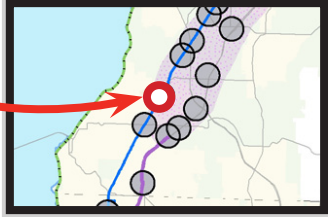
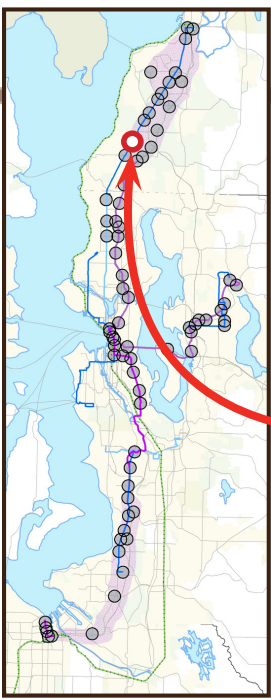


International/Cherry



AREA DESCRIPTION —

The International/Cherry transit community, located in the City of Lynnwood, is centered around a Community Transit Swift BRT station that began operation in 2009. The transit community is within the area between Lynnwood Transit Center and Everett Station that will be considered in the future for light rail expansion.

The current land use is predominantly single family, multifamily, and commercial. Commercial and multifamily uses exist along the main arterial, SR-99. A combination of large blocks and an incomplete network of sidewalks results in an auto-oriented environment that impedes walkability.

The population of the transit community is 5,110 with 42 percent minority, slightly more diverse than the region as a whole. Household sizes are larger than most transit communities studied and household incomes are slightly lower. Approximately 1,100 jobs are located within a half mile of the BRT station.

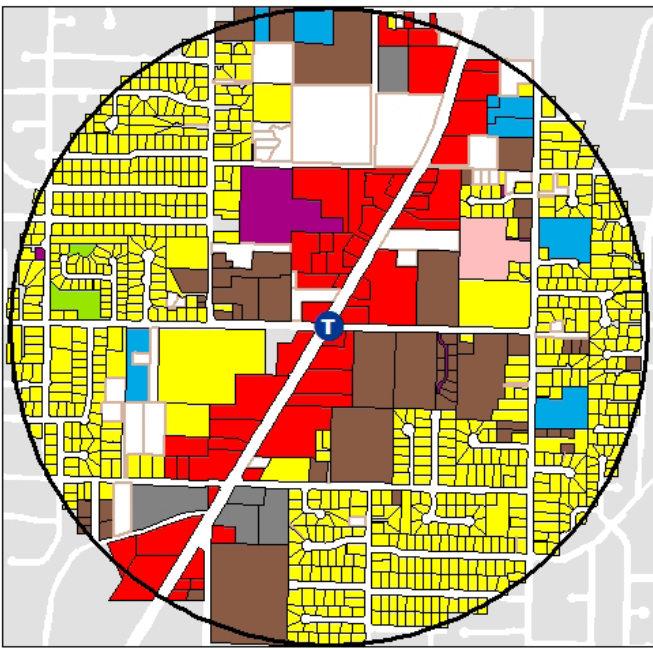
Housing stock is nearly evenly split between renter and owner occupied. Twenty percent of housing units are affordable to households earning 50% of AMI, making the area relatively unaffordable compared with other transit communities.

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LOCAL PLANNING —

The International/Cherry transit community is within the corridor planning area for SR-99, which passes through the community. Current zoning calls for a mix of uses at the intersection of SR-99 and 176th St, where the Swift bus stops are located.

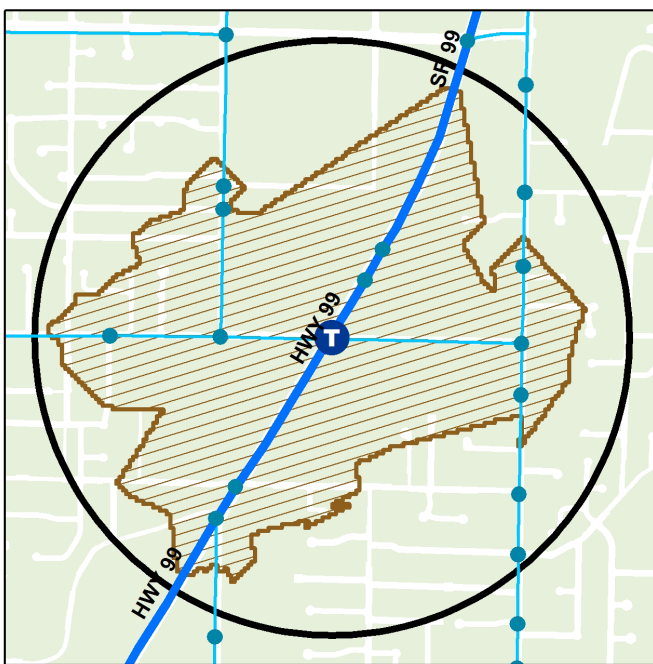
LAND USE



- 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	5,110	4,237
RACIAL DEMOGRAPHICS	42% minority	45%
AGE	23% > 18 years 11% < 65 years	19% 11%
MED. HH. INCOME	\$48,425	\$46,637
EDUCATION	22% BA or >	20%
AVERAGE HH SIZE	2.41	2.39

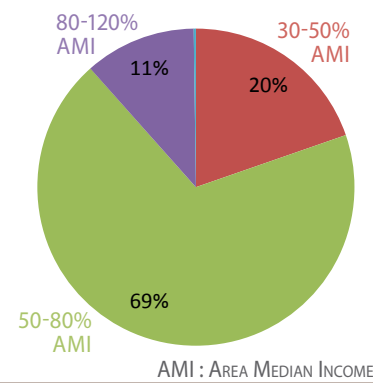
JOBS

	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL JOBS	1,099	3,032
AVERAGE WAGE	\$28,651	\$36,636
TOP 2 SECTORS	n/a	n/a
MAJOR EMPLOYERS	n/a	n/a
SBI	24%	17%

HOUSING

	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL HOUSING UNITS	3,955	2,674
AFFORD. RANGE (0-50% AMI)	20%	21%
HOMEOWNERS	52%	35%
RENTERS	48%	65%
COST BURDEN (% OF INCOME)	46%	44%

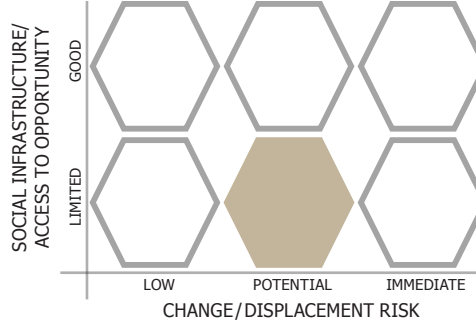
AFFORDABLE HOUSING BY INCOME LEVEL



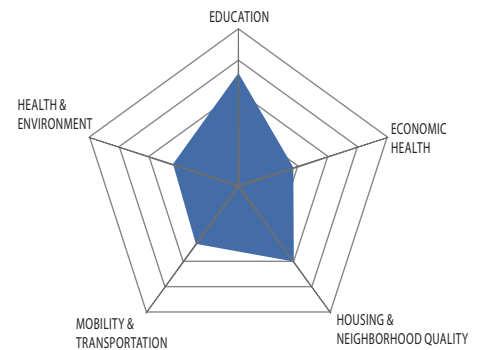
AMI: AREA MEDIAN INCOME

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.

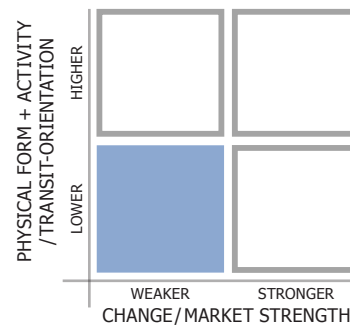


ACCESS TO OPPORTUNITY

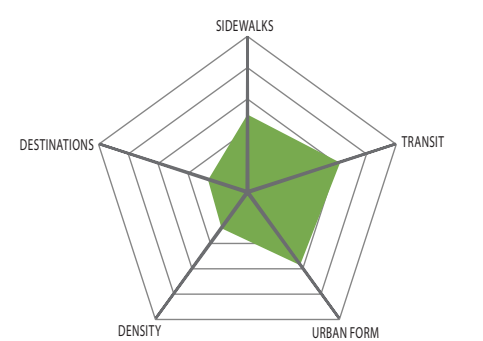


PLACE PROFILE

Communities with lower TOD orientation have a physical forms 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.



PHYSICAL FORM + ACTIVITY



IMPLEMENTATION APPROACH

7 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 paved infrastructure and public realm investments
- Community needs assessment and targeted investments
- Affordable housing preservation

