Current land use is predominantly multifamily residential with low rise commercial along the main arterial, SR-99. A large big box retail store is the dominant feature of this community. Single family residential is present within the community as well. Larger blocks and an incomplete network of sidewalks (except along 112th and SR-99) result in an auto-oriented environment that impedes walkability.

The population of the 112th St. SW transit community is 8,130 persons, with 44 percent minority making it more diverse than the region as a whole. Household sizes are larger than the average of transit communities studied and household incomes are smaller. A total of 1,321 jobs are located within a half mile of the BRT station.

The housing stock is predominantly multifamily and 75 percent of units are renter occupied. Forty-one percent of housing units are affordable to households earning 50% of AMI, making the area relatively more affordable than most other transit communities and the region as a whole.

**LOCAL PLANNING**

Snohomish County has designated a portion of this study area as an urban village, which encourages neighborhood-scale, pedestrian and bike-oriented development with a mix of retail and office uses, public and community facilities, and high-density residential.

Everett’s incorporated part of the study area is partly covered by the city’s Everett Rezoning Plan, implemented through new, higher density, mixed-use zoning and supported by a multi-family property tax exemption for affordable housing. SEPA categorical exemptions and other incentives.

**TRANSPORTATION**

1 12th Street SW

**LAND USE**

**PEOPLE**

<table>
<thead>
<tr>
<th>TRANSIT Community</th>
<th>ALL T/C Median</th>
</tr>
</thead>
<tbody>
<tr>
<td>POPULATION</td>
<td>8,130</td>
</tr>
<tr>
<td>RACIAL</td>
<td>44% minority</td>
</tr>
<tr>
<td>AGE</td>
<td>24% &lt; 18 years</td>
</tr>
<tr>
<td>7% 65 years</td>
<td>11%</td>
</tr>
<tr>
<td>MED-HH INCOME</td>
<td>$45,030</td>
</tr>
<tr>
<td>EDUCATION</td>
<td>14% BA or &gt;</td>
</tr>
<tr>
<td>AVERAGE HH SIZE</td>
<td>2.28</td>
</tr>
</tbody>
</table>

**HOUSING**

**AFFORDABLE HOUSING BY INCOME LEVEL**

**PEOPLE PROFILE**

Communities with potential displacement risk have weak market strength and therefore do not face imminent displacement risk; however they also exhibit numerous community risk factors that suggest needs for community stabilization efforts to avoid future displacement risk should market forces change. Limited access to opportunity indicates barriers in attaining resources for household to thrive.

**ACCESS TO OPPORTUNITY**

**PLACE PROFILE**

Communities with lower TOD orientation have a physical form and activity level that do not strongly support a dense, walkable and transit supportive neighborhood. Weaker real estate market strength suggests there is not high pressure for new development in the near-to mid-term.

**IMPLEMENTATION APPROACH**

**ENHANCE COMMUNITY**

Enhance Community transit communities are neighborhoods or smaller centers found in the South and North corridors. Recent and anticipated transit investments have the potential to catalyze considerable community development. However, many will face challenges to implementing TOD given auto-oriented environments, weak market demand, and limited access to opportunity. Key strategies focus in the short term on community development to expand opportunity and social activity, and in the long term on building a physical and social fabric that will attract new investment. Nineteen transit communities, more than any other of the other Implementation Approaches, are categorized as Enhance Community.

**KEY STRATEGIES**

- Station area planning, focus on long-range vision and transitional uses
- Long-range capital facilities plan with pased infrastructure and public realm investments
- Community needs assessment and targeted investments
- Affordable housing preservation