41st Street SW

AREA DESCRIPTION —
The 41st Street SW transit community, located in the City of Everett, is centered around a Community Transit Swift BRT station, which began service in fall 2009. The community is within the area between Lynwood Transit Center and Everett Station that will be considered in the future for light rail expansion.

Current land use is predominantly single-family residential to the west and a mix of commercial, multifamily residential, and civic uses to the east. Smaller blocks and an incomplete network of sidewalks result in a moderately walkable environment.

The population of 41st Street SW transit community is 3,373, with 19 percent minority making it less diverse than the region as a whole. Compared with other transit communities studied, the area has larger households and lower incomes than average. Nearly 3,000 jobs are located within a half mile of the BRT station.

Housing stock is nearly evenly divided between owner and renter occupied. Thirty-four percent of housing units are affordable to households earning 50% of AMI, making the community more affordable than transit communities on average and the region as a whole.

LOCAL PLANNING —
41st St. SW transit community encompasses a locally designated mix use district that is part of the Evergreen Way subarea. The City of Everett, which completed a subarea plan in 2012, envisions a transition from mid-century auto-accommodating commercial to a higher density mix of uses. Current zoning calls for increased residential and mix of uses at 41st St. SW transit community encompasses a locally designated mix use district that is part of the Evergreen Way subarea. The City of Everett, which completed a subarea plan in 2012, envisions a transition from mid-century auto-accommodating commercial to a higher density mix of uses. Current zoning calls for increased residential and mix of uses at the center and to the east of the transit community.

TRANSPORTATION

PLACES

41st Street SW

TRANSPORTATION

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.

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 demands, 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 passed infrastructure and public realm investments
- Community needs assessment and targeted investments
- Affordable housing preservation