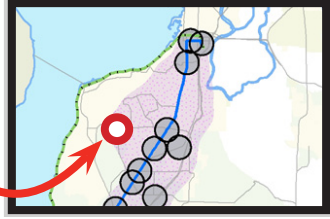
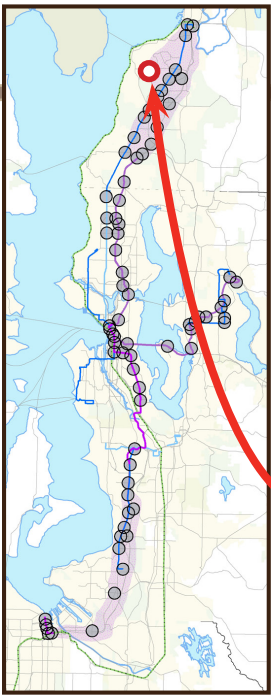


## BUS

# Boeing



### AREA DESCRIPTION —

The Boeing transit community study area is located in the City of Everett adjacent to the Everett Boeing plant and to Paine Field, a regional airport. The community is within the area between Lynnwood Transit Center and Everett Station

that will be considered in the future for light rail expansion.

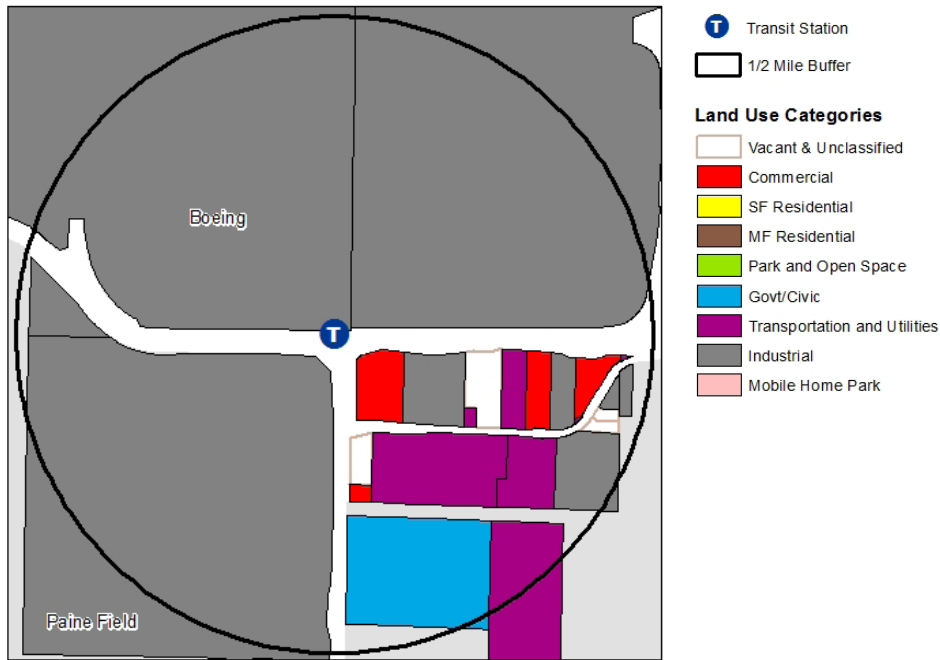
Current land use and urban form are dominated by manufacturing and transportation related uses at the Boeing Company and Snohomish County Airport at Paine Field.

More than 17,000 jobs are located within a half mile of the transit node that is the center of the study area, and many more aerospace employees work just outside of that radius. Average salary for workers in the transit community is \$90,000. With no significant residential uses in this center, the Census reports a population in the area of only 18 persons. A high density residential neighborhood is located immediately east the southeast quadrant of this center.

### LOCAL PLANNING —

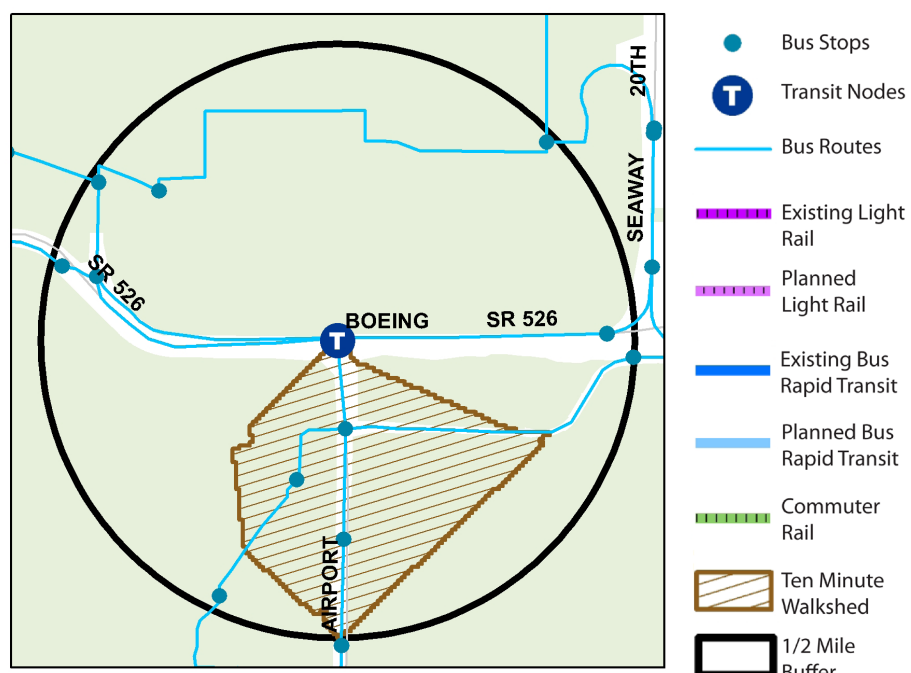
The Boeing transit community is part of a regionally designated Manufacturing and Industrial Center. As such, regional and city policy calls for supporting and increasing the economic activity in this area and ensuring its ongoing vitality as an industrial district. While the City of Everett does not envision any significant land use changes in the immediate area, accessibility of the existing and future employment facilities via multiple modes of travel, including transit, continues as a priority.

## LAND USE



Revised Summer 2013

## TRANSPORTATION



## PEOPLE

	TRANSIT COMMUNITY	ALL T/C MEDIAN
POPULATION	18	4,237
RACIAL DEMOGRAPHICS	39% minority	45%
AGE	25% > 18 years 6% < 65 years	19% 11%
MED. HH. INCOME	\$41,085	\$46,637
EDUCATION	21% BA or >	20%
AVERAGE HH SIZE	3.6	2.39

## JOBS

	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL JOBS	17,433	3,032
AVERAGE WAGE	\$90,852	\$36,636
TOP 2 SECTORS	n/a	n/a
MAJOR EMPLOYERS	Boeing	n/a
SBI	1%	17%

## HOUSING

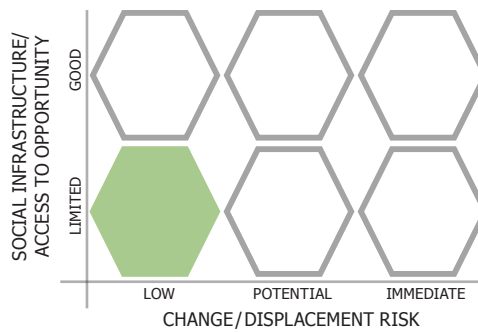
	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL HOUSING UNITS	972	2,674
AFFORD. RANGE (0-50% AMI)	0%	21%
HOMEOWNERS	60%	35%
RENTERS	40%	65%
COST BURDEN (% OF INCOME)	52%	44%

### AFFORDABLE HOUSING BY INCOME LEVEL

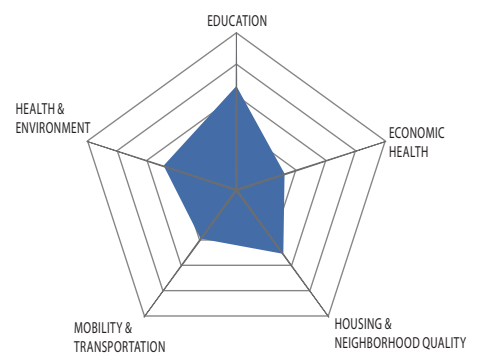
DATA UNAVAILABLE

## PEOPLE PROFILE

Communities with a low displacement risk tend to be moderate to higher income communities and/or communities with lower market pressures. Limited access to opportunity indicates barriers in attaining resources for household to thrive.

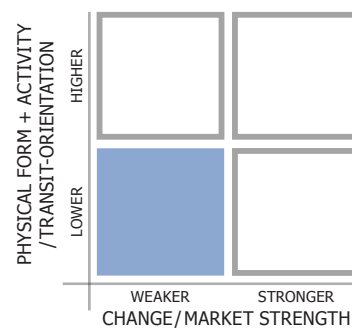


### ACCESS TO OPPORTUNITY

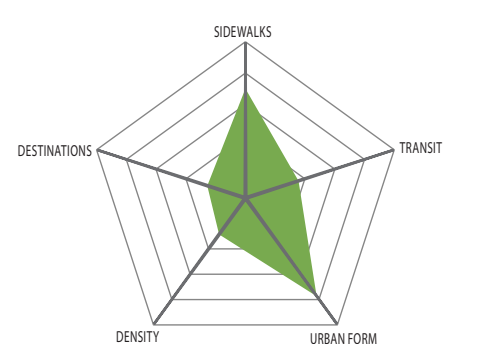


## PLACE PROFILE

These communities have physical forms and activity levels that do not strongly support a dense, walkable and transit-supportive neighborhood. They have a stronger real estate market that suggests there is higher pressure for new development in the near-term.



### PHYSICAL FORM + ACTIVITY



## IMPLEMENTATION APPROACH

### 8 PRESERVE AND CONNECT

Preserve and Connect transit communities are regional industrial or institutional employment centers that play a vital role in the region's economy. While People and Place characteristics vary greatly across the transit communities in this approach, they are similar in the overarching importance of preserving and expanding the job base. Transit access improvements are needed where appropriate to support commuting. The introduction of housing in these areas may harm job opportunity and is not recommended. Four study areas, including two current stations, are categorized as Preserve and Connect.

#### KEY STRATEGIES:

- Ensure accessibility by multiple modes of transportation
- Connect transit dependent populations to transit and other community resources

