



City of Mountlake Terrace  
Melody Hill Sub-area Plan  
Adopted June 19, 2006



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**City of Mountlake Terrace  
Melody Hill Sub-area Plan**

Adopted June 19, 2006

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## I. INTRODUCTION

### A. Sub-area Context

Melody Hill is one of six designated neighborhoods in Mountlake Terrace. It is located in the northwest portion of the city and is generally bounded by the city limits on the north and west, Interstate 5 on the east, and approximately 224th Street SW to the south. To the west is the city of Edmonds and the city of Lynnwood is to the north. See Figure MH-1.

The City's Comprehensive Plan, adopted in August 2003, describes how the Melody Hill neighborhood could be in 15 or 20 years:

“Imagine the Future” for the Melody Hill Neighborhood

An accessible core commercial area, with its mix of retail, offices, and entertainment facilities, runs along both sides of 220th Street. A well-designed office and retail complex, featuring mountain and lake views, sits on the old Melody Hill school site. One part has been retained for a public plaza, with lush landscaping and a spectacular water fountain.

Light industry, public services, and offices occupy much of the land to the north and west. Thousands of people work in the vicinity.

Townhomes and multifamily residential comprise a significant portion of housing, though some neighborhood areas have only detached houses. Trees and plants bring greenery to the cityscape.

The neighborhood connects easily with the rest of the region via I-5 and local arterials. Many people use the transit system to travel from one destination to another.

Figure MH-1: Melody Hill Neighborhood Focus Areas



Map not to scale

1. Light Industrial/Office Area
2. 220th Street SW Corridor
3. Former Melody Hill School Site
4. Residential Neighborhoods

Every day, people walk, jog, and bike along a community favorite, the Interurban Trail. Another special place is Hall Creek, which has been protected for fish habitat. People enjoy seeing the creek from various viewing sites.<sup>1</sup>

In addition, the Comprehensive plan identifies several ‘special study areas’ which relate to the neighborhoods and are intended to provide more detailed analysis to refine the neighborhood vision, identify key issues and concerns, and recommend neighborhood improvements over the short and long-term. The other five designated neighborhoods are: Town Center, North Terrace, East Terrace, Lake Ballinger, and Gateway. The Melody Hill area is the first of these neighborhood districts to be analyzed through a sub-area planning process.

The Melody Hill sub-area, named after the hill that rises above Hall Creek to the south of 220th, is approximately 350 acres in size and contains several areas of discreet land uses. The whole sub-area is characterized by varying topography separated by drainages and ravines which in part create the four distinct areas described below.

This sub-area plan focuses on four areas of discreet land uses and character within the Melody Hill neighborhood. These separate “focus areas” of the Sub-area Plan are shown in Figure MH-1. They include:

1. Light Industrial/Office Area
2. 220th Street SW Corridor
3. Former Melody Hill School Site
4. Residential Neighborhoods

### **B. Sub-area Plan Purpose**

The purpose of the Melody Hill Sub-area Plan is to provide a long term vision and plan for a 20-year period, at a more detailed level than can be done in a Comprehensive Plan. At the same time, the Sub-area Plan would be generally consistent with the directions of the Comprehensive Plan. By anticipating change the community will be poised to act and enabled to proactively steer change toward realizing the community vision. The Sub-area Plan identifies major planning issues and provides recommendations, goals, and policies specific to the Melody

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<sup>1</sup>Mountlake Terrace Comprehensive Plan, 2003, page CL-9.

## ***MELODY HILL SUB-AREA PLAN***

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Hill sub-area which will promote community livability, economic vitality, pedestrian and non-motorized improvements, transportation mobility, improved access to the Interurban Trail, and a healthy natural environment. Development of this Sub-area Plan also implements goals and policies in the Economic Vitality Element of the Comprehensive Plan.

### **C. Sub-area Plan Objectives**

The following objectives were used to guide the development of this plan and to identify priorities, recommendations, and draft goals and policies.

- Develop a walkable neighborhood
- Manage parking and traffic flow
- Provide improved transit access
- Retain and strengthen the employment base and business climate
- Provide attractive housing
- Develop a clear neighborhood identity
- Provide a safe and healthy environment
- Include access to recreational opportunities

## II. PUBLIC INVOLVEMENT

The City initiated a public planning process beginning in June 2005 to engage community members in a dialogue about the future of the Melody Hill Neighborhood (see Appendix A). A series of workshops included structured discussions with community members to identify community concerns, issues, and to provide input and feedback throughout the plan development process. Public workshops specific to the Sub-area Plan development were as follows:

**Workshop #1: June 2005.** Seven sessions held over a three day period, introduce the project, share findings from background analyses, and identify key issues. Day and evening sessions times were conducted to provide many options for community members to attend.

**Workshop #2: July 2005.** Two evening sessions to present a summary of input and share preliminary recommendations.

**Workshop #3: October 2005.** One evening session to present the proposed Draft Sub-area Plan recommendations and gather community input and feedback.

In addition to public workshops, a series of public hearings with the Planning Commission and City Council will be conducted as a part of the adoption and approval process for this sub-area plan. Additional information on the public outreach process, including a summary of all comments received from the public related to the Melody Hill Sub-area Plan, is included as Appendix A.



Discussions during the June workshops focused on key neighborhood issues & concerns



Ideas generated during the public workshops help shape plan recommendations

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### III. MELODY HILL EXISTING CONDITIONS

Background analyses in land use and community character, transportation, economics and market feasibility, as well as discussions with the neighborhood were used to develop an understanding of current conditions. This has helped the city identify key community issues, concerns, and major considerations for the neighborhood's future. The following section provides an overview of current conditions within the Melody Hill neighborhood, including demographic and employment data, land use and community character, transportation, current market conditions, and natural environment. More detailed background information on the Melody Hill sub-area can be found in the Existing Conditions Technical Memorandum (September 2005), included as Appendix B.

#### A. Demographics

A summary of existing Population, Housing, and Employment conditions for the Melody Hill sub-area is described below.

##### 1) Population Characteristics

According to Census data, approximately 2,400 people lived within the Melody Hill sub-area in 2000. This is approximately 12% of the city's current population of 20,390 persons. Roughly 25% of the population within the sub-area is under the age of 18. Approximately 8% of the population is 65 or older. The population within the sub-area is primarily Caucasian (80%) and Asian (10%).

The Melody Hill sub-area median household income is approximately \$52,400 (expressed in 2005 dollars). This is slightly lower than the median household income for the city as a whole (\$53,400).

##### 2) Population Forecasts

According to new population targets adopted by Snohomish County (and adopted in the City's Comprehensive Plan), it is anticipated that the Mountlake Terrace population will grow to 22,456 persons by the year 2025. This equates to a net population increase of 2,066 persons or approximately 850 to 940 housing units (at 2.2 to 2.4 persons per



Premera's corporate headquarters brings approximately 3,000 employees to the Melody Hill neighborhood each day.

household) between 2004-2025, or roughly 0.5% annual growth rate between 2004 and 2025.

Snohomish County's Buildable Lands Report allocates an increase of 225-300 residents to the Melody Hill sub-area between 2005-2025. Given the Mountlake Terrace household size of 2.2 persons/unit, this equates to an increase of 100-140 dwelling units by 2025, or 7-8 units/year.

### 3) Employment Characteristics

Approximately 5,100 jobs in the city of Mountlake Terrace are located in the Melody Hill sub-area, roughly 75% of the total jobs within the city (total jobs estimated at 6,487 in 2004). Within the sub-area, the primary employer is the Premera Insurance Company, with corporate headquarters providing approximately 3,000 jobs. Comprised mainly of Premera employment, professional services predominate, constituting roughly 63% of all jobs within the Melody Hill sub-area. Other service employment in health care (404 jobs) and in administrative support and waste management (300 jobs) combine for an additional 704 jobs, or 14% of all employees in the sub-area. Other employment in the area includes light industrial, fabrication, and distribution services. A small number of jobs are retail and personal services

According to Snohomish County forecasts (adopted in the City's Comprehensive Plan), Mountlake Terrace's employment forecast for the planning horizon 2000-2025 is 8,039 total jobs, or approximately 912 net new jobs over current conditions. Given the sub-area's role as the largest employment center in the city, it is anticipated that some of this job growth is likely to occur in the Melody Hill sub-area. The Snohomish County Buildable Lands Report includes an employment forecast for 680 new jobs, which equates to approximately 34 new jobs/year.

#### *a) Jobs to Housing Ratio*

City-wide the city's jobs to housing ratio is 0.81 jobs per each housing unit. The fairly high level of jobs to housing units indicates that Mountlake Terrace is not just a "bedroom community." Due to the high concentration of employment, the jobs to housing ratio in the Melody Hill sub-area is approximately five jobs for each housing unit.

This concentration of employment within the sub-area has a number of benefits to the neighborhood, city, and region. The benefits include: a wide range of employment types for people with different education and skill levels; family wage jobs in proximity to I-5, the Interurban Trail and transit service; economic spin-off from industrial jobs; and a daytime population which can support local retail, service, and restaurant businesses.

According to Census data, most of the people that work in the Melody Hill sub-area commute from up and down the I-5 corridor. Approximately one-third of the study area workers commute from within a five-mile radius—which encompasses parts of Lynnwood, Edmonds, Shoreline, Lake Forest Park and other areas to the east. Approximately 20% of employees within the sub-area commute from areas north of Lynnwood—from Mukilteo and south Everett. Additional information about economic and market conditions is found in Section E, Economic Conditions, of this chapter.

### 4) Housing Characteristics

The Melody Hill neighborhood contains a mix of housing types. According to the 2000 Census there are approximately 521 single-family units (or roughly 55% of total housing units within the sub-area) and 444 multifamily units located within the Melody Hill sub-area. Of the single-family detached units, approximately 18% are renter-occupied and 82% are owner occupied. This breakdown of single family rental versus owner occupied housing generally reflects trends county-wide. The majority of housing within the sub-area was built between 1960 and 1979.

Single-family home sales in Mountlake Terrace averaged \$237,000 in the fourth quarter of 2004 and first quarter of 2005 (combined)<sup>2</sup>. Relative to housing costs in other parts of the region (Southwest Snohomish County and North King County) Mountlake Terrace offers more affordable single family housing options. In many instances, the land value is higher than the improvement value from any structure on the land. This difference between land and improvement values reflects the fact that many lots are relatively large and occupied by small houses built at the end of World War II.

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<sup>2</sup> Central Puget Sound Real Estate Research Report, Spring 2005

## B. Land Use & Community Character



Example of office development in the Office/Light Industrial Focus Area.

The residential, Light Industrial/Office, and 220th corridor areas of the Melody Hill sub-area have distinct geographic, land use, and character differences which are described in this Plan as “Focus Areas.” A description of current land use and community character is described for each of the focus areas below. Figure MH-2 identifies the existing land use in the sub-area. For more information about Land Use and Community Character, see Appendix B.

### 1) Light Industrial/Office Focus Area

The City’s greatest concentration of employment is located within the Light Industrial/Office area within the Melody Hill sub-area. This area is generally located on and north of 220th St. SW and west of 68th Avenue W. A mix of offices, light industrial uses, and some limited commercial uses are located within this focus area. This Light Industrial/Office area comprises approximately 40% of the Melody Hill Neighborhood land area.

Existing light industrial building tenants range from industrial, distribution, and assembly to office uses. Some office-based businesses operate out of light industrial buildings because it provides a low rent option with flexible tenant space while others provide distribution services.

The primary office development is the Premera headquarters which is characterized by four large-footprint 2 to 3 story buildings on a campus lot, with extensive landscaping and pedestrian improvements between parking and building areas. This corporation occupies over ten percent of the land area of the entire sub-area. The campus area is fully utilized and it is anticipated that future additions or expansion plans for Premera will involve only minor increases in employment.

In addition to the private office and industrial development within the area, a number of publicly-owned parcels —such as the Snohomish County Transfer Station and the city’s Public Works shop exist. The transfer station is a regional facility for the Snohomish County region. There have been some complaints and concerns expressed from adja-

cent property owners regarding noise and odor impacts emanating from the site. While the transfer station is a regional facility that serves the larger Snohomish County region, it will be important for the City to continue its ongoing dialogue with the County to ensure that impacts to the local community are adequately addressed.

Most of the parking is at-grade on surface lots, although two recent office developments contain a mix of surface and structured parking. Parking spillover from Premera headquarters into adjacent areas has been a past cause of complaint in the community.

Zoning within this focus area is the LI/OP District -Light Industrial/Office Park. The LI/OP District occupies about 40 percent of the sub-area. Permitted uses include commercial, professional and automotive services. Retail uses are processed as conditional uses and are generally limited to businesses that require large amounts of land, e.g., vehicle sales, building materials, and green houses. Base allowable building height is 50 feet and base building coverage is 60 percent. Increased height and building coverage is allowed if other treatments, per the City's design guidelines for the LI/OP zone, are included in a development.

### 2) 220th Street SW Corridor Focus Area

The 220th Street Corridor is the major arterial link within the sub-area, the city, and the region, connecting I-5 to Highway 99. Commercial development within the area is at an auto-oriented, suburban scale with buildings set back from the street and surface parking located between the right-of-way and the buildings. The corridor contains a mix of auto-oriented retail services, office, and light industrial uses. Most of the commercial buildings were constructed between the 1970s and 1980s.

Existing types of development, compared with the resident, employment, and commuter population, indicate that the Melody Hill sub-area is currently underserved by restaurants and retail, which could serve residents and employees of the sub-area and regional commuters.

Two mini-casinos are also destinations along the 220th corridor with a third mini-casino around the corner on Aurora. These three are the

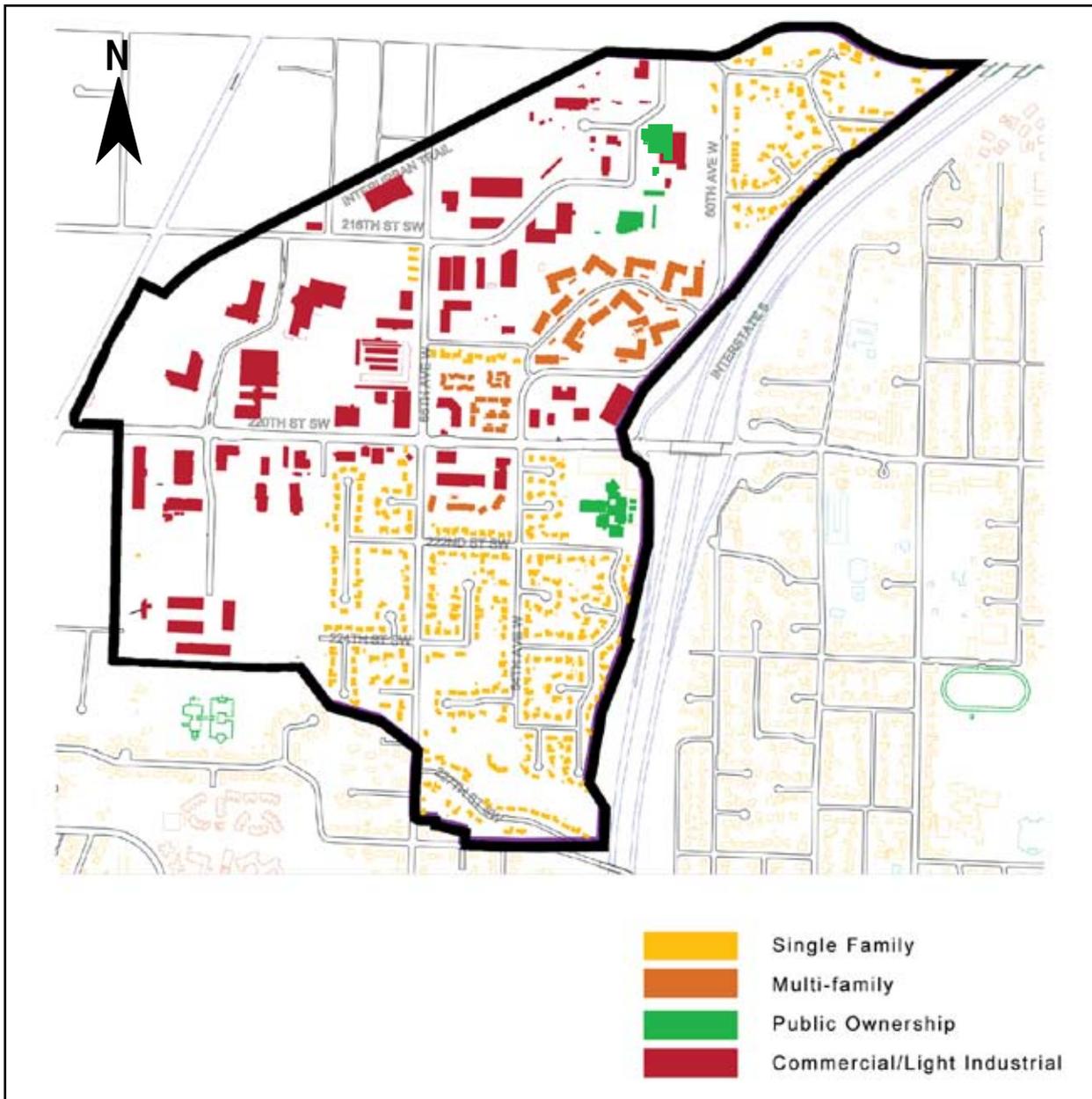


220th Street SW Corridor



There are three casinos located within the Melody Hill sub-area.

Figure MH-2: Existing Land Use



only casinos within Mountlake Terrace. The casinos generate significant tax revenues for the City, which contribute to the City's ability to provide quality services to its residents. While City police department records indicate that the mini-casinos do not generate a disproportionate number of call volumes, comments have indicated this congregation of gambling establishments is undesirable. Further, casinos tend to be low rise type development with a high parking demand – currently surface parking - during peak periods, resulting in low land utilization.

At present, state law requires that jurisdictions allow casinos in any location where restaurants are also permitted, unless the jurisdiction bans all casinos. A very few jurisdictions, such as Everett, have recently banned casinos from certain districts. It is not yet clear whether a district-wide ban will stand a legal challenge.

Zoning along the corridor is primarily LI/OP - Light Industrial Office Park, with some GC-General Commercial near the intersection of 220th Street SW and 66th and at the I-5 interchange on the north side. Some multi-family development is also along the corridor. The General Commercial zone allows a wide range of retail and personal and professional service uses to be permitted. Development standards allow building heights up to 50 feet tall and 50 percent building coverage with an auto-oriented site plan. Front setbacks vary from zero to 20 feet, depending on the use.

Additional height and building coverage up to 80 percent is allowed subject to conformance with the City's design guidelines. To date, no development has explicitly followed the design guidelines to achieve the full potential build out. However, some development (e.g. North Star) demonstrate the design features encouraged by the guidelines.

### 3) Former Melody Hill School Site Focus Area

At six acres, with territorial views, visibility from the freeway, and its location adjacent to the I-5 interchange, the former Melody Hill Elementary School is a significant site within the sub-area and the subject of strong community interest. Although under Edmonds School Dis-

## MELODY HILL SUB-AREA PLAN

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The former Melody Hill School buildings are currently occupied by church and childcare facilities.

tract ownership the building was decommissioned as a public school approximately 20 years ago, the original school buildings are currently leased to and occupied by childcare facility and a church. A master lease to Edmonds Community College recently ended in the summer of 2005. The site is surrounded by single family residential uses to the south and west, offices to the north across 220th, and I-5 to the east. Many residents informally use the former school grounds for walking and playing and value the property in its current use.

The Melody Hill School site is unique in the sub-area and rare in the regional context due to the fact that it is an under developed<sup>3</sup> site and a large parcel in proximity to I-5 and the 220th Street Corridor. It is currently accessed from the residential neighborhood, along 222nd Street SW, and does not have direct access to 220th Street SW. This means that traffic comes through the adjacent residential neighborhood. There are two residential cul-de-sacs that abut the site to the west with thirteen single family homes, some of which back onto the 220th Street corridor.

The former Melody Hill school site has been the focus of community interest for some time. Public sentiment from the immediately adjacent neighbors is for the site to remain only in single family zoning, which is the current zoning for the area south and west of the site. Maintaining the single family zoning would allow for single family residential, group homes, educational and religious institutions, and parks/open space uses if redevelopment occurs.

While the Edmonds School District has no current plans for re-use of the site as a school or for disposal of the site as surplus property, it is likely that this will ultimately occur. Options for potential redevelopment of the site were explored as a part of this sub-area plan development. Its location at a freeway interchange and on a major arterial, as well as the prominence of the parcel would make it appealing in the regional marketplace for a number of potential residential, commercial and/or office and institutional uses. However, several issues, including site access and neighborhood resistance to non-residential uses, make it unlikely that redevelopment will occur in the near term. The City

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<sup>3</sup> Underdeveloped parcels mean parcels that have redevelopment potential due to the value of improvements on the parcel being less than or equal to the value of the land itself.

will continue to work with the School District and the neighborhood to ensure a compatible fit and positive outcome if and when the property is available for redevelopment.

#### 4) Residential Neighborhoods Focus Area

Residential neighborhoods within the sub-area are located south of the 220th Street corridor and in the northeast corner of the sub-area.

Single-family neighborhoods in this area were primarily developed after World War II and during the 1950's-1980's. They are characterized by a discontinuous street pattern, cul-de-sacs, and lot sizes ranging from 6,000 to 12,000 square feet. Other than home renovations, little has changed within the residential neighborhoods since they were developed. Smaller single-family homes, low traffic levels, mature trees and landscaping, and steep slope/natural areas separating residences characterize the neighborhood. Residents value the mature trees, quiet streets, and relative isolation due to the topography and wooded areas and wish to retain this character. Affordable housing costs, relative to the region as a whole, make these residential neighborhoods attractive as well. Single family neighborhoods south of 220th and in the northeast portion of the sub-area, east of 60th Ave W are generally distinct and separate from the employment based and multi-family land uses.

Curbs, gutters and sidewalks are primarily located along major streets and are limited on residential streets. Due to the discontinuous street pattern, cul-de-sacs, and dead ends, there are limited direct street and pedestrian connections within the single family areas. Sixty-sixth Avenue W is the major access route to single family residences south of 220th Street SW. Formal public recreational facilities do not exist within and in the vicinity of the residential neighborhoods.

Multi-family development within the sub-area is generally two to three stories, with surface parking and carports linked by internal circulation. Most of the multi-family residential development is located north of 220th Street SW and in the northeast corner of the sub-area and was constructed during the 1970's-1990.



Example of the typical streetscape in the single family residential neighborhood.



Example of multi-family development north of 220th Street SW.

### **C. Natural Environment**

Natural environment features in the sub-area include a higher elevation, steep slopes, mature trees, and Hall Creek with associated wetlands. Many of these natural features within the study area are located in the Light Industrial/Office area, which is predominantly built out, but could be redeveloped over time.

Several decades ago, the northwest portion of this sub-area was severely regraded, with fill material placed to create level land on this former floodplain.

#### **1) Hall Creek**

Hall Creek flows along the north and west margins of the sub-area following along the Interurban Trail. The Creek drains from Hall Lake (north of city limits) to Lake Ballinger (south of the Melody Hill sub-area). Portions of the sub-area are within Hall Creek 100-year floodplain, as shown in the City's Critical Areas maps (see the Comprehensive Plan Environment Element, Figure EN-2). A number of wetlands associated with Hall Creek are also located within the sub-area.

Hall Creek bounds portions of the Interurban Trail and the Premera campus. In the Light Industrial/Office area northeast of 66th, the creek is altered from its original location and form and in some areas, flows through a culvert. The creek flows along property lines in areas where sites were graded to create level land.

#### **2) Wetlands**

The wetlands in the area, as with wetlands elsewhere, are of local and regional value in that they filter water to maintain water quality, recharge ground water, provide habitat for fish and wildlife, and provide areas for recreation and education. Opportunities to enhance the existing wetlands system, in conjunction with recreational trails, could be an asset to the Melody Hill neighborhood and protect environmentally sensitive areas from further development encroachment.

### 3) Topography and Steep Slopes

Areas containing the steeper slopes tend to be located in the residential neighborhoods, such as the area south of 220th Street and west of 68th Avenue and along the northeastern project limits as shown on the City's Critical Areas Maps (see the Comprehensive Plan's Environment Element, Figure EN-1). Topography within the single family areas, including these steep slope areas has helped to define the residential development pattern in the Melody Hill neighborhood. This pattern is generally shown in Figure MH-3. Due to the presence of ravines and steep slopes, many of the streets in the residential areas are discontinuous, and tend to isolate the single family areas from the rest of the Melody Hill area. This topography also provides regional views of the Olympics and places some areas, such as the new subdivision Sunset Landing, on a ridge above the creek and the surrounding areas.



220th Street SW

### 4) Critical Areas

Most of the undeveloped areas contain steep slopes and wetlands and are regulated by the City's Critical Areas Ordinance.

These and other natural areas within the Melody Hill sub-area provide the opportunity to protect sensitive areas, enhance wildlife habitat, and develop passive recreational trails. This integration of environmental protection and low impact recreational trails can facilitate a healthy environment for both people and wildlife. Protection, enhancement, and management of these "critical areas" will help maintain or improve the quality of life for future generations of Melody Hill residents. As further infill and development occurs over the long term within the Melody Hill neighborhood, the natural areas and their associated vegetation, will help to soften the visual and physical impacts of development. Improvements to these natural resources will help to protect sensitive areas from future development and to enhance environmental resources of the sub-area to preserve them for future generations.

## D. Transportation

### 1) Transportation Network

The transportation network in the Melody Hill sub-area include roadways, pedestrian and bicycle facilities, and transit service. In general, the street pattern within the sub-area varies depending on the land use. Streets are wider with a larger block pattern north of 220th where office, industrial, and some high density housing exist. In the residential areas south of 220th, streets are narrower and the block pattern is more discontinuous— primarily due to topography and prevalent development trends at the time of construction. Most of the residential streets are not fully interconnected—many end in cul-de-sacs or dead end streets. This street pattern is shown on Figure MH-3.

#### *a) Roadways*

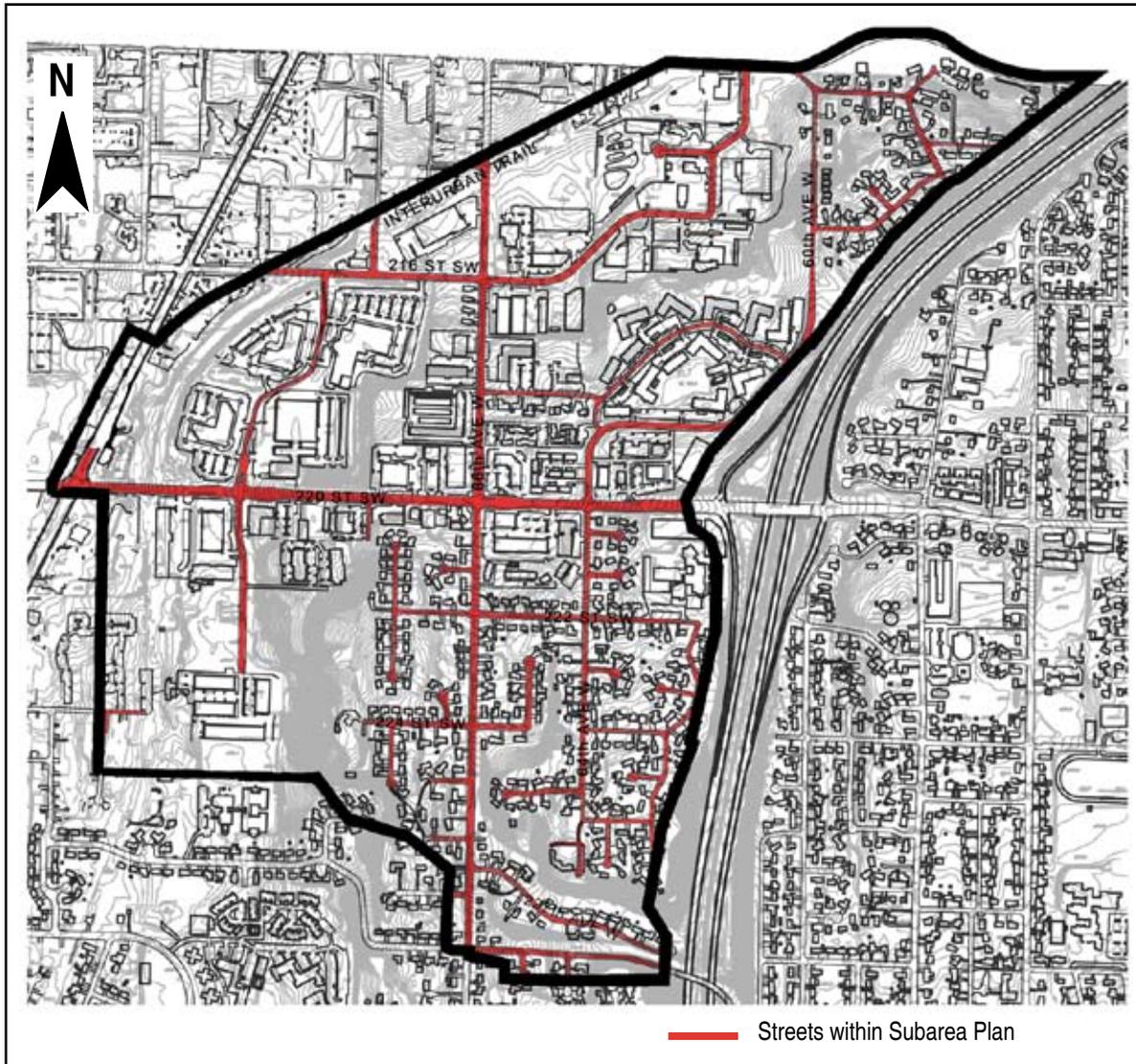
Major arterials and collectors within the sub-area include:

- 220th Street SW
- 66th Avenue W
- 216th Street SW

220th Street SW is a five lane minor arterial which serves as an important connection between I-5 and SR 99. 220th Street SW is the only commercial arterial street in the City and has 36,000-37,000 vehicles passing through each day. 220th Street SW includes an eastbound high occupancy vehicle lane treatment that allows carpools and buses to turn into the Southbound on-ramp HOV lane to bypass queues at the ramp meter signal. Much of the traffic on 220th Street SW is passing through the study area to and from work and homes located outside of the city of Mountlake Terrace. In particular, during the afternoon peak traffic period, workers from Everett and Lynnwood pass through the corridor to return home to areas in Shoreline and Northeast King County. Downtown Seattle workers also pass through the corridor, to reach their homes to the north, east and west of Mountlake Terrace.

The City has recently completed street improvements along the 220th corridor including signalized intersection improvements and sidewalks. Additional work to coordinate the signal timing to facilitate

Figure MH-3: Melody Hill Vehicular Circulation



bus movement through the corridor is also currently underway and is anticipated to be completed in 2006.

*b) Transit*

The sub-area is well served by Community Transit, with both local and commuter bus routes serving the Melody Hill area. These include the following local and commuter routes:

### **Local Routes**

- 140 between Lynnwood and Edmonds Community College

### **Commuter Routes**

- 404/405 between Edmonds and Downtown Seattle
- 406 between Seaview to Downtown Seattle
- 408 between South Everett and the University District
- 810 between Edmonds and Mountlake Terrace Park and Rides and the University District
- 850 between Lynnwood and the University District
- 871 between Edmonds and the University District

Long term light rail expansion being studied by Sound Transit includes a future light rail line in the I-5 corridor. Locations of stations are unknown at this time. If a light rail station were to be located near the intersection of I-5 and the 220th Street intersection, it would create new impacts and opportunities beyond the scope of this plan.

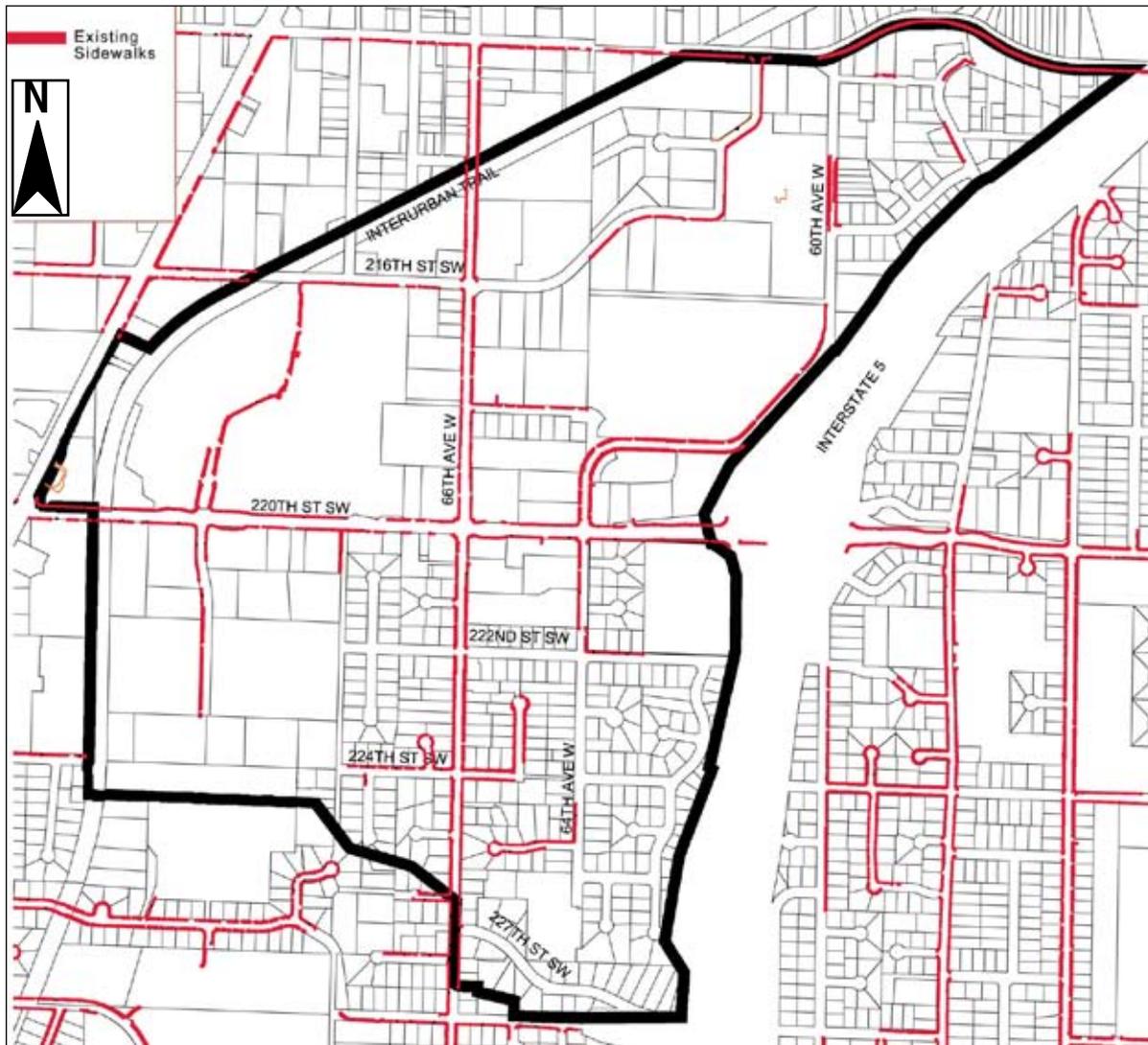
### ***c) Pedestrian and Non-Motorized Facilities***

Most of the arterial and collector streets within the study area have sidewalks, although in some areas the sidewalks and paths are discontinuous. The location of public sidewalk and trail facilities within the sub-area is shown in Figure MH-4. Where sidewalks do not exist, pedestrians walk along the roadway shoulder adjacent to moving traffic. Limited sidewalks are along the single family residential streets. They exist along 220th Street SW although traffic volumes and the frequency of curb cuts and driveways make the corridor challenging for pedestrians to navigate. Three signalized intersections along the corridor provide for pedestrian crossings. In addition, a pedestrian underpass is located where the Interurban Trail crosses 220th Street SW. Other pedestrian crossings are located within the Light Industrial/Office area in proximity to Premera's corporate headquarters.

### ***d) Interurban Trail***

The Interurban Trail is a regional and community asset which runs through the Light Industrial/Office Focus Area, along the western

Figure MH-4: Melody Hill Sidewalk Facilities



June, 2005

edge of the Melody Hill sub-area. The trail, when fully developed, will ultimately provide a continuous link from Seattle to Everett. The Mountlake Terrace part of the trail is currently improved with a paved surface. However, there are few amenities available to pedestrians and bicyclists on the trail—such as lighting, signage, and clearly identified pedestrian crossings at street intersections. In addition, access to the trail is limited to locations where the trail intersects a street. Many of the adjacent local communities such as Shoreline, Lynnwood, and Edmonds are in the process of making improvements to those segments

**Table MH-1: Existing Level of Service, 2005**

Intersection	Existing 2005 PM Peak Hour LOS
56th Avenue W/220th Street SW	D
I-5 Northbound Ramps/220th Street SW	C
I-5 Southbound Ramps/220th Street SW	E
64th Avenue West/220th Street SW	C
66th Avenue West/220th Street SW	D
SR-99/220th Street SW	E
70th Avenue West/220th Street SW	B
66th Avenue West/212th Street SW	D
66th Avenue West/216th Street SW	A
66th Avenue West/222nd Street SW	C
64th Avenue West/222nd Street SW	A

Source: Traffic & Circulation Analysis, HW Lochner, September 2005. See Appendix B for more detailed information.

of the Interurban Trail which run through those communities, including connections to other trail facilities and the surrounding neighborhoods. Other private pedestrian and non-motorized improvements in the Melody Hill sub-area are primarily located on Premera’s corporate headquarters.

## 2) Traffic Level of Service

“Level of Service” is a qualitative measure describing operational conditions within a traffic stream. For signalized intersections, level of service is defined in terms of average control delay. This is a quantitative measure related to driver discomfort and frustration, fuel

consumption, and lost travel time. Control delay involves movements at slower speeds as vehicles move up in queue or slow down for approaching an intersection. The City measures six levels of service ranging from LOS A to LOS F, with LOS A representing the best operating conditions and LOS F indicating congestion and delays. (These measures are used by many other cities, as well.)

The existing 2005 level of service (LOS) at sub-area intersections is shown in Table MH-1. This level of service has been updated from the 2002 conditions described in the Transportation Element of the Comprehensive Plan to incorporate the recent 220th Street SW improvement project (completed 2004).

In general, LOS D is considered an acceptable level for design purposes by WSDOT and is the accepted standard for the city of Mountlake Terrace. LOS E may, in some cases, be tolerated for short peak period conditions along 220th Street SW (See Comprehensive Plan Policy TR-4.1).

As shown in Table MH-1, the LOS for the I-5 Southbound Ramps/ 220th Street SW (state-owned) and the SR 99 / 220th Street SW (owned by City of Edmonds) intersections are operating at LOS E, which is below the LOS standard for intersections in the city of Mountlake Terrace. These intersections have vehicle delay values in the range of 55 to 58 seconds which is toward the low end of LOS E and just above the 55 second boundary with LOS D. All other intersections in the study area operate at LOS D or better. LOS E is commonly allowed during short peak periods at highly congested urban locations.

### 3) Planned Transportation Improvements

#### *a) Roadway*

It should be noted that transportation and intersection improvement projects, both planned and implemented along the 220th corridor, are designed to accommodate an anticipated increase in traffic through the year 2022. With these improvements, the corridor intersections are expected to be operating at LOS D or above and within city standards. Increases to employment and housing within the sub-area are accommodated in these traffic forecasts.



Interurban Trail current conditions.

The long range plans for corridor improvements are primarily for intersections and channelizations. No roadway widening is anticipated.

### *b) Transit*

Transit ridership is anticipated to continue to increase as traffic congestion increases throughout the region and oil prices continue to rise. Improvements to transit stops and greater frequency of service will support increased ridership (Also see Comprehensive Plan Policies TR-6.1, TR-6.2, TR-6.3, TR-6.4, TR-6.7, and TR-6.8).

### *c) Pedestrian Circulation*

Pedestrian activity is anticipated to increase for both transportation and recreational purposes. Pedestrian routes provide access to transit for residents and employees. Improvements to pedestrian safety and comfort will make the entire network more viable and accessible to area residents and employees. Priorities for pedestrian improvements are safe crossings at intersections, to and from transit stops, and to and from the Interurban Trail (Also see Comprehensive Plan Policies TR-7.3, TR-7.5, and TR-7.7).

### *d) Interurban Trail*

Use of the Interurban Trail as a transportation route and recreational facility for bicycles and pedestrians is expected to increase. Safe crossings and access, signage, lighting and other amenities will help users both access and the trail in a safe and comfortable manner (Also see Comprehensive Plan Policy TR-7.4).

## **E. Economic Conditions**

### **1) Economic Well-being in the City of Mountlake Terrace**

The City's long range plans include the goal of ensuring a healthy local economy which supports its citizens in the forms of jobs, services, and a balanced, fiscally sound municipal government which provides essential municipal services. These services include:

- Police protection
- Emergency services/Fire protection
- Street construction and maintenance
- Water, sewer, and stormwater utilities
- Parks and recreation
- Municipal courts
- Sno-Isle library system
- Land use administration and other services

Business diversity and economic activities are important for the overall economic well being of the community. Such a healthy fiscal outlook is the result of many land use, quality of life, and fiscal factors blending together. A mix of residential and commercial uses plus an employment base are required to create a balanced and vital economic outlook for every city, including Mountlake Terrace. No single source can be relied upon to improve the City's fiscal outlook, rather, it is a balance of revenues from multiple sources which keeps a city fiscally stable and sheltered from economic and structural shifts both locally and within the larger region.

## **2) Purpose of Economic Analysis**

An economic and market trend assessment (contained in Appendix B), was prepared as a part of the existing conditions analysis to determine the economic health, outlook, and specific market demand in the Melody Hill area. The assessment identifies potential opportunities for economic development which over the long term will sustain a healthy economy for the community. This economic analysis, combined with the other analysis and community input, provided the basis for the recommendations contained within this sub-area plan. Key findings of the analysis are summarized below.

## **3) Municipal Tax Base**

The City's revenue is based upon a variety of sources such as sales tax, property tax, gambling tax, utility tax and connection charges, fees for services, grants, and loans. All of these sources must be relied upon to

improve the City's fiscal outlook, because no single revenue source will provide the necessary funding to provide quality services to Mountlake Terrace residents and businesses. A balance of revenues from the various sources keeps the City's economy vital and stable. Appropriate redevelopment in the Melody Hill neighborhood could generate additional tax revenues for the City as well as employment and services for the local community and the region. In order to maintain or increase public services additional revenues may be needed. An overview of the most likely current and potential revenue sources is included below.

### *a) Sales Tax Revenues*

The market trends assessment considered the fiscal implications of the City's land use decisions. For example, retail sales tax has become increasingly important to cities throughout the state, especially since Initiative-695 has strictly limited property tax increases. Nearly 20% of Mountlake Terrace's current General Fund revenues come from sales tax. Most of the new development in Mountlake Terrace is residential, and there are limited locations and opportunities for commercial/retail development that could help to improve the City's sales tax base. From a fiscal perspective, maximizing the Melody Hill area's retail potential would provide an increase in local revenues from sales tax. Any increases in sales tax to the City requires a successful retail strategy—which is dependent on population and employment density (the amount of people who will spend money in the City) and the availability of housing within the retail trade area to provide housing for the local retail workforce.

### *b) Gambling Tax Revenues*

Gambling tax revenues have substantially increased in recent years within the City due to the presence of three casinos located in the study area. On a per square foot of land basis, the gambling operations contributes a significant amount of revenue to the City through the gambling tax. For example, at the end of the third quarter of 2005, the City's is at 99% of its annual projected revenue, which is largely attributable to the increased taxes generated from gambling this year. Though casinos provide a large portion of the City's tax revenues, the casino presence in the neighborhood has been met with mixed emotions. There is the perception that casinos have a negative influence on the neighborhood businesses and residences, particularly since the neighborhood feels unduly burdened by the fact that all of the casinos within city limits are located within the Melody Hill sub-area.

*c) Utility Tax Revenues*

Utility taxes are another funding source for the City, charged on operations within city boundaries of electricity, water, sewer, stormwater, gas, telephone, wireless phones, and cable TV. Large users of electricity, water, and phones can generate substantial revenues to the City. On a per square foot basis, high concentrations of employees in office buildings results in greater utility usage, as well as industrial uses that use large amounts of water or electricity.

*d) Property Tax*

Property taxes are the primary source of Washington cities' revenues, though as a percentage of total municipal revenues, property taxes continue to decrease. In 1970, property taxes generated 87% of Washington cities' tax revenues. In 2002, property taxes represented just 63% of cities' revenues. In Mountlake Terrace, property taxes amounted to 33% of all General Fund tax revenues, or 20% of all General Fund Revenue (other revenues come from development fees, intergovernmental transfers and other non-tax sources). Washington's Initiative-747, passed in 2001, limits property tax revenues a City can accrue without seeking voter approval through a levy lid lift. Without the lid lift, property taxes received are limited to a 1% increase, regardless of property value increases (excluding value increases from new construction).

Property tax revenues associated with land use decisions should be understood in two ways: the one-time benefits associated with new construction, and the on-going benefits of increased property values. New construction provides a direct, one-time increase in property tax revenue. The value of new construction depends on the density of development and the quality of development. Developing as densely as the market can support (the highest floor-to-area ratios) and serving the highest valued development and market niches will result in the greatest one-time benefits from property development. The on-going benefits of property value increase will be limited to the levy limit (1%) imposed by I-747.

### *e) Development Impact Fee Revenues*

The City does not currently impose development impact fees, except as collected through the SEPA process. State law allows cities to adopt impact fees, charged to new developments to accommodate capital costs of parks, streets, schools, fire facilities to serve the new development. This often benefits older development, as well. Such fees, however, could not be used as general fund revenue. The City may be ready to explore this option in the near future.

### **4) Land Base and Development Potential**

The majority of development within the Melody Hill sub-area occurred between the 1950s and 1980s. Since that time, incremental infill development has occurred, including housing, retail, office, and industrial uses. Much of the land within the sub-area is already developed, and there are very few vacant lots. Those remaining vacant parcels that do exist tend to be small lots and not contiguous, and/or difficult to develop.

There are some lots with redevelopment potential (where the land value exceeds the improvement value of the land), which may experience turn-over solely due to market conditions, and other sites that may require some additional incentives to redevelop over time. Given the limited amount of undeveloped parcels on the corridor, land assembly would be required to amass parcels which would be suitable for commercial and retail development. The largest potentially redevelopable site within the sub-area is the former Melody Hill School site.

### **5) Sub-area Position within Region**

The sub-area is an important economic asset to the community and region due to its position as the City's employment center, and the concentration of retail, office and light industrial uses. In particular, the Light Industrial/Office area is a rare asset and economic benefit to the City, due to the presence and quality of Premera's corporate headquarters and the other existing businesses. The influence of I-5 and Highway 99 on the 220th corridor and the businesses within the Light Industrial/Office area is enormous. Ready access to the I-5 corridor appeals to a broad range of businesses and land uses. Since there is a relatively short length of corridor between I-5 and the SR-99, the entire corridor within the sub-area benefits from close

freeway access. The pre-existing employment base makes the sub-area particularly well-positioned for future employment growth over the long term. Redevelopment can help bolster the employment base and bring new jobs to the local economy, including jobs closer to area residents.

### *a) 220th St. SW Retail Development Potential*

The portion of the sub-area zoned General Commercial includes several office buildings and auto-oriented, commercial strip centers. The strip centers provide auto-oriented consumer services serving pass-through traffic with very little retail that would be considered a destination or a draw to the area. The casinos and entertainment uses in the district, however, are a draw from outside the area and local retailers benefit from casino patrons. The general retail in the corridor competes for customers with the Highway 99 Corridor from Shoreline through Edmonds and Lynnwood.

Although there is already a small existing core of retail and employment uses within the Light Industrial/Office and 220th corridor focus areas, the results of the market analysis indicate that the corridor is currently under-utilized given its prime location near I-5, employee densities, amount of commuter and pass-through traffic, and current intensity of development. The 220th Street SW corridor is the only commercial corridor in the City. It has a high volume of local and commuter traffic—over 35,000 vehicles per day. A market study shows that existing businesses and landowners are not fully capturing the potential retail, restaurant, and service market which exists on the corridor. In addition to the pass-through traffic, employees of Premera and other businesses in the Melody Hill neighborhood provide a potential day-time consumer base that is relatively underserved at present. Coupled with local resident demands for dining and services in the evenings and weekends, the area appears well positioned to absorb additional commercial and retail space.

The daytime population of the sub-area is a present consumer base for which existing or new retailers could compete within the larger commercial trade area (including Highway 99 and Lynnwood). Currently, the Lynnwood retail momentum appears to capture the sub-area market for area employees, residents, and commuters. Increasing the number of households near the SW 220th corridor would be an

effective strategy to further support substantial retail development in the area. Retailers would then benefit from the triple combination of daytime employees, households nearby for evenings and weekend use, and steady traffic passing through to areas north and south.

### *b) Office and Light Industrial Development Potential*

According to the Economic and Market Trend Analysis (See Appendix B), the Melody Hill sub-area is well positioned in the long term to absorb employment growth, particularly light industrial uses serving Seattle and Snohomish County markets. The sub-areas' excellent access to the I-5 and SR 99 is a prime factor. Employment growth will likely take the form of intensifying existing business uses and employment, and to a lesser degree, adding new businesses. The sub-area is also well positioned for small, startup businesses, given that much of the existing development and remaining vacant or potentially redevelopable parcels are smaller in scale.

### **“Flex-tech” and Office Space**

The sub-area's office and light industrial spaces accommodate a broad mix of tenants. Currently, a number of businesses that could operate out of Class B or C office space have chosen to operate out of light industrial space. These businesses often include both office and industrial uses or they start with office uses and then add fabrication or distribution uses as the business grows, (called “flex-tech”). These facilities often also take the form of an office or business park type development some with loading bays.) Many smaller existing buildings within this area have these characteristics which enable them to appeal to a broader range of office and light industrial uses rather than only one or the other.

As rents are lower for light industrial space than office space, these facilities also appeal to businesses seeking affordable office space due to these typically lower lease costs of the more flexible light industrial space. Adjusted for expenses, light industrial space can be at least 30% less expensive per square foot than office space. Lower costs - with good transportation access - have broad market appeal.

### **Office Trends**

Office trends suggest the area adequately serves current demand for office space in the area. Vacancies are lower in this area than in the Southern Snohomish/Northern King County region as a whole. However, vacancies and lease rates do not suggest a strong market for large, speculative office

development in the near term. There is additional demand for professional services in the sub-area, and, in particular, businesses that work with medical and related businesses in the area such as Stevens Hospital (just west the sub-area and city limits), and Premera. Other health services (such doctors and dentists) offer some potential for office development, though the area would compete with the Edmonds market, which has a nearby “cluster stronghold” in that market sector.

### **Light Industrial Trends**

Industrial lands have been diminishing in the region and due to the importance of industrial lands as a employment and economic bases, regional policies have been developed to ensure that there will continue to be industrial land supply in the long term. In recent decades, industrial land use trends have in general moved away from large heavy fabrication plants to lighter manufacturing processes and warehousing and wholesaling in smaller establishments. The industrial employment sector typically generates more jobs than retail uses do.

### **Light Industrial/Office Potential**

Continuing to accommodate a flexible mix of light industrial space for office tenants, along with light distribution and assembly, appears to be the best strategy for new development. This strategy facilitates the sub-area’s ability to respond to changing market conditions. General industrial and distribution uses would also benefit from this location to serve markets north and south; the corridor’s key strengths for light industrial uses are its proximity to Seattle and Lynnwood via I-5 and Highway 99.

### **Market Potential**

From a purely market-based perspective (not including strong neighborhood concerns identified through this planning process), the former school site would be more attractive to developers if the single-family residences adjacent to the west and along the north side of 222nd were combined with the former school parcel into a larger parcel for a single development. This strategy would result in a single 10-acre site that could accommodate more than 200,000 square feet of retail space while meeting the City’s parking requirements. Large-footprint retailers should find the site attractive, as well as commercial center developers looking to develop a center anchored by a grocery store and/or a department store. Other uses that would find the site attractive include entertainment and lodging.

### **Fiscal Potential**

From a fiscal perspective, maximizing the area's retail potential would likely provide the greatest increase in local revenues. Office and light industrial uses would follow as the greatest source of local revenues based on land use choices. Residential development (whether single or multifamily) is typically more of a cost to public services than a revenue generator, but fostering multifamily growth along the 220th corridor may be a necessary part of a retail strategy.

### *c) Former Melody Hill School Site*

The former Melody Hill School site offers an opportunity that is rarely found within the I-5 corridor: a sizable lot with good access to and visibility from I-5 in region's urbanized area. A number of land use options were explored for the school site if and when the Edmonds School District decides to sell or redevelop the property. A summary of those land uses is shown in Table MH-4.

### **Residential Neighborhood Vision**

Ongoing discussions with Melody Hill neighborhood residents as a part of this planning process have raised several community concerns regarding the redevelopment of the former school site—notably the potential impacts to adjacent single family residences and concerns about site access through the neighborhood. The issues raised by the local residents during the planning process strongly influenced the recommendation contained in this Plan to retain existing zoning for the site. When the property owner comes forward with a proposal and there is a compelling need for change, it will be considered through the public process. Neighborhood residents have advocated for this site to remain in its current use or be redeveloped for housing and/or a park. One option that may be explored some time in the future would be to encourage the northern part of the site to be redeveloped while providing for open space or recreation in the southern part.

## **IV. PLAN PRIORITIES & RECOMMENDATIONS**

The following discussion of plan priorities and recommendations is based on the findings of the existing conditions analysis (economic, land use, and transportation, and opportunities and constraints analyses), relevant comprehensive plan elements, and public input from workshops.

The recommendations first address each of the focus areas:

- Office/Light Industrial Area
- 220th Street SW Corridor
- The former Melody Hill School Site
- Residential Neighborhoods

This section also includes area-wide recommendations for:

- Parks and Recreation
- Transportation Improvements
- Natural Environment

These plan recommendations form the basis for the Goals & Policies and the Implementation chapter which follow this section.

## **A. Light Industrial/Office Area**

The following recommendations are identified for the Light industrial/Office Area. They are also graphically depicted in Figure MH-5.

### **Recommendation MH-1: Maintain existing Light Industrial/Office zoning to encourage infill and intensification of Melody Hill's employment base and provide flexibility to local business and light industries.**

#### *Flexibility*

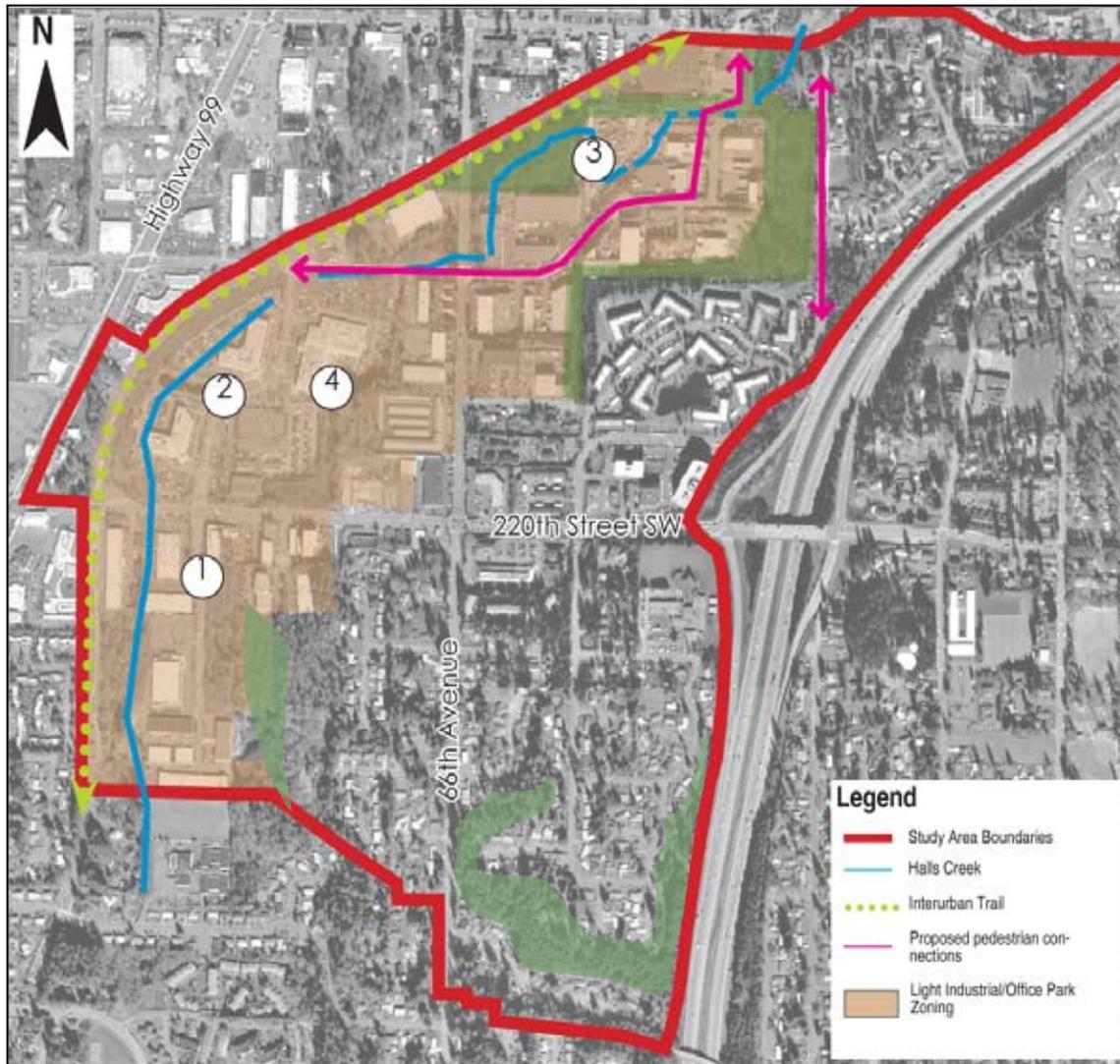
The light industrial/office lands within the sub-area comprise the bulk of the City's land base for employment (smaller land areas also exist in the Gateway and Town Center). The LI/OP zoning currently in place works well for the sub-area, as it provides the greatest flexibility to potential business and industries to respond to changing market conditions, more so than a single office or industrial use designation. Both office and light industry tenants can locate in this employment center depending on their needs. The ideal market conditions for the neighborhood provide for a flexible mix of light-industrial, office and retail uses. These uses would likely result in the highest valued land and leverage the most private investment to improve land in the sub-area.

#### *Benefits of Industrial Uses to the Local Economy*

Industrial jobs are important economic generators in a community for a number of reasons. They can provide spin off economic development opportunities, provide family wage jobs, provide a range of employment opportunities for all education levels, and help to balance the City's jobs to housing ratio.

Industrial sector jobs generate more employment and economic spin off than other types of jobs such as service jobs. This means that for every industrial job, there is an associated 'spillover' job or portion of a job that will result. For example, with a manufacturing type job, after the product is manufactured, there are subsequent jobs that will be required to get the product to the end user, such as jobs in distribution and in the sale of the product. This relates to the City's

Figure MH-5: Light Industrial/Office Focus Area Recommendations



Map not to scale

1. Maintain existing Light Industrial/Office Park zoning to provide flexibility for either commercial or light industrial uses
2. Intensify site usage, lot coverage & levels of activity to facilitate increased employment density (# of employees/acre)
3. Where feasible, develop trail and non-motorized improvements on public lands connecting to the Interurban Trail, wetlands, and Hall Creek.
4. Focus on parking management strategies that will help to alleviate existing and future parking spillover in the sub-area

jobs to housing ratio by providing more job opportunities closer to home. Currently, 25% of employees in the Melody Hill neighborhood commute from 5 miles or less. The potential to increase employment in the sub-area has the added benefit of providing more jobs closer to City residents, reducing commute times and congestion. Industrial sector jobs, such as warehousing and manufacturing, are also valuable to the community because they tend to have higher wages than retail type jobs. Industrial jobs also provide opportunities for a wide range of income and educational attainment levels. The fact that more jobs are created as a result of industrial jobs in the City, as well as the potential for higher income levels and opportunities for all education levels means that there is more money circulating in the local economy. Industrial and office jobs within the Melody Hill neighborhood also help to provide revenues to the City from the City's Utility Tax.

### *Proximity of Jobs to Transit*

Intensification of employment in the Melody Hill light industrial/office area is also appropriate given the number of transit routes available along the 220th corridor. This critical mass of employment in the City is well served by Community Transit. Working in partnership with Snohomish County and Community Transit, the City should further explore ways to augment existing commute trip reduction programs with large employers to reduce the number of single occupancy vehicles coming into the neighborhood and encourage transit ridership, since the area is already well served with regular and frequent bus service.

### **Recommendation MH-2: Revise the LI/OP (Light Industrial/Office Park) zoning district development regulations to encourage intensification of land uses within the Light Industrial/Office Focus Area.**

Although LI/OP zoning provides flexibility in terms of the types of uses that can locate within the district, the development standards in place do not encourage high quality building materials, more intensive development, or site amenities that could be attractive to prospective tenants. This Plan recommends maintaining the existing LI/OP zoning with refinements to facilitate more intense development and to attract the specific type of development desired. The land use range allowed in this

**Table MH-2: Recommended Changes to the LI/OP Zoning District**

Topic	Recommended Changes
Permitted Uses	Remove auto service stations, body repair, vehicle service stations, and vehicle storage yards from the permitted uses within the zone. Make restaurants a permitted use (currently a conditional use).
Building Height	Maintain existing allowed base height of 50' for properties adjacent to single family zoning. Allow 65' building heights outright along collector or arterial streets. Allow structural coverage to increase from 60% to 80% outright
Design Criteria	Codify general design criteria for the LI/OP zone. This would bring general goals or statements of intent into the LI/OP zoning provisions. This new section would contain the criteria upon which new permit applications would be reviewed. Use the design goals & design criteria contained within the City's Design Guidelines-May 2001, as the foundation (General Goals; Section B.1. Architectural design goals and design criteria, Section D.1 and Section D.2. Natural Features and Sensitive Areas Guidelines and Design Criteria where applicable; Section E.1 Open Space Intent of Guidelines; and H.2. Relationship to Adjacent Properties Intent and Design Criteria). Ensure that the design criteria/goals address: scale and context, height and bulk, buffers and transitions, site design, natural features, open space, parking design and location, and pedestrian circulation and amenities. This will ensure that the type of development envisioned for the focus area, and at the level of intensity desired, occurs. Future permit applications would be reviewed against their ability to meet these design criteria/goals for development.
Pedestrian Circulation	Require safe, specifically marked internal pedestrian circulation for new development. Require pedestrian connections between the street and primary building entrance and pedestrian circulation within parking lots. Use the City's existing design guidelines as the foundation for this requirement (Sections F and J).
Height, Bulk, and Scale	By allowing increased building coverage, height, bulk, and scale standards should be included in the dimensional requirement for this zone. Use the City's existing design guidelines as the foundation for this requirement to address: context with surrounding development, massing, building modulation, pedestrian activity, blank walls, and upper story setbacks (Sections B, Items 2-4 Scale/ Context and Height/ Bulk provisions).
Design Review	Explicitly identify thresholds for design review in the zoning code, in association with design criteria.

zone for new uses is recommended to be narrowed to specifically reserve these lands for office and light industrial uses, and those types of jobs which generate more activity throughout the economy, as identified in Table MH-2. Allowing more intense development also means that careful attention to site and building design treatments are necessary to ensure that new development has a positive contribution to the overall appearance of the focus area. These recommended changes aim to encourage a quality, attractive design in the light industrial and office area that is harmonious with the rest of the Melody Hill Sub-area. Quality design can also help mitigate for more intense development by addressing topics such as scale, massing and greater lot coverage. The recommended zoning changes are depicted in Table MH-3.

### **Recommendation MH-3: Enhance trail and non-motorized facilities within the Light industrial/office focus area.**

There are a number of opportunities to improve pedestrian and non-motorized facilities within the Light industrial/office area. These improvements will provide a benefit to both residents and the local employment base by providing passive recreational opportunities, encouraging walking, and providing a safe alternative to short vehicle trips.

Potential improvements include:

- Improve access and visibility to the Interurban Trail with signage and highly visible street crossings and trailheads.
- Ensure that new developments provide pedestrian improvements on private property adjacent to the Interurban Trail connect (where feasible) to extend pedestrian/non-motorized facilities in the Melody Hill Sub-area.
- Work with Premera to provide access from the corporate campus to the Interurban Trail.
- Add Interurban Trail signage to provide navigation and increase public awareness and use of this community asset.
- Encourage public/private partnerships in pedestrian and landscaping, maintenance and improvements along the trail alignment to enhance the experience of trail users and develop healthy plant buffers.
- Encourage trail and non-motorized facilities along or through

public properties such as the Snohomish County transfer facility, the City's Public Works Maintenance shop and the City-owned parcel along 60th Avenue W. Where feasible, develop trail and non-motorized improvements at these public facilities.

**Recommendation MH-4: Focus on parking management strategies that will help to alleviate existing and future parking spillover in the sub-area.**

The number of jobs located in the Sub-area means that there is a high demand for parking during the day which, at times, exceeds the available surface parking within the sub-area. As a result, some spillover parking has been observed (employee cars blocking other business access or in residential neighborhoods when their employer's parking lot is full. Yet, merely requiring future employers to provide more parking stalls is not a tenable long-term solution. Surface parking can consume large amounts of land and is inefficient, especially within this sub-area, where there is a limited amount of developable land currently available. Historically, local market conditions have not supported structured parking within the sub-area. However, recent development within the sub-area has included structured parking, which indicates that structured parking is becoming more financially feasible in the area. Well managed parking supports existing business and employers in the area by making sure there is adequate parking available to businesses while minimizing impacts to adjacent residential neighbors.

Recommended parking strategies include:

- The City should work in partnership with Premera regarding any future expansion plans and related parking requirements to minimize spillover effects into the adjacent neighborhood. For example, a reduction in the parking requirements in exchange for a more aggressive transportation demand management program or increased incentives for van pools and transit ridership.
- Revise the City's Off-Street Parking and Loading Requirements (Chapter 19.125, MTMC) to require bicycle parking for office uses.

- There are currently no development standards that address parking structures in the City's zoning code. Develop parking standards for structured parking within the City's Off-Street Parking and Loading Requirements (Chapter 19.125, MTMC) that addresses parking stall requirements and parking structure design and relationship to the site.
- Continue enforcement of off-street parking in areas where spillover parking issues have been observed—such as along 70th Street SW between 220th Street SW and 222nd St. SW and along 216th Street SW.

### **B. 220th Street SW Corridor**

Many of the recommendations for the 220th Street corridor are based on the results of the market analysis (see Appendix B) which indicates that the corridor is not fully capturing potential retail and service business. These two key findings, coupled with a lack of vacant lands along the corridor, will require strategies that focus on intensifying development through infill and redevelopment.

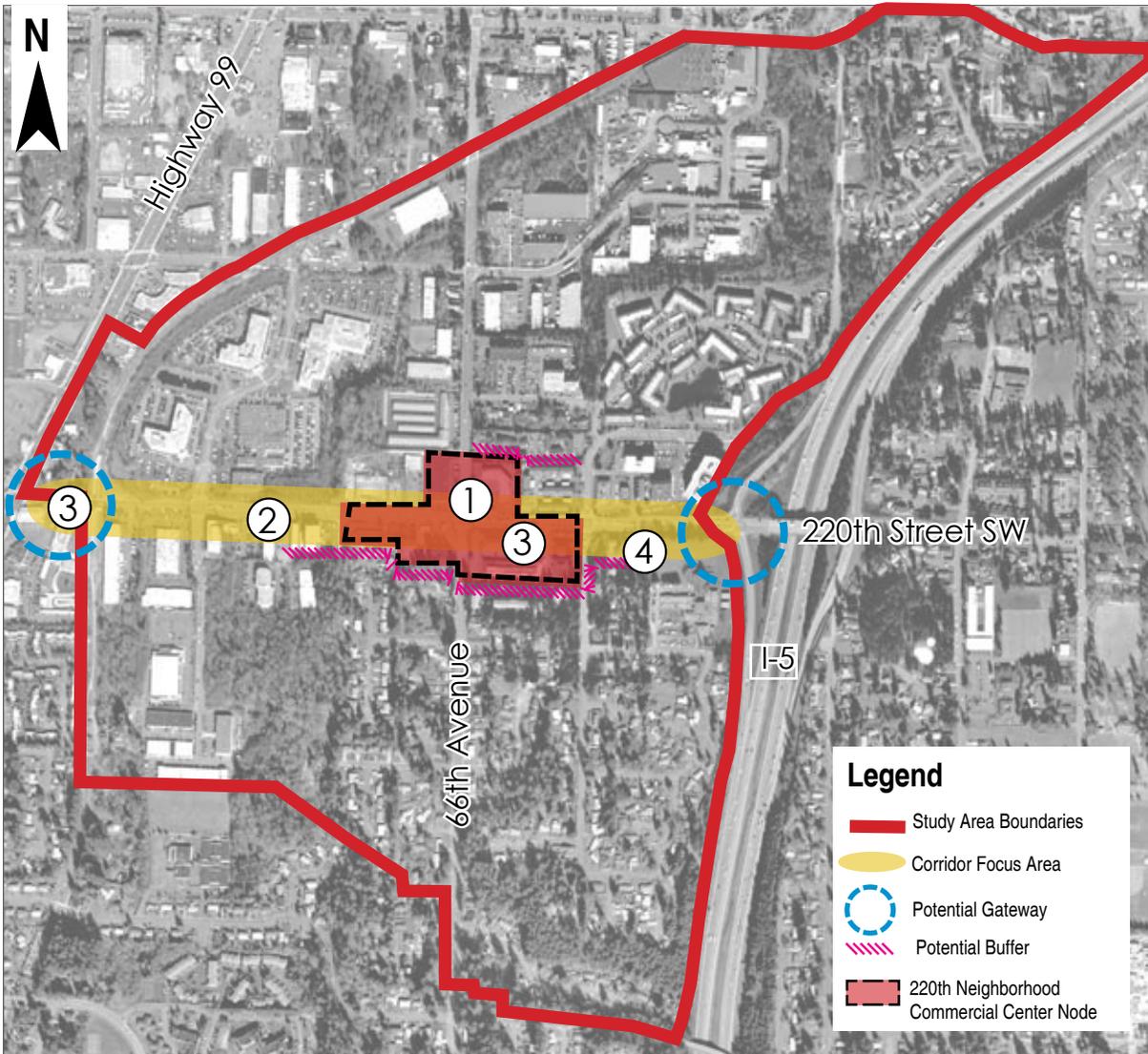
Recommendations for the corridor are shown in Figure MH-6 and are described below.

#### **Recommendation MH-5: Encourage infill and intensification at the 220th/66th Street intersection to form a Neighborhood Commercial Center.**

The existing development pattern along the corridor is a function of the zoning in place, the local market conditions at the time of development, and regional development trends. Historically, this corridor has been developed and viewed as a functional link designed to facilitate movement of goods and services through the Melody Hill neighborhood. As such, the corridor is a collection of individual uses.

Today, the long term vision is creating a neighborhood-scaled commercial center on the corridor. Although there is still economic life in the developed properties along the 220th corridor, mixed use development with structured parking will become feasible. A wider array of shops and restaurants could be successful in the 220th corridor, increasing the City's tax base and providing an amenity to city residents, if efforts are focused

Figure MH-6: 220th Corridor Focus Area Recommendations



**Legend**

- Study Area Boundaries
- Corridor Focus Area
- Potential Gateway
- Potential Buffer
- 220th Neighborhood Commercial Center Node

Map not to scale

1. Facilitate infill and mixed-use development at 66th/220th; update zoning to allow more intensive use
2. Recruit restaurants and destination retail uses
3. Two levels of streetscape improvement recommended for corridor:
  - Signage, gateways, banners along 220th Corridor
  - Distinctive treatments at 66th/220th node: pedestrian improvements, special crosswalks improvements, bus shelters & lighting
4. Buffer residents from retail/commercial development

on improving the capture rates of business on the corridor. Increasing capture rates will require strategic redevelopment within the Sub-area given the limited amount of vacant land available.

Intensified development will allow the Melody Hill sub-area to capitalize on its existing assets—such as the employment base, the mix of commercial uses, and the regional access, while providing opportunities to accommodate projected population growth. Place priority on ground floor retail/restaurants with offices or housing above. This will also help to provide alternative housing options within the Melody Hill neighborhood. Mixed use development has an added benefit of consolidating a number of land uses within one location. This means that fewer total car trips are necessary when multiple destinations are combined in one location. Locating more than one business together strengthens the viability of all of the businesses.

### **Neighborhood Center**

- Provide for a true center for the Melody Hill neighborhood which would contain both commercial uses and public space.
- Encourage redevelopment of the four corners at the intersection of 220<sup>th</sup> and 66<sup>th</sup> over time to form the center.
- Encourage redevelopment of a cluster of complementary shops and services where people can go to shop and linger over a cup of coffee or a meal
- Aim for at least one small outdoor plaza or public space for dining and community events.
- Encourage development of mixed use buildings with commercial uses on the first floor and offices and residences above.

### **Urban Design**

- Create special street improvements at the intersection of 220<sup>th</sup> and 66<sup>th</sup> which alert drivers and pedestrians when they enter the neighborhood center. Use special lighting, signage, and banners to mark the center.
- Consider paving the entire 220<sup>th</sup>/66<sup>th</sup> intersection with a cobble texture for visual appeal so that the sound of driving on the pavers slows drivers and creates a safer environment for pedestrians. (This approach may also be appropriate near the former school site if redevelopment were to occur on that site at some future point).

**Parking and Circulation**

- Provide for buildings with structured parking.
- Encourage surface parking for short term parking use at the back of the lots.

**Redevelopment Strategy**

- Rezone the neighborhood center area to a mixed use zone permitting structured parking.
- Use drawings of the envisioned center to show the residential and business community what a neighborhood center on 220th may look like.
- Hire a real estate broker or other redevelopment specialist to actively work with property owners and developers to facilitate redevelopment.
- Focus on the addition of one destination retail use.
- Support the destination retail use by encouraging small shops and services such as coffee shops, restaurants, book stores, dry cleaners and similar uses.

In order to encourage more intensive development along the 220<sup>th</sup> Street SW corridor, a number of programmatic, zoning, and regulatory tools need to be in place. Zoning sets the stage for more long term redevelopment, establishing the parameters to implement the vision. New development should be sensitive to the adjacent residential community to make sure that intensified uses do not have an adverse effect on neighbors, particularly in instances where commercial or industrial development is located immediately adjacent to single-family residential areas.

As individual property owners voluntarily pursue redevelopment or if developers approach property owners and offer to purchase properties for redevelopment, the critical action the City can take is to ensure that the zoning in place will encourage the type of development desired for the community.

To facilitate the type of mixed use development envisioned at the 220th St. SW/66th Avenue W neighborhood commercial node, recommended zoning changes are shown in Table MH-3.

**Table MH-3: Recommended Zoning Changes for the 220th St. SW Corridor**

Topic	Recommended Zoning Changes
Zoning Classification	Change the GC-General Commercial zoning at the 220th St. SW/66th Ave W neighborhood commercial center node to a “BC-Melody Hill” District. Use the BC-Downtown zoning provisions as the foundation and modify to allow for increased building heights and mixed use development. Similar to the zoning for the Town Center, this classification would allow for more compact development at the 66th/220th Street SW intersection and will minimize the amount of auto-oriented uses allowable along that portion of the corridor.
Building Height	Increase allowable building heights from 35’ to 60’ to allow for mixed use development with structured parking.
Maximum Structural Coverage	Allow a greater lot coverage outright, for example 60-80% lot coverage. This level of lot coverage means that at a minimum, some required parking will need to be located in a structure.
Codify Design Criteria	Establish design criteria for the BC-Melody Hill District, using the intent and design criteria in the current City design guidelines as a starting point. Specifically address the following sections: Section A-General Goals; Section B.1. General; B.2. Scale and Context; B.3. Form; B.6.c. Special Site Features; C.1. Building Orientation; D.1. Natural Features and Sensitive Areas; E.1. Open Space; H.1. Relationship to the Streetfront; and H.2. Relationship to Adjacent Properties. Ensure that the design criteria address: scale and context, height and bulk, buffers and transitions, site design, natural features, open space, parking design and location, and pedestrian circulation and amenities.
Design Guidelines	<p>Require application of the City’s design guidelines outright instead of as a voluntary measure only to obtain increased height. Clarify the design review process for future development applications to explicitly identify thresholds for design review. (Currently it is unclear how and when the design guidelines should be applied.)</p> <p>Apply the Draft Town Center Design Guidelines to this 220th neighborhood commercial center (except for building height, which should be greater on the corridor than in the Town Center). Emphasize guidelines that address pedestrian orientation, relationship of the building to the street, parking location and design, ground level details and transparency buffers and transitions, massing and articulation, setbacks, blank walls, building entrances, sidewalks, building materials, and signage</p>

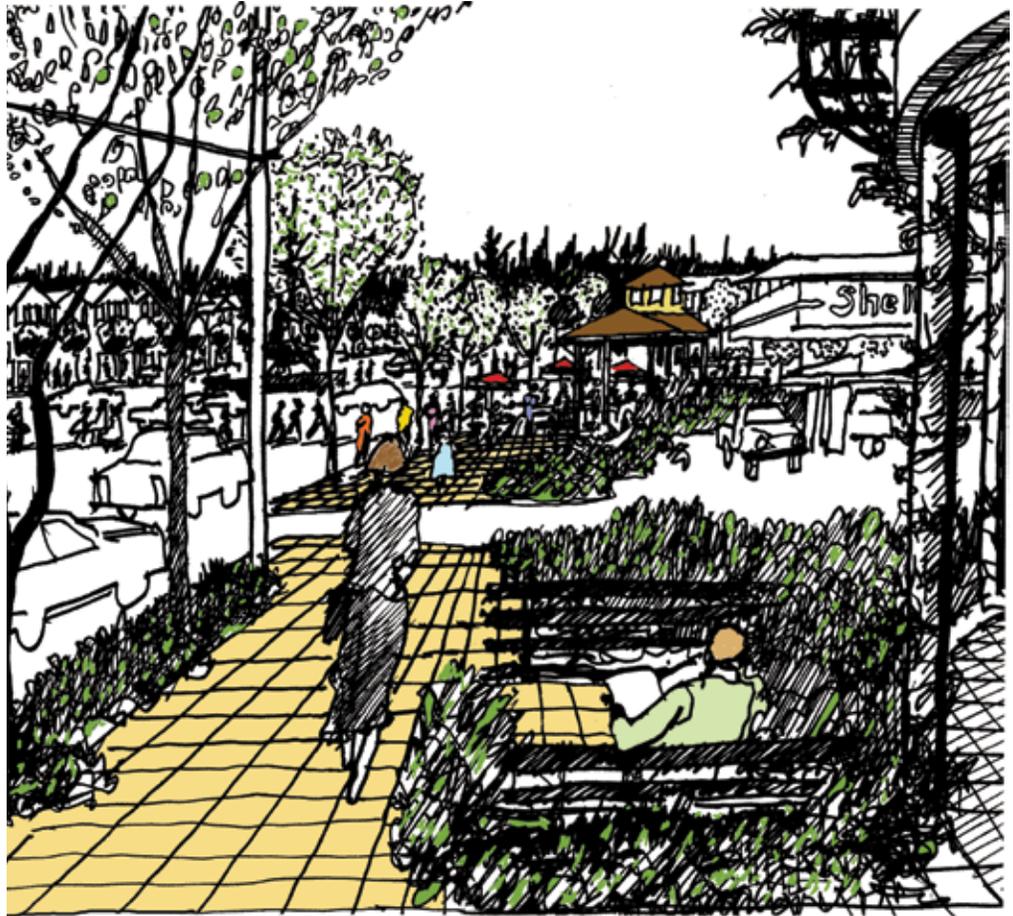
**Recommendation MH-6: Monitor State law regarding the location and placement of casinos within commercial areas.**

Local casinos provide a large tax benefit to the City through gambling taxes. However, all three casinos within City limits are located within the Melody Hill sub-area. There is the perception that casinos have a negative influence on the neighborhood businesses and residences, particularly since the neighborhood feels unduly burdened. If at some point state laws change regarding the location of casinos, the City may want to explicitly prohibit additional casinos within the Melody Hill neighborhood, and preserve the land for uses more consistent with the City's vision.

**Recommendation MH-7: Hire an advocate such as a commercial real estate broker to spearhead redevelopment efforts by working with property owners and potential developers to define redevelopment at the intersection of 220th and 66th.**

Though there are many economic development opportunities within the Melody Hill sub-area, they will likely occur slowly at least until the City provides incentives or makes a more concerted effort to promote the City's assets. Expanding the City's employment base and increasing capture rates along the 220th corridor are two efforts unlikely to occur on their own. An economic development 'advocate' would help develop partnerships between developers and interested property owners to help facilitate infill and redevelopment in the Sub-area. The City should contract with an advocate who is an expert in the field rather than hire a new full-time City employee. This approach will allow the City to achieve its goals in an efficient manner in the near term by actively pursuing the type of development envisioned. This will implement the vision of the neighborhood center and in so doing provide the development which will have the most benefit, is attractive to the community, and which will provide opportunities for an active and vital neighborhood commercial center.

**Figure MH-7: Neighborhood Commercial Center Concept 220th Street SW**



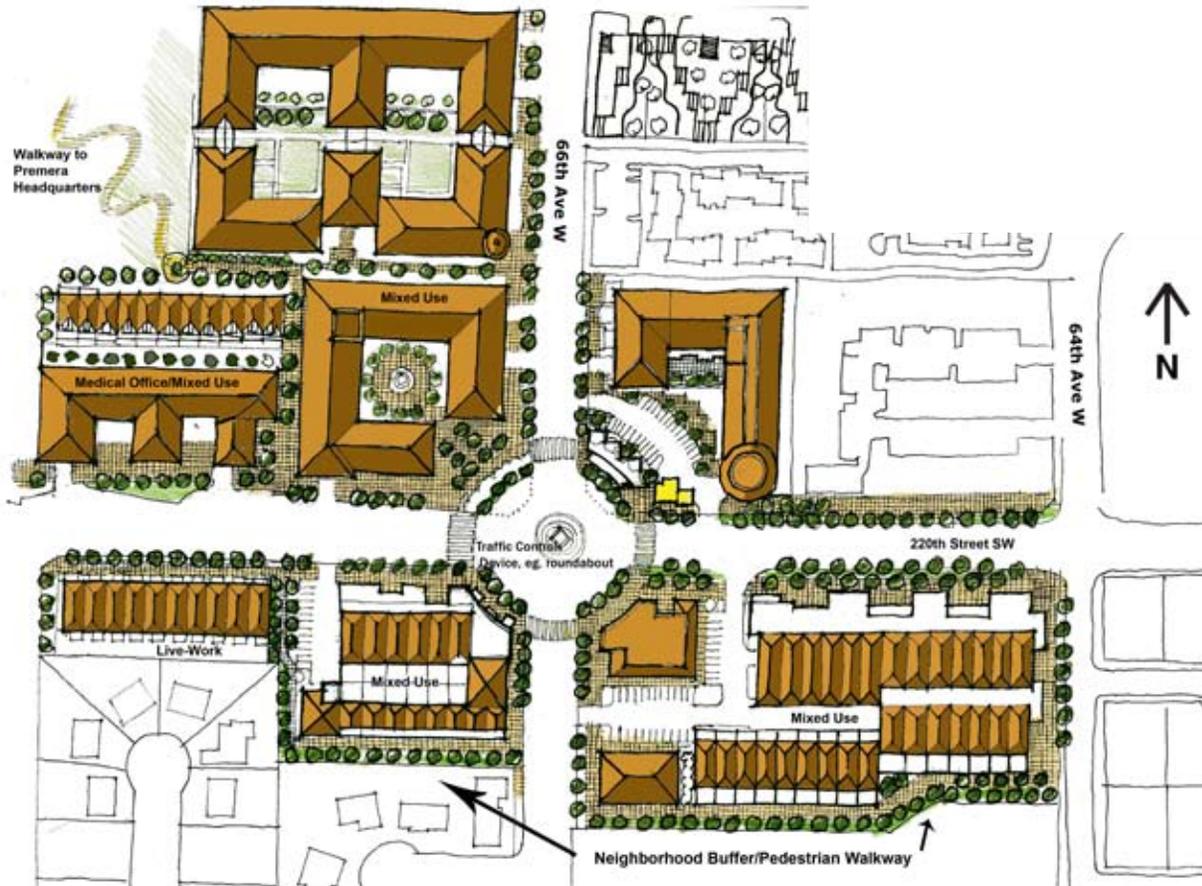
220th Street SW - Looking West

**Recommendation MH-8: As redevelopment occurs at the 220th St. SW/66th Avenue W neighborhood commercial center, provide strategic pedestrian improvements.**

Two levels of streetscape improvements are recommended for the corridor in order to enhance pedestrian safety and visibility, pedestrian comfort, and visual interest:

1. Signage, gateway, and banners along the 220th Corridor. These treatments add neighborhood identity and distinction to the corridor.

Figure MH-8: Neighborhood Commercial Center Concept: Site Plan



2. Long-term improvements, as redevelopment occurs, that focus on distinctive treatments at the 66th/220th neighborhood commercial center area—such as enhanced pedestrian treatments, wider sidewalks, special crosswalks and paving, bus shelter improvements, pedestrian lighting, etc. These improvements would augment or enhance the sidewalk and pedestrian safety improvements completed as a part of the 220th corridor improvements in 2004. Figure MH-7 depicts what 220th Street SW may look like with pedestrian improvements.

People are attracted to public places that are comfortable and visually appealing. In order to attract pedestrian activity, the infrastructure needs to be in place to encourage that activity. The following recommendations

are long term pedestrian improvements designed to augment the improvements recently completed in 2004 along the 220th corridor. If and when pedestrian enhancements are implemented along the 220th corridor, prioritize those improvements that focus on enhancing pedestrian safety and accessibility. Improvements would provide safe sidewalks and crossings, good access to transit, connections between buildings and community spaces, and visual variety and interest.

Figure MH-8 shows the overall commercial center concept. The following pedestrian and streetscape improvements are specifically recommended:

- Place special pedestrian paving across the 220th/66th intersection. By using highly visible materials that also have special texture to provide sound and vibration, drivers will be alerted to slow down for pedestrians.
- Require small street frontage easements from property owners when they redevelop to provide space for pedestrian movement and landscaping.
- Provide improvements such as wider sidewalks and landscape buffers from 220th Street SW traffic.
- Provide special pedestrian lighting in the neighborhood commercial center.

### **Recommendation MH-9: Strengthen Melody Hill's neighborhood identity.**

Melody Hill is one of six major neighborhoods in the City. The neighborhood contains a mix of single family and multifamily residential; with nearly 12% of the City's total population living in this neighborhood. The area is characterized by its employment base and the commercial and entertainment uses along the 220th Street SW corridor. Efforts such as neighborhood banners or signs can help to celebrate that identity. Other programs sponsored by the City, such as neighborhood events and festivities, potentially could also help to strengthen neighborhood identity. Some of the techniques that can

be applied to strengthen the identity of the Melody Hill neighborhood include:

- Developing gateway markers or identification signage for Mountlake Terrace and the Melody Hill neighborhood at I-5/220th Street SW and Highway 99/220th Street SW. Gateways can be any number of visually prominent features such as monuments, special lighting, or public art that highlight or celebrate the entrance to the neighborhood. These gateway features should be visible to both motorists and pedestrians.
- Use banners and public art to create and celebrate community identity and pride on the 220th corridor and in the neighborhood commercial center.
- Existing overhead street lights have banner arms that can be used. A neighborhood wide banner art competition could be one of the ways to engage residents and businesses to express their pride in the neighborhood.
- Develop a “small and simple neighborhood grant program” to support neighborhood driven community livability/neighborhood identity projects. This program could be implemented in conjunction with a neighborhood outreach program to bring neighbors together and provide a conduit for dialogue between the City and the residents. New neighborhood signage could identify entries and exits and information about the Melody Hill Neighborhood.

### **C. Former Melody Hill School Site**

#### **Recommendation MH-10: Retain existing zoning on the former Melody Hill School site.**

The former Melody Hill school site has the highest redevelopment potential within the sub-area due to its size and proximity to the I-5 interchange. As a part of the analysis for this sub-area plan, a range of land use options were explored for the site including commercial, residential, and parks/open space. The range of potential uses explored, with a comparison of development potential and impacts and site configurations, is included in detail as Appendix C. A summary version of that analysis which identifies the pros and cons of developing four

**Table MH-4: Potential Land Use Options--Melody Hill Former School Site**

Potential Land Use	Pros	Cons
Single Family Residential	<ul style="list-style-type: none"> <li>• Single family residential adjacent to west and south</li> <li>• Potential views to the Olympics from upper stories</li> </ul>	<ul style="list-style-type: none"> <li>• Potential roadway noise impacts due to location on I-5 and 220th Street SW (arterial)</li> <li>• Probable net fiscal loss to City (i.e. higher service cost than revenue)</li> </ul>
Multi-Family Residential	<ul style="list-style-type: none"> <li>• Provides options for a range of housing</li> <li>• Helps to provide greater residential (consumer) market for future town center development</li> <li>• Potential views to the Olympics from upper stories</li> </ul>	<ul style="list-style-type: none"> <li>• Potential roadway noise impacts due to location on I-5 and 220<sup>th</sup> Street SW (arterial)</li> <li>• Probable net fiscal loss to City (i.e. higher service cost than revenue)</li> </ul>
Commercial	<ul style="list-style-type: none"> <li>• Highly desirable commercial location adjacent to I-5 and 220<sup>th</sup> St SW interchange;</li> <li>• Good visibility from I-5</li> <li>• Probable net fiscal gains to City—i.e. Higher revenues than service cost</li> </ul>	<ul style="list-style-type: none"> <li>• Site Access Challenges due to proximity to I-5 ramp and grade changes                             <ul style="list-style-type: none"> <li>o Right-in/right-out from 220<sup>th</sup> St. SW possible</li> <li>o Additional access points through neighborhood may be necessary</li> </ul> </li> <li>• Land Use Compatibility considerations with adjacent single family neighborhoods due to traffic, noise potential (though buffering may mitigate)</li> </ul>
Parks/Open Space	<ul style="list-style-type: none"> <li>• Provides desirable Melody Hill neighborhood amenity</li> <li>• Could accommodate active and passive recreational facilities</li> </ul>	<ul style="list-style-type: none"> <li>• City development and operation costs high</li> </ul>

different potential land use types--commercial, single-family residential, multi-family residential and parks/open space on the Melody Hill site are shown in Table MH-4.

Many developers would find opportunities attractive at the site. However, significant neighborhood concerns have been raised about compatibility with existing residential areas and with the unknown intentions of the property owner.

The current recommendation is to retain the existing zoning. When the property owner comes forward with a proposal and there is compelling need to address a change, it will be considered through the public process. Existing single family zoning (Single Household Residential--RS 8400) allows assisted living facilities, single-family homes, educational and religious facilities, and/or park space.

The City should maintain an ongoing dialogue with the Edmonds School District about the future of the former Melody Hill School site. If and when the School District decides to surplus the property, or propose a land use change, the City should facilitate discussions with the property owner and adjacent neighbors to determine the best use for the site long-term.

## **D. Residential Neighborhoods**

Many of the recommended actions for the residential neighborhoods within the Melody Hill sub-area focus on actions that improve community livability. This includes enhancing recreational opportunities, and ensuring the retention of attractive and affordable housing in the Melody Hill neighborhood.

### **Recommendation MH-11: Promote a Walkable Residential Community**

Walkable communities are places where people of all ages can easily enjoy walking, bicycling and other forms of recreation and non-motorized transportation. Walkability is a community value that allows and encourages people to walk to places such as schools, parks, shopping, and services. Establishing and maintaining neighborhood sidewalks, through-block connections, and trails, supports walkable communities, and reduces dependence on vehicles for short trips. Pedestrian connections enhance

the ability of the community to be physically active and reduce the number of cars on the road.

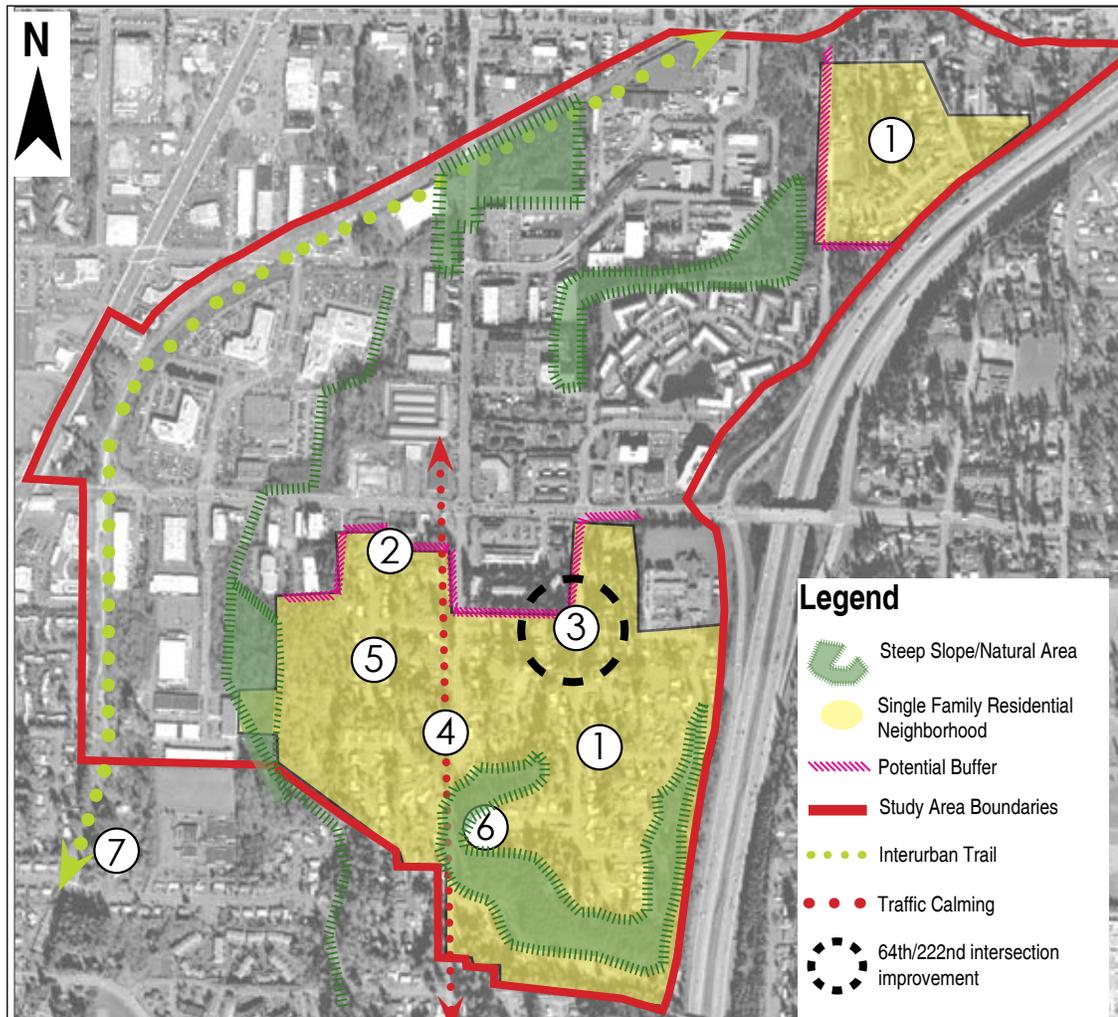
In residential areas, streets that are not fully connected limit travel routes for pedestrians and make it less convenient to walk to the library, schools, parks, or the Town Center. When there are no safe or easily accessible travel routes for pedestrians, people tend to drive short distances instead of walking. Within Melody Hill's residential areas, curb, gutter, and sidewalks are in limited locations and discontinuous, which forces pedestrians to walk in the street where sidewalks do not exist. This is problematic given the larger senior and youth population within residential neighborhoods. Promoting safe, pedestrian connections between existing trails, improving access to transit, and identifying and prioritizing pedestrian improvements are all efforts that could improve walkability in the Melody Hill sub-area. Fostering a walkable community focuses on three key actions. They include:

- Focus investments on pedestrian improvements that connect existing trails or provide sidewalks where there are none on collector streets.
- Prioritize improvements that address pedestrian safety and neighborhood accessibility, such as improvements on residential collector streets.
- Where new development is adjacent to existing sidewalk or trail facilities, require development to connect internal pedestrian/non-motorized circulation to existing public sidewalks/trails.

### **Recommendation MH-12: Prioritize improvements that enhance neighborhood access, circulation, and neighborhood mobility.**

Residences enjoy the quiet residential streets and credit the lack of many through-street connections as one of the primary reasons for the quiet residential areas. Recommended improvements, graphically depicted in Figure MH-9, aim to improve traffic flow for safety and neighborhood access without adversely impacting residential areas.

Figure MH-9: Residential Neighborhoods Recommendations



Map not to scale

1. Maintain existing zoning to preserve neighborhood character
2. Ensure buffers between residential neighborhood and commercial uses
3. Install roundabout at 64th and 222nd
4. Explore traffic calming techniques on 66th Street
5. Improve directional signage which identifies dead ends and filters traffic to residential collector streets
6. Look at potential pedestrian connections between dead ends and cul de sacs
7. Develop links to Interurban Trail and open space

These include:

- Design and construct a traffic circle at the 222nd Street/64th intersection, in lieu of the existing 2-way stop, to calm traffic passing through the residential neighborhood. This feature could serve as a gateway into the neighborhood and could include a neighborhood sign, landscaping, public art, etc. Coordination with local neighborhood groups (such as a gardening club) would be needed to assist with long term maintenance and to support neighborhood care of the roundabout landscaping.
- Plan for traffic calming techniques on 66th Street south of 220th and along 60th Avenue West in the short term to alleviate some of the impacts associated with pass through traffic along these residential collector streets. These techniques could include chicanes (narrowed swerve in roadway), bulb-outs at intersections to narrow the crossing distance, traffic circles, and others.
- Improve directional signage within residential areas to clearly identify the location of dead end and through streets.
- Develop a more formal pedestrian connection along 224th Street SW between 64th and 65th Avenue W. A narrow right-of-way currently exists, upgrade the existing pedestrian connection to make it a more formal pedestrian path to improve pedestrian connectivity and walkability in the residential neighborhood.

### **Recommendation MH-13: Encourage attractive and affordable housing options to Melody Hill residents.**

Community members cited housing affordability and quiet residential character as some of the most attractive aspects of living in the neighborhood. The Melody Hill sub-area currently have a mix of both single family and multi-family residential development. As the City's population continues to grow, the City needs to ensure that it can accommodate the projected population increase while also ensuring a range of housing options, similar to what currently exists in the neighborhood today.

Encouraging infill development with mixed uses on 220th is one of the ways that additional housing can be provided, while preserving existing

single family neighborhoods. New housing may also support economic development in this area. Providing housing within walking distance to local businesses and industries has the added benefit of reducing single occupancy trips in the neighborhood.

**Recommendation MH-14: Work with local property owners and residents to ensure neighborhood compatibility, through buffers, shielded lighting, fencing, and other means to ensure that new and existing development does not adversely affect the adjacent residential neighborhoods.**

Existing uses may also have impacts to residents that should be addressed, particularly those associated with public uses. Local residents have expressed concern about the noise and odor impacts emanating from the Snohomish County Transfer Facility. The City should periodically meet with Snohomish County representatives to minimize adverse impacts on adjacent property owners, and to maintain an ongoing dialogue with the County and to make sure they are responsive to local community impacts associated with this regional facility.

## **E. Transportation & Circulation Recommendations**

Transportation-related recommendations are graphically depicted in Figure MH-10 and include:

**Recommendation MH-15: Focus on strategic transportation investments aimed at improving mobility and enhancing safety.**

Traffic improvements along major arterials, such as the improvements recently completed on 220th Street SW, facilitate the movement of people and goods to and through the area. Better traffic flow means less waiting time, less congestion, and improved air quality.

The results of the traffic analysis (Appendix B) indicate that most intersections and arterials within the sub-area meet or exceed the City's level of service (LOS) standards now and during the planning horizon, based on improvements identified in the Comprehensive Plan Transportation Element. However, during peak periods, there are two intersections, at I-5/220th Street SW and Hwy 99/220th Street SW that do not currently meet the City's level of service standards during peak periods. Level of service at those intersections should improve based on transportation improvements currently underway by the City and Community Transit.

Longer term, there are additional transportation related improvements identified to address current level of service deficiencies and help manage traffic flow on the corridor long term. They include:

- Upgrade signals at the I-5/220th Street SW interchange. Work with WSDOT to coordinate the timing between the City's and WSDOT traffic signals to enable shorter signal cycles. The City is currently partnering with Community Transit to coordinate the signal timing for transit. These improvements will likely address the current signal timing issues.

### **Recommendation MH-16: Facilitate improvements to transit access.**

Reducing the number of single occupancy vehicles also helps to reduce traffic congestion, reduces parking demand, and improves air quality. The Melody Hill sub-area is well positioned to benefit from improved transit access—a variety of local and commuter bus options currently exist within the Sub-area, primarily along 220th Street SW. As the major employment base for the City, the Melody Hill neighborhood will realize the greatest benefit from on-going improvements to transit in the area, by enhancing transit opportunities for employees in the area. Improving access to transit will help to minimize the number of single occupancy vehicles arriving into the sub-area on a daily basis and improve traffic circulation through the major arterials and collectors in the Melody Hill sub-area. Improving access to transit within the sub-area has three key components. They are:

- Maintain an ongoing dialogue with Community Transit and local employers to ensure that adequate bus service is provided for both employees and resident ridership, in keeping with employment and population growth for the area.
- Work with Community Transit and local business owners to provide safe, comfortable, and weather resistant bus shelters within the Melody Hill neighborhood to increase comfort and safety for riders.
- Continue to work with local employers on commute trip reduction programs which support increase use of transit to commute to work.

### **Recommendation MH-17: Anticipate and plan for long-term light rail expansion in the I-5 corridor.**

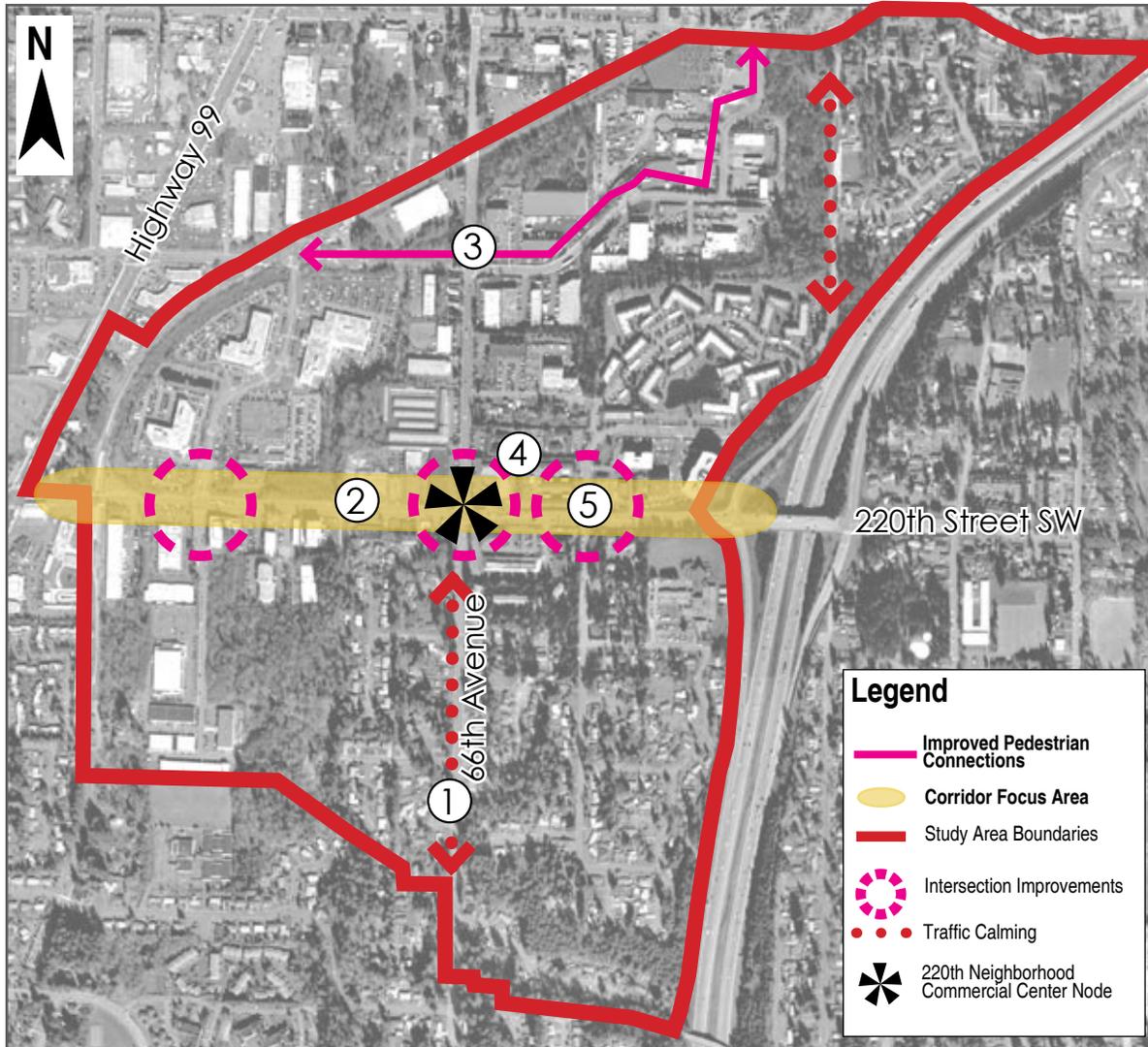
Long term light rail expansion being studied by Sound Transit may include a future light rail line in I-5 corridor. Locations of stations are unknown at this time. If a light rail station were to be located near the intersection of I-5 and the 220th Street intersection, impacts and opportunities resulting from light rail on the Melody Hill Sub-area would need to be considered.

Opportunities for transit-oriented development, locally-produced public art, and enhancements to the Melody Hill neighborhood identity should be considered if and when a light rail station is planned at the I-5 and the 220th Street intersection.

### **F. Natural Environment**

Natural environment-related recommendations focus on protecting and enhancing environmentally sensitive areas in the neighborhood and looking at ways in which the restoration projects can be done in conjunction with public access trails to maximize local enjoyment of environmental resources.

Figure MH-10: Transportation Recommendations



1. Use traffic calming devices to slow traffic on 66th Ave W & 60th Ave W  
Direct through traffic in residential neighborhoods on collector arterials
2. Improve transit stops with shelters, lighting, and signage
3. Fill in gaps in sidewalks leading to the Interurban Trail
4. Create neighborhood center walking district at node of 220th Street SW & 66th Ave W
5. Long-term pedestrian enhancements at signalized intersection crosswalks

**Recommendation MH-18: Work with local property owners to identify potential wetland restoration and interpretive projects which could occur in association with other development or recreational opportunities.**

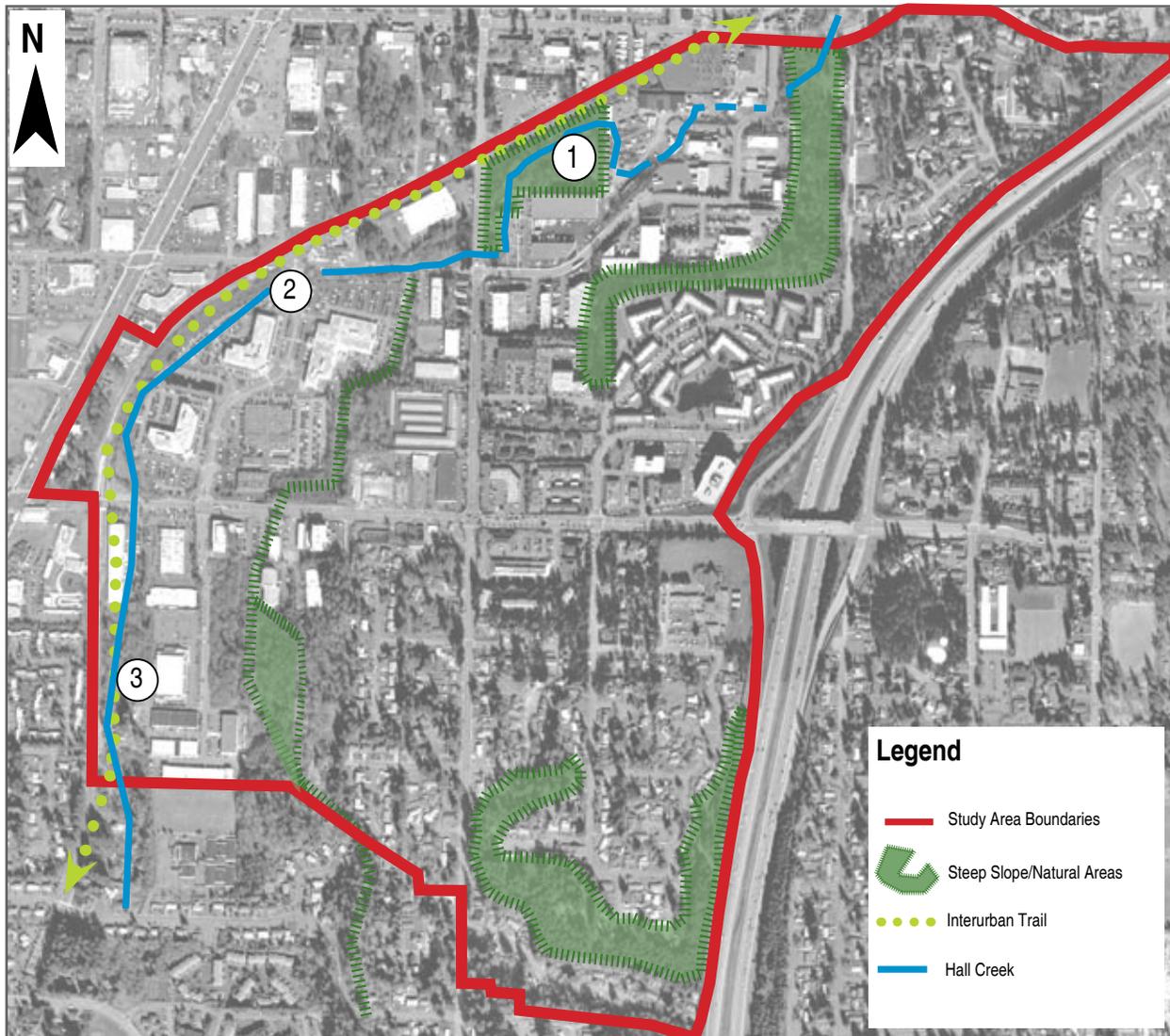
Several publicly-owned parcels exist within the light industrial/office area. These include the Snohomish County Transfer Station and the City's Public Works Maintenance Shop. These lands, in addition to the Interurban Trail and smaller parcels adjacent to Hall Creek provide a potential opportunity to create a more fully interconnected trail system within the sub-area as well as the potential for restoration projects associated with Hall Creek.

**Recommendation MH-19: Prepare a restoration plan for Hall Creek.**

Hall Creek is an environmental resource in the neighborhood that, over time, has experienced encroachment from development. It is in a culvert in some places and in a natural state in other areas. The City has a policy aimed at increasing natural area and open space preservation with developed areas, including the Hall Creek corridor (Comprehensive Plan Policy EN-1.9). One method of implementing that policy is to develop a restoration or enhancement plan for the creek. This plan would look at ways to improve fish habitat and public access to the creek. Trail improvements, in conjunction with wetlands, or Hall Creek enhancements, have the multiple benefits of protecting the City's environmental resources, providing community access to these resources, and providing additional recreational opportunities in a neighborhood that has very few.

To achieve this recommendation, the City should actively pursue grant funding opportunities to help facilitate the restoration of Hall Creek or other environmental resources.

Figure MH-11: Natural Environment Recommendations



1. Identify potential wetland restoration projects as part of the city policy to increase natural and open space areas within developed areas
2. Develop a restoration/enhancement plan for Hall Creek
3. Develop or make improvements to trails in conjunction with wetland and creek enhancement

## G. Parks and Recreation Recommendations

Recommendations for Parks and Recreation are graphically depicted in Figure MH-12 and described below. The focus of the parks and recreation recommendations is on Interurban Trail improvements and linkages, and on inclusion of small public accessible spaces and pedestrian walkways in the neighborhood center.

Addition of new active recreation facilities would require acquisition and redevelopment of environmentally constrained areas or currently developed lands. New public park facilities could also be a feature of private development. This approach was used in 2005 at the Sunset Landing development.

### **Recommendation MH-20: Enhance Recreational Opportunities for Neighborhood Residents.**

Although nearly 12% of the City's population resides in the sub-area, there are limited formal recreational opportunities in the Melody Hill neighborhood. The primary recreational facility is the Interurban Trail. Some residents informally use the former Melody Hill School playfields for recreational purposes. Other facilities include existing sidewalks and trails within the neighborhood. Pedestrian and bicycle improvements are some of the ways in which increased recreational facilities can be made available without property acquisition. Linking existing trails and sidewalks to create continuous pedestrian/non-motorized facilities would greatly enhance recreational opportunities for residents in the Melody Hill area. Recommended actions to help enhance recreational opportunities in the neighborhood include:

- Include improvements necessary to provide a more fully interconnected trail system in the Melody Hill area.
- Promote the development of pedestrian/non-motorized trail facilities. This should include considering trails on publicly owned parcels, such as at the Snohomish County Transfer Station and the City's Public Works shop. These lands, in addition to the Interurban Trail and smaller parcels adjacent to Hall Creek provide a potential opportunity to create a more fully interconnected

trail system within the sub-area as well as the potential for restoration projects associated with Hall Creek. Encouraging these improvements to occur first on public lands, where the City may have more direct influence on the timing of the improvements may help prompt improvements on adjacent privately owned parcels.

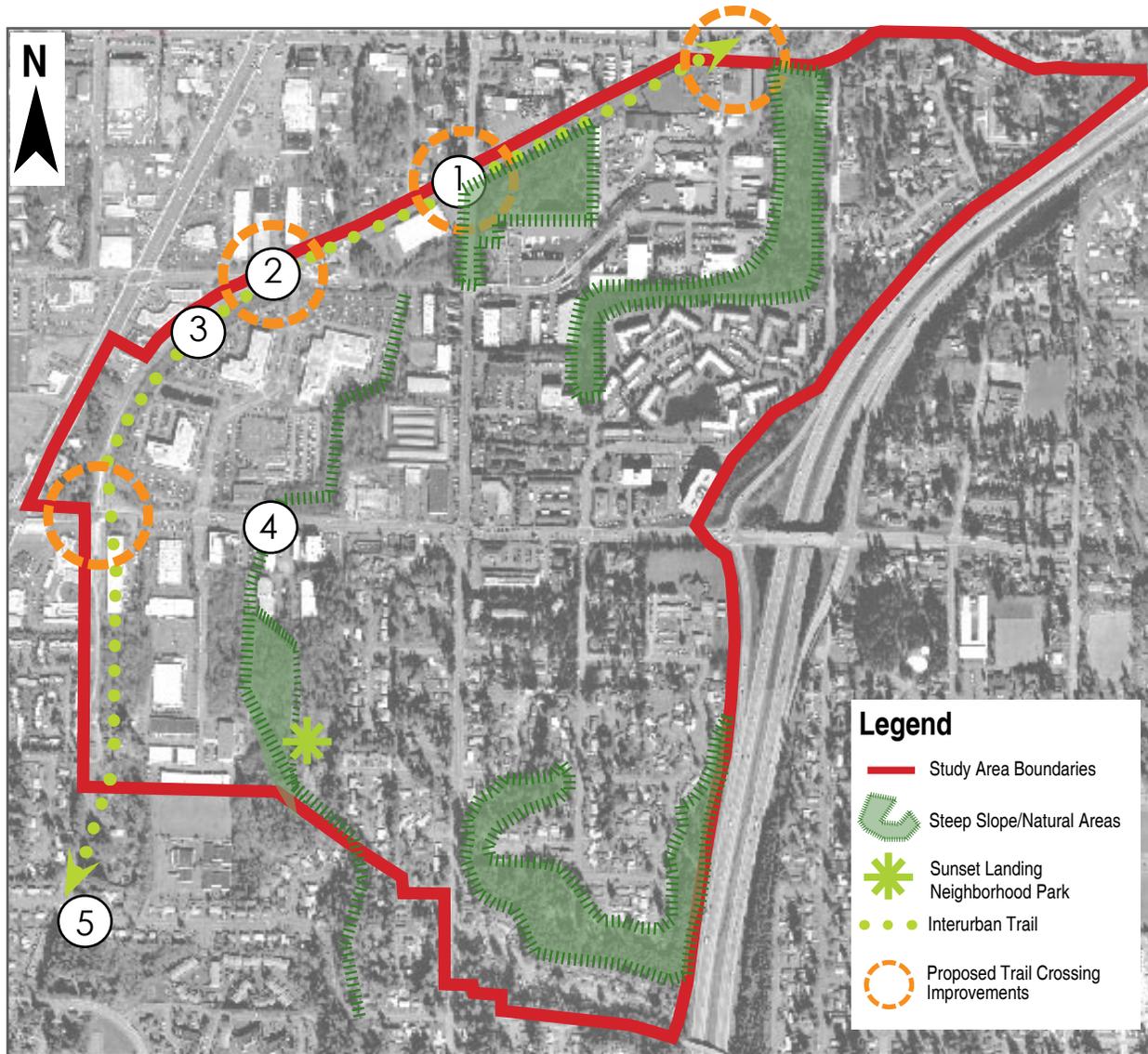
- If Edmonds School District decides to surplus the Melody Hill School site, seek opportunities through a master plan process or similar land use mechanism to provide pedestrian/bicycle connections through or to the site and whatever neighborhood park space may be developed.
- Explore neighborhood parks and recreation opportunities, either at the former Melody Hill School site and/or another location serving the Melody Hill neighborhood.

### **Recommendation MH-21: Improve visibility, access, and use of the Interurban Trail.**

The Interurban Trail is currently an under-utilized community resource. Recommendations for the Interurban Trail focus on enhancing the existing facilities and coordinating with adjacent jurisdictions on improvements to this regional facility. Specific improvements are graphically depicted in Figure MH-12 and include:

- Develop an overall Interurban Trail Improvement Plan which will identify trailhead directional and interpretive signage, design treatments such as bollards, site lighting, street crossings, small trail links with adjacent properties, and other trail improvement recommendations. The Plan would develop safe, clearly delineated trail crossings on surface street sidewalks which could include traffic calming elements, visual cues that remind drivers of potential pedestrian crossings, pavement striping or other crosswalk treatments, and adequate lighting. The Plan would then identify priority improvements and phasing for the trail improvements to be made over time.
- Look for opportunities to engage the local community in trail maintenance and improvements. This could include initiatives such as “Adopt a Trail” program with local community groups, or more grassroots neighborhood projects such as landscaping or

Figure MH-12: Parks and Recreation Recommendations



Map not to scale

1. Improve connections to trail along local streets
2. Provide safe trail crossing on surface streets crosswalks
3. Develop trailheads with signage, lighting, and trail information
4. Provide signage directing community to trailheads
5. Provide missing trail links - coordinate with adjacent cities to make regional trail improvements link to neighborhood open space
6. Engage community in maintenance and improvements for trails, as well as the public park in the Sunset Landing development.

public art projects. The City's Parks, Recreation, and Open Space Plan, adopted in 2003, has several recommendations for the Interurban Trail (see pages 118-119 of that Plan).

- Coordinate with adjacent cities to make regional trail improvements link to neighborhood open space. This would include improving the missing Interurban Trail link south of 226th Street.
- Pursue grant funding opportunities to help subsidize the costs associated with Interurban Trail improvements.
- Work with property owners adjacent to Hall Creek to identify potential restoration projects in association with Interurban Trail improvements, particularly in areas where Hall Creek abuts the

**Recommendation 22: Include small publicly-accessible spaces and pedestrian walkways in the neighborhood center as it redevelops.**

As property redevelops in the neighborhood center it can become part of a connected network of pedestrian walkways and open spaces that together contribute to enhancing the overall community, making it more livable.

- Develop a master circulation plan that delineates desired neighborhood connections and open space development.
- Work with property owners and use a combination of incentives, development regulations, and design guidelines to ensure the development of pedestrian walkways, public spaces, and recreational opportunities as property redevelops in the neighborhood center.

## V. GOALS & POLICIES

Many of the recommended actions in this plan add detail and specifics to policies which are already contained within the adopted Comprehensive Plan. The following goals and policies are recommended for the Melody Hill sub-area to augment existing policy language. See the individual Comprehensive Plan elements for all policies applicable to the Melody Hill neighborhood.

- |                      |   |
|----------------------|---|
| <b>Goal MH-1</b>     | <b>Efficient use of land</b>  |
| <b>Policy MH-1.1</b> | Encourage efficient use of existing buildable lands, including vacant and redevelopable sites.  |
| <b>Policy MH 1.2</b> | Foster a mix of office and light industrial uses in the Melody Hill Light industrial/office Focus Area to maximize employment opportunities in the City and improve the City's overall jobs to housing balance. |
| <b>Policy MH 1.3</b> | Encourage new businesses that facilitate increases in employment density (the number of employees/acre).  |
| <b>Policy MH 1.4</b> | Establish a land use pattern that complements the community's physical characteristics, enhances neighborhood livability, and promotes economic development in the Melody Hill sub-area.                        |
| <b>Policy MH-1.5</b> | The City shall monitor state law regarding the location and placement of casinos within commercial areas.   |
| <b>Policy MH-1.6</b> | The City shall strive to partner with the property owner and adjacent residents to jointly plan for future development on the former Melody Hill school site.   |

## MELODY HILL SUB-AREA PLAN

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*Discussion: This analysis explored a range of potential land uses on the Melody Hill School Site. However, given neighborhood concerns regarding changes in land use, site access through the existing neighborhood, and the school district's unknown plans for the site, no formal recommendation has been prepared for the site other than to retain existing zoning until more information is available from the property owner. If and when the Edmonds School District decides to surplus the Melody Hill School site or proposes a change in use, the City should work with the school district and adjacent neighbors to support development that meets the school district objectives, City goals and policies, and neighborhood concerns.*

Additional policies related to efficient use of land are found in the Comprehensive Plan's Land Use Element (Goal LU-2 and associated policies).

### **Goal MH-2      High-quality development**

**Policy MH-2.1**      Encourage new office and light industrial development that is attractive, functional, provides visual cues as to the use, and is constructed from durable building materials.

**Policy MH-2.2**      Encourage office and industrial development to provide public amenities such as public and pedestrian access, public spaces, natural areas, and landscaping.

**Policy MH-2.3**      On the 220th corridor, use design guidelines and development standards to ensure that development is at an appropriate scale for the neighborhood, provides amenities, and encourages variations in materials and in architectural features.

**Policy MH-2.4**      Encourage high-quality fill and redevelopment projects to revitalize the neighborhood .

**Policy MH-2.5** Require commercial, industrial, and office development within the sub-area to integrate pedestrian connections/improvements and transit access in their plans.

**Policy MH-2.6** Promote attractive, functional and cohesive commercial areas that are harmonious with adjacent neighborhoods, by requiring that new commercial development is sited with consideration for the impacts of land use, building scale, views and through traffic.

Additional policies related to high quality infill and new construction can be found in the Comprehensive Plan's Land Use Element (Goal LU-5 and associated policies).

**Goal MH-3      Multi-purpose trails and open space areas**

**Policy MH-3.1** Provide trail and open space areas that serve multiple purposes such as buffering preservation of natural areas, and active and passive recreation opportunities for residents and employees.

**Policy MH-3 .2** Support the preservation and enhancement of natural features and recreational opportunities to create a desirable environment for residents, tenants, and employees.

**Policy MH-3.3** Encourage property owners to provide links to open space and recreation areas within a development and where appropriate, to contiguous properties and other public open spaces, parks, and trails.

## **MELODY HILL SUB-AREA PLAN**

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**Policy MH-3.4** Work with other public agencies to encourage trails and public access on public properties such as the Snohomish County’s Transfer Station facility or City’s Public Works yard.

**Goal MH-4** **Well-managed parking**

**Policy MH-4.1** The City shall work in partnership with major employers, as needed, to explore solutions that minimize spillover parking effects into the residential neighborhood.

Additional policies related to parking management can be found in the Comprehensive Plan’s Transportation Element (Goal TR-9 and associated policies).

**Goal MH-5** **Economic development**

**Policy MH-5.1** Market the Melody Hill neighborhood to desirable new and expanding businesses.

**Policy MH-5.2** The City should hire a temporary economic development advocate, such as a real estate broker, to help market the City’s employment and retail potential.

**Goal MH-6** **Neighborhood walkability**

**Policy MH-6.1** Encourage a pedestrian and transit friendly neighborhood commercial center node at 220th Street/66th Avenue W.

**Policy MH 6.2** Encourage development at the 220th/66th Avenue neighborhood commercial center that provides public amenities such as public and pedestrian access, pedestrian oriented building design, pedestrian lighting mid-block connections, public spaces, and bus shelters.

- Policy MH-6.3** The City shall analyze the need for sidewalks along residential streets to facilitate neighborhood walkability and provide safe and comfortable pedestrian facilities to residents connecting neighborhoods, services, and community facilities. Prioritize future pedestrian improvements within residential neighborhoods that emphasize pedestrian safety, enhance neighborhood accessibility, and improve pedestrian connectivity.
- Policy MH-6.4** Promote the development of pedestrian and non-motorized trail facilities within the neighborhood that connect to the regional Interurban Trail system.
- Policy MH-6.5** The City should work to improve visibility, access, and use of the Interurban Trail as part of a citywide pedestrian and bicycling plan.

Additional policies related to walkability can be found in the Comprehensive Plan's Transportation Element (Goals TR-7 and associated policies).

**Goal MH-7 Neighborhood identity and pride**

- Policy MH-7.1** Encourage neighborhood identity projects such as gateways at major entrances to the sub-area, banners, and a neighborhood public art program.
- Policy MH-7.2** The City shall explore the creation of a neighborhood small and simple grant program to support neighborhood driven community livability and neighborhood identity projects.

**Goal MH-8      Neighborhood access and mobility**

**Policy MH-8.1**      The City shall prioritize residential street improvements that are designed to improve traffic flow for safety and neighborhood access while protecting residential neighborhoods from excessive traffic and noise.

**Policy MH-8.2**      Develop a traffic calming study to analyze the potential to implement traffic calming techniques in residential neighborhoods throughout the City.

*Discussion: 66th Avenue W and/or 60th Avenue W are two potential streets in the neighborhood that could be used as for a pilot program to test the effectiveness of these techniques in reducing pass-through traffic in residential areas. These streets currently experience pass through traffic, particularly during peak periods.*

**Policy MH-8.3**      Prioritize funding for transportation projects that emphasize safety, maintenance of existing facilities, mobility, demand management, linkages with regional transportation systems, and congestion reduction.

Additional policies related to neighborhood access and mobility can be found in the Comprehensive Plan’s Transportation Element (Goals TR-4 and associated policies).

**Goal MH-9      Development compatible with adjacent residential uses**

**Policy MH-9.1**      The City shall ensure that the Snohomish County Transfer Station meets local standards. The City should check in periodically with the County to ensure that noise and odor impacts on the adjacent property owners are minimized.

**Policy MH-9.2** Ensure that new development in the Melody Hill neighborhood is sensitive to existing residential neighborhoods and designed in ways that minimize conflicts with adjacent homes and residents.

**Goal MH-10 Convenient transit access**

**Policy MH-10.1** Minimize negative impacts of traffic by continuing to develop non-motorized alternatives and encouraging transit, carpools, and other measures that reduce traffic congestion and pollution.

**Policy MH-10.2** Work with Community Transit to identify bus stop improvements in the Melody Hill sub-area to enhance transit rider safety and comfort.

Additional policies related to transit can be found in the Comprehensive Plan's Transportation Element (Goals TR-6 and associated policies).

**Goal MH-11 Environmental protection**

**Policy MH-11.1** The City shall work with local property owners to identify potential wetland restoration and interpretive projects that can be done in association with other development or recreational opportunities.

**Policy MH-11.2** The City should develop a Hall Creek restoration plan to improve the natural areas and wildlife habitat potential of the creek corridor.

Additional policies related to environmental protection can be found in the Comprehensive Plan's Environment Element (Goals EN-2 and associated policies).

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## VI. IMPLEMENTATION

This Chapter provides a general timeframe for implementation of the Melody Hill Sub-area Plan recommendations identified in the previous chapters. Implementation of the Melody Hill Plan will be undertaken within the context of City of Mountlake Terrace actions for the whole city.

### A. Phasing of Implementation

Implementation actions are recommended in the following phases of implementation below and by topic in Table MH-5:

- Ongoing Activities
- Near Term (0-4 year timeframe)
- Mid Term (5-10 year timeframe)
- Long Term (11-20 year timeframe)

#### 1) Ongoing Activities

- Signal Timing Coordination - Complete with WSDOT
- Premera - Parking Management
- Edmonds School District - Communication regarding the former Melody Hill School Site and other issues affecting the community
- Snohomish County - Discussions with the county to minimize noise and air quality impacts of waste transfer station on adjacent neighborhoods.

#### 2) Near Term Implementation (0 - 4 years)

##### a) Codes

- Development Code Amendments
- Design Guidelines

##### b) Economic Development

- Neighborhood Center - Project Definition and Assistance (Near – mid term, to be included in the City-wide Economic Development Strategy, 2008 and implement after)
- Office Light Industrial Areas - Intensification (Near – mid term, to be included in the City-wide Economic Development Strategy, 2008 and implement after)

## MELODY HILL SUB-AREA PLAN

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### c) Parks and Recreation

- Neighborhood Trail Link - Between 64th Avenue West and 65th Avenue West

### d) Transportation

- Traffic Circle at 222nd Street SW and 64th Avenue West
- Street Improvement Plan (city-wide, including Melody Hill neighborhood)
- Detailed Bicycle-Pedestrian Plan (city-wide, including Melody Hill neighborhood)

## 3) Mid Term Implementation (5 - 10 years)

### a) Parks and Recreation

- Interurban Trail Master Plan - Plan Preparation
- Interurban Trail Master Plan - Capital Improvements

### b) Transportation

- Traffic Calming Program - 66th Avenue West - Capital Improvements

### c) Neighborhood Center – Urban Design Improvements

- Streetscape Improvements for pedestrian orientation and neighborhood identity - capital improvements

### d) Community Partnerships

- Small and Simple Neighborhood Grant Program

### e) Natural Resources

- Hall Creek Restoration Plan - Plan Preparation
- Hall Creek Restoration Plan - Capital Improvements

## **B. Funding**

Implementation funding will be programmed on an annual basis as part of the City's ongoing Capital Facilities Programming . Potential funding sources to be considered include grant funding and impact fees.

**Table MH-5: Melody Hill Sub-area Plan Implementation Strategy**

Topic	Phase	Notes
<b>Codes</b>		
Development Code Amendments and Design Guidelines	Near Term	
<b>Sub-total for Codes</b>		
<b>Economic Development</b>		
Neighborhood Center-Project Definition and Assistance	Near Term-Mid Term	Include in City-wide Economic Development Strategy, 2008 and implement after
Office Light Industrial Areas - Intensification	Near Term-Mid Term	Include in City-wide Economic Development Strategy, 2008 and implement after
<b>Sub-total for Economic Development</b>		
<b>Natural Environment</b>		
Hall Creek Restoration Plan - Plan Preparation	Mid Term	6-8 years
Hall Creek Restoration Plan - Capital Improvements	Mid Term	6-8 years
<b>Sub-total for Natural Environment</b>		
<b>Recreation</b>		
Neighborhood Trail Link - Between 64th Avenue West and 65th Avenue West	Near Term	
Interurban Trail Master Plan - Plan Preparation	Mid Term	
Interurban Trail Master Plan - Capital Improvements	Mid Term	
<b>Sub-total for Recreation</b>		
<b>Transportation</b>		
Signal Timing Coordination - Complete with WSDOT - <i>Staff time</i>	Ongoing	
Transit Shelter Improvement - Discussion with Community Transit - <i>Staff time</i>	Ongoing	
Traffic Circle at 222nd Street SW and 64th Avenue West	Near Term	
Traffic Calming Program - 66th Avenue West	Mid Term	
<b>Sub-total for Transportation</b>		
<b>Neighborhood Center - Urban Design Improvements</b>		
Streetscape Improvements for pedestrian orientation and neighborhood identity	Mid Term	
<b>Sub-total for Neighborhood Center - Urban Design Improvements</b>		
<b>Community Partnerships</b>		
Premera - Parking Management - <i>Staff time</i>	Ongoing	
Edmonds School District - Former Melody Hill School Site - <i>Staff time</i>	Ongoing	
Snohomish County - Waste Transfer Station - <i>Staff time</i>	Ongoing	
Small and Simple Neighborhood Grant Program City Wide - Annual budget	Mid Term	Would be implemented as a City-wide program

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Prepared By:  
AHBL, Inc.  
HW Lochner, Inc.  
Community Attributes



## **Appendix A – Summary of Public Involvement**

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City of Mountlake Terrace  
Melody Hill Sub-Area Plan  
Appendix A  
Adopted June 19, 2006



## MELODY HILL WORKSHOP #2 – Comments

- Melody Hill School is currently a recreation amenity for kids
- Change is not inevitable
- What is zoning for Melody Hill site? Public Institution?
- Does zoning occur on a parcel basis?
- How saturated was notification? 900 mailings
- Doesn't like Queen Anne in Seattle/Lynwood
- Specific flavor of community
- Melody Hill has done its share to accommodate growth
- Residents live here because they like it here
- Why increase office capacity if there are existing vacancies
- 220<sup>th</sup> is awful since improvements made
- Use I.U. trail to create destination
- No need for more industry-bedroom community
- Casinos are a worry – is this quality of life?
- MLT is a bedroom community
- Zoning allows but does not bring in business
- Concentrate on intensifying existing employment sites, not increasing number of sites
- We want our peaceful neighborhood and no change
- Need amenities for the communities, e.g. parks for residents and employees
- Want Melody Hill site as is, as park, as residential
- Amenities would improve quality of life
- Town Center would be better focus for development
- Lots of pass-through traffic
- Melody Hill Site is not a good place for high-rise – currently serves community with existing uses
- It all has to do with money – Does City need additional revenue?
- City is in dire need for revenue
- No way right –in, right –out of Melody Hill site
- Limited access to area south of school site establishes neighborhood character
- Townhouse/Multi-family in industrial area
- 220<sup>th</sup> has changed
- Request for research on Casino statute in RCW
- Casinos tax resources of city
- Accessibility to 220<sup>th</sup> businesses is difficult
- Look at traffic movements/improvements on 220<sup>th</sup>
- 220<sup>th</sup> & 66<sup>th</sup> Light works well
- Parking limits in residential areas
- Inadequate parking for employees on-site
- Premera runs shuttle from outside area
- Business spills over into adjacent cities – difficult to plan for development
- Customer friendly cities attract developers
- Sign the loop better. Re: No outlet, children at plat, etc./speed bumps, etc.
- 220<sup>th</sup> corridor could be more aesthetically pleasing. Would improve quality of life.

**Melody Hill Sub-area Plan**  
**Workshop #3**  
**October 18, 2005**  
**Public Questions/Comments**

Former Melody Hill School Site Specific

- Will the school district have a need for the site as an elementary school in the future?
- Could see how mixed use development on 220<sup>th</sup> could be successful with the Melody Hill site included; although neighbors/residents have significant concerns.
- Can the City require open space in exchange for allowing other uses on the Melody Hill site-some give and take to make everyone happy and get what we need and want?

220<sup>th</sup> Corridor

*Commercial Uses/ Neighborhood Commercial Center Concept*

- Is there a conflict between the 220<sup>th</sup> neighborhood commercial center and keeping/preserving residential character/quality of life?
- What types of uses on 220<sup>th</sup> would be good for residents? i.e. Grocery store, bookstore, coffee shops, etc
- What items identified for 220<sup>th</sup> are implementable? What are the tangible projects we can do the 4-5 priorities/projects that can actually happen?
- What about existing businesses on 220<sup>th</sup>? What happens to them?
- Casinos do not encourage restaurants; City has lost two local restaurants recently.
- Casinos will interfere with community restaurants, activity, etc
- There are more vacancies now in area around casinos
- We should try to encourage vibrant community businesses--encourage the right types of uses that the community wants.
- It isn't that the city/community will encourage new development; the market will drive it? Perhaps this area is not the best place in Mountlake Terrace to encourage retail and more development
- The city has had a long record of vacancies on 220<sup>th</sup>.
- Why are all the casinos on 220<sup>th</sup> and not in the rest of Mountlake Terrace?
- Redevelopment and retail would add amenity for employees and existing businesses in addition to residents.
- What is more critical—recruiting businesses the community wants or building something new or a different type of development (i.e. mixed use development)?
- What about residential in the mixed use development? Housing would help to bring people that support ground floor businesses.
- 220<sup>th</sup> has traditionally been a corridor; to do we make it a destination? How do we attract people here?

### *Pedestrian Safety*

- What can the City do for safe pedestrian crossing on 220<sup>th</sup> when it is a major corridor with highways at both ends are managed by other agencies and jurisdictions?
- What about overpasses/underpasses over 220<sup>th</sup>?
  - Cost prohibitive—you get more for your money doing at-grade improvements than building overpasses.
  - Crosswalks at signals are safer. Examples cited in Shoreline regarding pedestrian accidents.
- There is already a pedestrian underpass at the interurban trail. Why don't we just use that?

### *Traffic*

- 220<sup>th</sup> light/signal timing is not synchronized. Have there been discussions with WSDOT about fixing that?
- Traffic volumes and retail are the compatible? Volumes are high throughout the day. Won't bringing more retail make it worse?
- Improvements have already been made on 220<sup>th</sup> corridor at a cost to City
- The community doesn't like to go to 220<sup>th</sup> businesses because of traffic and frustration associated with sitting for long intervals and not finding parking.

### General

- Mountlake Terrace is already a dense community
- Show the results of what the recommendations will do-make the recommendations as projects for implementation

# Melody Hill Sub-Area Plan

Workshop #1

June 2005

## Public Comment Form

The City is interested in your thoughts on the Melody Hill neighborhood and sub-area plan. Please write your comments in the space below and return to City staff or consultants at the workshop or mail to **Shane Hope, Department of Community Development, 23204 - 58<sup>th</sup> Avenue W., Mountlake Terrace, WA 98043-4629.**

Please use additional sheets or the back of this page if you need additional space.

- **What issues would you like to see addressed in the Sub-Area Plan? Why?**

Safe Walking

Speeding control on 222<sup>nd</sup>

- **What improvements would you like to see occur in the Melody Hill neighborhood? Why?**

public park or playground

- **Do you have other comments on the current or future Melody Hill neighborhood?**

like having bus stop nearby

Please provide your name, address, phone and/or e-mail below. This information is not required, but it will be helpful if we need to contact you for additional information.

Leslie

**Thank you for your input and participation!**

# Melody Hill Sub-Area Plan

Workshop #1

June 2005

## Public Comment Form

The City is interested in your thoughts on the Melody Hill neighborhood and sub-area plan. Please write your comments in the space below and return to City staff or consultants at the workshop or mail to **Shane Hope, Department of Community Development, 23204 - 58<sup>th</sup> Avenue W., Mountlake Terrace, WA 98043-4629.**

Please use additional sheets or the back of this page if you need additional space.

- **What issues would you like to see addressed in the Sub-Area Plan? Why?**

What kind of money are we spending on these presentations? Is it a wise use of tax dollars?

Meeting gives opportunity to discuss, but could we have just had a community gathering? Much cheaper - then we could see the money we saved to put in the park.

- **What improvements would you like to see occur in the Melody Hill neighborhood? Why?**

Park? - stay residential - keep traffic impact to a minimum. I am fairly happy of my neighborhood - maybe a speed bump here + there.

We have a lot of children playing - we need to keep it a quiet safe neighborhood.

- **Do you have other comments on the current or future Melody Hill neighborhood?**

I don't feel there is anything else to say - no business no traffic impact.

One other thought. Develop small culdesac of maybe 6-10 homes + a park. Melody Hill Park

We don't have a park west of highway.

Please provide your name, address, phone and/or e-mail below. This information is not required, but it will be helpful if we need to contact you for additional information.

Shirley Legus

22512 64 W.

MLT

Shirley13@comcast.net

Thank you for your input and participation!

# Melody Hill Sub-Area Plan

Workshop #2

July 2005

## Public Comment Form

The City is interested in your thoughts on the Melody Hill neighborhood and sub-area plan. If you cannot attend a workshop on July 19 or 21, but would still like to comment, please write your comments in the space below and return to City staff or consultants at the workshop or mail to Shane Hope, Department of Community Development, 23204 - 58th Avenue W., Mountlake Terrace, WA 98043-4629.

Please use additional sheets if you need additional space.

What issues would you like to see addressed in the Sub-Area Plan? Why?

2 way turn lanes restored on 220<sup>th</sup> between 64<sup>th</sup> + 66<sup>th</sup>. Better access to existing businesses + safer traffic flow thru Azteca parking area (many turn @ 64<sup>th</sup> go thru Dentist parking down to main parking - to busy @ 66<sup>th</sup>).

What improvements would you like to see occur in the Melody Hill neighborhood?

Why? I would like to reduce my stress by not having to be on guard all of the time about the Melody Hill school site. We the residents of the area have had to fight + be ever vigilant because "the city" seems to want to ruin our quiet neighborhood by wanting to rezone it. Please leave it alone!!!

Do you have other comments on the current or future Melody Hill neighborhood?

We like it, like it is, on the south side of 220<sup>th</sup>. I would like to see lot requirements to be larger. Sunset Landing is cramming 28 homes in on postage stamp size lots which will increase traffic on our roads especially 66 + 220<sup>th</sup> which is already maxed out during commute hours.

Please provide your name, address, phone and/or e-mail below. This information is not required, but it will be helpful if we need to contact you for additional information.

Shirley Legus 22512 64<sup>th</sup> W. 425 774 4496  
shirley13@comcast.net

Thank you for your input and participation!

It seems it is all about money - for the builders, the city,  
everyone but the residents who just want to maintain the  
residential quiet quality of life we moved here for.

Thanks

# Melody Hill Sub-Area Plan

## Workshop #2

### July 2005

### Public Comment Form

The City is interested in your thoughts on the Melody Hill neighborhood and sub-area plan. If you cannot attend a workshop on July 19 or 21, but would still like to comment, please write your comments in the space below and return to City staff or consultants at the workshop or mail to Shane Hope, Department of Community Development, 23204 - 58th Avenue W., Mountlake Terrace, WA 98043-4629.

Please use additional sheets if you need additional space.

**What issues would you like to see addressed in the Sub-Area Plan? Why?**

**What improvements would you like to see occur in the Melody Hill neighborhood? Why?**

**Do you have other comments on the current or future Melody Hill neighborhood?**

*My husband and I request that you leave the Melody Hill site as is. That it be used as a day care facility, private school or something for the elderly. These types of uses fit in with our community. It's where we live. We are 30 yr. residents and would like to*

Please provide your name, address, phone and/or e-mail below. This information is not required, but it will be helpful if we need to contact you for additional information.

*remain here as long as health permits. Please raise your tax base out of the neighborhoods. Jerry and Linda Watkins*

Thank you for your input and participation!

*6406-225 Ph. Sv.*  
Mountlake Terrace, WA 98043

*425-796-6129*

Melody Hill Sub-Area Plan  
Workshop #2  
July 2005

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MOUNTLAKE TERRACE

Public Comment Form

The City is interested in your thoughts on the Melody Hill neighborhood and sub-area plan. If you cannot attend a workshop on July 19 or 21, but would still like to comment, please write your comments in the space below and return to City staff or consultants at the workshop or mail to Shane Hope, Department of Community Development, 23204 - 58th Avenue W., Mountlake Terrace, WA 98043-4629.

Please use additional sheets if you need additional space.

Hi!

What issues would you like to see addressed in the Sub-Area Plan? Why?

So glad to be able to give input - I've lived in the same house in Mt. Hill for 44 years. I think the Caseros on 66<sup>th</sup> & 220<sup>th</sup> is a blight. My friends laugh about the "ghetto". It's just Costa's fortune to police the area. The Cruddy people that hang out there drive residents to go to the cleaners, etc. to Edmonds.

What improvements would you like to see occur in the Melody Hill neighborhood? Why?

Why not wooo a building of classy office building to put in a professional center

Do you have other comments on the current or future Melody Hill neighborhood?

at Melody Hill School - like the one on 220<sup>th</sup> where my dentist is. Also, we need a good restaurant like Red Robin, Red Lobster or Olive Garden. A Branch of Wash. Mutual would be

Please provide your name, address, phone and/or e-mail below. This information is not required, but it will be helpful if we need to contact you for additional information.

Really, but no more Casinos or soon to-be run-down apt. Complexes. I'd sure shop on 66<sup>th</sup> or 220<sup>th</sup> a nice Classy, Clean place in our area.

Thank you for your input and participation!

Terrri English  
29411-67<sup>th</sup> Dr. #1 774-1188

I know the State deregulated  
gambling, but I also know the  
City can apply all kinds of  
pressure on the gambling  
Commission and will sure  
back you.

Thanks + I do speak  
for several of my neighbors.

Terre



## **Invitation To Melody Hill Sub-area Plan Workshop #3**

**Sponsored by the City of Mountlake Terrace**

For a free Fact Sheet about this project, contact Debbie Rubatino or Shane Hope at the Department of Community Development, 425.744.6266 or [drubatino@ci.mlt.wa.us](mailto:drubatino@ci.mlt.wa.us).

You are invited to Workshop #3 on planning for future neighborhood and community needs within the Melody Hill District. This district or sub-area comprises the entire northwest section of the city—about 20% of the land in Mountlake Terrace. See NEIGHBORHOODS MAP on the back of this page.

**Whether or not you could attend past workshops, you are welcome to this one.** (Get a free Fact Sheet on what is happening by calling 425.744.6266 or emailing [drubatino@ci.mlt.wa.us](mailto:drubatino@ci.mlt.wa.us).)

**Melody Hill District Planning Workshop #3  
Tuesday, October 18, 7:00 p.m.  
Mountlake Terrace Public Library  
23300 58<sup>th</sup> Avenue West, Mountlake Terrace, WA 98043**

The workshop will address information and ideas to address issues, such as:

- Can more restaurants or other retail be encouraged in the 220<sup>th</sup> Street corridor?
- Will more casinos be allowed anywhere--and why or why not?
- Will the former Melody Hill School be made into a new public school? If not, what else is likely next year? How about in 5 or 10 years?
- Do existing businesses have enough parking facilities?
- Should the "light industrial/ office area" be converted to other uses within the next 5-20 years?
- How can the Interurban Trail be improved? What other recreation and park opportunities would increase livability?
- What about street repairs and other existing public services?
- Are there options for "traffic-calming" and safer walking on some streets?

# FACT SHEET

## What Is Happening In The Melody Hill District-- And What Is Next?

Questions and Answers  
From the Community Development Department, City of Mountlake Terrace

### Introduction

Have you ever wondered:

1. What is the Melody Hill District (or "Neighborhood")? Am I in it?
2. Why is the City planning for this area?
3. What kind of plan will be prepared?
4. What action has the City taken so far to plan for this district?
5. Will my property be re-zoned, based on the plan?
6. What are the next steps in developing the Melody Hill Sub-Area Plan?

Below are some questions and answers about **actions the City has taken so far** in planning for the Melody Hill area and the **next steps** that are expected –including **how you can participate**. [Note: If other questions remain, staff would be glad to respond. You may call Shane Hope, Planning and Development Director, or Administrative Assistant Debbie Rubatino at 425.744.6266 or send an e-mail to: [drubatino@ci.mlt.wa.us](mailto:drubatino@ci.mlt.wa.us).]

Development of the Melody Hill Subarea Plan was included in the City's adopted 2005 budget and Council subsequently approved the execution of a contract for this project.

### Questions and Answers

#### 1. What is the Melody Hill District? Am I in it?

The Melody Hill District (or "Neighborhood") refers to the entire northwest section of Mountlake Terrace—the area, roughly, west of I-5 and north of 224<sup>th</sup>—that comprises about 20% of the city's land area. (See the attached map for a view of all areas in the City by their major neighborhood name.) Although some people think of the district as only the former school site and maybe the adjacent homes, the district is actually much larger. You are in the Melody Hill District if you live or work somewhere within the area described.

## 2. Why is the City planning for this area?

Things change over time. The purpose of planning is to guide changes so they will better fit the long-term vision. That means looking 20 years ahead, as well as next year, to decide how the City can address community and neighborhood needs—not just waiting until something becomes a problem.

The current Comprehensive Plan (which covers the whole city) calls for studying the Melody Hill area, with a special look at the old school site. By developing a subarea plan, the City is following its own Comprehensive Plan—which is consistent with good planning practices and required by state law.

## 3. What kind of plan will be prepared?

A “subarea plan” is being prepared. (A sub-area refers to an area that is smaller than the whole City—in this case, the size of one large neighborhood or district.) The subarea plan will address various broad issues and options for the **entire** area, including:

- Consistency with community vision and City's Comprehensive Plan
- Traffic and parking (*especially in the 220<sup>th</sup> Corridor, including near Silver Dollar and Premera*)
- Pedestrian access
- Economic development (*Note: the Melody Hill subarea includes the City's entire Light Industrial/ Office Park zone.*)
- Land uses (*especially the balancing of commercial and residential*)
- Market realities
- Connectivity between this area and the Town Center
- Access to/from Highway 99 and I-5
- Recreational opportunities for residents
- Environmental issues

For the former public **school** site, more specific issues will include:

- What do neighbors think about future uses of the site?
- What other issues should be considered for future uses of the site?
- What mitigation, if any, would be needed for continuing the current use or allowing a change?

## 4. What action has the City taken in the last five years to plan for this district?

In 2003, the City Council adopted the Mountlake Terrace Comprehensive Plan, which provides for general policies and capital improvements for the whole city. It discusses the Melody Hill area briefly, but does not provide details. It says that subarea plans for several neighborhoods (including the Melody Hill area and the Town Center area) will be developed to provide the details.

Funding to develop the Melody Hill Subarea Plan was included in the City's 2005 budget. In March, 2005, the City Council approved the execution of a professional services agreement with a consultant team who could help develop the plan. The consultant team began working to gather data and begin the project.

Two sets of public workshops were held this summer to explain the process so far and to get input. The consultants have taken this information and are now in the process of preparing ideas for further consideration.

5. Will my property be re-zoned, based on the plan?

A plan is still in the preparation stage, so its conclusions are not yet known. However, large-scale rezoning within the district is highly unlikely.

6. What are the next steps in developing the Melody Hill Sub-Area Plan?

A third workshop that continues the planning process is scheduled for:

**October 18, 2005, 7:00 p.m., at the Mountlake Terrace Library.**

After that, a draft plan will be prepared and discussed at public hearings by the Planning Commission and City Council in late 2005 or early 2006. Copies of the draft plan will be available to the public. If revisions are deemed necessary, they will be made and a final draft plan will be prepared for the City Council's decision in early 2006. The Council may amend, reject, or adopt the final plan.

## **Appendix B – Existing Conditions Technical Memorandum**

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City of Mountlake Terrace  
Melody Hill Sub-Area Plan  
Appendix B  
Adopted June 19, 2006



City of Mountlake Terrace  
Melody Hill Sub-Area Plan  
Existing Conditions Analysis  
Technical Memorandum

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- C. Traffic & Circulation Analysis
- D. Opportunities & Constraints Analysis



# **Land Use and Community Character Analysis**

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City of Mountlake Terrace  
Melody Hill Sub-Area Plan  
Existing Conditions Analysis  
Technical Memorandum  
November 8, 2005



## Introduction

Melody Hill is one of six designated neighborhoods in the City of Mountlake Terrace. The Melody Hill neighborhood is located in the northwest portion of the City and is generally bounded by the city limits on the north and west, Interstate 5 on the east, and approximately 224<sup>th</sup> Street SW to the south. To the west is the city of Edmonds and the City of Lynnwood is to the north. The sub-area comprises approximately 350 acres.

For the purposes of this analysis, the Melody Hill Sub-Area was divided into four focus areas, according to predominant land use type and character of development. The Melody Hill Sub-Area Plan will focus on the following specific areas of emphasis, as shown in Figure 1:

1. Office/Light Industrial areas north of 220<sup>th</sup> Street
2. 220<sup>th</sup> Street Corridor
3. Former Melody Hill School Site
4. Residential Neighborhoods

## Development Pattern & Context

Although only about 350 acres, the Melody Hill sub-area includes a broad range of land uses, including office, light industrial, commercial, specialty recreation, retail, and single and multi-family residential. Employment-based development generally follows the northern and western boundaries with residential uses on the east and south. The sub-area has a suburban, auto-oriented development pattern. The single-family residential areas have few interconnected streets and cul-de-sacs predominate. Commercial, office, and industrial uses consist of large development blocks and primarily surface parking.

Existing development patterns have been shaped by several factors including:

### Transportation and access

Melody Hill is served by an I-5 interchange at 220<sup>th</sup> Street SW. From I-5, 220<sup>th</sup> Street passes east-west through the center of the sub-area, providing a direct arterial connection between I-5 and Highway 99. 220<sup>th</sup> Street carries significant volumes of pass-through traffic, which create high visibility for businesses along the corridor. Connections to regional highways and the surrounding cities also provide convenient access for businesses operating within the sub-area for the movement of goods and services locally and throughout the region. This direct highway access supports the office and light industrial uses in the sub-area.

The residential areas south of 220<sup>th</sup> Street are more restricted in connections to areas outside the sub-area. 66<sup>th</sup> Avenue NW provides the only north-south through-street. No east-west streets provide access outside the sub-area between 220<sup>th</sup> and 228<sup>th</sup> Street SW. This street pattern has resulted in quiet, insular single-family neighborhoods and traffic issues at the convergence points on and near 220<sup>th</sup> Street.

### Topography

From the highest elevations along I-5, the topography drops about 200 feet west to the lowest point near the western boundary along Highway 99. Rather than a gradual slope, the land is

divided into relatively flat terraces separated by steep slopes. The slope areas separate and, to an extent, segregate land uses. Mature stands of trees throughout the area generally obstruct views that would otherwise be available but provide community separators to buffer neighborhoods and less compatible land uses. The prevalence of steep slopes has resulted in limited east-west street connections, particularly south of 220<sup>th</sup> Street.

## Existing Land Use & Character

The Melody Hill Sub-Area includes a broad range of land uses, including office, light industrial, commercial, specialty recreation, retail, and single and multi-family residential. The existing land use distribution is shown in Figure 2 and described in greater detail below according to the four focus areas.

### Office/Light Industrial Areas North of 220<sup>th</sup> Street

#### Office

The office/light industrial lands comprise the bulk of the City's employment land base. Much of the recent developments in the sub-area are multi-story office structures. These are primarily on or north of 220<sup>th</sup> Street, although several are interspersed with the light industrial uses south of 220<sup>th</sup> Street and in the northern portions of the sub-area. Parking is generally at-grade, although the newer office developments provide at least a portion of the parking within the structure. Office developments tend to have extensive landscape and pedestrian circulation between parking and building areas. Premera is the largest office use, as well as the largest employer, occupying over ten percent of the land area of the sub-area.



Office uses north of 220<sup>th</sup> Street

#### Industrial

Industrial uses include warehousing, transportation, construction, waste transfer, and the City's public works yard. Light industrial uses range from industrial/distribution/assembly to office uses. Industrial buildings are generally functional in appearance, without significant architectural detailing or significant landscaping. These industrial areas tend to have limited on-street parking as well.

### 220<sup>th</sup> Street Corridor

220<sup>th</sup> Street SW is the primary corridor through the sub-area. High volumes of traffic, both pass-through and connecting the adjacent portions of the sub-area to the highway system. Land uses fronting on 220<sup>th</sup> Street include single-family, multi-family, light industrial, office, retail, personal and medical services, casinos, and the uses currently occupying the former Melody Hill Elementary School site.



220<sup>th</sup> Streetscape

## Commercial

Commercial uses are limited within the sub-area, and are primarily located along the 220<sup>th</sup> Street corridor. Three strip retail sites are located along the 220<sup>th</sup> corridor, with small shops generally catering to the daily needs of residents, local employees, and pass-through traffic. There are no anchor retailers for a destination draw. The primary commercial draws to the area are three casinos, located along 220<sup>th</sup> Street, including one new casino at the intersection with Highway 99. Residents of the Melody Hill neighborhood have expressed antipathy for the casinos. In addition to the casino, there are several small businesses fronting Highway 99 at the western end of the sub-area. All commercial development within the area is developed on an auto-oriented, suburban scale with buildings set back from the street, and surface parking between the right-of-way and the buildings. Most of the commercial buildings were constructed between the 1970s and 1980s. Commercial signage is most visible between 68<sup>th</sup> Street and I-5.

Given the visibility and access of sites along the corridor, much of the existing development is relatively low-intensity and does not capture the apparent potential of retail trade. Commercial zoning, the General Commercial District, is limited to areas on State Route 99, under development as a new casino, and properties east of 68<sup>th</sup> Street. Single-story, suburban retail and service uses occupy a portion of the commercial designation, with the remainder generally in multi-story office use. The limited size and depth of some of the parcels south of 220<sup>th</sup> may require parcel assembly for redevelopment to occur.

## Former Melody Hill School Site

At six acres in size, the former Melody Hill Elementary School site is a significant site within the sub-area. Although under Edmonds School District ownership, the site has not functioned as a public school for approximately 20 years. The original school buildings are currently occupied by childcare and religious facilities. Local residents also informally use the school grounds for passive and active recreation. While the School District has not expressed immediate plans for disposal of the site as surplus, it is likely that this will ultimately occur. The City has explored options for potential redevelopment of the site. The location at a freeway interchange and on a major arterial, as well as the prominence of the parcel would make it appealing for a number of potential commercial uses. However, several issues, including access and the resistance of the surrounding single family area to non-residential uses, make it unlikely that redevelopment to an employment use will occur in the foreseeable future.



Buildings on the former Melody Hill School Site.

## Residential Neighborhoods

The residential neighborhoods within the Sub-Area are predominantly located south of 220<sup>th</sup> Street, with other pockets of housing in the northeast portion of the study area. Multi-family development tends to be located between single-family residential and commercial/office uses. There is little integration of single-family and multi-family residential uses within residential neighborhoods.

### **Single Family Residential**

Single family neighborhoods comprise almost one-third of the total area with slightly over 300 homes. These areas are primarily south of 220<sup>th</sup> Street and in the northeast portion of the sub-area. Several pockets of single family development also occur among and adjacent to employment land uses east and west of 66<sup>th</sup> Avenue north of 220<sup>th</sup> Street, although these lands are designated for higher intensity use.

The single family neighborhoods are primarily characterized by post WWII construction—developed primarily between the 1950s to the 1980s. Suburban size lots, ranging between 8,000 to 12,000 square feet, reflect the development period. The housing styles are also representative of the era of initial development, with many single-story homes, as well as more recent split-level and two-story units. Limited additional infill has occurred, with a small number of new homes built in the 1990s and 2000s. A new single family development is currently under construction west of 68<sup>th</sup> Street W.



Single Family residential streetscape

Mature landscaping and trees as well as steep slope areas create community separators and a feeling of open space within single family areas, particularly south of 220<sup>th</sup> Street. With some exceptions, the single family neighborhoods have a low level of public amenities. Curbs, gutters and sidewalks are intermittent, and are primarily located along major streets. There are limited street and direct pedestrian connections within the single family areas. Due to the generally low traffic volumes within the neighborhoods, sidewalks are not critical to separate vehicles and pedestrians. Public comment suggests that there is no unanimity on the need or desire for additional sidewalks. Utility lines are located overhead throughout the sub-area. Formal public recreational facilities do not exist within and in the vicinity of these residential neighborhoods.

### **Multi-family Residential**

Multi-family uses within the sub-area are generally two to three stories, with internal access. Parking is typically at-grade with carport parking provided in some areas. While most are rental, several condominium projects also exist. Developments appear to be generally well maintained. The largest multi-family development is the 320-unit Lakeside Apartment complex on approximately 19 acres of the sub-area. Other developments are less than 40 units.



Multi-family Residential in the sub-area

## Parks & Recreation

Public recreation facilities within the Melody Hill Sub-Area are limited to a segment of the Interurban Trail that runs along the western city boundary. The City owns a one-acre parcel on 212<sup>th</sup> Street at the north end of the sub-area that is designated Recreation and Park District. However, development of the site for active recreation facilities is precluded by the presence of wetlands. A private ice skating facility on 70<sup>th</sup> Avenue W is a community asset and regional draw.



Interurban Trail

## Critical Areas

Environmentally sensitive areas within the Melody Hill Sub-area include Halls Creek, wetlands and steep slopes. Halls Creek is located in the northwest portion of the sub-area, within the office/industrial area. Halls Creek connects Halls Lake (north of City limits) and Lake Ballinger (south of the Melody Hill Sub-area). Portions of the sub-area are within Halls Creek 100-year floodplain, as shown in the City's Critical Areas maps (See the Environment Element, Figure EN-2). A number of wetlands, many which are associated with Halls Creek, are also located within the sub-area.

Areas containing steep slopes tend to be located in the single-family residential areas within the sub-area such the area south of 220<sup>th</sup> Street and west of 68<sup>th</sup> Avenue and along the northeastern project limits as shown on the City's Critical Areas Maps (See Environment Element, Figure EN-1). Future development in proximity to these critical areas are subject to the City's critical areas ordinance.

## Comprehensive Plan

The Mountlake Terrace Comprehensive Plan provides the long term vision and general policy direction for future development and redevelopment of the Melody Hill Sub-Area.

### Melody Hill Sub-Area Vision

The Community Livability Element of the Comprehensive Plan includes a vision statement for the Melody Hill neighborhood as follows:

“A well-designed office and retail complex, featuring mountain and lake views, sits on the old Melody Hill school site. One part has been retained for a public plaza, with lush landscaping and a spectacular water fountain.”

As noted above, there is currently no community consensus on appropriate future uses of the former school site. Compatibility with the adjacent single-family neighborhood must be an important consideration if alternative uses are proposed.

## Future Land Use Designations

Designations on the Comprehensive Plan Land Use Map generally correspond to existing development within the area. In other words, the future land use vision for the sub-area does not differ appreciably from what is currently built. Designations within the sub-area are shown in Figure 3 and include:

- Light Industrial/Office Park
- General Commercial
- Park and Open Space
- Urban Medium Residential
- Urban Low Medium Residential
- Urban Low Residential

Comprehensive Plan policies do not specifically address the individual land use designations. Therefore, the intended implementation must generally be determined from consistency with the zoning regulations in Title 19 of the Mountlake Terrace Municipal Code.

## Zoning

The Melody Hill Sub-Area currently includes the following zoning districts which implement the land use designations in the Comprehensive Plan. These designations are shown in Figure 4 and listed below:

- Single Household Residential (RS 7200)
- Single Household Residential (RS 8400)
- Low Density Multi Household (RML)
- Medium Density Multi Household (RMM)
- RUD/Medium Density
- Recreation and Park District (REC)
- General Commercial (CG)
- Light Industrial/Office Park (LI/OP)

### Single household Residential zones

Permitted uses are single family homes, public and religious facilities, and some group-care facilities. The two single family zones differ only in lot size and dimension and front setback requirements. Minimum lot areas are 7,200 square feet and 8,400 square feet. The existing single family development pattern is sufficiently close to the minimum lot areas of 7,200 square feet and 8,400 square feet permitted under the two zones to preclude significant short platting of existing lots.

### Multi Household Residential zones

The zones allow single family and multi-family development, as well as a variety of residential care, public and quasi-public uses. Conditional uses include additional public uses, recreational, performance and medical facilities, and a limited range of retail and personal services. Maximum densities are limited to 8 units per acre in the RML and 16 units per acre in the RMM. These densities establish a suburban multi-family building form with parking surrounding rather than under structures.

### **Recreation and Park District**

Application of this designation is limited to the Interurban Trail and the environmentally constrained parcel at the north end of the sub-area.

### **General Commercial**

The General Commercial District is applied only to commercial areas west of I-5. The zoning allows a wide range of retail and personal and professional service uses. Development standards allow structure heights up to 50 feet and 50 percent building coverage. Additional height and building coverage up to 80 percent is allowed subject to conformance with the City's design guidelines. To date, no development has explicitly followed the design guidelines. Front setbacks vary from zero to 20 feet, depending on the use.

### **Light Industrial/Office Park**

The LI/OP District occupies about 40 percent of the sub-area and constitutes a significant amount of the City's employment base. With the extensive Premera campus, lands under office and industrial use are fairly comparable in total area. Permitted uses generally include commercial, professional and automotive services. Retail uses are processed as conditional uses and are generally limited to businesses that typically require large amounts of land, e.g., vehicle sales, building materials, and green houses. Base height is 50 feet and base building coverage is 60 percent. Building coverage of 80 percent and unlimited height is allowed with inclusion of elements from the City's design guidelines.

## **Development Opportunities**

The sub-area is largely developed, with few vacant parcels remaining.

### **Residential**

Single-family areas are largely developed. Minimum lot sizes in the code will limit further subdivision in developed neighborhoods, although redevelopment of homes on existing lots is possible. In the northeastern residential area, conversion of single family homes to multi-family use may occur in the area designated Urban Low Medium Residential and Urban Medium Residential in the Comprehensive Plan.

### **Commercial**

With the exception of two vacant parcels between 60<sup>th</sup> Avenue W and I-5, all parcels designated for commercial uses are currently developed. As noted above, existing commercial development along the 220<sup>th</sup> Street corridor is one-story with parking at-grade. While the market value may not yet be sufficient to encourage intensification of these properties, an increase in allowed building coverage or a refinement in the design guidelines to make achievement of the bonus standards easier may be beneficial in facilitating redevelopment.

### **Light industrial/office**

There are two vacant IL/PO zoned parcels on 70<sup>th</sup> Avenue W. Both parcels are somewhat constrained by the presence of slopes, but some development appears feasible. Apart from parcels used for outdoor storage of goods, few opportunities for redevelopment are evident.

## Gateways

The primary gateways to the sub-area are on 220<sup>th</sup> Street near State Route 99 and at I-5. There is no signage or identifying gateway treatment on properties adjacent to the roadway. The significance of these gateway entrances to the sub-area as well as the city represents an opportunity for a community and neighborhood identification program that may include signage or design standards to highlight these areas.

# Melody Hill Sub-Area Plan



## Areas of Focus:

1. Office/Light Industrial areas
2. 220th Corridor
3. Former Melody Hill School site
4. Residential neighborhoods

Figure 1:  
Melody Hill Sub-area Plan Focus Areas

# Existing Land Use

## Melody Hill Sub-Area Plan

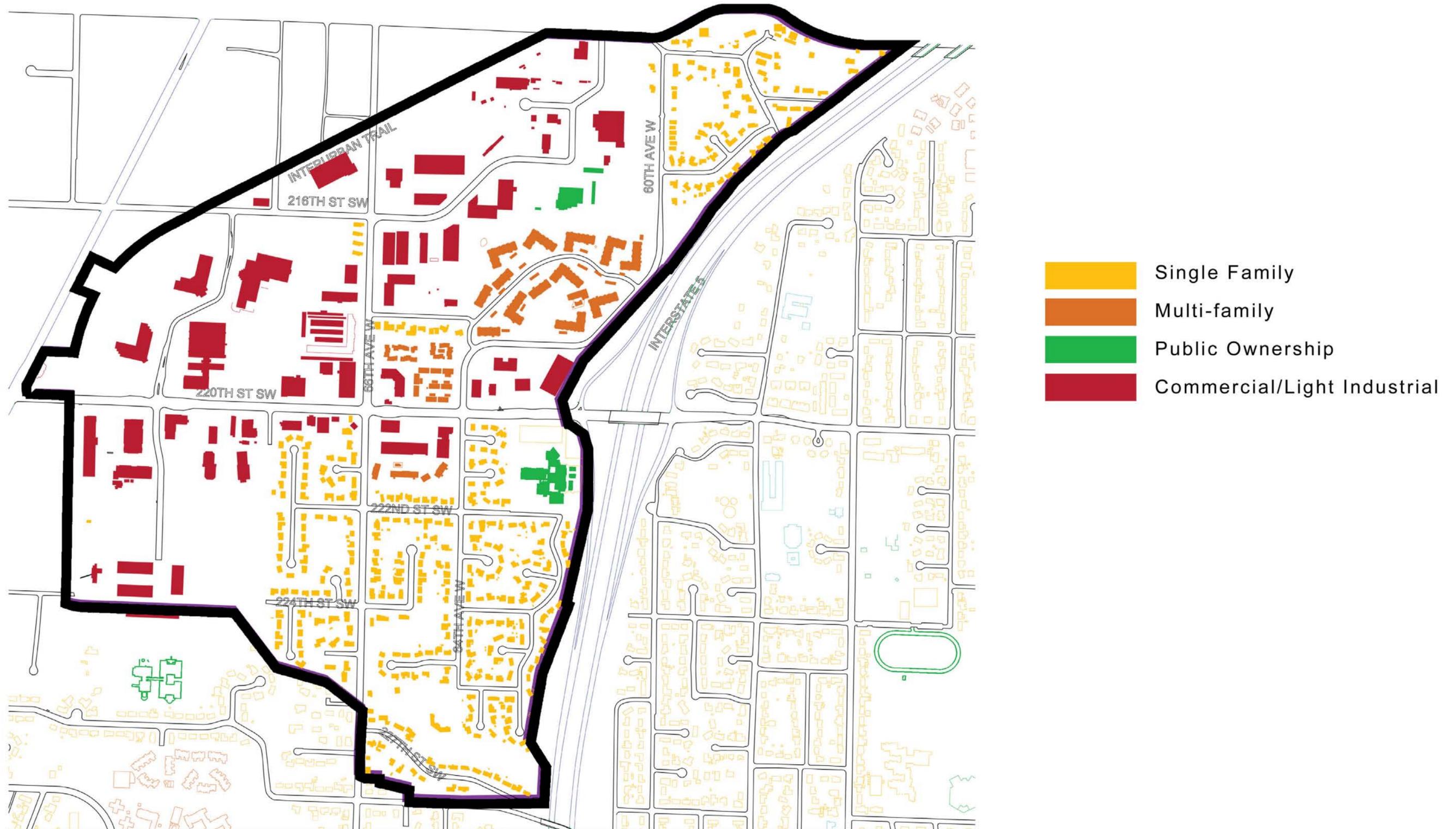


Figure 2:  
Existing Land Use

# Existing Zoning

## Melody Hill Sub-Area Plan

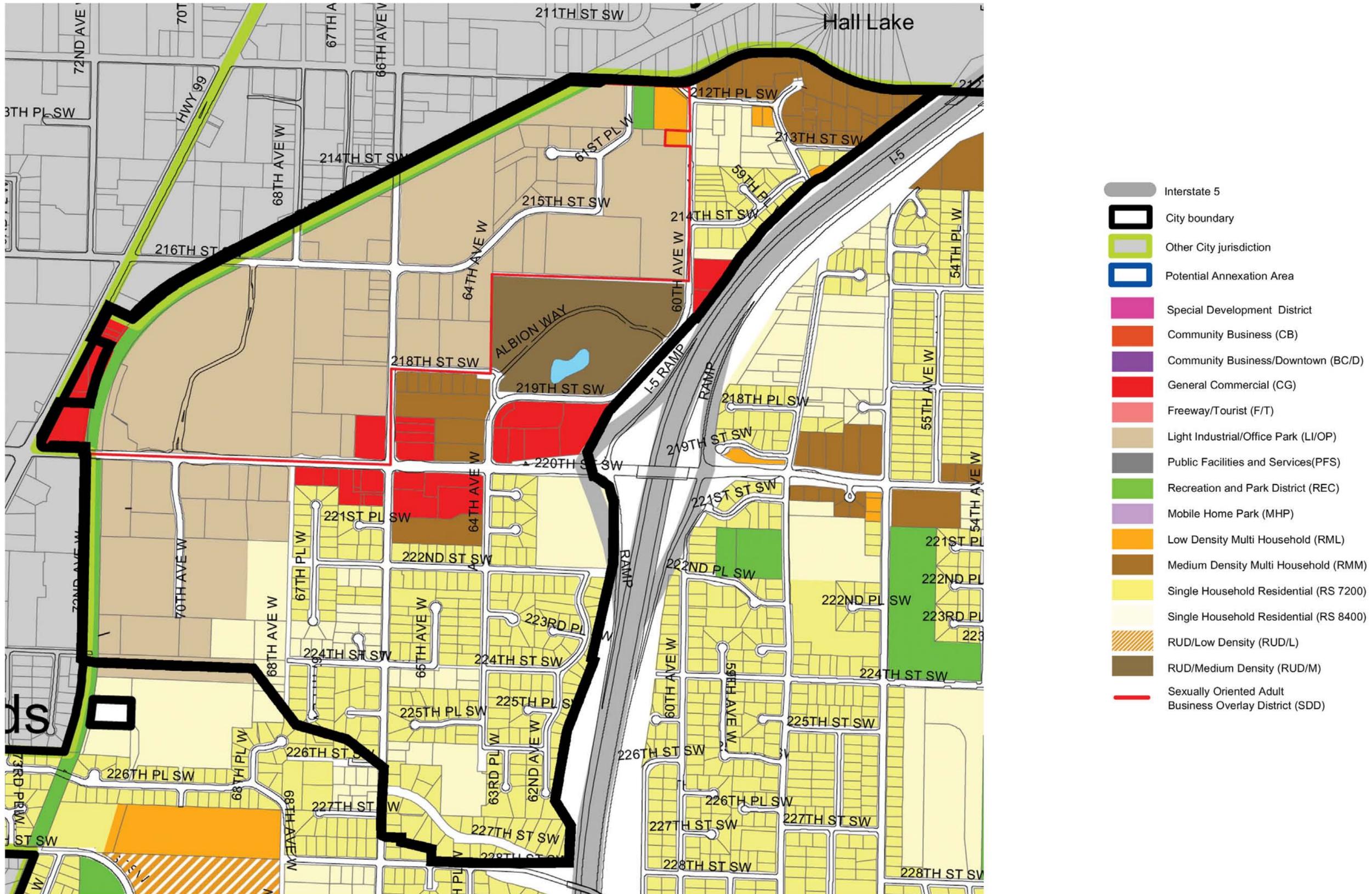


Figure 3:  
Zoning

June 28, 2005



# **Economic & Market Trends Analysis**

## **Existing Conditions**

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City of Mountlake Terrace  
Melody Hill Sub-Area Plan  
Existing Conditions Analysis  
Technical Memorandum  
March 15, 2006



**City of Mountlake Terrace**  
**SW 220<sup>th</sup> Street Corridor and Melody Hill Economic  
and Market Trends Analysis**

— Final Draft —

March 15, 2006

**community** attributes

Seattle, Washington

## community attributes

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*Community Attributes Inc. supports all phases of community development. Simply, the firm's mission is to create community assets and accelerate economic growth.*

*Note: Work on this report was completed in August 2005 with final production in March 2006.*

# SW 220<sup>th</sup> Street Corridor and Melody Hill Economic and Market Trends Analysis

## INTRODUCTION

### Purpose

The City of Mountlake Terrace is planning land use and economic development strategies for its SW 220<sup>th</sup> Street Corridor. The plan will address options for future land use and development patterns to meet the City's citywide and study area objectives. The study will integrate Melody Hill redevelopment opportunities, specifically including redevelopment of an underutilized former school building at the corner of SW 220<sup>th</sup> Street and Interstate-5.

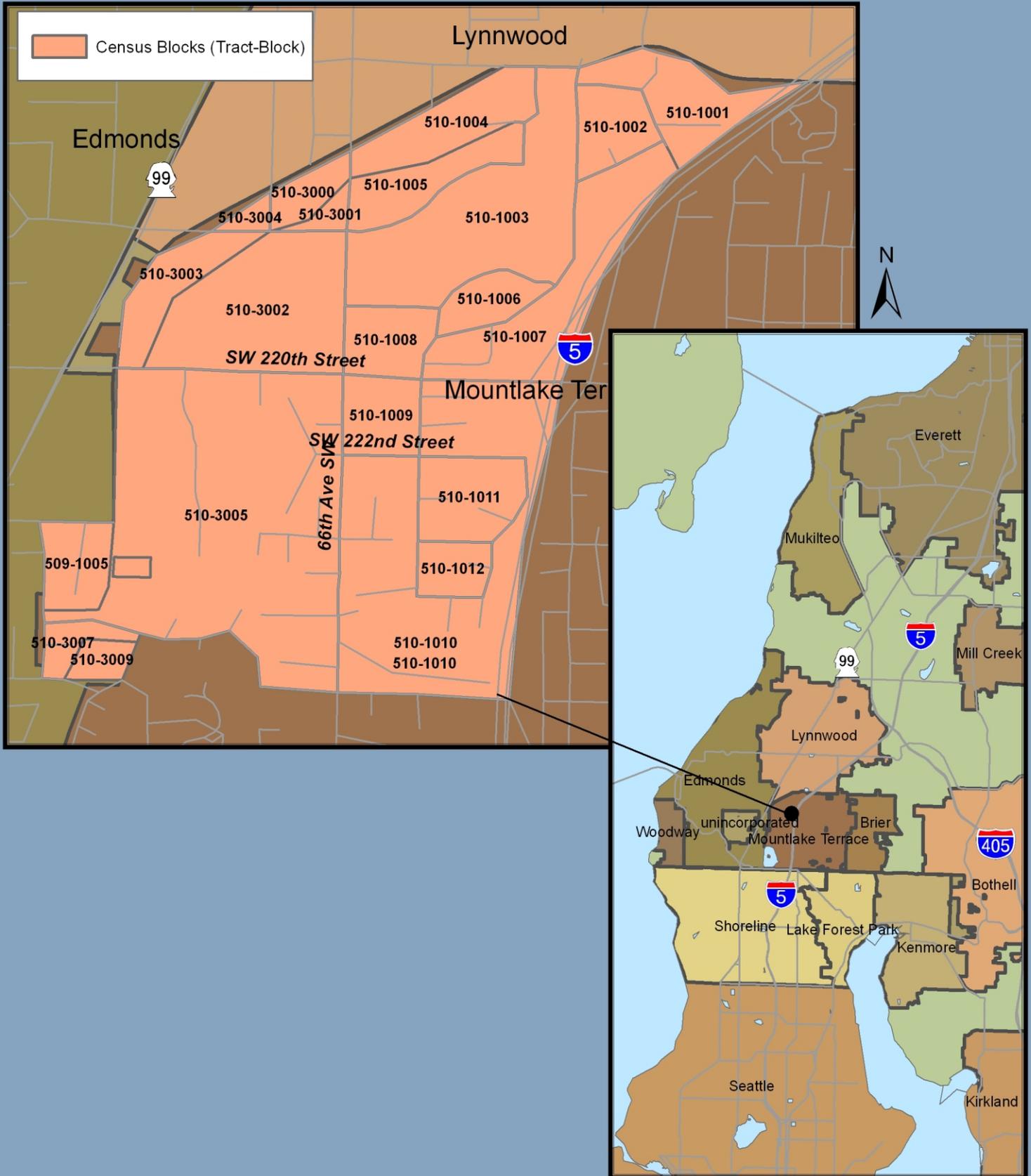
This report presents market trends, economic and development considerations to support the planning process. The report presents economic and real estate conditions in the corridor study area, along with regional economic and real estate trends to identify opportunities for development for planning purposes. The study area for land use patterns, market trends and economic considerations presented in this report is shown in **Exhibit 1**, also showing U.S. Census Blocks correlating to data summarized in several subsequent exhibits.

The report relies primarily on existing data sources and publications, supplemented by inquiries of study area representatives, including:

- data published by area real estate brokerages
- real estate listings for properties in the study area
- research compiled by regional real estate research firms (Dupre + Scott; Central Puget Sound Real Estate Research Committee)
- employment and housing data from Puget Sound Regional Council
- State data sources, including Department of Revenue and Office of Financial Management
- demographic trends from the U.S. Census
- field observations and interviews of local stakeholders.

Exhibit 1

# SW 220th Street Corridor and Melody Hill Study Area



## Organization of Report

The remainder of the report is organized as follows:

- **Economic and Market Trends.** A Collection of information collected and presented as a foundation for the market outlook and on-going planning deliberations. This section is divided into two parts:
  - **Overview of Study Area and Economic Conditions.** Demographic and employment trends that describe where the City has been, providing clues of how it might evolve;
  - **Development Trends and Market Conditions.** Summary of business and development activity currently in the study area, presented by zoning designation.
- **Fiscal Considerations.** An overview of the City's fiscal revenue impacts associated with land use choices and market considerations.
- **Synthesis and Conclusions.** A synopsis of the economic conditions, market trends and fiscal considerations and what it all means for planning decisions in the study area.

## ECONOMIC AND MARKET TRENDS

### Overview of Study Area and Economic Conditions

#### Population

##### CITYWIDE TRENDS

Local population has not changed substantially in more than ten years. Population of Mountlake Terrace in April, 2005, was 20,390 – unchanged from 2004 and essentially unchanged since 2000. Since 2000, Snohomish and King Counties have grown at 1.6% and 0.8% per year, as shown in **Exhibit 2**. Several nearby communities increased in population during the same period, most notably Everett (1.6% per year), Lynnwood (0.6%) and Bothell (0.6%).

#### Exhibit 2

##### Population Trends for Mountlake Terrace and Nearby Communities, 1990 - 2005

	1990	1995	2000	2004	2005	A.A.G.R.			
						1990-1995	1995-2000	2000-2005	2004-2005
<b>Mountlake Terrace</b>	<b>19,320</b>	<b>20,021</b>	<b>20,362</b>	<b>20,390</b>	<b>20,390</b>	<b>0.7%</b>	<b>0.3%</b>	<b>0.0%</b>	<b>0.0%</b>
Bothell	12,345	25,893	30,084	30,930	31,000	16.0%	3.0%	0.6%	0.2%
Edmonds	30,743	30,680	39,544	39,620	39,860	0.0%	5.2%	0.2%	0.6%
Shoreline	--	--	53,296	52,740	52,500			-0.3%	-0.5%
Lynnwood	28,637	31,171	33,847	34,540	34,830	1.7%	1.7%	0.6%	0.8%
Everett	69,974	82,093	91,488	96,840	97,500	3.2%	2.2%	1.3%	0.7%
Snohomish Co.	465,628	527,649	606,024	644,800	655,800	2.5%	2.8%	1.6%	1.7%
King Co.	1,507,305	1,642,451	1,737,046	1,788,300	1,808,300	1.7%	1.1%	0.8%	1.1%

Source: Washington State Office of Financial Management, 2005

Prior to 2000, Mountlake Terrace grew more slowly than each county and the surrounding areas as well. Snohomish County grew by 2.8% per year during the latter half of the 1990s while Mountlake Terrace grew by just 0.3% per year. Bothell (3.0% per year from 1995 to 2000), Edmonds (5.2% per year – including some sizeable annexations) and Lynnwood (1.7% per year) all grew more rapidly during the latter 1990s.

##### STUDY AREA TRENDS

Similarly, the study area surrounding Melody Hill and the SW 220<sup>th</sup> Street Corridor has not grown substantially for several years. In fact, population in the area has declined slightly since 1990. In 2000, the U.S. Census reported 2,200 people living in the study area. This represents a 7% decline from the 1990 population in the study area (population 2,360 in 1990).

##### POPULATION FORECASTS

Population forecasts produced by the Puget Sound Regional Council in coordination with the region's county and city planning departments provide an indication of the relative growth expected for Mountlake Terrace, presented in **Exhibit 3**. The forecasts suggest that regional population growth will drive local population growth in the city. The forecasts also suggest that Mountlake Terrace should grow relatively

faster than the Southwest Snohomish County area (in this case, including only Edmonds, Lynnwood and Mountlake Terrace). As shown above in Exhibit 2, city population has not increased since 2000. Therefore, rapid growth in the next few years would be necessary to “catch up” with the 2010 population forecasts for the city.

**Exhibit 3**  
**Population Forecasts for Mountlake Terrace and Region: 2000-2030**

	Total Population			
	2000	2010	2020	2030
Mountlake Terrace	20,090	22,091	24,692	27,694
SW Snohomish County	79,817	85,841	93,822	102,565
King and Snohomish County	2,343,020	2,602,629	2,899,672	3,187,547

	Avg. Annual Growth Rate		
	2000-2010	2010-2020	2020-2030
Mountlake Terrace	1.9%	2.3%	2.3%
SW Snohomish County	1.5%	1.8%	1.8%
King and Snohomish County	2.1%	2.2%	1.9%

Source: Puget Sound Regional Council, 2004

Notes: The PSRC model uses zones, called Forecast Analysis Zones (FAZs) that do not match city boundaries precisely, which is why the 2000 population for Mountlake Terrace in Exhibit 3 does not match precisely the U.S. Census estimate shown in Exhibit 2. Exhibit 3 refers to PSRC’s FAZ 7100. SW Snohomish County forecasts refer to combined totals of FAZs 7100, 7025, 7026, 7205 and 7206.

In the longer term, Mountlake Terrace population is expected to continue to grow more rapidly (at 2.3% per year from 2010 to 2030) than both the Southwest Snohomish County area (1.8% per year from 2010 to 2030) and the larger region of King and Snohomish Counties combined (2.2% per year from 2010 to 2020 and 1.9% per year from 2020 to 2030).

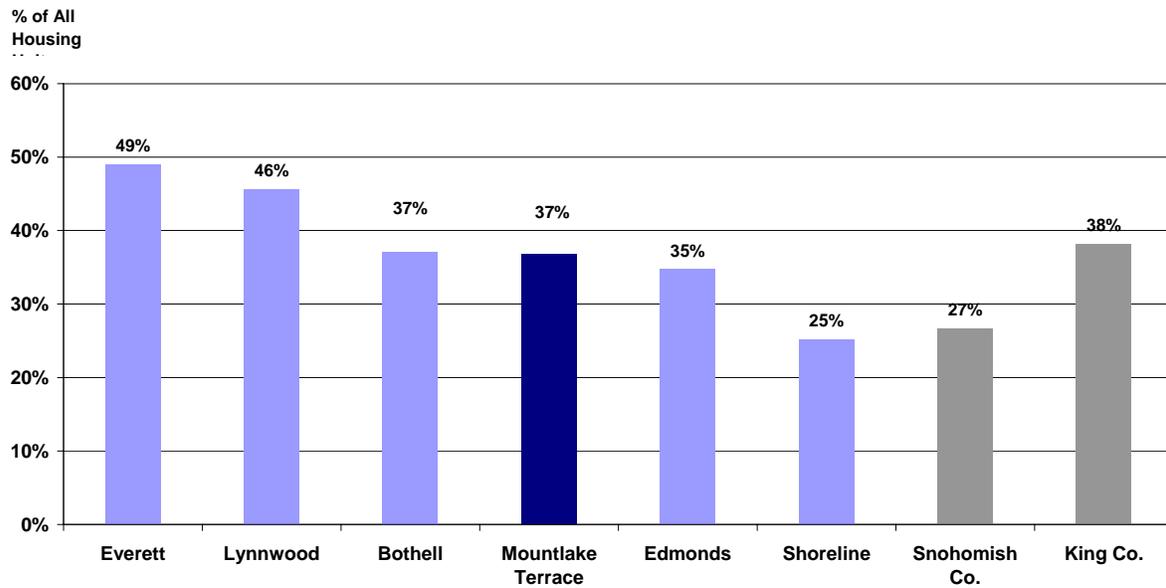
Understanding the meaning of the forecasts requires understanding the PSRC’s model is an allocation of regionwide population forecasts. This means that if the regionwide forecasts come true, and if Mountlake Terrace continues to grow more slowly than forecasted, then the growth allocated to Mountlake Terrace will go somewhere else within the region. It also means that in the long-term, regional population growth and the city’s position within the region should provide consistent demand for more housing within city limits.

# Housing

## CITYWIDE TRENDS

Multifamily housing units compose 37% of all housing in Mountlake Terrace. As a percentage, this share is lower than in Everett and Lynnwood; similar to Bothell, Edmonds and all of King County; and greater than Shoreline and all of Snohomish County, as shown in **Exhibit 4**.

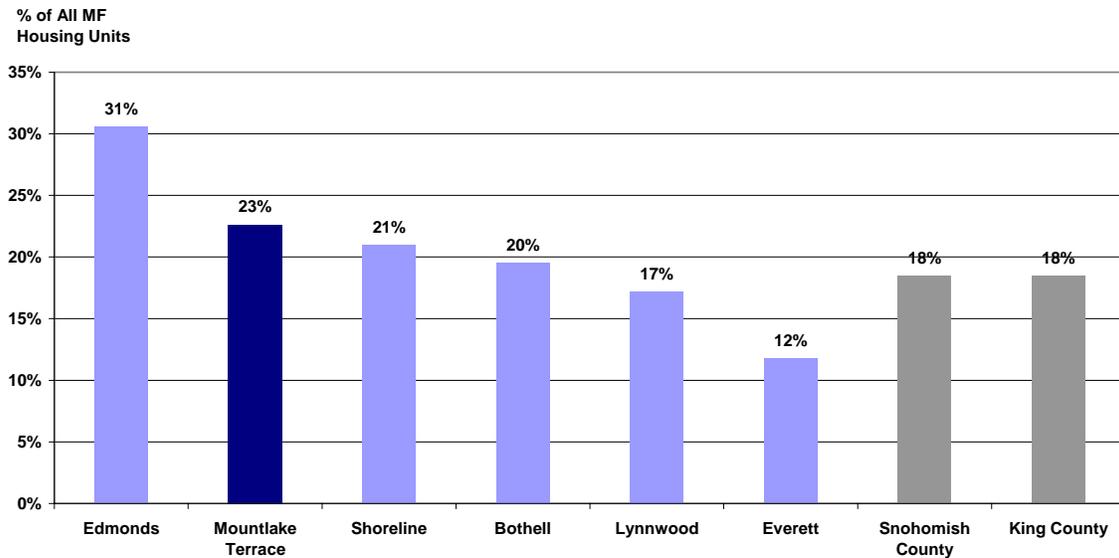
**Exhibit 4**  
**Multifamily Housing as a Percentage of All Housing Units, 2004**



Source: Washington State Office of Financial Management, 2005

In Mountlake Terrace, 23% of the multifamily homes were owner-occupied in 2000. Among nearby communities, only Edmonds has a larger share of multifamily units that are owner-occupied (31% in Edmonds). The concentration of condominiums in Edmonds reflects the City's sloped developed areas, where condo developers have built units with marketable views.

**Exhibit 5  
Owner-Occupied Share of Multifamily Housing Units, 2000**



Source: U.S. Census, 2000

#### STUDY AREA TRENDS

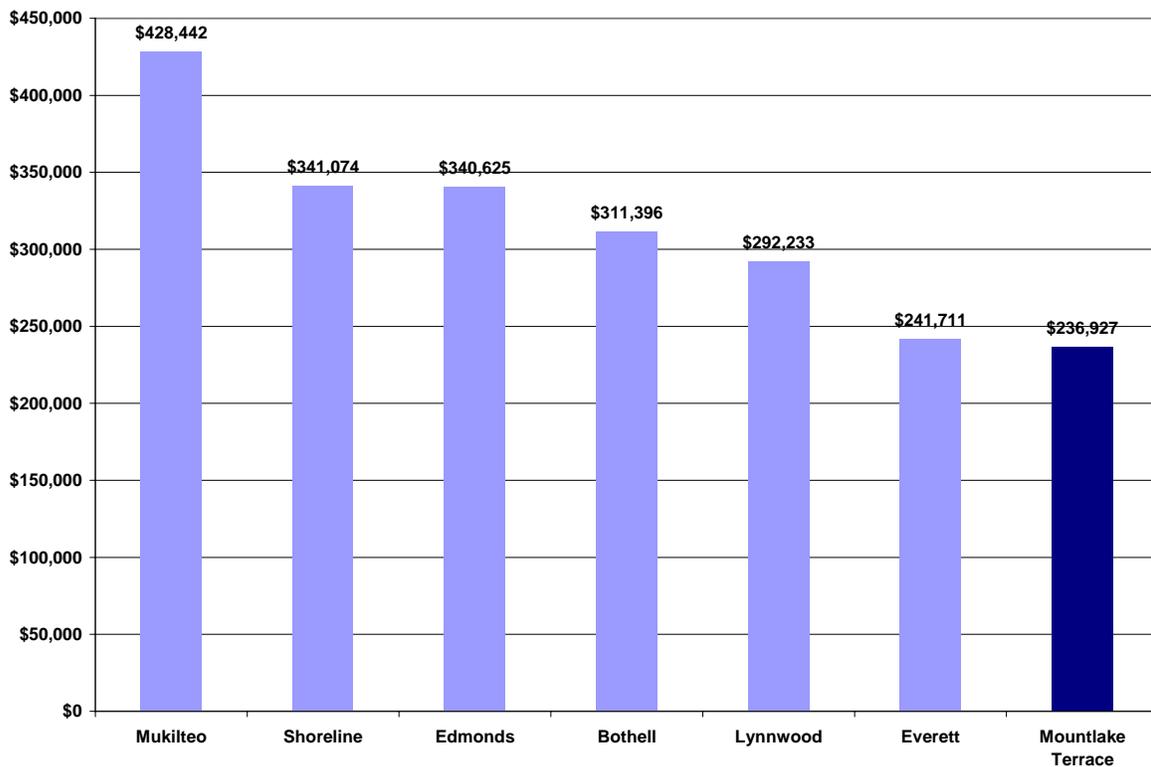
The study area contains both single-family and multifamily housing. Within the combined block groups 1 and 3 of tract 510.00 (extending slightly further to the southwest than the study area defined in Exhibit 1), in 2000 there were 521 single-family units and 444 multifamily units. Among the single-family detached units, 96 were renter-occupied (18%, the same as countywide for Snohomish County, slightly higher than King County where only 16% of single-family detached are renter-occupied), all others were owner-occupied. Among the 444 multifamily units, 392 (94%) were renter-occupied and 24 were owner-occupied.

## Residential Home Sales

Single-family home sales in Mountlake Terrace averaged \$237,000 in 2004 Q4 and 2005 Q1, combined (Multiple Listing Service; Central Puget Sound Real Estate Research Report 2005). Home prices are lower than nearby communities Edmonds and Shoreline; slightly higher than areas further north in Lynnwood and Everett.

Homes offer relatively lower prices given the central location of the City within the North King, Southwest Snohomish County markets, as shown in **Exhibit 6**. Rental prices in Mountlake Terrace are relatively lower, reflecting a lack of new construction.

**Exhibit 6**  
**Average Price of Single-family Detached Home Sales, Q4 2004 and Q1 2005, Mountlake Terrace and Surrounding Cities**



Source: Central Puget Sound Real Estate Research Report, 2005

## Rental Prices

Multifamily rental rates in Mountlake Terrace are comparable to adjacent areas, as shown by average rents in Spring 2005 for 2 bedroom, 1 bathroom units, expressed per s.f. as follows:

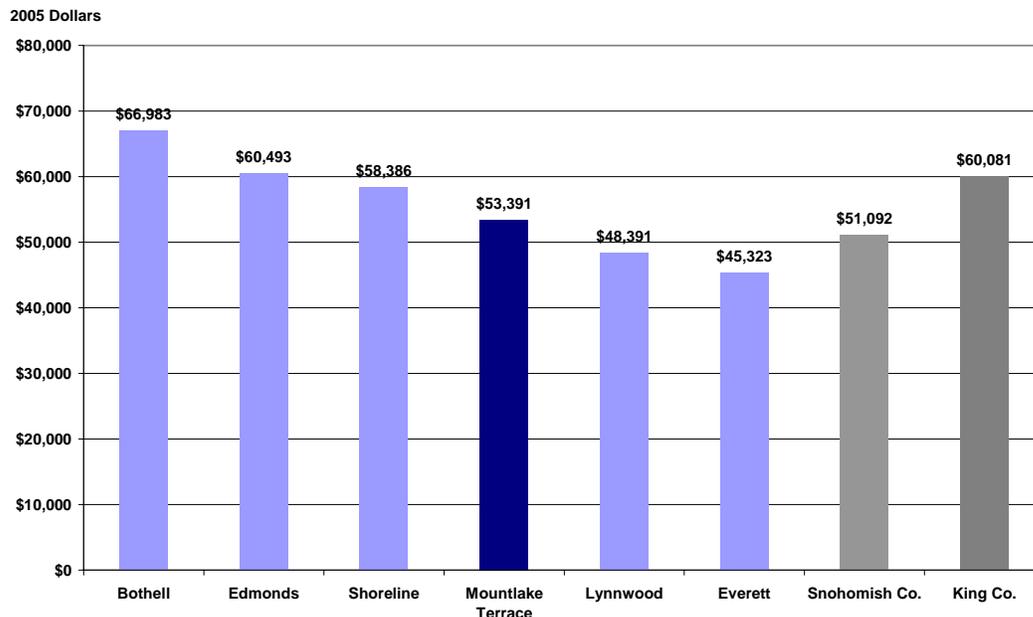
- \$1.08 per s.f. in Mill Creek
- \$0.94 per s.f. in Mountlake Terrace (no units newer than 1993)
- \$0.93 per s.f. in Lynnwood
- \$0.91 per s.f. in Edmonds (also with no newer construction)
- \$0.92 per s.f. throughout all of Snohomish County

In the case of Mountlake Terrace, where only older units are available, an additional 10% to 20% (\$0.10 to \$0.20 more) could be expected to accompany new construction. Such market averages would attract primarily garden-style, walk-up apartments in the City.

## Incomes

Median household income levels of Mountlake Terrace are higher than all of Snohomish County, as shown in **Exhibit 7**. In Mountlake Terrace, the median income is approximately \$53,400 (based on reported incomes from 1999, adjusted for inflation and expressed in 2005 dollar), compared to \$51,100 countywide. Neighboring cities to the south and east have slightly higher incomes; neighboring cities to the north have generally lower incomes.

**Exhibit 7**  
**Median Household Incomes for Mountlake Terrace and Surrounding Communities**  
**(Based on 1999 Reported Incomes Expressed in 2005 Dollars)**



Source: U.S. Census 2000; U.S. Bureau of Economic Analysis 2005

In the Melody Hill corridor, the median household income is approximately \$52,400 (expressed in 2005 dollars; combined incomes of two block groups). Incomes in the study area are slightly lower than incomes found elsewhere in the City and in surrounding areas.

## Employment

Trends in employment citywide and within the study area can provide an indication of how the economy is driving the area's economic activity. Analyzing historic employment data has been complicated recently by a change in economic activity classification codes. The codes used by the U.S. Department of Labor to classify economic activity switched from Standard Industrial Classifications (SICs) to North American Industrial Classification System (NAICS). The NAICS codes are more relevant for today's employers, but make backwards comparisons to SIC summaries difficult. For this report, 2001 data, for which both SIC and NAICS employment data are available, provide a connection between older data (1995 used here) and more recent data (2003, the most recent data available for local analysis).

For land use planning, a strong caution is necessary: neither SIC nor NAICS are land use codes. Manufacturing companies can occupy office space, just like retailers and financial companies can occupy strictly industrially zoned land. The economic codes assigned to a company do not always correlate to the physical activity on which zoning and land use policies are based.

### CITYWIDE TRENDS

Citywide, jobs have increased in Mountlake Terrace more rapidly than in King and Snohomish Counties combined, as shown in **Exhibit 8**. Overall employment growth in the City was 5.7% per year from 2001 to 2003. During the same period, jobs in the two counties combined declined 3.0% per year. Prior to that period, from 1995 to 2001, local employment outpaced two-county growth, 3.7% versus 3.3% per year.

In recent years, since 2001, jobs in Finance, Insurance and Real Estate (FIRE) have led employment growth. The precise numbers for 2001 were suppressed due to the State's confidential employment data rules, but the data as presented in the exhibit suggest job growth in FIRE in Mountlake Terrace was approximately 800 jobs, or average annual growth of nearly 16% in the sector. (Sector growth is illuminated further in the following section, which focuses on the study area.) Undoubtedly, the growth was largely at Premera, the major employer in the study area.

Employment in traditional industrial sectors in the City, including Construction and Resources, Manufacturing, and Wholesale, Transportation and Utilities, appears to have declined from 2001 to 2003 by a combined total of more than 200 jobs (the effects of the suppressed data for WTU citywide notwithstanding).

**Exhibit 8**  
**Mountlake Terrace Jobs, 1995-2003**

SIC Sectors	Mountlake Terrace				King and Snohomish Counties			
	Jobs		Change		Jobs		Change	
	1995	2001	Actual	Annual %	1995	2001	Actual	Annual %
Const. & Resources	257	434	177	9.1%	62,812	87,510	24,698	5.7%
Manufacturing	308	230	(78)	-4.7%	192,269	195,140	2,871	0.2%
WTCU	434	286	(148)	-6.7%	146,583	169,762	23,179	2.5%
FIRES	2,808	3,499	692	3.7%	371,984	501,213	129,229	5.1%
Retail	635	668	33	0.8%	192,218	229,843	37,625	3.0%
Education	435	482	46	1.7%	72,213	82,610	10,397	2.3%
Government	456	369	(87)	-3.5%	85,344	99,388	14,044	2.6%
<b>Total</b>	<b>5,333</b>	<b>6,634</b>	<b>1,301</b>	<b>3.7%</b>	<b>1,123,423</b>	<b>1,365,466</b>	<b>242,043</b>	<b>3.3%</b>

NAICS Sectors	Mountlake Terrace				King and Snohomish Counties			
	Jobs		Change		Jobs		Change	
	2001	2003	Actual	Annual %	2001	2003	Actual	Annual %
Const. & Resources	402	244	(159)	-22.2%	80,951	70,374	(10,577)	-6.8%
Manufacturing	252	211	(41)	-8.4%	184,029	149,909	(34,120)	-9.7%
WTU	*	185	*	*	123,333	113,354	(9,979)	-4.1%
FIRE	*	3,185	*	*	86,105	88,167	2,062	1.2%
Retail	390	306	(83)	-11.3%	145,677	134,398	(11,279)	-3.9%
Services	1,985	2,046	61	1.5%	563,371	538,550	(24,821)	-2.2%
Education	482	428	(54)	-5.8%	79,060	84,894	5,834	3.6%
Government	369	526	157	19.5%	102,938	104,373	1,435	0.7%
<b>Total</b>	<b>6,388</b>	<b>7,130</b>	<b>742</b>	<b>5.7%</b>	<b>1,365,464</b>	<b>1,284,019</b>	<b>(81,445)</b>	<b>-3.0%</b>

Source: Puget Sound Regional Council; Washington State Employment Security Department

Note: Data include covered employment only, exclude anywhere from 10% to 14% of all jobs, varying by sector. Data have been screened per State confidentiality agreements. Sectors were combined to avoid suppression limitations.

Note: FIRE is Finance, Insurance, Real Estate; WTU is Wholesale Trade, Transportation and Utilities

**STUDY AREA TRENDS**

In 2003, the study area accommodated 5,105 jobs, representing 77% of citywide employment, as shown in **Exhibits 9 and 10**. Premera's employment and others in Professional Services dominate the employment totals for the study area (3,220 jobs in 2003, or 63% of study area jobs). Other services jobs in Health Care (404 jobs) and in Administrative, Support and Waste Management (300 jobs) combine for an additional 704 jobs, or 14% of all jobs in the study area.

Only services jobs grew substantially from 2001 to 2003. Retail jobs grew at 7.0% per year from 1995 to 2001 (which included restaurants under SIC codes), but then declined from 2001 to 2003 by a total of 79 jobs or 15% (NAICS sectors Retail and Food Services combined).

**Exhibit 9**  
**Employment in SW 220<sup>th</sup> Corridor and Melody Hill Study Area: 1995-2003**

SIC Based		Jobs		Change	
		1995	2001	Actual	Annual %
Codes	Sectors				
17-19	Construction	147	290	143	12.0%
20-39	Manufacturing	277	255	-22	-1.4%
40-51	WTCU	240	234	-6	-0.4%
52-59	Retail	181	272	91	7.0%
60-89	FIRES	2,078	3,499	1,421	9.1%
	Government and Education	226	284	58	3.9%
	<b>Total</b>	<b>3,149</b>	<b>4,834</b>	<b>1,685</b>	<b>7.4%</b>

NAICS Based		Jobs		Change	
		2001	2003	Actual	Annual %
Codes	Sectors				
23	Construction	283	134	-149	-31.2%
31-33	Manufacturing	260	211	-49	-9.9%
42	Wholesale Trade	90	83	-7	-4.0%
44-45	Retail Trade	56	52	-4	-3.6%
48-49	Transportation and Warehousing	63	69	6	4.7%
51-55	Professional Services	2,594	3,220	626	11.4%
56	Administrative, Support and Waste Mgmt	209	300	91	19.8%
61	Education Services	33	56	23	30.3%
62	Health Care and Social Assistance	591	404	-187	-17.3%
71	Arts, Entertainment and Recreation	80	74	-6	-3.8%
72	Accommodation and Food Services	222	147	-75	-18.6%
81	Other Services	69	66	-3	-2.2%
	Government and Education	284	289	5	0.9%
	<b>Total</b>	<b>4,834</b>	<b>5,105</b>	<b>271</b>	<b>2.8%</b>

**Exhibit 10**  
**Employment in Study Area as Percentage of Citywide Employment, 2003**

	Jobs		Study Area as % of City
	Study Area	City	
Construction & Resources	134	244	55%
FIRE	3,053	3,185	96%
Manufacturing	211	211	100%
Retail	52	306	17%
Services	1,214	2,046	59%
WTU	152	185	82%
Govt & Education	289	428	68%
<b>Total</b>	<b>5,105</b>	<b>6,604</b>	<b>77%</b>

Source: Puget Sound Regional Council; Washington State Employment Security Department  
 Note: Data include covered employment only, exclude anywhere from 10% to 14% of all jobs, varying by sector. Data have been screened per State confidentiality agreements. Sectors were combined to avoid suppression limitations.

Note: FIRES is Finance, Insurance, Real Estate and Services; WTU is Wholesale Trade, Transportation and Utilities

## EMPLOYMENT FORECASTS

In addition to the population forecasts shown above in Exhibit 3, the Puget Sound Regional Council produces employment forecasts for the central Puget Sound region. The forecasts show local employment growing steadily through 2030, though lagging somewhat behind employment growth for the Southwest Snohomish County region and the two-county region, shown in **Exhibit 11**.

**Exhibit 11**  
**Employment Forecasts for Mountlake Terrace and Region: 2000-2030**

	Total Employment			
	2000	2010	2020	2030
Mountlake Terrace	6,972	7,778	8,611	9,564
SW Snohomish County	32,910	37,324	43,527	50,544
King and Snohomish Counties	1,405,868	1,613,089	1,825,632	2,029,002

	Avg. Annual Growth Rate		
	2000-2010	2010-2020	2020-2030
Mountlake Terrace	1.1%	1.0%	1.1%
SW Snohomish County	1.3%	1.5%	1.5%
King and Snohomish Counties	1.4%	1.2%	1.1%

Source: Puget Sound Regional Council, 2004

Notes: The PSRC model uses zones, called Forecast Analysis Zones (FAZs) that do not match city boundaries precisely. Moreover, the forecasts include employment estimates that add in jobs not included in the covered employment estimates discussed above. Therefore, the 2000 employment totals for Mountlake Terrace in Exhibit 3 are not directly comparable to the employment totals shown in Exhibits 9 and 10. Exhibit 3 refers to PSRC's FAZ 7100. SW Snohomish County forecasts refer to combined totals of FAZs 7100, 7025, 7026, 7205 and 7206.

The PSRC forecasts also include forecasts of jobs by sector. Understanding the sector forecasts provide for further understanding of economic opportunities and land use planning choices. The forecasts suggest jobs in FIRES and Retail will increase the most during the next 25 years (**Exhibit 12**). The employment forecasts are similar to the population forecasts in that the PSRC model is an allocation model that allocates employment forecasts for the entire region into the PSRC's Forecast Analysis Zones. That understanding, combined with the fact that 77% of the city's jobs are located within the study area, suggests that the study area is well positioned in the long run to participate in regional employment growth. FIRES and Retail jobs in particular appear to be destined for the study area, based on regional trends.

**Exhibit 12**  
**Employment Forecasts by Sector for Mountlake Terrace: 2000-2030**

	<b>Total Employment</b>			
	<b>2000</b>	<b>2010</b>	<b>2020</b>	<b>2030</b>
Manufacturing	309	167	145	147
WTCU	248	585	573	533
Retail	562	709	1,062	1,475
FIRES	5,071	5,450	5,941	6,447
Gov't & Educ.	782	867	890	962
<b>Total</b>	<b>6,972</b>	<b>7,778</b>	<b>8,611</b>	<b>9,564</b>

	<b>Change in Jobs Forecasted</b>		
	<b>2000-2010</b>	<b>2010-2020</b>	<b>2020-2030</b>
Manufacturing	-142	-22	2
WTCU	337	-12	-40
Retail	147	353	413
FIRES	379	491	506
Gov't & Educ.	85	23	72
<b>Total</b>	<b>806</b>	<b>833</b>	<b>953</b>

	<b>Avg. Annual Growth Rate</b>		
	<b>2000-2010</b>	<b>2010-2020</b>	<b>2020-2030</b>
Manufacturing	-6.0%	-1.4%	0.1%
WTCU	9.0%	-0.2%	-0.7%
Retail	2.4%	4.1%	3.3%
FIRES	0.7%	0.9%	0.8%
Gov't & Educ.	1.0%	0.3%	0.8%
<b>Total</b>	<b>1.1%</b>	<b>1.0%</b>	<b>1.1%</b>

Source: Puget Sound Regional Council, 2004

Notes: WTCU is Wholesale Trade, Transportation, Communications and Utilities;  
 FIRES is Finance, Insurance, Real Estate and Services.

**Travel Patterns in the Study Area**

**STUDY AREA WORKERS' COMMUTES**

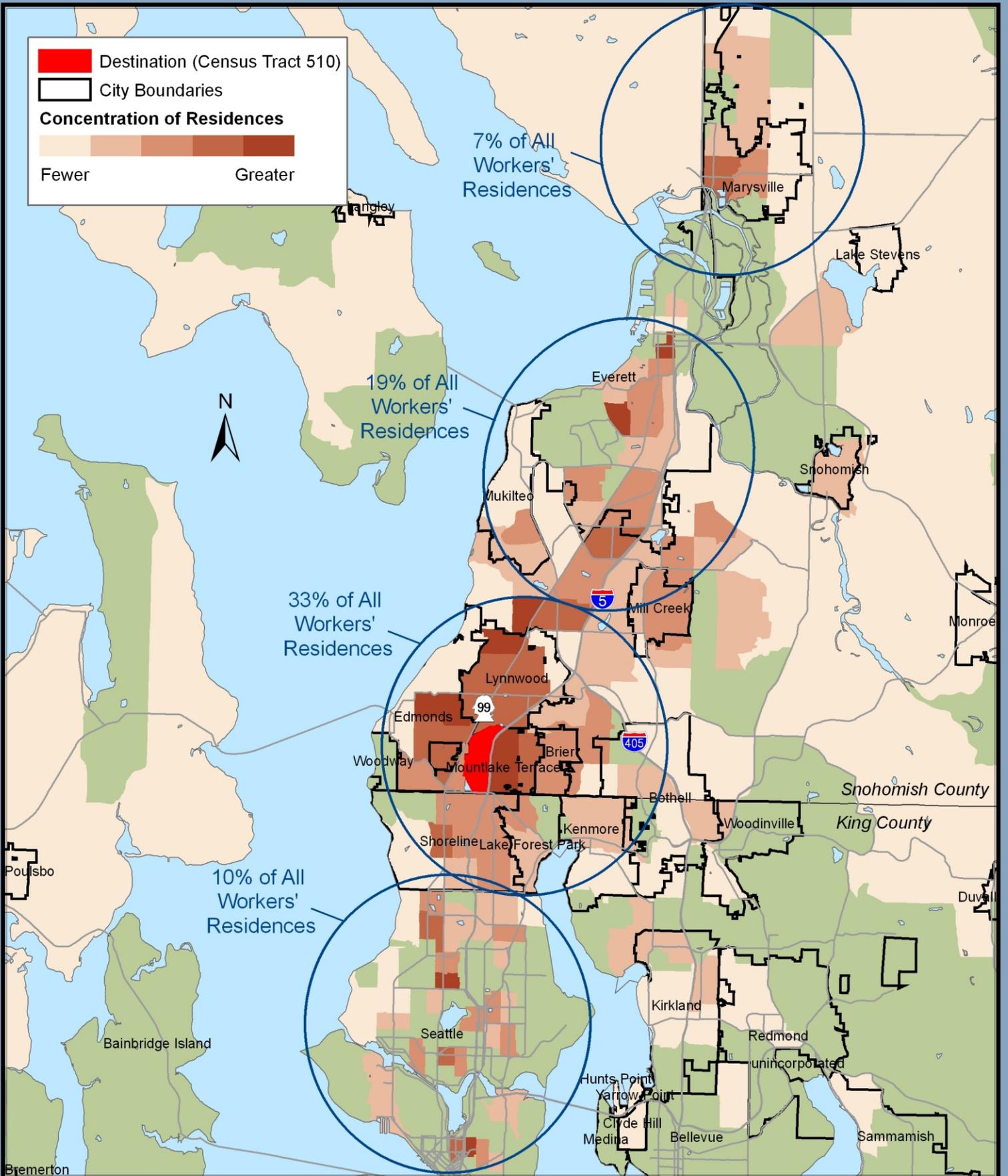
Analysis of the 2000 U.S. Census shows that most of the people that work in the study area commute to their jobs from up and down the I-5 corridor, as shown in **Exhibit 13**. One-third of the study area workers come from generally within a five-mile radius, encompassing Lynnwood, Edmonds, most of Shoreline, Lake Forest Park and other areas to the east.

Nearly a fifth, 19%, of study area workers commute from areas north of Lynnwood, from Mukilteo and the southern half of Everett. An additional 7% commute from areas north of Everett, primarily in Marysville. From the south, 10% of the study area workers commute from North Seattle.

The patterns prove that Premera, the primary employer in the study area, is a regional employment draw, and that the nearby labor force can support employment in the study area. Surprisingly few workers appear to commute from the central portions of King County's Eastside communities.

Exhibit 13

# Residences From Where Melody Hill Workers Commute



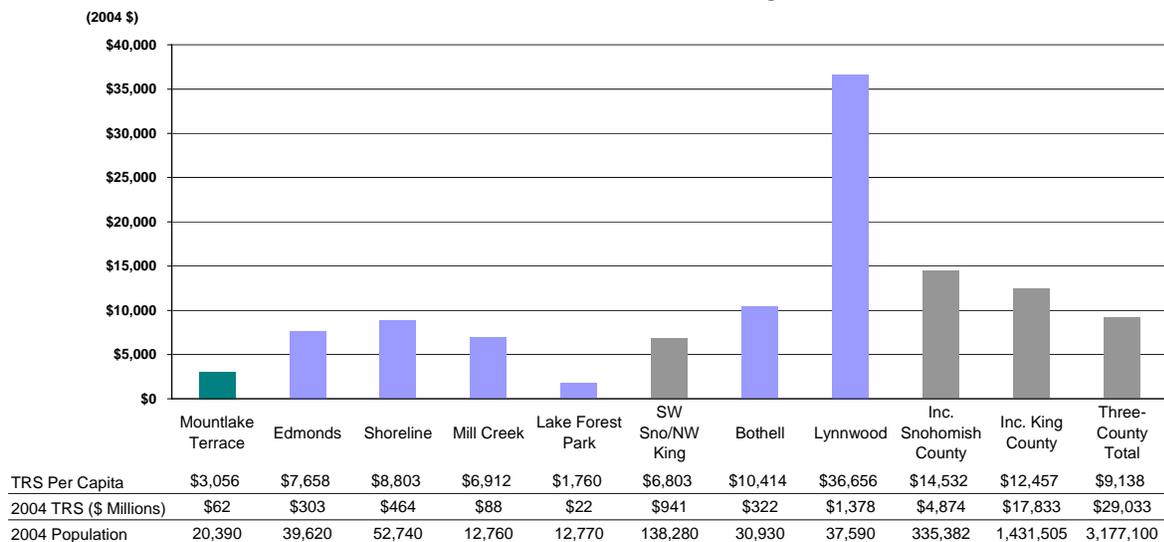
## SW 220<sup>TH</sup> STREET TRAFFIC

Puget Sound Regional Council traffic modeling analysis of traffic flows on SW 220<sup>th</sup> Street suggest that much of the traffic on the roadway is passing through the study area to and from work and homes located outside of the City of Mountlake Terrace. In particular, during the PM peak traffic period, workers from Everett and Lynnwood pass through the corridor to return home to areas in Shoreline and Northeast King County. Downtown Seattle workers also pass through the corridor, returning to their homes to the north of Mountlake Terrace, including areas both east and west.

## Retail Sales

Citywide, retail sales are relatively low in Mountlake Terrace. The city's proximity to major retail concentrations in Lynnwood presents a challenge; local retailers must compete with the momentum established in Lynnwood. On a per capita basis, the city lags behind most of its neighbors, with the exception of Lake Forest Park (**Exhibit 14**). In 2004, taxable retail sales in Mountlake Terrace were \$3,056, compared to \$6,803 for the average of Mountlake Terrace, Edmonds, Shoreline, Mill Creek and Lake Forest Park combined (shown as SW Sno/NW King in the exhibit). Per capita sales fall far below the incorporated portions of Snohomish County (\$14,532) and King County (\$12,457).

**Exhibit 14**  
**Taxable Retail Sales Per Capita**  
**for Mountlake Terrace and Surrounding Communities, 2004**



Source: Washington State Department of Revenue; Office of Financial Management

## Development Trends and Market Conditions

### Light Industrial/Office Park (LI/OP)

#### CURRENT LAND USES AND TENANTS

The western portion of the study area is primarily zoned Office/Light Industrial. The uses in this area, include office on SW 220<sup>th</sup> Street itself, and many light industrial buildings on both sides of the corridor.

Office space along the corridor represents a fairly large amount of office concentrated in a small, suburban corridor. The major presence, Premera, is a regional employment draw with reportedly 3,000 employees in 2005, according to the Snohomish County Economic Development Council. The employees provide daytime population and important vibrancy to the corridor.

Other office tenants, located in four main office buildings/complexes include:

- Financial services
- Real estate agents
- Government offices
- Health care clinics
- Others

The light industrial buildings in the area include tenants and uses that range from light industrial uses, with some sizable equipment, distribution vehicle fleets, some assembly space and other industrial activity, to tenants that utilize the light industrial space much like office space.

#### CURRENT MARKET INDICATORS

Regionwide, both office and industrial markets have shown moderate to strong demand in 2005, though North End office markets slipped during the first quarter of 2005. Office vacancies increased slightly from just less than 15% to just more than 15%. Net absorption was negative: 44,000 s.f. of more office space came onto the market (from tenants vacating and from new construction) than was leased.

**Office.** The office market in the study area appears to be slightly better than the overall North End Puget Sound (Snohomish County) office market. Corridor office vacancies are lower than North End.

Corridor vacancies are approximately 12%, based on available listings. North End vacancies were 16% for Q1 2005, up slightly from 15%.

Office lease rates are relatively high in the corridor, varying among key properties. Lease rates are \$18 to \$20 per s.f. (per month) for the corridor – generally consistent with North End and Eastside rates (Class B office properties).

**Industrial.** In the North End markets, industrial absorption has been positive in 2005, with new space on the market and net absorption up 175,000 s.f. Mountlake

Terrace is a small portion of the North End market, with local industrial space representing just 2.5% of industrial space in the North End.

Nearby concentrations of industrial business and available space available competes with Mukilteo:

- Lynnwood, the nearest competition, has nearly 1.0 million s.f. of total supply, with 14% vacancies
- Further north, Mukilteo has 2.5 million s.f. of supply with 27% vacant
- South Everett has 4.2 million s.f. of supply with 26% vacant

Melody Hill's location is well suited for light industrial uses that serve Seattle and Snohomish County markets, with excellent access to I-5 and SR 99.

In the Melody Hill market area, many businesses that could operate out of Class B or C office space have chosen to operate out of light industrial space (including flex-tech, business park type development, some with loading bays). Rents are lower for light industrial space than office space, providing a cost incentive for those businesses that are comfortable in either type of building

Office rents along the Corridor are asking \$18 to \$20 per s.f. per year (gross rents, comparable to \$14-\$15 net of included expenses). Nearby markets are asking as low as \$15 to \$17 per s.f. gross and as high as \$23 per s.f. or more. Office rates are lower than light industrial spaces, which are asking \$6 to \$10 per s.f. per year. The light industrial flexible space rates, however, do not include expenses covered by office lease rates, and light industrial buildings provide small amounts of office space built out within (not just shell industrial/warehouse space). Adjusted for expenses, light industrial space is at least 30% less expensive per s.f.

## **General Commercial (CG)**

### **CURRENT RETAIL BUSINESSES**

The portion of the study area zoned General Commercial includes several office buildings and auto-oriented commercial strip-centers. The strip centers provide auto-oriented consumer services, serving pass-through traffic with very little retail that would be considered a destination or a draw to the area. The casinos and entertainment uses in the district, however, are a draw from outside the area and local retailers benefit from casino patrons.

General retail in the corridor competes for customers with Lynnwood, Shoreline, the Highway 99 Corridor from Shoreline through Edmonds and Lynnwood. The area appears to be quite underserved by restaurants, especially quick food and family-oriented restaurants that could also serve the daytime population in the study area.

## **I-5 Interchange Sites**

The redevelopable school site at the intersection of SW 220<sup>th</sup> Street and I-5 offers significant opportunities for the study area. The site presents a large developable area (six acres for former school site; nearly ten if adjacent residential uses were available)

which is rare within the urbanized area of the central Puget Sound region. The site offers tremendous access to and visibility from I-5 and the corridor's role as a connector between SR 99 and I-5 brings traffic by the site from all directions.

Many uses would find development opportunities attractive at the site, though large-footprint retailers would likely value the site the most. Retail development at the site (including the ten acres that encompass parcels to the west, currently occupied with single-family residences), could provide more than 200,000 s.f. of retail space on the site and still meet the city's parking requirements. This is a large amount of retail that could come in one of several forms:

- A single, destination/entertainment retailer seeking a flagship store within the region (Cabela's and Bass Pro Shops are two outdoors sporting goods store that develop single stores at this scale)
- A combination of two or three large-footprint stores, though many of the region's examples have stores nearby (Home Depot, Costco, Lowe's, others)
- A grocery or department store anchored commercial center
- A mix of commercial buildings and pad development including restaurants and shops

Lodging and entertainment uses would also find the site attractive with its access and visibility to I-5. A moderate-sized hotel could fit within a portion of the site and develop retail and entertainment uses on-site or split the site for multiple developers.

## **FISCAL CONSIDERATIONS**

The correlation between type of land use and fiscal benefits to the City is complex and depends on several City policies, real estate market conditions and the interdependence of land uses for community development and economic development purposes. Individual business performance greatly affects local fiscal impacts as well. Fiscal considerations are perhaps best understood by examining how land use and business operations affect each major source of tax revenue to the City.

This section includes a discussion of the potential impacts of land use and economic conditions on each major revenue source for the City of Mountlake Terrace. The revenue sources are presented in order of their relative contributions to general fund tax revenues, ranked highest to lowest.

### **Property Taxes**

Property taxes are the primary source of Washington cities' revenues, though as a percentage of total municipal revenues, property taxes continue to decrease. In 1970, property taxes generated 87% of Washington cities' tax revenues. In 2002, property taxes represented just 63% of cities' revenues. In Mountlake Terrace, property taxes amounted to 33% of all General Fund tax revenues, or 20% of all General Fund Revenue (other revenues come from development fees, intergovernmental transfers and other non-tax sources).

Property tax revenues associated with land use decisions should be understood in two ways: the one-time benefits associated with new construction, and the on-going benefits of increased property values.

### **Taxes from New Construction**

New construction provides a direct, one-time increase in property tax revenue. The value of new construction depends on the density of development and the quality of development. Developing as densely as the market can support (the highest floor-to-area ratios) and serving the highest valued development and market niches will result in the greatest one-time benefits from property development.

From a density perspective, strictly regarding s.f. of development per s.f. of land, the markets for office and multifamily residential appear to offer the greatest opportunities for higher floor-to-area ratios. However, more broadly speaking, the markets for office and residential rank lower for the study area than for retail and light-industrial uses. This conundrum suggests that overall densities likely achieved throughout the study area probably do not depend greatly on land use choices.

Regarding quality of development, both residential and commercial construction can range broadly in improvement value on a per s.f. basis, to the point where no generalization of improvement values is possible without thorough consideration of market trends. Market trends suggest that the type of development best-suited for the study area at present is of average value – high-end development and structured parking, for example, are not likely to result from general market forces.

## **On-Going Property Taxes**

Washington's Initiative-747, passed in 2001, limits property tax revenues a City can accrue without seeking voter approval through a levy lid lift. Without the lid lift, property taxes received are limited to a 1% increase, regardless of property value increases (excluding value increases from new construction). Therefore, with regards to property taxes alone, in the short-term, land use choices would only negatively affect property tax revenue if a land use choice would keep assessed value growth below the levy limit (1%) imposed by I-747. To complicate matters further, the issue is tied to the city's assessed values citywide, not a property-by-property basis. So the question becomes, "are citywide property values appreciating more or less than the legal limit that taxes can increase (1%)?" And, "Could our land use choices limit our property tax revenue any further than I-747 already has?"

Within the urbanized areas surrounding Seattle, market conditions for nearly all private land uses will regularly surpass 1% annual growth until such time as a major market change exists (perhaps, for example, if real estate "bubble" theories come true). Any change in use is likely to result in property value appreciation beyond the limit imposed by I-747. In other words, the choice of land use within the study area is not likely to affect directly the City's on-going property tax receipts in the short-term.

For longer term thinking, optimizing the City's property tax base makes sense. Major market changes do happen and laws change; and, the City does have the power to raise the levy lid to generate more taxes, albeit through the voter-approval process. Optimizing the property base requires matching land uses to market potential for land, development and business opportunities, factoring in the interdependencies of community and economic development considerations (for example, understanding that retailers need multifamily housing nearby for a dense consumer base).

The market trends assessment in the previous sections determined the best market conditions for a flexible mix of light-industrial, office and retail uses. These uses would likely result in the highest valued land and leverage the most private investment to improve land in the study area.

## **Sales Tax**

The limits from property tax revenues have shifted attention to retail sales as one the primary sources for tax revenues. Nearly 20% of the City of Mountlake Terrace General Fund tax revenues come from sales taxes. Fostering retail development has become an important part of most cities' fiscal strategies.

Auto dealerships can provide the greatest source of sales tax for suburban cities on a per s.f. or per parcel basis. Cities in large markets with large lots available and suitable for auto dealerships enjoy the greatest amount of tax revenue per s.f. of land available from this use. Scarce land typically makes attracting new dealerships difficult.

From a purely fiscal perspective, many cities value large-footprint retailers with high sales volumes more than ever before (especially with concerns regarding the State's Streamlined Sale and Use Tax Agreement – see inset box). Electronics and department stores will provide the highest certainty and the biggest impact on retail sales tax to cities. Stores like Costco, Best Buy and Target will produce large retail sales volumes and generate sales tax for their host cities.

### **Streamlined Sales and Use Tax Agreement (SSTA)**

The future of sales tax is somewhat clouded by the pending implementation of portions of the Streamlined Sales and Use Tax Agreement (SSTA). Under the “sourcing component” of the agreement, sales tax receipts would accrue to the city in which the purchased good was delivered, rather than from the originating point of distribution.

For typical cash-and-carry retailers, SSTA will have no effect on sales tax receipts. For larger items requiring delivery (furniture, for example), cities will benefit to the extent that they have a large residential base, and cities will lose sales tax revenues from warehouse storage and distribution centers located in their cities. In many cases, cities will see changes from both examples, the impacts of which will offset each other.

In Mountlake Terrace's situation, where taxable retail sales are relatively low on a per capita basis (\$3,100 in 2004 as shown above in **Exhibit 14**), the City would be a net winner as a result of the changes. The State Department of Revenue forecasts Mountlake Terrace's annual Sales Tax receipts to increase (on *net*) by 30% with SSTA.

The impacts of SSTA are important to understand for the City, but it is also important to bear in mind that the sourcing component of SSTA has yet to be adopted. Moreover, with its adoption could likely come mitigating policies to lessen the negative impacts that would otherwise hurt many cities.

### **Gambling Tax**

Gambling tax revenues have increased substantially in recent years, directly from casino and card room operations within the study area. The City levies gambling taxes on all gambling activities, at rates ranging from 2% to 10%, depending on the activity. The City is empowered by State law to tax up to 20% of gross receipts on card rooms.

The City received \$1.1 million in gambling taxes in 2003, up from \$248,000 in 2000. The increased is largely attributed to a card room that opened in the study area in 2000. A new mini-casino opened in the 2004. Another new casino will open in 2005. On a per s.f. of land basis, these operations contribute large amounts of revenues to the City.

## **Utility Taxes**

Cities charge utility taxes on operations within city boundaries of electricity, water, sewer, stormwater, gas, telephone, wireless phones, cable TV and steam. The City of Mountlake Terrace charges the full amount (6% of utilities revenues from operations) for phone, wireless phone, cable, gas and electric. The City charges 10% for water, stormwater and sewer charges (managed within the City).

Large users of electricity, water and phones can generate substantial revenues to the City. On a per s.f. basis, high concentrations of employees in office buildings result in greater utility usage (power and phones), along with some heavy industrial users that use large amounts of water or electricity.

## **Hotel/Motel Tax**

Hotels and motels provide additional revenues to cities because cities receive their regular share of sales tax on hotels and motels revenues, in addition to 2% of all hotel/motel revenues. In this way, hotels and motels provide an incremental benefit (on a per revenue-dollar basis) over general retail.

The City's Finance Director reports that the City is restricted in how they can use revenues from hotel/motel tax. As a results, focusing on hotel/motel development as a fiscal strategy would not improve directly the City's finances.

## **B&O Tax**

The City does not charge a business and occupations (B&O) tax, which is consistent with most cities in the area. Besides Seattle (Seattle charges the greatest B&O tax rates in the state), the only cities nearby that charge B&O taxes are Lake Forest Park and Everett.

## SYNTHESIS AND CONCLUSIONS

The SW 220<sup>th</sup> Street Corridor and Melody Hill study area is the greatest concentration of commercial activity in the City of Mountlake Terrace. The area lies adjacent the commercial areas in Edmonds and near commercial centers in Shoreline and Lynnwood. Within SW 220<sup>th</sup> Street Corridor and Melody Hill area, several prominent attributes provide direction for planning and economic development, as follows:

- **Premera.** As the major employer anchor for the study area – a major benefit for the local economy – Premera is a growing company with 3,000 employees locally and appears to have a strong commitment to its location. Employees provide a potential consumer base, one that appears relatively under-served at present within the study area.
- **Office and light industrial space.** The study area’s office and light industrial spaces accommodate a broad mix of tenants. Many of these tenants could locate in traditional office space but find attractive the lower cost of leasing the more flexible light industrial space. Vacancies are consistent with or lower than regional averages and lease rates are consistent with regional trends.
- **Corridor traffic.** Regional traffic models show that much of the traffic on SW 220<sup>th</sup> passes through the area, between homes in the surrounding areas and workplaces in Everett, Lynnwood and Seattle. A corridor strategy could include commercial centers with convenient access, perhaps a grocery anchor and a mix of services to entice commuters to do their shopping in the study area.
- **Casino and card rooms.** Casino activity among three casinos and card rooms is growing rapidly. Casinos and card rooms bring people to the area willing to spend their entertainment dollars in the city. Capturing additional spending from casino patrons requires convenient access to retail and services en route to or from the casinos.
- **Short-term development conditions:**

**Office and Light Industrial.** Office trends suggest the area adequately serves current demand for office space in the area. Vacancies exist and lease rates are in line with regional averages. Vacancies and lease rates do not suggest *speculative* development of office to be expected soon.

Professional services are a likely prospect for additional office demand, in particular businesses that work with Premera or would benefit from association with the insurer that would come with a nearby location.

Health services (doctors and dentists) offer some additional potential for office demand, though the area would compete with the Edmonds market, which has a nearby cluster stronghold.

Continuing to accommodate a flexible mix of light industrial space that can accommodate office tenants along with light distribution and assembly appears to be the best strategy for new development. General industrial and distribution uses would value the location to serve markets north and south; the corridor's key strengths are its proximity between Seattle and Lynnwood and the access to I-5 and Highway 99.

**Office and Retail.** New office might be best suitable with a mixed-use development including office and retail. A few examples of this mix of uses are in the study area at present. This could appear as relatively small amounts of office designed to maximize development at a site primarily oriented for retail. Redeveloping existing retail centers to add office and more retail is a possibility as well.

**Multifamily.** The study area market appears able to absorb additional multifamily housing units, though likely limited to garden-style apartments with surface parking only in the near term. Rental rates at present are lower in the area than surrounding areas, but no new multifamily construction has appeared in the area for several years. New construction would bring relatively higher rates.

**Mixed-Use Residential.** Mixed-use Residential and retail would appear to be challenging at present. Accommodating parking for both uses would result in higher density development. Structured parking is not a realistic consideration for such a mixed-use development given current market conditions, challenging the ability to develop densely to accommodate surface parking for both uses.

- **Long-term Outlook:**

**Office.** In the longer run, office expansion at Premera appears inevitable based on employment forecasts for the region and the company's own success. Their growth may bring others to the area and additional demand for additional, at-large Class B office space in the area.

**Light Industrial.** Demand for light industrial space that is flexible enough to accommodate office and industrial users appears to be a solid long-term development pattern. The tenants that occupy such space may not be as "industrial" as they have been in the past, but regionwide demand exists for small industrial spaces in which a range of activities can take place.

**Retail.** The daytime population of the study area is a present consumer base for which new retailers could compete within the trade area.

Currently, the Lynnwood retail momentum likely lures away local spending, including Premera and other employees in the corridor as well as nearby households. Increasing the number of households near the SW 220<sup>th</sup> Corridor would be an effective strategy to support substantial retail development in the area. Retailer would then benefit from a triple combination of daytime employees, households nearby for evenings and weekends, and steady traffic passing through the area to areas north and south.

**Housing.** The area is well positioned to accommodate its share and more of the region's continued population growth. Located between major employment centers in Lynnwood and Seattle with excellent access to I-5 and SR 99, multifamily housing in particular makes sense for a long-term strategy.

- **I-5 Interchange/School Site.** This redevelopable site offers an opportunity that is rarely found within the I-5 corridor: a sizable lot with excellent access to and visibility from I-5 in the heart of the region's urbanized area.

From a purely market-based perspective (leaving the neighborhood planning considerations aside for the moment), the site would be more attractive to developers if the single-family residences adjacent to the west were combined with the former school parcel for a single development. This strategy would result in a 10-acre site, which could accommodate more than 200,000 s.f. of retail space and meet the city's parking requirements.

Large-footprint retailers should find the site attractive, as well as commercial center developers looking to develop a center anchored by a grocery store and/or a department store. Other uses that would find the site attractive would include entertainment and lodging.

- **Fiscal implications.** From a fiscal perspective, maximizing the area's retail potential would likely provide the greatest increase in local revenues. Office and light industrial uses would follow as the greatest source of local revenues based on land use choices. Multifamily development is typically more of a cost to public services than a revenue generator, but fostering multifamily growth in the area may be a necessary part of a retail strategy. Land use choices should not be evaluated in isolation without understanding how each type of development relates to a larger economic and community development plan.

# **Traffic & Circulation Analysis**

## **Existing Conditions**

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City of Mountlake Terrace  
Melody Hill Sub-Area Plan  
Existing Conditions Analysis  
Technical Memorandum  
September 9, 2005



# MELODY HILL SUB-AREA PLAN – CITY OF MOUNTLAKE TERRACE

## TRAFFIC & CIRCULATION

### EXISTING CONDITIONS

Figure 1 is an aerial photograph of the 220th Street SW corridor from Interstate 5 to 70th Street SW in the City of Mountlake Terrace. The adjacent land use and the Melody Hill Redevelopment Site in the southwest quadrant of the I-5 interchange are also shown in Figure 1. The City of Mountlake Terrace Comprehensive Plan (MTCP) served as a background reference for this analysis. Additional data was collected from field observations and photographs, and from the City of Mountlake Terrace staff.

#### **Roadway Network**

The current channelization and traffic control of the study area intersections is shown in the attached Figure 2. The signed speed limits and number of roadway lanes are also shown in Figure 2.

The intersections where data was collected are as follows:

- I-5 Northbound Ramps/220th Street SW
- I-5 Southbound Ramps/220th Street SW
- 64th Avenue West/220th Street SW
- 66th Avenue West/220th Street SW
- 70th Avenue West/220th Street SW
- SR-99/220th Street SW
- 66th Avenue West/212th Street SW
- 66th Avenue West/216th Street SW
- 66th Avenue West/222nd Street SW
- 64th Avenue West/222nd Street SW

The majority of the street network in the study area is developed to urban street standards including curb gutter and sidewalks, however some local access streets, particularly in single family residential areas, have discontinuous curb, gutter, and sidewalks. The roadway classifications, number of lanes and street descriptions are as follows:

**Interstate 5 (I-5)** is a 6 lane freeway and Highway of Statewide Significance (HSS) per RCW 47.06.140. I-5 is classified as a principal arterial in the City of Mountlake Terrace street

classification system (Figure TR-1, MTCP). I-5 has 3 lanes in each direction in the vicinity of the 220th Street SW interchange.

**220th Street SW** is a five lane minor arterial between I-5 and SR 99. Several exclusive left or right turn lanes supplement the five lane continuity of the corridor as shown on Figure 1. 220th Street SW connects 9th Avenue South in the City of Edmonds to 52nd Avenue West in Mountlake Terrace. 220th Street SW also serves as an important connection between I-5 and SR 99. 220th Street SW includes an eastbound high occupancy vehicle lane treatment that allows carpools and buses to turn into the Southbound On-Ramp HOV lane to by pass queues at the ramp meter signal.

**64th Avenue West** is a two lane local access street that originates at 226th Street SW and terminates at 218th Street SW. 64th Avenue West has sidewalk along the east side south of 220th Street SW.

**66th Avenue West** is a four lane minor arterial between 220th Avenue SW and the city limits. The same roadway configuration continues to 212th Street SW in the City of Lynnwood. North of 212th, 66th Avenue West is a two lane roadway. South of 220th Street SW, 66th Avenue West is a two lane collector arterial with parking on both sides between 220th Street SW and 230th Street SW. A marked mid-block pedestrian crossing for the paved urban walkway/trail is located on 66th Avenue West just south of 214th Street SW.

**212th Street SW** is located north of and along the city limits, and connects Main Street in Edmonds to 44th Avenue West in Lynnwood via an underpass at I-5. 212th Street SW has one lane in each direction and exclusive turn lanes at several intersections.

**216th Street SW** is a collector arterial with two lanes in each direction. 216th Street SW connects SR 99 to 66th Avenue West and continues east of 66th Avenue West connecting to 215th Street SW and 61st Place West. 216th Street SW has sidewalk along the south side west of 66th Avenue West.

**222nd Street SW** is a local access street that provides access to the Melody Hill Elementary School Site. 222nd Street SW is paved with one lane in each direction and shoulders that can serve as pedestrian walkways or parking spaces.

### **Pedestrians and Bicycles**

As noted above, nearly all the principal, minor, and collector arterials in the study area have sidewalks. Local access streets often have discontinuous sidewalk, curb, and gutters. Sidewalk locations within the Melody Hill Sub-area are shown in Figure 3. In addition to sidewalks, there are some trail/pedestrian facilities within the sub-area, most notably the Interurban trail, located between Hwy 99 and 70<sup>th</sup> Street, which follows the alignment of the power/utility line easement. Smaller scale pedestrian connections within the residential neighborhoods, such as along 224<sup>th</sup> street or at 227<sup>th</sup> Street are intermittent and discontinuous.

There are three signalized intersections on 220th Street with marked crosswalks. Pedestrian movement along 220<sup>th</sup> is oftentimes interrupted by frequent driveways and curb cuts. A marked mid-block pedestrian crossing for the paved urban walkway/trail is located on 66th Avenue West just south of 214th Street SW. Also an un-marked mid-block pedestrian crossing for the paved Interurban Trail is located on 220th Street SW between Highway 99 and 70th Avenue West.

### **Transit Service**

The sub-area is well served by Community Transit routes, with both local and commuter routes serving the Melody Hill area. These include:

#### **Local Routes**

- 140 between Lynnwood and Edmonds Community College

#### **Commuter Routes**

- 404/405 between Edmonds and Downtown Seattle
- 406 between Seaview to Downtown Seattle
- 408 between South Everett and the University District
- 810 between Edmonds and Mountlake Terrace Park and Rides and the University District
- 850 between Lynnwood and the University District
- 871 between Edmonds and the University District

### **Traffic Volumes**

The existing 2002 traffic volumes are presented in Figure 3. These data were collected in April 2002. The traffic volumes shown will be increased to reflect a 1% per year historical growth rate in the corridor according to the City of Mountlake Terrace staff.

### **Traffic Signal Operations**

The operation of traffic signals was observed in the field and confirmed with controller timing information provided by the City of Mountlake Terrace. The following is a summary of the key operational features as they currently exist at study area intersections.

#### **I-5 Northbound Ramps/220th Street SW**

Currently operates in coordination with the southbound ramps signal. Capable of future coordination with the intersections west of I-5 on 220th Street SW. The ramp traffic and westbound (WB) left turns have protected phasing.

#### **I-5 Southbound Ramps/220th Street SW**

Currently operates in coordination with the northbound ramps signal. Capable of future coordination with the intersections west of I-5 on 220th Street SW. The ramp traffic and eastbound (EB) left turns have protected phasing.

### **64th Avenue West/220th Street SW**

Currently operates in coordination with City of Lynnwood central system along 220th Street SW 66th Avenue W and SR 99. Protected-permitted left turn phases operate for the EB and WB directions. The north-south phases are split sequentially.

### **66th Avenue West/220th Street SW**

Currently operates in coordination with City of Lynnwood central system along 220th Street SW. Protected-permitted left turn phases operate for the EB and WB directions. The northbound (NB) and southbound (SB) left turns are protected, full quad operation.

### **SR-99/220th Street SW**

Currently operates in coordination with City of Lynnwood central system along 220th Street SW, 66th Avenue W and SR 99. All left turn movements are protected and overlap with through movements.

### **66th Avenue West/212th Street SW**

Currently operates as a four way stop flasher.

### **66th Avenue West/216th Street SW**

Currently operates in coordination with City of Lynnwood central traffic control system along 220th Street SW. Protected-permitted left turn phases operate for NB and SB directions. The east-west phases include permitted left turn movements.

### **Level of Service from MTCP**

The existing 2002 level of service (LOS) at the study area intersections taken from the Mountlake Terrace Comprehensive Plan (MTCP) transportation section is shown below. The existing level of service will be updated to accommodate the recent 220th Street SW project that installed transit signal priority, 2070 controllers and advanced traffic control cabinets, pedestrian countdown signal heads and ADA compliant curb ramps at study area intersections.

<u>Intersection</u>	<u>PM Peak Hour LOS</u>
▪ I-5 Northbound Ramps/220th Street SW	C
▪ I-5 Southbound Ramps/220th Street SW	F
▪ 64th Avenue West/220th Street SW	F
▪ 66th Avenue West/220th Street SW	F

- SR-99/220th Street SW E\*
- 70th Avenue West/220th Street SW E
- 66th Avenue West/212th Street SW \*\*\_
- 66th Avenue West/216th Street SW B
- 66th Avenue West/222nd Street SW \*\*\*
- 64th Avenue West/222nd Street SW \*\*\*

\* LOS taken from City of Edmonds Transportation Element – 2002 Update.

\*\* Analysis not available. Observed all-way stop LOS during PM peak is approximately F with queues of 30+ cars on west and south legs.

\*\*\* Unsignalized intersection, analysis not available.

## Level of Service Analysis

### Level of Service (LOS) Criteria

In general, LOS D is considered acceptable for design purposes by WSDOT and the City of Mountlake Terrace. In urban street environments, LOS E may, in some cases, be tolerated for short peak period conditions.

“Level of Service” is a qualitative measure describing operational conditions within a traffic stream, and the perception thereof by road users. For signalized intersections, level of service is defined in terms of average control delay, which is a quantitative measure of driver discomfort and frustration, fuel consumption, and lost travel time. Control delay involves movements at slower speeds as vehicles move up in queue or slow down upstream of an intersection, in addition to stops on intersection approaches. There are six levels of service ranging from LOS A to LOS F, with LOS A representing the best operating conditions and LOS F indicating congestion. Specifically, level of service criteria are stated in terms of the average control vehicle delay for a peak 15 minute analysis period, factored to a full hour at signalized intersections as a whole. Also, the calculation procedure includes steps to determine delays, LOS and queue length for each movement and lane group on any given approach to an intersection.

Table 1 provides the level of service criteria for signalized and un-signalized intersections:

**TABLE 1 – LEVEL OF SERVICE CRITERIA**

	<b>Signalized Intersection Control Delay/Vehicle</b>	<b>Unsignalized Intersection Control Delay/Vehicle</b>	
A	≤ 10 seconds	≤ 10 seconds	Little or no delay
B	> 10 to 20 seconds	> 10 to 15 seconds	Short traffic delays
C	> 20 to 35 seconds	> 15 to 25 seconds	Average traffic delays
D	> 35 to 55 seconds	> 25 to 35 seconds	Long traffic delays
E	> 55 to 80 seconds	> 35 to 50 seconds	Very long traffic delays
F	> 80 seconds	> 50 seconds	*

\* When demand volume exceeds the capacity of the movement, extreme delays will be encountered with queuing which may cause severe congestion affecting other traffic movements in the intersection.

SOURCE: 2000 Highway Capacity Manual (HCM 2000)

For signalized intersections, delay is a complex measure and is dependant upon a number of variables, including the quality of progression, the cycle length, the ratio of green signal time to the total cycle length, and the volume-to-capacity ratio for the lane group in question.

### Existing Level of Service

Table 2 shows the 2005 existing Level of Service (LOS), overall intersection delay and volume-to-capacity ratio during the PM peak hours at signalized intersections in the study area. Table 2 also shows the delay for the most congested minor approach leg movement for unsignalized intersections. All of the intersections currently operate at LOS D or better, except for the in the PM peak hour.

**TABLE 2 – PM PEAK HOUR LEVEL OF SERVICE SUMMARY**

Intersection	Approach Movement <sup>1</sup>	Existing 2005		
		LOS <sup>2</sup>	Delay <sup>3</sup>	V/C <sup>4</sup>
I-5 Northbound Ramps/220th Street SW	Overall	C	28.4	0.75
I-5 Southbound Ramps/220th Street SW	Overall	E	55.7	1.19
64th Avenue W / 220th Street SW	Overall	C	22.7	0.85
66th Avenue W / 220th Street SW	Overall	D	35.5	0.76
70th Avenue W / 220th Street SW	Overall	B	19.3	0.52
SR 99 / 220th Street SW	Overall	E	57.4	0.95
66th Avenue W / 212th Street SW	Overall	D	26.2	1.04
66th Avenue W / 216th Street SW	Overall	A	8.4	0.68
66th Avenue W / 222nd Street SW	Overall	C	15.2	0.70
64th Avenue W / 222nd Street SW	Overall	B	10.1	0.10

<sup>1</sup> Highest delay movement for unsignalized intersections. Average overall movements at signalized intersections.

<sup>2</sup> Level of Service determined from Highway Capacity Manual (HCM 2000) published by TRB.

<sup>3</sup> Average vehicle delay in seconds per vehicle.

<sup>4</sup> Volume-to-Capacity ratio for the intersection overall movements or for the specified movement

As shown in Table 2, the LOS for the I-5 Southbound Ramps / 220th Street SW (State-owned) and the SR 99 / 220th Street SW (City of Edmonds owned) intersections are operating at LOS E which is below the LOS standard for intersections in the City of Mountlake Terrace. These intersections have vehicle delay values in the range of 55 to 58 seconds which is toward the low end of LOS E and just above the 55 second boundary with LOS D. All other intersections in the study area operate at LOS D or better. LOS E is commonly allowed during short peak periods at highly congested urban locations.

These results are based on operation of the 220th Street SW system in coordination with a system cycle length of 130 seconds. The existing signal phasing sequences as discussed previously were assumed for the purposes of this study. Calculation printouts are included in the Appendix.

## **Vehicle Queues**

Tables 3, 4 and 5 (attached) show the 2005 PM Peak Existing Average and 95th Percentile Queue Length Summary, the Storage Lane Length and amount of predicted capacity over or under the existing storage capacity for the specified movement or lane. Table 3 summarizes the predicted queue lengths for all lane movements on the approaches to each signalized intersection in the study area. Table 4 shows the existing capacities for lanes taken from maps and aerial photographs. A zero capacity implies that there is no turning lane for the specified movement. Table 5 shows the design capacity in negative numbers of feet that would need to be constructed in order to accommodate the 95th percentile queues on intersection approaches.

One location where long queues of vehicles are predicted is at the I-5 southbound off ramp to 220th Street SW. The predicted values at this location indicate that queues would extend back the ramp to I-5. This condition should be verified in the field to validate the modeling of this intersection. The north approach leg at the 64th Ave W / 200th Street SW intersection will have queues exceeding the southbound left turn pocket length during the PM peak hour. Table 3 also shows that capacity in the adjacent southbound through/right lane is available to absorb the queue from the left turn lane. This condition should also be verified in the field to validate the modeling of this intersection. A similar condition is predicted for the eastbound left lanes (dual left) and eastbound through lanes at the I-5 Northbound Ramps / 220th Street SW intersections. All of conditions indicating that queues are exceeding capacity should be verified in the field in order to validate the assumptions of the modeling inputs prior to expanding the analysis to future years and preparing lane improvement recommendations.

A possible improvement for the eastbound left turn lanes queues at the I-5 Northbound Ramps/220th Street SW intersection would adjust the back-to-back left turn storage on the overpass to accommodate the queues for both the westbound left turn at the I-5 Southbound Ramps and the eastbound left turn at the I-5 Northbound Ramps. The design storage capacity for this lane is approximately 500 feet and the predicted queues are 424' + 103' or 527 feet during the PM peak hour.

### **End – Existing Conditions Draft**

TABLE 3 - Existing 2005 Queue Lengths				Average & 95th Percentil Queue <sup>1</sup> Length (feet)																							
Intersection	LOS	Delay	V/C	EBL		EBT		EBR		WBL		WBT		WBR		NBL		NBT		NBR		SBL		SBT		SBR	
56th Avenue West/220th Street SW	D	36.0	0.64	-	-	230	322	-	-	-	-	184	232	-	-	-	-	173	304	0	48	-	-	7	26	-	-
I-5 Northbound Ramps/220th Street SW	C	28.4	0.75	424	277m	48	35m	-	-	-	-	140	223	65	65	208	308	209	309	0	59	-	-	-	-	-	-
I-5 Southbound Ramps/220th Street SW	E	55.7	1.19	0	0	-612	#753	55	73	-103	#228	201	169	-	-	-	-	-	-	-	-	-	-	-714	#928	-896	#1156
64th Avenue West/220th Street SW	C	22.7	0.85	22	35	310	#520	-	-	113	145	324	441	-	-	-	-	12	67	-	-	166	303	5	33	-	-
66th Avenue West/220th Street SW	D	35.5	0.76	22	#77	415	555	-	-	50	88	538	637	-	-	62	115	151	#254	-	-	223	277	105	162	-	-
70th Avenue West/220th Street SW	B	19.3	0.52	28	64	137	331	-	-	16	24	44	323	0	5	31	65	9	61	-	-	141	210	90	162	-	-
SR-99/220th Street SW	E	57.4	0.95	~111	#245	251	#350	-	-	209	#366	401	#546	-	-	135	#213	660	#820	46	108	236	#417	417	498	5	39
66th Avenue West/212th Street SW	D	26.2	1.04	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
66th Avenue West/216th Street SW	A	8.4	0.68	35	75	5	46	-	-	15	#62	5	18	-	-	-	-	44	96	-	-	-	-	23	54	-	-
66th Avenue West/222nd Street SW	C	15.2	0.07	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
64th Avenue West/222nd Street SW	A	7.4	0.09	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

<sup>1</sup> Source: Synchro 6 program output.

TABLE 4 - Existing 2005 Storage Capacity				Storage Lane Length/Link Length <sup>1</sup> (feet)												
Intersection	LOS	Delay	V/C	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
56th Avenue West/220th Street SW	D	36.0	0.64	0	480	0	0	560	0	0	440	0	0	600	0	
I-5 Northbound Ramps/220th Street SW	C	28.4	0.75	120	480	0	0	470	260	400	730	240	0	0		
I-5 Southbound Ramps/220th Street SW	E	55.7	1.19	0	690	300	200	500	0	0	0	0	0	820	320	
64th Avenue West/220th Street SW	C	22.7	0.85	90	520	0	180	668	0	100	1862	0	100	400	0	
66th Avenue West/220th Street SW	D	35.5	0.76	140	1240	0	120	520	120	120	327	0	110	1167	0	
70th Avenue West/220th Street SW	B	19.3	0.52	140	840	0	260	1240	110	120	991	0	280	500	0	
SR-99/220th Street SW	E	57.4	0.95	275	770	0	600	820	0	330	1295	1165	1255	1255	180	
66th Avenue West/212th Street SW																
66th Avenue West/216th Street SW				1696	1696		252	252		1167	1167		1164	1164		
66th Avenue West/222nd Street SW																
64th Avenue West/222nd Street SW																

<sup>1</sup> Source: Synchro 6 program output and field data.

TABLE 5 Design Capacity Needs				Existing Capacity minus 95th Percentil Queue <sup>1</sup> Length (feet) and Design Capacity																							
Intersection	LOS	Delay	V/C	EBL		EBT		EBR		WBL		WBT		WBR		NBL		NBT		NBR		SBL		SBT		SBR	
56th Avenue West/220th Street SW	D	36.0	0.64	0	0	250	158	0	0	0	0	376	328	0	0	0	0	267	136	0	-48	0	0	593	574	0	0
I-5 Northbound Ramps/220th Street SW	C	28.4	0.75	-304	-157	432	445	0	0	0	0	330	247	195	195	192	92	521	421	240	181	0	0	0	0	0	0
I-5 Southbound Ramps/220th Street SW	E	55.7	1.19	0	0	78	-63	245	227	97	-28	299	331	0	0	0	0	0	0	0	0	0	0	106	-108	-576	-836
64th Avenue West/220th Street SW	C	22.7	0.85	68	55	210	0	0	0	67	35	344	227	0	0	100	100	1850	1795	0	0	-66	-203	395	367	0	0
66th Avenue West/220th Street SW	D	35.5	0.76	118	63	825	685	0	0	70	32	-18	-117	120	120	58	5	176	73	0	0	-113	-167	1062	1005	0	0
70th Avenue West/220th Street SW	B	19.3	0.52	112	76	703	509	0	0	244	236	1196	917	110	105	89	55	982	930	0	0	139	70	410	338	0	0
SR-99/220th Street SW	E	57.4	0.95	164	30	519	420	0	0	391	264	419	274	0	0	195	117	635	475	1119	1057	1019	838	838	757	175	141
66th Avenue West/212th Street SW																											
66th Avenue West/216th Street SW				1661	1621	1691	1650	0	0	237	190	247	234	0	0	1167	1167	1123	1071	0	0	1164	1164	1141	1110	0	0
66th Avenue West/222nd Street SW																											
64th Avenue West/222nd Street SW																											

Note: Calculated negative storage implies existing lane is under the predicted capacity (total length needed) by the indicated number of feet (-).  
This is the length of lane needed to be constructed to accommodate the existing 95th percentile queue length.

MELODY HILL  
REDEVELOPMENT  
SITE

I-5

64TH

66TH AVE W

70TH AVE W

220th Street SW Corridor  
and Adjacent Land Use

Figure 1



**LEGEND**

Minor Arterial

Collector Arterial

Approach Lane Type

Number of Through Travel Lanes

Traffic Signal

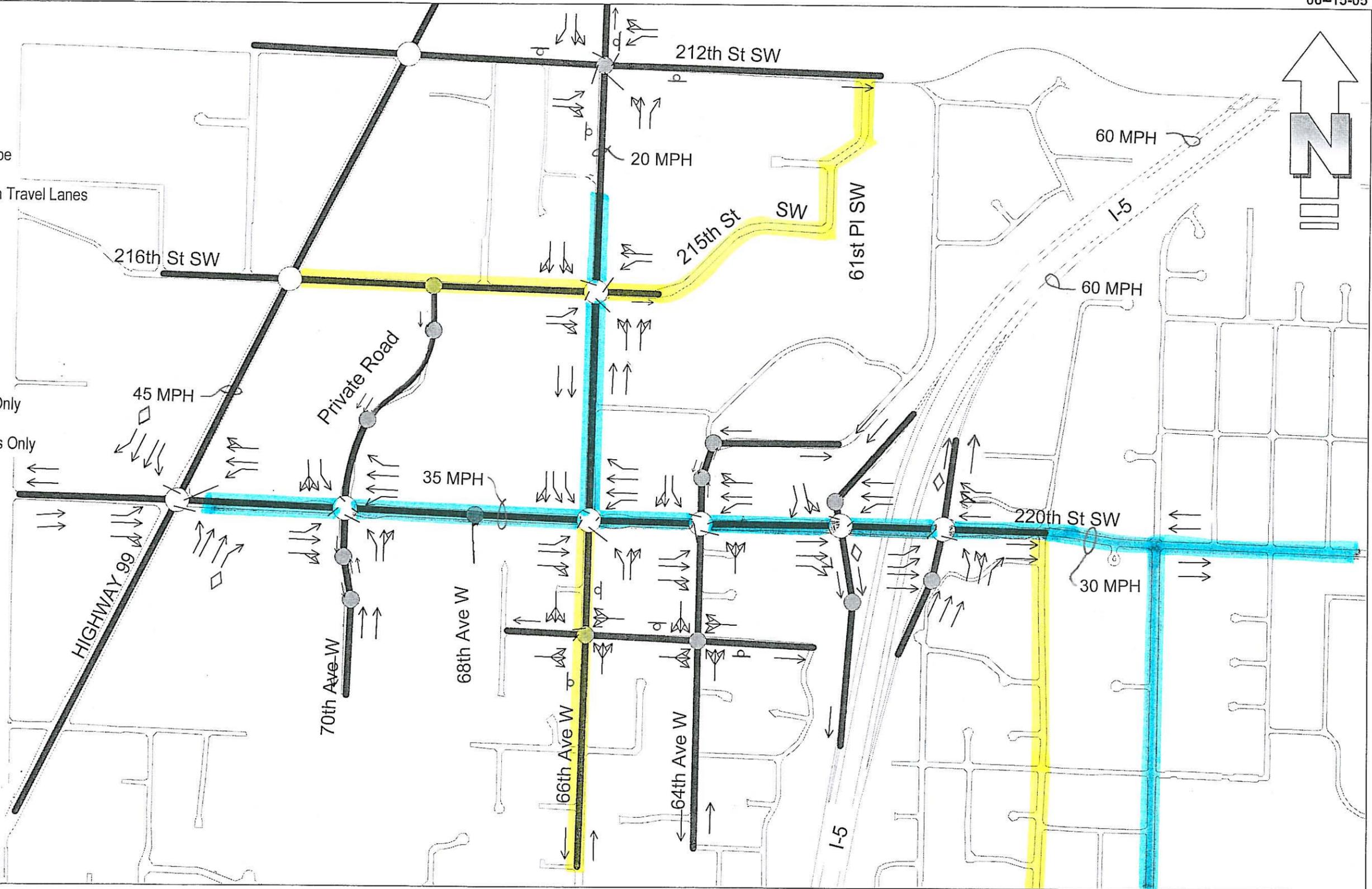
Unsignalized

XX MPH Speed Limit

d Stop Sign

Buses & Carpools Only

Buses & Right Turns Only



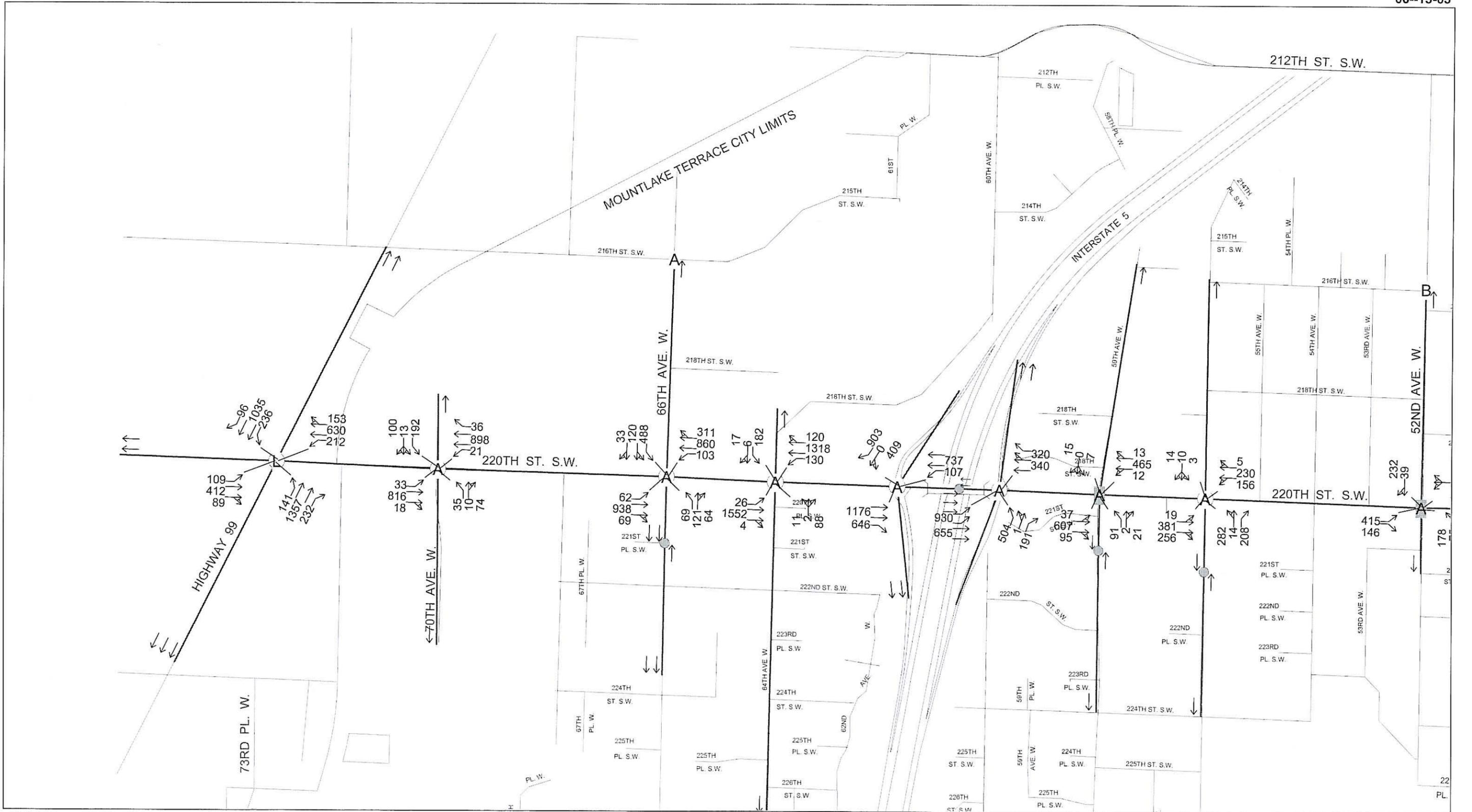


Figure 3  
2002 Traffic Volumes



Intersection	LOS	Delay	V/C	Average & 95th Percentil Queue <sup>1</sup> Length (feet)																							
				EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR												
56th Avenue West/220th Street SW	D	36.0	0.64	-	-	230	322	-	-	-	-	184	232	-	-	-	-	173	304	0	48	-	-	7	26	-	-
I-5 Northbound Ramps/220th Street SW	C	28.4	0.75	424	277m	48	35m	-	-	-	-	140	223	65	65	208	308	209	309	0	59	-	-	-	-	-	-
I-5 Southbound Ramps/220th Street SW	E	55.7	1.19	0	0	~612	#753	55	73	~103	#228	201	169	-	-	-	-	-	-	-	-	-	-	~714	#928	~896	#1156
64th Avenue West/220th Street SW	C	22.7	0.85	22	35	310	#520	-	-	113	145	324	441	-	-	-	-	12	67	-	-	166	303	5	33	-	-
66th Avenue West/220th Street SW	D	35.5	0.76	22	#77	415	555	-	-	50	88	538	637	-	-	62	115	151	#254	-	-	223	277	105	162	-	-
70th Avenue West/220th Street SW	B	19.3	0.52	28	64	137	331	-	-	16	24	44	323	0	5	31	65	9	61	-	-	141	210	90	162	-	-
SR-99/220th Street SW	E	57.4	0.95	~111	#245	251	#350	-	-	209	#366	401	#546	-	-	135	#213	660	#820	46	108	236	#417	417	498	5	39
66th Avenue West/212th Street SW	D	26.2	1.04	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
66th Avenue West/216th Street SW	A	8.4	0.68	35	75	5	46	-	-	15	#62	5	18	-	-	-	-	44	96	-	-	-	-	23	54	-	-
66th Avenue West/222nd Street SW	C	15.2	0.07	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
64th Avenue West/222nd Street SW	A	7.4	0.09	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

<sup>1</sup>Source: Synchro 6 program output.

Intersection	LOS	Delay	V/C	Storage Lane Length/Link Length <sup>1</sup> (feet)											
				EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
56th Avenue West/220th Street SW	D	36.0	0.64	0	480	0	0	560	0	0	440	0	0	600	0
I-5 Northbound Ramps/220th Street SW	C	28.4	0.75	120	480	0	0	470	260	400	730	240	0	0	
I-5 Southbound Ramps/220th Street SW	E	55.7	1.19	0	690	300	200	500	0	0	0	0	820	320	
64th Avenue West/220th Street SW	C	22.7	0.85	90	520	0	180	668	0	100	1862	0	100	400	
66th Avenue West/220th Street SW	D	35.5	0.76	140	1240	0	120	520	120	120	327	0	110	1167	
70th Avenue West/220th Street SW	B	19.3	0.52	140	840	0	260	1240	110	120	991	0	280	500	
SR-99/220th Street SW	E	57.4	0.95	275	770	0	600	820	0	330	1295	1165	1255	1255	
66th Avenue West/212th Street SW															
66th Avenue West/216th Street SW				1696	1696		252	252		1167	1167		1164	1164	
66th Avenue West/222nd Street SW															
64th Avenue West/222nd Street SW															

<sup>1</sup>Source: Synchro 6 program output and field data.

Intersection	LOS	Delay	V/C	Existing Capacity minus 95th Percentil Queue <sup>1</sup> Length (feet) and Design Capacity																							
				EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR												
56th Avenue West/220th Street SW	D	36.0	0.64	0	0	250	158	0	0	0	0	376	328	0	0	0	0	267	136	0	-48	0	0	593	574	0	0
I-5 Northbound Ramps/220th Street SW	C	28.4	0.75	304	157	432	445	0	0	0	0	330	247	195	195	192	92	521	421	240	181	0	0	0	0	0	
I-5 Southbound Ramps/220th Street SW	E	55.7	1.19	0	0	78	63	245	227	97	28	299	331	0	0	0	0	0	0	0	0	0	0	106	108	576	836
64th Avenue West/220th Street SW	C	22.7	0.85	68	55	210	0	0	0	67	35	344	227	0	0	100	100	1850	1795	0	0	-66	-203	395	367	0	0
66th Avenue West/220th Street SW	D	35.5	0.76	118	63	825	685	0	0	70	32	18	117	120	120	58	5	176	73	0	0	-113	-167	1062	1005	0	0
70th Avenue West/220th Street SW	B	19.3	0.52	112	76	703	509	0	0	244	236	1196	917	110	105	89	55	982	930	0	0	139	70	410	338	0	0
SR-99/220th Street SW	E	57.4	0.95	164	30	519	420	0	0	391	264	419	274	0	0	195	117	635	475	1119	1057	1019	838	838	757	175	141
66th Avenue West/212th Street SW																											
66th Avenue West/216th Street SW				1661	1621	1691	1650	0	0	237	190	247	234	0	0	1167	1167	1123	1071	0	0	1164	1164	1141	1110	0	0
66th Avenue West/222nd Street SW																											
64th Avenue West/222nd Street SW																											

Note: Calculated negative storage implies existing lane is under the predicted capacity (total length needed) by the indicated number of feet (-). This is the length of lane needed to be constructed to accommodate the existing 95th percentile queue length.

ORIGINALS

## APPENDIX

2005 Level of Service Calculations

HCM Signalized Intersection Capacity Analysis  
 195: 220th St SW #14 & I-5 NB Ramps

PM Peak Hour  
 2005 Existing

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑↑	↑↑			↑↑	↑	↑	↑	↑			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		4%			0%			2%			0%	
Total Lost time (s)	4.0	4.0			4.0	4.0	4.0	4.0	4.0			
Lane Util. Factor	0.97	0.95			0.91	0.91	0.95	0.95	1.00			
Frbp, ped/bikes	1.00	1.00			1.00	1.00	1.00	1.00	0.98			
Flpb, ped/bikes	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Frt	1.00	1.00			0.99	0.85	1.00	1.00	0.85			
Flt Protected	0.95	1.00			1.00	1.00	0.95	0.95	1.00			
Satd. Flow (prot)	3364	3468			3345	1441	1664	1669	1530			
Flt Permitted	0.95	1.00			1.00	1.00	0.95	0.95	1.00			
Satd. Flow (perm)	3364	3468			3345	1441	1664	1669	1530			
Volume (vph)	930	655	0	0	340	320	504	1	191	0	0	0
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1011	712	0	0	370	348	548	1	208	0	0	0
RTOR Reduction (vph)	0	0	0	0	6	247	0	0	149	0	0	0
Lane Group Flow (vph)	1011	712	0	0	400	65	274	275	59	0	0	0
Confl. Peds. (#/hr)							5		5			
Turn Type	Prot					Perm	Prot		Perm			
Protected Phases	5	2			6		3	8				
Permitted Phases					6	6			8			
Actuated Green, G (s)	54.0	85.0			27.0	27.0	37.0	37.0	37.0			
Effective Green, g (s)	54.0	85.0			27.0	27.0	37.0	37.0	37.0			
Actuated g/C Ratio	0.42	0.65			0.21	0.21	0.28	0.28	0.28			
Clearance Time (s)	4.0	4.0			4.0	4.0	4.0	4.0	4.0			
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0	3.0	3.0			
Lane Grp Cap (vph)	1397	2268			695	299	474	475	435			
v/s Ratio Prot	c0.30	0.21			0.12		0.16	c0.16				
v/s Ratio Perm						0.22			0.14			
v/c Ratio	0.72	0.31			0.58	0.22	0.58	0.58	0.14			
Uniform Delay, d1	31.8	9.8			46.4	42.7	39.8	39.8	34.6			
Progression Factor	0.80	0.42			0.79	1.14	1.00	1.00	1.00			
Incremental Delay, d2	0.2	0.0			3.3	1.6	1.7	1.7	0.1			
Delay (s)	25.5	4.2			40.1	50.4	41.5	41.5	34.7			
Level of Service	C	A			D	D	D	D	C			
Approach Delay (s)		16.7			44.6			39.7			0.0	
Approach LOS		B			D			D			A	

Intersection Summary			
HCM Average Control Delay	28.4	HCM Level of Service	C
HCM Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	63.7%	ICU Level of Service	B
Analysis Period (min)	15		
c - Critical Lane Group			

HCM Signalized Intersection Capacity Analysis  
 37: 220th St SW #14 & I-5 SB Ramps

PM Peak Hour  
 2005 Existing

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↖↖	↖↖	↖	↖	↖↖						↖	↖
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	14	12	12	12	12	12	12	12	14	14
Grade (%)		4%			0%			0%			0%	
Total Lost time (s)		4.0	4.0	4.0	4.0						4.0	4.0
Lane Util. Factor		0.95	1.00	1.00	0.95						1.00	1.00
Frbp, ped/bikes		1.00	0.98	1.00	1.00						1.00	1.00
Flpb, ped/bikes		1.00	1.00	1.00	1.00						1.00	1.00
Frt		1.00	0.85	1.00	1.00						1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00						0.95	1.00
Satd. Flow (prot)		3468	1615	1770	3539						1888	1689
Flt Permitted		1.00	1.00	0.95	1.00						0.95	1.00
Satd. Flow (perm)		3468	1615	1770	3539						1888	1689
Volume (vph)	0	1176	646	107	737	0	0	0	0	409	0	903
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1278	702	116	801	0	0	0	0	445	0	982
RTOR Reduction (vph)	0	0	434	0	0	0	0	0	0	0	0	49
Lane Group Flow (vph)	0	1278	269	116	801	0	0	0	0	0	445	934
Confl. Peds. (#/hr)			5	5								
Turn Type	Perm		Perm	Prot						Prot		Perm
Protected Phases		2		1	6					7	4	
Permitted Phases	2		2									4
Actuated Green, G (s)		45.0	45.0	8.0	57.0						65.0	65.0
Effective Green, g (s)		45.0	45.0	8.0	57.0						65.0	65.0
Actuated g/C Ratio		0.35	0.35	0.06	0.44						0.50	0.50
Clearance Time (s)		4.0	4.0	4.0	4.0						4.0	4.0
Vehicle Extension (s)		3.0	3.0	3.0	3.0						3.0	3.0
Lane Grp Cap (vph)		1200	559	109	1552						944	845
v/s Ratio Prot		0.37		0.07	0.23							
v/s Ratio Perm			0.43								0.24	0.58
v/c Ratio		1.06	0.48	1.06	0.52						0.47	1.10
Uniform Delay, d1		42.5	33.3	61.0	26.5						21.3	32.5
Progression Factor		0.75	0.97	0.92	0.20						1.00	1.00
Incremental Delay, d2		38.9	1.5	96.3	1.0						0.4	63.7
Delay (s)		70.7	33.8	152.3	6.4						21.6	96.2
Level of Service		E	C	F	A						C	F
Approach Delay (s)		57.6			24.9			0.0			73.0	
Approach LOS		E			C			A			E	

Intersection Summary			
HCM Average Control Delay	55.7	HCM Level of Service	E
HCM Volume to Capacity ratio	1.19		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	83.0%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis  
 387: 220th St SW #14 & 64th Ave W

PM Peak Hour  
 2005 Existing

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↗		↖	↖↗			↕		↖	↗	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	11	12	12	11	12	12	16	12	12	12	12
Grade (%)		0%			-10%			-5%			1%	
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00		1.00	1.00	
Frbp, ped/bikes	1.00	1.00		1.00	1.00			0.98		1.00	0.98	
Flpb, ped/bikes	1.00	1.00		1.00	1.00			1.00		1.00	1.00	
Frft	1.00	1.00		1.00	0.99			0.88		1.00	0.89	
Flt Protected	0.95	1.00		0.95	1.00			0.99		0.95	1.00	
Satd. Flow (prot)	1770	3420		1858	3536			1859		1761	1625	
Flt Permitted	0.95	1.00		0.95	1.00			0.99		0.95	1.00	
Satd. Flow (perm)	1770	3420		1858	3536			1859		1761	1625	
Volume (vph)	26	1552	4	130	1318	120	11	2	88	182	6	17
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	28	1687	4	141	1433	130	12	2	96	198	7	18
RTOR Reduction (vph)	0	0	0	0	4	0	0	90	0	0	16	0
Lane Group Flow (vph)	28	1691	0	141	1559	0	0	20	0	198	9	0
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Turn Type	Prot			Prot			Split			Split		
Protected Phases	5	2		1	6		8	8		4	4	
Permitted Phases												
Actuated Green, G (s)	3.6	74.7		14.4	85.5			8.4		16.5	16.5	
Effective Green, g (s)	3.6	74.7		14.4	85.5			8.4		16.5	16.5	
Actuated g/C Ratio	0.03	0.57		0.11	0.66			0.06		0.13	0.13	
Clearance Time (s)	4.0	4.0		4.0	4.0			4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0		3.0	3.0	
Lane Grp Cap (vph)	49	1965		206	2326			120		224	206	
v/s Ratio Prot	0.02	c0.49		0.08	c0.44			c0.06		c0.11	0.02	
v/s Ratio Perm												
v/c Ratio	0.57	0.86		0.68	0.67			0.17		0.88	0.05	
Uniform Delay, d1	62.4	23.3		55.6	13.6			57.5		55.8	49.8	
Progression Factor	0.84	0.65		1.06	0.74			1.00		1.00	1.00	
Incremental Delay, d2	11.8	4.1		4.8	0.8			0.7		31.0	0.1	
Delay (s)	64.2	19.2		63.5	10.9			58.2		86.8	49.9	
Level of Service	E	B		E	B			E		F	D	
Approach Delay (s)		19.9			15.3			58.2			82.7	
Approach LOS		B			B			E			F	

Intersection Summary			
HCM Average Control Delay	22.7	HCM Level of Service	C
HCM Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	77.0%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis  
 39: 220th St SW #14 & 66th Ave W #2

PM Peak Hour  
 2005 Existing

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	12	11	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			-3%			6%	
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00		0.97	1.00	
Fr't	1.00	0.99		1.00	0.96		1.00	0.95		1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1711	3503		1711	3398		1796	1568		3330	1748	
Flt Permitted	0.09	1.00		0.15	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	171	3503		263	3398		1796	1568		3330	1748	
Volume (vph)	62	938	69	103	860	311	69	121	64	488	120	33
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	67	1020	75	112	935	338	75	132	70	530	130	36
RTOR Reduction (vph)	0	4	0	0	25	0	0	15	0	0	8	0
Lane Group Flow (vph)	67	1091	0	112	1248	0	75	187	0	530	158	0
Parking (#/hr)								5				
Turn Type	pm+pt			pm+pt			Prot			Prot		
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6								
Actuated Green, G (s)	64.9	60.9		73.2	65.2		8.3	20.0		24.8	36.5	
Effective Green, g (s)	64.9	60.9		73.2	65.2		8.3	20.0		24.8	36.5	
Actuated g/C Ratio	0.50	0.47		0.56	0.50		0.06	0.15		0.19	0.28	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	133	1641		241	1704		115	241		635	491	
v/s Ratio Prot	0.02	0.31		c0.03	c0.37		0.04	c0.13		c0.16	0.09	
v/s Ratio Perm	0.24			0.23								
v/c Ratio	0.50	0.67		0.46	0.73		0.65	0.77		0.83	0.32	
Uniform Delay, d1	45.9	26.7		36.8	25.5		59.4	52.8		50.6	37.0	
Progression Factor	1.24	1.19		0.90	0.63		1.00	1.00		1.00	1.00	
Incremental Delay, d2	2.8	2.0		1.1	2.1		12.5	14.4		9.3	0.4	
Delay (s)	59.6	33.8		34.3	18.1		71.9	67.2		59.9	37.3	
Level of Service	E	C		C	B		E	E		E	D	
Approach Delay (s)		35.3			19.4			68.5			54.5	
Approach LOS		D			B			E			D	

Intersection Summary

HCM Average Control Delay	35.5	HCM Level of Service	D
HCM Volume to Capacity ratio	0.76		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	74.7%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis  
 40: 220th St SW #14 & 70th Ave W

PM Peak Hour  
 2005 Existing

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	11	12	12	11	14	12	12	12	12	12	12
Grade (%)		6%			-8%			1%			-10%	
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00	1.00	1.00		0.95	0.95	
Frbp, ped/bikes	1.00	1.00		1.00	1.00	0.97	1.00	0.98		1.00	0.98	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frft	1.00	1.00		1.00	1.00	0.85	1.00	0.87		1.00	0.90	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	0.99	
Satd. Flow (prot)	1717	3305		1840	3558	1698	1761	1575		1765	1630	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	0.99	
Satd. Flow (perm)	1717	3305		1840	3558	1698	1761	1575		1765	1630	
Volume (vph)	33	816	18	21	898	36	35	10	74	192	13	100
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	36	887	20	23	976	39	38	11	80	209	14	109
RTOR Reduction (vph)	0	1	0	0	0	10	0	74	0	0	55	0
Lane Group Flow (vph)	36	906	0	23	976	29	38	17	0	163	114	0
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Turn Type	Prot			Prot		pm+ov	Split				Split	
Protected Phases	5	2		1	6	4	8	8		4	4	
Permitted Phases						6						
Actuated Green, G (s)	8.6	85.0		3.3	79.7	96.3	9.1	9.1		16.6	16.6	
Effective Green, g (s)	8.6	85.0		3.3	79.7	96.3	9.1	9.1		16.6	16.6	
Actuated g/C Ratio	0.07	0.65		0.03	0.61	0.74	0.07	0.07		0.13	0.13	
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	114	2161		47	2181	1258	123	110		225	208	
v/s Ratio Prot	0.02	c0.27		0.01	c0.27	0.00	0.02	c0.06		0.09	c0.10	
v/s Ratio Perm						0.02						
v/c Ratio	0.32	0.42		0.49	0.45	0.02	0.31	0.15		0.72	0.55	
Uniform Delay, d1	57.9	10.7		62.5	13.4	4.4	57.5	56.8		54.5	53.2	
Progression Factor	1.00	1.00		1.20	0.36	0.62	1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.6	0.6		5.6	0.5	0.0	1.4	0.6		11.0	2.9	
Delay (s)	59.5	11.3		80.4	5.3	2.8	58.9	57.5		65.5	56.1	
Level of Service	E	B		F	A	A	E	E		E	E	
Approach Delay (s)		13.2			6.9			57.9			60.7	
Approach LOS		B			A			E			E	

Intersection Summary			
HCM Average Control Delay	19.3	HCM Level of Service	B
HCM Volume to Capacity ratio	0.52		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	49.6%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis  
 20: 220th St SW & Hwy 99

PM Peak Hour  
 2005 Existing

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-5%			8%			-2%			2%	
Total Lost time (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95	1.00	1.00	0.95	1.00
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	0.98	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.97		1.00	0.97		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1814	3515		1699	3282		1787	3575	1559	1752	3504	1529
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1814	3515		1699	3282		1787	3575	1559	1752	3504	1529
Volume (vph)	109	412	89	212	630	153	141	1357	232	236	1035	96
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	118	448	97	230	685	166	153	1475	252	257	1125	104
RTOR Reduction (vph)	0	13	0	0	15	0	0	0	92	0	0	49
Lane Group Flow (vph)	118	532	0	230	836	0	153	1475	160	257	1125	55
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Turn Type	Prot			Prot			Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			6
Actuated Green, G (s)	8.0	23.3		19.7	35.0		15.3	61.0	61.0	20.0	65.7	65.7
Effective Green, g (s)	9.0	24.3		20.7	36.0		16.3	62.0	62.0	21.0	66.7	66.7
Actuated g/C Ratio	0.06	0.17		0.15	0.26		0.12	0.44	0.44	0.15	0.48	0.48
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	117	610		251	844		208	1583	690	263	1669	728
v/s Ratio Prot	c0.07	0.16		c0.14	c0.26		0.09	c0.41		c0.15	0.32	
v/s Ratio Perm									0.16			0.07
v/c Ratio	1.01	0.87		0.92	0.99		0.74	0.93	0.23	0.98	0.67	0.08
Uniform Delay, d1	65.5	56.3		58.8	51.8		59.8	37.0	24.2	59.3	28.3	19.9
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	85.5	13.0		34.9	28.6		12.7	11.3	0.8	48.6	2.2	0.2
Delay (s)	151.0	69.3		93.7	80.4		72.4	48.3	25.0	107.9	30.5	20.1
Level of Service	F	E		F	F		E	D	C	F	C	C
Approach Delay (s)		83.8			83.2			47.2			43.1	
Approach LOS		F			F			D			D	

Intersection Summary

HCM Average Control Delay	58.4	HCM Level of Service	E
HCM Volume to Capacity ratio	0.95		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	92.4%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

HCM Unsignalized Intersection Capacity Analysis  
 14: 212th Street SW & 66TH AVE W

PM Peak Hour  
 2005 Existing

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	41	330	73	57	300	26	134	214	205	30	132	26
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	46	369	82	64	336	29	150	240	230	34	148	29

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2
Volume Total (vph)	46	451	64	365	150	469	34	177
Volume Left (vph)	46	0	64	0	150	0	34	0
Volume Right (vph)	0	82	0	29	0	230	0	29
Hadj (s)	0.5	-0.1	0.5	0.0	0.5	-0.3	0.5	-0.1
Departure Headway (s)	8.9	8.3	9.7	9.2	8.8	8.0	9.7	9.1
Degree Utilization, x	0.11	1.04	0.17	0.93	0.37	1.04	0.09	0.45
Capacity (veh/h)	395	437	357	377	402	454	364	391
Control Delay (s)	11.0	27.8	12.0	23.1	11.9	27.6	11.8	12.7
Approach Delay (s)	26.2		21.4		23.8		12.6	
Approach LOS	D		C		C		B	

Intersection Summary	
Delay	22.6
HCM Level of Service	C
Intersection Capacity Utilization	67.0%
ICU Level of Service	C
Analysis Period (min)	15

HCM Signalized Intersection Capacity Analysis  
79: 216th St SW & 66TH AVE W

PM Peak Hour  
2005 Existing

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			-10%			0%	
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0			4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00			0.95			0.95	
Frt	1.00	0.85		1.00	0.97			0.99			0.99	
Flt Protected	0.95	1.00		0.95	1.00			0.99			1.00	
Satd. Flow (prot)	1770	1590		1770	1806			3637			3488	
Flt Permitted	0.73	1.00		0.32	1.00			0.82			0.94	
Satd. Flow (perm)	1351	1590		596	1806			2994			3291	
Volume (vph)	206	11	443	83	35	9	106	424	47	7	313	31
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor (vph)	103%	103%	103%	103%	103%	103%	103%	103%	103%	103%	103%	103%
Adj. Flow (vph)	231	12	496	93	39	10	119	475	53	8	350	35
RTOR Reduction (vph)	0	310	0	0	7	0	0	11	0	0	12	0
Lane Group Flow (vph)	231	198	0	93	42	0	0	636	0	0	381	0
Turn Type	Perm		Perm				pm+pt		pm+pt			
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	12.5	12.5		12.5	12.5			16.3			16.3	
Effective Green, g (s)	12.5	12.5		12.5	12.5			16.3			16.3	
Actuated g/C Ratio	0.34	0.34		0.34	0.34			0.44			0.44	
Clearance Time (s)	4.0	4.0		4.0	4.0			4.0			4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0			3.0	
Lane Grp Cap (vph)	459	540		202	613			1326			1458	
v/s Ratio Prot		c0.32			0.03							
v/s Ratio Perm	0.17			0.16				c0.22			0.12	
v/c Ratio	0.50	0.37		0.46	0.07			0.48			0.26	
Uniform Delay, d1	9.7	9.2		9.5	8.2			7.3			6.5	
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2	0.9	0.4		1.7	0.0			0.3			0.1	
Delay (s)	10.5	9.6		11.2	8.3			7.5			6.6	
Level of Service	B	A		B	A			A			A	
Approach Delay (s)		9.9			10.2			7.5			6.6	
Approach LOS		A			B			A			A	

Intersection Summary

HCM Average Control Delay	8.4	HCM Level of Service	A
HCM Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	36.8	Sum of lost time (s)	8.0
Intersection Capacity Utilization	73.8%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

HCM Unsignalized Intersection Capacity Analysis  
 3: 222nd ST SW & 66TH AVE W

PM Peak Hour  
 2005 Existing

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			4%	
Volume (veh/h)	18	2	4	12	2	53	5	183	15	60	207	25
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	20	2	4	13	2	58	5	201	16	66	227	27
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)											668	
pX, platoon unblocked												
vC, conflicting volume	652	601	241	598	607	209	255			217		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	652	601	241	598	607	209	255			217		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	94	99	99	97	99	93	100			95		
cM capacity (veh/h)	339	392	798	393	389	831	1310			1352		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	26	74	223	321
Volume Left	20	13	5	66
Volume Right	4	58	16	27
cSH	379	674	1310	1352
Volume to Capacity	0.07	0.11	0.00	0.05
Queue Length (ft)	6	9	0	4
Control Delay (s)	15.2	11.0	0.2	2.0
Lane LOS	C	B	A	A
Approach Delay (s)	15.2	11.0	0.2	2.0
Approach LOS	C	B		

Intersection Summary			
Average Delay		2.9	
Intersection Capacity Utilization	41.2%		ICU Level of Service A
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis  
 2: 222nd ST SW & 64th Ave W

PM Peak Hour  
 2005 Existing

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			-5%			0%	
Volume (veh/h)	17	33	22	0	22	39	12	21	1	24	21	31
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	19	36	24	0	24	43	13	23	1	26	23	34
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	67			60			177	153	48	144	143	46
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	67			60			177	153	48	144	143	46
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			100			98	97	100	97	97	97
cM capacity (veh/h)	1535			1543			735	730	1021	797	739	1024

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	79	67	37	83
Volume Left	19	0	13	26
Volume Right	24	43	1	34
cSH	1535	1543	738	856
Volume to Capacity	0.01	0.00	0.05	0.10
Queue Length (ft)	1	0	4	8
Control Delay (s)	1.8	0.0	10.1	9.7
Lane LOS	A		B	A
Approach Delay (s)	1.8	0.0	10.1	9.7
Approach LOS			B	A

Intersection Summary			
Average Delay		5.0	
Intersection Capacity Utilization	22.9%		ICU Level of Service A
Analysis Period (min)		15	



# **Melody Hill Sub-area Plan Opportunities & Constraints**

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City of Mountlake Terrace  
Melody Hill Sub-Area Plan  
Existing Conditions Analysis  
Technical Memorandum  
September 9, 2005



# Melody Hill Sub-area Plan

## Opportunities, Constraints, and Preliminary Recommendations

September 9, 2005

### Introduction

The Melody Hill Sub-area Plan has four areas of focus based on similarities in development type and character. These focus areas, as shown in Figure 1, include:

- 1) Office/Light Industrial Areas
- 2) 220<sup>th</sup> Street Corridor
- 3) Former Melody Hill School site
- 4) Residential neighborhoods

This memorandum provides a summary of the opportunities, constraints, and preliminary recommendations for each of the focus areas. The opportunities, constraints, and preliminary recommendations identified will inform the next stages of work in the Melody Hill Sub-area Plan process, including the development of goals and policies, potential Land Use Map changes, and plan implementation strategies.

### Office/Light Industrial Areas

The City's greatest concentration of employment is located within the sub-area, with approximately 77% of the City's jobs. The Interurban Trail is a community asset which runs through the office/light industrial areas. Halls Creek and associated wetland areas are also located within the office/light industrial areas and generally located near the Interurban Trail.

### Opportunities

- There is an existing core of employment uses within the area.
- Employees of Premera and other businesses provide a potential day-time consumer base that appears relatively underserved at present.
- According to economic projections, the area is well positioned in the long-run to participate in regional employment growth.
- Premera may expand or attract related office uses.
- The nearby labor force can support additional employment in the study area.
- The location is well suited for light industrial uses serving Seattle and Snohomish County markets with excellent access to the regional highway system.
- In the Melody Hill market area, many businesses that could operate out of Class B or Class C office space have chosen to operate out of light industrial space (including flex tech, business park type development—some with loading bays). Rents are lower for light industrial space than office space, providing a cost incentive for those businesses that are comfortable in either type of building. It

is likely that the sub-area could continue to see this type of interest in the light industrial areas, particularly for flex-tech type development.

- The sub-area is well positioned for small, startup businesses given that much of the remaining vacant or potentially redevelopable parcels are smaller in scale.
- Although surface parking predominates in the office/light industrial areas, recent professional office development within the sub-area include some structured parking. This indicates that structured parking may be more financially feasible in the near future, providing a more compact, pedestrian oriented development pattern.
- A number of publicly owned parcels exist within the office/light industrial area—such as the Snohomish County Transfer Station and the City’s Public Works shop. These lands, in addition to the Interurban Trail and smaller parcels adjacent to Halls Creek provide a potential opportunity to create a more fully interconnected trail system within the sub-area as well as the potential for restoration projects associated with Halls Creek.

### Constraints

- There are very few vacant parcels remaining in the study area. Those vacant parcels that do exist tend to be small parcels- or have environmental constraints associated with the land—such as Halls Creek or wetlands. This makes siting larger footprint buildings more challenging within the office/light industrial areas.
- With the exception of Premera, businesses are mostly located on small parcels, which is a limiting factor in expansion and redevelopment.
- Existing retail in the sub-area is small-scale and limited in number. Retailers compete with major retail concentrations in Lynnwood.
- The amount of parking in the sub-area for employee parking appears to be deficient. Spill-over street-parking currently occurs.

### Preliminary Recommendations

- Intensify use of office/light industrial lands to increase employment, economic base, and property values.
- Support Premera as a primary employer by encouraging ancillary businesses.
- Address spill-over parking issues.
- Work in partnership with Premera regarding expansion and on-street parking management.
- Recruit businesses with high employment ratios (# of employees/acre). (are we suggesting a promotion of office over industrial?)
- Solicit input from developers on potential redevelopment options.
- Actively recruit new business to the area, and work with existing business owners on future improvements and business retention efforts within the sub-area. The City may want to consider hiring an advocate/economic development specialist to help with redevelopment efforts. This ‘advocate’ would foster partnerships between developers and interested property owners to help facilitate infill and redevelopment in the sub-area.

## **220<sup>th</sup> Street Corridor**

The 220<sup>th</sup> Street Corridor is the major arterial link within the Sub-area, connecting I-5 to Highway 99. The corridor is the greatest concentration of commercial activity in the City (not directly located at an interchange) and currently contains a mix of auto-oriented consumer services, office, and light industrial uses. A number of casinos and entertainment uses are destinations along the corridor as well. Although it is a major commercial corridor within the City, the amount of retail is limited relative to the large volumes of traffic--commuters, pass-through, local traffic, and transit vehicles that move through this corridor every day.

### Opportunities

- Recent street improvements along the corridor including signalized intersection improvements and sidewalks.
- Further improvements to the experiential qualities of the corridor could be achieved through implementation of design guidelines, sign code amendments, and construction of a landscaped median.
- The corridor is a main linkage connecting I-5 to Hwy 99, with a high volume of commuter pass through traffic. 220<sup>th</sup> Street carries significant volumes of pass-through traffic, creating high visibility for businesses along the corridor. The market analysis indicates that there is potential to capture additional commuter and employee dollars along the corridor.
- The 220<sup>th</sup> corridor is a major transportation route within the City. Opportunities for improved transit access along the corridor, in partnership with Community Transit, could support local and commuter ridership.
- There is currently a demand for additional restaurant and retail space to support the existing residences, employee base, and casino/entertainment patrons.
- There is the potential to intensify development at key intersections, such as the 220<sup>th</sup> Street/66<sup>th</sup> Avenue W intersection.
- Potential gateway treatments, signage, banners, landscaping and other treatments could help improve community and sub-area identification.
- Casinos and entertainment uses draw from outside the area and local retailers could benefit from casino patrons.

## Constraints

- There are few remaining vacant parcels along corridor. Many of the parcels along the corridor are small, or have shallow depths. The parcel size and depth limits the redevelopment potential of the commercial corridor--which will likely require difficult land assembly to create developable sites and still meet the parking requirements for each use.
- As the major arterial in the sub-area, peak traffic volumes are high. Future redevelopment along the corridor will need to address traffic volumes and access management along the corridor.
- The existing General Commercial (GC) zoning constrains more intensive development along the corridor, particularly building setback and parking requirements.
- With the exception of the casinos and the skating rink, there are few destination commercial locations along the corridor.
- No large anchor stores or supermarkets currently exist along the corridor.

## Preliminary Recommendations

- Increase Capture Rates. Increase retail, restaurant, and service uses to capture exiting employee, residential, and commuter populations.
  - Place priority on retail on ground floor with offices above.
- Actively pursue increased corridor redevelopment.
  - Encourage multi-story/mixed use development.
  - Encourage redevelopment of the 66<sup>th</sup> Street/220<sup>th</sup> Street intersection.
  - Ensure development regulations support the vision for the corridor.
  - Require contemporary building and signage treatments.
  - Recruit commercial development to the area. The City may want to consider hiring an advocate/economic development specialist to help with redevelopment efforts. This 'advocate' would foster partnerships between developers and interested property owners to help facilitate infill and redevelopment in the sub-area.

## **Former Melody Hill School Site**

The former Melody Hill School site is located immediately adjacent to I-5 and 220<sup>th</sup> Street. It is one of the few underdeveloped interchange sites in the Puget Sound region. The Edmonds School District owns the property and does not have any immediate plans for the site. The site is currently being leased for childcare and religious facilities. The site is surrounded by single family residential uses to the south and west, and offices to the north, and I-5 to the east.

## Opportunities

- The size (6 acres) and proximity and visibility of the site to I-5 make it an attractive and marketable location for redevelopment.
- The site has potential views of the Olympics, especially with increased building heights.

- From a market perspective, there are a number of potential uses that could be located on site. The market analysis indicates a potential demand for retail uses, lodging, entertainment, or grocery/department store on the site. The highest value of the site is to large-footprint, destination retailers such as auto dealerships, outlet mall, grocery store, or a mix of retail with an anchor tenant.
- The site could accommodate approximately 120,000 square feet of retail and meet the city's parking requirements.

### Constraints

- Site access limitations onto 220<sup>th</sup> Street due to the proximity to the I-5 on-ramp and grade changes from 220<sup>th</sup> Street. Right in/right out site access may be possible off of 220<sup>th</sup> Street, however additional access point through the single-family residential neighborhood may be necessary.
- Strong neighborhood opposition regarding traffic and compatible land uses will limit the redevelopment potential of the site in the near-term.
- The School District has not made future plans for the site public.

### Preliminary Recommendations

- Maintain existing zoning allowing residential or public use, for the near term
- If the property remains available for redevelopment long-term, consideration should be given to potential land uses allowed under existing zoning, such as assisted living facilities, single-family homes, religious facilities, and/or park space.
- Future site access considerations should be sensitive to residential neighbors.
- Coordinate with the school district on their future plans for the site.

### **Residential Neighborhoods**

The residential neighborhoods within the sub-area tend to be located south of the 220<sup>th</sup> Street corridor and in the northeast corner of the sub-area. The single-family neighborhoods were primarily developed during the 1950's-1980's, with a suburban development pattern and lot sizes ranging from 8,000 to 12,000 square feet. Little has changed within the residential neighborhoods since it was developed. Smaller single-family homes, low traffic levels, mature trees and landscaping, and steep slope/natural areas separating residences characterize the neighborhood. Residents value the mature trees, quiet streets, and relative isolation due to the topography and wooded areas. Reasonable housing costs relative to the region (approximately \$250,000), make the residential neighborhoods attractive as well. Single family neighborhoods south of 220<sup>th</sup> are generally buffered from incompatible land uses currently.

### Opportunities

- Established neighborhood character.
- Infrastructure improvements could further walkable-city goals.
- Improve local intersections
- A neighborhood signage program would enhance neighborhood identification, wayfinding, and establish a community sense of place.

- Improve local access and pedestrian connections. Creating a more continuous pedestrian/bicycle route, which connects to the Interurban Trail can improve non-motorized connectivity within the residential neighborhoods.

### Constraints

- Limited remaining single-family residential capacity means that there are few opportunities for infill development.
- The prevalence of steep slopes has resulted in streets that are not fully interconnected.
- Curb, gutter, and sidewalks are in limited locations and discontinuous, which forces pedestrians to walk in the street where sidewalks do not exist. This is problematic given the larger senior and youth population within residential neighborhoods. However, neighbors do not mind the lack of sidewalks, and input from community meetings indicate that they do not want sidewalks installed.
- There are no neighborhood level parks developed within the sub-area. The former Melody Hill school grounds currently serve as an informal park space for residents in the vicinity although maintenance is not consistent.
- The Interurban Trail needs better access, visibility, and links to other pedestrian facilities.

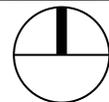
### Preliminary Recommendations

- Explore options for providing park facilities and improved pedestrian connections within the sub-area.
- Create priority parking zones where employee parking is displacing resident parking in neighborhoods.
- Ensure adequate buffers between commercial properties on 220<sup>th</sup> and adjacent residences.

Figure 1: Melody Hill Sub-area Plan Focus Areas



- 1) Office/Light Industrial Areas
- 2) 220<sup>th</sup> Street Corridor
- 3) Former Melody Hill School site
- 4) Residential neighborhoods



## **Appendix C – Melody Hill School Site**

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City of Mountlake Terrace  
Melody Hill Sub-Area Plan  
Appendix C  
Adopted June 19, 2006

## **Melody Hill Former School Site Mountlake Terrace, WA**

### Potential Melody Hill School Site Options

The former Melody Hill School site has the highest redevelopment potential within the Melody Hill Sub-area due to its size and proximity to the I-5 interchange. As a part of the analysis for the sub-area plan, a range of land use options were explored for the site. These land use options are depicted in Appendix C-Table 1: Melody Hill Former School Site Potential Site Uses explored. Following the table are a series of site plans options that conceptually show how each of the land uses might fit on the site. These are planning level, conceptual drawings designed to illustrate potential site layouts based on alternative land use scenarios and are not intended to represent development plans for the site.

**Appendix C: Table 1  
Melody Hill Sub-area Plan  
Melody Hill Former School Site  
Potential Site Uses Explored**

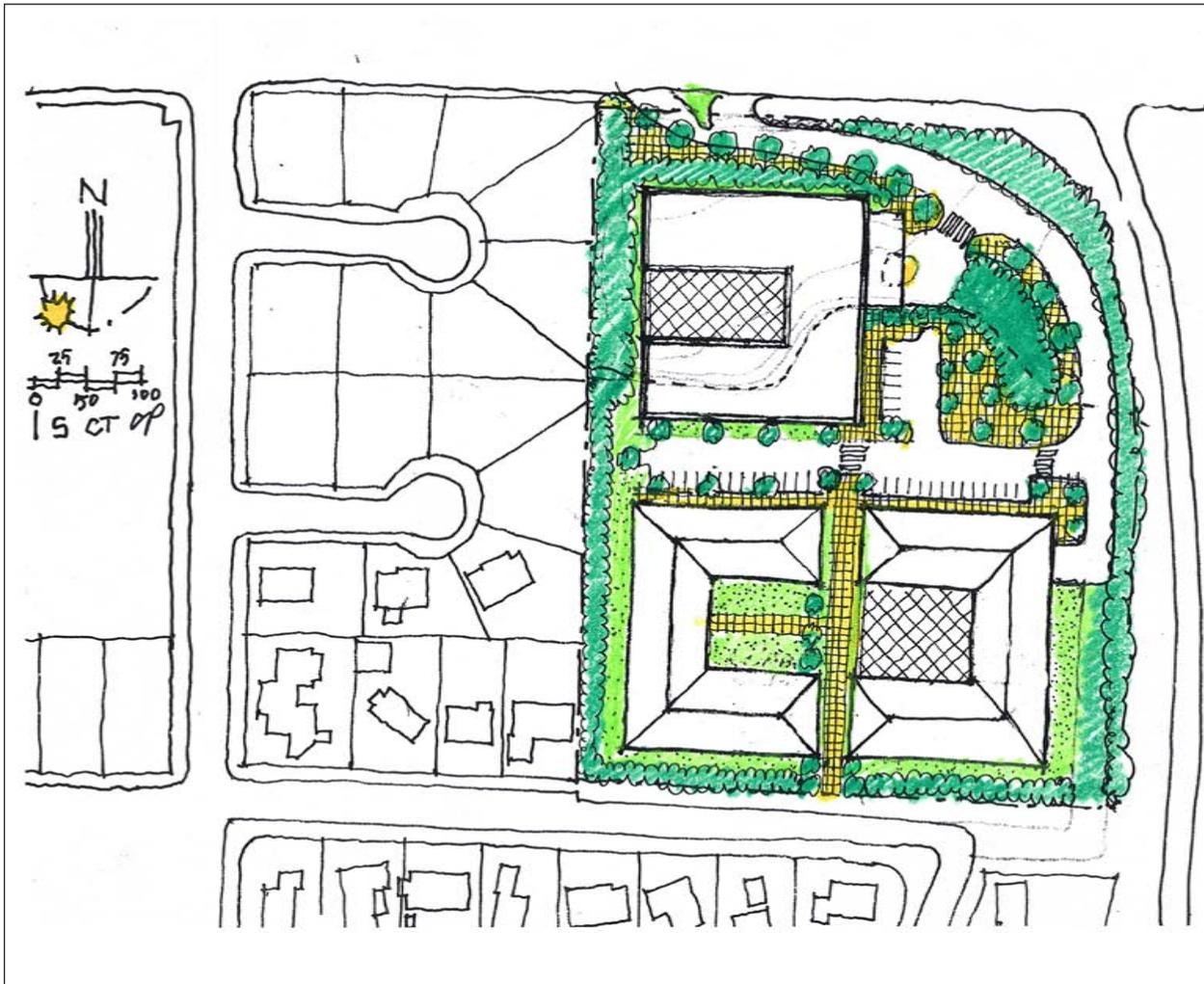
	Development Considerations			Traffic and Circulation		Revenue Potential		Trip Generation Rank
	Locational Preference	Size	Market Demand	Traffic Patterns	Parking Patterns	Property Tax	Ongoing Revenue (Sales Tax, etc)	1 = High, 12 = Low
<b>RESIDENTIAL USES</b>								
Condominium "Tower"	Premium view locations; very dense neighborhoods	1.5 to 4 acres, varying w/ parking structure types	Strong only in high density areas; weak locally	AM/PM peak	Surface or Structured	High	Low*	5
Single Family Housing	Amenity and view locations	Where Land Available	Strong regionally; weak locally	AM/PM peak	Individual garages	High	Low*	11
Retirement Center (residential)	Access to transit & services	1.5 to 3 acres	Moderate	Off peak	Surface	High	Low*	12
<b>COMMERCIAL USES</b>								
Grocery Store & Commercial Center	High traffic/interchange location	4 to 6 acres	Strong	PM peak	Surface	Moderate	Moderate	1
Retail Shopping Center	High traffic/interchange location	5 to 10 acres	Strong	PM peak	Surface	Moderate	High	3
Hotel	High traffic/interchange location	3 to 5 acres	Moderate	Steady; no peak hour	Surface	High	High	7
Auto Dealership	High traffic/high visibility	5 acres	Moderate	Weekends & Evenings	Surface	Low	High	4
Outlet Mall (through recruitment)	High traffic location; low land costs	5 to 10 acres	Strong	PM peak	Surface	Moderate	High	2
<b>MIXED USE</b>								
Condominium/Park	Near commercial services	Based on site size	Moderate	AM/PM peak	Surface and/or structured	High	Low*	6
Commercial Shopping Center/Townhouse	Adjacent to commercial services	4 to 6 acres	Strong	AM/PM peak	Surface and/or garages	High	Moderate	9
<b>PUBLIC/ INSTITUTIONAL USES</b>								
City Hall	Central, accessible, near other City services	Depends upon project needs	N/A	Peak hour & steady	Surface	None	None	8
Church	Where sites available	Depends on size of church	Strong	Off peak	Surface	None	None	13
School	In service area, where sites available	10 acres	N/A	Peak hour	Surface	None	None	10
Women's Prison	Remote locations	Unknown	N/A	Off peak	Surface	None	None	14
Park	Where land available	Depends upon project needs	N/A	Off peak	Surface	None	Negligible	15

\*Direct revenues are low but indirect revenue impacts could be high as retailers would be attracted to the area to serve higher income households

Any proposed uses would need to address:

- Noise impacts
- Light & glare impacts
- Traffic impacts
- Public service impacts
- Buffering of adjacent, less intensive uses

## Option 1 – Condominium Tower with Townhouses



**Access:** Right in/right out from 220<sup>th</sup>

**Emergency Access:** to 222<sup>nd</sup> to the south

### Key Features:

- School site only
- Condominium Tower with structured parking underneath takes advantage of slope
- Two townhouse buildings arranged around courtyards over structured parking
- Additional surface parking
- Vegetative Buffers along existing neighborhood edges and I-5

### Revenue Potential to City:

- Probable net fiscal loss to City (i.e. higher service costs than revenue)

## Option 2 – Single Family Residential Development



**Access:** From 222nd Street SW, 2 access points

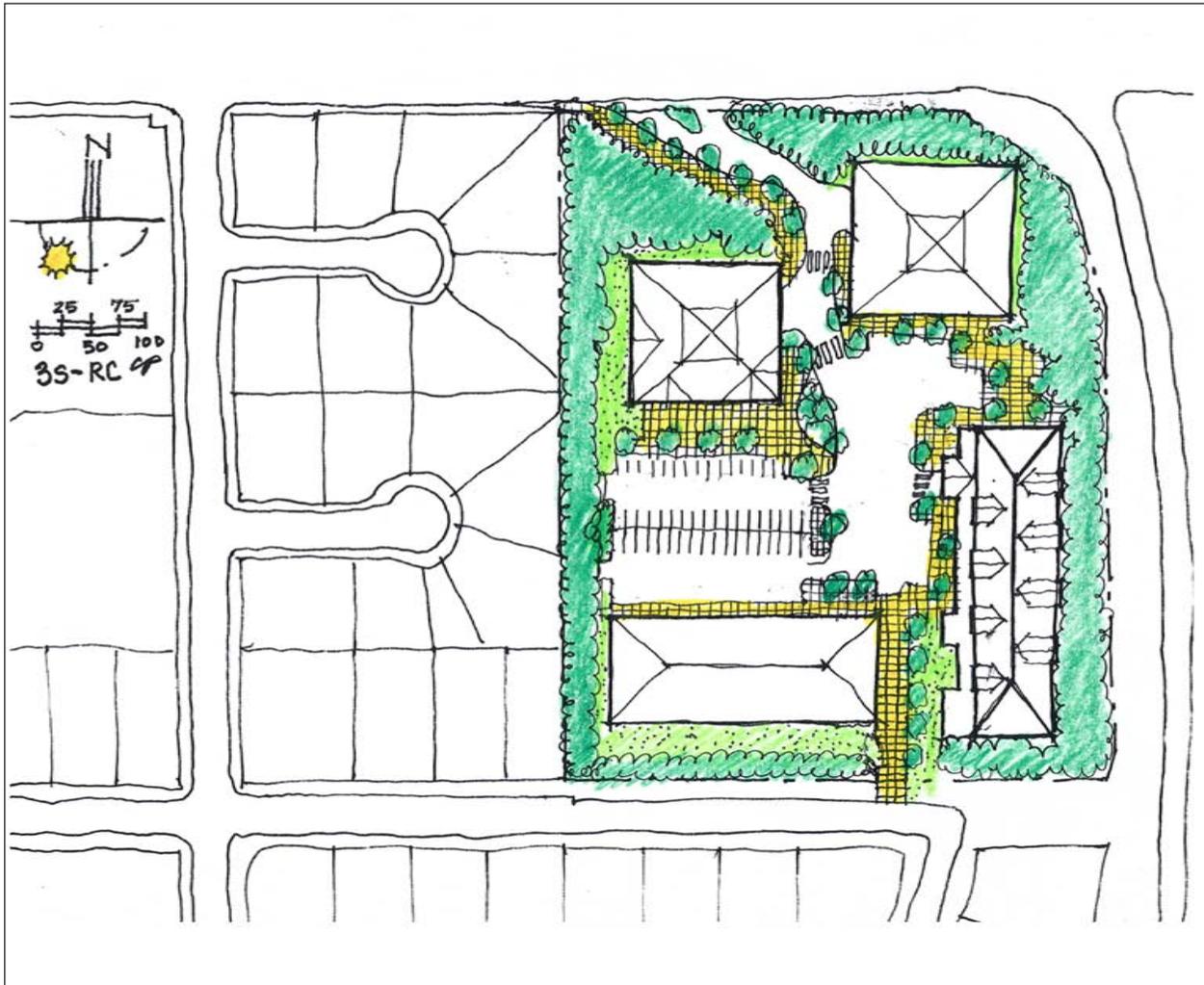
### Key Features:

- School site only
- 20 Single Family Residences on 8000 sf lots
- Houses laid out around a loop road
- Slope along 220th undeveloped
- Vegetative Buffers along existing neighborhood edges and I-5

### Revenue Potential to City:

- Probable net fiscal loss to City (i.e. higher service costs than revenue)

## Option 3 – Retirement Center



**Access:** From 222nd Street W

**Emergency Access:** 222nd to the south

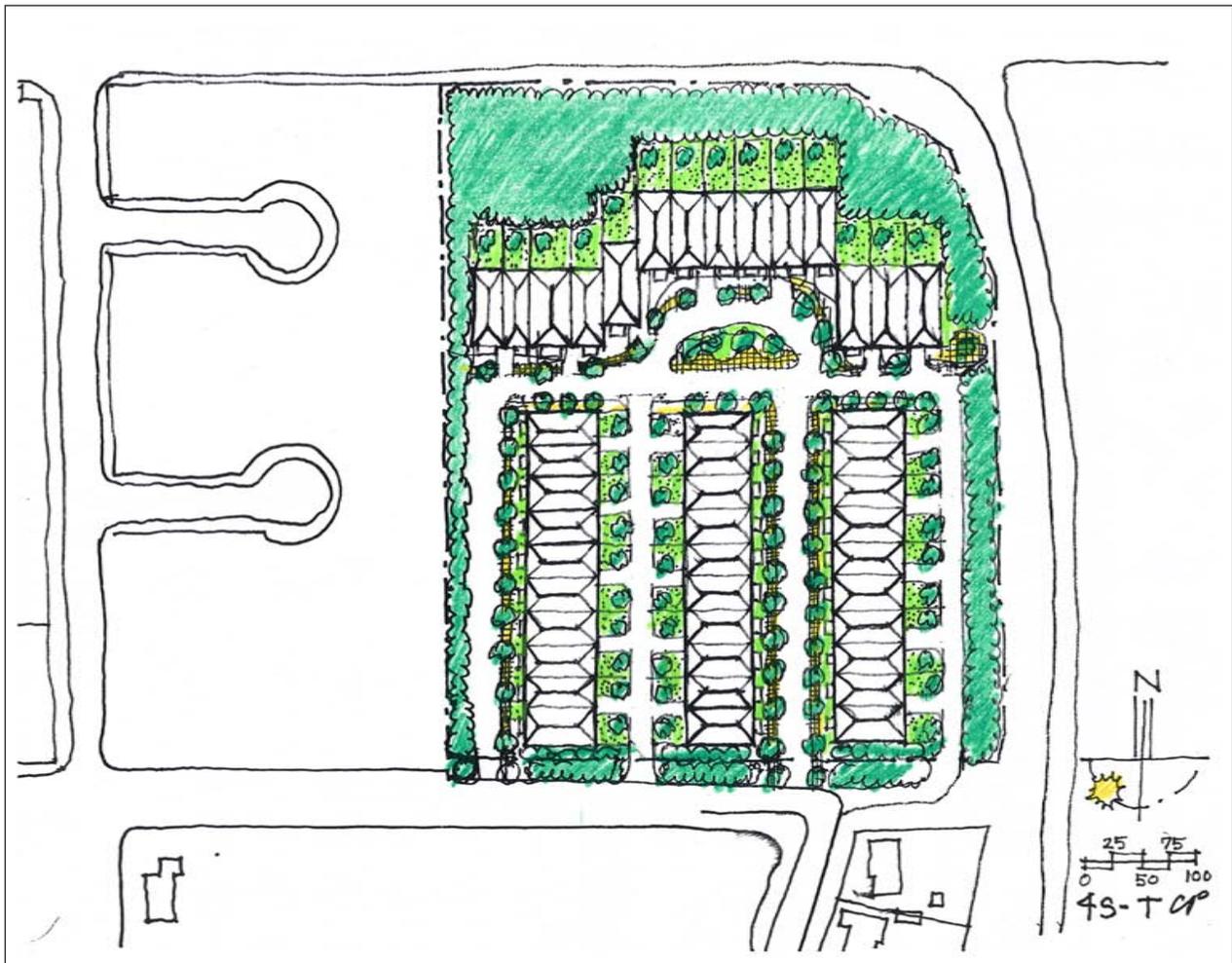
### Key Features

- School site only
- Two towers with structured parking underneath (takes advantage of slope)
- Two townhouse buildings built on top of structured parking
- Surface parking for visitors and employees
- Vegetative Buffers along existing neighborhood edges and I-5

### Revenue Potential to City:

- Probable net fiscal loss to City (i.e. higher service costs than revenue)

## Option 4 – Townhouse Development



**Access:** From 222nd Street W, 4 access points

### Key Features

- School site only
- Forty-four townhouses arranged around lawns and courtyards
- Each townhouse has yard and garage
- Slope along 220th undeveloped
- Vegetative Buffers along existing neighborhood edges and I-5

### Revenue Potential to City:

- Probable net fiscal loss to City (i.e. higher service costs than revenue)

## Option 5 – Grocery Store/Retail Center



**Access:** Right in/right out from 220th

**Emergency Access:** 222nd to the south

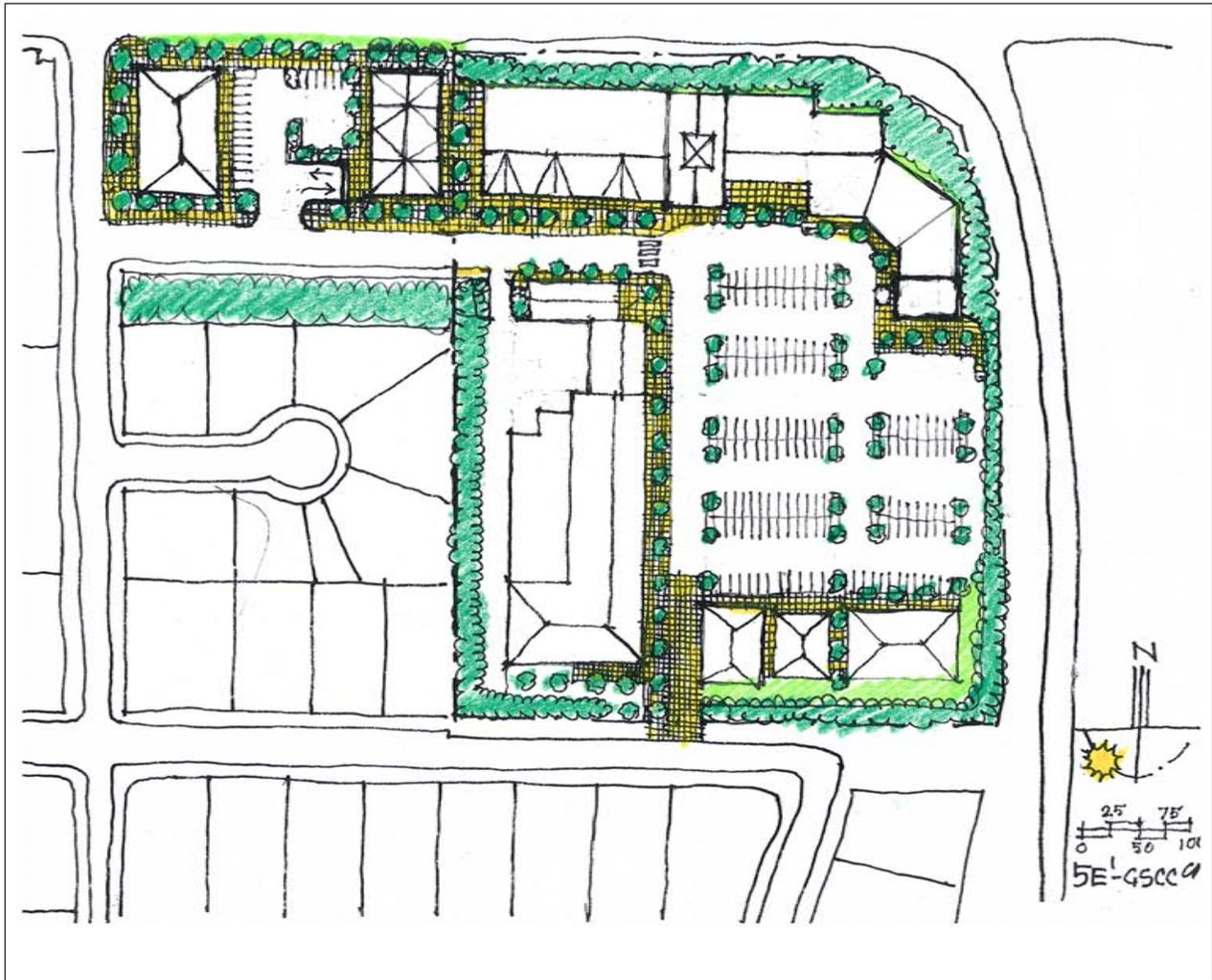
### Key Features:

- School site only
- Major retail anchor with smaller stores
- Structured parking underneath takes advantage of slope
- Surface parking
- Visible from I-5
- Building located away from adjacent existing neighborhood
- Vegetative Buffers along existing neighborhood edges

### Revenue Potential to City:

- Higher revenues ( from sales tax and utility tax) than service cost

## Option 6 – Grocery Store/Retail Center – Expanded Site 1



**Access:** Access from 64th Street

**Emergency Access:** 222nd to the south

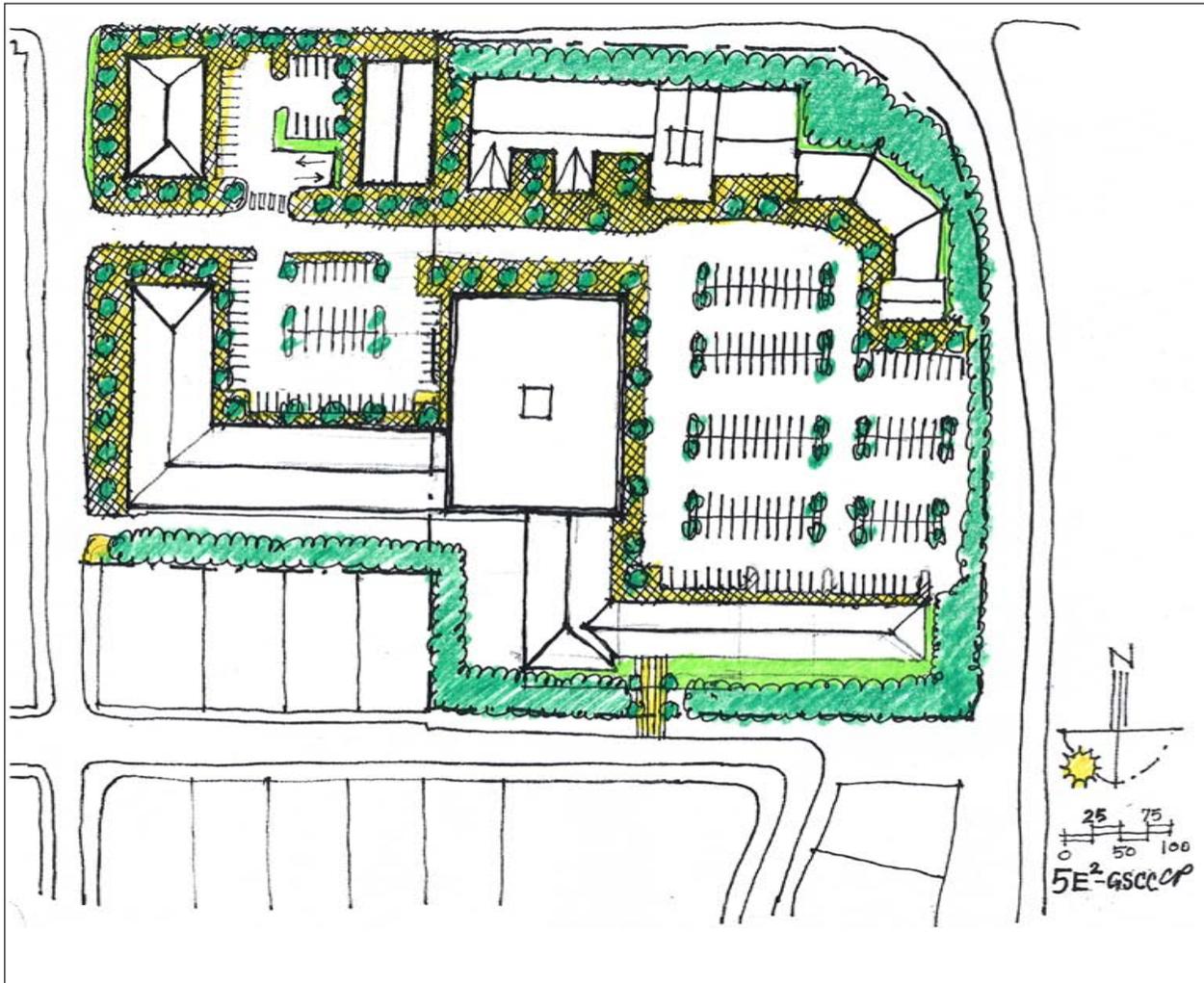
### Key Features:

- Expanded Site (west to 64th with 1st cul de sac south of 220th converted to commercial site)
- Major retail anchor with smaller stores
- Structured parking under large store takes advantage of slope
- Surface parking
- Visible from I-5
- Multiple buildings with varied forms and sizes
- Vegetative Buffers along existing neighborhood edges

### Revenue Potential to City:

- Higher revenues ( from sales tax and utility tax) than service cost

## Option 7 – Grocery Store/Retail Center – Expanded Site 2



**Access:** From 64th Street

**Second Access/Service:** From 64th Street

### Key Features:

- Expanded Site (west to 64th with both cul de sacs south of 220th converted to commercial site)
- Major retail anchor with smaller stores
- Surface parking
- Visible from I-5
- Multiple buildings with varied forms and sizes
- Vegetative Buffers along existing neighborhood edges

### Revenue Potential to City:

- Higher revenues ( from sales tax and utility tax) than service cost

## Option 8 - Auto Dealership



**Access:** Right in/right out from 220th

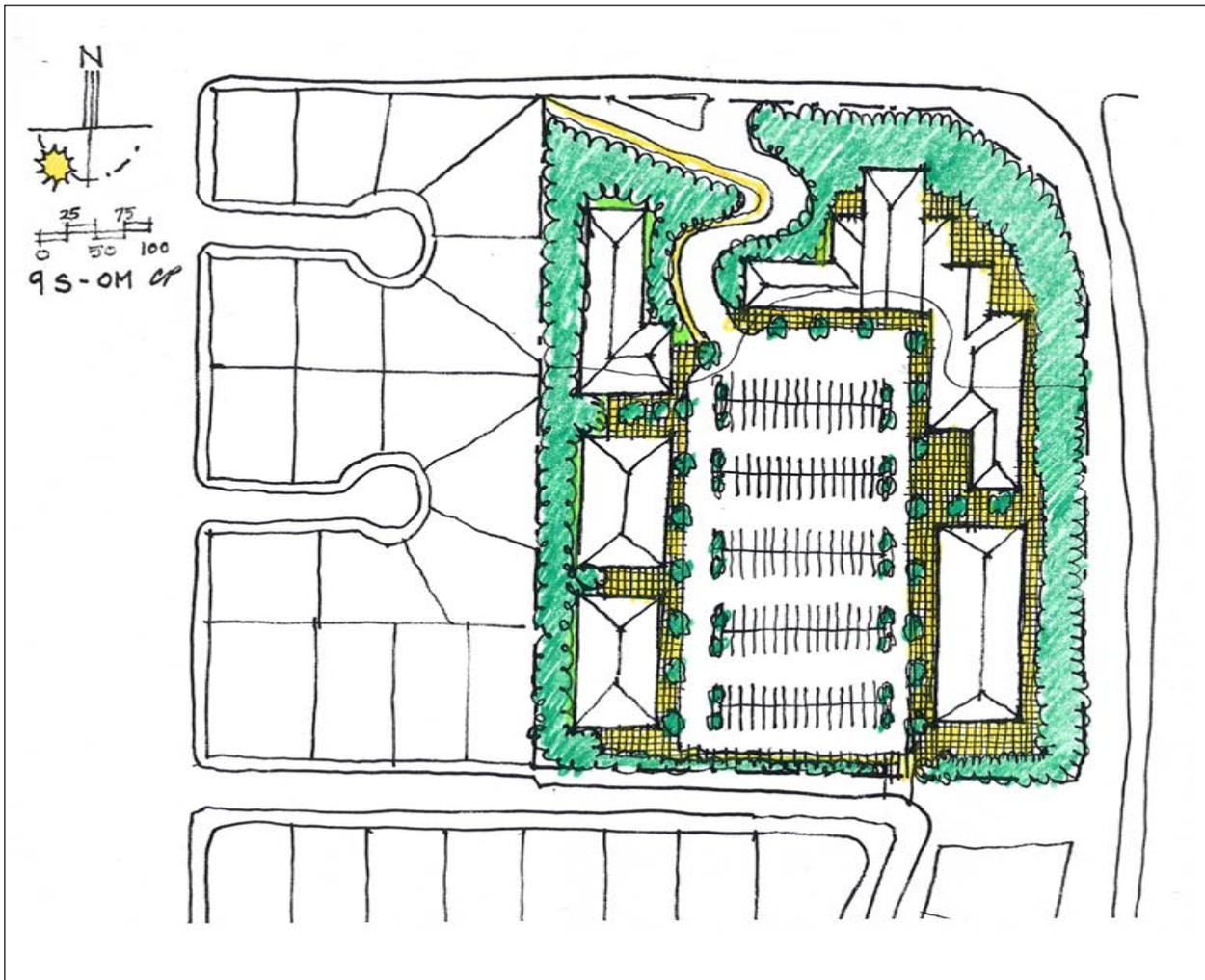
### Key Features:

- School site only
- Showroom and service buildings
- Surface parking
- Visible from I-5
- Vegetative Buffers along existing neighborhood edges

### Revenue Potential to City:

- Higher revenues ( from sales tax) than service cost

## Option 9 – Outlet Mall



**Access:** Right in/right out from 220th

**Emergency Access:** 222nd to the south

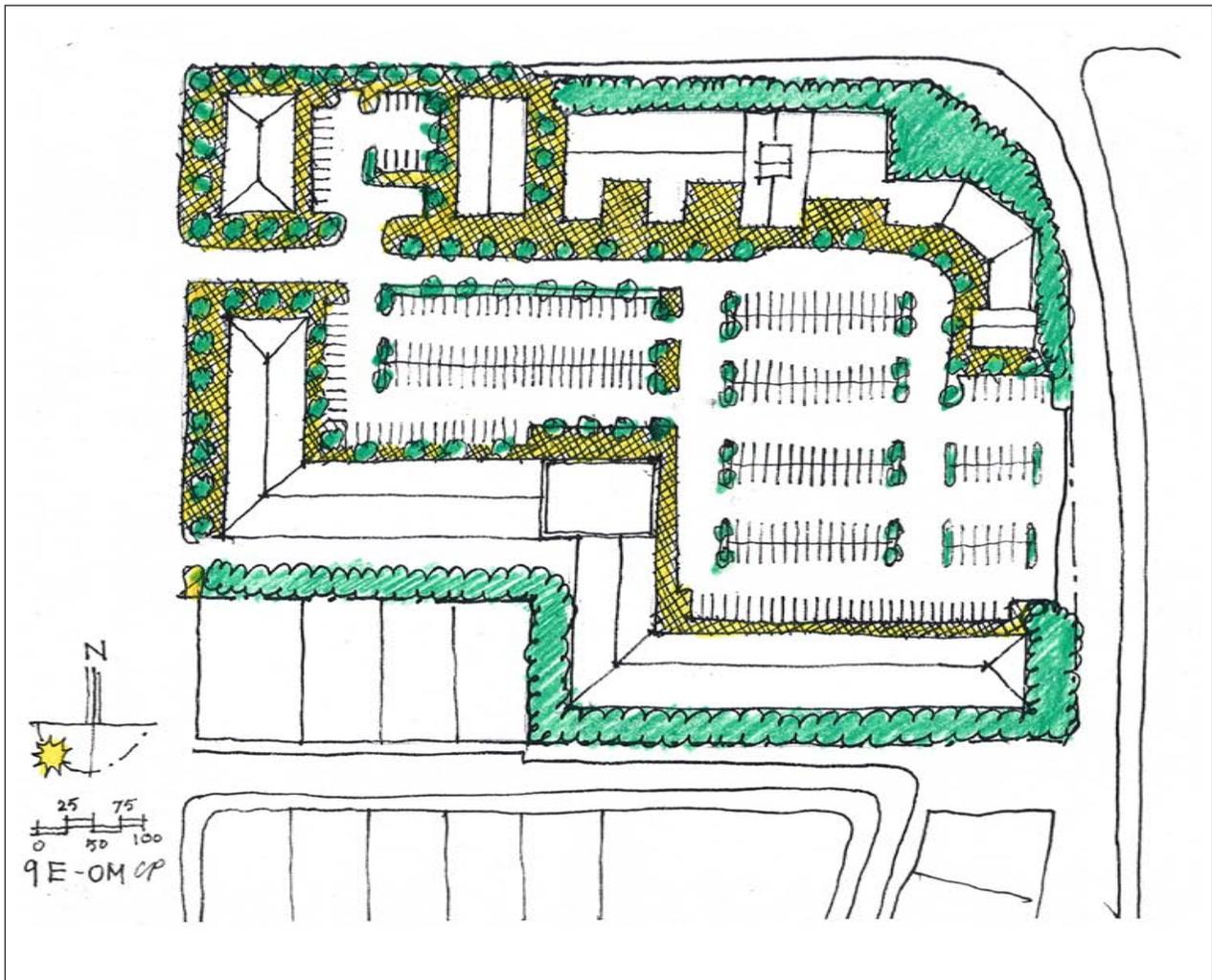
### Key Features

- School site only
- Outlet mall with multiple buildings with varied forms and sizes
- Surface parking
- Visible from I-5
- Vegetative Buffers along existing neighborhood edges

### Revenue Potential to City:

- Higher revenues ( from sales tax) than service cost

## Option 10 – Outlet Mall – Expanded Site



**Access:** From 64th Street

**Second/Service Access:** From 64th Street

### Key Features

- Expanded Site (west to 64th with both cul de sacs south of 220th converted to commercial site)
- Surface parking
- Visible from I-5
- Multiple buildings with varied forms and sizes
- Vegetative Buffers along existing neighborhood edges

### Revenue Potential to City:

- Higher revenues ( from sales tax) than service cost

## Option 11 – Office Development



**Access:** From 220th Street SW

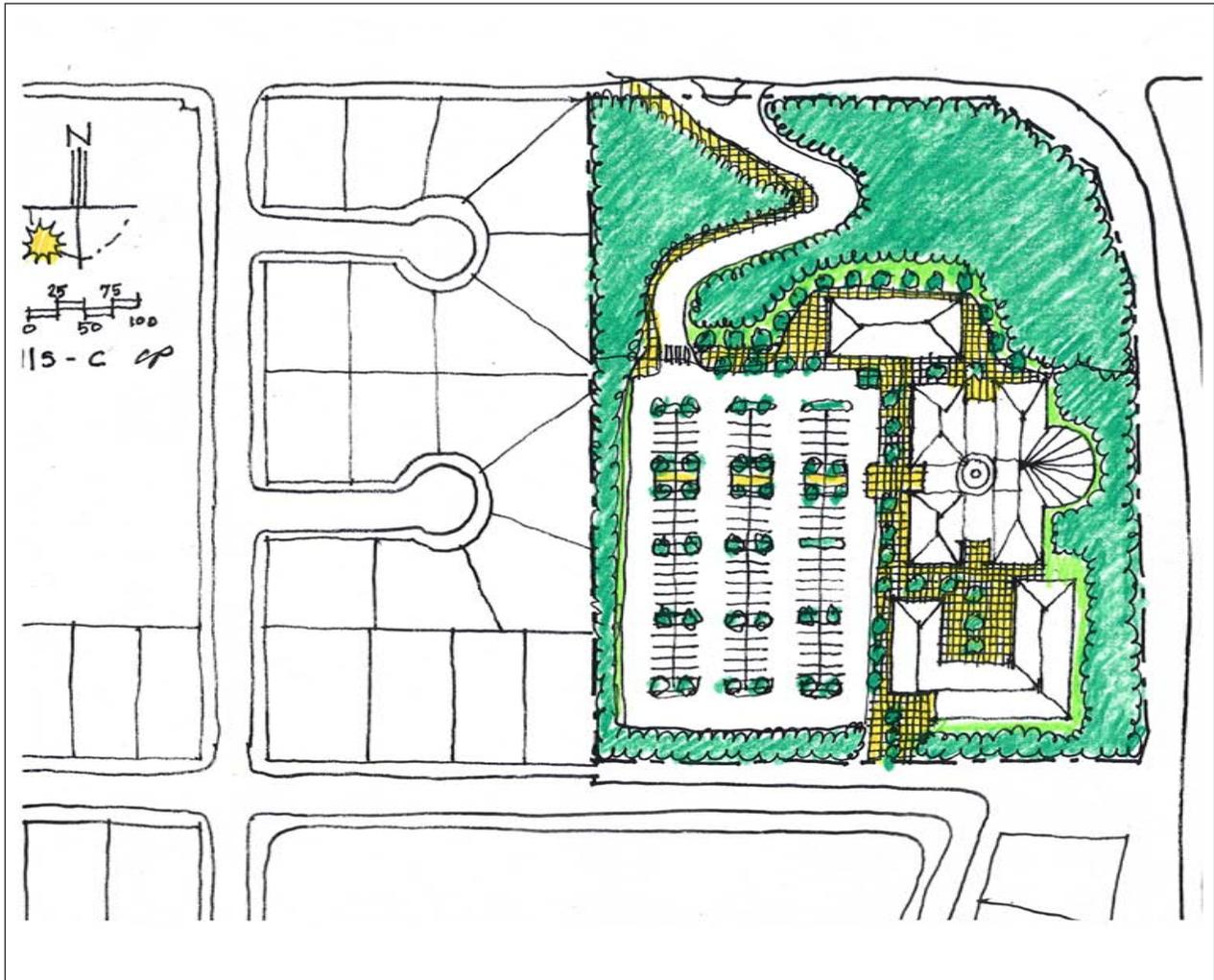
### Key Features

- School site only
- Single office building
- Structured parking under building
- Surface parking
- Similar to office development north across 220th Street SW
- Vegetative Buffers along existing neighborhood edges

### Revenue Potential to City:

- Higher revenues ( from utility tax) than service cost

## Option 12 – Church Complex



**Access:** Right in/right out from 220th

**Emergency Access:** 222nd to the south

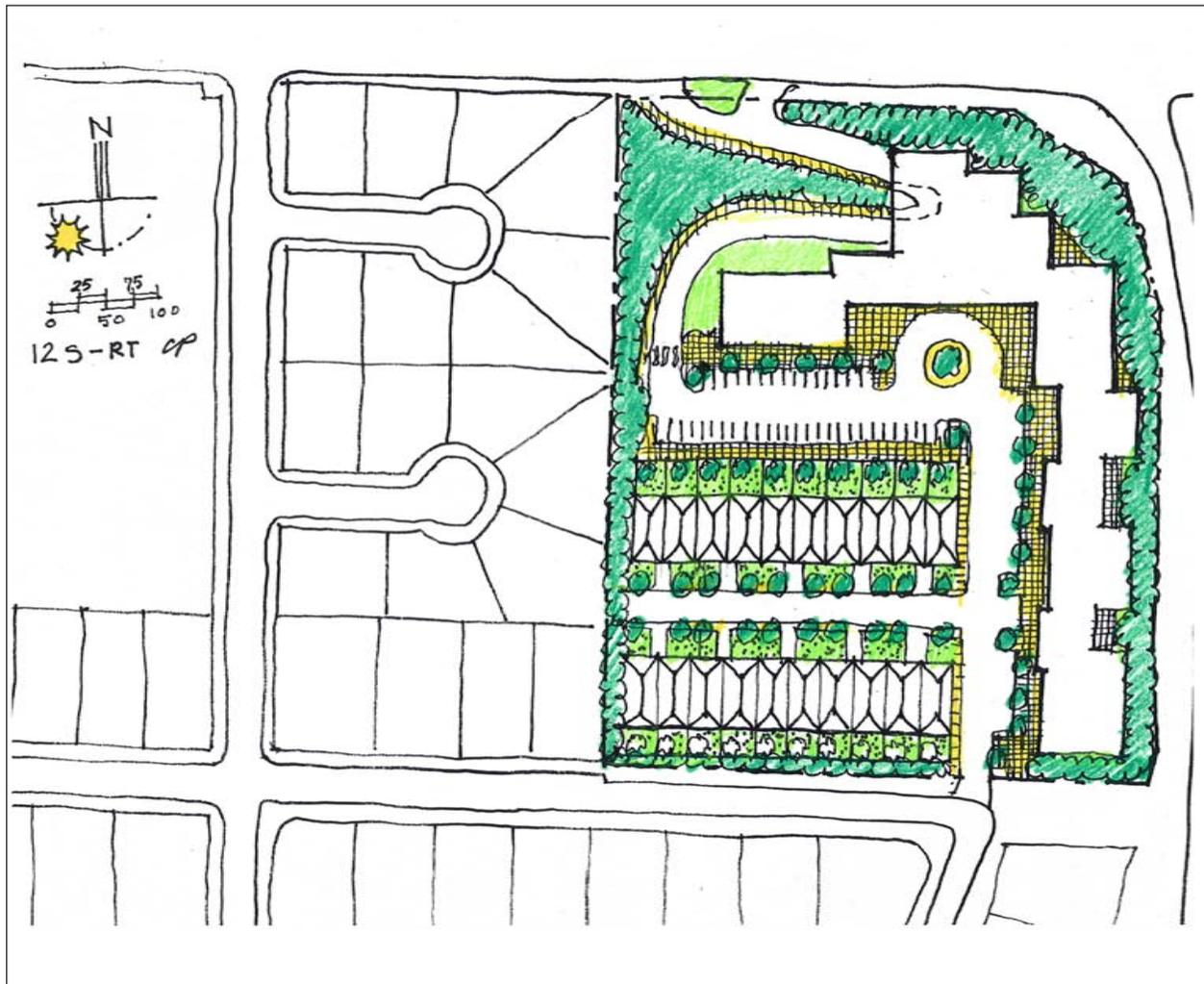
### Key Features

- School site only
- Church, office, and school buildings
- Surface parking
- Vegetative Buffers along existing neighborhood edges

### Revenue Potential to City:

- Probable net fiscal loss to City ( i.e. higher service cost than revenue)

## Option 13 – Retail Complex with Townhouses



**Access:** Right in/right out from 220th

**Exit/ Emergency Access:** 222nd to the south

### Key Features

- School site only
- Retail complex with structured parking underneath and surface parking
- Twenty townhouses arranged around lawns
- Each townhouse has yard and garage
- Vegetative Buffers along existing neighborhood edges and I-5

### Revenue Potential to City:

- Probable net fiscal loss to City (i.e. higher service costs than revenue) for residential uses; Probably net fiscal gains to City (i.e. higher revenues than service cost) for commercial uses

## Option 14 – Neighborhood Park



**Access:** From 222nd

**Emergency Access:** 222nd to the south

### Key Features

- School site only
- Playfields, passive open space, and surface parking
- Vegetative Buffers along existing neighborhood and I-5 edges

### Revenue Potential to City:

- City development and operation costs high--will require demolition of existing structures & construction; ongoing operations and maintenance costs.

## **Appendix D - Potential Implementation Cost Estimates**

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City of Mountlake Terrace  
Melody Hill Sub-area Plan  
Appendix D  
Adopted June 19, 2006



## INTRODUCTION

This appendix provides gross order of magnitude potential implementation costs for the Melody Hill Sub-area Plan recommendations identified in the Implementation Chapter. In Table AD-1 estimated implementation costs are broken down by the different phases of implementation: ongoing activities, near term, mid term, and long term. In Table AD-2 costs are broken down by topic: codes, economic development, natural environment, recreation, transportation, neighborhood center- urban design improvements and community partnerships.

These costs are provided to assist with programming phases of implementation and to obtain project funding and are not appropriate for any other purpose. Implementation of the Melody Hill Sub-area Plan will be undertaken within the context of City of Mountlake Terrace actions for the whole city.

Implementation funding will be programmed on an annual basis as part of the City's ongoing Capital Facilities Programming. Potential funding sources to be considered include all of the funding sources available to the City such as grant funding, impact fees, general funds, or other revenues. Totals shown reflect what can be known at the time of Plan adoption and are not inclusive of all potential implementation costs.

**Table AD-1: Potential Costs per Implementation Topic**

Topic	Phase	Costs	
		Consultant /Design	Capital
<b>Codes</b>			
Development Code Amendments and Design Guidelines	Near Term	\$50,000	\$0
<b>Sub-total for Codes</b>		<b>\$50,000</b>	<b>\$0</b>
<b>Economic Development</b>			
Neighborhood Center-Project Definition and Assistance	Near Term-Mid Term	\$20,000	\$0
Office Light Industrial Areas - Intensification	Near Term-Mid Term	\$10,000	\$0
<b>Sub-total for Economic Development</b>		<b>\$30,000</b>	<b>\$0</b>
<b>Natural Environment</b>			
Hall Creek Restoration Plan - Plan Preparation	Long Term	\$40,000	\$0
Hall Creek Restoration Plan - Capital Improvements	Long Term	\$180,000	\$1,200,000
<b>Sub-total for Natural Environment</b>		<b>\$220,000</b>	<b>\$1,200,000</b>
<b>Recreation</b>			
Neighborhood Trail Link - Between 64th Avenue West and 66th Avenue West	Near Term	\$0	Materials costs
Interurban Trail Master Plan - Plan Preparation	Mid Term	\$50,000	\$0
Interurban Trail Master Plan - Capital Improvements	Mid Term	\$0	\$300,000
<b>Sub-total for Recreation</b>		<b>\$50,000</b>	<b>\$300,000</b>
<b>Transportation</b>			
Signal Timing Coordination - Complete with WSDOT - <i>Staff time</i>	Ongoing	\$0	\$0
Transit Shelter Improvement - Discussion with Community Transit - <i>Staff time</i>	Ongoing	\$0	\$0
Traffic Circle at 222nd Street SW and 64th Avenue West	Near Term	TBD	
Traffic Calming Program - 66th Avenue West	Mid Term	TBD	
<b>Sub-total for Transportation</b>		<b>\$0</b>	<b>\$0</b>
<b>Neighborhood Center - Urban Design Improvements</b>			
Streetscape Improvements for pedestrian orientation and neighborhood identity	Mid Term	\$100,000	\$2,500,000
<b>Sub-total for Neighborhood Center - Urban Design Improvements</b>		<b>\$100,000</b>	<b>\$2,500,000</b>
<b>Community Partnerships</b>			
Premera - Parking Management - <i>Staff time</i>	Ongoing	\$0	\$0
Edmonds School District - Former Melody Hill School Site - <i>Staff time</i>	Ongoing	\$0	\$0
Snohomish County - Waste Transfer Station - <i>Staff time</i>	Ongoing	\$0	\$0
Small and Simple Neighborhood Grant Program City Wide - Annual budget	Mid Term	\$0	\$50,000
<b>Sub-total for Community Partnerships</b>		<b>\$0</b>	<b>\$50,000</b>
<b>Total</b>		<b>\$450,000</b>	<b>\$4,050,000</b>
<b>Grand Total</b>		<b>4,500,000*</b>	

\*Does not include costs associated with new traffic circle at 222nd St Sw or traffic calming program on 66th Ave W

**Table AD-2: Potential Costs per Implementation Phase**

<b>Phase</b>	<b>Costs</b>
<b>Near Term Phase</b>	
Consultant / Design	\$80,000
Capital	\$0
<b>Sub-total for Near Term</b>	<b>\$80,000</b>
<b>Mid Term Phase</b>	
Consultant / Design	\$150,000
Capital	\$2,850,000
<b>Sub-total for Mid Term</b>	<b>\$3,000,000</b>
<b>Long Term Phase</b>	
Consultant / Design	\$220,000
Capital	\$1,200,000
<b>Sub-total for Long Term</b>	<b>\$1,420,000</b>
<b>Ongoing Activities</b>	
Consultant / Design	\$0
Capital	\$0
<b>Sub-total for Ongoing Activities</b>	<b>\$0</b>
<b>Grand Total</b>	<b>4,500,000</b>