

## Meeting Overview

Subject: Community Advisory Group Meeting #7  
 Date: March 29, 2023  
 Time: 5:00 - 8:00 p.m.  
 Location: Zoom  
 Objective: To make recommendations to the ELG on alternative to study in the EIS

## Attendance

CAG Members		Project Team:
<input checked="" type="checkbox"/> Allan Giffen	<input checked="" type="checkbox"/> Janet Pope	<input checked="" type="checkbox"/> Angie Thomson
<input checked="" type="checkbox"/> Charles Adkins	<input type="checkbox"/> Jena Pantano	<input checked="" type="checkbox"/> Eric Widstrand
<input checked="" type="checkbox"/> Christine Stansfield	<input type="checkbox"/> Jennifer Gordon	<input checked="" type="checkbox"/> Jaclyn Gault
<input checked="" type="checkbox"/> Colton Davis	<input type="checkbox"/> John Edgar	<input checked="" type="checkbox"/> Jessa Gardner
<input type="checkbox"/> Eldon Luo	<input type="checkbox"/> Kent McDaniel	<input checked="" type="checkbox"/> Lauryn Douglas
<input checked="" type="checkbox"/> Emmanuel Garcia	<input checked="" type="checkbox"/> Laura Akers	<input checked="" type="checkbox"/> Miranda Redinger
<input checked="" type="checkbox"/> Erik Nielsen	<input checked="" type="checkbox"/> Luis Burbano	<input checked="" type="checkbox"/> Martha Russell
<input checked="" type="checkbox"/> Gauhar Serikbayeva	<input checked="" type="checkbox"/> Misha Lujan	<input checked="" type="checkbox"/> Paul Danielson
<input checked="" type="checkbox"/> Jane Westling	<input checked="" type="checkbox"/> Nick Coelho	
	<input type="checkbox"/> Sione K. Phillips	

## Agenda

Time	Topic
5:00 p.m.	<b>Introductions, meeting objectives and schedule update</b>
5:10 p.m.	<b>Input from public scoping</b>
5:20 p.m.	<b>Station alternatives</b> <ul style="list-style-type: none"> <li>• West Alderwood</li> <li>• Ash Way</li> <li>• Mariner</li> <li>• SR 99/Airport Road</li> </ul>
6:20 p.m.	<b>Break</b>
6:30 p.m.	<b>Station alternatives (continued)</b> <ul style="list-style-type: none"> <li>• SW Everett Industrial Center</li> <li>• SR 526/Evergreen</li> <li>• Everett Station</li> </ul>
7:30 p.m.	<b>OMF North</b>
7:50 p.m.	<b>Next steps</b>
8:00 p.m.	<b>Adjourn</b>

## Materials

- Meeting chat (attached)
- Recommendations table (attached)

## Summary

### Introductions, meeting objectives and schedule update

The seventh Community Advisory Group (CAG) meeting began with the Sound Transit project team sharing the agenda, a brief schedule update, a summary of the public scoping process, and a guide for the discussion process. Eric Widstrand, North Corridor Development Director, reminded the CAG that we completed the project scoping period on March 10th. At this meeting the CAG will develop recommendations for the ST Board on alternatives to evaluate for environmental review.

### Input from public scoping

Jaclyn Gault, Senior Community Engagement Specialist, shared a brief summary of the public scoping process. The project team received 643 survey responses, 327 comments at the in-person meeting, 212 emails, 10 letters, and 15 voice mails. All totaled, we received 1207 comments during the public scoping period. This included comments from six agencies and two tribes, the Tulalip Tribes and the Stillaguamish Tribe. Jaclyn noted that some of the most important information we get from these comments are the reasons stations are supported or not supported, because it helps us move forward in refining station alternatives.

**CAG Question:** Are the stations that are part of the representative plan automatically moving forward into the next level of environmental review?

**ST Response:** No. At this point all station alternatives can be considered similarly.

Jaclyn continued by introducing a guide for the station area alternatives discussion. There were three main pieces of information for the advisory group to share with Sound Transit: their recommended alternatives for continued study, their preferred alternative at each station location, and their concerns or considerations for each station area.

The presentation moved to an editable recommendations table, which was partially prepopulated by information received from the CAG members in advance of the meeting. It was explained that the group would go through each station area, starting at the south and finishing with the OMF North, and review the public, agency, and Tribal feedback received for each alternative. Staff summarized which alternatives received more or less support during scoping and then CAG had the opportunity to provide their recommendation.

### West Alderwood

When showing the map of this station area, Jaclyn pointed out the location of the Alderwood Community Church, noting that the team received many comments about the potential impacts to the property. Although this does not affect their recommendations because the alignment in this area is the same for all alternatives, the team wanted to note the comments received and that staff is working on possible ways to avoid or reduce potential impacts.

**CAG Question:** What are the key points you would like us to take to the Alderwood Church community moving forward?

**ST Response:** We want to emphasize that this project is in very early design stages. We have met with the church and we're continuing to evaluate design refinements that would minimize or avoid impacts

to the church property. We seek to avoid, minimize or mitigate impacts whenever possible throughout the entire project area.

**CAG Question:** How does the feedback from the Alderwood Community Church factor into your usual process for analyzing alternatives?

**ST Response:** Sound Transit does try to avoid property impacts as much as we can, but with 16 miles of track that can be very difficult. It's a normal part of this process to get feedback from local residents and businesses about proposed property impacts along the route.

**CAG Question:** Does Sound Transit use eminent domain as a tool?

**ST Response:** We work with affected property owners whenever possible to purchase the properties without eminent domain and provide fair compensation for any property we need to acquire.

Summary of scoping feedback:

There are currently three station alternatives being considered at West Alderwood. Generally, public comment reflected a preference for ALD-D and ALD-F over ALD-B. ALD-D received slightly more support than ALD-F. People preferred ALD-D and ALD-F for similar reasons around access to surrounding neighborhoods and the mall, although it seems that accessibility of ALD-D to residential neighborhoods to the west was of greater value to the public. The owner of the mall property prefers the ALD-D station location.

ALD-D is the alternative preferred by the City of Lynwood. The City of Everett supports study of ALD-D and ALD-F in the EIS but does not state a preference for one alternative.

Additionally, Sound Transit heard from Alderwood Community Church during the public comment process about possible property impacts to their church. Sound Transit has been in discussion with church representatives and is considering design options to reduce or avoid impact to their property.

**CAG Comments:**

- Sound Transit should no longer study ALD-B and move forward with ALD-D and ALD-F, with ALD-D as the preferred alternative.
- ALD-F provides the worst connection to the Swift bus line, and it feels important to prioritize transit connections.
- I am sad to see ALD-B no longer be studied, because the people who are going to be served best by ALD-B are the people who are going to the mall or who live near the mall. Prioritizing ALD-B would help those people the most.
- The amount of land that would be developable around ALD-D would allow much more growth than the area around ALD-B, which is mostly owned by the mall.
- We should focus on where the lots that can be built in the future are; there is very little land around ALD-B. New housing is more likely to be served by ALD-D and ALD-F.
- The principles of this group relate to equity, and ALD-D and ALD-F are going to serve more historically underserved communities. With that in mind, those alternatives are more desirable options than ALD-B.

*CAG recommendation for West Alderwood*

- Preferred alternative: ALD-D
- Continue to study: ALD-F
- No longer continue to study: ALD-B

Ash Way

There are two station alternatives for Ash Way and both options will be studied during the EIS. Public response showed a preference for ASH-A due to the connection to the Park-and-Ride and perceived fewer property impacts. However, due to the right-of-way east of I-5, the ASH-A alignment had more property impacts than ASH-D. Community Transit shared potential ASH-A impacts to transit operations at the Park-and-Ride.

People who preferred ASH-D commented that it has strong development potential and connection to Interurban trail. Many comments expressed concerns about potential impacts to the Mill Creek Foursquare Church, impacts to the Interurban Trail, how to connect to the Park-and-Ride, and – although costs are similar between both options – people were concerned about the cost and construction challenges for ASH-D. Community Transit noted that pedestrian access across I-5 would be necessary for ASH-D. Snohomish County had identified ASH-D as their preliminary favored option during early scoping and envisioned ASH-D adding important connections to the east side of the county.

**CAG Comments:**

- Although both stations must be studied, I have a slight preference for ASH-D. It seems important that whichever side the station is on, there needs to be safe public access to the other side of the highway via bikes, on foot, or through other means.
- I prefer ASH-D because of the future development opportunity. ASH-D is better connected to the Interurban Trail.
- These two are both viable in some ways and they both also have deficiencies. I had slightly preferred ASH-D in the past but was surprised by the Mill Creek Church response to ASH-D during public scoping.
- I have a very strong preference for ASH-D because there is a significant anchoring bias for future light rail decisions. There is greater future development potential on the land around ASH-D compared to ASH-A. ASH-A is also surrounded by wetlands which are essential to quality of life for the community. ASH-D will ultimately serve many more people and allow a car-free community for those who live there.
- For ASH-D, pedestrian access from the existing park-and-ride location is a key consideration to the functionality of the station, whether in combination with the County-proposed project or separate. Asking users of the parking facility to use the sidewalks along Ash Way to cross the ramps to I-5 creates additional hazards and a poor customer experience. It's important to note that ASH-A will impact the operations and space available at Ash Way Park-and-Ride. In addition, the direct access ramp from I-5 may not be operable during construction. Overall, I prefer ASH-D.

*CAG recommendation for Ash Way*

- Preferred alternative: ASH-D
- Continue to study: ASH-A

### Mariner

There are three station alternatives being considered in this area. Public responses showed a preference for MAR-A and MAR-B over MAR-D. People generally like MAR-A and B for similar reasons (closer to transit stops, residential areas, and businesses than MAR-D) and have similar concerns about each (traffic, business displacements, especially around the Safeway and small businesses on the south side of 128th). People appreciated that MAR-B had fewer potential residential displacements.

The City of Everett does not support continuing study of MAR-A and Community Transit notes that the distance from the Park-and-Ride is an issue for pedestrians both for MAR-A and MAR-B. Snohomish County and the City of Everett both support continuing study of MAR-B and MAR-D. Community Transit supports MAR-D due to the nearby Park-and-Ride transit connections.

### **CAG Comments:**

- Safeway has been developing properties across the Puget Sound into housing and grocery so any of these alternatives will likely result in a Safeway property redevelopment.
- I am fine with removing MAR-A.

**CAG Question:** Do you have any idea where the parking that Sound Transit is going to develop at this station will be located? Would it likely be co-located near the existing Community Transit Park-and-Ride?

**ST Response:** We did not examine potential parking locations in the first phase, but this will be part of the Draft EIS analysis. We will identify potential parking areas during the upcoming process.

**CAG Follow-up:** Would those parking areas consist of surface parking that would displace something not currently identified on these maps?

**ST Response:** Surface parking may have the greatest potential impact in terms of square footage, which would affect acquisitions. Structured parking may have a greater cost. This station area is very constrained so there will be a lot of discussion about the best way to use limited space.

**CAG Question:** What is the difference in residential displacements between MAR-B and MAR-D?

**ST Response:** There was a 10 percent differential in ratings, and we had thresholds for number of people and number of households. Both locations have some potential for residential displacement. MAR-D does have a possibility of displacing more residential and low-income housing than MAR-B.

**Follow-up:** With that in mind, I would lean more towards MAR-B.

### **CAG Comments:**

- MAR-A and MAR-B provide similar services to the community, so given the additional detriments of MAR-A, I would prefer MAR-B.
- I am OK with removing A. I prefer B as it is closest to the schools in the area.

**CAG Question:** If a residential facility is being displaced by a Sound Transit improvement, is Sound Transit responsible for mitigating the direct displacement as opposed to mitigating indirect displacement maybe 10 years later when property values go up around the station? If there is more displacement at one location, will Sound Transit mitigate that displacement?

**ST Response:** Direct displacement, indirect displacement, and cultural displacement are all concerns we've heard during this scoping period. We are working with all partners to talk about these issues,

including anti-displacement strategies that local governments can utilize. If a residential unit or business is directly displaced by Sound Transit, we will mitigate the displacement. Indirect displacements are much more difficult to quantify and mitigate. We are working with community groups to understand the potential for indirect displacement and work together to address it in advance. A major priority of many interested groups is maintaining affordable housing.

*CAG recommendation for Mariner*

- Preferred alternative: MAR-B
- Continue to study: MAR-D
- No longer continue to study: MAR-A

SR 99/Airport Road (Provisional)

Two station alternatives are being considered in this station area, and both options will be studied in the Draft EIS. The public generally preferred AIR-A, mostly due to better transit connections and connections to the north/east neighborhoods. However, some people noted that the alignment at Mariner would affect the alignment at SR 99/Airport Road, and that regardless of the alternative, crossing the busy streets here would be the primary issue to address.

The City of Everett and Snohomish County support moving both alternatives forward. Everett prefers AIR-A because of its better transit integration. The Tulalip Tribes commented on this station area, noting that both station alternatives require crossing Swamp Creek, and this stream crossing would require careful planning to avoid impacts. Sound Transit will continue consulting with the Tribes as planning continues.

**CAG Comments:**

- I support AIR-A as the preferred alternative. Sound Transit needs to address pedestrian access at these major barrier arterial streets.
- There is a strong need to tame the approaching streets and consider pedestrian bridges across the intersection if roads are not tamed.

*CAG recommendation for SR 99/Airport Road*

- Preferred alternative: AIR-A
- Continue to study: AIR-B

SW Everett Industrial Center

There are three station alternatives being considered in this area. Public comments showed a preference for SWI-C as it is closer to the airport, although all three stations will require shuttles to the airport and the Boeing campus. Support for SWI-A was a very close second because of the connections to residential areas on Casino Road and the direct connection to Boeing campus. There were some concerns about SWI-C's proximity to airport property and wetlands. People often picked SWI-B as their second choice because it was closer to whichever option they favored.

The City of Everett identified SWI-A as their preferred alternative because it would serve the nearby residential community as well as Boeing. Everett also supported continuing to study SWI-B due to its easy connections to Swift and local bus service. The City of Everett does not support continuing to study

SWI-C. Community Transit noted that SWI-A has no potential for direct connections to bus routes, meaning they would require deviations, while SWI-B is near an existing Swift station. They also note that SWI-C could connect to existing routes but would require some changes to stop locations.

**CAG Comments:**

- SWI-B is closer to Sno-Isle Tech Center than SWI-C.
- SWI-C is too far from Paine Field to be viable for access without shuttles, which can be provided from the other locations. Projected air traffic will not be that great for many years to justify citing a station at SWI-C. I support SWI-A as preferred alternative and eliminating SWI-C.
- I don't like SWI-A because even with a bridge, a shuttle would still be needed to get to most Boeing destinations. SWI-C would still support Boeing and would not require Sound Transit to rely on Boeing to build a pedestrian bridge. I also believe that SWI-C is the best connected to the neighborhood and bike routes nearby.
- I have no preference because I don't support any stations in this area. I encourage Sound Transit to study all possible alternatives to the Boeing deviation in South Everett. These include alignment options on and near I-5 to SR 99 with multiple station locations, community enhancements like trails and public spaces, and new bus connections. Additionally, there are particular concerns among residents of the Casino Road area regarding alignments and stations under consideration in their community due to the potential for displacement and gentrification.
- I have concerns about SWI-A due to the impacts on the Casino Road community. I would support further study of SWI-B.
- I strongly support eliminating SWI-B, I see almost no benefits to option B. There is no residential opportunity, and the location is not particularly well connected to the two neighborhoods nearby. The potential growth of Paine Field means that SWI-C is the most reasonable choice, providing some residential access and access to Boeing via shuttle.
- SWI-A would benefit residents on Casino Road. It is a high-density housing area, and this station location would be closest to that community.

**CAG Question:** How reasonable is it to move forward with an option that the cities and agencies don't support?

**ST Response:** As you know, members of the ELG are also on the Sound Transit Board of Directors and you have heard some of their opinions on station locations. The Sound Transit Board includes representatives across three counties, so any decision will require consensus among all of those people.

**CAG Question:** Why does the City of Everett prefer SWI-B over SWI-C?

**ST Response:** While the City of Everett prefers SWI-A overall, they noted a preference for SWI-B over SWI-C due to easier transit integration.

**CAG Comments:**

- I met with Connect Casino Road, and they have a lot of questions about other stations. They are more concerned about displacement and changing the community. Adding another station on Casino Road, such as SWI-A, is going to hit the Casino Road community twice. This is another reason that I believe SWI-C is a better option. SWI-C supports the Westmont neighborhood as well, and Westmont is a 65% minority community.

- I see no reason to continue to study SWI-B as it has no connection to any residential area, nor does it easily connect to either Boeing or the airport. I strongly support SWI-C because of its proximity to Paine Field, which is going to be of increasing importance to the community in the future. I suggest continuing to study SWI-A and SWI-C. I would be interested to know more about why Everett City Council prefers SWI-B over SWI-C.
- I am in support of SWI-C, in hopes that it will serve people not only coming from the north but also from the south as the airport expands.
- SWI-A is close to Highway 526, with no potential for direct connections to bus routes. Pedestrian connectivity is limited without significant infrastructure improvements.

*CAG recommendation for SW Everett Industrial Center*

- Mixed support to continue study: SWI-A, SWI-B, SWI-C

SR 526/Evergreen

Five alternatives are currently being considered in this area. There was significant public support for EGN-A and Sound Transit received letters from local businesses, community organizations, and residents, including a petition with over 300 signatures, sharing a strong preference for EGN-A. Sound Transit had several meetings with the local organization Connect Casino Road and reports that the Casino Road community understands the challenges around this option but have told Sound Transit that their desire is to study a station that could reduce impacts to their community.

Many people liked the location of EGN-B because it is in close proximity to businesses and residential areas. People also noted the development potential of the area around EGN-B. The letters and petition mentioned above noted that they did not want an option that displaced Casino Square, such as EGN-B or EGN-C, due to Casino Square's important connection to the community and the difficulty of maintaining the affordability and co-location of the businesses if they had to move. There was generally less support for EGN-C, though people who did prefer it liked that it was close to the high school.

Many people supported EGN-D because it is close to residential areas and local businesses but avoids the direct displacement of the Casino Square businesses. People noted similar benefits of EGN-E as EGN-D and liked that it requires fewer acquisitions than EGN-D.

The City of Everett said they would not oppose continuing to study EGN-A but would not recommend it as they have concerns with the station being a viable connection point for pedestrians, those with mobility impairments, bus riders and pick up and drop off riders. Additionally, the school district noted concerns about impacts of EGN-A to their property, and Community Transit noted that this station has the most challenging bus transfers.

The City of Everett supports further study of EGN-B, but they conveyed concern for the direct displacement of Casino Square and committed to working with businesses to create permanently affordable commercial space nearby if this moves forward. Community Transit notes the need for pedestrian improvements with EGN-B as well as EGN-C.

The City of Everett does not support continuing to study EGN-C or EGN-D, citing that they did not score well against the project's evaluation criteria. Community Transit notes that EGN-D and EGN-E have the

best potential transit integration. The City supports further study of EGN-E, since it avoids Casino Square and limits other property acquisitions, while still performing well against the evaluation criteria.

**CAG Comments:**

- I support no longer studying EGN-C at a minimum. I think being close to amenities and commercial services is important.
- I recommend eliminating EGN-A, EGN-B and EGN-C, keeping EGN-D and EGN-E for further study, with EGN-D as the preferred alternative. EGN-D has the best potential for TOD (transit-oriented development), is closer to the largest concentration of population, and integrates well with local transit.
- I strongly support EGN-A because of the feedback and support from Connect Casino Road.
- I have been in contact with the people from Connect Casino Road. They support EGN-A and believe that EGN-B and EGN-C will negatively affect the community. They did not have feedback on EGN-D, but I believe EGN-D is a good option for community access with less displacement.
- TOD opportunities are significantly constrained near EGN-A. Every walk to and from the station would be longer, a significant burden for those with mobility impairments. Transit service would worsen as buses would need to split between the station north of the freeway and the housing, shops, and jobs south of the freeway. There would be less capacity for important station access improvements and public amenities, such as sidewalks, crosswalks, bike lanes, and community open space, on Casino Road and Evergreen Way.
- In order to make station EGN-B work, it's imperative the City of Everett start working with business owners and the community as soon as possible to create affordable commercial space.
- TOD potential for EGN-B seems like it must be lower than EGN-D since the area around EGN-B is dominated by SR 526.
- I'm in favor of continuing with EGN-D because it is the closest to existing transit stops and offers the best option for a transit interface.

**CAG Question:** Is there a future opportunity for Sound Transit to tweak the route for EGN-D and avoid some of the costly acquisitions and displacement?

**ST Response:** We do try to avoid, minimize and mitigate displacement and acquisitions throughout the process and will look in more detail at that during the EIS. For now, our evaluation is that EGN-C, EGN-D and EGN-E have relatively similar property impacts, and they also have greater property impacts than EGN-A and EGN-B.

*CAG recommendation for SR 526/Evergreen*

- Continue to study: ENG-B, EGN-D, EGN-E
- Mixed support to continue study: EGN-A
- No longer continue to study: EGN-C

I-5 / Broadway Alignment

There are two alternatives being considered in this area. There were limited comments from the public but overall comments favored the I-5 alignment because it has less disruption to residential neighborhoods. There were no agency comments on these alignment options.

**CAG Comment:**

- I-5 alignment is preferable to Broadway.

*CAG recommendation for I-5 / Broadway Alignment*

- Preferred alternative: I-5 Alignment
- Continue to study: Broadway Alignment

Everett Station

Three station and three route alternatives are being considered in this station area. The public expressed a preference for EVT-A because it has the best transit connections and would be less disruptive to the surrounding community and businesses. EVT-C and EVT-D were less popular than EVT-A, but were still supported due to downtown access, TOD potential, and walkability. Some comments noted that EVT-A's distance from downtown could make the station less accessible. The Downtown Everett Association, which is a local non-profit organization, noted their preference for EVT-C or EVT-D, with a McDougall alignment.

Community Transit noted EVT-A has potential impacts to existing bus service during construction and will likely require operational changes. EVT-D could affect the planned Swift Gold line and have some impacts to travel time. EVT-C has the best transit integration, in terms of being able to serve both downtown and the existing Everett Station.

The City of Everett's scoping letter supported continuing to study all three options, and listed EVT-C and EVT-D as preferred alternatives for station locations, but with an alignment along McDougall. Sound Transit is now exploring the potential for EVT-D to be combined with a McDougall alignment based on conversations with the City of Everett and public feedback received to date.

Sound Transit is also exploring a modification of EVT-A to relocate across from the existing Everett Transit station, as further consideration has shown that it would be difficult for potential future light rail extensions to navigate around the Everett Station building and cross Hewitt Avenue. The City of Everett's comment letter lists this "modified A" location as the EVT-A location to move forward into the Draft EIS.

**CAG Comments:**

- I prefer EVT-C & EVT-D because of their compatibility with future extensions, community assets, transportation, land use plan, and proximity to affordable housing. It also offers TOD potential.
- I am very much in favor of EVT-D, especially with a McDougall Ave alignment. EVT-C feels like a compromise between the two and for most of the pros for EVT-C, EVT-D seems to do a lot better. Between EVT-A and EVT-D, I would choose EVT-D.
- I originally preferred EVT-A because I thought it was an area that needed this growth, but I now prefer EVT-D because of some plans around a potential development in the location of the "modified A" site. It seems like the future economic potential of EVT-D is much higher, and any displacement is already likely to happen due to Angel of the Winds Arena.

**CAG Question:** If EVT-A is moved to the west side of Smith Avenue, would the station move further north?

**ST Response:** Yes, a modified EVT-A would move about one block north.

**CAG Question:** Regarding the new alignment on Smith Ave for EVT-A, there is a development planned in front of the station and I'm concerned about what this would do to that development. If EVT-A moves forward, could the light rail be expanded northward in the future? And what are the specific acquisitions required for alternative EVT-D?

**ST Response:** We have had initial conversations with the City about a modified EVT-A and are aware of the potential housing development. We are considering potential for future expansions northward as we refine site options. EVT-D would require additional acquisitions along Broadway, which led to the consideration of the EVT-D option with a route that goes along McDougall Ave.

**CAG Comment:**

- EVT-C most closely aligns with what the City of Everett envisions in the Metro Everett Subarea Plan. Additionally, EVT-C is the best alternative for future redevelopment projects.

*CAG recommendation for Everett Station*

- Preferred alternative: EVT-D with McDougall alignment
- Continue to study: EVT-C
- No longer continue to study: EVT-A

OMF North

There are four sites currently being considered for the OMF North. Public comment showed support for Sites B1, B2 and E, because they are already zoned industrial or commercial. Job displacement was a concern stated about Sites B1 and B2, while wetland and residential impacts were a concern for Site E. There were concerns about residential displacement for Site F, and there was little public support for this option.

The City of Everett has shared concerns about the displacements of industrial businesses required at B1 and B2 and does not support further study of these alternatives. Snohomish County supports continued study of all four sites. The Tulalip Tribes shared their concerns with Site E because of wetlands and streams in the area but did not give a recommendation beyond continuing close coordination on this work.

Concerns were raised by a manufacturing company regarding Sites B1 and B2 during public comment. The facility that would be displaced by these options manufactures a large volume of specialized plastic films, including medical supplies. In the property owner's letter to Sound Transit, they estimated a very high cost and tight schedule constraints to relocate this facility, which were not considered in the Level 2 evaluation.

**CAG Comments:**

- I would really like to see wetlands mitigation on all the alternative sites, with a preference for Site F since it has the least potential to affect the wetlands. The environmental aspects of this project are the ones with the longest possible impact. I would suggest we potentially drop off B, and maybe E as well if the Tulalip Tribes are really concerned about the impacts.

- Considering we're on tribal land, we and Sound Transit must heed the advice and input of Tribes. Considering the Tulalip Tribes' feedback, Site E would significantly impact a salmon-bearing stream system and require extensive environmental review. I'm in favor of no longer continuing to study Site E. Wetlands are vital and mitigation could fall short if not done with due process.
  - **ST Response:** We have yet to undertake field surveys on the stream, but mapping indicates that the streams near OMF Site E are not salmon-bearing.
- Understanding the wetland mitigation tools seems pretty crucial to the decision-making for the future OMF North location.
- I think the environmental impact on the streams and wetlands will be mitigated, which makes the costs of those sites minor. The residential displacement is harder to mitigate, so that makes it a more important factor for me.

#### *CAG recommendation for OMF North*

- Continue to study: Site B (general vicinity), Site E, Site F

#### Next steps

Jaclyn Gault noted that she will send out the recommendations table filled out today to all CAG members and allow time for them to review and provide any final edits or clarifications before finalizing.

Looking to the next few months:

- April 25, ELG meeting (CAG recommendations will be presented)
- May 11, Sound Transit System Expansion Committee (briefing)
- June 8, Sound Transit System Expansion Committee (recommendation to the ST Board)
- June 22, Sound Transit Board meeting (action identifying alternatives for study in Draft EIS)

This is the last official CAG meeting, and we would like to thank you all for your time and for sharing your thoughts. We are looking for opportunities in the future to continue to engage with all CAG members.

### **Introductions**

00:25:11 Nick Coelho: I'm going to try and participate as best as I can, but my phone's internet is VERY spotty where I'm at. Lots of cutting in and out. Sorry guys!

### **West Alderwood**

00:42:08 Emmanuel Garcia: if resolution cannot be reached, would ST use eminent domain?

00:51:23 Emmanuel Garcia: i second

00:51:30 Colton Davis (He/Him): I third!

00:54:41 Emmanuel Garcia: for commuters to seattle d and f are better than b.

### **Ash Way**

01:00:01 Emmanuel Garcia: ok with d

01:06:14 Colton Davis (He/Him): Option D for me!

01:07:19 Emmanuel Garcia: no preference

01:07:56 Emmanuel Garcia: as long as a footbridge is part of D

01:08:17 Colton Davis (He/Him): For option D, the consideration of pedestrian access from the existing park-and-ride location to connect to Site D, whether in combination with the County-proposed project or separate, is a key consideration to the functionality of the station.

01:08:41 Colton Davis (He/Him): Asking users of the parking facility to use the sidewalks along Ash Way to cross the entrance/exit ramps to 1-5 creates additional hazards and a poor customer experience.

01:09:51 Colton Davis (He/Him): It's important to note that Site A will impact the operations and space required at Ash Way Park-and-Ride. The direct access ramp from 1-5 may not be operable during construction.

01:14:44 Colton Davis (He/Him): All in on D!

01:15:57 Colton Davis (He/Him): Looks good!

### **Mariner**

01:20:13 Erik Nielsen: Just as a note, Safeway has been developing properties across the Puget Sound into housing+grocery so any of these will likely result in a Safeway property redevelopment.

01:21:43 Colton Davis (He/Him): I'm good with removing A

01:22:33 Emmanuel Garcia: please show map again

01:26:54 Christine Stansfield: I am OK with removing A. I prefer B as it is closest to the schools in the area.

01:27:04 Emmanuel Garcia: i lean b

01:27:37 Colton Davis (He/Him): I'm in on B!

01:27:47 laura akers: I am in b

### **Airport/SR99**

01:35:47 Allan Giffen: I support A as Preferred Alternative. Need to address ped access at these major barrier arterial streets

01:36:01 Christine Stansfield: I support A as well

01:36:02 laura akers: 👍

01:36:03 Emmanuel Garcia: A preferred

01:36:10 Colton Davis (He/Him): I second that! The need to tame the approaching streets, and consider pedestrian bridges across the intersection if roads are not tamed.

01:36:22 Colton Davis (He/Him): I prefer A!

### **SW Everett Industrial**

01:50:19 Emmanuel Garcia: b is closer to sno osle tech center vs c

01:52:29 Allan Giffen: C is too far from the Airport to be viable for access without shuttle, which can be provided from the other locations. Projected air traffic will not be that great for many years to justify siting at C. I support A as preferred alternative and eliminating C.

01:53:20 Colton Davis (He/Him): I have no preference because I don't support any stations. I encourage Sound Transit to study all possible alternatives to the Boeing deviation in South Everett. These include alignment options on and near I-5 to SR 99 with multiple station locations, community enhancements like trails and public spaces, and new bus connections.

01:54:15 Colton Davis (He/Him): Additionally, there are particular concerns among residents of the Casino Road area regarding alignments and stations under consideration in their community due to the potential for displacement and gentrification.

01:56:00 Christine Stansfield: I have concerns about A due to the impacts on the Casino Road community. I would support further study of B.

01:57:32 Emmanuel Garcia: A would benefit residents on Casino road. It is high density housing area and would be closest to them

02:00:19 Luis: I would like to stop any studies on option B

02:01:37 Erik Nielsen: do we know why the city of Everett prefers B over C?

02:07:15 Erik Nielsen: B may displace the tech center slightly

02:07:47 Luis: C supports the Westmont neighborhood as well

02:08:08 Luis: Westmont is a 65% minority community

02:10:56 Colton Davis (He/Him): Site A is close to Highway 526, with no potential for direct connections to bus routes. Pedestrian connectivity is limited without significant infrastructure improvements.

02:12:25 Allan Giffen: I think A should be the Preferred Alternative. I could support further study of both B and C.

02:12:27 Emmanuel Garcia: i lean toward a and b

02:13:06 Erik Nielsen: I support keeping A as a preferred alternative and eliminating B.

02:13:11 Luis: B has to go!

02:14:17 Colton Davis (He/Him): Site B is near an existing Swift station, which would facilitate the integration of the existing BRT route.

02:15:56 Erik Nielsen: B and C provide no clear benefit for Boeing employees, in my opinion.

02:16:06 Erik Nielsen: \*over each other

**SR526/Evergreen**

02:25:59 Nick Coelho: I support getting rid of Alt C at a bare minimum. I think being close to amenities and commercial is a big deal.

02:26:08 Colton Davis (He/Him): I'm in favor of getting rid of C

02:26:09 Emmanuel Garcia: A is closer to the new housing at the ex K mart site. affordable housing development

02:26:14 Janet Pope: I was just going to suggest getting rid of C

02:26:15 Emmanuel Garcia: yes. no c

02:26:21 Christine Stansfield: eliminate C

02:26:24 Luis: yes! let's get rid of C

02:27:07 Colton Davis (He/Him): I am not in favor of it

02:27:09 Allan Giffen: I recommend eliminating A, B and C, keeping D and E for further study, with D as the preferred alternative. D has the best potential for TOD, is closer to largest concentration of population, and integrates well with local transit.

02:27:10 Christine Stansfield: I strongly support A because of the feedback and support from Connect Casino Rd.

02:27:25 Colton Davis (He/Him): I support B + D

02:27:28 Colton Davis (He/Him): It is A

02:27:30 Emmanuel Garcia: continue a

02:27:57 laura akers: I support a

02:28:20 Allan Giffen: Transit access for A is terrible.

02:28:36 Nick Coelho: I support B & D.

02:30:04 Colton Davis (He/Him): TOD opportunities are significantly constrained near alternative A. Every walk to and from the station would be longer, a significant burden for those with mobility impairments.

02:30:15 Colton Davis (He/Him): Transit service would worsen as buses would need to split between the station north of the freeway and the housing, shops, and jobs south of the freeway. There would be less capacity for important station access improvements and public amenities, such as sidewalks, crosswalks, bike lanes, and community open space, on Casino Rd and Evergreen Way.

02:32:55 Colton Davis (He/Him): I'm ready to move away!

02:33:04 Allan Giffen: move away from A

02:33:16 Nick Coelho: What does public support add in this case?

02:33:23 Colton Davis (He/Him): There benefits don't outweigh the challenges

02:33:30 Colton Davis (He/Him): The\*

02:33:38 Janet Pope: The TOD lack of opportunities sways me to move away from A

02:34:29 Emmanuel Garcia: i need to drop off - i'm on the east coast. it's almost 10:30pm. thanks and good night.

02:34:40 Janet Pope: B - keep studying!

02:34:54 Allan Giffen: B has very limited potential for TOD. I would move away from this one

02:35:03 Colton Davis (He/Him): In favor of continuing with B

02:35:05 laura akers: keep studying b

02:35:28 Luis: B and C should go away

02:36:06 Colton Davis (He/Him): In order to make station alternative B work, it's imperative the city of Everett start working with business owners and the community as soon as possible to create affordable commercial space.

02:36:33 Nick Coelho: Is there a feeling that B and D are redundant / duplicate in most benefits?

02:38:28 Colton Davis (He/Him): I'm in favor of continuing with D

02:38:55 Colton Davis (He/Him): Sites D is the closest proximity to existing transit stops and offers the best option for a transit interface.

02:40:56 Allan Giffen: If we can get rid of A and C, I'd be ok with further study of B, but still prefer D as the PA

02:42:32 Gauhar S. (she/her): In favor of B and E

02:42:36 Colton Davis (He/Him): I second Allan with getting rid of A and C, and I'm in favor of moving forward with B, D and E

02:43:19 Nick Coelho: I'm not quite understanding why The City of Everett is in favor of E and not D. Did I miss something?

02:44:56 Allan Giffen: I think we are at 3, having somewhat agreed that A has too many problems with access, especially transit.

02:46:45 Janet Pope: As an advisor to help move it forward and choices need to be made, I think it is ok to eliminate A from this longer list

02:46:52 Colton Davis (He/Him): I think the majority is in favor of moving away from A

### **I-5/Broadway Alignment**

02:48:37 Allan Giffen: I-5 is preferred over Broadway

### **Everett Station**

02:52:49 Nick Coelho: Yes!!

02:54:27 Colton Davis (He/Him): I prefer options C & D because of their compatibility with future extensions, community assets, transportation, land use plan, and proximity to affordable housing. It also offers TOD development potential.

02:55:08 laura akers: really like d

03:02:26 Nick Coelho: Big fan of D, esp with new alignment addressing many issues

03:02:49 Colton Davis (He/Him): Alt C most closely aligns with what the City of Everett envisions in the Metro Everett plan. Additionally, EVT-C is the best alternative for future redevelopment projects in the Metro Everett plan.

03:03:36 Colton Davis (He/Him): C

03:03:43 laura akers: it c

03:03:47 Janet Pope: C

03:03:54 Gauhar S. (she/her): It seems C has more green against the criteria

03:04:25 Colton Davis (He/Him): You bet! Looks good!

**OMF North**

03:09:14 Luis: bundle Site E with the light rail station!!!

03:09:17 Colton Davis (He/Him): Considering we're on tribal land, we and ST must heed the advice and input of tribes. Considering the Tulalip Tribes' feedback, site E would significantly impact a salmon-bearing stream system and require extensive environmental review.

03:09:34 Colton Davis (He/Him): I'm in favor of dropping off E

03:10:20 Colton Davis (He/Him): Agreed, Janet!

03:10:30 Colton Davis (He/Him): Wetlands are vital and mitigation could fall short if not done with due process.

03:11:00 Nick Coelho: Understanding the wetland mitigation tools seems pretty crucial to this.

**Conclusion**

03:11:31 Colton Davis (He/Him): Thank you for that!

03:16:47 Colton Davis (He/Him): Thank you, everyone! You all did a wonderful job leading and informing us. I appreciate all of you.

03:16:47 Gauhar S. (she/her): Thank you for the opportunity to serve on the CAG and all your hard work to manage these meetings!

03:17:02 Colton Davis (He/Him): Grateful to have been a part of this group! Take care!

03:17:07 Christine Stansfield: Thank you!

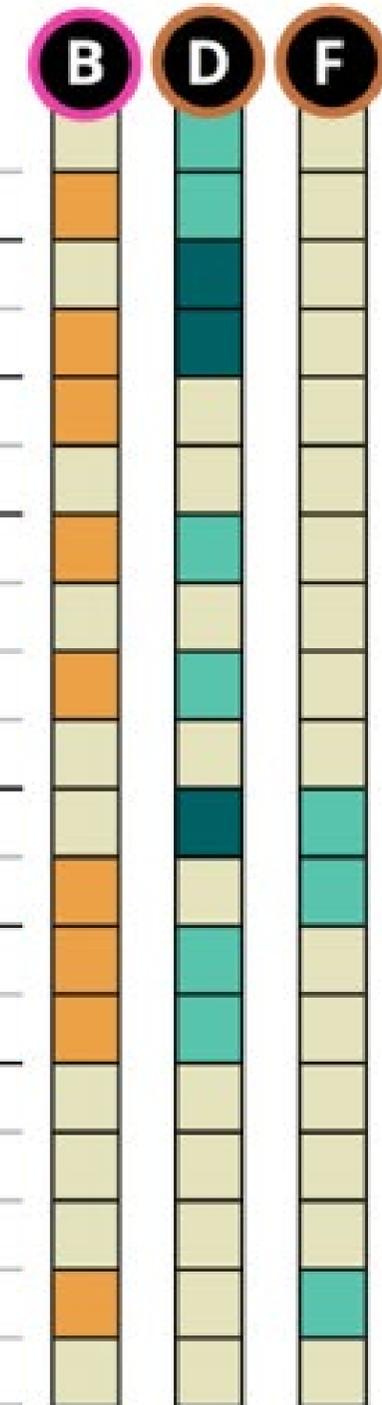
03:17:12 Nick Coelho: This has been a great experience. Looking forward to seeing what comes!

03:17:14 Luis: Thank you for making this possible!

# West Alderwood

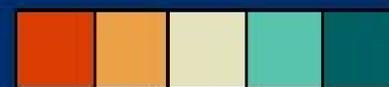


- Community Assets
- Transit Integration
- Transportation Plan Consistency
- 2040 Population + Jobs
- Technical Challenges
- Comparative Cost Estimates
- Equity: Race, Income, English Proficiency
- Equity: Age, Ability, Means of Access
- Equitable Access to Jobs
- Proximity to Affordable Housing
- Land Use Plan Consistency
- TOD Development Potential
- Quality of Pedestrian Connections
- Quality of Bike Connections
- Built Environment + Social Resources
- Acquisitions and Displacements
- Burdens to Underserved Communities
- Non-Project Traffic Effects
- Natural Environment



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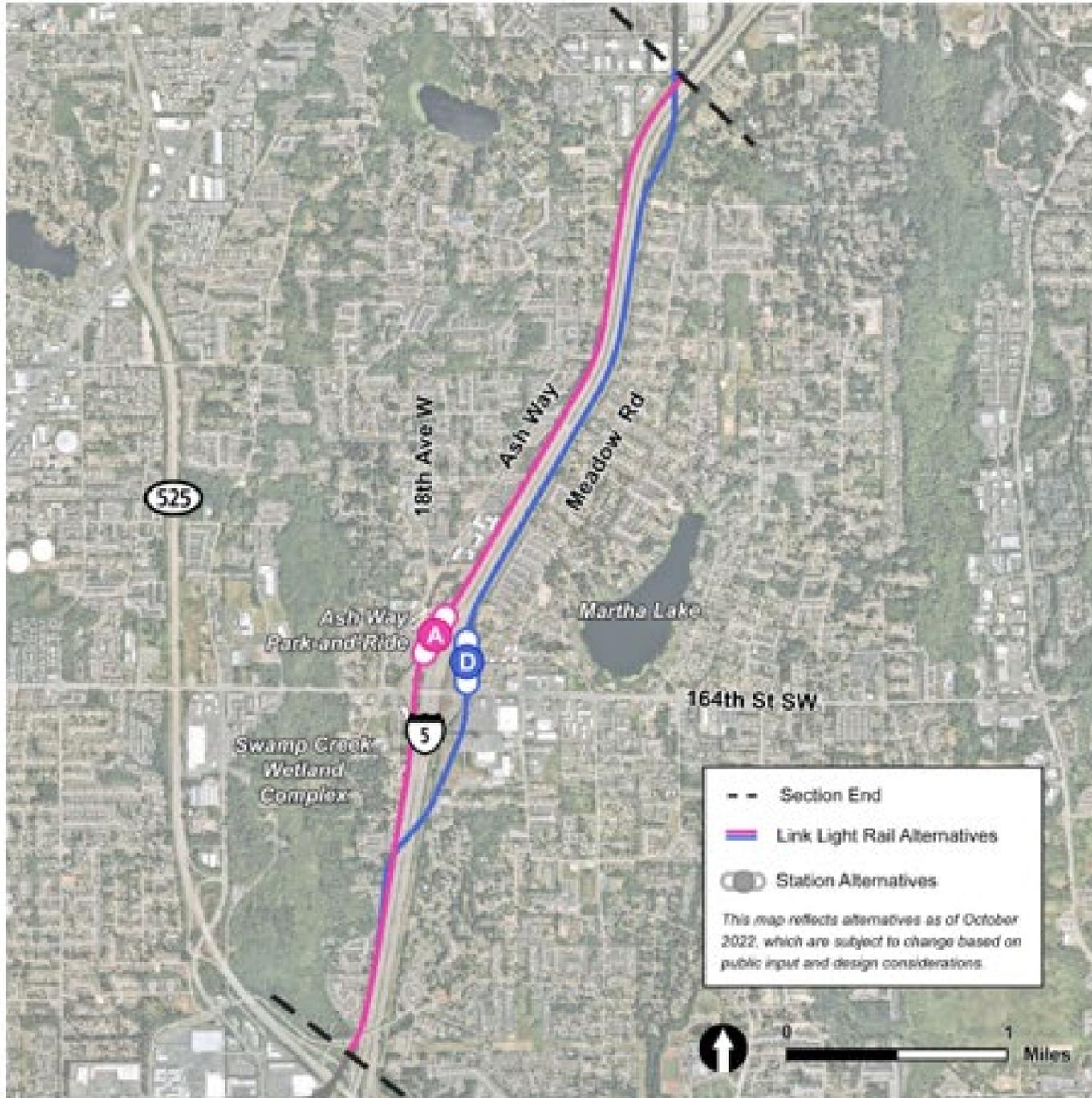
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# West Alderwood

Alternatives	Technical Analysis	Public Feedback	Agency Feedback	Community Advisory Group Feedback
ALD-B	<ul style="list-style-type: none"> <li>Serves fewest historically underserved communities and no affordable housing</li> <li>Least potential for new development</li> <li>Hardest to walk or bike to</li> </ul>	<ul style="list-style-type: none"> <li>Less perceived disruption to traffic on 33rd Avenue NW and 184th Street SW</li> <li>Closest to the mall</li> <li>Concerns around access</li> </ul>	<ul style="list-style-type: none"> <li>Community Transit notes challenges posed to bus operations due to distance from the roadway network</li> </ul>	<p><b>No longer continue to study</b></p> <ul style="list-style-type: none"> <li>Closer to both the Interurban Trail and the mall</li> <li>Away from already busy streets, more pedestrian friendly</li> <li>Provides connection for people who are going to the mall or who live at the mall</li> <li>Serves fewer historically underserved communities</li> <li>Not as well connected to neighborhoods and other businesses</li> </ul>
ALD-D	<ul style="list-style-type: none"> <li>Best connections to Swift bus line</li> <li>Highest planned population and job growth</li> <li>Serves most historically underserved communities</li> <li>Most community destinations nearby</li> <li>Easiest to walk to</li> <li>Less potential for new development</li> </ul>	<ul style="list-style-type: none"> <li>Good access to both the mall and surrounding neighborhoods</li> <li>Good transit connections</li> <li>Preferred by mall owner</li> <li>Good development opportunities</li> </ul>	<ul style="list-style-type: none"> <li>City of Lynnwood notes a preference for ALD-D and the brown alignment</li> <li>City of Everett supports study</li> <li>Community Transit notes best potential for transit integration</li> </ul>	<p><b>Preferred alternative</b></p> <ul style="list-style-type: none"> <li>Closest to residential areas most benefit to multiple users; convenient to the residential area to the west, new apartments north of Alderwood Mall, and the new apartments on the east side</li> <li>Maximizes walkshed and land use compatibility</li> <li>Best site to stimulate redevelopment and TOD</li> <li>Farther from the freeway</li> <li>Serves more historically underserved communities</li> </ul>
ALD-F	<ul style="list-style-type: none"> <li>Most potential for new development</li> <li>Shorter travel times for buses</li> <li>Serves more historically underserved communities</li> <li>Easier to walk and bike to</li> <li>Worse connection to Swift bus line</li> <li>Serves fewer historically underserved communities</li> </ul>	<ul style="list-style-type: none"> <li>Good access to businesses in and around the mall (Costco, Target, H-Mart, etc.)</li> <li>Better access for neighborhoods to the north</li> <li>Concerns around congestion</li> </ul>	<ul style="list-style-type: none"> <li>City of Everett supports study</li> <li>Community Transit notes routing changes for buses to access the station</li> </ul>	<p><b>Continue to study</b></p> <ul style="list-style-type: none"> <li>Close to the mall</li> <li>North side of mall is becoming the busier access point, better for foot traffic</li> <li>Second to ALD-D, similar advantages</li> <li>Poorer connection to existing Swift bus line</li> <li>Serves more historically underserved communities</li> </ul>

Key	
Preferred	Unsupported
Supported	Mixed

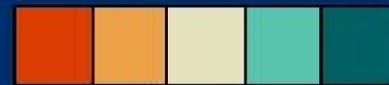
# Ash Way



	A	D
Community Assets	Light Green	Light Green
Transit Integration	Light Green	Orange
Transportation Plan Consistency	Light Green	Dark Teal
2040 Population + Jobs	Light Green	Light Green
Technical Challenges	Light Green	Light Green
Comparative Cost Estimates	Light Green	Light Green
Equity: Race, Income, English Proficiency	Teal	Orange
Equity: Age, Ability, Means of Access	Light Green	Light Green
Equitable Access to Jobs	Light Green	Light Green
Proximity to Affordable Housing	Teal	Orange
Land Use Plan Consistency	Light Green	Light Green
TOD Development Potential	Orange	Teal
Quality of Pedestrian Connections	Light Green	Light Green
Quality of Bike Connections	Light Green	Teal
Built Environment + Social Resources	Light Green	Orange
Acquisitions and Displacements	Light Green	Light Green
Burdens to Underserved Communities	Light Green	Light Green
Non-Project Traffic Effects	Teal	Orange
Natural Environment	Light Green	Light Green

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# Ash Way

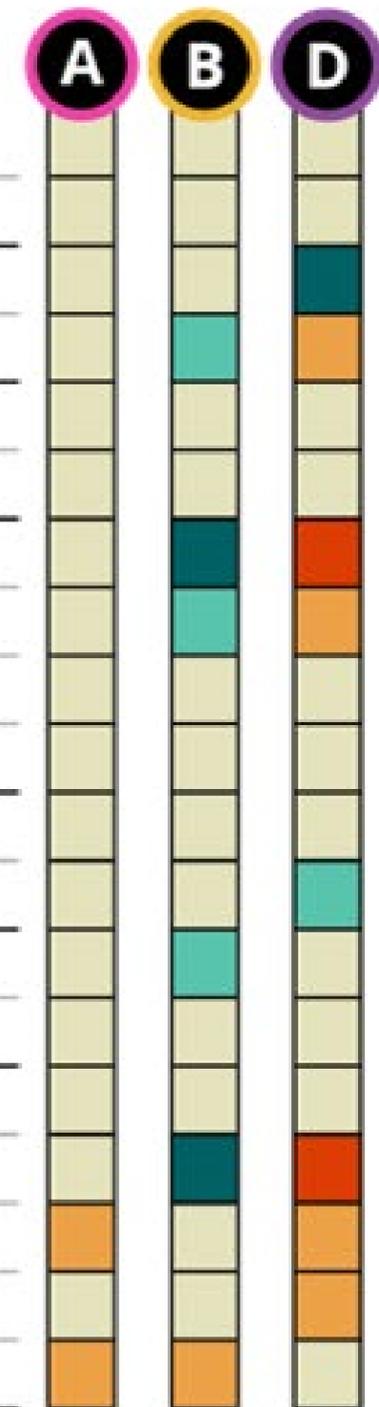
Alternatives	Technical Analysis	Public Feedback	Agency Feedback	Community Advisory Group Feedback
<p><b>ASH-A</b></p>	<ul style="list-style-type: none"> <li>Serves more historically underserved communities and affordable housing</li> <li>Easier bus service connection</li> <li>Best connections to Swift Orange Line</li> <li>Easier for pick up and drop off</li> <li>More potential residential displacements</li> <li>Less potential for new development</li> </ul>	<ul style="list-style-type: none"> <li>Support connection with Ash Way Park-and-Ride and integration with local transit services</li> <li>Perception of fewer impacts near the station</li> <li>Concerns about property impacts along the alignment</li> </ul>	<ul style="list-style-type: none"> <li>Snohomish County supports study</li> <li>City of Everett supports study</li> <li>Community Transit notes potential impacts to existing transit operations at Ash Way park-and-ride</li> </ul>	<p><b>Continue to study</b></p> <ul style="list-style-type: none"> <li>Better access for existing residents</li> <li>Seems to make the most sense for traffic, parking, connections for commuters (direct access to park-and-ride)</li> <li>Connections are important—across freeway or to trail</li> </ul>
<p><b>ASH-D</b></p>	<ul style="list-style-type: none"> <li>Easy connection to Interurban Trail</li> <li>More potential for new development</li> <li>Aligns most closely with local planning</li> <li>Serves fewer historically underserved communities and affordable housing</li> <li>Longer travel times for buses</li> <li>Difficult for pick up and drop off</li> <li>Potential displacement of community destinations</li> <li>May disrupt Interurban Trail during construction</li> </ul>	<ul style="list-style-type: none"> <li>Development potential near ASH-D seen as a potential benefit</li> <li>Concerns about potential impacts to the Mill Creek Foursquare Church and Interurban Trail</li> <li>Challenging connection to the existing Park-and-Ride (need for bridge)</li> <li>Additional light rail crossing of I-5 seen as more costly and challenging construction</li> </ul>	<ul style="list-style-type: none"> <li>Snohomish County supports study</li> <li>City of Everett supports study</li> <li>Community Transit notes need for pedestrian access across I-5 to connect with Ash Way park-and-ride</li> </ul>	<p><b>Preferred alternative</b></p> <ul style="list-style-type: none"> <li><b>Connections are important—across freeway or to trail</b></li> <li>Closer to Interurban Trail</li> <li>Closer to the shopping areas on the south side of 164th Street</li> <li>May serve fewer people in the short term but has more opportunity for future development and community assets, especially for people who do not own cars</li> <li>Better connectivity to the community, more businesses and housing opportunities</li> <li>Maximizes walkshed, bike shed, and land use compatibility</li> <li>Farther from wetlands</li> </ul>

Key	
Preferred	Unsupported
Supported	Mixed

# Mariner

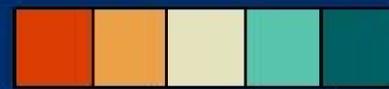


- Community Assets
- Transit Integration
- Transportation Plan Consistency
- 2040 Population + Jobs
- Technical Challenges
- Comparative Cost Estimates
- Equity: Race, Income, English Proficiency
- Equity: Age, Ability, Means of Access
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- Proximity to Affordable Housing
- Land Use Plan Consistency
- TOD Development Potential
- Quality of Pedestrian Connections
- Quality of Bike Connections
- Built Environment + Social Resources
- Acquisitions and Displacements
- Burdens to Underserved Communities
- Non-Project Traffic Effects
- Natural Environment



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# Mariner

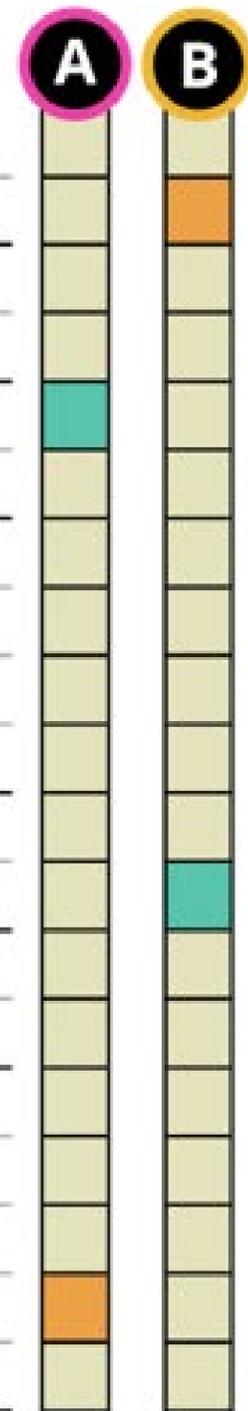
Alternatives	Technical Analysis	Public Feedback	Agency Feedback	Community Advisory Group Feedback
MAR-A	<ul style="list-style-type: none"> <li>Higher planned population and job growth</li> <li>Serves more historically underserved communities</li> <li>More potential residential displacements</li> <li>Business displacements on north side of 128th Street SW</li> </ul>	<ul style="list-style-type: none"> <li>Connections to businesses along 128th Street SW and to residential areas to the north</li> <li>Concerns about congestion that a station might bring to 128th Street SW</li> </ul>	<ul style="list-style-type: none"> <li>City of Everett does not support continuing to study</li> <li>Community Transit notes need for adequate pedestrian connections farther from Mariner park-and-ride</li> </ul>	<p><b>No longer continue to study</b></p> <ul style="list-style-type: none"> <li>Fewer business impacts</li> <li>Close to where people live and on the same side of town as schools (easiest to get to for Mariner HS)</li> <li>Near developable areas</li> <li>Concerns around residential displacements</li> <li>Very similar to B, with B being more widely supported and having fewer potential impacts</li> </ul>
MAR-B	<ul style="list-style-type: none"> <li>Highest planned population and job growth</li> <li>Serves most historically underserved communities</li> <li>Fewest potential residential displacements</li> <li>Easiest to walk to</li> <li>Business displacements on south side of 128th Street SW</li> </ul>	<ul style="list-style-type: none"> <li>Connections to businesses along 128th Street SW and to residential areas</li> <li>Concerns about congestion that a station might bring to 128th Street SW</li> <li>Fewer residential displacements</li> </ul>	<ul style="list-style-type: none"> <li>Snohomish County supports study</li> <li>City of Everett supports study</li> <li>Community Transit notes need for adequate pedestrian connections farther from Mariner park-and-ride</li> </ul>	<p><b>Preferred alternative</b></p> <ul style="list-style-type: none"> <li>Closer to Safeway and Mariner Park-and-Ride</li> <li>Best TOD potential</li> <li>Maximizes walkshed and land use compatibility</li> <li>Good businesses connections</li> <li>Lower cost and fewer construction impacts</li> <li>Closer to schools in the area</li> <li>Fewest potential residential displacements</li> </ul>
MAR-D	<ul style="list-style-type: none"> <li>Most potential for new development near station</li> <li>Aligns most closely with local planning</li> <li>Serves fewest historically underserved communities</li> <li>Most potential residential displacements, including affordable housing</li> <li>Hardest pick-up and drop-off</li> <li>Business displacements on north side of 128th Street SW</li> </ul>	<ul style="list-style-type: none"> <li>Avoids traffic/congestion along 128th Street SW</li> <li>Easy access to the existing Mariner Park-and-Ride and local bus service</li> <li>Concerns about residential displacement</li> </ul>	<ul style="list-style-type: none"> <li>Snohomish County supports study</li> <li>City of Everett supports study</li> <li>Community Transit states this site aligns best with current operations</li> </ul>	<p><b>Continue to study</b></p> <ul style="list-style-type: none"> <li>Accessible by more riders with easier access to connections (transit and Park-and-Ride)</li> <li>Consistent with the Snohomish County plans for improving access</li> <li>Property is easier to develop</li> </ul>

Key	
Preferred	Unsupported
Supported	Mixed

# SR 99/Airport Road (AIR)

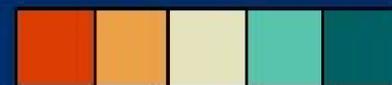


Community Assets	A	B
Transit Integration		
Transportation Plan Consistency		
2040 Population + Jobs		
Technical Challenges		
Comparative Cost Estimates		
Equity: Race, Income, English Proficiency		
Equity: Age, Ability, Means of Access		
Equitable Access to Jobs		
Proximity to Affordable Housing		
Land Use Plan Consistency		
TOD Development Potential		
Quality of Pedestrian Connections		
Quality of Bike Connections		
Built Environment + Social Resources		
Acquisitions and Displacements		
Burdens to Underserved Communities		
Non-Project Traffic Effects		
Natural Environment		



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# SR 99/Airport Road (provisional)

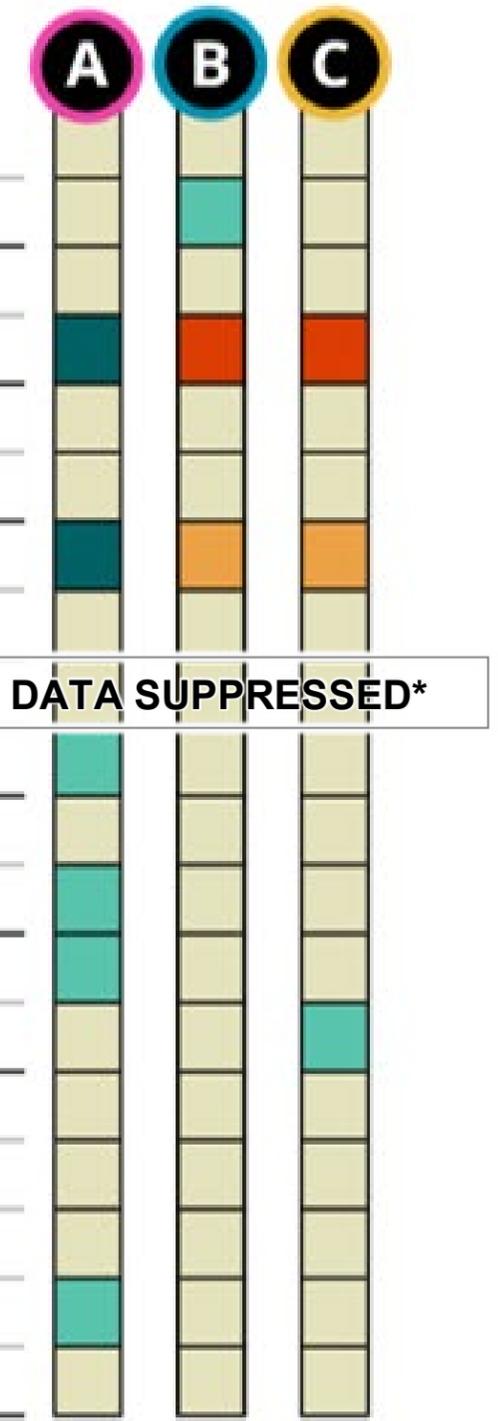
Alternatives	Technical Analysis	Public Feedback	Agency Feedback	Community Advisory Group Feedback
<div style="background-color: #e91e63; color: white; padding: 2px 5px; border-radius: 5px;">AIR-A</div>	<ul style="list-style-type: none"> <li>Better connection to Swift Green Line</li> <li>Less disruptive to business access during construction</li> <li>Harder for pick-up and drop-off</li> </ul>	<ul style="list-style-type: none"> <li>Challenges crossing busy arterials roadways at this intersection</li> <li>Potential for better transit connections and connections to the north and east</li> <li>Better connection to Mariner alignments on the north side of 128th Street SW</li> </ul>	<ul style="list-style-type: none"> <li>Snohomish County supports study</li> <li>City of Everett supports study with a preference for AIR-A because of better transit connections</li> </ul>	<p><b>Preferred alternative</b></p> <ul style="list-style-type: none"> <li>More convenient for the residential areas near Home Depot, at Holly, and at Westmont</li> <li>More perceived opportunity for transit-oriented development</li> <li>Fewer technical challenges</li> <li>Avoids the need to cross Airport Rd to access the OMF in any location except Site F</li> <li>Businesses are primarily national chains</li> <li>Need to address pedestrian access</li> </ul>
<div style="background-color: #ffc107; color: white; padding: 2px 5px; border-radius: 5px;">AIR-B</div>	<ul style="list-style-type: none"> <li>Easier for pick-up and drop-off</li> <li>More potential for new development adjacent to the station</li> <li>Worse connection to Swift Green Line</li> <li>More disruptive to business access during construction</li> </ul>	<ul style="list-style-type: none"> <li>Challenges crossing busy arterial roadways at this intersection</li> <li>Better connection to Mariner alignments on the south side of 128th Street SW</li> </ul>	<ul style="list-style-type: none"> <li>Snohomish County supports study</li> <li>City of Everett supports study</li> </ul>	<p><b>Continue to study</b></p> <ul style="list-style-type: none"> <li>More convenient for existing transit</li> </ul>

Key	
Preferred	Unsupported
Supported	Mixed

# SW Everett Industrial Center



- Community Assets
- Transit Integration
- Transportation Plan Consistency
- 2040 Population + Jobs
- Technical Challenges
- Comparative Cost Estimates
- Equity: Race, Income, English Proficiency
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- Quality of Bike Connections
- Built Environment + Social Resources
- Acquisitions and Displacements
- Burdens to Underserved Communities
- Non-Project Traffic Effects
- Natural Environment



**DRAFT subject-to-change**



\*Employment data suppressed by the Census Bureau due to size of nearby employers to protect the privacy of respondents.

# SW Everett Industrial Center

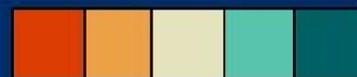
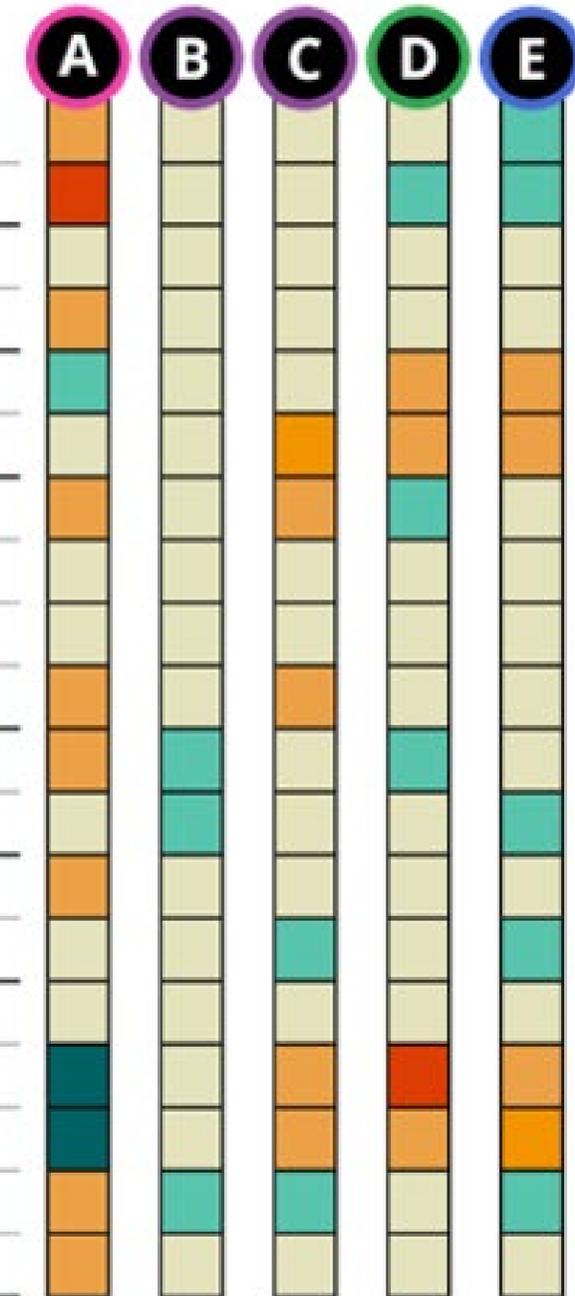
Alternatives	Technical Analysis	Public Feedback	Agency Feedback	Community Advisory Group Feedback
SWI-A	<ul style="list-style-type: none"> <li>Serves some historically underserved communities and affordable housing</li> <li>Connection to Boeing and regional employment</li> <li>Easier to walk to</li> <li>Longer travel times for buses</li> </ul>	<ul style="list-style-type: none"> <li>Better connections to residential areas on Casino Road</li> <li>Direct connection to Boeing campus</li> </ul>	<ul style="list-style-type: none"> <li>City of Everett supports study and prefers SWI-A because of direct connections to Boeing and Casino Road</li> <li>Community Transit notes that SWI-A has no potential for direct connection bus routes operated by the agency</li> </ul>	<p><b>Mixed support to continue study</b></p> <ul style="list-style-type: none"> <li>Closer to Casino Road (a higher-density residential area), which also has TOD potential</li> <li>Potential impacts and displacement to Casino Road community</li> <li>Best able to serve Boeing facility (if Boeing builds an access bridge over SR 526) but will still need a shuttle to Boeing</li> <li>Closest to the Seaway Blvd transit center</li> </ul>
SWI-B	<ul style="list-style-type: none"> <li>Shorter travel times for buses plus more connecting routes</li> <li>Does not serve residential areas, historically underserved communities or affordable housing</li> </ul>	<ul style="list-style-type: none"> <li>Second choice for many people who favor SWI-A or SWI-C</li> <li>Location between Boeing and Paine Field seen as both a benefit (serves both) and a challenge (not convenient for either)</li> </ul>	<ul style="list-style-type: none"> <li>City of Everett supports study</li> <li>Community Transit notes easier bus-rail transfers with existing Swift stop near this location</li> </ul>	<p><b>Mixed support to continue study</b></p> <ul style="list-style-type: none"> <li>Could result in some TOD</li> <li>Closer to Sno Isle tech center—could impact center</li> <li>No residential community nearby</li> <li>Would need a shuttle to Boeing</li> <li>Closer to the Everett delivery center</li> <li>Easy to integrate with existing BRT route</li> </ul>
SWI-C	<ul style="list-style-type: none"> <li>Better street connections for biking</li> <li>Does not serve residential areas, historically underserved communities, or affordable housing</li> </ul>	<ul style="list-style-type: none"> <li>More direct connection to Paine Field (closer)</li> </ul>	<ul style="list-style-type: none"> <li>City of Everett does not support continuing to study</li> <li>Community Transit notes this could connect directly to existing routes with some changes to stop locations</li> </ul>	<p><b>Mixed support to continue study</b></p> <ul style="list-style-type: none"> <li>Supports Holly neighborhood and Westmont neighborhood</li> <li>Closest to airport—supports future growth at Paine Field, existing underpass connection to airport</li> <li>Would need a shuttle to Boeing</li> </ul>

Key	
Preferred	Unsupported
Supported	Mixed

# SR 526 / Evergreen



- Community Assets
- Transit Integration
- Transportation Plan Consistency
- 2040 Population + Jobs
- Technical Challenges
- Comparative Cost Estimates
- Equity: Race, Income, English Proficiency
- Equity: Age, Ability, Means of Access
- Equitable Access to Jobs
- Proximity to Affordable Housing
- Land Use Plan Consistency
- TOD Development Potential
- Quality of Pedestrian Connections
- Quality of Bike Connections
- Built Environment + Social Resources
- Acquisitions and Displacements
- Burdens to Underserved Communities
- Non-Project Traffic Effects
- Natural Environment

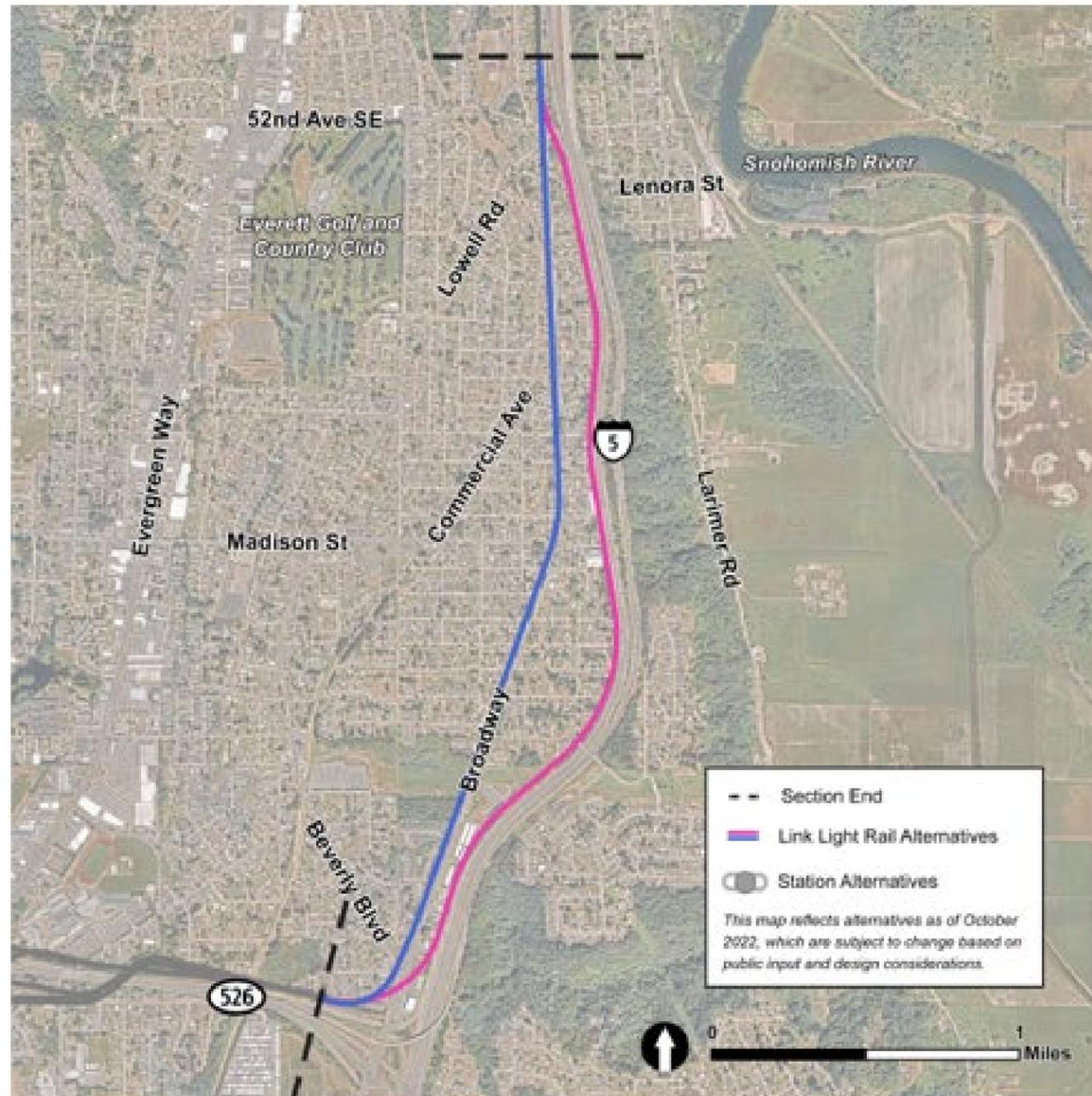


# SR 526/Evergreen

Alternatives	Technical Analysis	Public Feedback	Agency Feedback	Community Advisory Group Feedback
EGN-A	<ul style="list-style-type: none"> <li>Fewest potential displacements</li> <li>Avoids displacements along Casino Rd</li> <li>Fewer historically underserved communities and less affordable housing</li> <li>Lowest planned population and job growth</li> <li>Longest walk to buses</li> <li>Hardest to reach the station by car</li> </ul>	<ul style="list-style-type: none"> <li>Support for less disruption during construction to Casino Road community</li> <li>Perception of fewer indirect impacts</li> <li>Fewer potential impacts to community destinations, residential and business property impacts</li> </ul>	<ul style="list-style-type: none"> <li>City of Everett notes significant downsides of EGN-A but makes no recommendation on whether to advance</li> <li>Everett School District concern about potential property impacts</li> <li>Community Transit notes this has the most challenging transfers</li> </ul>	<p><b>Mixed support to continue study</b></p> <ul style="list-style-type: none"> <li>Strong public support</li> <li>Near new affordable housing development</li> <li>TOD opportunities are constrained</li> <li>Transit access is poor</li> </ul>
EGN-B	<ul style="list-style-type: none"> <li>More historically underserved communities and affordable housing</li> <li>Easy pick-up and drop-off</li> <li>Potential to displace community destinations, including Casino Square</li> <li>More potential displacements than EGN-A, but fewer than EGN-C, EGN-D, and EGN-E</li> </ul>	<ul style="list-style-type: none"> <li>Provides access to nearby destinations and communities</li> <li>Opportunity for TOD and other development potential</li> <li>Concerns about potential for impacts along Casino Road, and specifically Casino Square</li> </ul>	<ul style="list-style-type: none"> <li>City of Everett supports study</li> <li>Community Transit notes the need for pedestrian improvements for connecting transit service on Casino Road</li> </ul>	<p><b>Continue to study</b></p> <ul style="list-style-type: none"> <li>Closer to historically underserved populations</li> <li>Convenient for residents, including Casino Road and new residential units, businesses, and school</li> <li>Connections to different transportation modes</li> <li>Aligns with the land use plan for this area and has TOD development potential</li> <li>Needs City collaboration to create permanently affordable commercial space</li> </ul>
EGN-C	<ul style="list-style-type: none"> <li>More historically underserved communities and affordable housing</li> <li>Easy pick-up and drop-off</li> <li>Potential to displace community destinations, including Casino Square</li> <li>More potential displacements than EGN-A, but fewer than EGN-B, D, and E</li> </ul>	<ul style="list-style-type: none"> <li>Easy walk to the high school along less busy roadways</li> <li>Concerns about potential for impacts along Casino Road</li> </ul>	<ul style="list-style-type: none"> <li>City of Everett does not support continuing to study</li> <li>Community Transit notes the need for pedestrian improvements for connecting transit service on Casino Road</li> </ul>	<p><b>No longer continue to study</b></p> <ul style="list-style-type: none"> <li>Displaces business without many benefits</li> <li>Generally less supported option</li> </ul>
EGN-D	<ul style="list-style-type: none"> <li>Better connection to buses</li> <li>Most historically underserved communities</li> <li>Most potential displacements</li> <li>Potential displacements of community destinations</li> <li>Potential for more challenging construction and disruptions</li> </ul>	<ul style="list-style-type: none"> <li>Provides access to nearby destinations and communities</li> <li>Better transfers to bus service on Casino Road and Evergreen Way</li> <li>Concerns about potential for impacts along Casino Road</li> </ul>	<ul style="list-style-type: none"> <li>City of Everett does not support continuing to study</li> <li>Community Transit notes that D and E have better transit integration</li> </ul>	<p><b>Continue to study</b></p> <ul style="list-style-type: none"> <li>Close to homes, essential shopping, and school</li> <li>Best serves the residential area on Casino Road and avoids impacting the businesses on the north side of Casino Road</li> <li>More likely to generate TOD</li> <li>Closer to existing transit stops</li> </ul>
EGN-E	<ul style="list-style-type: none"> <li>Better connection to buses</li> <li>Most historically underserved communities</li> <li>Most potential displacements</li> <li>Potential displacements of community destinations</li> <li>Potential for more challenging construction and disruptions</li> </ul>	<ul style="list-style-type: none"> <li>Provides access to nearby destinations and communities</li> <li>Better transfers to bus service on Casino Rd &amp; Evergreen Way</li> <li>Concerns about potential for impacts along Casino Road</li> </ul>	<ul style="list-style-type: none"> <li>City of Everett supports study</li> <li>Community Transit notes that D and E have better transit integration</li> </ul>	<p><b>Continue to study</b></p> <ul style="list-style-type: none"> <li>Good transit integration and future development prospects</li> </ul>

Key	
Preferred	Unsupported
Supported	Mixed

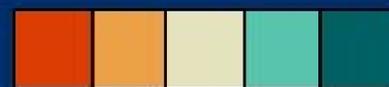
# I-5 / Broadway Alignment



	BRD	I-5
Technical Challenges	Orange	Light Green
Comparative Cost Estimates	Orange	Light Green
Built Environment + Social Resources	Light Green	Light Green
Acquisitions and Displacements	Orange	Teal
Burdens to Underserved Communities	Light Green	Light Green
Non-Project Traffic Effects	Orange	Teal
Natural Environment	Orange	Light Green

**DRAFT** subject-to-change

Lower  
Performing



Higher  
Performing

# I-5 / Broadway Alignment

Alternatives	Technical Analysis	Public Feedback	Agency Feedback	Community Advisory Group Feedback
I-5	<ul style="list-style-type: none"> <li>Fewer potential residential displacements</li> <li>Would not require permanent intersection closures</li> <li>More challenging construction due to limited space for light rail tracks</li> </ul>	<ul style="list-style-type: none"> <li>Less disruption to residential neighborhoods</li> <li>Faster and cheaper to build</li> </ul>		<p><b>Preferred alternative</b></p> <ul style="list-style-type: none"> <li>Fewer displacements</li> </ul>
BDWY	<ul style="list-style-type: none"> <li>Shorter route with fewer curves and slightly shorter travel time</li> <li>Much higher potential residential displacements</li> <li>Potential to require permanent closure of six intersections</li> <li>More wetlands near the route</li> </ul>	<ul style="list-style-type: none"> <li>Concerns about residential and business displacements</li> <li>Concerns about higher cost and schedule impacts</li> <li>Interest in possibility of future station</li> </ul>		<p><b>Continue to study</b></p>

Key	
Preferred	Unsupported
Supported	Mixed

# Everett Station



Compatibility with Future Extensions

Community Assets

Transit Integration

Transportation Plan Consistency

2040 Population + Jobs

Technical Challenges

Comparative Cost Estimates

Equity: Race, Income, English Proficiency

Equity: Age, Ability, Means of Access

Equitable Access to Jobs

Proximity to Affordable Housing

Land Use Plan Consistency

TOD Development Potential

Quality of Pedestrian Connections

Quality of Bike Connections

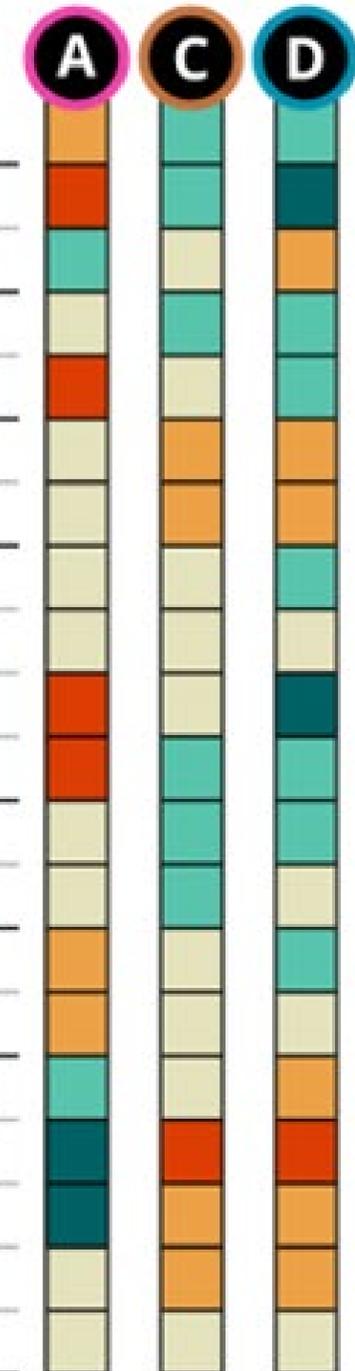
Built Environment + Social Resources

Acquisitions and Displacements

Burdens to Underserved Communities

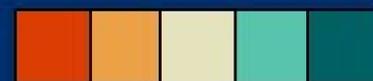
Non-Project Traffic Effects

Natural Environment



DRAFT subject-to-change

Lower Performing



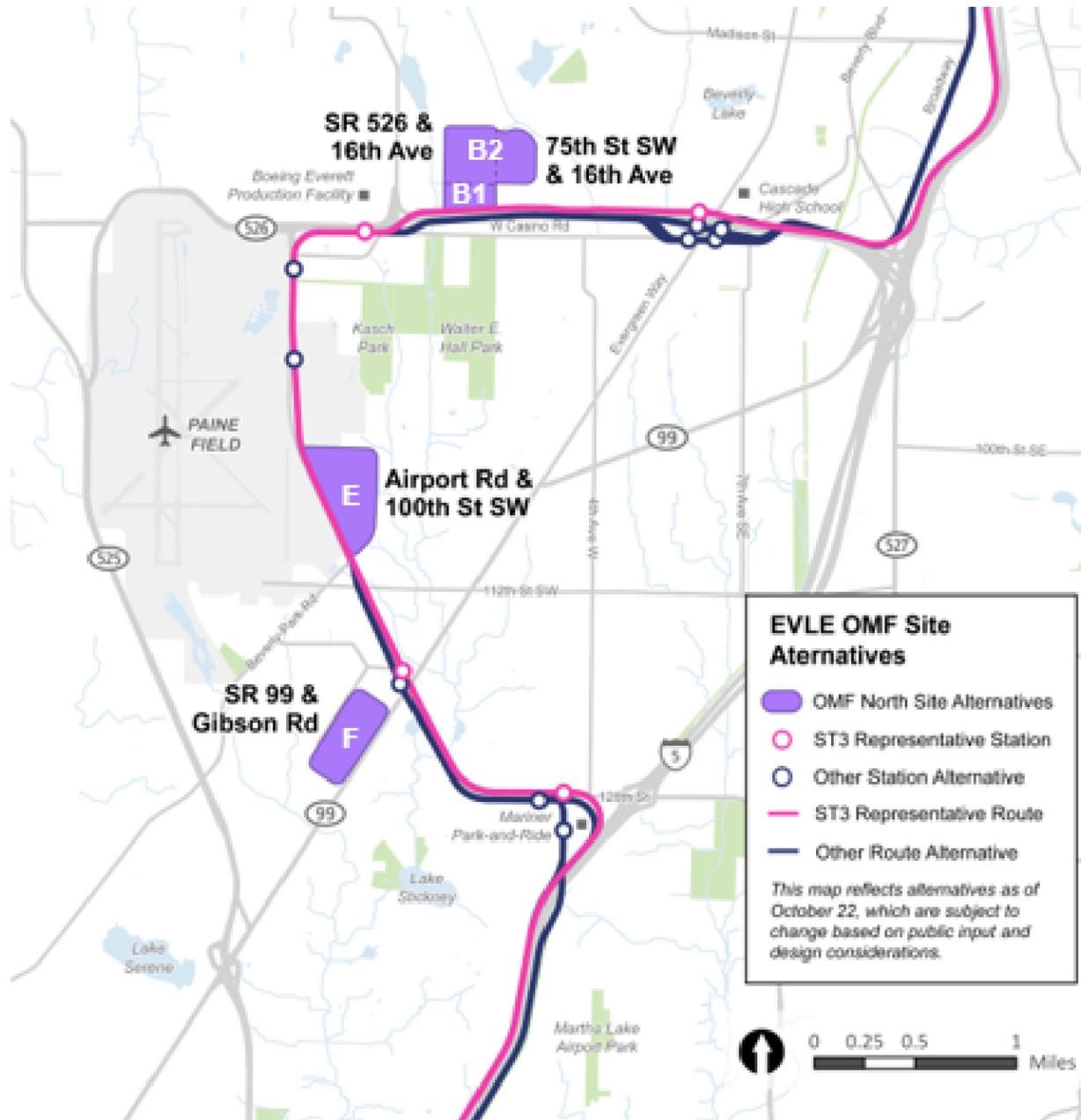
Higher Performing

# Everett Station

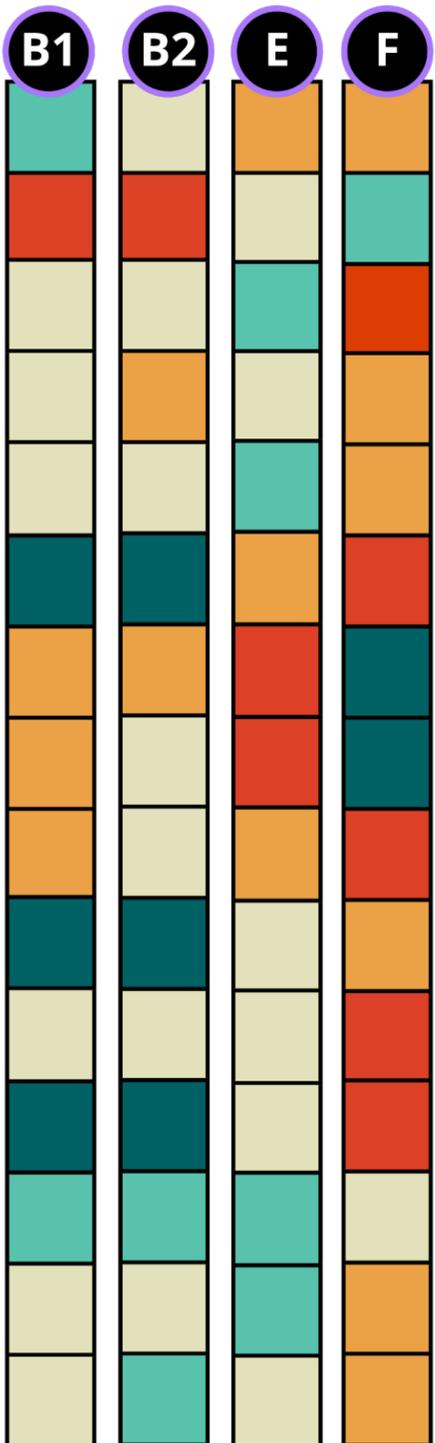
Alternatives	Technical Analysis	Public Feedback	Agency Feedback	Community Advisory Group Feedback
EVT-A	<ul style="list-style-type: none"> <li>• Best connection to Everett Station</li> <li>• Fewest displacements</li> <li>• Lowest planned population and job growth</li> <li>• Farthest from downtown and community destinations</li> <li>• Less affordable housing nearby</li> <li>• Harder to walk and bike to</li> </ul>	<ul style="list-style-type: none"> <li>• Best connections to the bus service at the existing Everett Station</li> <li>• Less disruptive to the surrounding community</li> <li>• Perception that EVT-A would have fewer traffic impacts</li> <li>• Concerns around TOD potential</li> </ul>	<ul style="list-style-type: none"> <li>• City of Everett supports study (with modification)</li> <li>• Community Transit notes potential construction impacts and operational changes</li> </ul>	<p><b>No longer continue to study</b></p> <ul style="list-style-type: none"> <li>• Close to existing transit</li> <li>• Worse connections to downtown and overall walkability</li> <li>• Concerns around nearby development</li> <li>• Location does not match local planning efforts</li> </ul>
EVT-C	<ul style="list-style-type: none"> <li>• Nearer to community destinations</li> <li>• Higher planned population and job growth</li> <li>• Serves more historically underserved communities</li> <li>• More affordable housing nearby</li> <li>• More potential displacements, including affordable housing and community destinations</li> <li>• Potential business displacements on McDougall Ave</li> <li>• Harder pick-up and drop-off</li> </ul>	<ul style="list-style-type: none"> <li>• Better access to downtown Everett</li> <li>• More potential for growth near the station</li> <li>• More walkable</li> <li>• Concerns around traffic/congestion on Broadway</li> </ul>	<ul style="list-style-type: none"> <li>• City of Everett supports study</li> <li>• Community Transit notes this has the best transit integration (in terms of serving both downtown and Everett Station)</li> </ul>	<p><b>Continue to study</b></p> <ul style="list-style-type: none"> <li>• Best compatibility with future extensions and transportation and land use plans</li> <li>• Close to community assets and affordable housing</li> <li>• TOD potential</li> <li>• Supports balance between connecting to downtown and existing Everett Station facilities</li> <li>• Less disruptive to Broadway</li> <li>• Best for transit integration</li> </ul>
EVT-D	<ul style="list-style-type: none"> <li>• Nearer to community destinations</li> <li>• Higher planned population and job growth</li> <li>• Serves more historically underserved communities</li> <li>• More affordable housing nearby</li> <li>• More potential displacements, including affordable housing and community destinations</li> <li>• Potential business displacements on Broadway</li> <li>• Harder pick-up and drop-off</li> </ul>	<ul style="list-style-type: none"> <li>• Better access to downtown Everett</li> <li>• More potential for growth near the station</li> <li>• More walkable</li> <li>• Concern for potential displacements along Broadway</li> <li>• Concerns around traffic/congestion on Broadway</li> </ul>	<ul style="list-style-type: none"> <li>• City of Everett supports study but with brown alignment</li> <li>• Community Transit notes this would require additional bus travel time to access the station and construction could affect the planned Swift Gold Line</li> </ul>	<p><b>Preferred alternative with McDougall alignment</b></p> <ul style="list-style-type: none"> <li>• Closer to downtown</li> <li>• Closer to residential population and historically underserved communities</li> <li>• Closer to Angel of the Winds Arena</li> <li>• More pedestrian and bicycle accessible</li> <li>• More potential to increase development and make downtown Everett livelier, especially with McDougall alignment</li> <li>• Potential to support tourism and help build out downtown core</li> </ul>

Key	
Preferred	Unsupported
Supported	Mixed

# OMF North



Topography & Site Grading	B1	B2	E	F
Property Impacts				
Property Value				
Comparative Cost				
Built Environment & Social Resources				
Burden on Historically Underserved Communities				
Natural Environment				
Environmental Permitting				
Utilities, Roadways and Public Infrastructure				
Zoning & Land Use				
Employment Displacements				
Residential Displacements				
Facility Layout & Efficiency				
Access for Light Rail Vehicle Deliveries				
Lead Track Connections				



# OMF North

Alternatives	Technical Analysis	Public Feedback	Tribal and Agency Feedback	Community Advisory Group Feedback
<b>Site B-1: SR 526 &amp; 16th Ave</b>	<ul style="list-style-type: none"> <li>No residential displacements</li> <li>Least potential to displace historically underserved populations</li> <li>Easy connection to mainline track</li> <li>Fewer site development challenges</li> <li>Moderate number of job displacements</li> <li>Displaces specialized manufacturing facilities and employers</li> <li>Likely some impacts to wetlands and streams</li> </ul>	<ul style="list-style-type: none"> <li>Compatible industrial uses</li> <li>Concerns about business and jobs displacement</li> </ul>	<ul style="list-style-type: none"> <li>Snohomish County supports study</li> <li>City of Everett does not support continuing to study</li> </ul>	<p><b>Continue to study in area of B</b></p> <ul style="list-style-type: none"> <li>Fewest number of potential business displacements</li> <li>Aligns with existing zoning and land use</li> <li>Less burdensome to historically underserved communities (than E and F) and has no residential displacements</li> <li>Eliminates land and jobs from the SW Industrial center, which conflicts with the goal of serving this center</li> <li>Impact on the Everett School District's transportation facilities that would require relocation</li> </ul>
<b>Site B-2: 76th St SW &amp; 16th Ave</b>	<ul style="list-style-type: none"> <li>No residential displacements</li> <li>Least potential to displace historically underserved populations</li> <li>Easy connection to mainline track</li> <li>Lowest number of job displacements</li> <li>Displaces specialized manufacturing facilities and employers</li> <li>Likely some impacts to wetlands and streams</li> </ul>	<ul style="list-style-type: none"> <li>Compatible industrial uses</li> <li>Concerns about business and jobs displacement</li> </ul>	<ul style="list-style-type: none"> <li>Snohomish County supports study</li> <li>City of Everett does not support continuing to study</li> </ul>	<p><b>Continue to study in area of B</b></p> <ul style="list-style-type: none"> <li>Similar to B1 (see B1 notes)</li> </ul>
<b>Site E: Airport Rd &amp; 100th St SW</b>	<ul style="list-style-type: none"> <li>Easy connection to mainline track</li> <li>Lowest property cost and risk for contaminated soils</li> <li>Fewer specialized businesses to relocate</li> <li>Some job and residential displacements</li> <li>Potential to displace some historically underserved populations</li> <li>Most impact to wetlands and streams; potential permitting challenges</li> </ul>	<ul style="list-style-type: none"> <li>Compatible industrial uses</li> <li>Concern for wetland, stream and surface water impacts</li> </ul>	<ul style="list-style-type: none"> <li><b>Tulalip Tribes note concerns with Site E because of wetland and stream impacts</b></li> <li>City of Everett supports study</li> <li>Snohomish County supports study</li> </ul>	<p><b>Continue to study</b></p> <ul style="list-style-type: none"> <li>Opportunity to have community transit hub and light rail in one location</li> <li>Fewer living wage jobs displaced (than B1/B2)</li> <li>Least complex and least disruptions</li> <li>More common neighboring land use</li> <li>Balance impacts to Swamp Creek with opportunities to enhance the fish, wildlife, and water quality functions of this stream system with proper design and mitigation</li> <li>Preserves the ability of the airport to have some airport-supportive development on its property</li> <li>Note tribal concerns around potential impacts to stream systems and emphasize the need to work closely with them</li> </ul>
<b>Site F: SR 99 &amp; Gibson Rd</b>	<ul style="list-style-type: none"> <li>No identified wetlands or streams</li> <li>Fewer specialized businesses to relocate</li> <li>Highest number of job and residential displacements</li> <li>Highest potential to displace historically underserved populations</li> <li>Requires additional infrastructure in area (bridge, wall, moving Gibson Road)</li> <li>Within 1/2 mile of provisional station</li> </ul>	<ul style="list-style-type: none"> <li>Concern for residential displacement and potential impacts along SR 99/Evergreen Way</li> </ul>	<ul style="list-style-type: none"> <li>City of Everett supports study</li> <li>Snohomish County supports study</li> </ul>	<p><b>Continue to study</b></p> <ul style="list-style-type: none"> <li>Only site without wetland impacts</li> </ul>

Key	
Preferred	Unsupported
Supported	Mixed