LAND USE

LOCAL PLANNING —

4th Ave. W. transit community is in part a locally designated mixed use district and a part of the Evergreen Way planning subarea. In 2012, the City of Everett completed a subarea plan for Evergreen Way (SR-99), which envisions a transition from mid-century auto-accomm-
dating commercial to a higher density mix of uses. Current zoning calls for increased plan for Evergreen Way (SR-99), which envisions a transition from mid-century auto accom-
modation resources for household to thrive.

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.

TRANSITATION

4th Ave W

AREA DESCRIPTION —

The 4th Avenue W. transit community, located in the City of Everett, is centered around a Community Transit Swift BRT

station, which began service in fall of 2009. 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 is predominantly single-family housing with mainly commercial uses along Evergreen Way (SR-99). Larger blocks and an incomplete network of sidewalks result in an auto-oriented environment that impedes walkability.

The population in 4th Ave W. transit community is 3,854, with 41 percent minority making it more diverse than the regional as a whole. Compared with most other transit commu-
nities, households are larger and household incomes are lower. A total of 1,820 jobs are located within a half-mile of the BRT station.

The housing stock is nearly evenly split between owner and renter occupied. Fifteen percent of housing units are affordable to households earning 50% of AMI, a lower level of affordability than is present in most other transit communities and lower than the regional share of households at or below this income. The transit community is home to several subsidized affordable housing developments.

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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.

IMPLEMENTATION APPROACH

6 BUILD URBAN PLACES

Build Urban Places transit communities are neighborhoods or centers with weak to emerg-
ing real estate markets and lower physical form and activity, located primarily along major highways or arterials in the mid-North and mid-South corridors. With low risk of displacement and good existing or future transit access to job centers these communities are poised for medium-term growth, however, their existing physical form and activity levels limit TOD potential. Key strategies focus on market priming through strategic planning and key infrastructure improvements in order to attract pioneering, market rate TOD. Fourteen communities, found primarily in the mid-North corridor (but no current light rail stations), are categorized as Build Urban Places.

KEY STRATEGIES:

- Intensify activity with transformative plans for infill and redevelopment
- Identify and fund catalytic capital facilities investments
- Full range of tools for new affordable housing production
- Community needs assessment and targeted investments

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