The Alderwood Mall transit community, located in the City of Lynnwood, is a regional shopping and employment center, currently served by several local and intercity bus connections. This community is within the Lynnwood Regional Growth Center, and also 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 commercial including over 40 acres that comprise Alderwood Mall. A significant amount of land is dedicated right of way for the I-5, SR-525, and I-405 interchange. Although the area has a nearly complete network of sidewalks, both large blocks and barriers created by the freeways impede circulation and walkability. As summarized below, more-intensive land redevelopment is expected to occur during the upcoming decade.

The population of the transit community is 1,120, with 54 percent minority making it more racially diverse than the region and most transit communities studied within the north corridor. More than 5,000 jobs are located within this transit community.

The Alderwood Mall transit community, located in the mid-North corridor (but no current light rail stations), are categorized as Build Urban Places. Improvements in order to attract pioneering, market rate TOD. Fourteen communities, found primarily within the Lynnwood Transit Center and Everett Station that will be considered in the future for light rail. Over half of these communities are classified as Emerging TOD. Communities with a low TOD orientation have a physical forms and activity level that do not strongly support a dense, walkable and transit-supportive neighborhood. Weaker 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.

**IMPLEMENTATION APPROACH**

**BUILD URBAN PLACES**

Build Urban Places transit communities are neighborhoods or centers with weak to emerging 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

**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.