Ash Way Park & Ride

**AREA DESCRIPTION** —
The Ash Way Park and Ride transit community, located in unincorporated Snohomish County, contains a Community Transit Park and Ride facility with numerous intercity and local bus connections. 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 residential roughly split between multifamily and single-family use. Commercial and light industrial uses also exist along major arterials. A combination of large blocks, an incomplete network of sidewalks, and adjacency to the I-5 freeway results in an auto-oriented environment that impedes walkability.

The population of Ash Way Park and Ride transit community is 2,451, with 40 percent minority. Household sizes and incomes are larger than most transit communities studied within the north corridor. A total of 2,132 jobs area located within a half mile of the park and ride.

Housing stock is predominantly owner-occupied, 67 percent of households are occupied by owners. Housing types are primarily single family and multifamily condominium. No housing units are affordable to households earning 50% of AMI, making this area relatively less affordable than other transit communities and the region as a whole. No subsidized housing units are within the transit community.

**LOCAL PLANNING** —
Snohomish County has designated the Ash Way Transit Pedestrian Village (TPV), a sub-center of the larger 164th Street urban center in the I-5 corridor. Almost two-thirds of the study area lies within the north corridor. A total of 2,132 jobs area located within a half mile of the park and ride.

**LAND USE**

**TRANSPORTATION**

**HOUSING**

**PEOPLE PROFILE**

Communities with a low displacement risk tend to be moderate to higher income communities and/or communities with lower market pressures. Limited access to opportunity indicates barriers in attaining resources for household to thrive.

**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. A stronger real estate market suggests there is higher pressure for new development in the near-to mid-term.

**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

**SOURCE**

The Growing Transit Communities program is supported by a grant from the U.S. Department of Housing and Urban Development’s Sustainable Communities Regional Planning Grant Program. For more information: visit psrc.org or contact Ben Bakken at 206-971-3286 or bbakkenta@psrc.org

**Oct 2013**

**Revised Summer 2013**

**The Growing Transit Communities**

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