Current land use is predominantly commercial and multifamily residential. Both light industrial and single-family residential uses are present as well. A combination of large blocks, an incomplete network of sidewalks, wide arterials, and large parking lots results in an auto-oriented environment that impedes walkability. The population in the transit community is 6,718, with 44 percent minority making it more diverse than the region as a whole. Household sizes and incomes are both slightly higher than the average of transit communities studied. A total of 1,774 jobs are located within a half mile of the BRT station. Housing stock is predominantly multifamily in type and renter occupied. Seven percent of units are affordable to households earning 50% of AMI, making the area less affordable than most other transit communities and at a level that falls below the regional need for housing at this income level. The area has over 100 subsidized affordable housing units.

LOCAL PLANNING — Snohomish County has designated a portion of this study area as Urban Village, which encourages neighborhood-scale, pedestrian and bike-oriented development with a mix of retail and office uses, public and community facilities, and high-density residential. Everett’s incorporated part of the study area is partly covered by the city’s Evergreen Way Revitalization Plan, implemented through new, higher density, mixed-use zoning and supervision. The growth of the transit community is convinced by strategic revitalization efforts to avoid future 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 placement risk in the short term on building a physical form that will attract new investment. Nineteen transit communities, more than the average of transit communities studied, 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.

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 households to thrive. Limited access to opportunity includes barriers in attaining resources for households to thrive. People profile

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 conditions are found in the South and North corridors. Recent and anticipated transit investments suggest there is not high pressure for new development in the near- to mid-term.

IMPLEMENTATION APPROACH — 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 —
• Strategic area planning, focusing on long-range vision and transitional uses
• Long-range capital facilities plan with phased infrastructure and public realm investments
• Community needs assessment and targeted investments
• Affordable housing preservation