The Edmonds Community College transit community is part of the city designated College District planning subarea. The City of Lynnwood adopted the College District Plan in 2002, which covers the community college and adjacent neighborhoods and envisions a transition from auto-oriented commercial development to increased residential and social fabric that will attract new investment. Nineteen transit communities, more than half of which 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**
- Station 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

**Transit Community**

**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.

**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.

**Implementation Approach**

**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 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**
- Station 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

**Transportation**

**Land Use**

**People**

**Jobs**

**Housing**

**Access to Opportunity**

**Physical Form + Activity**

**Neighborhood Quality**

**Social Infrastructure / Access to Opportunity**

**Education**

**Change / Displacement Risk**

**Impact of Income**

**Change / Market Strength**

**Affordable Housing by Income Level**

**Transportation**

**Bus Stops**

**Transit Nodes**

**Bus Routes**

**Existing Light Rail**

**Planned Light Rail**

**Existing Bus Rapid Transit**

**Planned Bus Rapid Transit**

**Commuter Rail**

**Ten Minute Walkshed**

**1/2 Mile Walkshed**