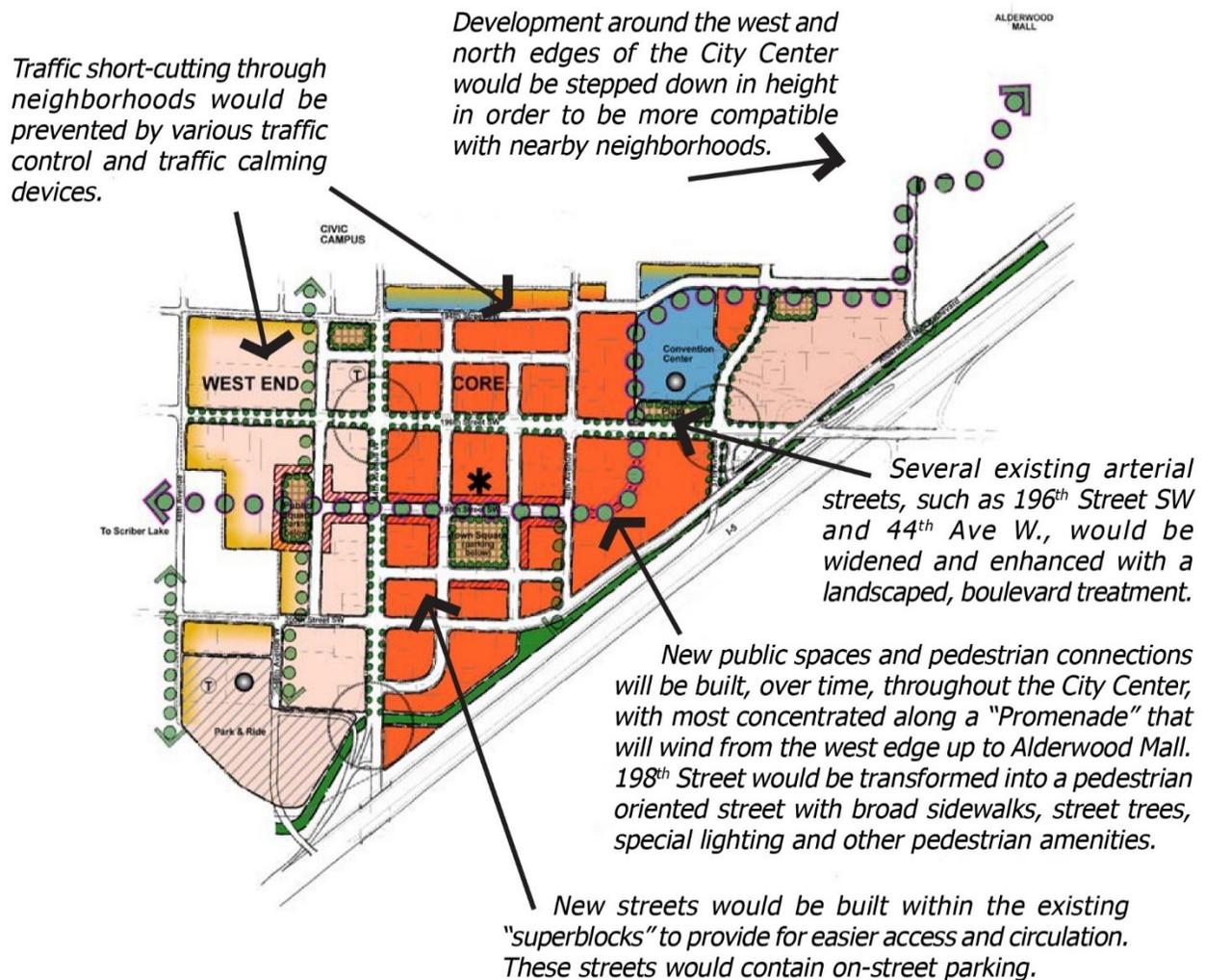
4.2 City of Lynnwood

4.2.1 Lynnwood City Center Sub-Area Plan (2005)

The city of Lynnwood's regional growth center was designated by PSRC in 1995, and the city began to develop concepts of what an urban center would mean for Lynnwood in the 1995 comprehensive plan. The 2005 *City Center Sub-Area Plan* outlined the community's vision for a compact, intense and lively city center, and guide the redevelopment of existing low-rise retail and office buildings in the area towards higher density mixed-use development.

The plan created a framework for zoning, new streets, and parks and public spaces that the city of Lynnwood has continued to address in its subsequent planning efforts. The city amended the zoning, design guidelines and streets ordinance for Lynnwood City Center in 2012 and re-examined the regulatory tools used to implement the *City Center Sub-Area Plan* in a 2017 report, *City Center Sub-Area Implementation Strategies*. These efforts were intended to spur infill development consistent with the 2005 plan.

Figure 4-6 (Lynnwood City Center Framework) shows the street and public space improvements overlaid on the zoning districts proposed in the sub area plan.

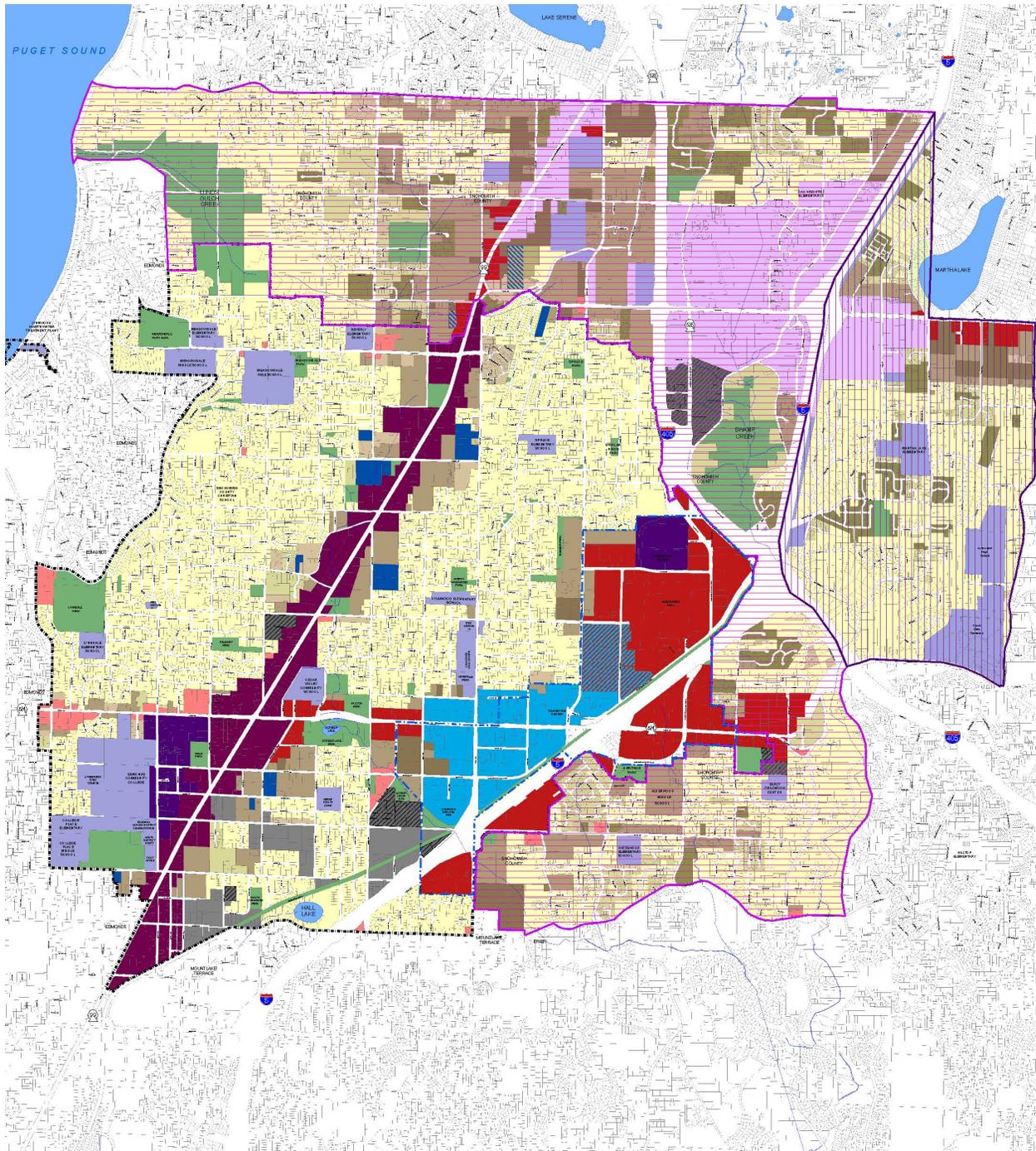


SOURCE: City of Lynnwood Lynnwood City Center Sub-Area Plan, 2005.

Figure 4-6 Lynnwood City Center Framework

4.2.2 Lynnwood Comprehensive Plan (2016)

The *Lynnwood Comprehensive Plan* calls for most of the city’s population and employment growth to occur in areas designated by PSRC as Regional Centers: the Alderwood Mall area and the City Center. These growth areas are intended for high-density land development served by robust transit. The light rail expansion called for in ST2 and ST3 is foundational to these development goals. Land use and economic development policies in the plan call for transit-oriented development around light rail and bus rapid transit stations, ensuring compact residential and employment growth in those areas. Figure 4-7 (City of Lynnwood Future Zoning Map) shows the city of Lynnwood’s future zoning map, including unincorporated portions of Snohomish County in Lynnwood’s municipal urban growth area.



RESIDENTIAL	MIXED USE	COMMERCIAL	OTHER
SF-1 - Low-Density Single-Family	City Center	LC - Local Commercial	PF - Public Facilities
SF-2 - Medium-Density Single-Family	ACCTA - Alderwood-City Center Transition Zone	RC - Regional Commercial	PRO - Parks, Recreation, and Open Space
SF-3 - High-Density Single-Family	MU - Mixed-Use		MH-1 - Overlay
SF-4 - High-Density Single-Family MUGA	H99 - Highway 99 Corridor		City Limits
MF-1 - Low-Density Multi-Family	MUCTR - Mixed-Use Urban Center MUGA		County-Designated MUGA
MF-2 - Medium-Density Multi-Family		INDUSTRIAL	City-Designated MUGA
MF-3 - High-Density Multi-Family		BT - Business/Technical Park	PSRC Regional Growth Center
WFB - Waterfront Beach		I - Industrial	

SOURCE: City of Lynnwood *Lynnwood Comprehensive Plan*, 2016.

Figure 4-7 City of Lynnwood Future Zoning Map

The transportation element of Lynnwood’s comprehensive plan centers on maintenance of the current transportation system, strengthening the link between transportation and land use, and improving mobility through travel choices. The extension of Link light rail service is pivotal to these goals. Specific strategies outlined in the plan rely on light rail generally and EVLE specifically to serve regional commuters, support dense residential and mixed-use development, reduce single-occupancy vehicle use and carbon emissions, and support development of the City Center Subarea.

5 ADDITIONAL CORRIDOR TRANSPORTATION PLANS

5.1 Community Transit Long Range Plan (2011)

This plan lays out Community Transit's long-range strategy for improving transit connectivity in Snohomish County. The plan designates Transit Emphasis Corridors (shown in Figure 5-1 Community Transit's Transit Emphasis Corridors) with recommended levels of service ranging from local low-frequency bus service to bus rapid transit corridors. The plan also recommends concentrating development along the corridors with the best transit service, focusing on dense, transit-oriented development. For the southwest portion of the county, the plan shows a transition to higher frequency local transit service favoring more transit-oriented development and a shift away from the park and ride model. The extension of Link light rail through this area of the county is a major piece of this transit puzzle.

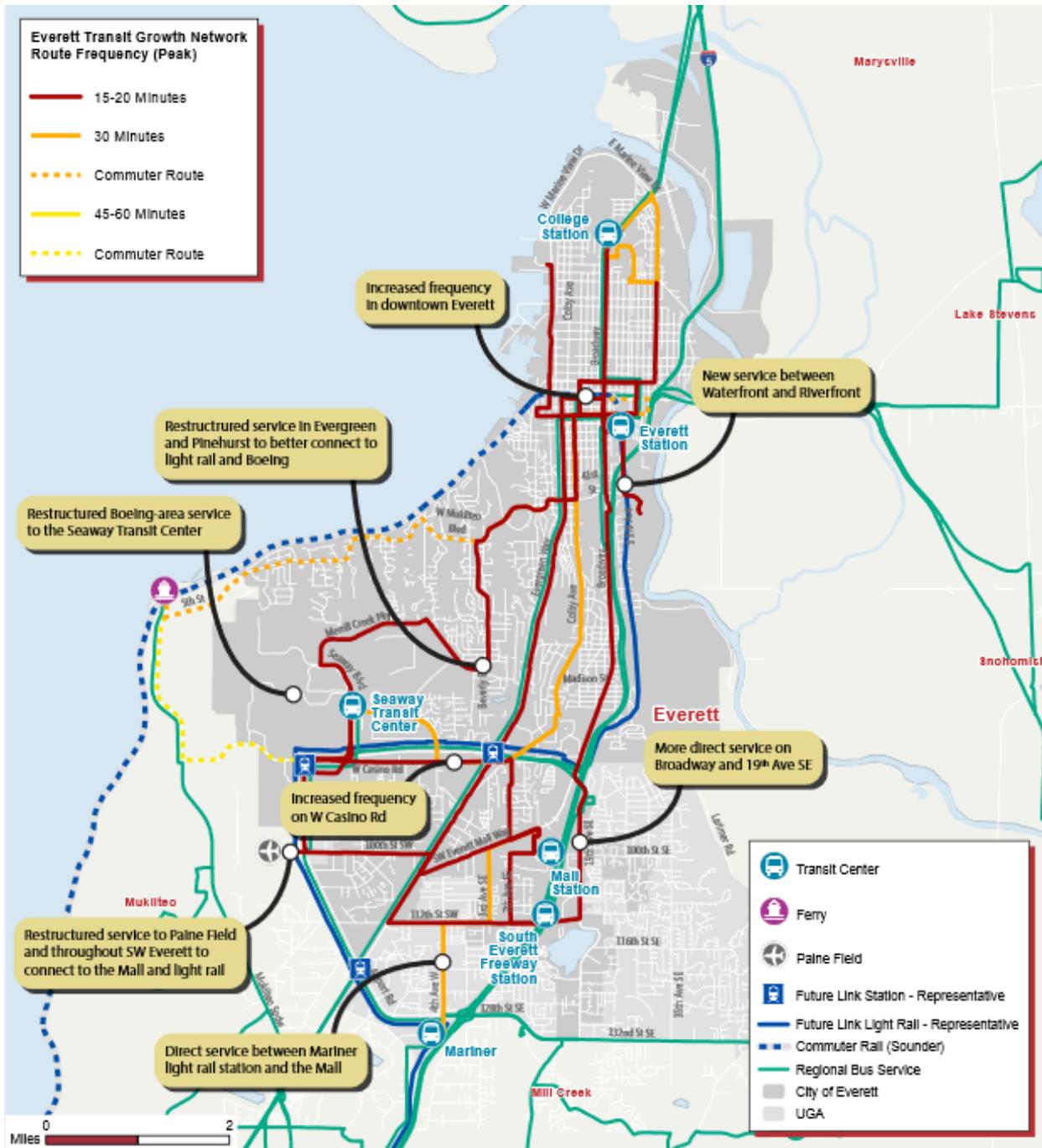


SOURCE: Community Transit Long Range Plan, 2011.

Figure 5-1 Community Transit’s Transit Emphasis Corridors

5.2 Everett Transit Long Range Plan (2017)

Everett Transit's long-range plan sets agency goals intended to better accommodate thousands of new jobs and households within the city. The plan envisions growing the agency's fleet in order to better serve areas with the greatest amount of growth by expanding the high frequency bus network. Another key piece of the plan is integration with regional transit investments such as Community Transit's Swift bus rapid transit network and the three future Link light rail stations in Everett at the Southwest Everett Industrial Center, SR 526/Evergreen Way and downtown Everett. Planned investments would increase transit frequency in downtown Everett and on new routes connecting light rail and rapid bus stations to major local destinations (shown in Figure 5-2 Everett Transit Growth Network).



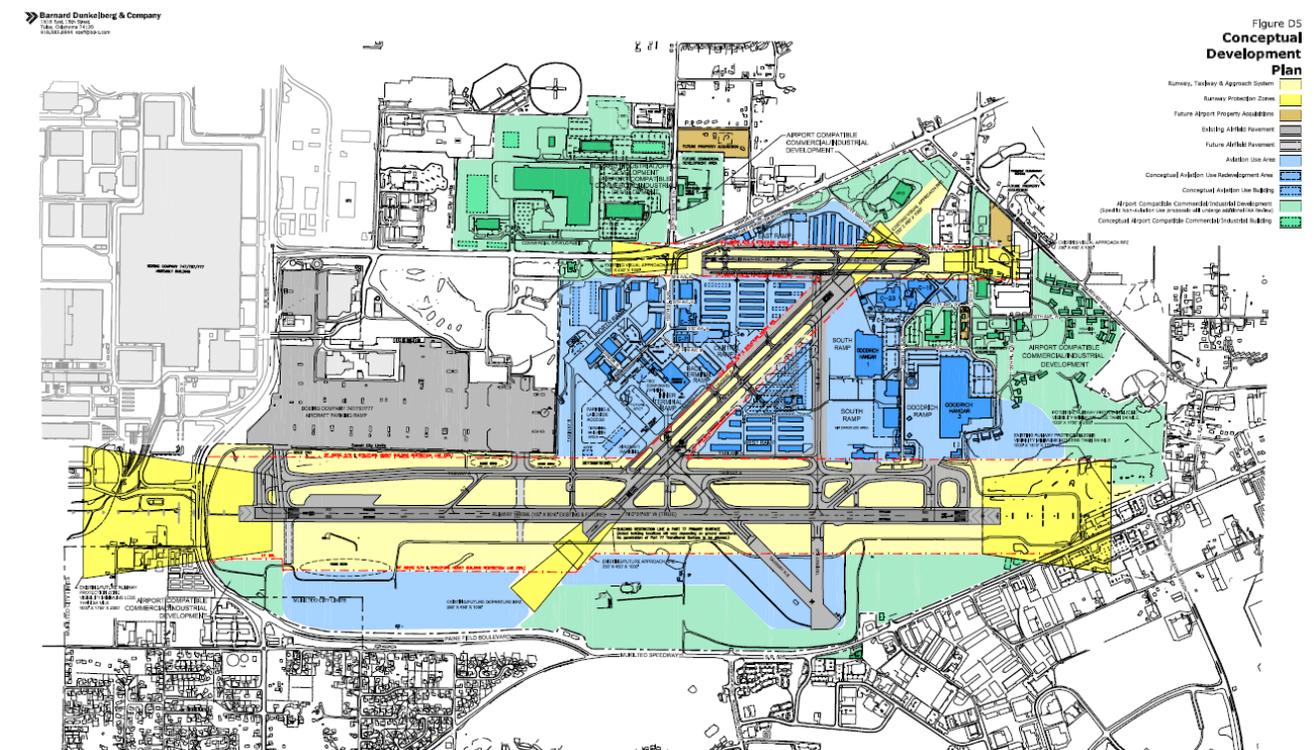
SOURCE: Everett Transit Long Range Plan, 2017.

Figure 5-2 Everett Transit Growth Network

5.3 Paine Field Airport Master Plan (2002)

The most recent master plan for Paine Field was produced in 2002 to plan for operations through 2021, however the airport has undergone significant changes in the past two decades. The airfield has long been the site for testing and delivering aircraft produced at the Boeing Everett plant, and it opened to commercial service for the first time in 2019. The airport is now served by Alaska and United Airlines and functions as a reliever for other regional airports. The introduction of commercial service at Paine Field will likely bring changes to travel patterns, and an upcoming Master Plan for Paine Field will have further implications for regional travel and nearby development patterns.

The Conceptual Development Plan from the *Airport Master Plan* is shown in Figure 5-3 (2002 Paine Field Conceptual Development Plan). Note that this plan is now outdated and will be revisited in the *2020 Paine Field Master Plan* update.



SOURCE: Paine Field Airport Master Plan, 2002.

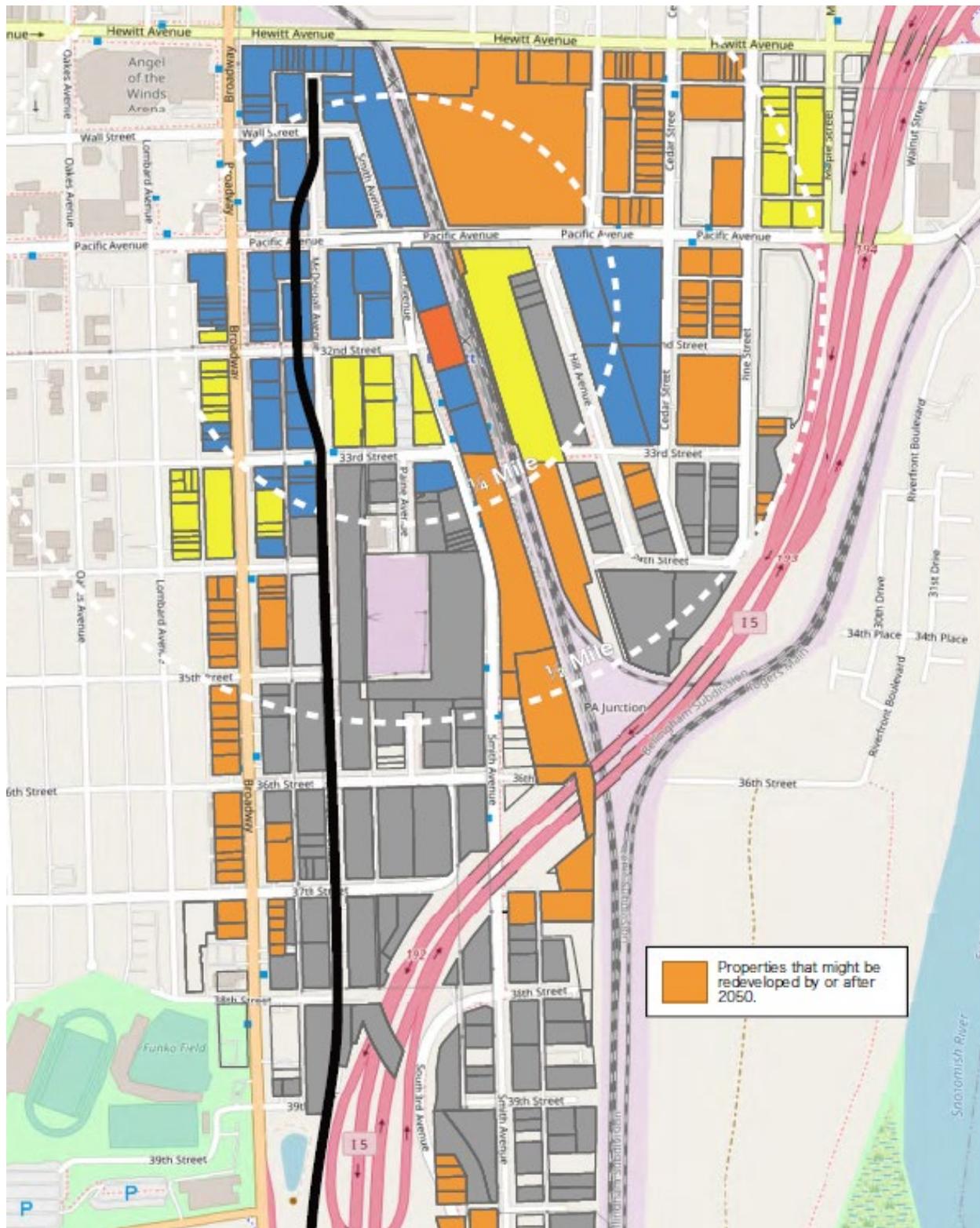
Figure 5-3 2002 Paine Field Conceptual Development Plan

5.4 Everett Station District Neighborhood Future Concepts 2020 (2020)

This plan, developed by the non-profit Everett Station District Alliance, was created in anticipation of future light rail service to Everett Station. The plan envisions what a more transit-oriented neighborhood would look like in order to assist with engagement efforts in the area.

With the opening of light rail service to Everett Station, the city expects the area around it to transition to a more mixed-use and dense neighborhood from its current predominantly light-industrial and car-oriented status. The ESDA report considers several factors such as the need for considerably more housing to reach local and regional goals and balancing the competing priorities of pedestrian and bike safety and the continued need for freight access if existing businesses in the station area are going to continue to function.

In the plan, ESDA lays out multiple visions for the neighborhood, where the area south of 33rd Street remains primarily light industrial and commercial and new development is focused in the area immediately around the future station. According to ESDA's visions, new development will also prioritize pedestrian and bike friendly infrastructure and open spaces will be set aside for parks and recreation in the station area. Figure 5-4 (Example Concept Plan for 2050 Development of the Everett Station Area) is one of many example visions intended to help residents imagine what development could look like around the station area.



SOURCE: Everett Station District Alliance *Everett Station District Neighborhood Future Concepts 2020*, 2020.

Figure 5-4 Example Concept Plan for 2050 Development of the Everett Station Area

6 PLANS IN PROGRESS

6.1 Regional Aviation Baseline Study

The Puget Sound Regional Council is leading a baseline study to provide a clear picture of regional aviation needs and to set the stage for future aviation planning effort. Funded through a grant from the Federal Aviation Administration, this study will include 2050 aviation forecasts, with a projected 89% to 109% increase in demand for operations (takeoff and landing) from 2018 to 2050. Paine Field is noted as one of four airports in the Puget Sound Region that can provide additional commercial capacity, and one of the best positioned airports in the region, after Sea-Tac, with 39% of regional population within 1-hour driving distance and 40% of regional employment within 1-hour driving distance. The final study is expected in the first quarter of 2021.

6.2 2020 Paine Field Master Plan

Paine Field began an *Airport Master Plan* process in 2020 that is expected to run through 2023 and will serve as a blueprint for the future development of Paine Field. The *Master Plan* will include a *Facilities Implementation Plan*, *Airport Layout Plan* and *Land Use Plan*.

6.3 Snohomish County 2021 Buildable Lands Report

The *Review and Evaluation Program* is a component of the GMA required under RCW 36.70A.215, commonly referred to as the *Buildable Lands Program* that applies to seven western Washington counties including Snohomish County. Snohomish County's *Buildable Lands Report* reviews the urban development densities achieved in Urban Growth Areas and compares actual growth with projections and assumptions in countywide planning policies.

In the *Buildable Lands Report*, Snohomish County will determine whether there is sufficient development capacity on the current supply of residential, industrial and commercial land to meet population and employment projections. If there is not adequate land or capacity to meet those projections, jurisdictions are required to take corrective actions, referred to as reasonable measures, to meet growth targets without expanding the Urban Growth Area. The *Buildable Lands Report* will be a significant consideration in land use and subarea planning throughout the county and 2023 comprehensive planning cycle.

6.4 Lynnwood Housing Action Plan

The city of Lynnwood was awarded a \$100,000 grant from the Washington State Department of Commerce to develop a *Housing Action Plan*. The city released a *Housing Needs Assessment* in August of 2020 that revealed that Lynnwood's housing costs are rising faster than incomes, that there are not enough housing options in current housing stock, and that there is a lack of subsidized affordable housing for qualifying renters. The city of Lynnwood is developing strategies, policy solutions and an implementation plan with metrics to track progress toward the goals of the *Housing Action Plan*. With public engagement delayed, response to the COVID-19 pandemic has likely impacted the timeline for adoption in the spring of 2021 and intermediate project milestones.

6.5 Connect Lynnwood: Active and Accessible Transportation Plan

The city of Lynnwood is developing a new *Active Transportation Plan*, as part of *Connect Lynnwood*, a planning effort that includes various elements including the city's *School Outreach, Access and Safety Plans, Parks Access Plan* and *Complete Streets Policy*. *Connect Lynnwood* will help the city of Lynnwood prioritize investments in transit, walking, and bicycling that support the health and well-being of the people who live and work in Lynnwood. The plans are each a component of this effort will help define street standards, as well as bicycle and pedestrian improvements in the city of Lynnwood.

6.6 South Lynnwood Neighborhood Plan

The city of Lynnwood is currently leading a neighborhood planning process for South Lynnwood, the area immediately to the south and west of the Lynnwood City Center station area. The *South Lynnwood Neighborhood Plan* will help define a vision and community goals to help stabilize housing for all families, provide opportunities for varied land uses, and improve transit for the diverse neighborhood that straddles I-5 and SR 99.

The city released an *Existing Conditions Report* prepared in conjunction with its consultant team that details existing opportunities and challenges for the neighborhood, and the risk that not all populations in a growing city would benefit equally from new growth and vitality in the area. The city of Lynnwood and its planning team expect to release the final *South Lynnwood Neighborhood Plan* in 2021 with some COVID-19 related delays to the project timeline.

6.7 Convergence at Everett Station

Building off of previous planning and visioning efforts from the City of Everett and the Everett Station District Alliance, *Convergence at Everett Station* will analyze development capacity around the Everett Station area. Housing Hope is the lead agency for this study that will focus on the block between 32nd Street and 33rd Street from McDougall Avenue to Smith Avenue, and the city-owned properties along Cedar Street from Pacific Avenue to 33rd Street. The study will evaluate the feasibility of a potential new project with market-rate and affordable housing, community amenities, workspaces, a public plaza near the station, and travel demand management. Study efforts began in August 2020 and are anticipated to be completed in early- to mid-2021.

7 SUMMARY

This review summarizes the previous planning work conducted by agencies and communities that make up the EVLE corridor. Together they provide a strong transportation and land use planning context for potential station areas, high-capacity transit connections, and residential and employment growth in the region. As called for in ST3 and the many plans above, EVLE will provide a critical transportation connection for residents and visitors to Lynnwood, Everett, and unincorporated Snohomish County.

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