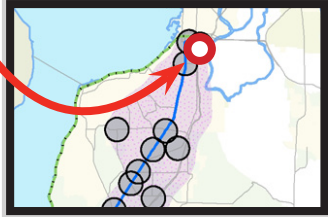
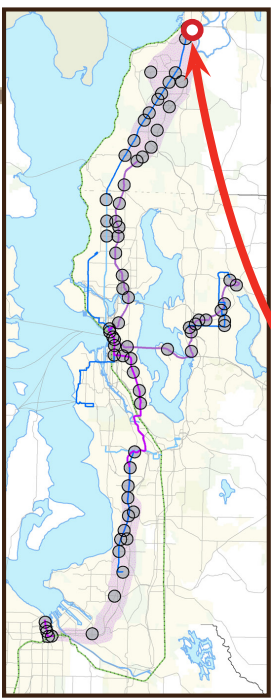


Everett Station



AREA DESCRIPTION —

The Everett Station transit community, located in the City of Everett, is centered around a multi-modal transit node served by Community Transit Swift BRT, Sounder commuter rail, and numerous local and intercity bus routes operated by Everett Transit and Community Transit. The Everett Station

transit community is the northern terminus of the light rail expansion envisioned in the region's long-range transportation plan, Transportation 2040.

Current land use is predominantly commercial with light industrial uses as well. With smaller blocks and a nearly complete network of sidewalks, the transit community is highly walkable.

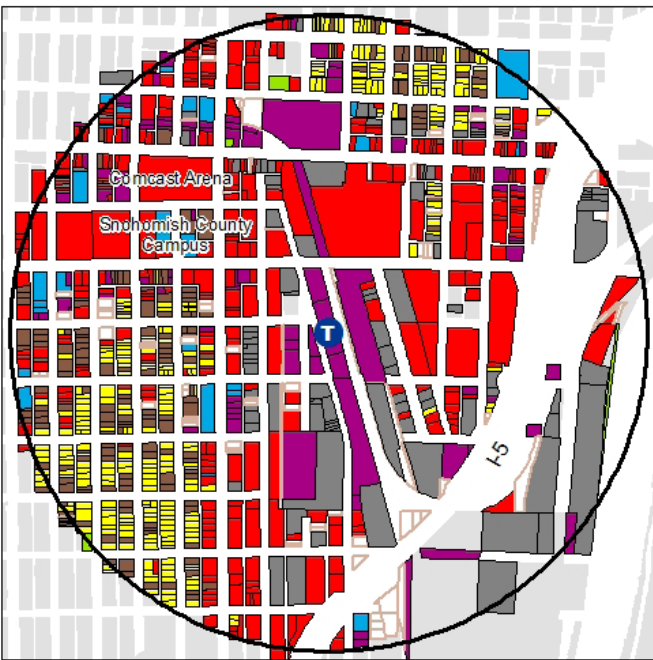
Total population of the Everett Station is 3,829, with 23 percent minority making it less diverse than the region as a whole. Compared with other transit communities studied, household sizes are larger and household incomes are significantly lower. A total of 7,175 jobs are located within a half mile of the transit station.

Housing stock is predominantly multifamily and 85 percent renter occupied. Sixty-six percent of housing units are affordable to households earning 50% of AMI, a much higher level of affordability than is present in most other transit communities and the region as a whole.

LOCAL PLANNING —

The Everett Station transit community is a regionally designated Regional Growth Center and a locally designated Central Business District. The City of Everett envisions a transition to a more multi-modal and appealing Downtown, with pedestrian-oriented and transit supportive development. In 2005 the City of Everett completed the Downtown Plan to forward a vision and provide a framework for future development. Majority of current zoning calls for multifamily housing and a mix of uses.

LAND USE



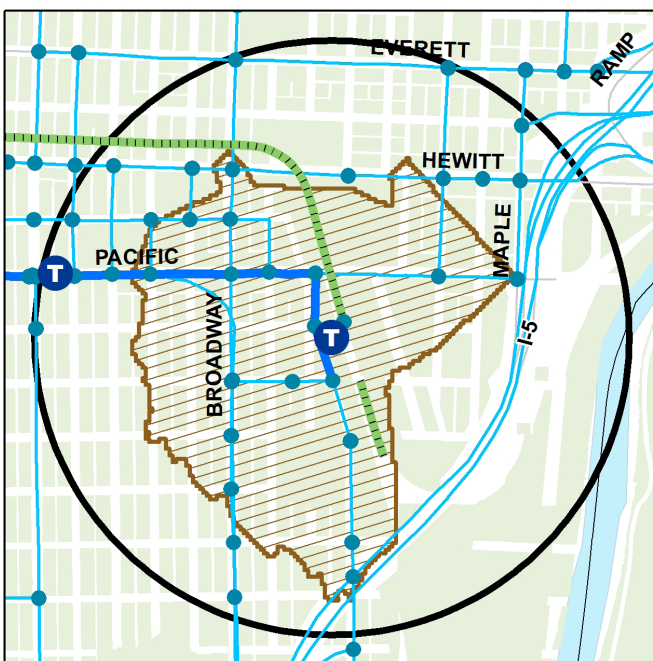
T Transit Station
 1/2 Mile Buffer

Land Use Categories

- Vacant & Unclassified
- Commercial
- SF Residential
- MF Residential
- Park and Open Space
- Govt/Civic
- Transportation and Utilities
- Industrial
- Mobile Home Park

Revised Summer 2013

TRANSPORTATION



- Bus Stops
- Transit Nodes
- Bus Routes
- Existing Light Rail
- Planned Light Rail
- Existing Bus Rapid Transit
- Planned Bus Rapid Transit
- Commuter Rail
- Ten Minute Walkshed
- 1/2 Mile Buffer

PEOPLE

	TRANSIT COMMUNITY	ALL T/C MEDIAN
POPULATION	3,829	4,237
RACIAL DEMOGRAPHICS	23% minority	45%
AGE	11% > 18 years 9% < 65 years	19% 11%
MED. HH. INCOME	\$28,033	\$46,637
EDUCATION	10% BA or >	20%
AVERAGE HH SIZE	2.76	2.39

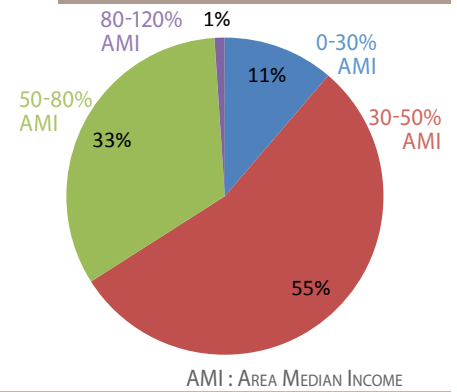
JOBS

	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL JOBS	7,175	3,032
AVERAGE WAGE	\$36,736	\$36,636
TOP 2 SECTORS	n/a	n/a
MAJOR EMPLOYERS	n/a	n/a
SBI	13%	17%

HOUSING

	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL HOUSING UNITS	1,392	2,674
AFFORD. RANGE (0-50% AMI)	66%	21%
HOMEOWNERS	15%	35%
RENTERS	85%	65%
COST BURDEN (% OF INCOME)	50%	44%

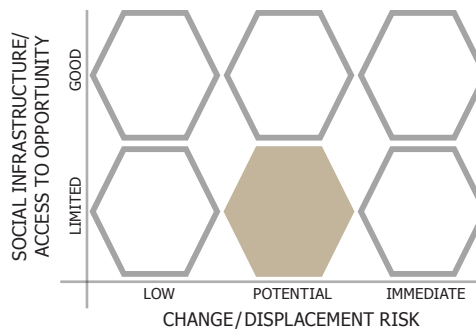
AFFORDABLE HOUSING BY INCOME LEVEL



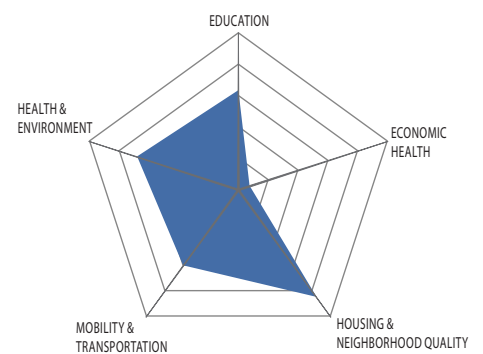
AMI: AREA MEDIAN INCOME

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.

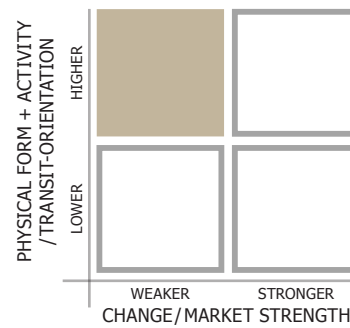


ACCESS TO OPPORTUNITY

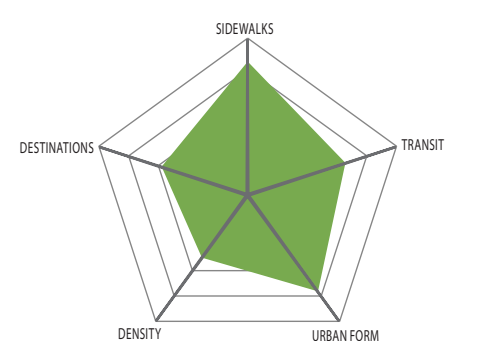


PLACE PROFILE

Communities with higher TOD orientation have a physical form and activity level that 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.



PHYSICAL FORM + ACTIVITY



IMPLEMENTATION APPROACH

5 STIMULATE DEMAND

Stimulate Demand transit communities are smaller employment centers, mostly in older city centers at the termini of the light rail corridors. These communities have good physical form and activity, but moderate demand at this time for TOD. Key strategies focus on economic development strategies and investments to expand the local job base, fulfill development potential, and expand opportunity. Eight communities are categorized as Stimulate Demand (including five current Tacoma Link stations).

KEY STRATEGIES:

- Promote economic development to retain and expand job base
- Long-range capital facilities plan with phased infrastructure and public realm investments
- Affordable housing assessment and preservation
- Community needs assessment and targeted investments

