**Wetmore/Colby**

**AREA DESCRIPTION** —

The Wetmore/Colby transit community, located in the City of Everett, is centered around a Community Transit Swift BRT station, which began service in fall 2009. 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 commercial, however, significant amount of residential, both multifamily and single family, are also present throughout the community. Smaller blocks and a nearly complete network of sidewalks make the area highly walkable.

The population of Wetmore Colby is 6,078, with 22 percent minority, a lower level of diversity than the region as a whole. Compared with most other transit communities studied, household sizes are larger and incomes are lower. The community is at the heart of a major regional employment center. A total of 11,176 jobs are located within a half mile of the BRT station.

Housing stock is predominately multifamily with over 80 percent of units renter-occupied. Thirty-four percent of housing units are affordable to households earning 50% of AMI, making the community more affordable than many other transit communities and the region as a whole.

**LOCAL PLANNING** —

The Wetmore Colby transit community is part of a regionally designated Regional Growth Center and locally designated Central Business District. The City of Everett envisions a transition to a more multi-modal and appealing Downtown, with pedestrian-oriented and transit supportive development. In 2006 the City of Everett completed the Downtown Plan to forward a vision and provide a framework for future development. The majority of current zoning calls for a mix of pedestrian-oriented employment, commercial, civic and
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**INTERPRETATION APPROACH**

**STIMULATE DEMAND**

Stimulate Demand transit communities are smaller employment centers, mostly in older city centers at the termini of the light rail corridors. These communities have good physical form and activity, but moderate demand at this time for TOD. Key strategies focus on economic development strategies and investments to expand the local job base, fulfill development potential, and expand opportunity. Light communities are categorized as Stimulate Demand (including five current Tacoma Link stations).

**KEY STRATEGIES:**

- Promote economic development to retain and expand job base
- Long-range capital facilities plan with phased infrastructure and public realm investments
- Affordable housing assessment and preservation
- Community needs assessment and targeted investments

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**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 need 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.

**HOUSING**

Communities with higher TOD orientation have a physical form and activity level that 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.

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**PLACE PROFILE**

Communities with higher TOD orientation have a physical form and activity level that 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.