**Lincoln Way**

**AREA DESCRIPTION —**

The Lincoln Way transit community, located in unincorporated Snohomish County, is centered around a Community Transit Swift BRT station, which began service in fall 2009. The community could be considered in the future for light rail expansion.

Current land use is predominantly single family residential with some multifamily residential and a large manufactured housing community. Commercial and light industrial uses are present along the main arterial, SR-99. A combination of large blocks and an incomplete network of sidewalks results in an auto-oriented environment that impedes walkability.

The population of Lincoln Way transit community is 4,600, with 44 percent minority making it more diverse than the region as a whole. Household sizes are larger than the average of transit communities studied and household incomes are slightly less. A total of 704 jobs are located within a half mile of the BRT station.

Housing stock is nearly evenly split between owner occupied and renter occupied. Sixty percent of housing units are affordable to households earning 50% of AMI, making the area much more affordable than most other transit communities and the region as a whole.

**LOCAL PLANNING —**

Snohomish County designated about one-third of this area as Urban Center, the rest for commercial and high-density residential. The Center portion encourages mixed uses, for commercial and high-density residential. The Center portion encourages mixed uses.

**PEOPLE**

<table>
<thead>
<tr>
<th>Transit Community</th>
<th>ALL TIC Median</th>
<th>POPULATION</th>
<th>RACIAL</th>
<th>DENEGRAWHES</th>
<th>AGE</th>
<th>MED-HH INCOME</th>
<th>EDUCATION</th>
<th>AVERAGE HH SIZE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total</td>
<td>3,016</td>
<td>2,674</td>
<td>4,600</td>
<td>44 minority</td>
<td>23%</td>
<td>$64,992</td>
<td>16%</td>
<td>2.46</td>
</tr>
</tbody>
</table>

**HOUSING**

- **TOTAL HOUSING UNITS**: 3,016
- **AFFORD. RANGE (50% AMI)**: 80% (21%)
- **RENTERS**: 42% (35%)
- **COST BURDEN (% OF INCOME)**: 50% (44%)

**AFFORDABLE HOUSING BY INCOME LEVEL**

- **30-50% AMI**: 50%
- **50-80% AMI**: 20%
- **80-120% AMI**: 10%

**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**

**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, focus on long-range vision and transitional uses
- Long-range capital facilities plan with phased infrastructure and public realm investments
- Community needs assessment and targeted community investments
- Affordable housing preservation