

11 220TH STREET SW STATION TOD POTENTIAL

Key Findings

The 220th Street SW Station has moderate TOD potential. The surrounding existing land use and zoning supports a higher density development pattern, and the proximity to existing healthcare and medical facilities could provide an opportunity for growth along 220th Street SW, west of the station. Adjacent to the station site is almost 6 acres in public ownership that was recently rezoned to a higher commercial use.

Table 11-1 summarizes the assessment for the 220th Street SW Station.

Table 11-1. TOD Assessment for 220th Street SW Station

Factor	Rating
Existing conditions supporting TOD	Moderate
Transit-supportive plans and policies	Moderate
Station access	Moderate
Potential development opportunity	Moderate
TOD potential	Moderate

11.1 Station Area

The 220th Street SW Station is located on the west side of I-5, south of 220th Street SW in Mountlake Terrace, as shown in Figure 11-1. The station straddles 220th Street SW, providing access both north and south of 220th Street SW. 220th Street SW crosses over I-5 east of the station. Using the existing street network, the nearest freeway crossings are over 1.0 miles south at 228th Street SW or 1.0 miles north at 212th Street SW. The east-west major arterial at this station is 220th Street SW, which connects to SR 99 and the City of Edmonds to the west.

This station area includes primarily single- and multifamily residential to the east of the station and I-5, and a mix of residential and office/light industrial/retail to the west of the station and I-5. Mountlake Terrace's City Hall is currently located in the office complex north and west of the station and the Western Washington Premera Blue Cross campus is located approximately 0.5 miles west of the station along 220th Street SW. SR 99/Aurora Avenue N is just beyond Premera, and there is a cluster of medical and commercial uses in that area. Connections to activity centers are described in Section 11-4, Station Access.

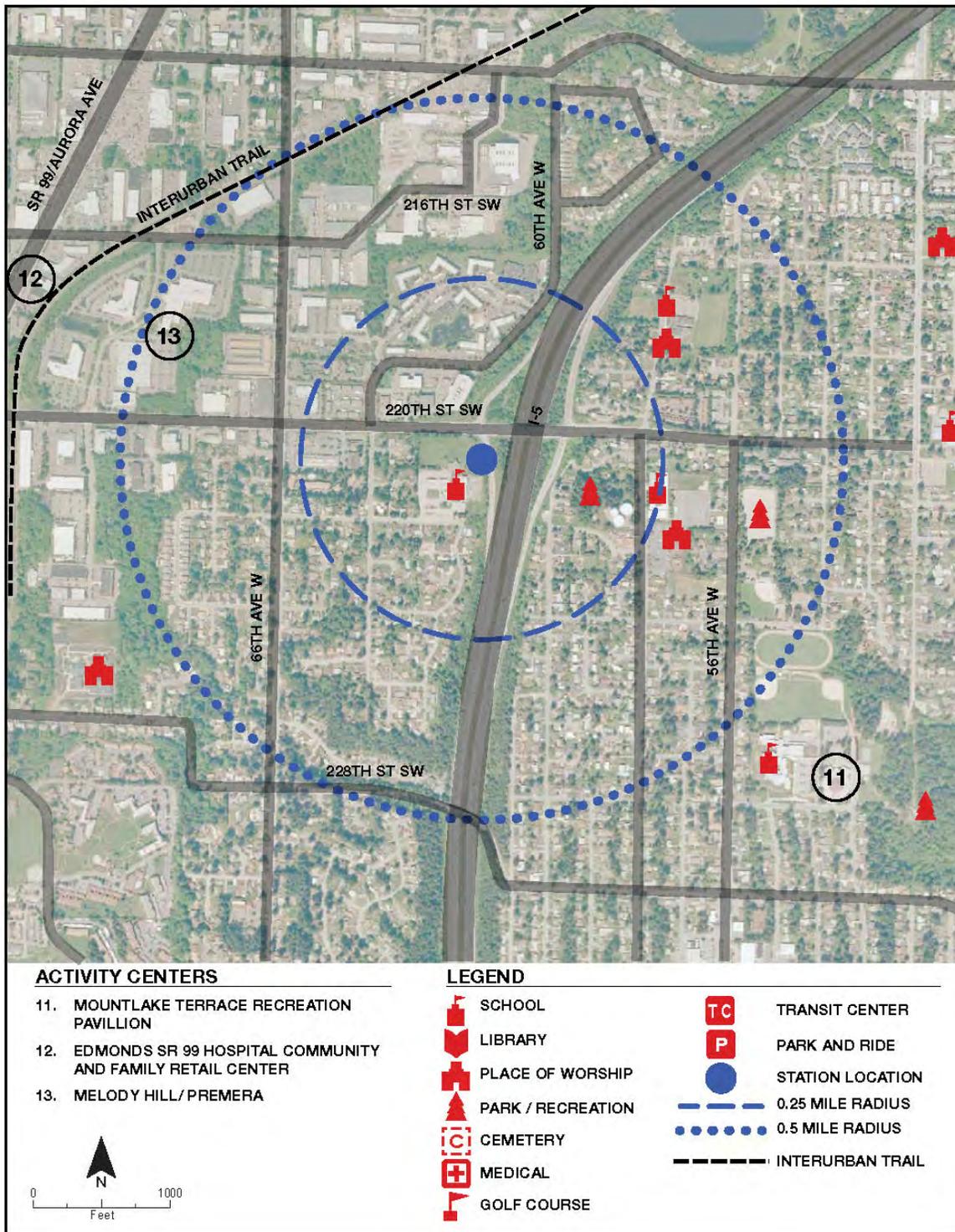


Figure 11-1. 220th Street SW Station Context

A station at this location could be constructed within the I-5 right-of-way. Structured parking for up to 200 vehicles is possible north of the station and this number may be refined as the design progresses.

11.2 Existing Conditions Supporting TOD

This section assesses the existing conditions around the 220th Street SW Station and how supportive those conditions are towards TOD, as summarized in Table 11-1. Three elements are included in this assessment: population and employment within a 15-minute walk; mix of existing uses; and existing station area character.

Based on existing conditions, this station has moderate support for TOD.

Population and Employment

The 220th Street SW Station has a limited number of residents that could access the facility within a 15-minute walk and a strong number of employees within that same walk shed, as shown in Table 11-2.

This station area has the largest percentage of zoned commercial uses, reflected by the high number of employees within a 15-minute walk from the station. Only the Lynnwood alternatives have higher employment numbers. The Western Washington Premera Blue Cross campus is included in the employment number in Table 11-2; this facility employs over 1,500 people.

Approximately sixty-one percent of existing households are owner-occupied, and the average household size is 2.5 people.

Table 11-2. 2010 Population and Employment Within a 15-minute Walk of 220th Street SW Station

	2010
Population	4,100
Employment	4,500

Balanced Mix of Uses

This station area has a moderate mix of uses based on existing zoning. This is based on today's zoning requirements and doesn't reflect changes that could be made in the future.

Twenty percent of the station area is zoned commercial and ten percent is zoned multifamily, with many large-parcel developments. Most of the single-family residential zone is on the east side of I-5, although there is a substantial multifamily development along 56th Avenue SW, as depicted in Figure 11-2.

Figure 11-2 illustrates the existing land uses, based on zoning designations. This representation is consistent with what is on the ground today, except for the area south of 220th Street SW and east of 64th Avenue W, which is depicted as commercial. Today those parcels contain either single-family homes or a re-purposed school building. It is these properties that could be redeveloped more easily than properties in other station areas where the underlying zoning does not support a higher use.

Existing Station Area Character

The 220th Street SW Station has moderate future development potential based on the existing station area character.

The station is located on the east edge of the Melody Hills neighborhood, as illustrated in Figure B-1, Attachment B, an area of primarily commercial and multifamily development north of 220th Street SW and single-family south of 220th Street SW.

The five-lane arterial, 220th Street SW, includes access ramps to I-5 near the station. Although there are sidewalks along both sides of the street, there is no buffer between travel lanes and pedestrians. Most of the commercial development is automobile-oriented, with ample parking located around the one- and two-story structures. A few taller commercial buildings are located in the station area, including the building north of the proposed station that temporarily houses the Mountlake Terrace City Hall.

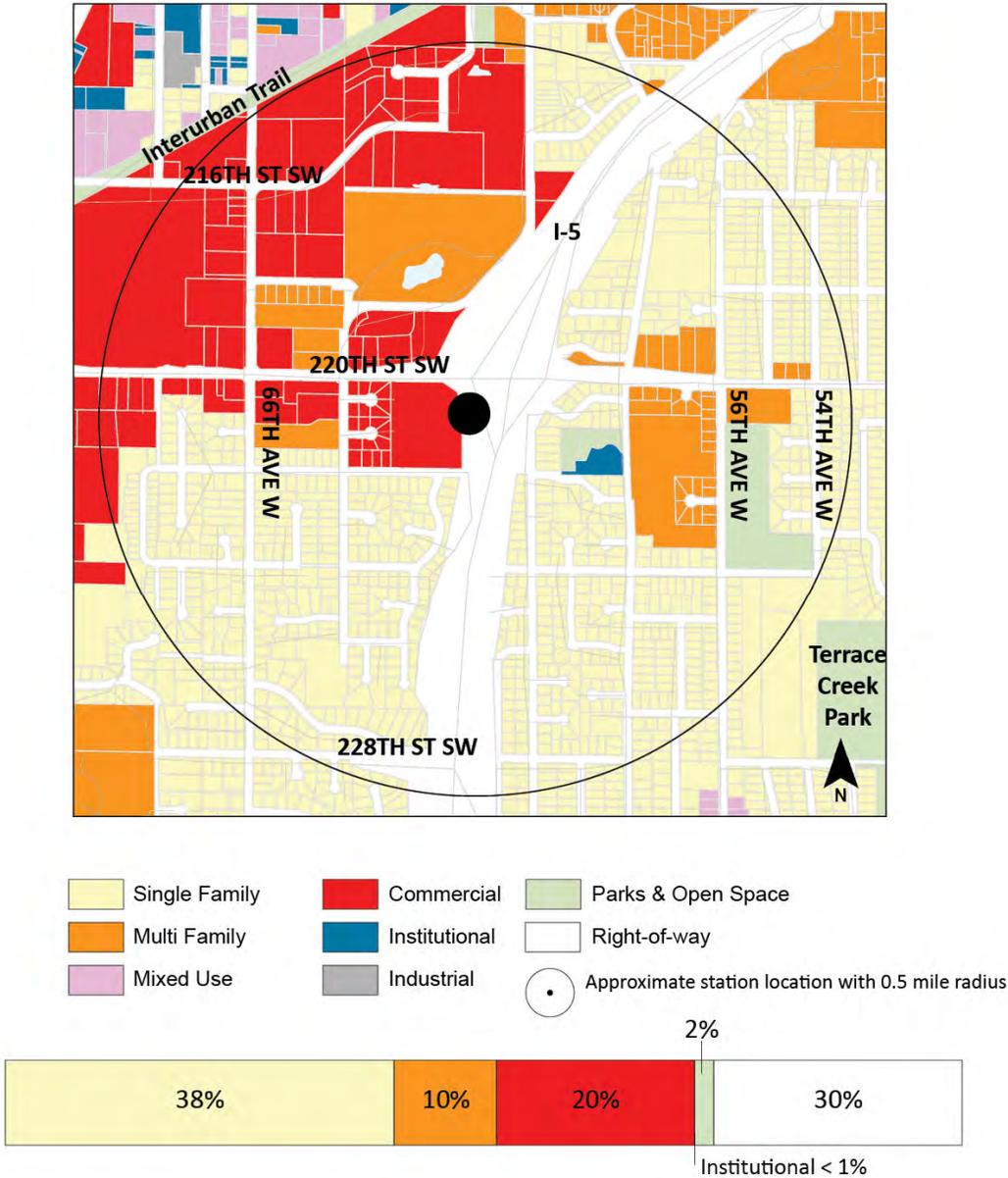


Figure 11-2. Zoning Designations and Composition within 0.5 Miles of 220th Street SW Station

11.3 Transit-supportive Plans and Policies

The 220th Street SW Station area has moderate existing transit-supportive plans and policies based on the three elements described below.

Adopted Plans and Policies

The *City of Mountlake Terrace Comprehensive Plan* (City of Mountlake Terrace 2011a) has citywide policies and goals that support transit uses and are discussed in Section 3.4.

The station is located on the east edge of the Melody Hill subarea in Mountlake Terrace. A subarea plan was developed in 2006 (Mountlake Terrace 2006) to guide recommendations for the area and the 220th Street SW corridor, with regard to land use and zoning, streetscape, corridor improvements, and transportation improvements. The intersection of 220th Street SW and 66th Avenue West is identified as the commercial center node, prioritizing pedestrian access to surrounding areas. This intersection lies approximately 0.25 miles west of the station, as shown in Figure 11-1. North and west of this intersection, most of the land is designated Light Industrial/Office Park. According to the City of Mountlake Terrace Municipal Code (City of Mountlake Terrace 2011b), the purpose of this designation is “to provide an adequate area for the location of light industry and one or more office parks, recognizing the importance of such facilities for employment in the community and region.” Residential uses are not permitted in this zone; currently, a large portion of this area is the Premera Blue Cross facility. Building heights of five to six stories are allowed.

Development Regulations

Most of the single-family residential zones (RS) in this station area are northeast and south/southwest of the station. Mountlake Terrace permits cottage housing and accessory dwelling units in residential zones, thus providing opportunities to increase density with certain restrictions and requirements.

Medium density housing (RMM) occupies 10 percent of the station area, with one large development north of the station. This zoning designation permits buildings up to three stories with a 35-foot height limit.

A General Commercial (CG) zone includes the station site and parcels to the north and west of the station. Commercial and recreational uses are permitted as well as hotels/motels. Residential uses are permitted only if they are part of a mixed-use development. The height limit is 45 feet (four stories), but building heights may increase to 70 feet (six stories) if the building is at least 100 feet from a single-family zone. Lot coverage can increase from 50 percent to 80 percent if a pedestrian activity area complies with design standards.

A Light Industrial/Office Park zone is at the western edge of the 0.5-mile radius station area. Uses include commercial, light industry, and medical/health care. The Premera Blue Cross facility is located in this zone. Building heights can range from 50 feet to 70 feet and lot coverage is similar to CG zone.

A summary table of applicable development requirements can be found in Table C-4, Attachment C.

Design Guidelines

The City of Mountlake Terrace developed General Commercial District Design Standards to guide development and redevelopment projects in support of pedestrian activity and TOD. Light Industrial/Office Park Design Standards apply specifically to the parcels adjacent to 220th Street SW and 66th Avenue W, a key intersection identified by the City. The intent is to develop a more 'pleasing appearance' for pedestrian and transit access along 220th Street SW and 66th Avenue W.

11.4 Station Access

The 220th Street SW Station area has moderate access to the station based on an assessment of the four elements described below. There is a lack of protected access along 220th Street SW to the station for pedestrians and bicyclists and this is the main east-west connection to residential developments to the east and commercial areas, including Premera Blue Cross, to the west.

Pedestrian Access

Pedestrian access to the 220th Street SW Station is along 220th Street SW. West of the station is a five- to six-lane arterial with unbuffered sidewalks on both sides, and east of the station is a four-lane arterial with unbuffered sidewalks. I-5 bisects this station area, and the freeway overpass does not have a sidewalk on the north side. Pedestrians must also cross I-5 access ramps to travel east from the station. Figure 11-3 shows the existing pedestrian conditions.

Figure 11-5 illustrates the 15-minute walk shed for the 220th Street SW Station. The station is located on the eastern edge of a commercial district, and there are some multifamily developments within this walk shed. Directly north of the station is an office building that houses City of Mountlake Terrace departments, among other uses; the Premera Blue Cross campus is west of the station. Pedestrians can walk to SR 99 along 220th Street SW within 15 minutes; however, there is a hill between the station and SR 99. Table 11-3 shows the population and employment within a 15-minute walk.

There are two identified activity centers within the station area and the pedestrian connection to each of those is described below. There are other community destinations near the 220th Street SW Station, as shown in Figure 11-1.

Edmonds SR 99 Hospital Community and Family Retail Center (#12, Figure 11-3): Edmonds designated the area along SR 99 north of 220th Street SW as a hospital community and family retail center. The walking distance to the station is almost 0.75 miles along a five-lane arterial (220th Street SW) and seven-lane arterial (SR 99). Sidewalks and marked crosswalks exist along the walk route; however, there is no buffer between travel lanes and the sidewalks.

Melody Hill/Premera (#13, Figure 11-3): The vehicle entrance to the Western Washington Premera Blue Cross campus is located slightly over 0.5 miles from the 220th Street SW Station. Sidewalks along a major arterial with no buffer between traffic and pedestrians lead to the facility entrance, where sidewalks and some painted crosswalks exist. There are two signalized intersections where pedestrians can cross from south to north from the station to the Premera Blue Cross campus.

Bicycle Access

Bicycle access to the 220th Street SW Station is along 220th Street SW. West of the station is a five- to six-lane arterial and east of the station is a four-lane arterial. I-5 bisects this station area and bicyclists must also cross I-5 access ramps to travel east from the station. There are no designated bicycle facilities approaching the station; the nearest facility is the Interurban Trail just under a mile to the west. Figure 11-4 shows the existing bicycle conditions.

Figure 11-5 illustrates the 15-minute bicycle shed for the 220th Street SW Station. Bicyclists can reach many destinations along SR 99 and the residential areas beyond. Edmonds Community College is on the far edge of the 15-minute bicycle shed to the west. The bicycle shed area to the east of the station is primarily single-family neighborhoods.

Table 11-3 shows the population and employment within a 15-minute bicycle ride. The 220th Street SW Station ranks in the middle of all 10 station alternatives for population and employment access.

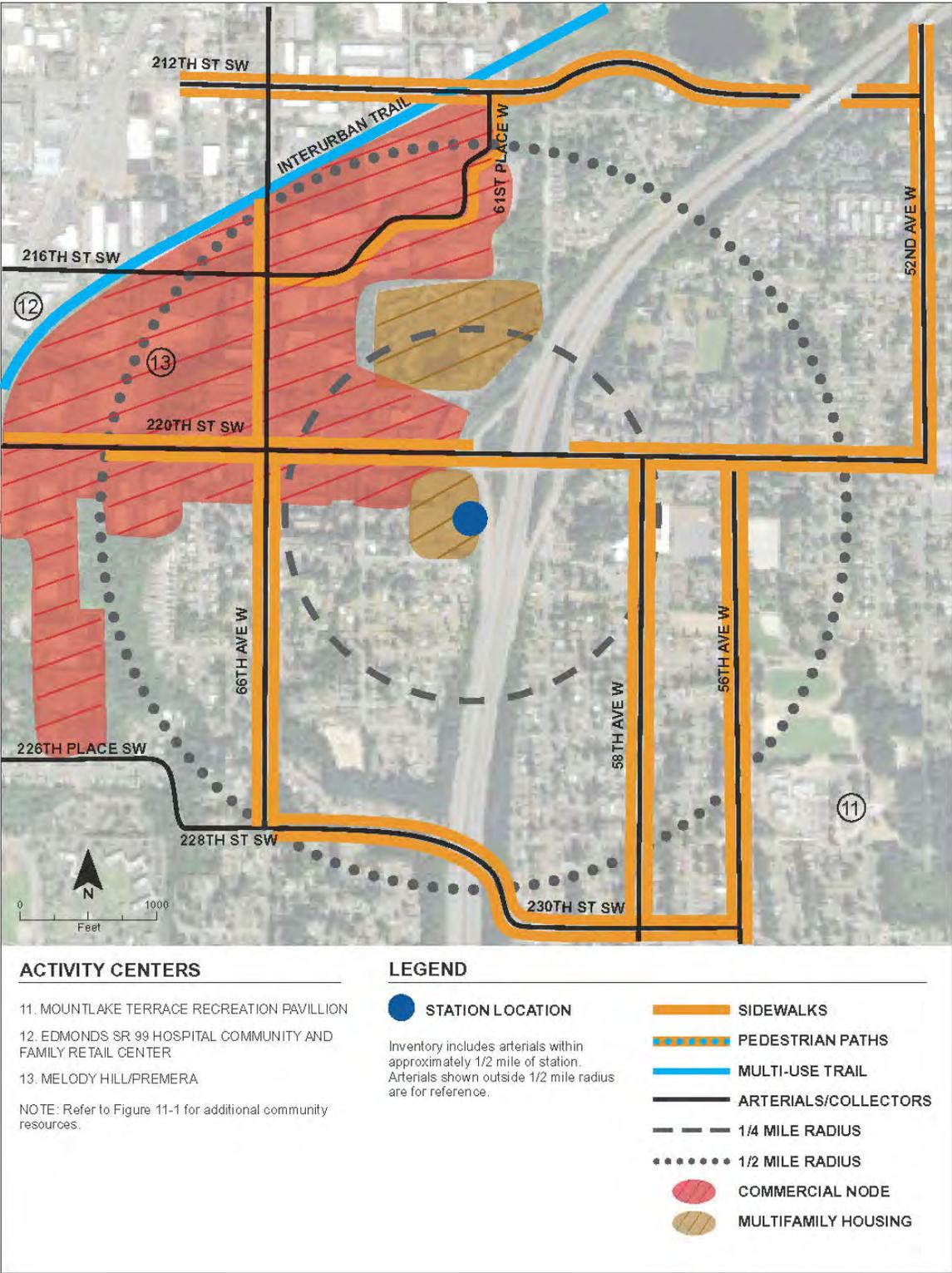


Figure 11-3. Existing Pedestrian Conditions within 0.5 Miles of 220th Street SW Station

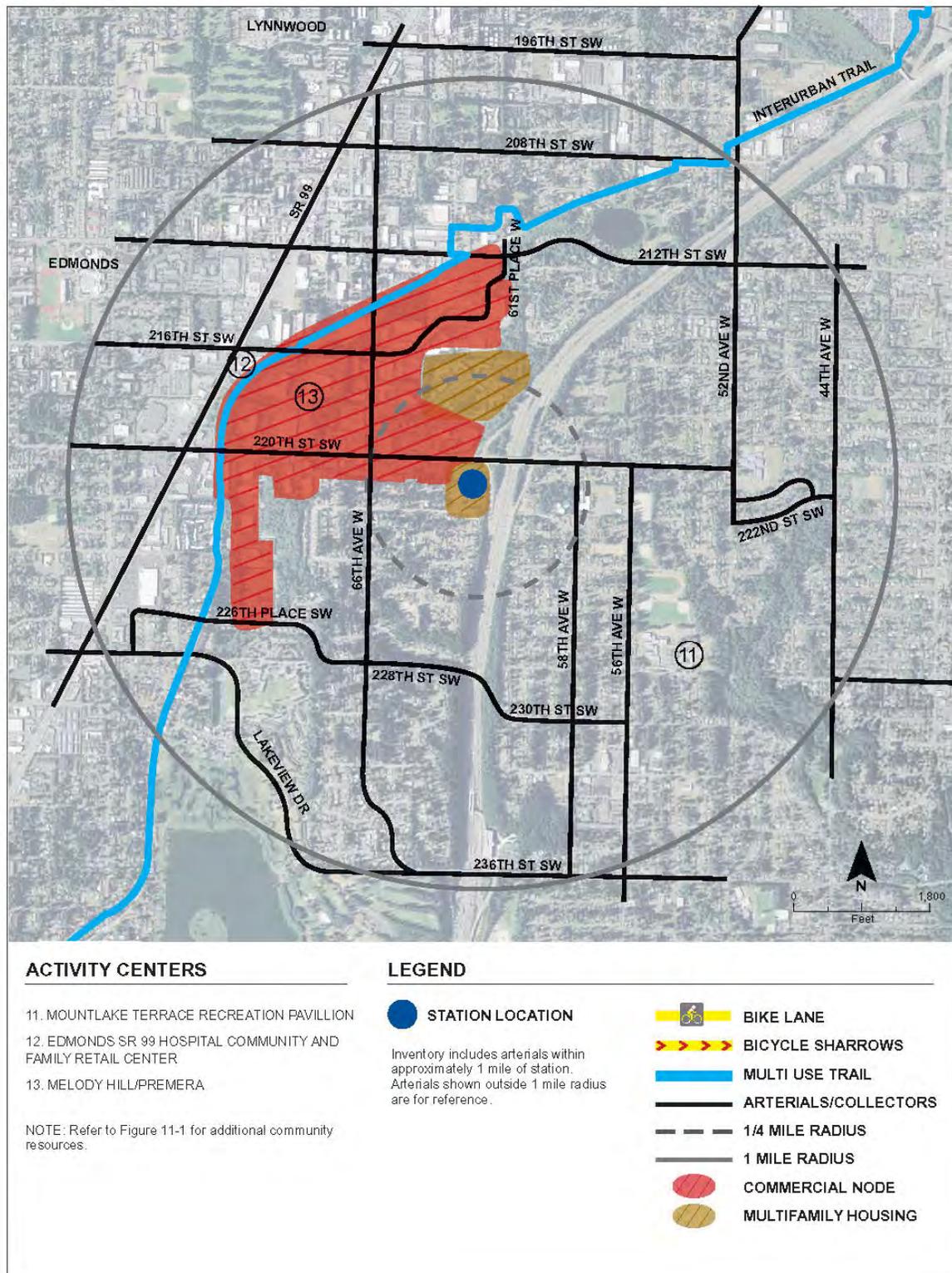


Figure 11-4. Existing Bicycle Conditions within 1 Mile of 220th Street SW Station

Table 11-3. 2010 Population and Employment within 15-minute Walk Shed and 15-minute Bicycle Shed at 220th Street SW Station

220th Street SW Station	15-Minute Walk Shed		15-Minute Bicycle Shed	
	2010 Population	2010 Employment	2010 Population	2010 Employment
	4,100	4,500	30,700	16,100

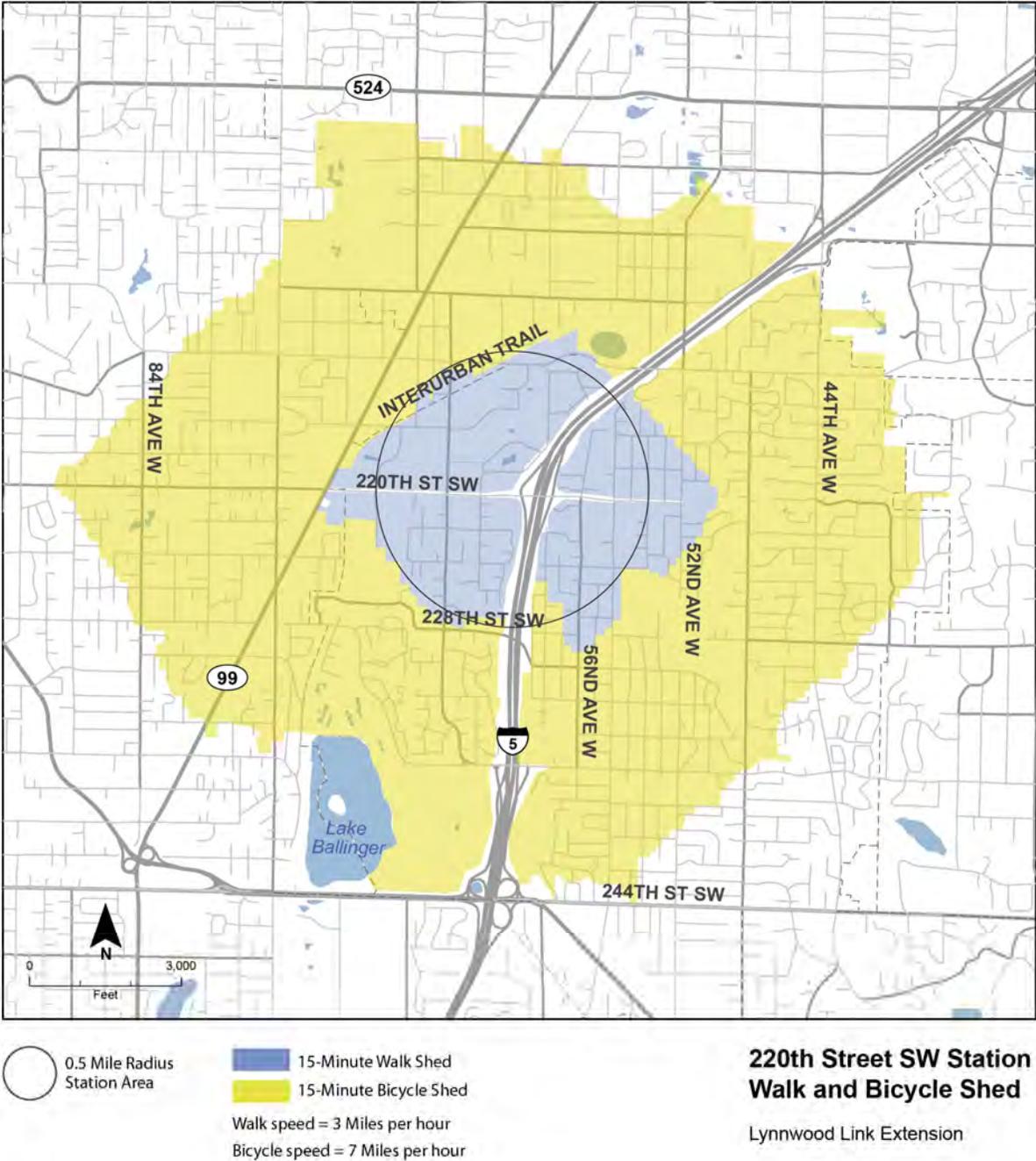


Figure 11-5. 15-Minute Walk Shed and 15-Minute Bicycle Shed at 220th Street SW Station

Transit Access

The 220th Street Station area is served by two CT routes. One provides all-day service between the Mountlake Terrace Transit Center and the Ash Way Park-and-Ride, and the second offers peak-only bi-directional service between Mountlake Terrace Transit Center and Edmonds.

There are no existing park-and-ride facilities located within this station area. This station will include associated parking currently projected at up to 200 parking stalls. This number may be refined as the design progresses.

Parking

Table 11-4 presents the parking inventory of on-street and off-street parking within 0.25 miles of the 220th Street SW Station, showing a total of 1,910 spaces. Sixty-one percent of the available parking is off-street, and no parking is time-restricted. Midday utilization is 11 percent for on-street spaces and 52 percent for off-street spaces. Overall, midday utilization is 39 percent for all spaces.

Table 11-4. Parking Supply and Utilization near the 220th Street SW Station

	Parking Supply			Mid-day Utilization	
	No Restrictions	Time-Restricted	Total	Vehicles	% Utilization
On-Street	610	0	610	70	11%
Off-Street	1,300	0	1,300	680	52%

Note: Data were collected in May 2012. Utilization was counted between 9 am and 11 am and between 1 pm and 4 pm.

The 0.25-mile area surrounding the 220th Street SW Station is a mix of single-family developments, lowrise multifamily projects, and commercial/office. Unlike the Mountlake Terrace Transit Center Station alternatives, this station area does not have existing parking requirements to support TOD. Table C-4, Attachment C, summarizes general parking requirements for the land uses surrounding the station.

Multifamily housing development and general commercial uses are required to include bicycle parking/storage.

11.5 Potential Development Opportunities

The 220th Street SW Station offers moderate development opportunities. However, many of the most likely redevelopment candidates are located beyond a quarter mile from the proposed station.

The proposed 220th Street SW Station is located on 220th Street SW, to the west of I-5. A station at this location could be constructed within the I-5 right-of-way.

The half-mile station area surrounding the proposed station is best described by separating it into quadrants, which are formed by I-5 and 220th Street SW.

The southwest quadrant, which includes the area to the west of I-5 and to the south of 220th Street SW, is a mix of commercial development and established single-family neighborhoods. Most of the existing commercial uses are located along 220th Street SW, and consist of auto oriented strip retail and low-rise office buildings. A promising TOD site in this quadrant is a 5.9-acre property owned by the Edmonds School District. The site is located adjacent to the proposed station and fronts on 220th Street SW. There is an existing 36,000 square foot former school building located on the property, which is currently occupied by a preschool. The existing building was built in 1959 and is in average condition.

The northwest quadrant includes the area to the west of I-5 and to the north of 220th Street SW. This quadrant contains a mix of commercial uses including multi-story office, strip retail, light industrial, and multifamily development. A significant section of this quadrant offers moderate TOD potential; however, most of this area is located beyond the quarter mile area.

Both the northeast and southeast quadrants are dominated by single-family residential development, with a few low-rise office buildings and garden style multifamily projects along 220th Street SW. While the vast majority of these two quadrants offer limited TOD potential, there are a few larger land holdings under single ownership that offer potential infill or redevelopment potential; however both are located beyond a quarter mile from the proposed station.

Preliminary Market Assessment

The most likely market segments were assessed at a preliminary level and are represented in Table 11-5. Section 5.5.3 provides details on how these markets were assessed. Since this is a preliminary assessment, a rating for station area market assessment was not determined and is not included in the Potential Development Opportunities rating, above. More analysis may be required for certain market segments as noted in the summary table.

Table 11-5. Summary Conclusion of Preliminary Market Assessment by Market Segment for 220th Street SW Station

Market Segment	Summary Conclusion
Office Market	Short-term supply is adequate. Long-term demand will be a function of employment growth.
Retail Market	The station area is a less than robust automobile-oriented retail market that is not likely to generate sufficient demand to support additional space in the short-term.
Apartment Market	This market has not supported apartment development for over two decades. It is difficult to see a reason for this trend to change going forward.
Lodging Market	There may be enough demand in the corridor to support new development, but the station area is not competitively located.

Office

Of the 964,000 square feet of office space in Mountlake Terrace, approximately 75 percent is located within the station area and, more specifically, within a cluster of office space in the western half of the station area along 220th Street SW between I-5 and SR 99. This cluster includes the Premera Blue Cross 456,000-square-foot office campus and three of the newest multistory office buildings in the city.

Relative to other locations in Mountlake Terrace, this cluster’s proximity to the Swedish/Edmonds hospital gives it a locational advantage in terms of medical office space. Given a choice of locations, however, medical office users would prefer locations even closer to the Swedish Hospital/Edmonds hospital west of SR 99.

In general, the office market within this station area tracks closely with Mountlake Terrace as a whole. The average rental rate is currently \$19.52 per square foot, full service; however, this rate is disproportionately affected by the significant amount of vacant space in the newer projects. The three office buildings constructed since 1999 are currently 40 percent vacant, which indicates a surplus of newer Class A and B space.

There is enough supply to accommodate forecasted demand for the next 5 years or more. Long-term office growth is driven by employment; if significant employment growth occurs, this market may attract additional office development.

Retail

The retail market in Mountlake Terrace consists of 44 buildings that contain a total of approximately 452,000 square feet of space. Vacancy is currently at 10 percent and has not dropped below 8.6 percent in the last 5 years. The average asking rental rate is currently \$13.29 per square foot, triple net. This is down from a 5-year peak of \$21.20 per square foot in 2008.

All of the retail space in the station area is located along 220th Street SW west of I-5. This small retail cluster consists of nine buildings that were each constructed over two decades ago. Combined, these buildings contain approximately 75,000 square feet of retail space. Retail vacancy in the station area is currently at 11 percent, and asking rental rates have hovered around \$20 per square foot since 2006.

In short, the station area has not been a robust retail market. Furthermore, this area will likely continue to struggle as it competes with SR 99 and its relatively substantial traffic volumes, and with areas that are closer to Northgate or Alderwood malls.

Apartments

Average apartment rents in Mountlake Terrace are currently too low to justify the cost of constructing multistory buildings, though a vacancy rate below five percent indicates that there are enough renter households to support additional units at some price.

Within the station area, there are only two existing apartment projects; both are older wood-framed apartment buildings. The fact that there has been no new apartment development in the last 25 years and no new projects on the horizon may indicate a lack of confidence from the development community in terms of the station area's ability to support additional apartment development. Furthermore, the City is encouraging development in the Town Center area; if successful, this development could come at the cost of other areas within Mountlake Terrace such as this station area.

In conclusion, although apartment development is cyclical by nature, this market has not attracted new development over the last three market cycles, and it is difficult to see a reason for this trend to change in the future.

Lodging

There is currently only one hotel along I-5 between Northgate and Lynnwood. While this gap in offerings may present an opportunity for a hotel in Mountlake Terrace, the station area is at a competitive disadvantage relative to other areas in Mountlake Terrace that offer access to a superior freeway interchange and a greater number of compatible retail options.

