

Session 8B:

The Model Code Partnership: A Bold, Interjurisdictional Approach to TOD Planning

Miranda Redinger

Sound Transit

Matthew Siddons

Snohomish County Planning

Yorik Stevens-Wajda

City of Everett

2025 APA WA Conference

Venice 2 Room 4:30 pm – 5:45pm

October 9, 2025



Presentation Agenda

- Everett Link Light Rail Extension
- Model Code Partnership
- Transit Oriented Development Toolkit
- Light Rail Community (LRC) Zone
- City of Everett Planning
- Observations and Lessons Learned



Urban Center Apartments, Unincorporated Snohomish County

Everett Link Extension

soundtransit.org/everettlink-plan





Voter-approved system

Link light rail 1 2 3 4 T

- Five lines
- 116 miles
- 83 stations

Sounder trains N S

- Two lines
- 91 miles
- 14 stations

Stride bus rapid transit S1 S2 S3

- Three lines
- 45 miles on I-405 and SR 522
- Serving 12 cities and connecting to light rail in Shoreline, Lynnwood, Bellevue, and Tukwila

Everett Link Extension (EVLE)

- **Length:** 16 miles
- **Stations:** six plus one provisional (unfunded) station
- **Opening service:** 2037 – 2041*
- **Operations & Maintenance Facility North** opens 2034
- **New parking** at Everett Station and Mariner opens 2046

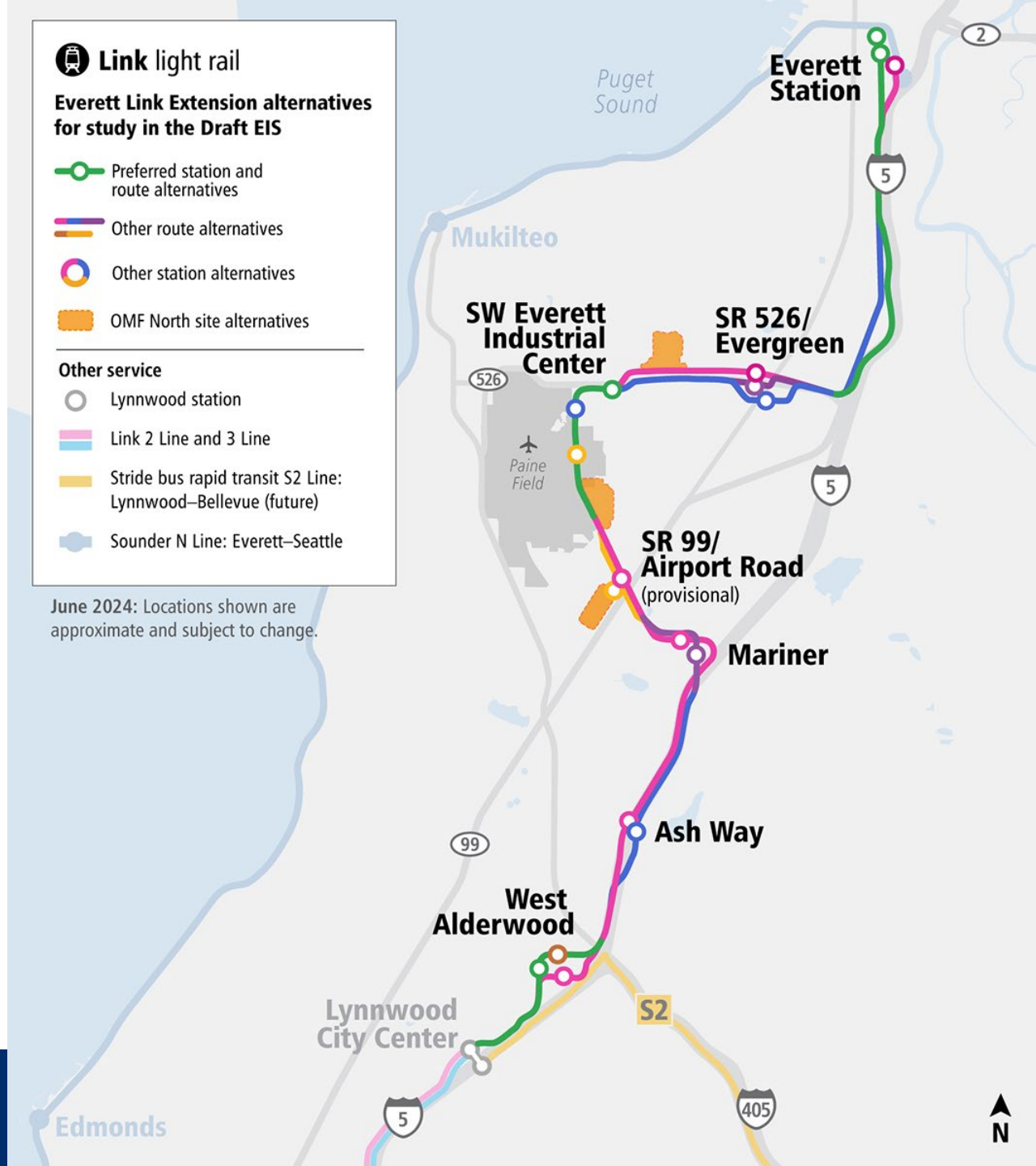
Link light rail Everett Link Extension alternatives for study in the Draft EIS

- Preferred station and route alternatives
- Other route alternatives
- Other station alternatives
- OMF North site alternatives

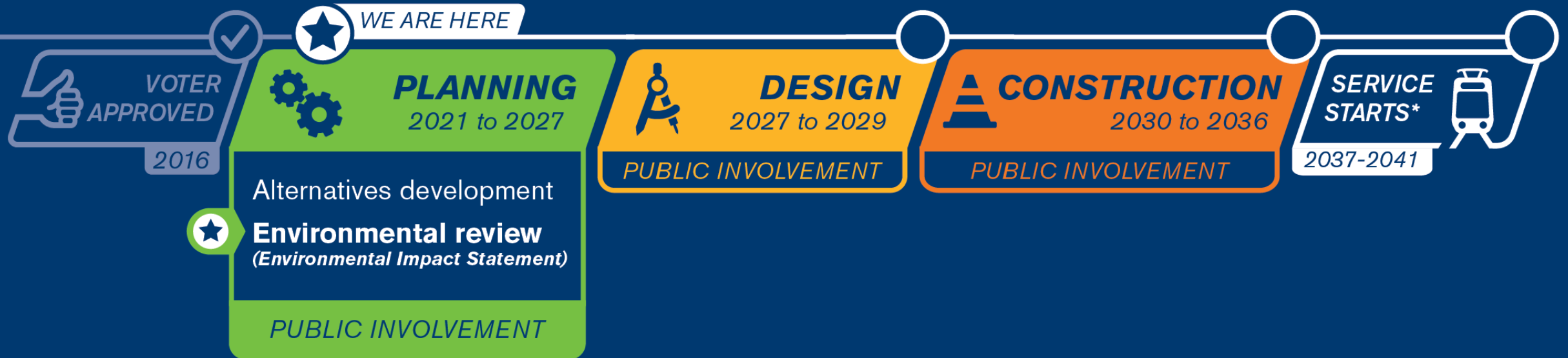
Other service

- Lynnwood station
- Link 2 Line and 3 Line
- Stride bus rapid transit S2 Line: Lynnwood–Bellevue (future)
- Sounder N Line: Everett–Seattle

June 2024: Locations shown are approximate and subject to change.



Project Schedule



Model Code Partnership

soundtransit.org/mcp

FTA Transit-Oriented Development Pilot Program Grant

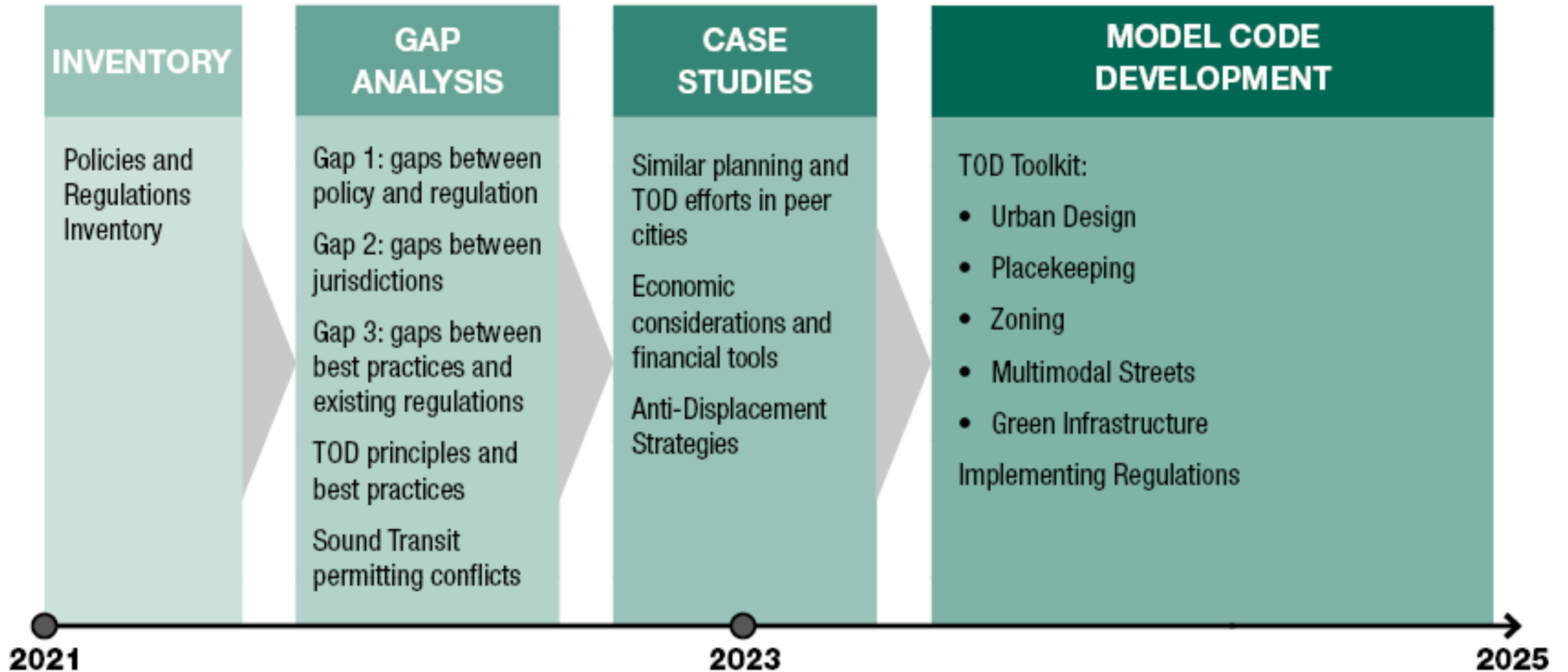
Model Code Partnership

To support corridor-wide adoption of best practices for:

- Transit-Oriented Development
- Multi-modal connectivity
- Public-private partnerships
- Economic development
- Affordable housing



MCP Components



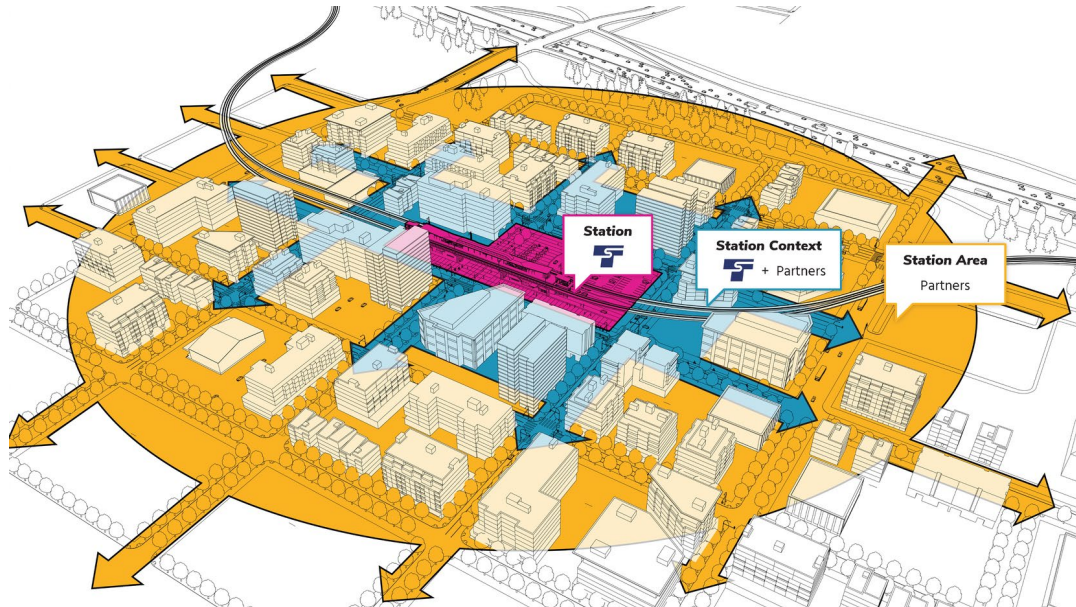
Partnership



Station Environments

Zones of responsibility

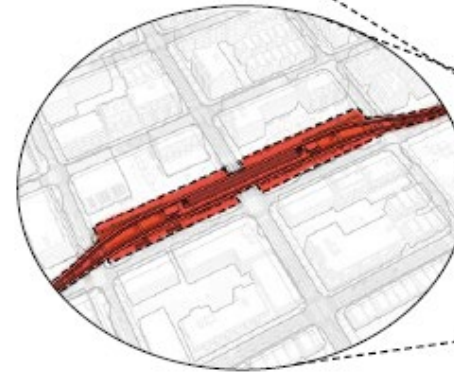
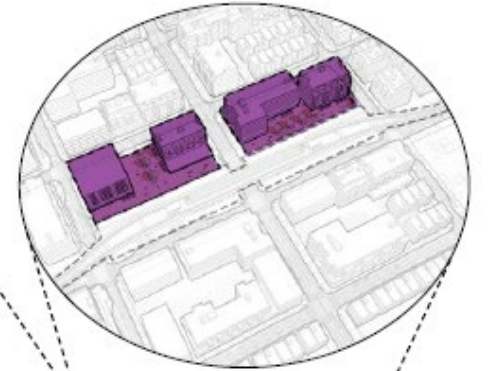
- Station (ST)
- Station Context (ST & Partners)
- Station Area (Partners)



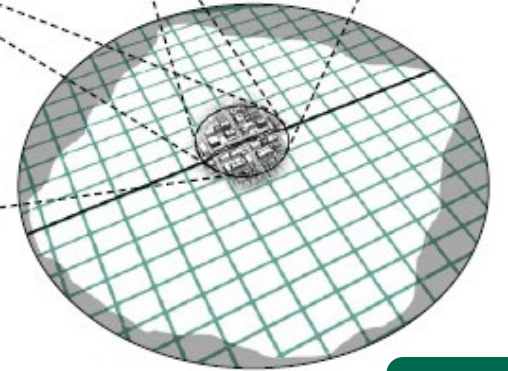
Station Access



Station Context



The Station



Station Area

Transit-Oriented Development Toolkit



Document Organization and Flow

1. Purpose and Introduction
 2. Urban Design and Placekeeping
 3. Land Use and Built Form
 - Zoning, Parking, Transportation Demand Management, and Anti-Displacement Strategies
 4. Multimodal Streets
 5. Resilient Infrastructure and Green Building
- Engagement Resources Throughout
Appendix with Implementing Regulations*

Urban Design

Building Design and Standards

Orientation to the Street

Massing/Articulation

Façade Modulation

Parking Garages

Blank Wall Treatments

Signage, Lighting & Art

Green Factor

Encourage High-Quality Design

Architectural Style

Site / Streetscape

Streetscape

Public Spaces

Screening of Trash and Service Areas

Parking and driveways

Pedestrian Connections

Wayfinding & Art

Signage

Street Lighting

Pedestrian Pavements

Streetscape Amenities & Furnishing

Bicycle parking and transit integration

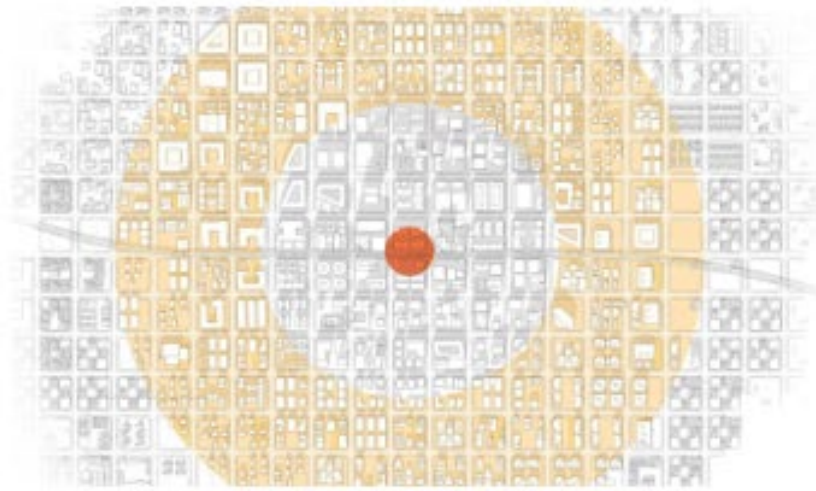
Landscape & Green Infrastructure



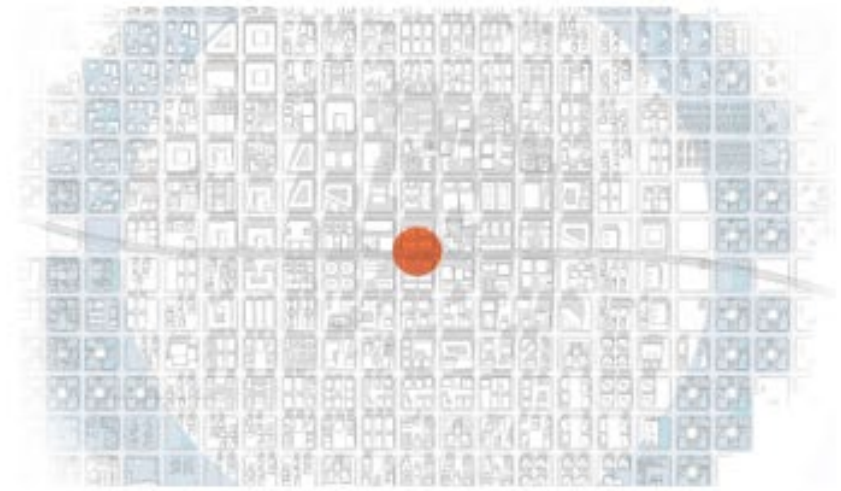
Land Use and Built Form: TOD Zones



Center Core:
Mixed-Use, High-Rise
0.25 mile from station



Outer Core:
Mixed-Use, Mid-Rise
Between 0.25 and 0.5
mile from station



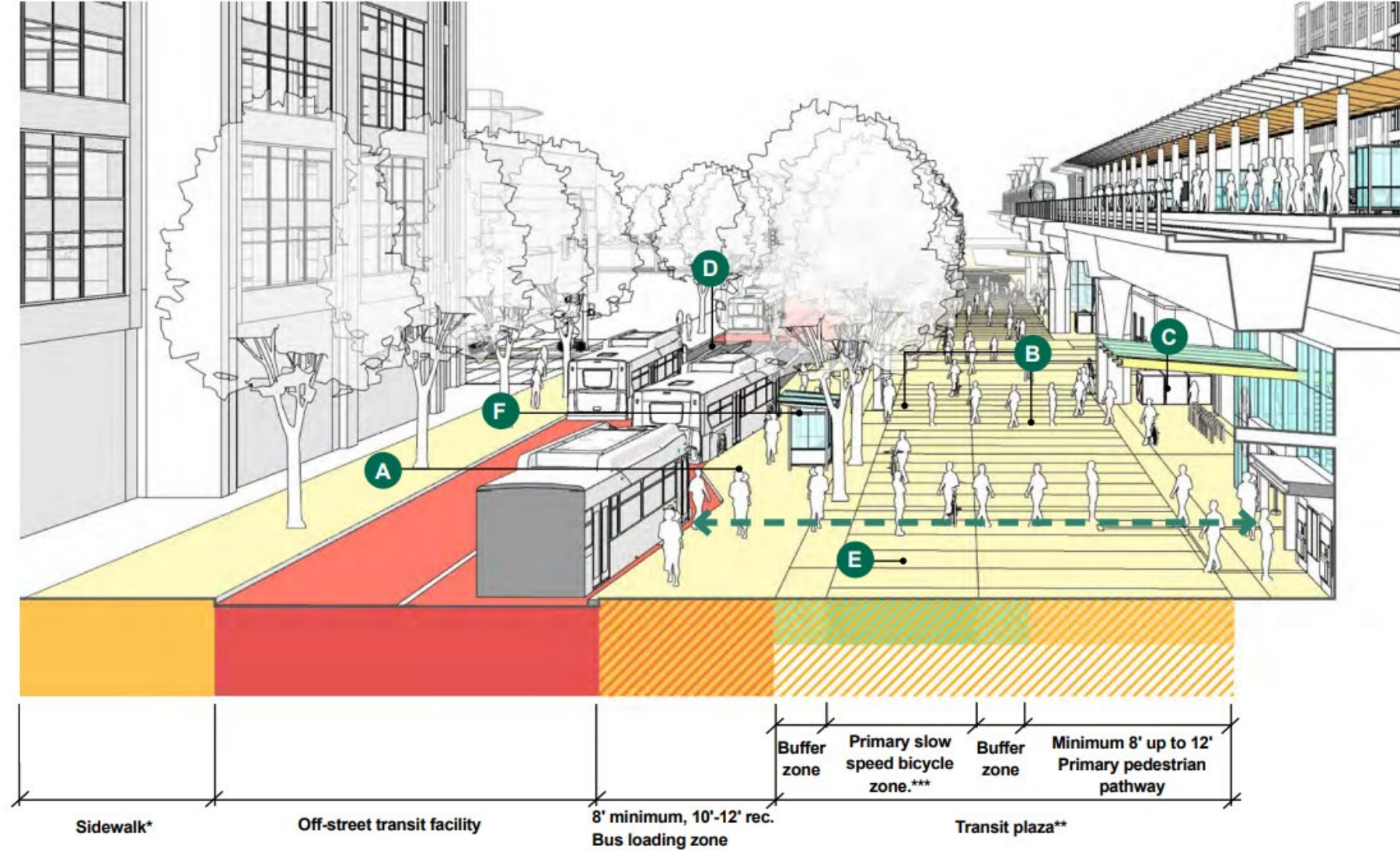
Transitional:
Mixed-Use, Low-Rise
Outer edge of station
area



Multimodal Streets



Station Experience Design Guidelines



Green Stormwater Infrastructure



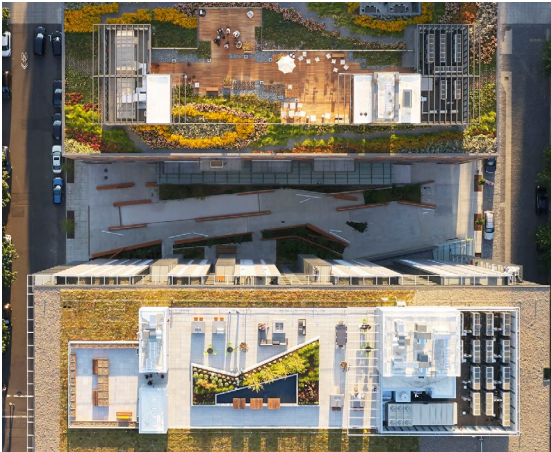
ROW rain gardens & urban tree canopy



Bioretention facility in plaza / open space



Bioswale



Green Roofs

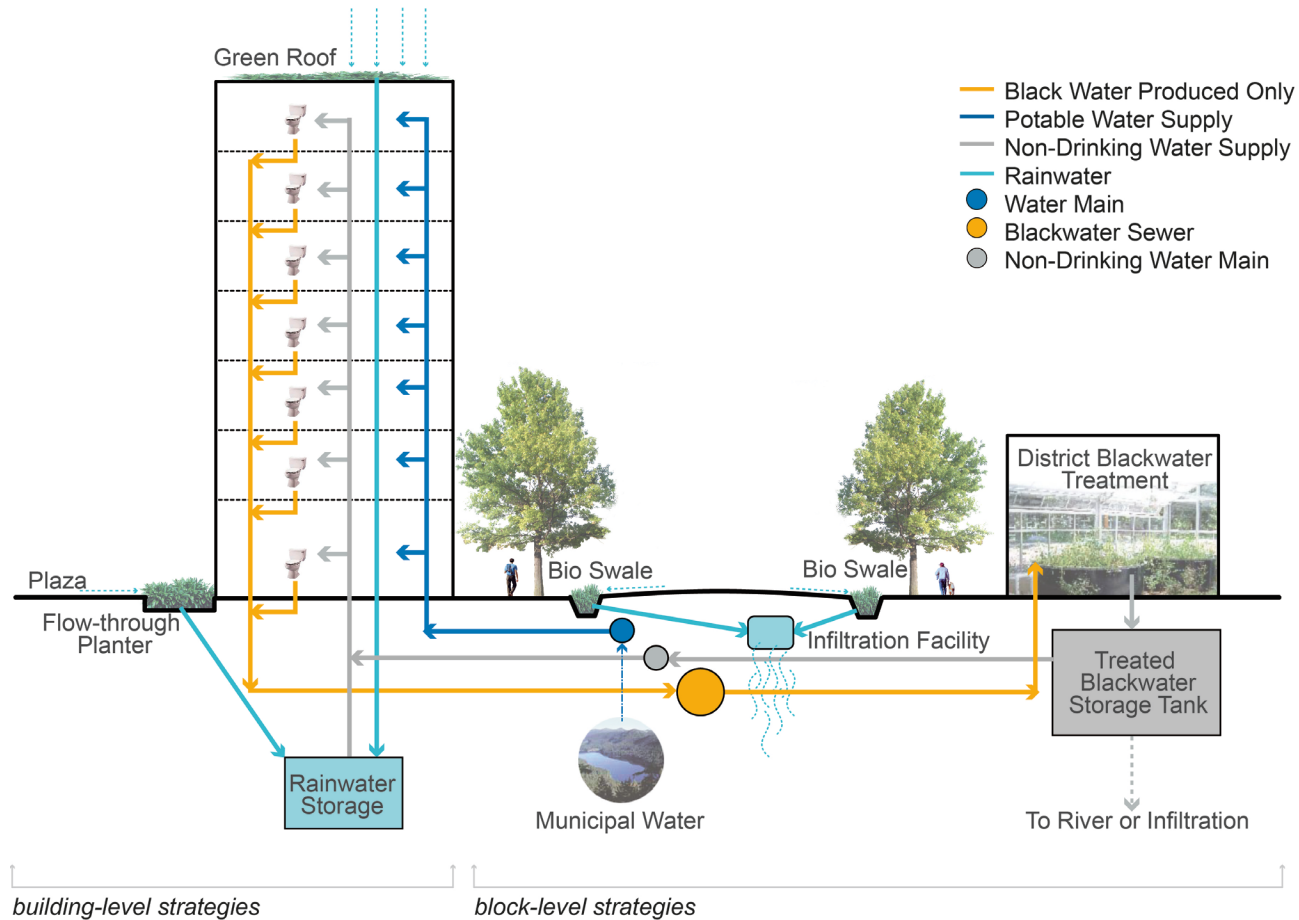


Permeable Pavement



Rain garden with native plants

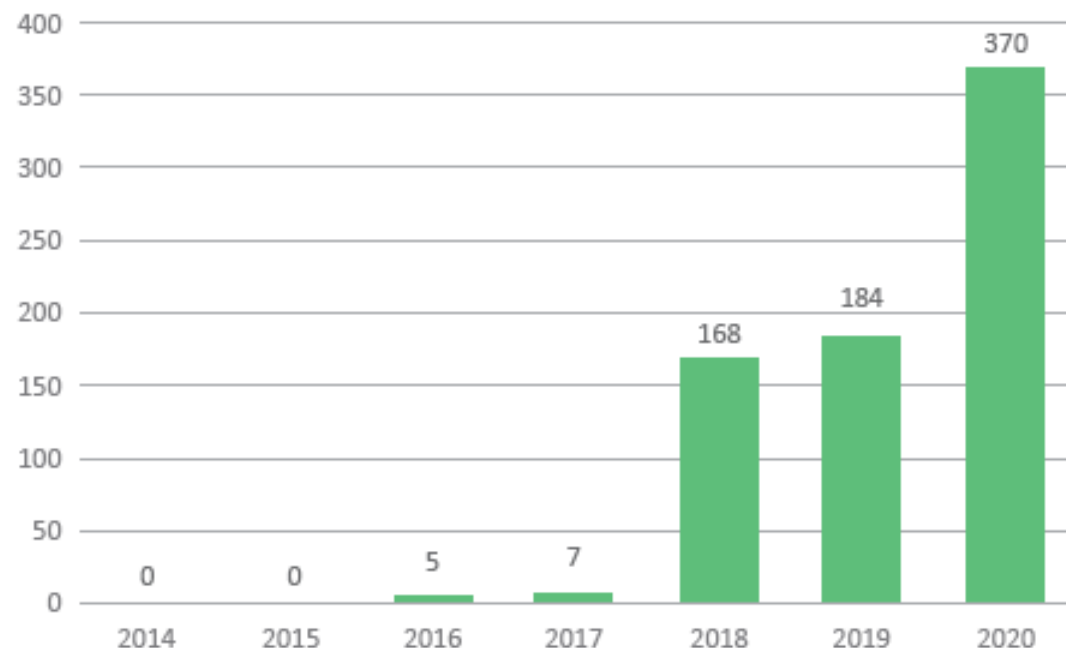
District Scale Water



Hasslo on Eighth Development and onsite wastewater treatment and recycling plant in the Lloyd District, 2015

Lloyd Crossing Sustainable Urban Design Plan, Portland, OR 2005

BUILT GREEN ENROLLED PROJECTS



SINCE 2018, BUILT GREEN HAS REGISTERED 700 UNITS IN SHORELINE. THIS MEANS A CUMULATIVE:

ANNUAL SAVINGS



4,685,450
gallons of water



783.86
MWh of energy



\$312,620

EQUIVALENT TO



282,205
pounds of
CO² emissions

1,001
NissanLeafs
driven for a
year



8,316
solar panels
produced

899
years of running
a 12W LED bulb
continuously



Deep Green Building Incentive Program

LEVEL	USGBC	LIVING FUTURE	BUILT GREEN	ESDS	OTHER
1	Comply with the Green Building Standard				
2	LEED Gold	Zero Carbon	3-star	55 pts	PHIUS Core
3	LEED Platinum	Core Certification	4-star	60 pts	Salmon Safe or SITES and one of: <ul style="list-style-type: none"> • PHIUS Core • LF Zero Energy • LEED Gold with one LEED Zero certificate
4	LEED Platinum with one LEED Zero certificate	Petal Certification	5-star	70 pts	Salmon Safe or SITES and one of: <ul style="list-style-type: none"> • PHIUS Zero • LF Zero Carbon
5	-	Living Building Challenge	Emerald star	80 pts	-

Engagement Resources

- ☐ What is **transit-oriented development**?
- ☐ How does **stormwater** work?
- ☐ How does growth management work in Washington (**GMA and growth targets**)?
- ☐ What is **placemaking/placekeeping**? How does this approach improve **livability** and **quality of life** in communities?
- ☐ How do **sidewalks** get built?
- ☐ How do we **design for safety** and crime prevention (**CPTED**)?
- ☐ What are **road diets** and why do they work?
- ☐ What are benefits of **multi-modal** transportation networks and **complete streets**?
- ☐ How can we make streets **safer** for **pedestrians**?

Transit-Oriented Development

- *Key Messages*

- TOD is the creation of compact, walkable neighborhoods that are centered around transit.
- TOD encourages a variety of land uses, especially housing and neighborhood-serving businesses.
- Locating homes, businesses, and services close to transit is beneficial because it can lower household transportation costs, traffic, and pollution.



[Video reference: "A partnership for good: Cedar Crossing"](#)

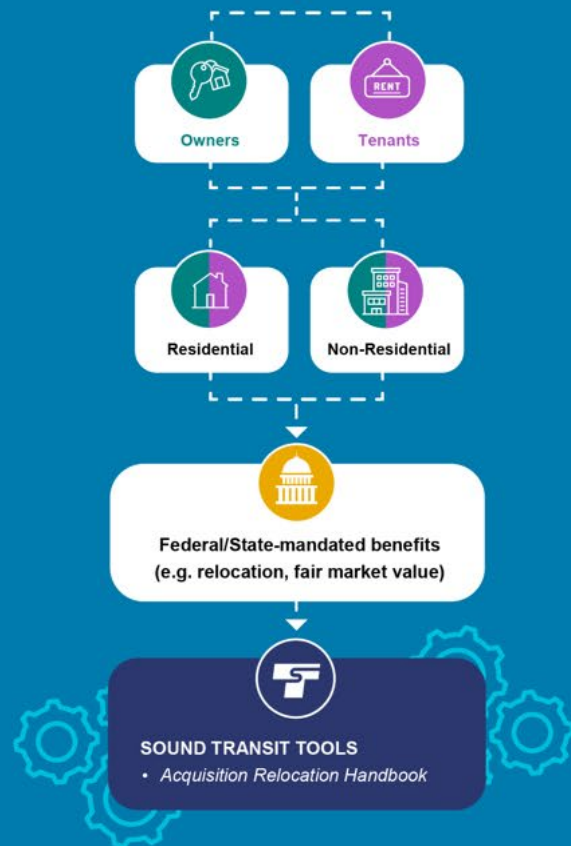
Anti-Displacement Resources

PROJECT-ACTIVATED

Based on requirements of Federal Uniform Relocation Act

Direct / Acquisition

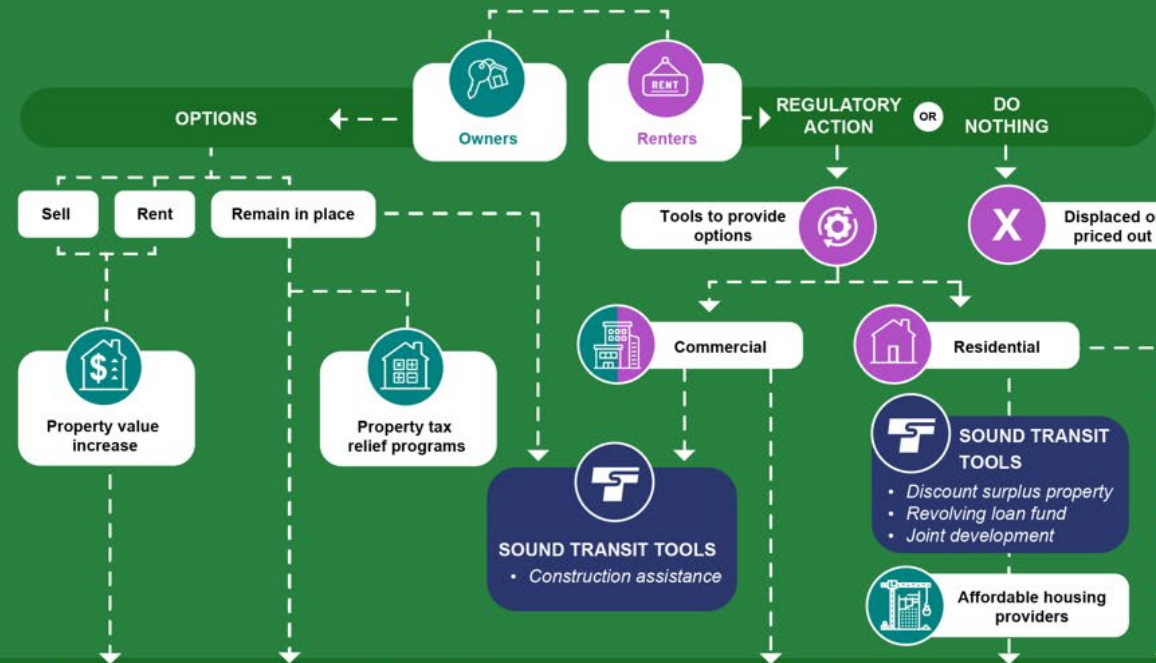
When a public agency needs to purchase land to build a project



MARKET-ACTIVATED

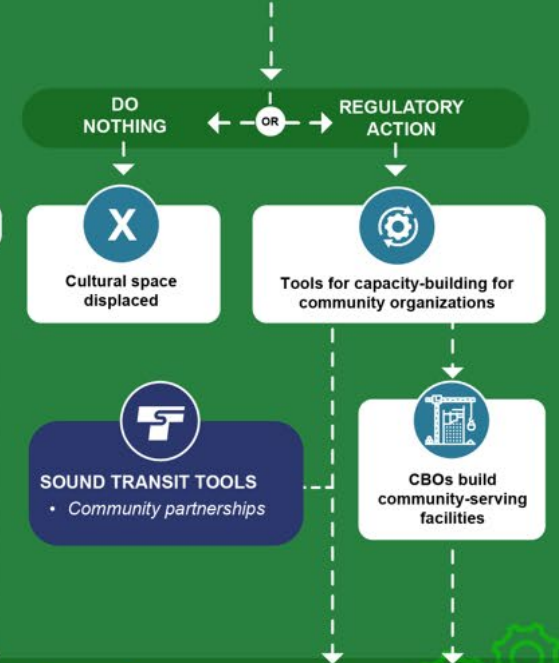
Indirect / Gentrification

When neighborhood changes create upward pressure on property values and rent



Cultural / Community

When neighborhood or culture changes due to influx of new residents



Maximize Development Capacity

- Redevelopment
- Accessory dwelling units
- Rent all or part of a property

Economic Development Initiatives

- Business incubators
- Mixed-use zoning
- Live/work units
- Establish funding source to support small businesses

Housing Choice and Affordability

- Inclusionary zoning
- Multi-family property tax exemption
- Public Development Authorities
- Establish funding source to support non-profit housing providers, land banking, etc.

Capacity-Building Tools for Community Organizations

- Community and commercial land trusts
- Community/cultural spaces within TOD
- Mission-based affordable housing
- Establish funding source to support community organizations

Potential Tools Available to Local Governments

To be considered through Model Code Partnership

- **Developing Affordable Living**
- **Supporting Local Entrepreneurs**
- **Creating Space for Culture**
- **Additional Practice in Place**
- **Creative Solutions to Explore**



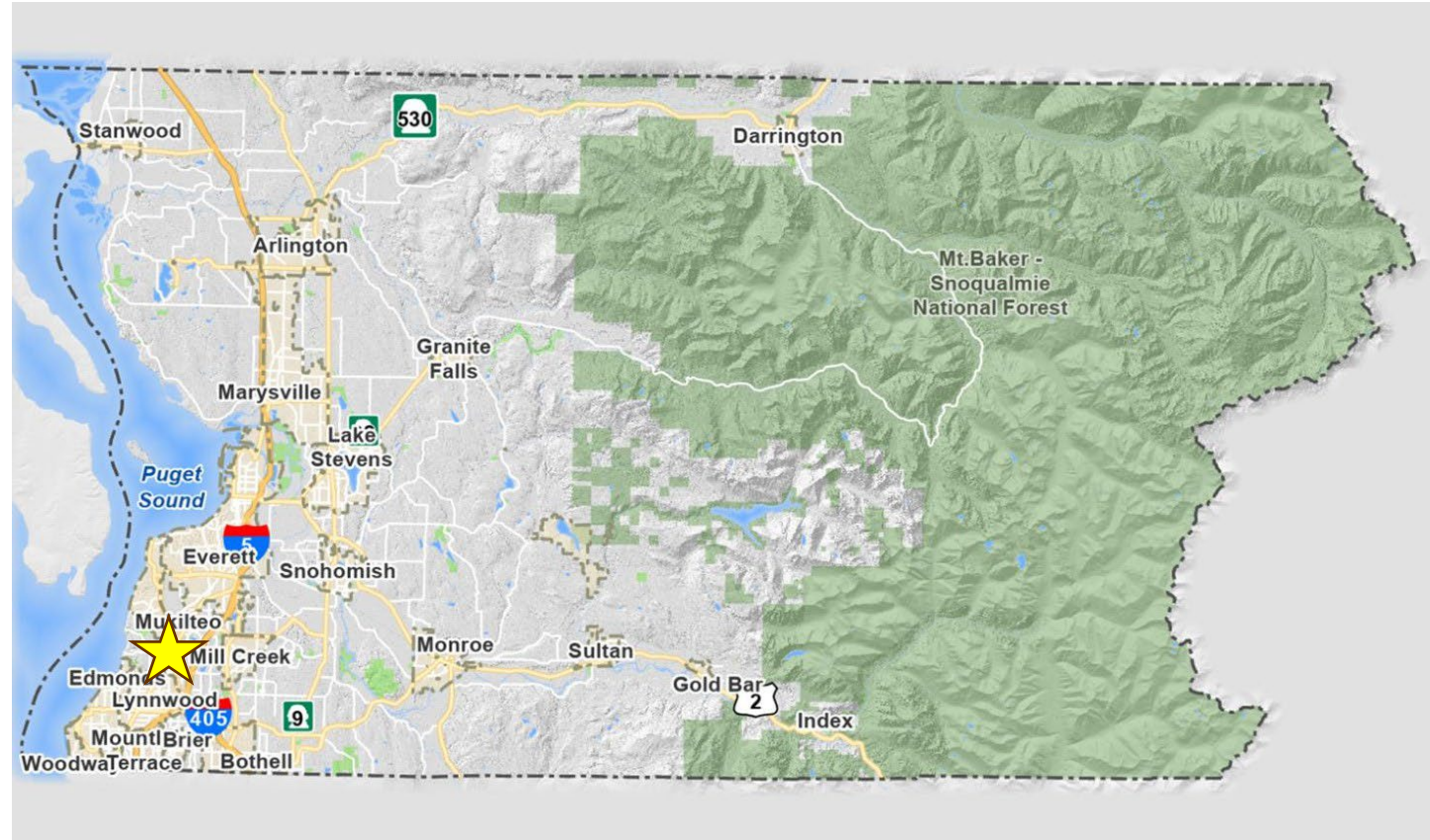
Snohomish County Light Rail Community (LRC) Zone

<https://snohomishcountywa.gov/4068/Light-Rail-Communities>

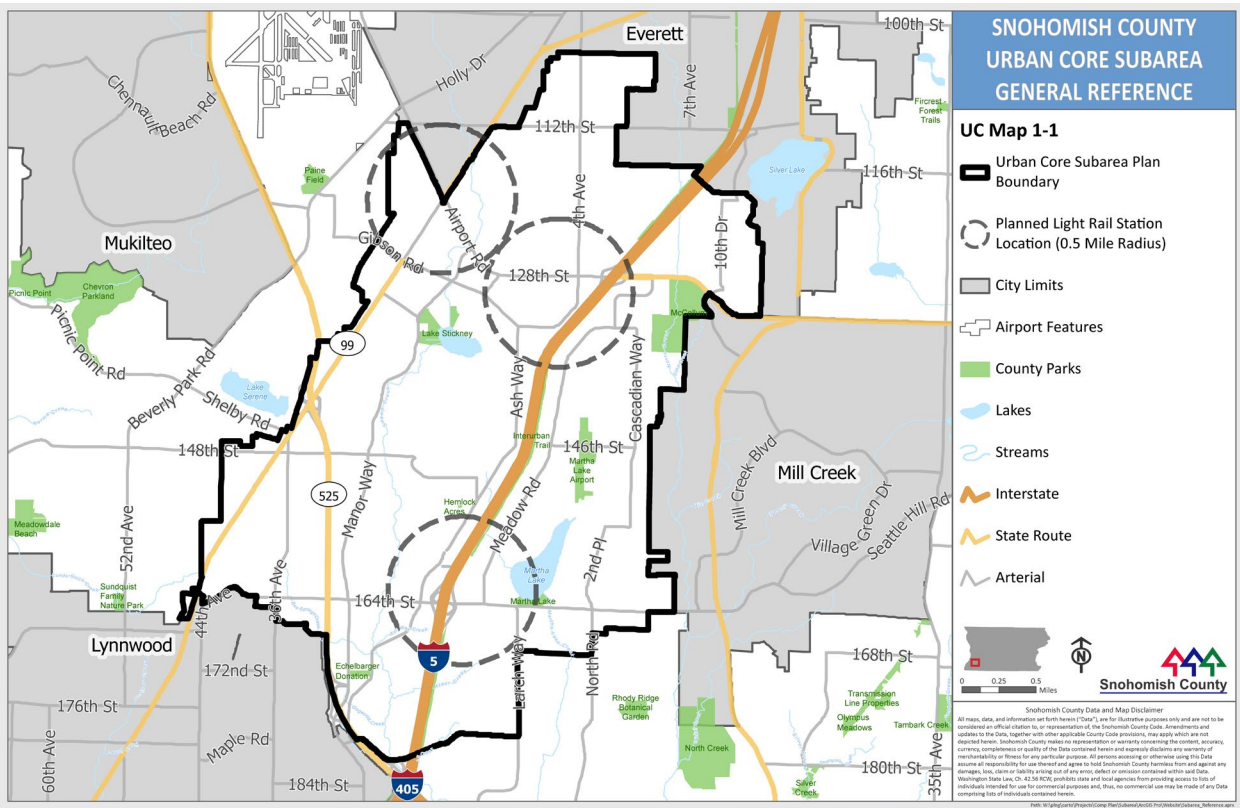
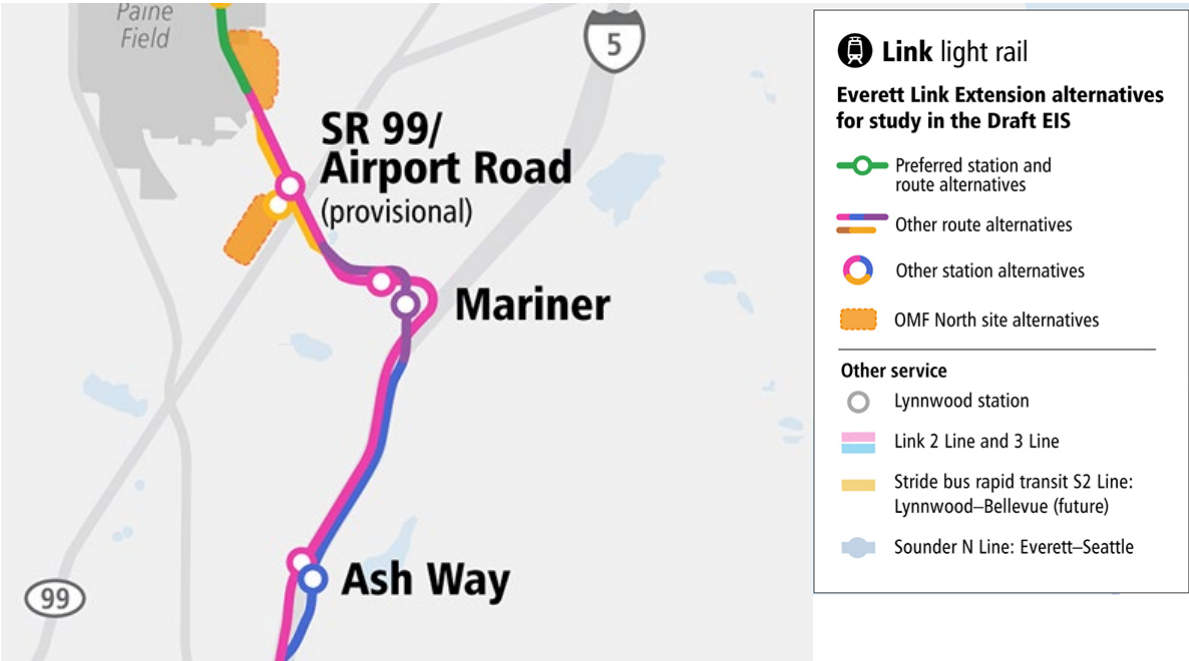


Snohomish County

- Located on Puget Sound
- Skagit County to the north and King County to the south.
- 2,090 square miles in area
- Population 827,957 (2020 census)
- County land use
 - 68% forest land
 - 18% rural
 - 9% urban/city
 - 5% agricultural

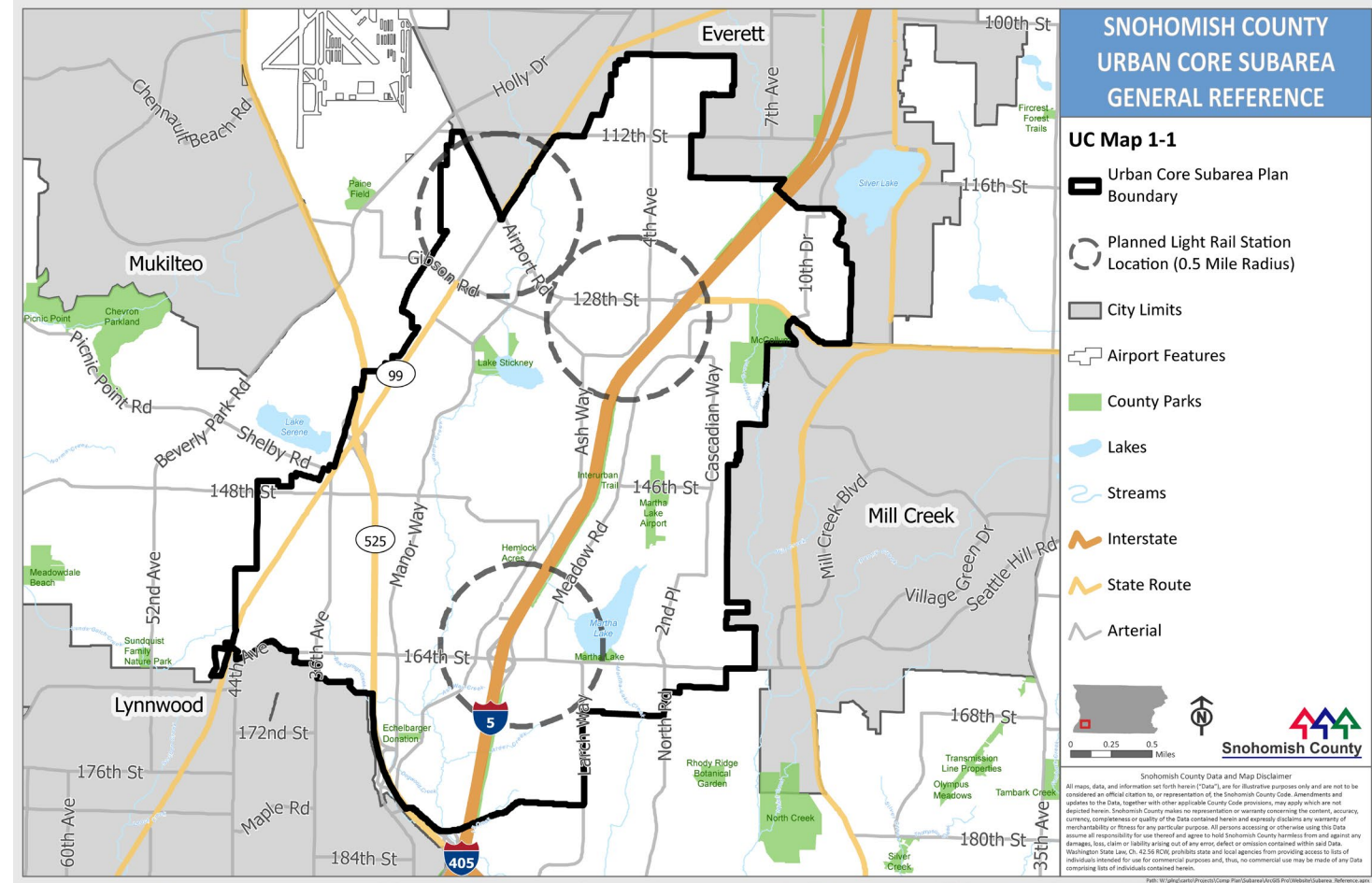


Light rail to unincorporated Snohomish County



Urban Core Subarea - Snohomish County

- Urban Core Subarea in the Southwest Urban Unincorporated area of Snohomish County.
- Between the cities of Everett, Mill Creek, Lynnwood, and Mukilteo.
- 6,362 acres in area.
- 76,731 residents (2022 WS OFM).
- 14,171 jobs (2022 PSRC).



Light Rail Station Area Contexts

Ash Way

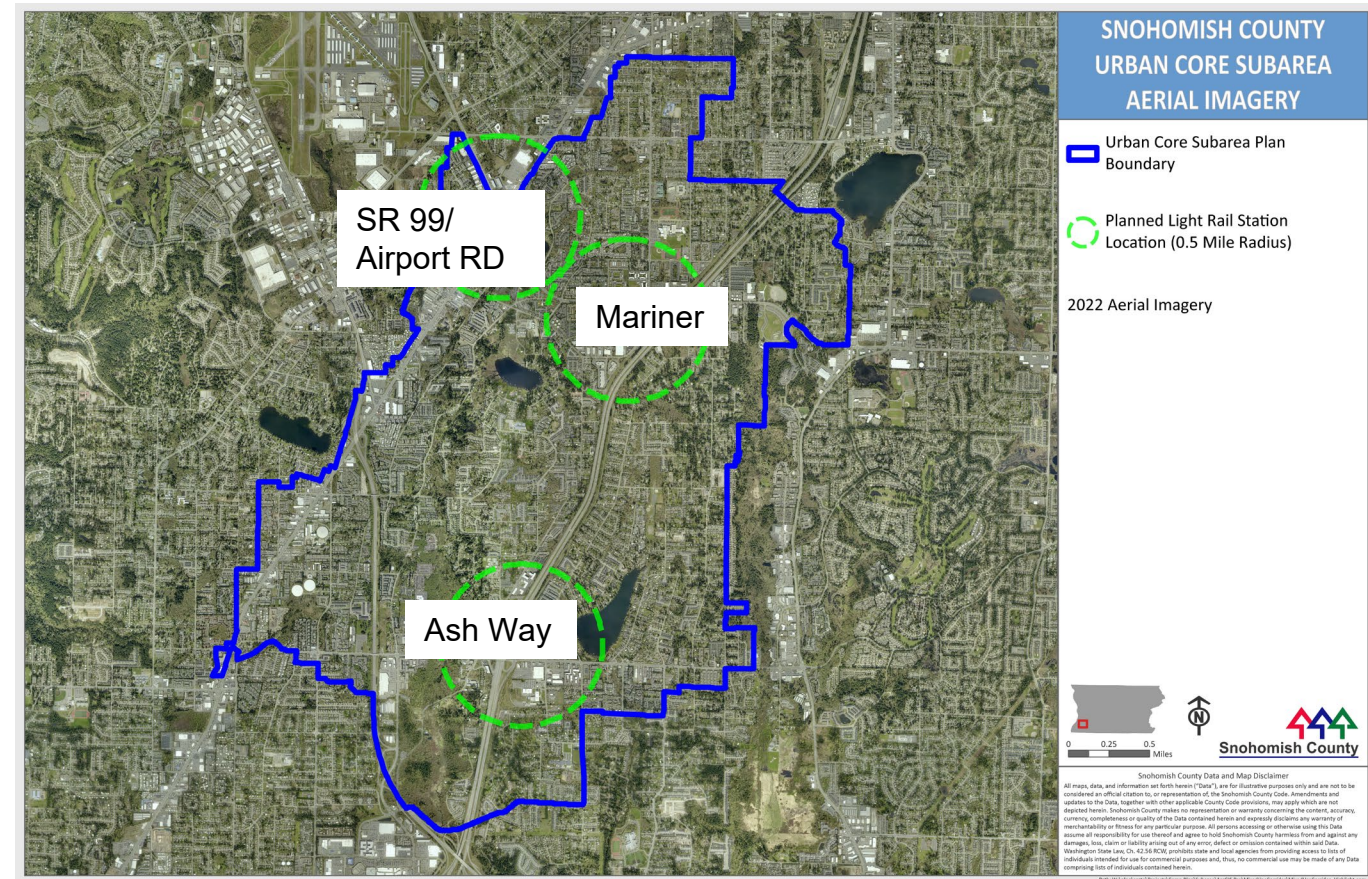
- Access to Martha Lake and open space amenities
- Improve east-west access across I-5

Mariner

- Established neighborhood
- Terminus station (north – south transfers)

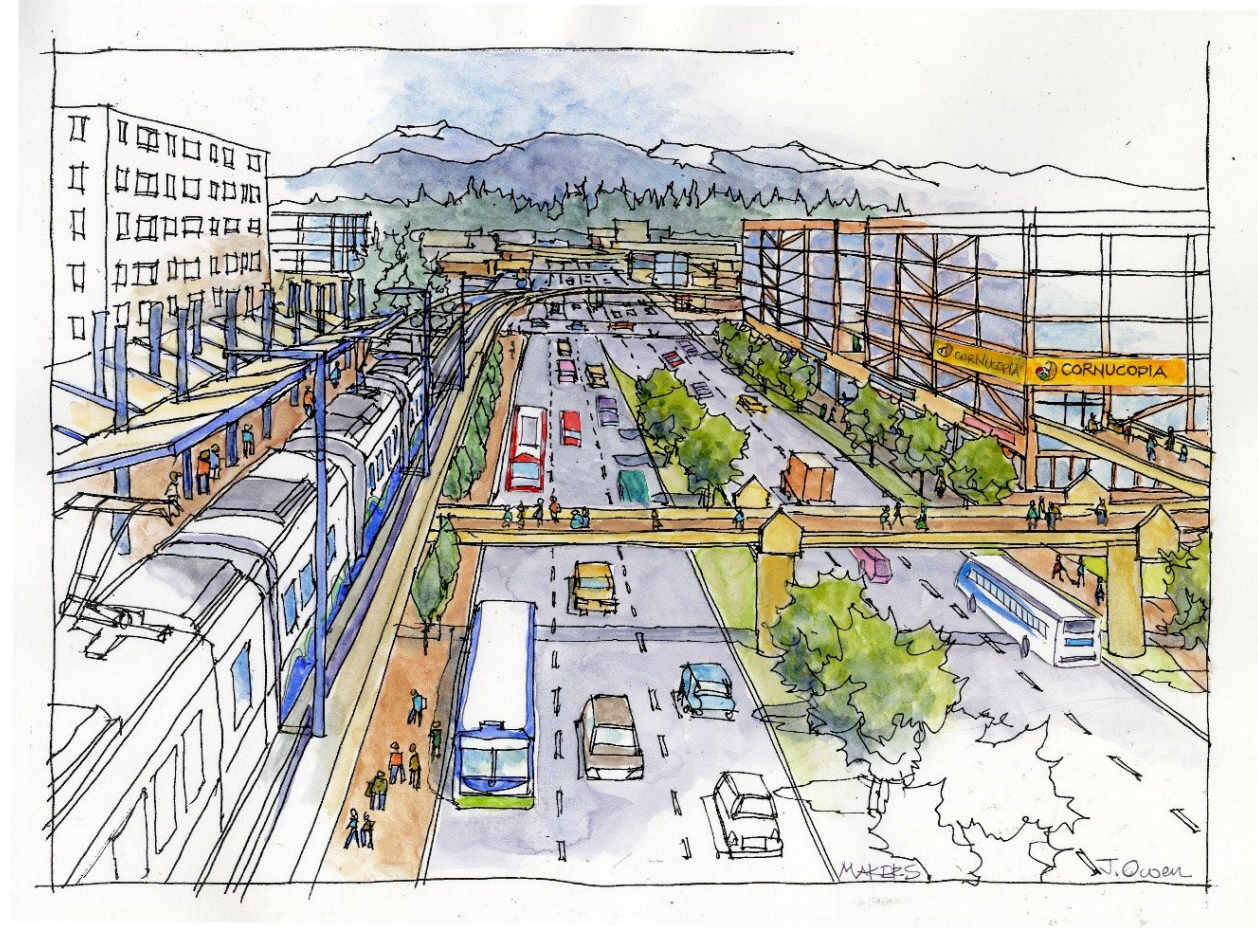
SR 99/Airport Road

- Transit hub light rail and BRT
- Opportunities for community building



Planning Considerations

- Light rail facilities being constructed in urban unincorporated County.
- GMA requirements to direct growth in urban areas with transit.
- Coordinating planning with adjacent municipalities (MUGAs)
- Coordinating zoning and development regulations with adjacent municipalities.



Light Rail Community (LRC) Zone

Proposed Locations

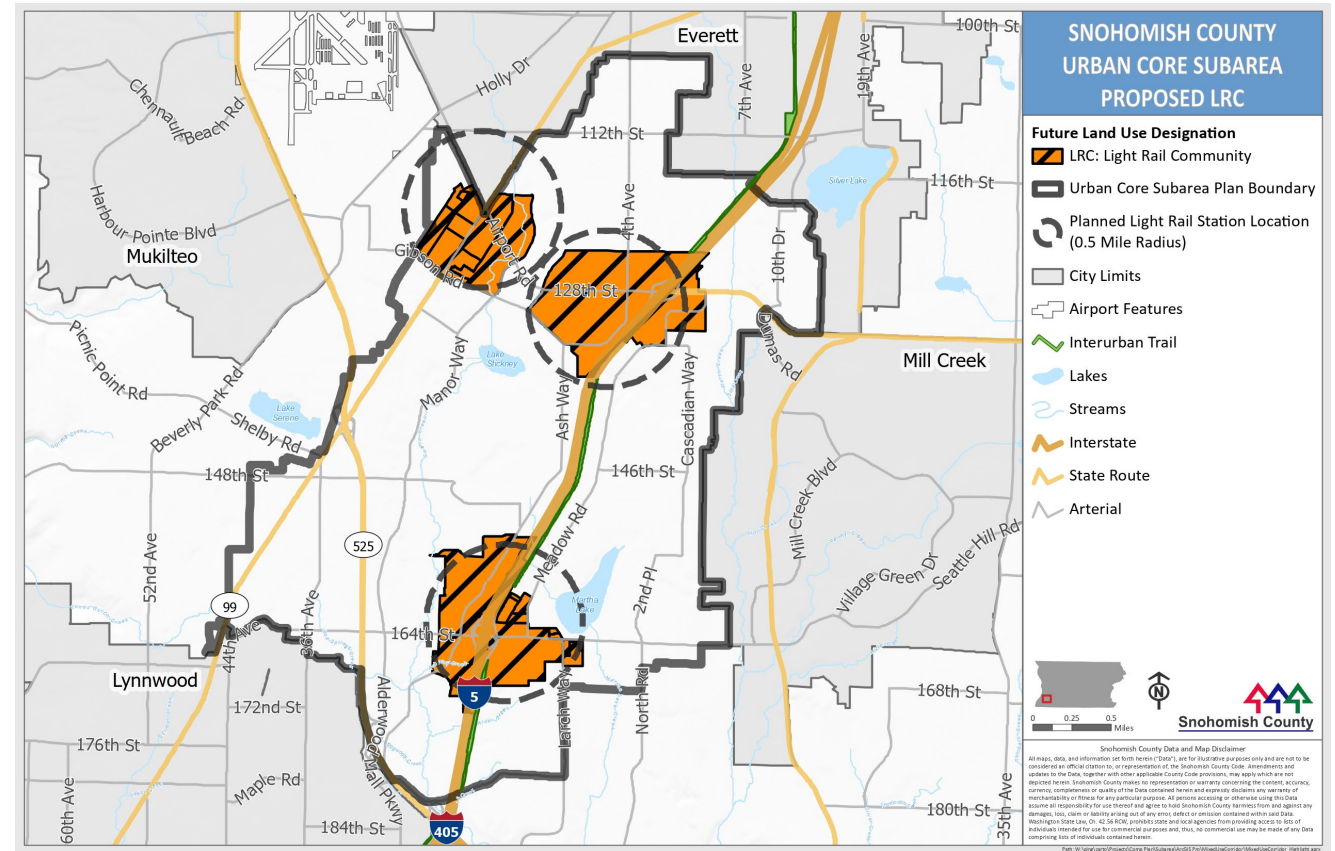
- Around planned stations at Ash Way, Mariner, and Airport Rd/SR 99

Geography

- Within 0.5-mile radius of each station

Focal Land Uses:

- High-density residential
- Pedestrian-oriented commercial
- Community service



Application of the Model Code Toolkit

- Elements from the Model Code integrated into the LRC Zone:
 - Building heights
 - Block length and configurations
 - Architecture and design standards
 - Amenity area regulations
 - Off-street parking
 - Bicycle and micromobility device parking
 - Streetscape principles



Acceptable amount of ground floor window transparency (meets fifty percent minimum).



Unacceptable amount of ground floor window transparency (less than fifty percent minimum).

LRC Zone – Use Matrix and Bulk Regulations

Use matrix regulations

- Compatible with TOD developments
- Encourage mixed-use developments

Bulk regulations

- Reduced setback requirements
- No max building height
- Min building height (distance from stations)
- No maximum dwelling unit density
- Minimum density of 50 du/a



Waterline Apartments, Everett

LRC Zone – Blocks, Access, Parking Regulations

Blocks

- Maximum length: ≤ 400 ft (new construction)
- Longer blocks to provide mid-block pedestrian access

Transit Access

- Pedestrian connections to light rail & transit stops
- Meets Community Transit stop standards (including setbacks)

Parking

- Reduced minimums and new maximums
- Bicycle and micromobility parking
- Standards for off-street parking locations



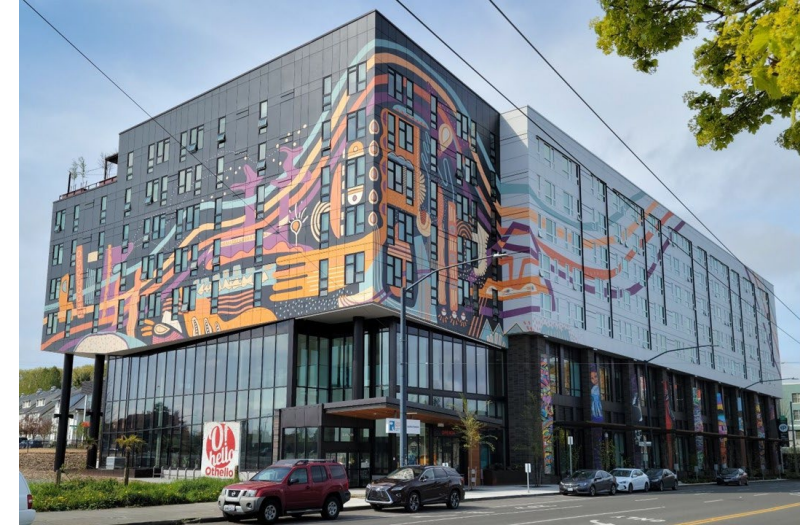
LRC Zone – Design Regulations

Purpose

- Encourage infill development while providing flexibility and choice

Key Design Regulations:

- Ground floor design & pedestrian orientation
- Architectural features & materials standards
- Support for sustainable building design
- Standards specific to mid- and high-rise buildings



LRC Zone - Project Timeline

- November 25, 2025, - Planning Commission Briefing
- December 16, 2025, - Planning Commission Hearing
- Early 2026 - Council Briefing & Hearing



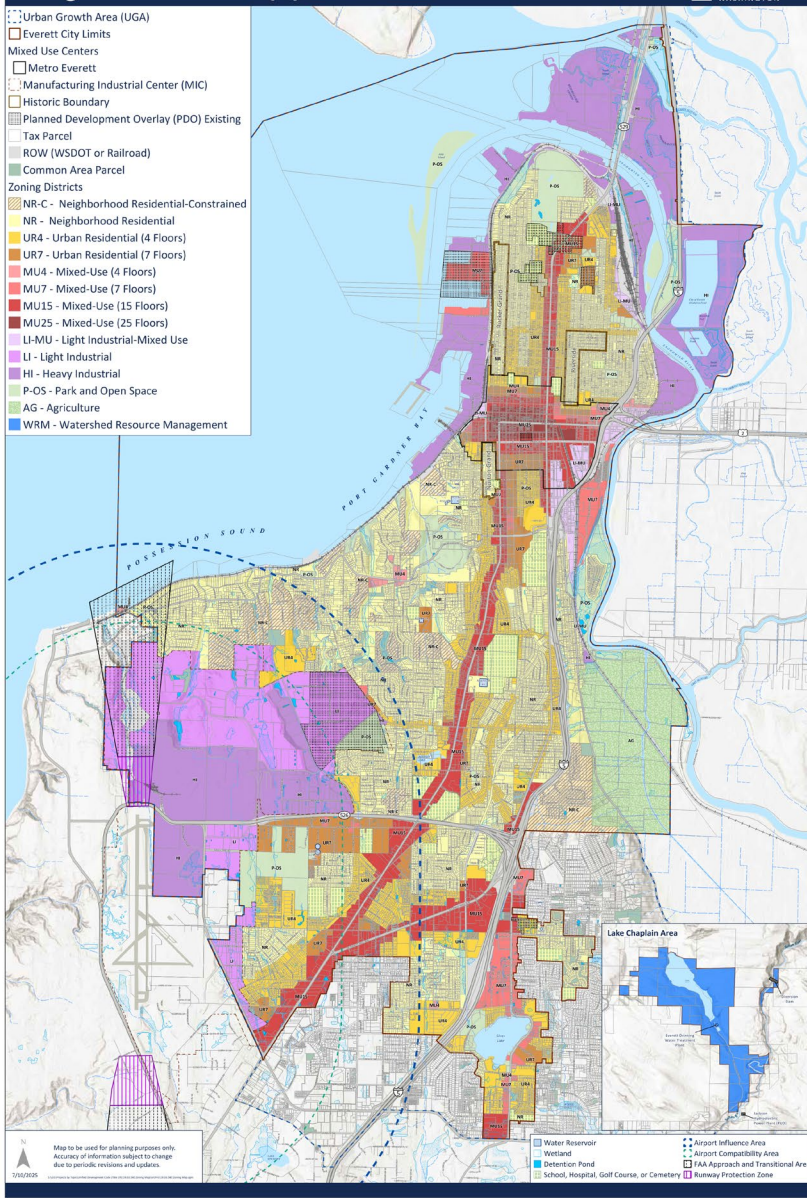
City of Everett



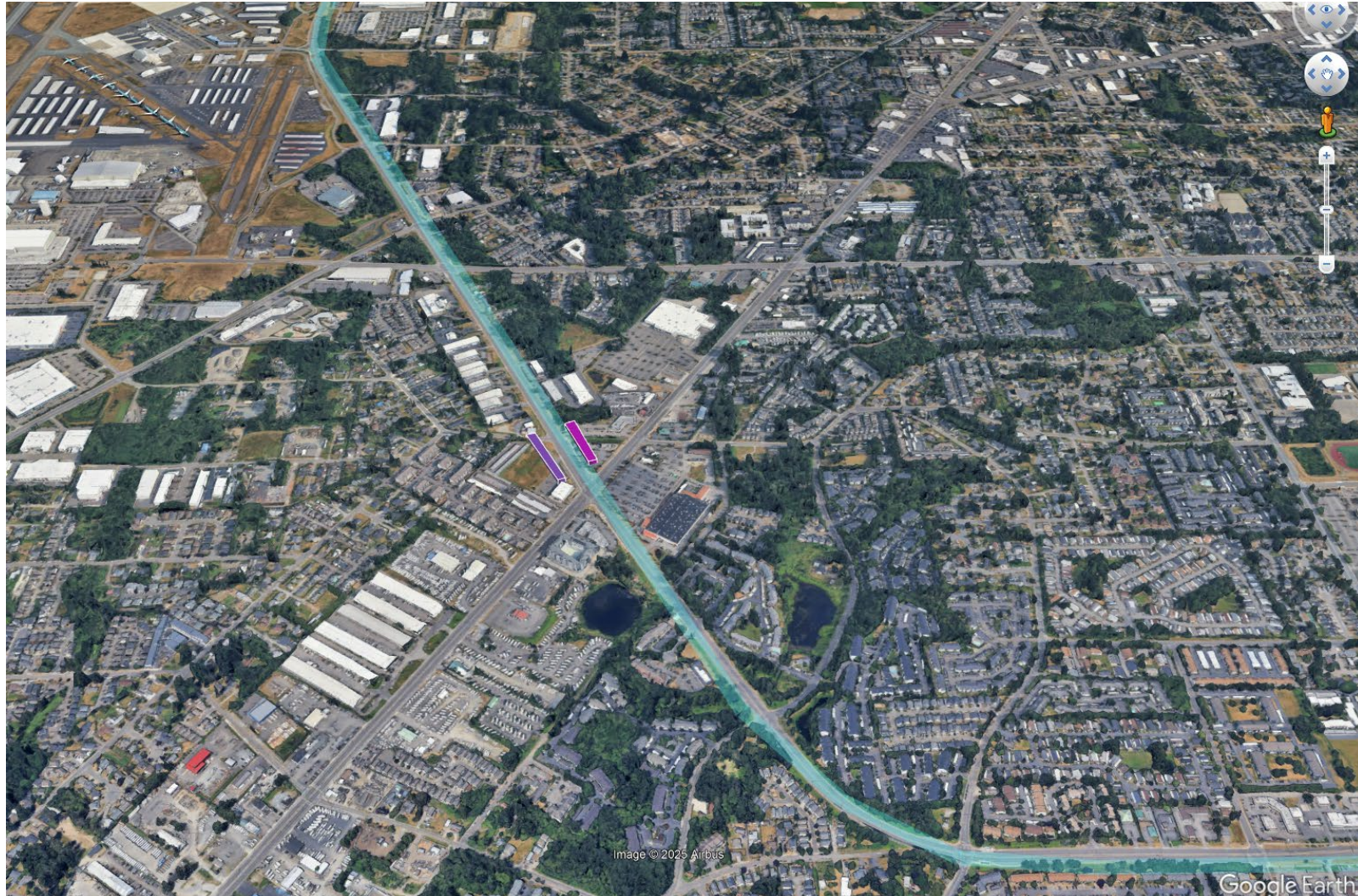
Everett



Zoning Districts Effective 7/8/25



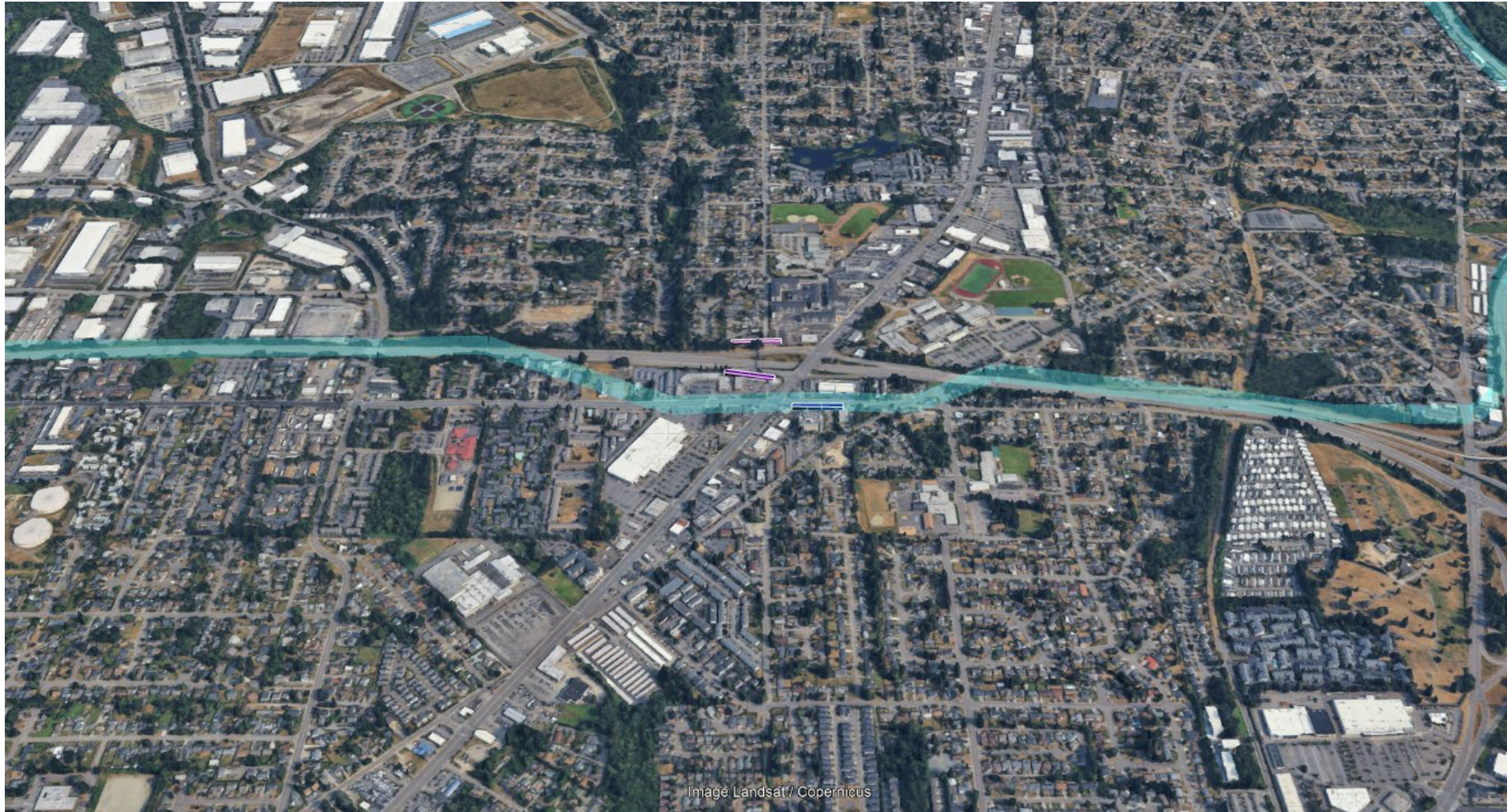
Airport Road Station



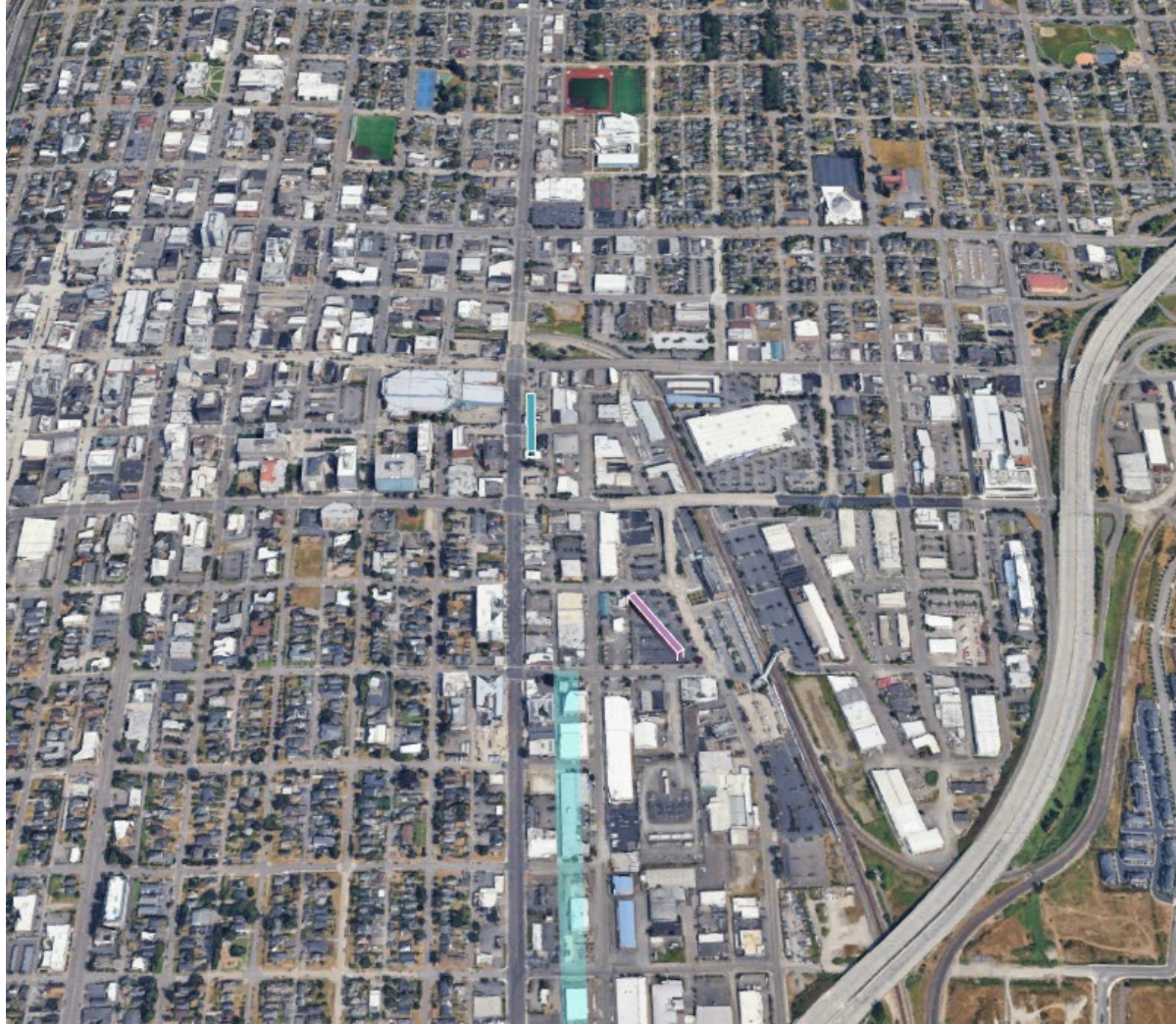
Southwest Industrial Station



Evergreen Way and Casino Rd



Downtown/Everett Station



Everett's Focus for Model Code Partnership

- Early start on station area planning
- Apply many station area planning best practices to city as a whole
- Reduce displacement pressure (residential and business)



Kinect @ Broadway, Everett

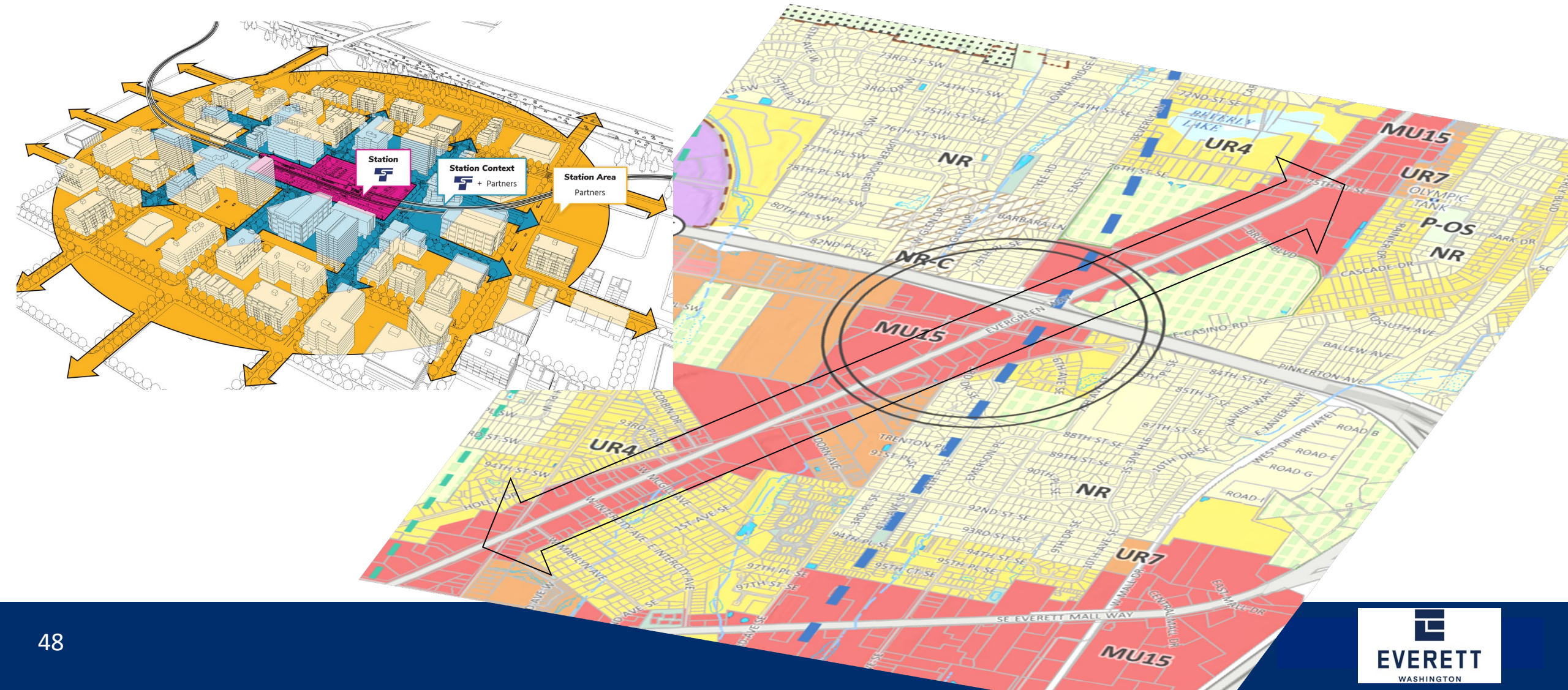
Confluence of planning processes

- Everett 2044 Comprehensive Plan and Development Regulation Periodic Update
- Model Code Partnership
- Phase 2 Everett Link Extension (subarea plans next)



Andy's Place, Everett

Urban Form: Nodes vs Corridors



Observations and Lessons Learned

Benefits of Collaboration

- Political support from jurisdictions
- Consistent regulations between jurisdictions
- Stops regulation shopping between jurisdictions
- MUGA and annexations planning



Needs for differentiation:

- Subarea Planning for different areas
- Different station characteristics and needs can be addressed
- Growth Center Stations verses Manufacturing Industrial Stations



Waterline Apartments, Everett

Items for further consideration:

- State financing tools
- TDM and parking - MFTE and other changes based on state legislation
- Mid-block connections
- Incentives for green building



Cedar Crossing Apartments, Roosevelt Seattle

Sharing the Model Code Toolkit

- Coming Soon!
- Will be available on the Sound Transit Everett Link Extension Webpage.



<https://www.soundtransit.org/system-expansion/everett-link-extension/stakeholders-partners>

Questions

Miranda Redinger, Development Manager
Sound Transit
Miranda.redinger@soundtransit.org



[soundtransit.org/g/everettlink-plan](https://www.soundtransit.org/g/everettlink-plan)

Matthew Siddons, Senior Planner
Snohomish County Planning and Development Services
matthew.siddons@snoco.org



<https://www.soundtransit.org/system-expansion/everett-link-extension/stakeholders-partners>

Yorik Stevens-Wajda, Planning Director
City of Everett
ystevens@everettwa.gov



<https://snohomishcounty.wa.gov/4068/Light-Rail-Communities>