



CITY COUNCIL AGENDA

15728 Main Street, Mill Creek, WA 98012 (425) 745-1891

Pam Pruitt, Mayor • Brian Holtzclaw, Mayor Pro Tem • Sean Kelly • Donna Michelson •
Vince Cavaleri • Mike Todd • Mark Bond

Regular meetings of the Mill Creek City Council shall be held on the first, second and fourth Tuesdays of each month commencing at 6:00 p.m. in the Mill Creek Council Chambers located at 15728 Main Street, Mill Creek, Washington. Your participation and interest in these meetings are encouraged and very much appreciated. We are trying to make our public meetings accessible to all members of the public. If you require special accommodations, please call the City Clerk at (425) 921-5732 three days prior to the meeting.

The City Council may consider and act on any matter called to its attention at such meetings, whether or not specified on the agenda for said meeting. Participation by members of the audience will be allowed as set forth on the meeting agenda or as determined by the Mayor or the City Council.

To comment on subjects listed on or not on the agenda, ask to be recognized during the Audience Communication portion of the agenda. Please stand at the podium and state your name and address for the official record. Please limit your comments to the specific item under discussion. Time limitations shall be at the discretion of the Mayor or City Council.

Study sessions of the Mill Creek City Council may be held as part of any regular or special meeting. Study sessions are informal, and are typically used by the City Council to receive reports and presentations, review and evaluate complex matters, and/or engage in preliminary analysis of City issues or City Council business.

Next Ordinance No. 2015-802
Next Resolution No. 2015-537

December 8, 2015
City Council Meeting
6:00 p.m.

CALL TO ORDER:

FLAG SALUTE:

ROLL CALL:

AUDIENCE COMMUNICATION:

- A. Public comment on items on or not on the agenda

PRESENTATIONS:

- B. Retirement Proclamation for Police Chief Bob Crannell
- C. Retirement Proclamation for Finance Director Landy Manuel

NEW BUSINESS:

- D. Adoption of 2015 Comprehensive Plan Update and Implementing Development Regulations
(Rebecca C. Polizzotto, City Manager)
- E. 132nd Street Corridor Study - Market Feasibility Preliminary Results
(Rebecca C. Polizzotto, City Manager)
- F. 2015-2016 Budget Amendment
(Rebecca C. Polizzotto, City Manager)

CONSENT AGENDA:

- G. Approval of Checks #54616 through #54685 and ACH Wire Transfers in the Amount of \$140,667.47.
(Audit Committee: Mayor Pruitt and Mayor Pro Tem Holtzclaw)
- H. Payroll and Benefit ACH Payments in the Amount of \$181,465.80.
(Audit Committee: Mayor Pruitt and Mayor Pro Tem Holtzclaw)
- I. City Council Meeting Minutes of November 24, 2015
- J. City Council Meeting Minutes of December 1, 2015

REPORTS:

- K. Mayor/Council
- L. City Manager
- M. Boards and Commissions
 - 1. Planning Commission Agenda - October 15, 2015

AUDIENCE COMMUNICATION:

- N. Public comment on items on or not on the agenda

ADJOURNMENT

Proclamation

WHEREAS, Chief Bob Crannell is a 31 year veteran of law enforcement with 29 years of service to the citizens and community of the City of Mill Creek; and

WHEREAS, Chief Crannell began his career in Mill Creek in 1986 as a Patrol Officer, was promoted to Sergeant in 1989, and was appointed Chief of Police in 2000; and

WHEREAS, Chief Crannell is a graduate of the Northwestern University Command College and holds an Executive Level Certificate from the State of Washington; and

WHEREAS, Chief Crannell is a member of the Snohomish County Sheriffs and Police Chiefs Association, the Washington Association of Sheriffs and Police Chiefs as well as the International Association of Chiefs of Police; and

WHEREAS, Chief Crannell represents the City as a member of the SNOCOM/911 Board of Directors and a member of the Snohomish County Emergency Radio System Executive Board; and

WHEREAS, Chief Crannell is currently the Vice Chair of the Snohomish County E-911 Board and is the 2015 Chair of the SNOCOM Police TAC Association; and

WHEREAS, Chief Crannell has worked many hours to protect and serve our community and citizens and the City is grateful for his dedication and service to the City.

NOW, THEREFORE, I Pam Pruitt, Mayor of the City of Mill Creek, on behalf of the members of the City Council,

Wish Police Chief Bob Crannell and his family good health and happiness, and do hereby honor and commend Chief Crannell for his many years of outstanding service to the City of Mill Creek.

Signed this 8th day of December, 2015.



Attest: _____
Kelly Chelin, City Clerk

Pam Pruitt, Mayor

Rebecca C. Polizzotto, City Manager

Proclamation

WHEREAS, Finance Director Landy Manuel has been in public service for 26 years with almost 8 years of service to the citizens and community of the City of Mill Creek; and

WHEREAS, Finance Director Manuel's financial leadership and attention to detail have kept the City ahead of fiscal distress and financially stable; and

WHEREAS, Finance Director Manuel, along with his responsibilities as a Finance Director, has also been in charge of the City's Information Technology and Human Resources functions during his career at the City of Mill Creek; and

WHEREAS, in November 2014, Director Manuel was named by the City Council as the Acting City Manager and held that position for approximately 8 months; and

WHEREAS, Finance Director Manuel has been a longtime dedicated member of the Washington Finance Officers Association; and

WHEREAS, Finance Director Manuel was the President of the Snohomish County Clerks and Finance Officers Association from 1998-1999 and has also been a longtime member of this Association; and

WHEREAS, under Finance Director Manuel's leadership, the City has had no audit findings in the last 8 years.

NOW, THEREFORE, I Pam Pruitt, Mayor of the City of Mill Creek, on behalf of the members of the City Council,

Wish Finance Director Manuel and his family good health and happiness, and do hereby honor and commend Finance Director Manuel for his many years of outstanding service to the City of Mill Creek.

Signed this 8th day of December, 2015.



Attest: _____
Kelly Chelin, City Clerk

Pam Pruitt, Mayor

Rebecca C. Polizzotto, City Manager



Agenda Item # _____
Meeting Date: December 8, 2015

CITY COUNCIL AGENDA SUMMARY
City of Mill Creek, Washington

AGENDA ITEM: **ADOPTION OF 2015 COMPREHENSIVE PLAN UPDATE AND IMPLEMENTING DEVELOPMENT REGULATIONS**

KEY FACTS AND INFORMATION SUMMARY: The Growth Management Act requires the City to review and, if necessary, update its Comprehensive Plan and critical area regulations in 2015. The City reviewed the Comprehensive Plan and determined that updates to the Comprehensive Plan were necessary to reflect various trends regarding population, housing, employment, and availability of developable land. In addition, an application was received requesting a change in land use designation on the Land Use Plan and Zoning Map. The City also determined that minor amendments to the Critical Area Regulations were required.

The 2015 Comprehensive Plan as proposed makes revisions necessary to guide future development in the City and its Municipal Urban Growth Area (MUGA) through 2035. The 2015 Comprehensive Plan continues to focus on maintaining Mill Creek as a predominantly residential community, promoting the development of the City's commercial core, maintaining urban densities that can be served by transit, ensuring the provision of urban services, planning for the construction of capital facilities (such as roads and sidewalks), providing for the recreational needs of the community, and protecting natural resources. Changes to the Development Code are proposed to implement the revised Comprehensive Plan and update the Critical Area Regulations.

The City Council reviewed the proposed Comprehensive Plan amendments in three study sessions on October 27, November 10 and November 24. Amendments made by the Council during their review are outlined in the attached summary and have been incorporated into the document. In addition, Council reviewed the proposed amendments to the Mill Creek Municipal Code in study sessions on October 27 November 24.

The Planning Commission held two public hearings on November 19, 2015, to consider and take testimony on the 2015 Comprehensive Plan and implementing development regulations and adopted Planning Commission Resolutions 2015-162 and 2015-163 recommending City Council adoption of the proposed amendments.

CITY MANAGER RECOMMENDATION:

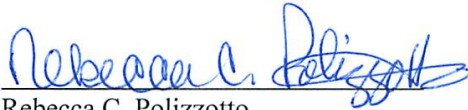
The City Manager recommends that the City Council adopt the attached ordinances, as recommended by the Planning Commission.

City Council Agenda Summary
Page 2

ATTACHMENTS:

- Summary of City Council Edits
- Ordinance adopting the 2015 Comprehensive Plan (the entire Comprehensive Plan document can be found online at (<http://www.cityofmillcreek.com/index.aspx?NID=139>))
- Ordinance adopting amendments to the Mill Creek Municipal Code
- Planning Commission Resolution 2015-162 with attached staff report
- Planning Commission Resolution 2015-163 with attached staff report

Respectfully Submitted:



Rebecca C. Polizzotto
City Manager

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Revised text as directed by the City Council Chapters 1-14 (Using redline version)

Chapter 1 -- Introduction

Page I-3 – Paragraph 1 after bullets, replace “Planning Commission” with “City.”

Chapter 2 -- Consistency with Countywide Planning Policies

Page II-3 – Paragraph 1 after Economic Development and Employment, replace sentence with:
The Countywide Planning Policies emphasize providing opportunities for continued growth and success of businesses and promoting a balance of jobs-to-housing to support economic activity, encourage local economic opportunities, and improve mobility.”

Chapter 4 – Goal Statements

Page IV-2 - 1st bullet under City Image, revise language to:

- Maintain the character of Mill Creek as a primarily single-family, detached residential community characterized by distinct residential neighborhoods, ~~a~~-vibrant central business/retail commercial districts, high quality multifamily neighborhoods and an extensive network of neighborhood parks, trails, and open space corridors.

Page IV-3 – 1st bullet under Environmental Protection, revise language to:

- ~~The City shall require~~Promote ~~the~~ highest standards of environmental protection and mitigation, including sensitive treatment and preservation of the natural environment and critical areas based upon best available science.

Page IV-3 – last two bullets under Environmental Protection, replace with:

- Comply with laws that are adopted as a result of the state’s climate change initiatives.
- Continue to be good stewards of the environment by taking appropriate measures to reduce the environmental impacts of future development and City operations.

Page IV-5 – Second bullet under Town Center: add “dining” to entertainment and retail.

Chapter 6 – Land Use Element

Page VI-6 – 3rd paragraph; replace last sentence with:

The City is in the process of making improvements to the City Hall Annex Building to move some of the administrative offices to this building. This will free up space in the original City Hall building to add needed square footage for Police Department functions. In addition, the City is planning to construct a Public Works vehicle storage building on the City-owned, undeveloped Cook property north of the Mill Creek Sports Park.

Page VI-17 – Revise Policy 1.06 as follows: Medium and high density residential development is allowed within the East Gateway Urban Village situated on the south side of the SR 96 corridor east of 35th Avenue SE and west of Seattle Hill Road. In the area adjacent to existing low density land uses to the south, residential development ~~is restricted to no more than three stories~~ should be appropriately scaled in height to ensure compatibility with the existing residences. High density residential above retail and/or offices uses shall be encouraged in the areas designated on the development plan as mixed-use.

Page VI-21 – Revise Policy 3.02 as follows: The design of the Town Center reflects a small town character with uses that generally cater to the residents within the City and the MUGA. Require that any new building design, signage, lights and landscaping enhance the character of the Town Center and create an identity for the City of Mill Creek. Public places for people of all ages to gather such as plazas are ~~the focal points- important components~~ of the Town Center.

Page VI-22 – Revise Policy 4.02 as follows: Require an urban character in the design of the East Gateway Urban Village with a wide mix of uses that generally cater to the local residents in the City and its MUGA. Coordinate the building design, signage, lights and landscaping to enhance the character of the East Gateway Urban Village. ~~Provide or require~~ public places for people of all ages to gather such as a public park, plaza, a village green or square, or a fountain should be the focal point.

Page VI-25 – Revise the following policies as follows:

Policy 7.08

~~Enact energy conservation measures that will result in a reduction of greenhouse gas emissions.~~

Policy 7.09

Develop strategies to promote a diversified and sustainable economy ~~that is resilient to the impacts of climate change.~~

Policy 7.10

Encourage ~~climate friendly~~ businesses and business practices ~~and a clean energy economy that minimize environmental impacts.~~

Chapter 8 Capital Facilities Element

Page VIII-2

INVENTORY AND CAPACITY ANALYSIS

~~For the purpose of this element, a capital facility is defined as real estate, a structure or equipment anticipated to cost at least \$25,000 and with an expected useful life of at least ten years.~~

Page VIII-4

Transportation Facilities –~~Roads~~

1. Inventory of Existing ~~Road-Transportation~~ Facilities

The Comprehensive Plan’s Transportation Element includes ~~an complete~~ inventory ~~and discussion~~ of the City’s ~~street-motorized and non-motorized system~~ facilities. As of July ~~2012~~2015, the City ~~owned-owns~~ and ~~maintained-maintains~~ approximately ~~79-77~~ lane miles of residential streets, ~~48-19~~ lane miles of collector streets, ~~and~~ 10 lane miles of arterial streets ~~and 22 lane miles of state highway~~ for a total of ~~129-106~~ lane miles of roadway. ~~In addition, the City owns and maintains approximately 75 miles of public sidewalk, and there are 22 lane miles of state highway within the city limits that are under the jurisdiction and operational control of the Washington State Department of Transportation.~~

Page VIII-5 – 2nd full paragraph:

A large percentage of the traffic in the City is due to "pass through" trips. These trips come from people who live outside Mill Creek but commute on the City's roadway system. Since it is not ~~always~~ feasible ~~or desirable~~ to construct a roadway system to handle the maximum traffic volume, the City ~~has accepted-recognizes~~ that significant delays ~~will~~ occur during the peak commuting hours.

Page VIII-7

1. Inventory of Existing Stormwater Management Facilities:

The existing stormwater management facilities that serve the City consist of a combination of both publicly and privately owned and maintained drainage systems. ~~As of July 2015, The-the~~ City ~~is-was~~ responsible for maintaining approximately ~~2,9503,080~~ catch basins, 49.5 miles of pipe, 30 detention structures and 8 water quality filter vaults.

Page VIII-9

City Hall:

The City of Mill Creek's City Hall facility consists of a 15,846 square foot structure on a 2.46 acre site at 15728 Main Street. The City's Council Chambers, administrative departments, public works shop and police department are housed within this facility. The area breakdown is illustrated in Table 1.

15720 Main Street Building:

In 2005 the City purchased an office building located immediately north of City Hall for public use and to reduce overcrowding at City Hall. This building is 31,842 square feet in size. The area breakdown is illustrated in Table 2.

Table 1

Inventory of City Hall (15728 Main Street)

July 2006

| FUNCTION | Area (in square feet) |
|--|----------------------------------|
| Administration | 4,573 |
| Public Works Shop/Maintenance Office | 1,921 |
| Police Department (Administration, Lockers, Storage) | 4,149 |
| Council Chambers/Conference Room | 1,442 |
| Common Areas (Lunch Room, Lobby, Restrooms, Hallways) | 3,007 |
| Storage Space | 754 |
| TOTAL | 15,846 |

City Hall Annex:

The City also owns a building adjacent to City Hall that is used as a combination of storage areas, archives, leased office space, and City recreational / community

program functions. This building is 31,842 square feet in size on a 2.02 acre parcel.

Table-2

City of Mill Creek

Inventory of 15720 Main Street Building Facilities

| FUNCTION | Area (in-square-feet) |
|--|----------------------------------|
| City Functions (Recreation and Community Programs, Archives) | 3,791 |
| Leased | 23,815 |
| Common Areas (Hallway, Restrooms, Elevator, Storage, and Mechanical) | 4,236 |
| TOTAL | 31,842 |

Page VIII-17

OTHER FACILITIES/SERVICES

In addition to the City-provided services addressed in this element, the City of Mill Creek and its Municipal Urban Growth Area are served by other public ~~and private~~ entities that construct or acquire capital facilities. These entities include:

Page VIII-21

Policy 2.02

~~The City shall i~~Inspect all private and City-owned stormwater systems within the city limits to ensure that they are functioning properly. ~~The City shall u~~Use the current adopted Washington State Department of Ecology’s Stormwater Management Manual for Western Washington as a guideline when inspecting stormwater systems.

Policy 2.03

~~The City shall e~~Clean and maintain City-owned stormwater facilities using the current adopted Washington State Department of Ecology’s Stormwater Management Manual

~~for Western Washington as a guideline. The City shall n~~Notify the owners of privately held stormwater facilities of the need to maintain said facilities.

~~Either the City, the private property owner, property manager or homeowners association maintain~~Ensure that Pprivately owned stormwater facilities are maintained shall be maintained by either the City, the private property owner, property manager or homeowners association in accordance with current City policies and the Surface Water Management Program. Notify the owners of privately held stormwater facilities of the need to maintain said facilities.

Policy 2.04

~~For new land development proposals and City capital improvement projects, The City shall r~~Require, as a condition of development approval, stormwater management facilities that incorporate detention and water quality treatment components-facilities, such as settling ponds, biofiltration, oil/water separation and other acceptable techniques, along with specific maintenance and management programs, consistent with the ~~current-adopted~~ Department of Ecology Stormwater Management Manual for Western Washington.

Chapter – Utilities Element

Page IX-8 – third full paragraph

The ~~2000–2009~~ Alderwood ~~Sanitary–Comprehensive~~ Sewer Plan identified improvements to the North Creek Trunk Line to address capacity issues. ~~These improvements were planned to be completed by 2005.~~ However, with ~~the a~~ change in ownership of the trunk line to King County, these improvements have been delayed, which may affect available capacity in the Mill Creek area. ~~The Alderwood district~~ is currently evaluating existing capacity of sanitary sewer facilities in cooperation with King County. If warranted, the ~~district-District~~ will identify measures to increase capacity.

Page IX-9 - third full paragraph

Telecommunication companies are privately owned, publicly regulated, and driven by market forces rather than statutory requirements. Telecommunications include, but are not limited to, landline telephone, mobile voice and data wireless services, internet access, and cable television. In some cases, these telecommunication services will use existing utility corridors and within the public rights-of-way (ROW), and can be regulated by the City through a franchise agreement or the ROW permit process.

Page IX-19

Policy 1.14

Promote improved conservation and more efficient use of water, as well as the increased use of reclaimed water, to reduce wastewater generation and ensure water availability.

Policy 1.15

Encourage development that reduces the rate of energy consumption through conservation and alternative energy forms to extend the life of existing facilities and infrastructure.

Chapter 10 – Transportation Element

Page X-3 – second bullet

- The traffic volumes on ~~the City regional~~ arterials that provide easy access for through city traffic will increase at a relatively constant rate that parallels the land development activity. The City is largely built out and volumes generated by new developments within most of the current city limits have stabilized, with the exception of the East Gateway Urban Village area.

Page X-7 – second full paragraph

Since it is not always feasible to construct a roadway system to handle the maximum traffic volume, the City ~~has accepted~~ recognizes that significant delays will occur during the peak commuting hours. Mill Creek coordinates with transit agencies, Snohomish County and WSDOT to improve local bus service and plan capital improvement projects on regionally significant corridors such as the RSSH and 164th Street SE.

Page X-15

1. Bicycle Lane System Inventory:

Encouraging alternate modes of transportation such as bicycling can help alleviate traffic congestion and promote healthier lifestyles. Designated striped bicycle lanes provide a safe place for citizens to ride, and the narrowing of travel lanes creates narrow the travel lanes to create a traffic calming effect that is intended to slow vehicles. Additional signage and pavement markings can alert drivers to the presence of bicycles and help share the road.

Page X-16 – second paragraph under No. 4 Finding:

However, no collector roadways currently meet the LOS Guidelines, but instead have wider travel lanes for shared use. On most collector roadways, there is adequate room to include a striped bicycle lane for a significant portion of the street segment.

Page X-17 – sixth bullet

- New development should be designed to be transit oriented as appropriate with the land use and zoning. Examples of transit oriented design features and-or strategies include: designated carpool and vanpool parking, bike racks or lockers, and bus stop pads with shelters, other transportation demand management actions applicable to the site in question.

Page X-20

Add to Regionally Significant State Highways (RSSH):

Old Seattle Hill Road at SR 527 Intersection control improvements \$1,000,000

Page X-21

Added the following bullet to the list of roadways missing sidewalks:

- (Old) Seattle Hill Road – south side between 163rd Street and the city limits.

Also made corresponding correction on the Sidewalks Map.

Page X-28

Policy 1.03

ProvideStreet lighting for should be provided for all sidewalks, trails, roadway classifications, intersections and crosswalk locations in accordance with the City standards.

Page X-31

Policy 3.05

Reduce congestion on regionally significant arterial corridors by coordinating with appropriate jurisdictional agencies to implement Intelligent Transportation Systems (ITS), capital improvements that are cost beneficial and additional transit services.

Policy 3.07

Consider the use of alternate intersection controls, where appropriate, such as roundabouts instead of standard traffic signal systems.

Chapter 12 – Environmental Features Element

Page XII-8

Policy 1.01

Encourage Land-land developments should be encouraged to use low impact development techniques, where feasible, to minimize the amount of impervious surface dedicated to streets, driveways and roofs. Use of these techniques will help reduce the amount of stormwater runoff and provide greater protection of surface and groundwater resources. Stormwater facilities should be incorporated into new developments to meet the requirements of the current Department of ecology Stormwater Management Manual.

Policy 1.02

Ensure that Land-land developments shall include stormwater facilities that meet or exceed the requirements of the current adopted Department of Ecology Stormwater Management Manual.

Policy 1.04

The City should undertake Undertake a program to educate residents about water quality and quantity management issues including the initiation of "Best Management Practices" for residential neighborhoods situated adjacent to wetlands, streams and other watercourses.

Page XII-9

Policy 3.02

Restore and maintain Establish regulations that protect the habitat upon which federally-listed threatened and endangered species, and protect the habitat upon which they rely.

Page XII-10

Policy 3.04

The City shall adopt Implement Critical Area Regulations based upon Best Available Science rules adopted by the state of Washington.

Page XII-10

Policy 3.06

~~Establish an educational program to inform~~ Educate residents ~~of on~~ issues pertaining to fish and wildlife and the protection of habitat of threatened populations.

Page XII-11

Policy 5.02

~~Preserve Natural natural~~ vegetation that significantly contributes to the aesthetic values of the City and adds to the natural scenic views ~~by shall be preserved to the maxim extent possible. All requiring all~~ new developments ~~shall be required to~~ establish roadway buffers / cutting preserves adjacent to arterial and collector streets consistent with the City subdivision regulations. Three types of cutting preserves are provided to achieve diversity in landscape treatment: undisturbed native growth; natural planting; and formal (see definition in Streetscape Element, Policy 3.03).

Page XII-12

Policy 7.02

~~Implement Consider~~ reasonable and effective noise mitigation measures for arterial road improvements in residential areas if the existing or projected noise levels exceed City adopted standards.

Policy 7.07

~~Ensure that Landseaping landscaping~~ within required roadway buffers and cutting preserves within residential neighborhoods ~~should~~ take noise levels of adjacent streets into consideration. Where noise levels exceed City standards, ensure that landscaping ~~should includes~~ trees vegetation that attenuates noise impacts.

Steep Slopes Map:

Corrected labeling of Nickel Creek.

Chapter 13 – Parks and Open Space

Page XIII-6

Revised footnote number 2 of Table 1 to explain why 25% of the Tambark Creek acreage is used in calculating community park facilities.

- ¹ MUGA Population includes both City of Mill Creek population and the population in the unincorporated MUGA area combined.
- ² The existing community park facilities for the City include Mill Creek Sports Park, ¼ of Tambark Creek Community Park (which is based on the City's 25% ownership of the park).

³ The existing community park facilities for the MUGA include Mill Creek Sports Park, 50% of McCollum Park 35% of North Creek Park, Tambark Creek Park, Martha Lake Park, and Martha Lake Airport Park.

Page XIII-12

The Pedestrian Facilities description was revised to remove the descriptions of the individual pedestrian facilities and to refer to the descriptions contained in the Transportation Element.

Pages XIII-15

Proposed Facilities

Through application of the adopted parks and open space ~~LOS Standards and Facility Guidelines goals and policies~~, the following public park and recreation facilities are needed to serve the population within the City of Mill Creek MUGA:

- Expansion of/or additional community park facilities, including ball fields;
- A recreation/community center;
- Additional neighborhood parks;
- Trails for hiking, bicycling and jogging; and
- Mini-parks

Pages XIII-15 and XIII-16

Information on past 2015 Needs Assessment Survey results and past public participation efforts was deleted.

Page XIII-22 through XIII-30

Revised the policies to make the should and shall statements declarative statements consistent with the other Comprehensive Plan elements.

Chapter 14 – Glossary

Add the following definitions to the Glossary, which are consistent with the definitions contained in the Mill Creek Municipal Code:

Best Available Science

Best Available Science is a state mandated concept that requires cities to identify and consider objective and reliable scientific information when developing policies and development regulations that are intended to protect the functions and values of critical areas. Chapter 365-195 WAC, as that Chapter may be amended or recodified, establishes rules that help to identify and include Best Available Science

in newly adopted policies and regulations.

Critical Areas

Critical areas are areas or ecosystems protected by state law and defined in RCW 36.70A.030, as that section may be amended or recodified. Generally critical areas include aquifer recharge areas, fish and wildlife habitat conservation areas, frequently flooded areas, geologically hazardous areas, and wetlands.

ORDINANCE NO. 2015-_____

**AN ORDINANCE OF THE CITY OF MILL CREEK, WASHINGTON,
AMENDING THE CITY OF MILL CREEK COMPREHENSIVE PLAN IN
ACCORDANCE WITH AND CONSISTENT WITH THE GROWTH
MANAGEMENT ACT; AND ESTABLISHING AN EFFECTIVE DATE**

WHEREAS, pursuant to the requirements of the Washington State Growth Management Act of 1990, RCW Chapter 36.70A (GMA), the City of Mill Creek Comprehensive Plan was adopted on January 28, 1992, following an extensive public participation process that included public workshops, discussion by several citizen committees and boards, and a public hearing before the Mill Creek Planning Commission; and

WHEREAS, on October 25, 1994, the City Council adopted Ordinance 94-338 amending the Comprehensive Plan to bring it into full compliance with the Growth Management Act and reflect current information; and

WHEREAS, RCW 36.70.A.130 mandates that the Comprehensive Plan be subject to continuing evaluation and review by the City, and that the City establish procedures whereby amendments to the Comprehensive Plan are considered by the City Council no more frequently than once every year; and

WHEREAS, on March 14, 1995, the City Council adopted Resolution 95-192 establishing a Comprehensive Plan amendment process in accordance with the provisions of the GMA and the Amendment Criteria section of the Comprehensive Plan; and

WHEREAS, RCW 36.70A.130(5)(a) mandates that cities shall conduct a major review of all Elements in their Comprehensive Plans and determine if updates are necessary, and that said updates shall be adopted in 2015; and

COMPREHENSIVE PLAN AMENDMENTS -- 1

WHEREAS, the City reviewed the Comprehensive Plan and determined that updates were necessary to address demographic trends, availability of developable land, current conditions and ensure consistency with the Countywide Planning Policies; and

WHEREAS, on September 15, 2014, the Wilcox Group, LLC, submitted an application requesting that the zoning designation for property located at 13407 35th Avenue S.E. be changed from Low Density Residential to High Density Residential; and

WHEREAS, the Planning Commission reviewed the proposed Comprehensive Plan and Zoning Map amendments proposed by staff and by the Wilcox Group, LLC in work sessions between October 2014 and October 2015; and

WHEREAS, the proposed Comprehensive Plan amendments were prepared in accordance with the Washington State Planning Enabling Legislation (RCW Chapter 35A.63), GMA, RCW 36.70A.040 and 36.70A.120, and the City's Comprehensive Plan policies concerning amendments thereto; and

WHEREAS, on July 23, 2015 and September 30, 2015, the proposed amendments were submitted to the Washington State Department of Commerce for review, as required by RCW 36.70A.106; and

WHEREAS, the City's SEPA responsible official determined that the proposal does not have a probable significant adverse environmental impact, and thus in accordance with WAC 197-11-340(2), a determination of non-significance was issued for the proposed amendments on October 29, 2015; and

WHEREAS, on November 19, 2015, the City held a public open house to solicit public input relative to the proposed amendments; and

COMPREHENSIVE PLAN AMENDMENTS -- 2

WHEREAS, on November 19, 2015, the Planning Commission held a duly noticed public hearing on the amendments to the Comprehensive Plan;

WHEREAS, the Planning Commission heard and considered the staff report and analysis of the proposed amendments, including public comments and testimony, and other material, and found that the proposed amendments (i) have been prepared and considered in accordance and are consistent with GMA and the amendment criteria established within the Comprehensive Plan, and (ii) further the public health, safety, and general welfare; and

WHEREAS, the Planning Commission considered the amendment proposed by Wilcox Group, LLC for property located at 13407 35th Avenue S.E. to change the land use and zoning map designations from Low Density Residential (LDR) to High Density Residential (HDR) and determined that a land use and zoning designation of Medium Density Residential (MDR) was appropriate since the site abuts 35th Avenue Southeast, is adjacent to other property zoned MDR, and is separated from LDR properties by a significant stream and buffer. Changing the Land Use Map and Zoning Map from LDR to MDR is consistent with GMA and furthers the public health, safety, and general welfare.

WHEREAS, on November 19, 2015, the Planning Commission adopted Resolution No. 2015-161, recommending to the City Council approval of proposed 2015 Comprehensive Plan Amendments; and

WHEREAS, on October 27, November 10, November 24, 2015, the City Council held three study sessions to review the Planning Commission recommendation, proposed amendments, and related information; and

WHEREAS, the City Council finds that the proposed amendments (i) have been considered in accordance and are consistent with GMA and the amendment criteria established within the Comprehensive Plan, (ii) fulfills the mandatory requirement to conduct a major review and update of the Comprehensive Plan pursuant to RCW 36.70A.130(5)(a), and (iii) furthers the public health, safety, and general welfare; and

COMPREHENSIVE PLAN AMENDMENTS – 3

WHEREAS, the City Council therefore desires to adopt the proposed amendments as recommended by the Planning Commission in Resolution 2015-161;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF MILL CREEK, WASHINGTON, ORDAINS AS FOLLOWS:

Section 1. The City Council, having considered Planning Commission Resolution 2015-161 along with the information in the public record, hereby adopts the foregoing findings and conclusions.

Section 2. The City Council, having considered Planning Commission Resolution 2015-161 along with the information in the public record, hereby adopts the amendments to the Comprehensive Plan and Zoning Map attached as **Exhibit A** to the Ordinance.

Section 3. The City Council directs and authorizes the Community Development Director and City Clerk to take all such other actions as are necessary and appropriate to implement the findings, conclusions and decisions set forth in this Ordinance.

Section 4. If any section, subsection, paragraph, sentence, clause or phrase of this ordinance or its application to any person or situation be declared unconstitutional or invalid for any reason, such decision shall not affect the validity of the remaining portion of this ordinance or its application to any other person or situation. The City Council of the City of Mill Creek hereby declares that it would have adopted this ordinance and each section, subsection, sentence, clause, phrase or portion thereof irrespective of the fact that any one or more sections, subsections, sentences, clauses, phrases or portions be declared invalid or unconstitutional.

Section 5. This Ordinance shall be effective 5 days after passage and publication of a summary that consists of this Ordinance's Title.

Section 6. The City Clerk and/or other entity responsible for codification of this Ordinance are authorized to make necessary corrections to this Ordinance including correction of scrivener's/clerical errors, references, Ordinance numbering, section/subsection numbering and any references thereto.

COMPREHENSIVE PLAN AMENDMENTS -- 4

Passed in open meeting this 1st day of December 2015 by a vote of _____ for, _____ against, and _____ abstaining.

APPROVED:

PAM PRUITT, MAYOR

ATTEST/AUTHENTICATED:

KELLY CHELIN, CITY CLERK

APPROVED AS TO FORM:

SHANE MOLONEY, CITY ATTORNEY

FILED WITH THE CITY CLERK: _____

PASSED BY THE CITY COUNCIL: _____

PUBLISHED: _____

EFFECTIVE DATE: _____

ORDINANCE NO.: _____

Exhibit A: Comprehensive Plan Amendments and Zoning Map Amendments

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COMPREHENSIVE PLAN AMENDMENTS -- 5

ORDINANCE NO. 2015-_____

AN ORDINANCE OF THE CITY OF MILL CREEK, WASHINGTON, ADOPTING AMENDMENTS TO THE MILL CREEK MUNICIPAL CODE (MCMC) TO IMPLEMENT THE MANDATORY 2015 REVIEW AND UPDATE OF THE COMPREHENSIVE PLAN AND THE MANDATORY 2015 REVIEW AND UPDATE OF THE CRITICAL AREA REGULATIONS; THE AMENDMENTS INCLUDE (1) A NEW MCMC CHAPTER 14.19 CODIFYING A COMPREHENSIVE PLAN AMENDMENT PROCESS, (2) AMDNEMENTS TO MCMC SECTION 16.02.080 TO INCLUDE VEHICULAR ACCESS REGULATIONS AND CRITERIA, (3) AMENDMENTS TO MCMC SECTION 16.02.150 TO UPDATE REFERENCES TO STREET DESIGN AND OPERATION GUIDELINES, (4) AMENDMENTS TO MCMC CHAPTER 18.06 UPDATING STANDARDS TO MAINTAIN CONSISTENCY WITH BEST AVAILABILE SCIENCE, AND (5) AMENDMENTS TO MCMC SECTION 16.02.170, 17.34.040 AND 17.22.120 CODIFY COMPREHENSIVE PLAN POLICIES REQUIRING ROADEWAY BUFFERS/CUTTING PERSERVICES AND ESTABLISHING MINIMUM STANDARDS; AND ESTABLISHING AN EFFECTIVE DATE .

WHEREAS, the City Council is charged with the responsibility of amending Mill Creek Municipal Code (MCMC) land use and development regulations; and

WHEREAS, RCW 36.70A.040 and 36.70A.120, portions of the Growth Management Act, require the City to adopt development regulations, including zoning regulations, to implement the City's Comprehensive Plan; and

WHEREAS, RCW 36.70.A.130(5)(a) mandates that cities in Snohomish County shall conduct a major review of all elements in their comprehensive plans and implementing development regulations and determine if updates are necessary, and that said updates shall be adopted in 2015; and

WHEREAS, RCW 36.70A.130(1)(c) requires cities to review and update their Critical Areas Regulations as part of the required review of the development regulations to ensure said regulations are consistent with best available science; and

WHEREAS, the City's Critical Areas Regulations have been reviewed by the City's critical areas consultant for consistency with best available science and amendments were recommended to meet identified deficiencies; and

WHEREAS, staff has prepared amendments ("Amendments") to the MCMC to implement the 2015 Comprehensive Plan Update and to address identified deficiencies in the Critical Areas Regulations including: 1) Adding a new chapter, MCMC Chapter 14.19 to codify the comprehensive plan amendment process; 2) Amending MCMC Section 16.02.080 to include vehicular access regulations and criteria; 3) Amending MCMC Section 16.02.150 to update references to street design and operational guidelines; 4) Amending MCMC Chapter 18.06 to incorporate Best Available Science updates in the City's Critical Areas Regulations; and 5) Amending MCMC Sections 16.02.170, 17.34.040 and 17.22.120 to codify Comprehensive Plan policies requiring roadway buffers/cutting preserves and establishing minimum standards; and

WHEREAS, on September 30, 2015 and October 29, 2015, the recommended amendments were submitted to the Washington State Department of Commerce for review, as required by RCW 36.70A.106; and

WHEREAS, the recommended amendments are subject to the provisions of the State Environmental Policy Act, RCW Chapter 43.21C and MCMC Chapter 18.04 (collectively "SEPA"); and

WHEREAS, on October 29, 2015, the City issued a SEPA threshold Determination of Non-Significance for the proposed Amendments to the development code; and

WHEREAS, on November 19, 2015, a public open house was held to discuss the proposed amendments at City Hall; and

WHEREAS, on November 19, 2015, the Planning Commission held a duly noticed public hearing to consider the staff report and the proposed Amendments to the MCMC, and to solicit public testimony and found that the proposed Amendments are consistent with the City's Comprehensive Plan, the Growth Management Act, MCMC Chapter 17.38, and other applicable state and federal law, will implement the Comprehensive Plan, and will benefit the public health, safety, and welfare; and

WHEREAS, at the public hearing, following review and consideration, the Planning Commission adopted Resolution No. 2015-162, which recommends approval of the Amendments; and

WHEREAS, during a regular Council meeting on November 24, 2015, staff presented the Amendments to the City Council; and

WHEREAS, the City Council reviewed the materials described above and, after review and consideration, concurs with and adopts the relevant findings and recommendations as contained in Planning Commission Resolution No. 2015-162; and

WHEREAS, the City Council finds that the proposed amendments: 1) are consistent with the City's Comprehensive Plan, the Growth Management Act, and other applicable state and federal laws; 2) will implement the Comprehensive Plan and fulfills the mandatory requirement to review and update the City's Critical Areas Regulations; 3) will benefit the public health, safety, and welfare; and should therefore be adopted.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF MILL CREEK, WASHINGTON, DO ORDAIN AS FOLLOWS:

Section 1. A new Chapter 14.19 to the Mill Creek Municipal Code is hereby adopted and set forth in full within **Exhibit A**, which is attached and incorporated in full by this reference, under the heading "Code Amendment #1."

Section 2. Section 16.02.080 of the Mill Creek Municipal Code is hereby amended as set forth in full within **Exhibit A** under the heading “Code Amendment #2.”

Section 3. Sections 16.02.150 and 16.02.160 of the Mill Creek Municipal Code are hereby amended as set forth in full within **Exhibit A** under the heading “Code Amendment #3.”

Section 4. The definitions of “Fish and wildlife habitat areas,” “Hydric soil,” and “Priority habitat” in Section 18.06.210 of the Mill Creek Municipal Code are hereby amended as such definitions are set forth in full within **Exhibit A** under the heading “Code Amendment #4.”

Section 5. Sections 18.06.960, 18.06.980, and 18.06.1030 of the Mill Creek Municipal Code are hereby amended as described within **Exhibit A** and set forth in full therein under the heading “Code Amendment #4.”

Section 6. Section 16.02.170 of the Mill Creek Municipal Code is hereby amended as set forth in full within **Exhibit A** under the heading “Code Amendment #5.”

Section 7. Subsection 17.34.040.A.6 of the Mill Creek Municipal Code is hereby amended as set forth in full within **Exhibit A** under the heading “Code Amendment #5.”

Section 8. A new Subsection 17.34.040.H.1.o is hereby adopted and added to Mill Creek Municipal Code Section 17.34.040 as such subsection is set forth in full within **Exhibit A** under the heading “Code Amendment #5.”

Section 9. Section 17.22.120 of the Mill Creek Municipal Code is hereby amended as set forth in full within **Exhibit A** under the heading “Code Amendment #5.”

Section 10. The City Clerk and Community Development Director are directed to make such changes to the Mill Creek Municipal Code and any other planning and regulatory documents as necessary or appropriate to implement the above amendments.

Section 11. If any section, subsection, paragraph, sentence, clause or phrase of this ordinance or its application to any person or situation be declared unconstitutional or invalid for any reason, such decision shall not affect the validity of the remaining portion of this ordinance or its application to any other person or situation. The City Council of the City of Mill Creek hereby declares that it would have adopted this ordinance and each section, subsection, sentence, clause, phrase or portion thereof irrespective of the fact that any one or more sections, subsections, sentences, clauses, phrases or portions be declared invalid or unconstitutional.

Section 12. This Ordinance shall be effective 5 days after passage and publication of a summary that consists of this Ordinance’s Title.

Section 13. The City Clerk and/or other entity responsible for codification of this Ordinance are authorized to make necessary corrections to this Ordinance including correction of scrivener's/clerical errors, references, Ordinance numbering, section/subsection numbering and any references thereto.

Adopted this _____ day of _____, by a vote of _____ for, _____ against, and _____ abstaining.

APPROVED:

PAM PRUITT, MAYOR

ATTEST/AUTHENTICATED:

KELLY CHELIN, CITY CLERK

APPROVED AS TO FORM:

SHANE A. MOLONEY, CITY ATTORNEY

FILED WITH THE CITY CLERK: _____

PASSED BY THE CITY COUNCIL: _____

PUBLISHED: _____

EFFECTIVE DATE: _____

ORDINANCE NO.: _____

EXHIBITS: Exhibit A –MCMC Amendments

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**Exhibit A
Mill Creek Municipal Code Amendments**

Code Amendment #1 – Comprehensive Plan Amendment Process

***NEW* Chapter 14.19 Comprehensive Plan**

Chapter 14.19 COMPREHENSIVE PLAN

14.19.010 Purpose.

The Comprehensive Plan is the City’s official statement concerning future growth and development. It sets forth goals, policies, and strategies to protect the health, welfare, safety, and quality of life for residents in the City of Mill Creek. The Comprehensive Plan is required to be consistent with and advance the goals of the Washington State Growth Management Act (“GMA”), Chapter 36.70A RCW, the Multicounty Planning Policies for the Puget Sound Region (“Vision 20140”), the Regional Transportation Plan for the Puget Sound Region (“Transportation 2040”), the Countywide Planning Policies for Snohomish County, and relevant Washington State statutes. The City implements the Comprehensive Plan through its municipal code, budget, and policies.

14.19.020 Elements.

A. The Comprehensive Plan shall include all planning elements required by RCW 36.70A.070, as that section may be amended or recodified.

B. The Comprehensive Plan may include any additional elements or items as contemplated by RCW 36.70A.080, as that section may be amended or recodified.

14.19.030 Adoption and amendment procedures.

A. Adoption and amendment. The Comprehensive Plan and its elements is adopted and amended by ordinance of the City Council, following the procedures identified in this section. Adoption and amendment of the Comprehensive Plan must be consistent with the procedural requirements of Chapter 36.70A RCW.

B. Annual Review Cycle. Amendments to the Comprehensive Plan and development regulations may be adopted by the City Council no more than once each calendar year except as permitted by applicable law, including RCW 36.70.A.130, as that section may be amended or recodified.

C. Application. Any person or entity may propose an amendment to the Comprehensive Plan. Proposals from the Planning Commission, City Council, City Manager, or City Manager designee do not require a formal application or strict conformance to the application review and assessment process herein, so long as all state law requirements for public participation, review, and approval are met. All other proposals shall be made in writing on an application form approved by the City Manager, or designee between August 1 and September 30 of a calendar year. Said application should include information necessary for staff analysis described in MCMC Section 14.19.030.I. Incomplete applications may be rejected and the applicant may be asked to provide additional information necessary to process the application.

D. Application Fee. For proposals requiring an application, the proposal shall not be processed until the applicant pays the applicable fee established in MCMC Chapter 3.42.

E. Public Process.

1. For each annual review cycle, the Director shall develop, update and broadly disseminate to the public a public participation program including a preliminary schedule for processing the proposed amendments consistent with RCW 36.70A.130, and RCW 36.70A.035, as those sections may be amended or recodified.

2. For proposals that include land use designation changes and zoning reclassifications, a special notice of the acceptance of the proposal for processing shall be mailed to all property owners of record, as indicated in the records of the Snohomish County Assessor, within 500 feet of the subject area. This special notice will inform property owners that an application has been filed, identify where the application and background information may be reviewed, describe in general terms the review and public comment process, establish a time and place for an informational meeting with City staff, and solicit preliminary comments.

F. Staff initial assessment of proposals requiring an application. The Director or designee shall review applications and provide an initial assessment to the Planning Commission, based on, at a minimum, the following criteria:

1. Is the proposal legislative in nature and otherwise appropriate in scope and subject matter to consider including in the Comprehensive Plan?
2. Have there been recent review or work related to the same area or issue?
3. Does City staff intend to address related areas or issues in a later amendment cycle?
4. Does the City have adequate budgeted resources to analyze the proposed amendment,

and are such resources available to timely provide an informed recommendation within the requested review cycle?

G. Planning Commission initial assessment of proposals requiring an application and recommendation to City Council. The Planning Commission shall consider the application and staff's assessment of an application and make a recommendation to the City Council as to whether or not the application should be further considered during the current annual review cycle. Before making a recommendation, the Planning Commission may request additional information from the applicant.

H. Preliminary City Council review of applications.

1. Upon receiving a recommendation from the Planning Commission, the City Council shall determine which proposals that required an application shall receive further consideration during the current annual review cycle.

2. At any time, the City Council may, in its sole discretion, direct the City Manager and/or the Planning Commission to redirect resources away from processing any or all applications or other amendment proposals before the Planning Commission. The City Council may also choose to hold joint meetings with the Planning Commission, independently review any proposals, including those made by the City Manager or Planning Commission, in order to provide policy and legislative guidance to staff and/or the Planning Commission.

I. Staff Analysis. Prior to the Planning Commission making a recommendation to the City Council regarding the adoption of amendments to the comprehensive plan, the Director or designee shall analyze the proposal and present that analysis in a written staff report to the Planning Commission. The analysis should include the following criteria:

1. Will the proposed amendment benefit the City as a whole?

2. Will the amendment adversely affect the City's public facilities or services?

3. Will the amendment support the City's role in governing public health, safety, and welfare?

4. Does the amendment conform to applicable provisions of state statutes, case law, regional policies, and maintain internal consistency within the City's Comprehensive Plan?

The analysis of the above criteria should include, as appropriate, whether the proposed amendment addresses inconsistencies or errors in the Comprehensive Plan or development

regulations; whether the amendment addresses changing circumstances, such as growth and development patterns, needs and desires of the community, and the City's capacity to provide adequate services; and/or whether the amendment maintains or enhances compatibility with the existing or planned land uses and the surrounding development pattern. In addition, the analysis should document, as appropriate and necessary, public outreach and public comments, analytical data and research, economic impacts, sustainability impacts, environmental determinations, and other pertinent background information.

J. Public Hearing and adoption.

1. Prior to recommending any comprehensive plan amendment, including those initiated by the City Council, City Manager, or Planning Commission, the Planning Commission will conduct at least one public hearing to solicit comments from the general public, organizations and agencies, other governmental agencies, and adjacent jurisdictions as appropriate. The City Council, at its sole discretion, may also hold one or more public hearings.

2. For land use designation changes, area-wide zoning reclassifications, and interim zoning of an area-wide nature, the Director shall ensure that a special notice of the public hearing is mailed to all property owners of record, as indicated in the records of the Snohomish County Assessor, within 500 feet of the subject area at least 15 days prior to the hearing.

3. Consistent with RCW 36.70A, the City is required to notify the Washington State Department of Commerce and other required state agencies of the City's intention to adopt or amend the Comprehensive Plan or development regulations prior to adoption by the City Council, and transmit copies of the adopted plan or development regulation and any amendment after City Council action.

4. Upon receiving a recommendation from the Planning Commission regarding a proposed comprehensive plan amendment, the City Council may choose to follow the recommendation, reject the recommendation, or follow the recommendation with modifications.

Code Amendment #2 – Lot Access
Amendments to MCMC Section 16.02.080 Lot access

16.02.080 Lot access.

~~Each lot shall have safe and adequate unobstructed access to a street, directly or by access easement. Development shall be arranged in a manner that minimizes the number of intersections and access points on arterial streets. When deemed appropriate, reciprocal access shall be provided between commercial, industrial, business park, single family and multi family land uses.~~

The city engineer shall approve the location of all new access points on a roadway. Access onto all roadways shall be regulated by its classification, following the general principle that a higher

classification road will have more restricted access than a lower classification road. New access points shall be considered under the following criteria:

- A. Access points on all roadway classifications shall be located to minimize traffic flow disruptions and meet appropriate operational and safety standards.
- B. Development shall be configured in a manner that provides for access to future development, internal circulation and minimizes the number of intersections and access points.
- C. Only one access point shall be allowed per developed parcel or lot unless otherwise approved by the city engineer. If a parcel has multiple frontages on different streets, one access point shall be allowed on each roadway frontage.
- D. To improve traffic flow and reduce potential vehicular conflicts, reciprocal access shall be provided between commercial, industrial, business park, single-family or multifamily land parcels when deemed appropriate.
- E. Access to SR 527 or SR 96 shall be regulated in accordance with the Revised Code of Washington, RCW Title 47.50, and the Washington Administrative Code, WAC Chapters 468-51 and 468-52.
- F. Direct access to major arterials shall only be allowed at intersections with minor arterials, collectors, or properties where no other reasonable alternative access can be provided.
- G. Direct access to minor arterials shall only be allowed at intersections with collectors, or with residential roadways or properties where no other reasonable alternative access can be provided.
- H. Direct access to collector streets shall only be allowed by local or residential roadways, other collector roadways, controlled commercial access or properties where no other reasonable alternative can be provided.
- I. Direct access to local streets shall only be allowed for individual parcels. Access points should be appropriately aligned and spaced for the nature of the development.

Code Amendment #3 – Roadway Design

Amendments to MCMC Section 16.02.150 Roadway Design and Section 16.02.160 Cul-de-sacs

16.02.150 ~~Driving Surfaces and rights-of-way~~ Roadway Design.

All roads shall be designed and constructed in accordance with the current edition of the American Association of State Highway and Transportation Officials “Geometric Design of Highways and Streets” and the City of Mill Creek “Design and Construction Standard Plans” in effect on the date a notice of complete application is issued for a complete development application.

The current edition of the Federal Highway Administration “Manual on Uniform Traffic Control Devices” shall be used as the design and operational regulatory guideline for all traffic control devices on public roads.

Low Impact Development (LID) best management practices, such as permeable paving and bioretention facilities, are encouraged when site and soil conditions make LID feasible. LID facilities shall be designed and constructed in accordance with the LID Technical Guidance Manual for Puget Sound (current edition) and the City of Mill Creek “Design and Construction Standard Plans.”

16.02.160 Cul-de-sacs.

A. Streets ending in cul-de-sacs shall not exceed 1,000 feet in length as measured from the nearest intersection or serve more than 15 single-family lots, unless special circumstances exist, as described in subsection B of this section.

B. Streets ending in cul-de-sacs may extend beyond 1,000 feet where there are special circumstances that cause the conformance with subsection A of this section to be impractical, and upon approval by the directors of community development and public works, and the fire marshal. Approval of streets extending beyond 1,000 feet must meet all of the following criteria:

1. The presence of special circumstances, including natural landforms/topography, adjacent parcel configuration, and the lack of secondary access to a parcel.
2. The provision of safety measures, such as approved fire suppression systems, sufficient to ensure the adequate provision of fire flow, fire prevention, and emergency vehicle access as determined by the fire marshal.
3. The installation of landscaped traffic circles. The quantity and location of the traffic circles shall be reviewed on a case-by-case basis by the fire marshal, city engineer, and director of community development. Said traffic circle shall have a minimum outside turning radius of 40 feet and a maximum inside turning radius of 20 feet. The use of LID techniques in the design and construction of traffic circles and cul-de-sacs is encouraged where site and soil conditions make LID feasible. LID facilities shall be designed in accordance with the LID Technical Guidance Manual for Puget Sound (current edition) and Mill Creek “Design and Construction Standard Plans.”

C. Streets ending in cul-de-sacs shall have a turnaround at the terminus with a minimum outside radius of ~~32 feet. Alternately, a cul-de-sac may include a landscaped traffic circle, in which case the minimum outside radius shall be~~ 40 feet ~~and the maximum inside radius 20 feet.~~ An interior landscaped traffic circle with a maximum inside radius 20 feet, or a “T” or “Y” or “hammerhead” configuration may be approved instead of a traffic circle if warranted by special conditions and approved by the city engineer and the fire marshal.

**Code Amendment #4 – Environmentally Critical Areas
Amendments to MCMC Chapter 18.06**

18.06.210 Definitions.

For purposes of this chapter, the following definitions shall apply. Other applicable definitions may be located in MCMC Title 14 or elsewhere in the development code.

****[definitions omitted remain unchanged]****

“Fish and wildlife habitat areas” means areas necessary for maintaining species in suitable habitats within their natural geographic distribution so that isolated subpopulations are not created ~~as designated by WAC 365-190-180(5)~~ as synonymous with “Fish and wildlife habitat conservation areas” (WAC 365-190-130). These areas include:

1. Areas with which state or federally designated endangered, threatened, and sensitive species have a primary association;
2. Habitats of local importance, including but not limited to areas designated as priority habitat by the Department of Fish and Wildlife;
3. Streams and surface waters within the jurisdiction of the state of Washington; and
4. Land essential for preserving connections between habitats and open spaces.

****[definitions omitted remain unchanged]****

“Hydric soil” means a soil that is saturated, flooded or ponded long enough during the growing season to develop anaerobic conditions in the upper part. The presence of hydric soil shall be determined following the methods described in the ~~Washington State Wetland Identification and Delineation Manual under RCW.36.70A.175 or as amended~~ 1987 Corps of Engineers Wetland Delineation Manual (Publication no. Y-87-1) and the Western Mountains, Valleys, and Coast Regional Supplement (Publication no. ERDC/EL TR-10-3)”.

****[definitions omitted remain unchanged]****

“Priority habitat” means areas with one or more of the following attributes: comparatively high wildlife density; high wildlife species richness; significant wildlife breeding habitat; significant wildlife seasonal ranges; significant movement corridors for wildlife; limited availability; and/or high vulnerability. Priority habitats have unique or significant value to one or more species as classified by the Washington Department of Fish and Wildlife. A priority habitat may consist of a unique vegetation type or dominant plant species, a described successional stage, or a specific structural element under WAC 173-26-020 (3428).

****[definitions omitted remain unchanged]****

18.06.960 Wetland mitigation – General requirements.

A. All significant adverse impacts to wetlands and buffers as determined by the director shall be fully mitigated in accordance with the standards set forth in MCMC 18.06.610 and this section. All mitigation shall be specified in a mitigation plan consistent with MCMC 18.06.620 and this section. Mitigation measures to be addressed in the mitigation plan shall include, in order of preference, avoidance, minimization, restoration, rehabilitation, and compensation.

B. Mitigation for alterations to wetlands shall achieve equivalent or greater biologic functions, and shall provide similar wetland functions as those lost except when:

1. The lost wetland provides minimal functions as determined by a site-specific function assessment and the proposed mitigation action(s) will provide equal or greater functions or will provide functions shown to be limiting within a watershed through a watershed assessment plan or protocol; or

2. Out-of-kind replacement will best meet formally identified regional goals, such as replacement of historically diminished wetland types.

C. Compensation in the form of wetland creation, restoration or enhancement is required when a wetland is altered permanently as a result of an approved project. Alterations shall not result in net loss of wetland area except when the following criteria are met:

1. The lost wetland area provides minimal functions as determined by a function assessment and the mitigation action(s) results in a net gain in wetland functions as determined by a site-specific function assessment; or

2. The lost wetland area provides minimal functions as determined by a function assessment and other replacement habitats provide greater benefits to the functioning of the watershed, such as riparian habitat restoration and enhancement.

D. Compensation for wetland alterations shall occur in the following order of preference:

1. ~~Restoring wetlands~~ Creation, re-establishment, or a mixture of the two on upland sites that were formerly wetlands.

2. Creating wetlands on disturbed upland sites such as those with vegetative cover consisting primarily of exotic introduced species.

3. Enhancing significantly degraded wetlands in accordance with MCMC 18.06.980.

4. Preserving Category I or II wetlands that are under imminent threat in accordance with MCMC 18.06.980.

E. Mitigation actions shall be conducted within the same subdrainage basin and on the same site as the alteration except when the all of the following apply:

1. There are no reasonable on-site or in-drainage basin opportunities or on-site and in-drainage basin opportunities do not have a high likelihood of success due to development pressures, adjacent land uses, or on-site buffers or connectivity are inadequate;

2. Off-site mitigation has a greater likelihood of providing equal or improved wetland functions than the altered wetland; and

3. Off-site locations shall be in the same subdrainage basin unless the action qualifies as innovative mitigation under MCMC 18.06.640.

F. Where feasible, mitigation projects shall be completed prior to activities that will disturb wetlands. In all other cases, mitigation shall be completed immediately following disturbance and prior to use or occupancy of the activity or development. Construction of mitigation projects shall be timed to reduce impacts to existing wildlife and vegetation.

G. All mitigation sites shall have buffers consistent with the buffer requirements of this chapter. The director may permit reduced buffers on mitigation sites on a case-by-case basis if site conditions would preclude application of the standard buffers but the mitigation design is otherwise acceptable.

H. The applicant shall develop a mitigation plan that provides for construction, maintenance, monitoring, contingencies and adaptive management of the wetland compensation projects as required by conditions of approval and consistent with the requirements of this chapter. The mitigation plan shall be consistent with MCMC 18.06.620. (Ord. 2004-603 § 2)

18.06.980 Wetlands mitigation – Types and ratios.

A. Minimum Ratios for Compensatory Mitigation. The minimum replacement ratio for wetland impact mitigation shall be as shown on the following table:

| Affected Wetland | Wetland Mitigation Type and Ratio* | | | | |
|------------------|---|------------------|----------------|--|-------------|
| | Creation | Re-establishment | Rehabilitation | Re-establishment (R) or Creation (R) and Enhancement (E) | Enhancement |
| Category IV | 1.5:1 | 1.5:1 | 3:1 | 1:1 (R:C) and 2:1 (E) | 6:1 |
| Category III | 2:1 | 2:1 | 4:1 | 1:1 (R:C) and 2:1 (E) | 8:1 |
| Category II | 3:1 | 3:1 | 6:1 | 1:1 (R:C) and 4:1 (E) | 12:1 |
| Category I | As determined by the director – ratios will be greater than required for Category II wetlands | | | | |

*Ratio is the replacement area: impact area. See MCMC 18.06.210 for definitions

B. Applicants proposing to enhance or rehabilitate wetlands shall produce a critical area report that identifies how the mitigation will increase the functions of the degraded wetland and how this increase will adequately mitigate for the loss of wetland area and function at the impact site. An enhancement or rehabilitation proposal shall also show whether existing wetland functions will be reduced by the mitigation actions.

C. Preservation. Impacts to wetlands may be mitigated by preservation of wetland areas in a separate tract in accordance with MCMC 18.06.830. Preservation shall be used as a form of mitigation only after the standard sequencing of mitigation (avoid, minimize, and then compensate) has been applied. Mitigation ratios for preservation shall range from 10-to-one to 20-to-one, as determined by the director, depending on the quality of the wetlands being impacted, mitigated and preserved. The following criteria shall apply to mitigation by preservation:

1. Preservation as mitigation is acceptable when done in combination with restoration, creation, or enhancement; provided that a minimum of one-to-one acreage replacement is provided by restoration or creation.
2. Preservation of at-risk, high-quality wetlands may be used as the sole means of mitigation for wetland impacts to Category III or IV wetlands when the impact area is ~~small~~ less than one-half acre and the preservation occurs in the same drainage basin as the wetland impact.
3. Preservation sites may include buffer areas adequate to protect the habitat and its functions from encroachment and degradation.
4. Wetland creation, restoration, and enhancement opportunities shall have been considered, and preservation is the best mitigation option.
5. The preservation site has the potential to experience a high rate of undesirable ecological change due to on- or off-site activities.
6. The area proposed for preservation is critical for the health of the watershed or basin.

D. Mitigation Banks. Credits from an approved wetland mitigation bank may be approved for use as compensation for unavoidable impacts to wetlands when:

1. The bank is certified by the director and by state resource agencies with wetland jurisdiction;
2. The director determines that the wetland mitigation bank provides appropriate compensation for the authorized impacts; and
3. The proposed use of credits is consistent with the terms and conditions of the bank's certification. Replacement ratios for projects using bank credits shall be consistent with replacement ratios specified in the bank's certification. Bank credits from a certified wetland mitigation bank may be used to compensate for impacts located within the service area specified

in the bank's certification. (Ord. 2006-633 § 2; Ord. 2004-603 § 2)

18.06.1030 Performance standards – Alteration of streams, lakes, ponds and riparian habitats.

A. Relocation of streams is not permitted unless it is part of a stream restoration project and it will result in equal or better habitat and water quality, and will not diminish the flow capacity of the stream.

B. Culverts may be allowed in streams only if they are necessary, and if they are designed according ~~the Washington Department of Fish and Wildlife criteria for fish passage,~~ to Water Crossing Design Guidelines (WDFW, 2013), and a state hydraulic project approval has been issued. The applicant or property owner shall keep every culvert free of debris and sediment at all times to allow free passage of water and, if applicable, fish. The city may require that a stream be removed from a culvert as a condition of approval, unless the culvert is not detrimental to fish habitat or water quality, or removal and/or replacement would be detrimental to fish or wildlife habitat or water quality on a long-term basis.

C. Clearing and grading, when permitted as part of an authorized development activity or as otherwise allowed in these standards, shall comply with the following:

1. Grading shall be allowed only during the designated dry season, which is typically regarded as beginning April 1st and ending October 31st of each year; provided, that the city may extend or shorten the designated dry season on a case-by-case basis, to reflect actual weather conditions and the incorporation of best management practices to control stormwater.

2. The soil duff layer shall remain undisturbed to the maximum extent possible. Where feasible, any soil disturbed shall be redistributed to other areas of the site; provided, that this shall not constitute authorized fill.

3. The moisture-holding capacity of the topsoil layer shall be maintained by minimizing soil compaction or reestablishing natural soil structure and infiltrative capacity on all areas of the project area not covered by impervious surfaces.

4. The requirements of Chapters 15.10 and 15.12 MCMC.

D. Stream bank stabilization to protect new structures from future channel migration is not permitted except when such stabilization is achieved through bioengineering or soft armoring techniques in accordance an applicable hydraulic permit issued by the Washington Department of Fish and Wildlife.

E. Construction of trails, roadways, and bridges less than or equal to 30 feet wide may be permitted subject to the following standards:

1. There is no other feasible alternative route with less impact on the critical area or buffer;

2. The crossing minimizes interruption of downstream movement of wood and gravel;

3. Roads shall not run parallel to the water body unless specific mitigation measures are incorporated to prevent impacts to the stream and riparian habitat;

4. Trails shall be located on the outer 50 percent of the riparian buffer where possible and practical, except for limited viewing platforms and crossings;

5. Crossings, where necessary, shall only occur as near to perpendicular with the water body as possible; and

6. Road bridges are designed according to the Department of Fish and Wildlife Fish Passage Design at Road Culverts, March 1999, and the National Marine Fisheries Service Guidelines for Salmonid Passage at Stream Crossings, 2000, or as updated.

F. Utility Facilities. New utility lines and facilities may be permitted to cross streams and riparian habitat areas in accordance with the public agency and utility exception standards in MCMC 18.06.420, if all of the following criteria are met:

1. Impacts to fish and wildlife shall be avoided to the maximum extent possible;

2. Installation shall be accomplished by boring beneath the scour depth and hyporheic zone of the water body and channel migration zone, where feasible;

3. The utilities shall cross at an angle greater than 60 degrees to the centerline of the channel in streams or perpendicular to the channel centerline whenever boring under the channel is not feasible;

4. Crossings shall be contained within the footprint of an existing road or utility crossing where possible;

5. The utility route shall avoid paralleling the stream or following a down-valley course near the channel where feasible; and

6. The utility installation shall not increase or decrease the natural rate of channel migration.

G. Public Flood Protection Measures. New public flood protection measures and expansion of existing ones may be permitted subject to the director's review and approval of a critical area report and mitigation plan and upon acquisition of all required state and federal permits.

H. Instream Structures. Instream structures, including, but not limited to, high flow bypasses, dams, and weirs, shall be allowed only as part of an approved watershed basin restoration project approved by the city and upon acquisition of all required state and federal permits. The structure shall be designed to avoid modifying flows and water quality in ways that may adversely affect habitat areas.

I. Stormwater management facilities, limited to outfall facilities and infiltration trenches, may be allowed within the outer 50 percent of the standard buffer; provided, that:

1. There is no other feasible location for the stormwater conveyance with less impact on critical areas or buffer;

2. The stormwater facility is designed according to city standards and the discharge water meets state and local water quality standards;

3. Vegetation shall be maintained and, if necessary, added adjacent to all stormwater conveyance channels to reduce erosion, filter out sediments, and provide shade.

J. Stormwater conveyance or discharge facilities such as dispersion trenches and outfalls may encroach into the inner 50 percent of the buffer on a case-by-case basis when the director and city engineer determine that due to topographic or other physical constraints there are no other feasible locations for these facilities in the outer buffer area. (Ord. 2004-603 § 2)

Code Amendment #5 – Streetscape Policies
Amendments to MCMC Section 16.02.170 Roadway buffer/cutting preserves, Section 17.34.040.A.6 Sidewalks, Trails and Pedestrian Walkways; *NEW* Subsection 17.34.040.H.1.o and Amendments to Section 17.22.120 Comprehensive Plan – Concurrency and consistency required

16.02.170 Roadway buffer/cutting preserves.

A roadway buffer/cutting preserve shall be provided along the rights-of-way of arterial and collector roads as specified in the comprehensive plan (streetscape element) and Design and Construction Standard Plans manual. The landscape treatment of the roadway buffer/cutting preserve shall be consistent with the streetscape element of the comprehensive plan, and shall be reviewed and approved by the design review board prior to installation. Every roadway buffer/cutting preserve shall be designated as a separate tract, shall be clearly shown on the face of all plats and binding site plans, and shall be recorded as a covenant running with the land. An easement may be used in lieu of a separate tract subject to the review and approval of the director.

17.34.040.A.6 Sidewalks, Trails, and Pedestrian Walkways.

6. Sidewalks, Trails, and Pedestrian Walkways.

a. Within developments, a comprehensive system of pedestrian walkways shall link together all site entrances, building entries, parking facilities, and common outdoor spaces with the sidewalk system within or adjacent to the public right-of-way.

b. Along arterials and collectors (within a right-of-way or roadway buffer/cutting preserve), sidewalks and trails shall be meandering and continuous between developments, and shall also conform to ADA and building code requirements for pedestrian safety, where appropriate.

c. Pedestrian walkways shall incorporate pedestrian-scale lighting, bollard lighting, landscaping, accent lighting, and directional signage into the design of the walkways.

d. Site furnishings adjacent to sidewalks/paths such as pedestrian kiosks, benches, newspaper stands, decorative banners, trash receptacles, bus shelters, hanging flower baskets, and planting pots shall be made of durable, weather-resistant, vandal-resistant materials.

***New* Subsection 17.34.040.H.1.o**

o. Landscaping within a roadway buffer/cutting preserve shall be consistent with the policies within the streetscape element of the comprehensive plan. Landscaping adjacent to residential areas should provide screening and privacy from roadways and utilize treatments that are natural in appearance. Landscaping adjacent to commercial areas should utilize a formal treatment and may include view corridors into the development.

17.22.120 Comprehensive plan – Concurrency and consistency required

All new developments within the city shall be consistent with the provisions of the comprehensive plan, including but not limited to the following:

A. All developments within the city shall be consistent with the land use plan map as adopted in the land use element of the comprehensive plan.

B. All developments within the city shall be consistent with the applicable goals and policies of the comprehensive plan.

C. Developments shall not cause a reduction in the level of service for transportation and/or neighborhood park facilities below the minimum standards established within the comprehensive plan and capital facilities plan, unless improvements or strategies to accommodate the impacts of the development are made concurrent with the development.

For the purpose of this section, “concurrent with the development” is defined as the required improvements or strategies are in place at the time of occupancy, or that a financial commitment is in place to complete the improvements or strategies within six years of occupancy.

D. Site design and frontage improvements shall be consistent with the streetscape plans as established in the streetscape element of the comprehensive plan. A roadway buffer/cutting preserve is required adjacent to all arterial and collector roads as identified in the transportation element of the comprehensive plan, with the exception of North Creek Drive between Trillium Boulevard and Dumas Road. The minimum width of a roadway buffer/cutting preserve widths adjacent to commercial uses is 35 feet. The minimum width of a roadway buffer/cutting preserve adjacent to residential uses is 50 feet.

E. If concurrency cannot be met in accordance with the comprehensive plan and adopted development regulations, the city has the right to disapprove the proposed development application. (Ord. 2005-609 § 2)

PLANNING COMMISSION RESOLUTION NO. 2015-162

A RESOLUTION OF THE CITY OF MILL CREEK)
PLANNING COMMISSION, RECOMMENDING) FINDINGS,
APPROVAL TO THE CITY COUNCIL OF THE CITY) REASONS AND
OF MILL CREEK, WASHINGTON OF AMENDMENTS) RECOMMENDATIONS
TO THE CITY OF MILL CREEK COMPREHENSIVE)
PLAN.)

WHEREAS, the City's first Comprehensive Plan was adopted on January 28, 1992, following an extensive public participation process that included public workshops, discussion by several citizen committees and boards, and a public hearing before the Mill Creek Planning Commission; and

WHEREAS, the Comprehensive Plan was later revised to bring it into full compliance with the Growth Management Act and reflect current information. Said revised plan was adopted by the City on October 25, 1994; and

WHEREAS, RCW 36.70A.130 requires that the Comprehensive Plan be subject to continuing evaluation and review by the City, and that except in case of an emergency, the City should consider amendments to the Comprehensive Plan no more frequently than once every year; and

WHEREAS, on March 14, 1995, the City Council adopted Resolution 95-192 establishing a Comprehensive Plan amendment process in accordance with the provisions of the GMA; and

WHEREAS, pursuant to City Council Resolution 95-192, the City of Mill Creek completes a review of its Comprehensive Plan on an annual basis and has adopted several updates since the last major update, which was in 2004; and

WHEREAS, RCW 36.70A.130(5)(a) mandates that cities shall conduct a major review of all Elements in their Comprehensive Plans and determine if updates are necessary, and that said updates shall be adopted in 2015; and

WHEREAS, the City reviewed the Comprehensive Plan and determined that updates were necessary to address demographic trends, availability of developable land, current conditions and ensure consistency with the Countywide Planning Policies; and

WHEREAS, the proposed Comprehensive Plan amendments were prepared in accordance with the Washington State Planning Enabling Legislation (RCW Chapter 35A.63), GMA, RCW 36.70A.040 and 36.70A.120; and

WHEREAS, on September 15, 2014, the Wilcox Group, LLC, submitted an application requesting that the zoning designation for property located at 13407 35th Avenue S.E. be changed from Low Density Residential to High Density Residential; and

WHEREAS, the Planning Commission reviewed the proposed Comprehensive Plan and Zoning Map amendments proposed by staff and by the Wilcox Group, LLC in work sessions between October 2014 and October 2015; and

WHEREAS, on July 23, 2015 and September 30, 2015, the proposed amendments were submitted to the Washington State Department of Commerce for review, as required by RCW 36.70A.106; and

WHEREAS, the City's SEPA responsible official has determined that no direct environmental impacts are anticipated for the proposed Comprehensive Plan and Zoning Map amendments; and

WHEREAS, the City, as SEPA lead agency for the proposed Comprehensive Plan amendments, has further determined that the proposal does not have a probable significant

adverse environmental impact, and thus in accordance with WAC 197-11-340(2), a determination of non-significance was issued for the proposed Comprehensive Plan on October 29, 2015; and

WHEREAS, in accordance with Section 14.07.030 of the Mill Creek Municipal Code, notice of the public hearing was posted at City Hall and the Library on November 5, 2015, and published in the Everett Herald on November 7, 2015; and

WHEREAS, in accordance with Section 14.07.030 of the Mill Creek Municipal Code, on November 5, 2015, notice of the public hearing was mailed to the surrounding properties within 500 feet of the site-specific land use designation amendment for property located at 13407 35th Avenue S.E., for the proposed Comprehensive Plan and implementing Zoning Map amendments; and

WHEREAS, on November 19, 2015, the Planning Commission held a duly noticed public hearing on the amendments to the Comprehensive Plan;

WHEREAS, the Planning Commission determined that the amendments proposed by staff to the Comprehensive Plan had been considered in accordance with and are consistent with GMA, and further the public health, safety, and general welfare.

WHEREAS, the Planning Commission considered the amendment proposed by Wilcox Group, LLC for property located at 13407 35th Avenue S.E. to change the land use and zoning map designations from Low Density Residential (LDR) to High Density Residential (HDR) and determined that a land use and zoning designation of Medium Density Residential (MDR) was appropriate since the site abuts 35th Avenue Southeast, is adjacent to other property zoned MDR, and is separated from LDR properties by a significant stream and buffer. Changing the Land Use Map and Zoning Map from LDR to MDR is consistent with GMA and furthers the public health, safety, and general welfare.

NOW, THEREFORE, BE IT RESOLVED BY THE PLANNING COMMISSION OF THE CITY OF MILL CREEK:

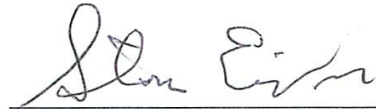
Section 1: The Planning Commission has considered the staff report, attached as Exhibit A, incorporated herein, and the testimony and other facts elicited at the public hearing and finds that the proposed Comprehensive Plan Amendments are consistent with the Growth Management Act and the Countywide Planning Policies and fulfills the mandatory requirement to conduct a major review and update of the Comprehensive Plan pursuant to RCW 36.70A.130(5)(a).

Section 2: The Planning Commission adopts the findings and recommendations as contained in Exhibit A.

Section 3: The Planning Commission, therefore, recommends to the City Council approval of the proposed Comprehensive Plan Amendments and the change to the Zoning Map as fully described in Exhibits A, and B.

Passed in open meeting this 19th day of November 2015 by a vote of 7 for, 0 against and 0 abstaining.

CITY OF MILL CREEK PLANNING COMMISSION



CHAIR STAN EISNER



SECRETARY OF THE PLANNING COMMISSION

ATTACHMENT: Exhibit A - Staff Report with Attachments
Exhibit B - Planning Commission Motion

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**EXHIBIT A
DEPARTMENT OF COMMUNITY AND ECONOMIC DEVELOPMENT
STAFF REPORT
TO THE CITY OF MILL CREEK PLANNING COMMISSION**

PART I - SUMMARY INFORMATION

HEARING DATE: November 19, 2015

NAME OF PROJECT: 2015 Comprehensive Plan Updates and Corresponding Zoning Map Amendment

PROPONENTS: *City Initiated Amendments:*

City of Mill Creek
15728 Main Street
Mill Creek, Washington 98012

Property Owner Initiated Amendment:

Wilcox Group LLC
19018 92nd Avenue West
Edmonds, Washington 98020

REQUESTED ACTIONS: *City Initiated Amendments:*

- a) Approval of amendments to update the text and accompanying maps and figures of the City’s Comprehensive Plan in accordance with the Growth Management Act;
- b) Approval of amendments to the Land Use Plan to change the underlying land use designation for Buffalo Park to *Open Space-Public*; and

Property Owner Initiated Amendment:

- a) Approval of amendments to the Land Use Plan to change the underlying land use designation for property located at 13407 35th Avenue S.E. (a.k.a., Wilcox Group LLC) from Low Density Residential (LDR) to High Density Residential (HDR). City staff and the Planning Commission have reviewed and discussed the proposed request from LDR to HDR and are recommending approval of amendments to change from LDR to MDR (Medium Density Residential), which is more compatible with the surrounding land uses. The purpose of the amendment is to facilitate residential development.

PART II - STATUTORY REQUIREMENTS

GROWTH MANAGEMENT ACT:

In accordance with RCW 36.70A.130(4), the City is required to review, and if necessary, update its Comprehensive Plan in 2015. The City reviewed the Comprehensive Plan and determined that updates to the Comprehensive Plan were necessary to reflect various trends regarding population, housing, employment, availability of developable land. The Comprehensive Plan updates are expected to be adopted by the City Council in December 2015.

SEPA COMPLIANCE:

The proposed project is subject to the provisions of the State Environmental Policy Act (SEPA) and Chapter 17.48 of the Mill Creek Municipal Code (MCMC). The City's SEPA Official has determined that the proposed amendments will not have a probable significant adverse impact on the environment. Therefore, an Environmental Impact Statement (EIS) was not required.

On October 29, 2015, a Determination of Non-Significance (DNS) was issued for the proposed Comprehensive Plan and Zoning Map amendments.

PUBLIC NOTICE:

Pursuant to Section 14.07.030 MCMC, on November 5, 2015, notice of the public hearing was posted at Mill Creek City Hall and mailed to the Mill Creek Library for posting. Notice of the public hearing was published in the Everett Herald on November 7, 2015. In addition, on November 5, 2015, notice of the public hearing was mailed to property owners of record within 500 feet of the site-specific request for a change to the land use designation. All legal requirements for public notice have been satisfied.

PART III-BACKGROUND INFORMATION

The City began its update process for the 2015 Comprehensive Plan Amendments in June 2014. The update process began with the preparation of an “audit” wherein staff reviewed the current Comprehensive Plan document and identified specific areas where updates were needed. Based upon this initial evaluation of the Comprehensive Plan, staff determined that with the exception of out-dated demographic information, recent changes in state and federal environmental laws, and the fact that many existing policies (such as land use policies related to the development of Town Center) have already been implemented, the existing goals and policies still provide general guidance for future development within the City as originally envisioned. Thus, the proposed changes to the Comprehensive Plan primarily focus on “housekeeping” updates.

Between October 2014 and October 2015, staff conducted a series of work sessions with the Planning Commission to review proposed changes to all of the Comprehensive Plan elements as well as associated figures and maps.

PART IV – DESCRIPTION OF PROPOSED UPDATES AND MAP AMENDMENTS

SCOPE OF COMPREHENSIVE PLAN UPDATE

The overall purpose of the 2015 Comprehensive Plan review and update is to comply with GMA mandates. Since the amendments are primarily housekeeping in nature, the Comprehensive Plan continues to focus on maintaining Mill Creek as a predominantly residential community, promoting the development of the City’s commercial core, maintaining urban densities that can be served by transit, ensuring the provision of urban services, planning for the construction of capital facilities, such as roads and sidewalks, providing for the recreational needs of the community, and protecting natural resources.

The primary changes pertain to updates of demographic information based upon the 2010 US Census, adjustments to population forecasts based upon growth targets accepted by Snohomish County Tomorrow, and updates to inventories of capital facilities such as roads and parks. The Comprehensive Plan updates also include revisions to goals and policies. In some cases, policies are no longer relevant, and are proposed to be removed. In other cases, policies are being revised if they have been implemented or need further clarification. For example, the Land Use Policies pertaining to Town Center are proposed to be revised to reflect the fact that Town Center has been completed. In other cases, new policies are being added, either to strengthen existing policy, or to provide a policy basis for new regulations. The need to plan for the redevelopment of property in Mill Creek over the 20-year planning period was also identified.

The Comprehensive Plan update also includes three amendments to the Land Use Plan. Two of these amendments have been initiated by the City, while the other was initiated by a private property owner. In conjunction with these changes, the Zoning Map is proposed to be amended to reflect changes to the Land Use Plan. These proposed amendments are discussed in greater detail in the following sections of this staff report.

SUMMARY OF COMPREHENSIVE PLAN AMENDMENTS

The following matrix provides a summary of the proposed changes to each element of the Comprehensive Plan. The attached Draft Comprehensive Plan has been prepared in a “strike out” format to depict where text is being revised, and where illustrations and maps are being added or removed.

| Comprehensive Plan Element | Summary of Proposed Revisions |
|---|---|
| Chapter I: Introduction | <ul style="list-style-type: none"> • Added information regarding previous major Comprehensive Plan updates since 2004. • Updated to reference the Vision 2040 Growth Strategy. • Clarified that the Comprehensive Plan is a policy document and that implementation occurs through application of development regulations and City implementation documents/programs (budget/capital improvement plans). |
| Chapter II: Consistency with Countywide Planning Policies | <ul style="list-style-type: none"> • Included background regarding the Multicounty Planning Policies (MPPs) and their relationship to the Countywide Planning Policies (CPPs). |
| Chapter III: History | <ul style="list-style-type: none"> • Updated with current City area and population. • Deleted outdated language for completed major projects such as the Town Center and the SR 527 Subarea. • Included information on the East Gateway Urban Village (EGUV), which is currently under construction. |
| Chapter IV: Goal Statements | <ul style="list-style-type: none"> • Additional goal statements are proposed to: <ul style="list-style-type: none"> ✓ state the City’s intent to continue to be good stewards of the environment by taking appropriate measures to minimize impacts, ✓ state that the City will comply with laws resulting from the state’s climate change initiative, ✓ encourage the appropriate mix of land uses to maximize transportation options and minimize vehicle miles traveled, and ✓ recognize that hazard avoidance should be taken into account in developing a Comprehensive Plan. • These goal statements are required for consistency with the CPPs. |
| Chapter V: Population and Employment | <ul style="list-style-type: none"> • Proposed amendments provide a consistent format between population and employment sections with data for County, MUGA and City. • Statistics and data have been updated to reflect current numbers. |
| Chapter VI: Land Use Element | <ul style="list-style-type: none"> • It was noted that the City has the capacity to accommodate 2035 growth targets with existing land use and zoning designations and no major changes are required to meet targets. |

| Comprehensive Plan Element | Summary of Proposed Revisions |
|---|--|
| | <ul style="list-style-type: none"> • A proposed policy was added to address potential redevelopment of Community Business (CB) and Business Park (BP) land uses. • A discussion of Lynnwood/Mill Creek MUGA overlap was added. • Amendments acknowledge that Essential Public Facilities cannot be precluded and states that they are reviewed through CUP process. • Land use plan designation for Buffalo Park changed to Open Space Public and symbols showing planned neighborhood parks removed. • A private property owner has requested a land use plan and zoning map change for property located at 13407 35th Avenue SE. |
| Chapter VII: Housing Element | <ul style="list-style-type: none"> • The data was updated based on the following: 2010 U.S. Census, 2008-2012 American Community Survey, Snohomish County’s H0-5 Report, Snohomish County’s Buildable Lands Report, and Alliance for Housing Affordability’s “Housing Profile for Mill Creek.” • The inventory and analysis of existing and projected housing needs over the planning period has been updated. • Obsolete references, tables, graphs and figures were removed. • Kristina Gallant, Analyst for Alliance for Housing Affordability (AHA), assisted in the preparation of the element updates and the Housing Profile for Mill Creek. |
| Chapter VIII: Capital Facilities Plan Element | <ul style="list-style-type: none"> • Deleted outdated capital project lists. • Amendments are proposed to make references to the Capital Improvement Plan (CIP) consistent. • Updated Parks and Open Space facilities to reflect current inventory. • Added mitigation funding language. • Moved most of the content regarding Transportation facilities to the Transportation Element. • Addressed Level of Service issues on state highways. • Quantified City owned inventory of stormwater facilities. • Added language that reflects State Department of Ecology / NPDES permit requirements. • Added table of undeveloped City properties. • Moved water/sewer districts to Utilities Element. • Removed reference to solid waste since no facilities are in the City and service is provided by contract. • Capital Facilities map updated and new Stormwater Facilities map added. |

| Comprehensive Plan Element | Summary of Proposed Revisions |
|-----------------------------------|--|
| Chapter IX: Utilities Element | <ul style="list-style-type: none"> • Deleted "Essential Public Facilities" Designation/Siting Criteria and Policy 1.07 because they are outdated. • Edits are proposed that clarify Essential Public Facilities are processed through the CUP process. • Update facility locations, capacities and maps for all utilities. • For utilities provided by other entities, provided an analysis of existing facilities, projected facility needs, confirmation of the utilities ability to serve the City and its MUGA over the 20-year planning period. • Made the telecommunications (TV, Telephone, Cell Service, Cable, Internet) section more general in nature because these utilities are privately owned, publicly regulated, and driven by market forces rather than statutory requirements. • Utilities maps updated. |
| Chapter X: Transportation Element | <ul style="list-style-type: none"> • Revised Introduction, GMA Elements Land Use Assumption and Level of Service discussion sections. • Updated inventory of street system, and revised and added maps. • Revisions are proposed to the LOS Standards for streets, and LOS Guidelines have been added for RSSH. • A new section was added to reflect the City's emphasis on pavement preservation. • It has been noted that ADA compliance is mandatory. • Revised inventory discussion and LOS Standards and Guidelines where applicable for: sidewalks and trails, bicycle lanes and the transit system. • In regard to future needs, major revisions are proposed to the Street System section and a new Pavement Management section was added. • Added new sections on TDM and Intergovernmental Coordination. • Updated Financing and Funding sections. • Amendments are proposed to make references to the Capital Improvement Plan (CIP) consistent. • Policies are proposed to reflect PSRC's Transportation 2040 requirements. • Code amendments to implement the Element are proposed to be adopted concurrently with the Comprehensive Plan update. • Transportation Element maps updated and new maps added to show sidewalk and bike facilities. |

| Comprehensive Plan Element | Summary of Proposed Revisions |
|---|---|
| Chapter XI: Streetscape Element | <ul style="list-style-type: none"> • The current Comprehensive Plan identifies individual arterials and collector streets with a cross section for each type. Proposed amendments show a sample cross section for arterial and collector streets rather than an individual cross section for each roadway. • Reference made to the Approved Street Tree List. • Code amendments to implement the Element are proposed to be adopted concurrently with the amendments to the Comprehensive Plan. |
| Chapter XII: Environmental Features Element | <ul style="list-style-type: none"> • Updated and clarified based on Environmental Consultant review. • Removed obsolete references and updated critical area references. • Code amendments to the Critical Area Regulations are proposed to reflect ‘Best Available Science.’ • Environmental Features maps updated. |
| Chapter XIII: Parks and Open Space Element | <ul style="list-style-type: none"> • Neighborhood park description change from 3-5 acres to 1-5 acres. • Proposed amendments use a portion of nearby regional parks in the community parks analysis. • A description of the Public Participation process was added as required for certification by the state Recreation Conservation Office. • The need for neighborhood park improvements in the NW corner of the City was identified. • A potential partnership with the Everett School District to collaborate on athletic fields was added under proposed community park facilities. • Parks and Open Space map updated. |

DESCRIPTION OF LAND USE PLAN AMENDMENTS:

City Initiated Amendments

The City is proposing to change the underlying land use designation for Buffalo Park. The current Land Use Plan indicates that the site is *Town/Village Center*. In 2014 the site was developed as a public park in conjunction with the residential development on the site and dedicated to the City. Thus, the proposed land use designation is *Open Space-Public* (see proposed Land Use Plan in the attached Comprehensive Plan). In addition, the symbol indicating potential locations for additional neighborhood parks in the City’s MUGA are also proposed to be removed since the areas shown have been developed.

Property Owner Initiated Amendments

The property owner initiated amendment is being sought by the owner of .94 acres located at 13407 35th Avenue S.E. (Wilcox Group LLC), on the east side of 35th Avenue S.E. just south of the 132nd Street S.E. intersection. The property is Lot 26 of the plat of Creekside Place. The proposal is to amend the Comprehensive Plan Land Use Plan and Zoning Map designation on the subject property from Low Density Residential (LDR) to High Density Residential (HDR), including, if needed, text amendments to the Comprehensive Plan and Zoning Code to support the change. The applicant also suggested the Medium Density Residential (MDR) was acceptable. The purpose of the amendment is to facilitate residential development.

PART IV – ANALYSIS

CITY INITIATED AMENDMENTS

Comprehensive Plan amendments initiated by the City as part of the mandatory 2015 review and update process must be consistent with the Growth Management Act (GMA). Key elements of the GMA that pertain to the 2015 Comprehensive Plan updates are as follows:

- Review and update of the following mandatory elements to ensure they are current: Land Use, Housing, Capital Facilities, Utilities, Transportation, and Parks and Open Space. For each of these elements, the GMA requires components which are set forth in RCW 36.70A.070.
- The following optional chapters and elements were also reviewed and updated: Introduction, Population and Employment, History of Mill Creek, Goals, Streetscape and Environmental Features.

The proposed 2015 Comprehensive Plan updates as described in the Summary above address these required components of the Growth Management Act. The Comprehensive Plan review included all of the required elements and makes revisions as necessary and appropriate.

PROPERTY OWNER INITIATED AMENDMENT

Background: The original request from Wilcox Group LLC was to change the Land Use Plan and Zoning Map from Low Density Residential (LDR) to High Density Residential (HDR). The application also stated that Medium Density Residential (MDR) was acceptable as an alternative. Staff presented the applicant's request at the December 2014 and June 2015 Planning Commission work sessions. Issues discussed included the adjacent properties to the south and west being designated and zoned MDR, the property to the east being designated and zoned LDR, the property's location adjacent to 35th Avenue SE and the Pacific Topsoils Garden Center and the lack of other properties designated or zoned HDR in the vicinity of the subject property. Based upon this discussion, staff informed the applicant that their alternative of the MDR designation and zoning could be supported by staff. Since the MDR designation and zoning was included as an alternative in the applicant's request, the analysis contained below is restricted to the MDR designation and zoning request.

Analysis: Property Owner Initiated amendment requests must be consistent with the Growth Management Act, as well as several criteria identified in the Comprehensive Plan. These criteria are listed below, with a corresponding response as to how the requested amendment is consistent with the criteria.

1. The amendment request shall conform to the plan's adopted goal statements.

The Comprehensive Plan contains several goal statements that represent an overall community vision for Mill Creek. The proposed amendment satisfies these goals as discussed below:

City Image

The proposed amendment will result in land designated for Medium Density Residential (MDR) zoning which has the potential to be developed in a manner consistent with Mill Creek's neighborhood design character, recreational resources, and environmental values. The existing neighborhoods to the west and southwest, The Meadows and North Pointe, and the Pacific Topsoils property to the south, are all zoned MDR. The adjacent neighborhoods to the east, Creekside Place and Westfield, are zoned LDR. The resulting MDR zoned property would create a neighborhood that is complementary to the high quality and unique suburban character of the community.

Housing

The proposed amendment will result in a land use designation that encourages creative design, affordable housing and a variety of housing types.

The proponent has submitted two very conceptual site plans (**Attachment 3**) that show attached three story townhomes with "tuck under" garages that will be compatible with the character of the adjacent single-family neighborhoods, while providing a potentially more affordable housing opportunity.

Environmental Protection

The subject property is situated adjacent to Tract 994 of the plat of Creekside Place, which includes a portion of Penny Creek and its associated Category 3 wetland and buffer. Future development of the site will be required to comply with applicable stormwater and critical area regulations.

Residential Development

The proposed amendment will provide an opportunity to create a well-designed, medium density residential neighborhood within close proximity to facilities and services and that is compatible with the surrounding neighborhoods. The Thomas Lake Shopping Center is located across 35th Avenue SE to the northwest, and the properties to the north and northeast are designated for development under the East Gateway Urban Village zone district, which will provide a mix of residential, retail, and office uses.

Transportation

The subject property is just south of 132nd Street SE, which is a major east-west transportation corridor. The property accesses directly off of 35th Avenue SE, which is a significant north-south transportation corridor. At such time as the site develops, the City will require mitigation to offset impacts to the transportation system through the City's interlocal agreement with Snohomish County and development impact regulations. In addition, Community Transit bus stops are located within walking distance on 132nd Street SE, thus providing an alternative transportation option.

2. The amendment request shall be consistent with applicable adopted policies of the plan.

The proposed amendment is consistent with the Comprehensive Plan. The following applicable rationale and locational criteria, as described in the Land Use Element, are used as the basis for siting medium density residential property. The proposed amendment satisfies these criteria as discussed below:

Residential-Medium Density Rationale:

- *The purpose of the medium density residential designation is to provide alternative housing types and site design to the typical single-family development patterns.*

The proposed *Residential-Medium Density* land use designation allows a minimum of 5 dwelling units and a maximum of 12 twelve dwelling units and encourages a variety of housing types and innovative site design. The proponent has submitted two conceptual site plans that show attached three story townhomes with "tuck under" garages, providing an alternative type of attached, single family housing; thus, the proposed amendment and meets this criterion.

- *Provide for clustered attached housing within close proximity to commercial activity areas and transit facilities.*

The proposal is for attached townhomes. The subject property is located just south of the intersection of 132nd Street SE and 35th Avenue SE, close to Thomas Lake Shopping Center and Community transit bus stops; thus, the proposed amendment and meets this criterion.

Residential-Medium Density Locational Criteria:

- *Appropriate land uses shall be served by a full range of urban services.*

The subject property is within close proximity to urban services such as water, sewer, police and fire protection, and transit; thus, the proposed amendment and meets this criterion.

- 3. The amendment request shall be compatible with existing and planned surrounding land uses.**

As discussed above, the subject property abuts 35th Avenue Southeast, is adjacent to other property zoned MDR, and is separated from LDR properties by an approximately 200 foot wide stream and wetland buffer; thus, the proposed amendment meets this criterion.

- 4. The amendment request shall not result in impacts to the City's transportation network, capital facilities, utilities, parks, and environmental features that cannot be mitigated.**

The subject property is situated near transportation facilities, water and sewer utilities, and within service districts for fire, police, and schools. Water and sewer are located within 35th Avenue SE, and the subject property is within a mile of two City Parks (North Pointe Park and Buffalo Park). Impacts anticipated and associated with a future development proposal would be able to be mitigated, thus, the proposed amendment meets this criterion.

- 5. The amendment request shall not place uncompensated burdens upon existing or planned service capabilities.**

As discussed above, services are available to the subject property. Future development of the site would be required to pay any applicable mitigation fees. Thus, the proposed amendment will meet this amendment criterion.

- 6. The amendment request shall be consistent with the established rationale and locational criteria for future land uses contained within the Land Use Element.**

See discussion under Item #2 above.

- 7. The amendment request shall be consistent with the adopted Countywide Planning Policies and/or any other existing interjurisdictional policies or agreements.**

The City's Comprehensive Plan and Land Use Plan are consistent with the Countywide Planning Policies (see Chapter II of the Comprehensive Plan). The proposed amendment would modify the Land Use Plan to allow medium density residential development in place of low density residential development on the subject property. The resulting change would support Countywide Planning Policies pertaining to housing. Thus, the proposed amendment is consistent with the Countywide Planning Policies.

- 8. The amendment request shall be consistent with the provisions of the Growth Management Act.**

The Growth Management Act encourages higher densities within urban growth areas, served by urban services, a diversity of housing types, and protection of critical areas. The proposed amendment is consistent with these goals of the Growth Management Act.

PART V—FINDINGS AND CONCLUSIONS

1. In October 1994, the City adopted its first GMA-compliant Comprehensive Plan. The Comprehensive Plan was subsequently updated in 1996 to designate land for the Town Center site, and in 1999 to address minor changes to the Transportation and Parks and Open Space Elements.
2. RCW 36.70A.130(5)(a) requires jurisdictions in Pierce, King and Snohomish Counties to conduct a major review and update of comprehensive plans and development regulations in 2015. In addition, a review and update of Critical Area Regulations is required.
3. The City reviewed the Comprehensive Plan and determined that updates were necessary to address demographic trends, availability of developable land, current conditions and ensure consistency with the Countywide Planning Policies.
4. On September 15, 2014, Wilcox Group, LLC submitted an application to amend the underlying land use designation on property located at 13407 35th Avenue SE from *Low Density Residential (LDR)* to *High Density Residential (HDR)*. The applicant also suggested that the *Medium Density Residential (MDR)* designation and zoning would be acceptable.
5. The Planning Commission considered the amendment proposed by Wilcox Group, LLC and determined that a land use and zoning designation of *Medium Density Residential (MDR)* was appropriate for the property located at 13407 35th Avenue SE since the site abuts 35th Avenue SE, is adjacent to the Pacific Topsoils Garden Center and other properties zoned MDR, and is separated from LDR properties by a significant stream and buffer.
6. In order to be consistent with proposed amendments to the Land Use Plan, the Zoning Map is required to be amended as follows:
 - Amend the zoning map for the property located at 13407 35th Avenue SE from *Low Density Residential* to *Medium Density Residential*.
7. The proposed Comprehensive Plan amendments initiated by the City consist of text and map amendments for each element, and the following amendment to the Land Use Plan:
 - Amend the land use designations on Buffalo Park from *Town/Village Center* to the *Open Space-Public*.
 - Remove the symbol designating planned neighborhood parks in the MUGA.
8. The proposed Comprehensive Plan revisions were prepared in accordance with the Washington State Planning Enabling Legislation (RCW 35A.63) and the Growth Management Act.
9. The proposed amendments have been prepared to fulfill the GMA mandated review and update and have been reviewed by the City Attorney and have been found to be consistent with the Growth Management Act and other state and federal regulations.

10. A Determination of Non-Significance (DNS) was issued on October 29, 2015 on the proposed amendments to the Comprehensive Plan and Zoning Map.
11. In accordance with Section 14.07.030 of the Mill Creek Municipal Code, notice of the public hearing was posted at City Hall and mailed to the Library for posting on November 5, 2015, and published in the Everett Herald on November 7, 2015.
12. On November 5, 2015, notice of the public hearing was mailed to the surrounding properties within 500 feet of the site-specific land use designation amendment for property located at 13407 35th Avenue S.E., for the proposed Comprehensive Plan and implementing Zoning Map amendments.
13. The city initiated Comprehensive Plan amendments have been reviewed for consistency with the applicable elements of the Growth Management Act and have been found to be consistent with the said elements.
14. The Property Owner Initiated Comprehensive Plan amendment has been reviewed for consistency with the Amendment Criteria established in the Comprehensive Plan and has been found to be consistent with said criteria.
15. Adoption of the propose Comprehensive Plan revisions furthers the public health, safety, and general welfare.

PART VI – RECOMMENDATIONS

Notwithstanding citizen testimony and revisions made by the Planning Commission in response to said testimony, staff recommends that the Mill Creek Planning Commission recommend to the Mill Creek City Council adoption of the proposed City initiated and Property Owner Initiated Comprehensive Plan amendments, and amendments to the Zoning Map.

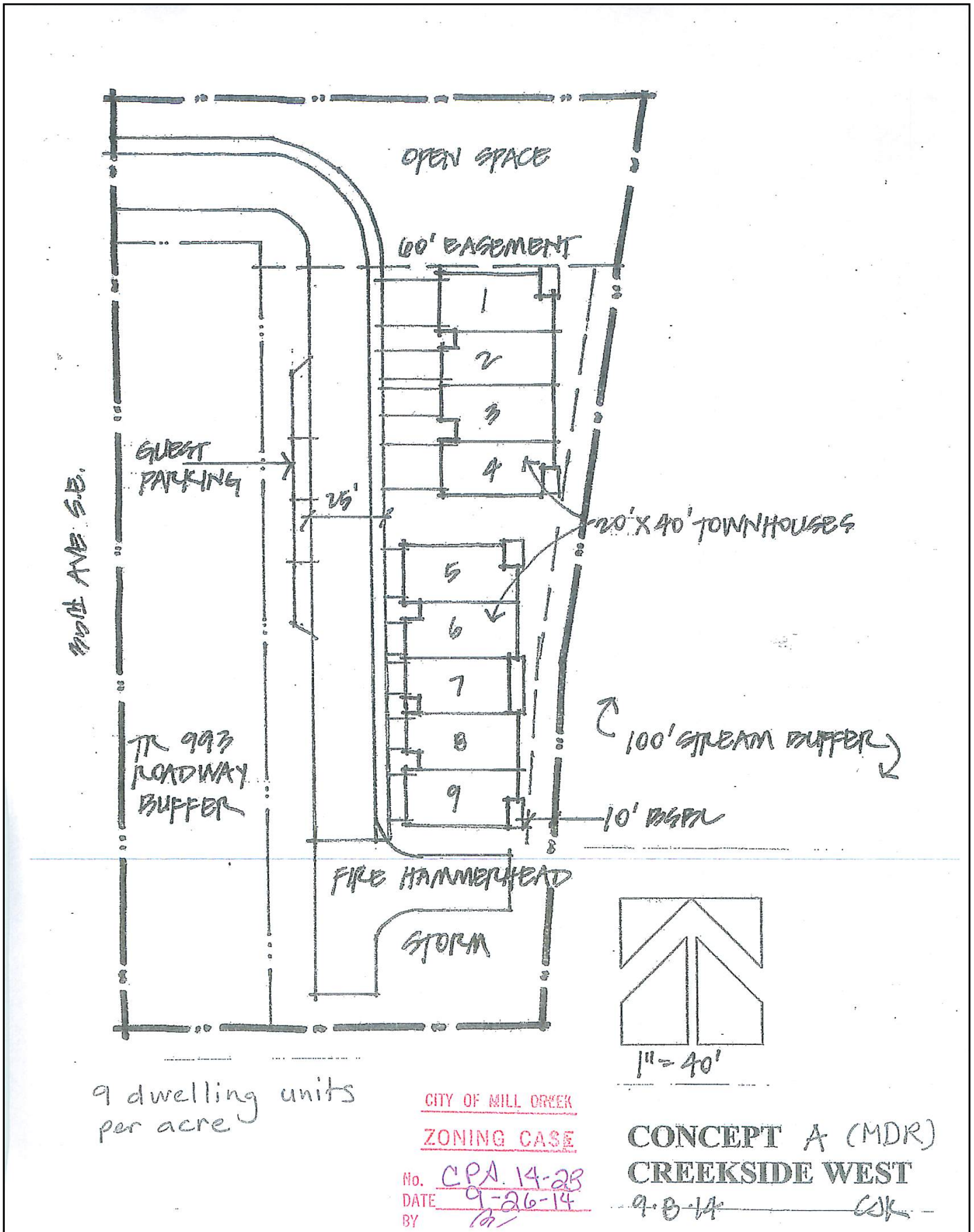
Attachments: Attachment 1 – 2015 Comprehensive Plan in Legislative Draft Format
 Attachment 2 - Zoning Map
 Attachment 3 – Conceptual MDR Zoning Site Plans

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**Attachment 1
2015 Comprehensive Plan in Legislative Draft Format**

(Available on the City's website www.cityofmillcreek.com)

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9 dwelling units per acre

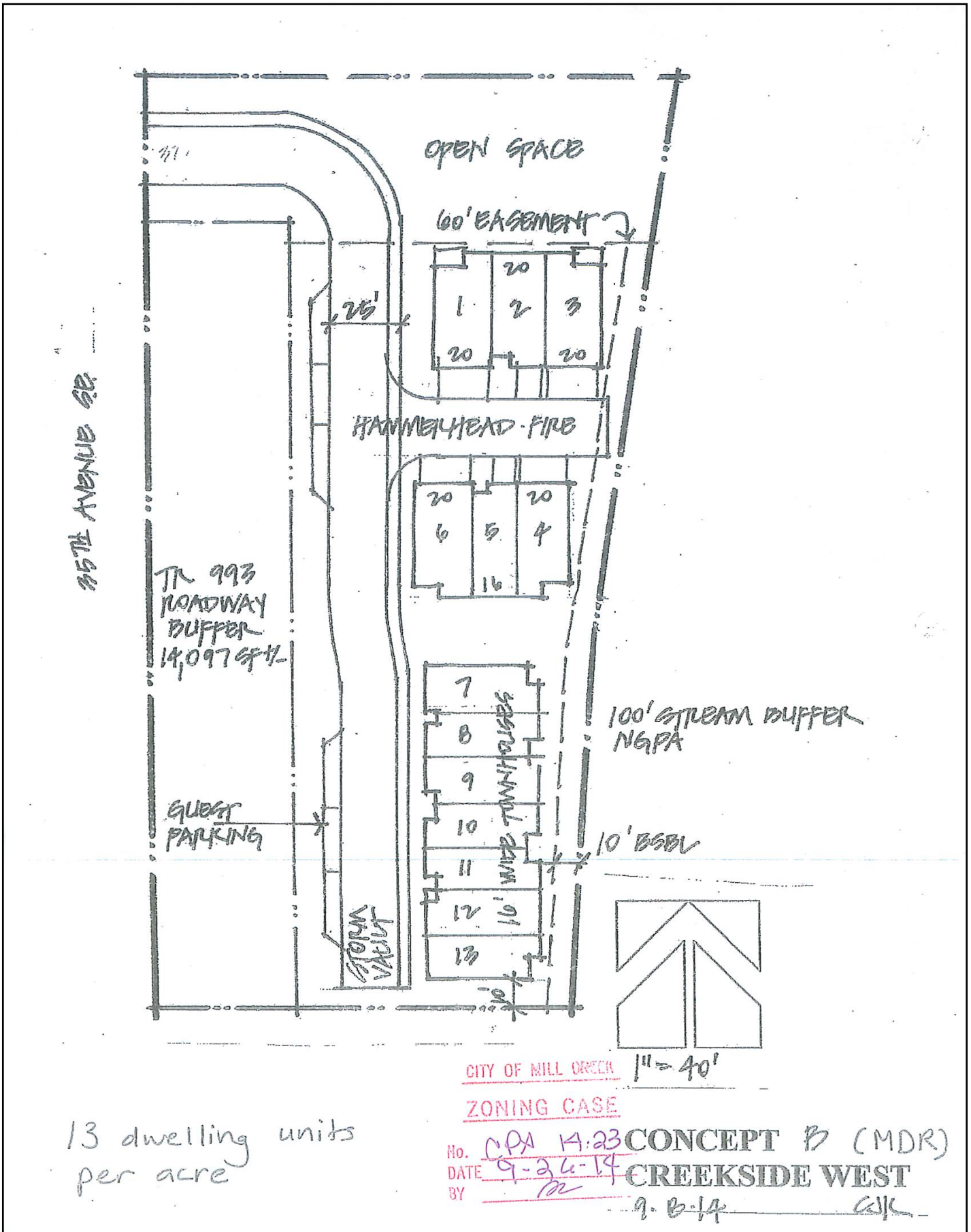
CITY OF MILL CREEK

ZONING CASE

No. CPA 14-28
DATE 9-26-14
BY [signature]

CONCEPT A (MDR)
CREEKSIDE WEST

9.8.14 [signature]



PLANNING COMMISSION RESOLUTION NO. 2015-163

A RESOLUTION OF THE CITY OF MILL CREEK)
 PLANNING COMMISSION, RECOMMENDING) FINDINGS,
 APPROVAL TO THE MILL CREEK CITY COUNCIL OF) REASONS AND
 AMENDMENTS TO THE MILL CREEK MUNICIPAL) RECOMMENDATIONS
 CODE TO IMPLEMENT THE MANDATORY 2015 REVIEW)
 AND UPDATE OF THE COMPREHENSIVE PLAN AND
 THE MANDATORY 2015 REVIEW AND UPDATE OF THE
 CRITICAL AREA REGULATIONS.

WHEREAS, the Planning Commission is charged with the responsibility for conducting public hearings on proposed regulations concerning the use of land in the City of Mill Creek or amendments to existing regulations and for making recommendations to the City Council for appropriate action on such proposed land use regulations, as set forth in RCW chapter 35A.63 and Mill Creek Municipal Code (MCMC) Chapters 4.10 and 14.03; and

WHEREAS, RCW 36.70A.040 and 36.70A.120, portions of the Growth Management Act, require the City to adopt development regulations, including zoning regulations, to implement the City's Comprehensive Plan; and

WHEREAS, RCW 36.70.A.130(5)(a) mandates that cities in Snohomish County shall conduct a major review of all elements in their comprehensive plans and implementing development regulations and determine if updates are necessary, and that said updates shall be adopted in 2015; and

WHEREAS, the City reviewed the Comprehensive Plan and determined that updates were necessary to address demographic trends, availability of developable land, and ensure consistency with the Countywide Planning Policies; and

WHEREAS, RCW 36.70A.130(1)(c) requires Cities to review and update their Critical Areas Regulations as part of the required review of the development regulations to ensure said regulations are consistent with best available science; and

WHEREAS, the City's Critical Areas Regulations have been reviewed by the City's critical areas consultant for consistency with best available science and amendments were recommended to meet identified deficiencies; and

WHEREAS, staff has prepared amendments ("Amendments") to the MCMC to implement the 2015 Comprehensive Plan Update and to address identified deficiencies in the Critical Areas Regulations including: 1) Adding a new chapter, MCMC Chapter 14.19 to codify the comprehensive plan amendment process; 2) Amending MCMC Section 16.02.080 to include vehicular access regulations and criteria; 3) Amending MCMC Section 16.02.150 to update references to street design and operational guidelines; 4) Amending MCMC Chapter 18.06 to incorporate Best Available Science updates in the City's Critical Areas Regulations; and 5) Amending MCMC Sections 16.02.170, 17.34.040 and 17.22.120 to codify Comprehensive Plan policies requiring roadway buffers/cutting preserves and establishing minimum standards; and

WHEREAS, on September 30, 2015 and October 29, 2015, the proposed amendments were submitted to the Washington State Department of Commerce for review, as required by RCW 36.70A.106; and

WHEREAS, on October 29, 2015, the City issued a SEPA threshold Determination of Non-Significance for the proposed Amendments to the development code; and

WHEREAS, notice of a public hearing before the Planning Commission on the proposed Amendments was duly posted at City Hall on November 5, 2015, pursuant to MCMC Section 14.07.030(A); and

WHEREAS, notice of the public hearing before the Planning Commission on the proposed Amendments was duly advertised in the Everett Herald on November 7, 2015, in accordance with MCMC 14.07.030; and

WHEREAS, a staff report to the Planning Commission was prepared to present, analyze, and recommend to the Planning Commission adoption of the proposed Amendments to the development code; and

WHEREAS, on November 19, 2015, a public open house was held to discuss the proposed amendments at City Hall; and

WHEREAS, on November 19, 2015, following the public open house, the Planning Commission held a public hearing to consider the staff report and the proposed Amendments to the MCMC, attached hereto as **Exhibit A** and incorporated in full by this reference, and to solicit public testimony and found that the proposed Amendments are consistent with the City's Comprehensive Plan, the Growth Management Act, MCMC Chapter 17.38, and other applicable state and federal law, will implement the Comprehensive Plan, and will benefit the public health, safety, and welfare; and

WHWEREAS, the proposed Amendments fulfill the requirements of reviewing and updating the City's development regulations to implement the Comprehensive Plan, including the review and update of the Critical Areas Regulations.

NOW, THEREFORE, BE IT RESOLVED BY THE PLANNING COMMISSION OF THE CITY OF MILL CREEK AS FOLLOWS:

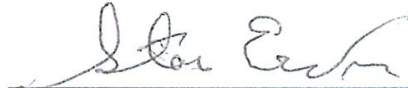
Section 1: The Planning Commission finds the proposed Amendments as described within the Planning Commission staff report, attached and incorporated in full by this reference as **Exhibit A**, are consistent with and implement the policies of the Comprehensive Plan as amended in 2015, the Growth Management Act, and other applicable state and federal law, and further finds that the proposed Amendments make appropriate provisions for and further the public health, safety and general welfare.

Section 2: The Planning Commission adopts the findings, conclusions, and recommendations contained in the staff report, attached as **Exhibit A**, except as may be expressly modified herein by **Exhibit B**, attached and incorporated in full by this reference.

Section 3: The Planning Commission therefore recommends to the City Council adoption of the proposed Amendments as set forth in **Exhibit A** and as may be further modified by specific action of the Planning Commission as set forth in **Exhibit B**.

Passed in open meeting this 19th day of November 2015, by a vote of 7 for, 0 against and 0 abstaining.

CITY OF MILL CREEK PLANNING COMMISSION



STAN EISNER, PLANNING COMMISSION CHAIR



TOM ROGERS, PLANNING COMMISSION SECRETARY

ATTACHMENT: Exhibit A – Staff Report
 Exhibit B – Planning Commission Motion

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**EXHIBIT A
DEPARTMENT OF COMMUNITY AND ECONOMIC DEVELOPMENT
STAFF REPORT
TO THE MILL CREEK PLANNING COMMISSION**

PART I - SUMMARY INFORMATION

PUBLIC HEARING: November 19, 2015

REQUESTED ACTION: Review of proposed Mill Creek Municipal Code Amendments. The amendments to the Development Regulations are proposed to implement the amended Mill Creek Comprehensive Plan resulting from the Growth Management Act's mandatory 2015 Comprehensive Plan and Critical Area Regulations review and update. The specific code amendments under consideration are as follows:

1. Adding a new chapter, MCMC Chapter 14.19, Comprehensive Plan, to codify the comprehensive plan amendment process.
2. Amending MCMC Section 16.02.080, Lot Access, to include vehicular access regulations and criteria to be applied to future development proposals.
3. Updating MCMC Section 16.02.150, Roadway Design, to reference the American Association of State Highway and Transportation Officials "Geometric Design of Highways and Streets," and the current edition of the Federal Highway Administration "Manual on Uniform Traffic Control Devices" as design and operational guidelines.
4. Updating MCMC Chapter, 18.06, Environmentally Critical Areas, to ensure that the City's regulations are up to date and are consistent with Best Available Science.
5. Amending MCMC Sections 16.02.170, 17.34.040 and 17.22.120 to codify Comprehensive Plan policies requiring roadway buffers/cutting preserves. These amendments provide standards for minimum widths and landscaping to be applied to roadway buffers/cutting preserves.

SITE LOCATION: City of Mill Creek

PROPONENT: City of Mill Creek
15728 Main Street
Mill Creek, Washington 98012

**COMPREHENSIVE
PLAN DESIGNATION:** Not applicable.

ZONING DISTRICT: Not applicable.

PART II - STATUTORY REQUIREMENTS

SEPA COMPLIANCE:

The proposed amendments to the MCMC are subject to the provisions of the State Environmental Policy Act (SEPA). The City’s SEPA Official has determined that the proposed code amendments will not have a probable significant adverse impact on the environment. Thus, an Environmental Impact Statement (EIS) was not required.

On October 29, 2015, a Determination of Non-significance (DNS) was issued on the proposed code amendments. The comment period ends on November 13, 2015.

PUBLIC NOTICE:

Pursuant to Section 14.07.030 Mill Creek Municipal Code (MCMC), a notice of the public hearing was posted at Mill Creek City Hall on November 5, 2015, and published in the Everett Herald on November 7, 2015. All legal requirements for public notice have been satisfied.

**PART III - DESCRIPTION OF PROPOSED AMENDMENTS
TO THE MILL CREEK MUNICIPAL CODE**

ZONING ORDINANCE AMENDMENT:

The provisions governing amendments to the text of the zoning ordinance are found in Section 17.38.020, MCMC. This section states that text amendments may be initiated by the City Council, the Planning Commission, or City staff. The amendments to the Development Regulations have been initiated by City staff and are proposed to implement the Amended Comprehensive Plan resulting from the mandatory 2015 Comprehensive Plan and Critical Area Regulations review and update:

SUMMARY OF PROPOSED ZONING TEXT AMENDMENTS:

| |
|--|
| Staff Report Key |
| <ul style="list-style-type: none"> Proposed new text is shown with a shaded background. Deleted text is shown in red strike-through. |
| Code Amendment #1 – Comprehensive Plan Amendment Process *NEW* Chapter 14.19 Comprehensive Plan |
| <p>Issue: The Comprehensive Plan amendment review criteria are currently established in the Comprehensive Plan, Chapter XIV. The Comprehensive Plan amendment process was established by City Council Resolution 95-192. The Comprehensive Plan is a policy document and should not be relied upon as a regulatory document. At the recommendation of the City Attorney, a new Chapter 14.19 has been prepared that includes both the process to apply for a Comprehensive Plan Amendment as well as factors to be considered in</p> |

evaluating an Amendment. The proposed process includes new provisions to provide for an initial assessment and review by the Planning Commission to determine if the proposal should be processed for consideration, with a recommendation to be sent to the City Council to make the final determination on which proposals move forward.

Staff Recommendation: Add a new MCMC Chapter 14.19 to codify the Comprehensive Plan amendment review process.

Proposed Text Amendments:

Chapter 14.19 COMPREHENSIVE PLAN

14.19.010 Purpose.

The Comprehensive Plan is the City's official statement concerning future growth and development. It sets forth goals, policies, and strategies to protect the health, welfare, safety, and quality of life for residents in the City of Mill Creek. The Comprehensive Plan is required to be consistent with and advance the goals of the Washington State Growth Management Act ("GMA"), Chapter 36.70A RCW, the Multicounty Planning Policies for the Puget Sound Region ("Vision 20140"), the Regional Transportation Plan for the Puget Sound Region ("Transportation 2040"), the Countywide Planning Policies for Snohomish County, and relevant Washington State statutes. The City implements the Comprehensive Plan through its municipal code, budget, and policies.

14.19.020 Elements.

A. The Comprehensive Plan shall include all planning elements required by RCW 36.70A.070, as that section may be amended or recodified.

B. The Comprehensive Plan may include any additional elements or items as contemplated by RCW 36.70A.080, as that section may be amended or recodified.

14.19.030 Adoption and amendment procedures.

A. Adoption and amendment. The Comprehensive Plan and its elements is adopted and amended by ordinance of the City Council, following the procedures identified in this section. Adoption and amendment of the Comprehensive Plan must be consistent with the procedural requirements of Chapter 36.70A RCW.

B. Annual Review Cycle. Amendments to the Comprehensive Plan and development regulations may be adopted by the City Council no more than once each calendar year

except as permitted by applicable law, including RCW 36.70.A.130, as that section may be amended or recodified.

C. Application. Any person or entity may propose an amendment to the Comprehensive Plan. Proposals from the Planning Commission, City Council, City Manager, or City Manager designee do not require a formal application or strict conformance to the application review and assessment process herein, so long as all state law requirements for public participation, review, and approval are met. All other proposals shall be made in writing on an application form approved by the City Manager, or designee between August 1 and September 30 of a calendar year. Said application should include information necessary for staff analysis described in MCMC Section 14.19.030.I. Incomplete applications may be rejected and the applicant may be asked to provide additional information necessary to process the application.

D. Application Fee. For proposals requiring an application, the proposal shall not be processed until the applicant pays the applicable fee established in MCMC Chapter 3.42.

E. Public Process.

1. For each annual review cycle, the Director shall develop, update and broadly disseminate to the public a public participation program including a preliminary schedule for processing the proposed amendments consistent with RCW 36.70A.130, and RCW 36.70A.035, as those sections may be amended or recodified.

2. For proposals that include land use designation changes and zoning reclassifications, a special notice of the acceptance of the proposal for processing shall be mailed to all property owners of record, as indicated in the records of the Snohomish County Assessor, within 500 feet of the subject area. This special notice will inform property owners that an application has been filed, identify where the application and background information may be reviewed, describe in general terms the review and public comment process, establish a time and place for an informational meeting with City staff, and solicit preliminary comments.

F. Staff initial assessment of proposals requiring an application. The Director or designee shall review applications and provide an initial assessment to the Planning Commission, based on, at a minimum, the following criteria:

1. Is the proposal legislative in nature and otherwise appropriate in scope and subject matter to consider including in the Comprehensive Plan?

2. Have there been recent review or work related to the same area or issue?

3. Does City staff intend to address related areas or issues in a later amendment cycle?

4. Does the City have adequate budgeted resources to analyze the proposed amendment, and are such resources available to timely provide an informed recommendation within the requested review cycle?

G. Planning Commission initial assessment of proposals requiring an application and recommendation to City Council. The Planning Commission shall consider the application and staff's assessment of an application and make a recommendation to the City Council as to whether or not the application should be further considered during the current annual review cycle. Before making a recommendation, the Planning Commission may request additional information from the applicant.

H. Preliminary City Council review of applications.

1. Upon receiving a recommendation from the Planning Commission, the City Council shall determine which proposals that required an application shall receive further consideration during the current annual review cycle.

2. At any time, the City Council may, in its sole discretion, direct the City Manager and/or the Planning Commission to redirect resources away from processing any or all applications or other amendment proposals before the Planning Commission. The City Council may also choose to hold joint meetings with the Planning Commission, independently review any proposals, including those made by the City Manager or Planning Commission, in order to provide policy and legislative guidance to staff and/or the Planning Commission.

I. Staff Analysis. Prior to the Planning Commission making a recommendation to the City Council regarding the adoption of amendments to the comprehensive plan, the Director or designee shall analyze the proposal and present that analysis in a written staff report to the Planning Commission. The analysis should include the following criteria:

1. Will the proposed amendment benefit the City as a whole?

2. Will the amendment adversely affect the City's public facilities or services?

3. Will the amendment support the City's role in governing public health, safety, and welfare?

4. Does the amendment conform to applicable provisions of state statutes, case law, regional policies, and maintain internal consistency within the City's Comprehensive Plan?

The analysis of the above criteria should include, as appropriate, whether the proposed amendment addresses inconsistencies or errors in the Comprehensive Plan or development regulations; whether the amendment addresses changing circumstances, such as growth and development patterns, needs and desires of the community, and the City's capacity to provide adequate services; and/or whether the amendment maintains or enhances compatibility with the existing or planned land uses and the surrounding development pattern. In addition, the analysis should document, as appropriate and necessary, public outreach and public comments, analytical data and research, economic impacts, sustainability impacts, environmental determinations, and other pertinent background information.

J. Public Hearing and adoption.

1. Prior to recommending any comprehensive plan amendment, including those initiated by the City Council, City Manager, or Planning Commission, the Planning Commission will conduct at least one public hearing to solicit comments from the general public, organizations and agencies, other governmental agencies, and adjacent jurisdictions as appropriate. The City Council, at its sole discretion, may also hold one or more public hearings.

2. For land use designation changes, area-wide zoning reclassifications, and interim zoning of an area-wide nature, the Director shall ensure that a special notice of the public hearing is mailed to all property owners of record, as indicated in the records of the Snohomish County Assessor, within 500 feet of the subject area at least 15 days prior to the hearing.

3. Consistent with RCW 36.70A, the City is required to notify the Washington State Department of Commerce and other required state agencies of the City's intention to adopt or amend the Comprehensive Plan or development regulations prior to adoption by the City Council, and transmit copies of the adopted plan or development regulation and any amendment after City Council action.

4. Upon receiving a recommendation from the Planning Commission regarding a proposed comprehensive plan amendment, the City Council may choose to follow the

recommendation, reject the recommendation, or follow the recommendation with modifications.

Code Amendment #2 – Lot Access
Amendments to MCMC Section 16.02.080 Lot access

Issue: The Transportation Element in the existing Comprehensive Plan contained policies that established the criteria for vehicular access to parcels. These criteria should be within the development code. The existing code section does not indicate who has authority to determine lot access and describes lot access in general terms without providing criteria for reviewing and determining new access points.

Staff Recommendation: Adopt the proposed amendments to MCMC 16.02.080 specifying that the city engineer must approve all new access points and providing detailed regulations and criteria for consistency in determining access points

Proposed Text Amendments:

16.02.080 Lot access.

~~Each lot shall have safe and adequate unobstructed access to a street, directly or by access easement. Development shall be arranged in a manner that minimizes the number of intersections and access points on arterial streets. When deemed appropriate, reciprocal access shall be provided between commercial, industrial, business park, single family and multi-family land uses.~~

The city engineer shall approve the location of all new access points on a roadway. Access onto all roadways shall be regulated by its classification, following the general principle that a higher classification road will have more restricted access than a lower classification road. New access points shall be considered under the following criteria:

- A. Access points on all roadway classifications shall be located to minimize traffic flow disruptions and meet appropriate operational and safety standards.
- B. Development shall be configured in a manner that provides for access to future development, internal circulation and minimizes the number of intersections and access points.
- C. Only one access point shall be allowed per developed parcel or lot unless otherwise approved by the city engineer. If a parcel has multiple frontages on different streets, one access point shall be allowed on each roadway frontage.
- D. To improve traffic flow and reduce potential vehicular conflicts, reciprocal access shall be provided between commercial, industrial, business park, single-family or multifamily land parcels when deemed appropriate.

- E. Access to SR 527 or SR 96 shall be regulated in accordance with the Revised Code of Washington, RCW Title 47.50, and the Washington Administrative Code, WAC Chapters 468-51 and 468-52.
- F. Direct access to major arterials shall only be allowed at intersections with minor arterials, collectors, or properties where no other reasonable alternative access can be provided.
- G. Direct access to minor arterials shall only be allowed at intersections with collectors, or with residential roadways or properties where no other reasonable alternative access can be provided.
- H. Direct access to collector streets shall only be allowed by local or residential roadways, other collector roadways, controlled commercial access or properties where no other reasonable alternative can be provided.
- I. Direct access to local streets shall only be allowed for individual parcels. Access points should be appropriately aligned and spaced for the nature of the development.

**Code Amendment #3 – Roadway Design
Amendments to MCMC Section 16.02.150 Roadway Design and Section 16.02.160 Cul-de-sacs**

Issue: MCMC Section 16.02.150, Roadway Design, needs to be updated to reference the American Association of State Highway and Transportation Officials “Geometric Design of Highways and Streets,” and the current edition of the Federal Highway Administration “Manual on Uniform Traffic Control Devices” as design and operational guidelines. In addition, the radius requirements for cul-de-sacs needs to be updated to meet fire code standards.

Staff Recommendation: Update the code section to meet current standards.

Proposed Text Amendments:

16.02.150 ~~Driving Surfaces and rights-of-way~~ Roadway Design.

All roads shall be designed and constructed in accordance with the current edition of the American Association of State Highway and Transportation Officials “Geometric Design of Highways and Streets” and the City of Mill Creek “Design and Construction Standard Plans” in effect on the date a notice of complete application is issued for a complete development application.

The current edition of the Federal Highway Administration “Manual on Uniform Traffic Control Devices” shall be used as the design and operational regulatory guideline for all traffic control devices on public roads.

Low Impact Development (LID) best management practices, such as permeable paving and bioretention facilities, are encouraged when site and soil conditions make LID feasible. LID facilities shall be designed and constructed in accordance with the LID Technical Guidance Manual for Puget Sound (current edition) and the City of Mill Creek “Design and Construction Standard Plans.”

16.02.160 Cul-de-sacs.

A. Streets ending in cul-de-sacs shall not exceed 1,000 feet in length as measured from the nearest intersection or serve more than 15 single-family lots, unless special circumstances exist, as described in subsection B of this section.

B. Streets ending in cul-de-sacs may extend beyond 1,000 feet where there are special circumstances that cause the conformance with subsection A of this section to be impractical, and upon approval by the directors of community development and public works, and the fire marshall. Approval of streets extending beyond 1,000 feet must meet all of the following criteria:

1. The presence of special circumstances, including natural landforms/topography, adjacent parcel configuration, and the lack of secondary access to a parcel.

2. The provision of safety measures, such as approved fire suppression systems, sufficient to ensure the adequate provision of fire flow, fire prevention, and emergency vehicle access as determined by the fire marshall.

3. The installation of landscaped traffic circles. The quantity and location of the traffic circles shall be reviewed on a case-by-case basis by the fire marshall, city engineer, and director of community development. Said traffic circle shall have a minimum outside turning radius of 40 feet and a maximum inside turning radius of 20 feet. The use of LID techniques in the design and construction of traffic circles and cul-de-sacs is encouraged where site and soil conditions make LID feasible. LID facilities shall be designed in accordance with the LID Technical Guidance Manual for Puget Sound (current edition) and Mill Creek “Design and Construction Standard Plans.”

C. Streets ending in cul-de-sacs shall have a turnaround at the terminus with a minimum outside radius of ~~32 feet. Alternately, a cul-de-sac may include a landscaped traffic circle, in which case the minimum outside radius shall be~~ 40 feet ~~and the maximum inside radius 20 feet.~~ An interior landscaped traffic circle with a maximum inside radius 20 feet, or a “T” or “Y” or “hammerhead” configuration may be approved instead ~~of a traffic circle~~ if warranted by special conditions and approved by the city engineer and the fire marshall.

**Code Amendment #4 – Environmentally Critical Areas
Amendments to MCMC Chapter 18.06**

Issue: As part of the GMA-required review and update of the City’s Critical Area Regulations to incorporate best available science, the City’s wetland consultant, ESA, identified areas where amendments were appropriate.

Staff Recommendation: Update the code section to incorporate current definitions and reference current scientific publications.

Proposed Text Amendments:

18.06.210 Definitions.

For purposes of this chapter, the following definitions shall apply. Other applicable definitions may be located in MCMC Title [14](#) or elsewhere in the development code.

Modify the following three definitions as follows:

“Fish and wildlife habitat areas” means areas necessary for maintaining species in suitable habitats within their natural geographic distribution so that isolated subpopulations are not created ~~as designated by WAC 365-190-180(5)~~ as synonymous with “Fish and wildlife habitat conservation areas” (WAC 365-190-130). These areas include:

1. Areas with which state or federally designated endangered, threatened, and sensitive species have a primary association;
 2. Habitats of local importance, including but not limited to areas designated as priority habitat by the Department of Fish and Wildlife;
 3. Streams and surface waters within the jurisdiction of the state of Washington;
- and
4. Land essential for preserving connections between habitats and open spaces.

“Hydric soil” means a soil that is saturated, flooded or ponded long enough during the growing season to develop anaerobic conditions in the upper part. The presence of hydric soil shall be determined following the methods described in the ~~Washington State Wetland Identification and Delineation Manual under RCW.36.70A.175 or as amended~~ 1987 Corps of Engineers Wetland Delineation Manual (Publication no. Y-87-1) and the Western Mountains, Valleys, and Coast Regional Supplement (Publication no. ERDC/EL TR-10-3)”.

“Priority habitat” means areas with one or more of the following attributes: comparatively high wildlife density; high wildlife species richness; significant wildlife breeding habitat; significant wildlife seasonal ranges; significant movement corridors for wildlife; limited availability; and/or high vulnerability. Priority habitats have unique or significant value to one or more species as classified by the Washington Department of Fish and Wildlife. A priority habitat may consist of a unique vegetation type or dominant plant species, a described successional stage, or a specific structural element under WAC 173-26-020 (3428).

18.06.960 Wetland mitigation – General requirements.

A. All significant adverse impacts to wetlands and buffers as determined by the director shall be fully mitigated in accordance with the standards set forth in MCMC [18.06.610](#) and

this section. All mitigation shall be specified in a mitigation plan consistent with MCMC [18.06.620](#) and this section. Mitigation measures to be addressed in the mitigation plan shall include, in order of preference, avoidance, minimization, restoration, rehabilitation, and compensation.

B. Mitigation for alterations to wetlands shall achieve equivalent or greater biologic functions, and shall provide similar wetland functions as those lost except when:

1. The lost wetland provides minimal functions as determined by a site-specific function assessment and the proposed mitigation action(s) will provide equal or greater functions or will provide functions shown to be limiting within a watershed through a watershed assessment plan or protocol; or

2. Out-of-kind replacement will best meet formally identified regional goals, such as replacement of historically diminished wetland types.

C. Compensation in the form of wetland creation, restoration or enhancement is required when a wetland is altered permanently as a result of an approved project. Alterations shall not result in net loss of wetland area except when the following criteria are met:

1. The lost wetland area provides minimal functions as determined by a function assessment and the mitigation action(s) results in a net gain in wetland functions as determined by a site-specific function assessment; or

2. The lost wetland area provides minimal functions as determined by a function assessment and other replacement habitats provide greater benefits to the functioning of the watershed, such as riparian habitat restoration and enhancement.

D. Compensation for wetland alterations shall occur in the following order of preference:

1. ~~Restoring wetlands~~ Creation, re-establishment, or a mixture of the two on upland sites that were formerly wetlands.

2. Creating wetlands on disturbed upland sites such as those with vegetative cover consisting primarily of exotic introduced species.

3. Enhancing significantly degraded wetlands in accordance with MCMC [18.06.980](#).

4. Preserving Category I or II wetlands that are under imminent threat in accordance with MCMC [18.06.980](#).

E. Mitigation actions shall be conducted within the same subdrainage basin and on the same site as the alteration except when the all of the following apply:

1. There are no reasonable on-site or in-drainage basin opportunities or on-site and in-drainage basin opportunities do not have a high likelihood of success due to development pressures, adjacent land uses, or on-site buffers or connectivity are inadequate;

2. Off-site mitigation has a greater likelihood of providing equal or improved wetland functions than the altered wetland; and

3. Off-site locations shall be in the same subdrainage basin unless the action qualifies as innovative mitigation under MCMC [18.06.640](#).

F. Where feasible, mitigation projects shall be completed prior to activities that will disturb wetlands. In all other cases, mitigation shall be completed immediately following disturbance and prior to use or occupancy of the activity or development. Construction of mitigation projects shall be timed to reduce impacts to existing wildlife and vegetation.

G. All mitigation sites shall have buffers consistent with the buffer requirements of this chapter. The director may permit reduced buffers on mitigation sites on a case-by-case basis if site conditions would preclude application of the standard buffers but the mitigation design is otherwise acceptable.

H. The applicant shall develop a mitigation plan that provides for construction, maintenance, monitoring, contingencies and adaptive management of the wetland compensation projects as required by conditions of approval and consistent with the requirements of this chapter. The mitigation plan shall be consistent with MCMC [18.06.620](#). (Ord. 2004-603 § 2)

18.06.980 Wetlands mitigation – Types and ratios.

A. Minimum Ratios for Compensatory Mitigation. The minimum replacement ratio for wetland impact mitigation shall be as shown on the following table:

| Affected Wetland | Wetland Mitigation Type and Ratio* | | | | |
|------------------|------------------------------------|------------------|----------------|--|-------------|
| | Creation | Re-establishment | Rehabilitation | Re-establishment (R) or Creation (R) and Enhancement (E) | Enhancement |
| Category IV | 1.5:1 | 1.5:1 | 3:1 | 1:1 (R:C) and 2:1 (E) | 6:1 |
| Category III | 2:1 | 2:1 | 4:1 | 1:1 (R:C) and 2:1 (E) | 8:1 |
| Category II | 3:1 | 3:1 | 6:1 | 1:1 (R:C) and 4:1 (E) | 12:1 |

| | |
|--|---|
| Category I | As determined by the director – ratios will be greater than required for Category II wetlands |
| *Ratio is the replacement area: impact area. See MCMC 18.06.210 for definitions | |
| <p>B. Applicants proposing to enhance or rehabilitate wetlands shall produce a critical area report that identifies how the mitigation will increase the functions of the degraded wetland and how this increase will adequately mitigate for the loss of wetland area and function at the impact site. An enhancement or rehabilitation proposal shall also show whether existing wetland functions will be reduced by the mitigation actions.</p> | |
| <p>C. Preservation. Impacts to wetlands may be mitigated by preservation of wetland areas in a separate tract in accordance with MCMC 18.06.830. Preservation shall be used as a form of mitigation only after the standard sequencing of mitigation (avoid, minimize, and then compensate) has been applied. Mitigation ratios for preservation shall range from 10-to-one to 20-to-one, as determined by the director, depending on the quality of the wetlands being impacted, mitigated and preserved. The following criteria shall apply to mitigation by preservation:</p> | |
| <p>1. Preservation as mitigation is acceptable when done in combination with restoration, creation, or enhancement; provided, that a minimum of one-to-one acreage replacement is provided by restoration or creation.</p> | |
| <p>2. Preservation of at-risk, high-quality wetlands may be used as the sole means of mitigation for wetland impacts to Category III or IV wetlands when the impact area is small less than one-half acre and the preservation occurs in the same drainage basin as the wetland impact.</p> | |
| <p>3. Preservation sites may include buffer areas adequate to protect the habitat and its functions from encroachment and degradation.</p> | |
| <p>4. Wetland creation, restoration, and enhancement opportunities shall have been considered, and preservation is the best mitigation option.</p> | |
| <p>5. The preservation site has the potential to experience a high rate of undesirable ecological change due to on- or off-site activities.</p> | |
| <p>6. The area proposed for preservation is critical for the health of the watershed or basin.</p> | |
| <p>D. Mitigation Banks. Credits from an approved wetland mitigation bank may be approved for use as compensation for unavoidable impacts to wetlands when:</p> | |
| <p>1. The bank is certified by the director and by state resource agencies with wetland jurisdiction;</p> | |
| <p>2. The director determines that the wetland mitigation bank provides appropriate compensation for the authorized impacts; and</p> | |

3. The proposed use of credits is consistent with the terms and conditions of the bank's certification. Replacement ratios for projects using bank credits shall be consistent with replacement ratios specified in the bank's certification. Bank credits from a certified wetland mitigation bank may be used to compensate for impacts located within the service area specified in the bank's certification. (Ord. 2006-633 § 2; Ord. 2004-603 § 2)

18.06.1030 Performance standards – Alteration of streams, lakes, ponds and riparian habitats.

A. Relocation of streams is not permitted unless it is part of a stream restoration project and it will result in equal or better habitat and water quality, and will not diminish the flow capacity of the stream.

B. Culverts may be allowed in streams only if they are necessary, and if they are designed according to ~~the Washington Department of Fish and Wildlife criteria for fish passage,~~ to Water Crossing Design Guidelines (WDFW, 2013), and a state hydraulic project approval has been issued. The applicant or property owner shall keep every culvert free of debris and sediment at all times to allow free passage of water and, if applicable, fish. The city may require that a stream be removed from a culvert as a condition of approval, unless the culvert is not detrimental to fish habitat or water quality, or removal and/or replacement would be detrimental to fish or wildlife habitat or water quality on a long-term basis.

C. Clearing and grading, when permitted as part of an authorized development activity or as otherwise allowed in these standards, shall comply with the following:

1. Grading shall be allowed only during the designated dry season, which is typically regarded as beginning April 1st and ending October 31st of each year; provided, that the city may extend or shorten the designated dry season on a case-by-case basis, to reflect actual weather conditions and the incorporation of best management practices to control stormwater.

2. The soil duff layer shall remain undisturbed to the maximum extent possible. Where feasible, any soil disturbed shall be redistributed to other areas of the site; provided, that this shall not constitute authorized fill.

3. The moisture-holding capacity of the topsoil layer shall be maintained by minimizing soil compaction or reestablishing natural soil structure and infiltrative capacity on all areas of the project area not covered by impervious surfaces.

4. The requirements of Chapters 15.10 and 15.12 MCMC.

D. Stream bank stabilization to protect new structures from future channel migration is not permitted except when such stabilization is achieved through bioengineering or soft armoring techniques in accordance with an applicable hydraulic permit issued by the Washington Department of Fish and Wildlife.

E. Construction of trails, roadways, and bridges less than or equal to 30 feet wide may be permitted subject to the following standards:

1. There is no other feasible alternative route with less impact on the critical area or buffer;
2. The crossing minimizes interruption of downstream movement of wood and gravel;
3. Roads shall not run parallel to the water body unless specific mitigation measures are incorporated to prevent impacts to the stream and riparian habitat;
4. Trails shall be located on the outer 50 percent of the riparian buffer where possible and practical, except for limited viewing platforms and crossings;
5. Crossings, where necessary, shall only occur as near to perpendicular with the water body as possible; and
6. Road bridges are designed according to the Department of Fish and Wildlife Fish Passage Design at Road Culverts, March 1999, and the National Marine Fisheries Service Guidelines for Salmonid Passage at Stream Crossings, 2000, or as updated.

F. Utility Facilities. New utility lines and facilities may be permitted to cross streams and riparian habitat areas in accordance with the public agency and utility exception standards in MCMC [18.06.420](#), if all of the following criteria are met:

1. Impacts to fish and wildlife shall be avoided to the maximum extent possible;
2. Installation shall be accomplished by boring beneath the scour depth and hyporheic zone of the water body and channel migration zone, where feasible;
3. The utilities shall cross at an angle greater than 60 degrees to the centerline of the channel in streams or perpendicular to the channel centerline whenever boring under the channel is not feasible;
4. Crossings shall be contained within the footprint of an existing road or utility crossing where possible;
5. The utility route shall avoid paralleling the stream or following a down-valley course near the channel where feasible; and
6. The utility installation shall not increase or decrease the natural rate of channel migration.

G. Public Flood Protection Measures. New public flood protection measures and expansion of existing ones may be permitted subject to the director's review and approval

of a critical area report and mitigation plan and upon acquisition of all required state and federal permits.

H. Instream Structures. Instream structures, including, but not limited to, high flow bypasses, dams, and weirs, shall be allowed only as part of an approved watershed basin restoration project approved by the city and upon acquisition of all required state and federal permits. The structure shall be designed to avoid modifying flows and water quality in ways that may adversely affect habitat areas.

I. Stormwater management facilities, limited to outfall facilities and infiltration trenches, may be allowed within the outer 50 percent of the standard buffer; provided, that:

1. There is no other feasible location for the stormwater conveyance with less impact on critical areas or buffer;
2. The stormwater facility is designed according to city standards and the discharge water meets state and local water quality standards;
3. Vegetation shall be maintained and, if necessary, added adjacent to all stormwater conveyance channels to reduce erosion, filter out sediments, and provide shade.

J. Stormwater conveyance or discharge facilities such as dispersion trenches and outfalls may encroach into the inner 50 percent of the buffer on a case-by-case basis when the director and city engineer determine that due to topographic or other physical constraints there are no other feasible locations for these facilities in the outer buffer area. (Ord. 2004-603 § 2)

**Code Amendment #5 – Streetscape Policies
Amendments to MCMC Section 16.02.170 Roadway buffer/cutting preserves, Section 17.34.040.A.6 Sidewalks, Trails and Pedestrian Walkways; *NEW* Section 17.34.040.H.1.o and Amendments to Section 17.22.120 Comprehensive Plan –
Concurrency and consistency required**

Issue: The Streetscape Element in the existing Comprehensive Plan contains policies that establish criteria for requiring roadway buffers/cutting preserves as well as standards for the width of the buffers and type of landscaping. These criteria should be within the development code. In addition, the requirement to provide a roadway buffer/cutting preserve adjacent to North Creek Drive, between Trillium Boulevard and Dumas Road, needs to be removed. Two existing developments do not have buffers because they were approved before North Creek Drive required a roadway buffer. Only a few mostly publicly-owned properties remain undeveloped in the subject area.

Staff Recommendation: Amend the appropriate code sections and add a new Section 17.34.040.H.1.o to incorporate the Comprehensive Plan Streetscape policies into the Development Code.

Proposed Text Amendments:

16.02.170 Roadway buffer/cutting preserves.

A roadway buffer/cutting preserve shall be provided along the rights-of-way of arterial and collector roads as specified in the comprehensive plan (streetscape element) and Design and Construction Standard Plans manual. The landscape treatment of the roadway buffer/cutting preserve shall be consistent with the streetscape element of the comprehensive plan, and shall be reviewed and approved by the design review board prior to installation. Every roadway buffer/cutting preserve shall be designated as a separate tract, shall be clearly shown on the face of all plats and binding site plans, and shall be recorded as a covenant running with the land. An easement may be used in lieu of a separate tract subject to the review and approval of the director.

17.34.040.A.6 Sidewalks, Trails, and Pedestrian Walkways.

6. Sidewalks, Trails, and Pedestrian Walkways.

- a. Within developments, a comprehensive system of pedestrian walkways shall link together all site entrances, building entries, parking facilities, and common outdoor spaces with the sidewalk system within or adjacent to the public right-of-way.
- b. Along arterials and collectors (within a right-of-way or roadway buffer/cutting preserve), sidewalks and trails shall be meandering and continuous between developments, and shall also conform to ADA and building code requirements for pedestrian safety, where appropriate.
- c. Pedestrian walkways shall incorporate pedestrian-scale lighting, bollard lighting, landscaping, accent lighting, and directional signage into the design of the walkways.
- d. Site furnishings adjacent to sidewalks/paths such as pedestrian kiosks, benches, newspaper stands, decorative banners, trash receptacles, bus shelters, hanging flower baskets, and planting pots shall be made of durable, weather-resistant, vandal-resistant materials.

***NEW* Section 17.34.040.H.1.o**

o. Landscaping within a roadway buffer/cutting preserve shall be consistent with the policies within the streetscape element of the comprehensive plan. Landscaping adjacent to residential areas should provide screening and privacy from roadways and utilize treatments that are natural in appearance. Landscaping adjacent to commercial areas should utilize a formal treatment and may include view corridors into the development.

17.22.120 Comprehensive plan – Concurrency and consistency required

All new developments within the city shall be consistent with the provisions of the comprehensive plan, including but not limited to the following:

A. All developments within the city shall be consistent with the land use plan map as adopted in the land use element of the comprehensive plan.

B. All developments within the city shall be consistent with the applicable goals and policies of the comprehensive plan.

C. Developments shall not cause a reduction in the level of service for transportation and/or neighborhood park facilities below the minimum standards established within the comprehensive plan and capital facilities plan, unless improvements or strategies to accommodate the impacts of the development are made concurrent with the development.

For the purpose of this section, “concurrent with the development” is defined as the required improvements or strategies are in place at the time of occupancy, or that a financial commitment is in place to complete the improvements or strategies within six years of occupancy.

D. Site design and frontage improvements shall be consistent with the streetscape plans as established in the streetscape element of the comprehensive plan. A roadway buffer/cutting preserve is required adjacent to all arterial and collector roads as identified in the transportation element of the comprehensive plan, with the exception of North Creek Drive between Trillium Boulevard and Dumas Road. The minimum width of a roadway buffer/cutting preserve widths adjacent to commercial uses is 35 feet. The minimum width of a roadway buffer/cutting preserve adjacent to residential uses is 50 feet.

E. If concurrency cannot be met in accordance with the comprehensive plan and adopted development regulations, the city has the right to disapprove the proposed development application. (Ord. 2005-609 § 2)

PART IV – FINDINGS, CONCLUSIONS, AND RECOMMENDATION

The proposed amendments to the City’s Municipal Code have been prepared to be consistent with the Growth Management Act, applicable state and federal regulations, the City’s Comprehensive Plan as updated in 2015, and the City’s development code amendment process contained in Chapter 17.38. As reflected below, the proposed amendments have been reviewed for consistency with these requirements and are found to be consistent with applicable local, state and federal regulations.

FINDINGS AND CONCLUSIONS:

1. In accordance with the Growth Management Act (GMA), specifically RCW 36.70A.040 and 36.70A.120, the City is required to adopt development regulations, including zoning regulations, to implement the City's Comprehensive Plan.

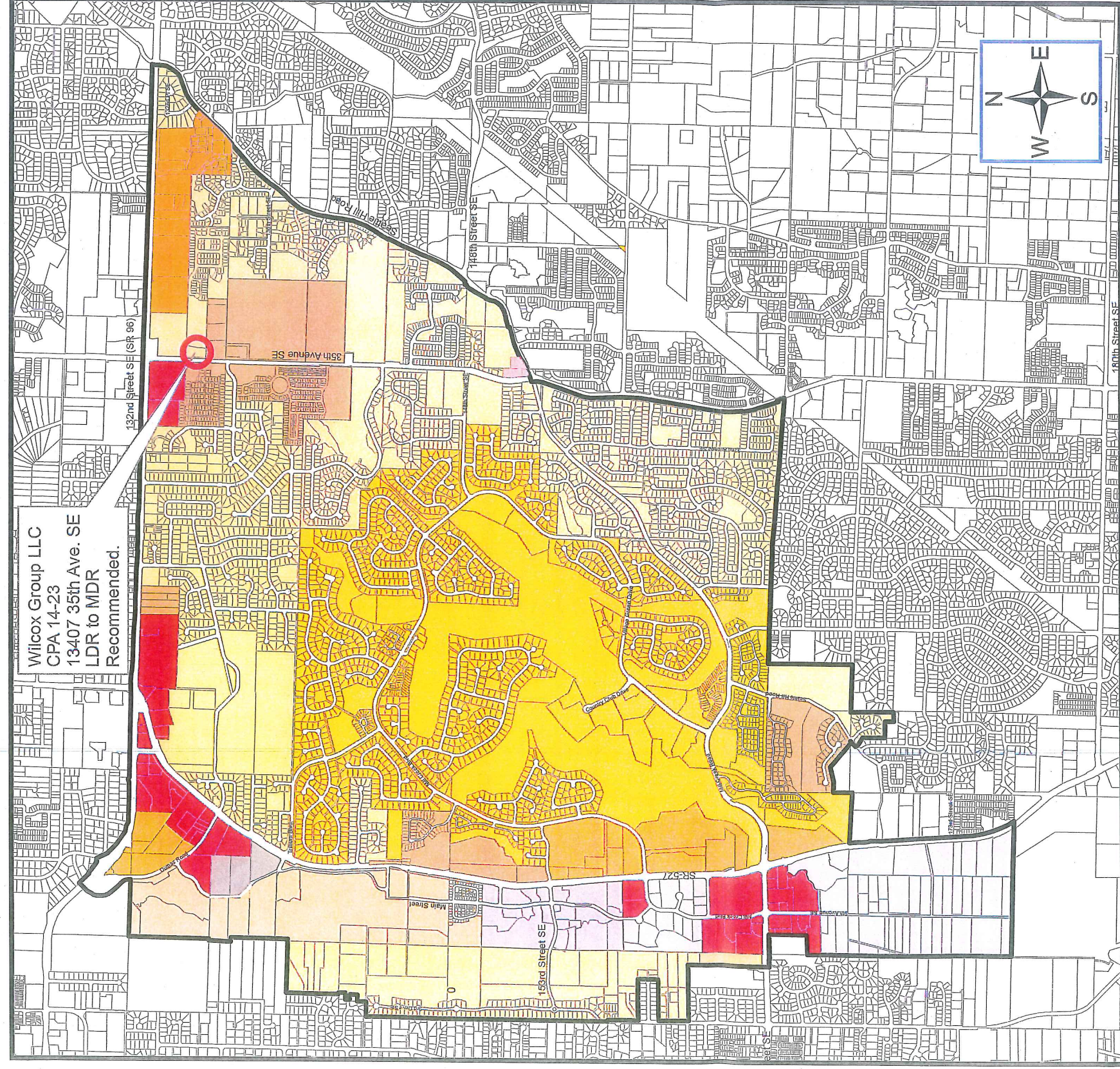
2. RCW 36.70A.130(5)(a) requires jurisdictions in Pierce, King and Snohomish Counties to conduct a major review and update of comprehensive plans and development regulations in 2015. In addition, a review and update of Critical Area Regulations is required.
3. In accordance with the Mill Creek Municipal Code (MCMC) Chapter 17.38, the City has the authority to initiate amendments to the code.
4. The proposed code amendments have been prepared to fulfill the GMA mandated review and update and have been reviewed by the City Attorney and have been found to be consistent with the 2015 Comprehensive Plan, the Growth Management Act, other state and federal regulations, and MCMC Chapter 17.38, Amendments.
5. In accordance to MCMC Chapter 18.04, the proposed code amendments are subject to the provisions of the State Environmental Policy Act (SEPA). The City's SEPA Official has determined that the proposed code amendments will not have a probable significant adverse impact on the environment. Therefore, an Environmental Impact Statement (EIS) was not required.
6. The Planning Commission reviewed the proposed amendments in numerous work sessions between April 2014 and October 2015 in accordance with the Public Participation Plan prepared for the 2015 Comprehensive Plan and Development Regulations.
7. On September 30, 2015, the proposed amendments were submitted to the Washington State Department of Commerce for review, as required by RCW 36.70A.106.
8. On October 29, 2015, a Determination of Non-significance (DNS) was issued on the proposed code amendments. The comment period ended November 13, 2015.
9. Pursuant to Section 14.07.030 Mill Creek Municipal Code (MCMC), notice of public hearing was posted at Mill Creek City Hall on November 5, 2015, and published in the Everett Herald on November 7, 2015. All legal requirements for public notice have been satisfied.
10. The Planning Commission conducted a public hearing to take testimony on the proposed amendments on November 19, 2015.
11. In accordance with Chapter 35A.63 RCW and MCMC Chapters 2.04 and 14.03, the City Council is charged with the responsibility of making decisions on amendments to the existing Mill Creek Municipal Code (MCMC) regulations.
12. The proposed amendments are consistent with the City's 2015 Comprehensive Plan, the Growth Management Act, MCMC Chapter 17.38, and other applicable state and federal law, will implement the Comprehensive Plan, and will benefit the public health, safety, and welfare.

STAFF RECOMMENDATION:

Notwithstanding citizen testimony and revisions made by the Planning Commission in response to said testimony, staff recommends that the Mill Creek Planning Commission adopt the preceding findings and conclusions and recommend to the Mill Creek City Council adoption of the proposed code amendments.

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Zoning Map



Wilcox Group LLC
 CPA 14-23
 13407 35th Ave. SE
 LDR to MDR
 Recommended.

DRAFT
 Ord. 2015-
 Effective

- City Limits
- Unincorporated Parcels
- LDR Low Density Residential
- PRD 7200 Planned Residential Development
- MDR Medium Density Residential
- HDR High Density Residential
- MU/HDR Mixed Use/High Density Residential
- PCB Planned Community Business
- CB Community Business
- NB Neighborhood Business
- BP Business Park
- OP Office Park
- EGUV East Gateway Urban Village

The City of Mill Creek Municipal Code is available online at www.cityofmillcreek.com



CHAPTER I INTRODUCTION

DEFINITION AND APPLICATION

The City of Mill Creek's Comprehensive Plan is an official public policy document for use by both the public and private sectors of the community. The plan is intended to be a comprehensive guide with policies to be used in making decisions concerning future land uses, establishing urban growth boundaries and city limits, extensions of community services and facilities, locations of future transportation/circulation facilities, parks and open space, designation and protection of environmentally sensitive areas and desirable urban design elements of the City. Several citizen committees and boards helped to formulate this plan and its updates including: the Comprehensive Plan Steering Committee, the City Planning Commission, the Parks and Recreation Board, Town Center Steering Committee, Housing Advisory Committee, the City Council, City staff and the citizenry.

The plan is designed to be ~~both comprehensive~~comprehensive and general as well as long-range in nature. It is comprehensive in that it encompasses major geographic areas of the City and the functional elements that affect physical development or preservation; general in that it summarizes major policies and proposals; and long-range in that it not only addresses current issues, but also anticipates problems and possibilities for the future.

In 1992 the City adopted its first Comprehensive Plan and in 1994 the City adopted the first Comprehensive Plan under the Growth Management Act (GMA). In 2004, the Plan was updated with new growth targets for the next 20 years. The 2004 2015 Comprehensive Plan updates required by the Growth Management Act has again created an opportunity for the City to evaluate its existing goals and policies and determine whether they still represent the vision of the community.

Mill Creek has changed significantly since adoption of the first GMA plan in 1994. Nearly all land available for residential uses has been developed, ~~and the Mill Creek Town Center is under construction~~has been completed, and development has begun in the East Gateway Urban Village. SR 527 has been widened from a two-lane rural road to a five-lane urban arterial, significantly changing the character of Mill Creek. Thus, the 2004 2015 Comprehensive Plan focuses on revising ~~several of~~ the plan elements as follows:

- Updates demographic data for population, employment and housing, and establishes a population growth target for ~~2025~~ 2040 to respond to the Vision 2040 Regional Growth Strategy adopted in 2008 and the Countywide Planning Policies which include 2035 population and employment growth targets for the City;

- Incorporates the ~~SR 527 Corridor Subarea Plan~~East Gateway Urban Village Subarea Plan into the main planning document;
- ~~Updates existing conditions and identifies future capital facility projects for parks, roads, sidewalks, stormwater facilities and other capital facility improvements; and~~
- ~~Updates transportation inventories and level of service standards and guidelines consistent with Vision 2040; and~~
- ~~Updates affordable housing policies.~~
- ~~Includes strategies for increased protection of threatened species listed under the Endangered Species.~~

~~Although the Comprehensive Plan will be used to direct development of regulations which govern land use and development, the Comprehensive Plan will not be used to review development applications except when reference to this Comprehensive Plan is expressly required by an applicable development regulation. The Comprehensive Plan is a policy document, which the City implements through the development regulations and through the City's implementing documents/programs (i.e., budget, Capital Improvement Plan, etc.).~~

RELATIONSHIP OF THE COMPREHENSIVE PLAN TO ZONING AND SUBDIVISION CONTROLS

As enabled by the 1990 Washington State Growth Management Act, the Comprehensive Plan is a mandatory public policy document adopted by the local legislative body to guide the physical development and conservation of a municipality or county. The implementation of the plan occurs through the application of the zoning and subdivision regulations, Critical Area Regulations, transportation and capital improvement programming and other official controls intended to meet the goals and objectives of the plan. ~~The City will prepare and adopt such regulations by December 31, 2004.~~

This Comprehensive Plan has been prepared pursuant to 35A.63 RCW and meets the requirements of the 1990 Washington State Growth Management Act as amended. ~~This document amends the 1999 Mill Creek Comprehensive Plan.~~

COMPREHENSIVE PLANNING PROCESS

The comprehensive planning process creates a blueprint for the logical development of the City and effective means to implement the plan's policies. The process addresses, through a logical sequence, the various land use related factors that must be considered to formulate responsible land use policies and proposals. These factors include the following:

- The establishment of citywide goals;
- The inventory and analysis of land use, housing, population levels, capital facilities, utilities, parks and open space, environmental features and transportation facilities;
- The understanding of issues, both technical and citizen-related;
- The development of public policies/proposals to resolve and/or address the relevant issues;
- The involvement of citizens in the plan and policy-formulation process; and
- The transformation of policies into the land use, transportation, environmental features, parks and open space plan maps and attendant implementation tools.

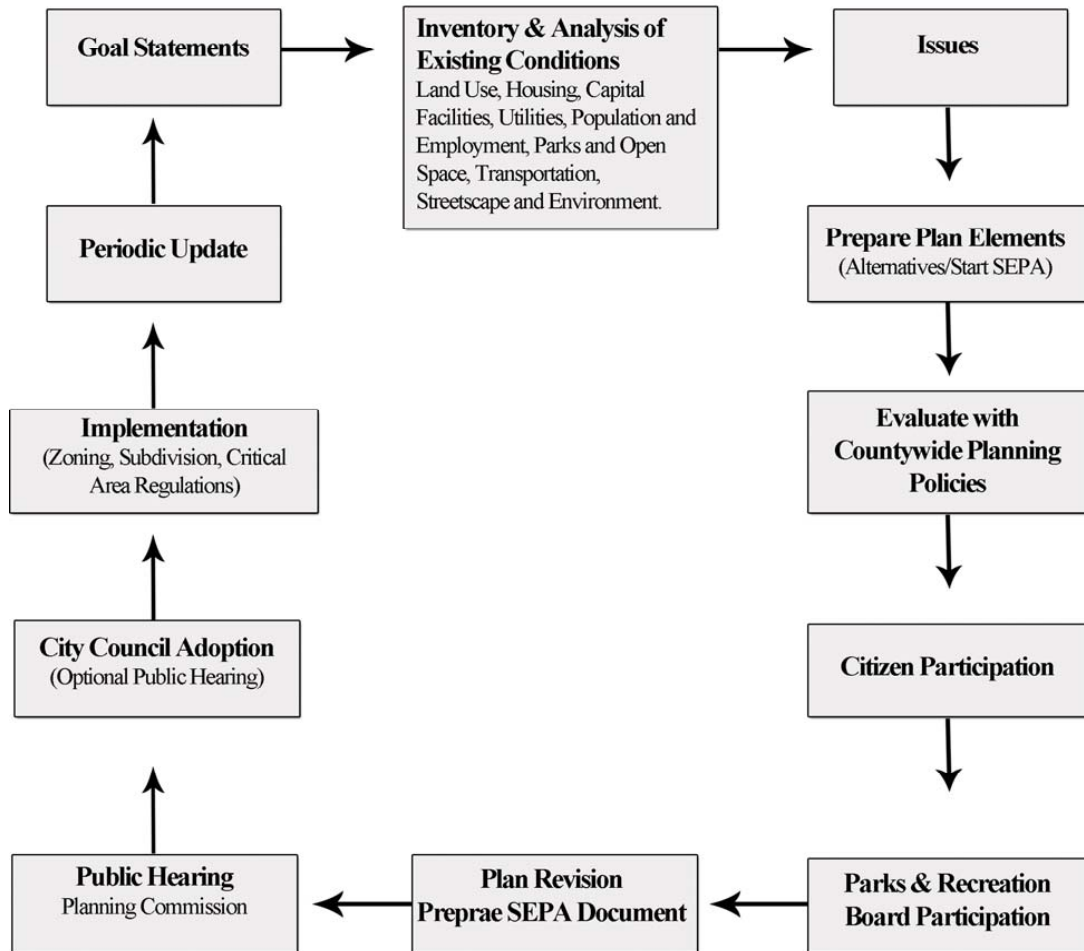
The planning process is continual. It involves not only the formulation of the Comprehensive Plan document, its implementation and the application and use of various regulatory tools, but also continual monitoring and periodic updating. The success of the planning process in the City relies heavily upon the City's ability to keep the major elements of the plan current. Thus, the plan should be updated regularly by the ~~Planning Commission-City~~ and such revisions should adhere to the various sequential stages in the planning process.

The chart on the following page illustrates the sequential steps of the planning process.

ORGANIZATION

The Comprehensive Plan document is organized to be consistent with the sequential steps of the planning process, and the required elements of the Growth Management Act. It is intended to present the basic information and data necessary for the preparation of development regulations and plans. Thus, after a brief history of the development of the City, a series of goal statements intended to provide the overall direction of future growth and conservation planning for the City is presented. A brief description of the current population and projections for future expansion are then discussed in the summary of population and employment. Next, the plan elements are presented, which provide the fundamental decision-making tools concerning Land Use, Housing, Capital Facilities, Utilities, Transportation, Streetscape, Environmental Features and Parks and Open Space. The plan elements also include related maps that graphically portray the spatial interpretation of policies. ~~The final section of the plan includes amendment criteria, which establishes the process and means of revising the plan policies and maps within the public review process. The inventory and analysis of existing conditions are presented in a separate document entitled *Comprehensive Plan Background Summary*.~~

**City of Mill Creek
Comprehensive Planning Process**



CHAPTER II
CONSISTENCY WITH COUNTYWIDE
PLANNING POLICIES

INTRODUCTION

The Washington State Growth Management Act (GMA) requires that counties planning under the Act adopt Countywide Planning Policies (CPPs) in cooperation with the cities within the County. ~~The Snohomish County Countywide Planning Policies were developed and adopted by the County and the cities working together through Snohomish County Tomorrow. The Countywide Planning Policies are to be used as a framework for city and county comprehensive plans in order to ensure that the plans are consistent with one another. The purpose of the CPPs is to establish a framework for developing and adopting coordinated and consistent county and city comprehensive plans. The CPPs also provide direction necessary for coordinated implementation of GMA required Multicounty Planning Policies (MPPs) which are incorporated into Vision 2040 adopted by the Puget Sound Regional Council (PSRC) in 2008.~~

Following the adoption of Vision 2040 by the PSRC, Snohomish County and its cities worked through Snohomish County Tomorrow to update the CPPs to be consistent with the MPPs. The updated CPPs were adopted by the Snohomish County Council in 2011.

The City of Mill Creek's Comprehensive Plan has been evaluated for consistency with the updated Countywide Planning Policies and is substantially consistent with these policies. The following discussion briefly summarizes how the Comprehensive Plan elements are consistent with the Countywide Planning Policies.

COUNTYWIDE PLANNING POLICIES

Joint County and City Planning within Municipal Urban Growth Area (MUGA)

The Countywide Planning Policies support both GMA and Vision 2040 requirements for joint county and city planning within MUGAs.

The Mill Creek Comprehensive Plan recognizes the need for interjurisdictional planning consistent with the CPP's and Vision 2040. Several of the elements include policies that identify the need to work with surrounding jurisdictions in land use, housing, transportation, economic, capital facility and utility planning.

The Growth Management Act requires jurisdictions planning under the GMA to establish UGAs within which growth can be supported with adequate public facilities. Mill Creek is one of several cities within the Southwest UGA of Snohomish County and the City has

designated its own Municipal Urban Growth Area (MUGA) surrounding the current city limits from which annexations to the City can be considered.

The Mill Creek ~~Comprehensive Plan designates an~~ MUGA ~~that~~ uses identifiable boundaries such as natural features and roads. The City's MUGA provides sufficient density, developable land, public facilities and public services to accommodate population and employment growth projected targets established in the CPPs over the next 20 years. The City's MUGA is recognized in the adopted CPPs.

~~The Countywide Planning Policies support the implementation of the Vision 2020 Plan, the region's growth, economic and transportation strategy. The Vision 2020 Plan supports the development of town centers as focal points for neighborhoods and major activity areas. The Land Use Element of the Comprehensive Plan includes policies for the development of the Mill Creek Town Center, which are consistent with the Vision 2020 plan. The Mill Creek Town Center is currently under construction and will provide a focal point for the community.~~

Contiguous Development and Provision of Urban Services~~Development Patterns and Orderly Development~~

The Countywide Planning Policies address the promotion of contiguous and orderly development and the provision of urban services to achieve livable places that are environmentally sustainable, economically viable and socially responsible for the long-term future.

The Land Use, Capital Facilities and Utilities elements contain policies relating to establishing development patterns and the orderly development of land within the City and its MUGA. The Land Use Element identifies ~~individual Neighborhood Planning Areas within the unincorporated portion of~~ the City's MUGA and establishes policies for the provision of urban services and facilities within these areas if ~~and when~~ they are annexed into the City.

Joint County and City Planning Within MUGAs

~~The Countywide Planning Policies address the GMA requirement for joint county and city planning within MUGAs.~~

~~The Mill Creek Comprehensive Plan recognizes the need for interjurisdictional planning that ensures consistency among jurisdictions. Several of the elements include policies that identify the need to work with surrounding jurisdictions in land use, housing, transportation, economic, capital facility and utility planning. In addition, the City and County have entered into an interlocal agreement for joint planning within the unincorporated areas surrounding the City.~~

Housing

The Countywide Planning Policies focus on the ~~provision of need to provide~~ a variety of decent, safe and affordable housing opportunities to all segments of the County's population.

The Housing Element of the Comprehensive Plan contains policies that are consistent with the Countywide Planning Policies. The housing policies emphasize the need for the City to work regionally to ~~address—promote, facilitate and contribute to~~ housing affordability issues in the community. In addition, the policies call for development of a variety of housing types and densities in order to meet the needs of all City residents.

Siting Essential Public Capital Facilities of a Countywide or Statewide Nature

~~The Countywide Planning Policies require an interjurisdictional review process for siting essential public facilities. The Capital Facilities Element includes a section discussing the siting process for essential public facilities. The element also includes policy language ensuring consistency with Snohomish County's essential public facilities ordinance at such that it becomes effective.~~

Economic Development and Employment

~~The Countywide Planning Policies encourage jurisdictions in Snohomish County to develop an economic strategy as part of their comprehensive plans emphasize providing opportunities for continued growth and success of businesses and promoting a balance of jobs-to-housing to support economic activity, encourage local economic opportunities and improve mobility.~~

The Comprehensive Plan contains strategies intended to promote economic development in the community. ~~The Land Use Element identifies several areas within the City and the MUGA where retail uses, and business and light industrial enterprises should locate. The Transportation and Utility elements include policies to create an infrastructure to support development within areas designated for retail, business and industrial development. The Population and Employment Element ensures consistency with the City's employment and population targets. In addition, the Land Use Element designates commercial, industrial and mixed use areas for development and job provision, while the Housing Element provides policies to allow a variety of housing types for City residents.~~

Transportation

~~The Countywide Planning Policies address the need to provide transportation systems that support land uses established in the Comprehensive Plan, use concurrency standards and establish agreements for joint mitigation of traffic impacts. The Countywide Planning Policies guide transportation planning by the County and cities in the County and provide the basis for regional coordination with the Washington State~~

Consistency with Countywide Planning Policies (Effective _____; Council Ord. 2015-____) II-3

Department of Transportation and transit agencies. In addition, the CPP's address the need to provide for transportation systems that support land uses established in the Comprehensive Plan, and establish concurrency standards and agreements for joint mitigation of traffic impacts.

Transportation goals and policies in the Comprehensive Plan address the need to enter into interlocal agreements with surrounding jurisdictions and coordinate transportation planning identify and prioritize transportation needs that are incorporated into the seven-year Capital Improvement Plan (CIP) to meet established Level of Service Standards and Guidelines. The policies also address the Growth Management Act requirements of concurrency and Level of Service Standards. The Land Use Element includes policies that are supportive and compatible with public transportation and pedestrian facilities. Additionally, the land use locational criteria include the spatial requirements for siting transportation facilities. The Transportation Element includes policies for coordinating with other jurisdictions in the siting of high-capacity transit facilities. The Transportation Element includes policies for coordinating with state, regional, and local planning efforts for transportation through the Puget Sound Regional Council to develop and operate a highly efficient, multimodal system that supports the regional growth strategy.

Natural Environment

The Countywide Planning Policies focus on the need to be stewards of the environment and embrace ways to integrate environmental protection with economic and social needs.

The Goals of the City have been updated to include support of the state's climate change initiative. The Environmental Features and Land Use Elements include policies that support the care and preservation of the environment and promote a sustainable economy.

Public Services and Facilities

The Countywide Planning Policies require a review process for siting essential public facilities. The Land Use Element includes a section discussing the siting process for essential public facilities. The Land Use Element also includes policy language promoting collaboration with public agencies and special districts to co-locate essential public facilities.

In summary, the City of Mill Creek finds that the Comprehensive Plan is consistent with the Countywide Planning Policies.

CHAPTER III HISTORY OF MILL CREEK

The City of Mill Creek is a part of a larger vision that has been developing since the 1950's, though its name has varied from that of the home of the Greek gods (Olympus) to the Chinook Indians' idea of open, free and outdoors (Klahanie).

Although there have been settlers and farms in the area for many years, relevant history begins with the purchase in the 1930's by Dr. Garhart of 800 acres, which would later become the major portion of Mill Creek. Dr. Garhart was known as a staunch naturalist who performed extensive inventories of the natural resources of the site and made numerous observations of the wildlife and vegetation. The larger Garhart property was surrounded by several families on smaller tracts (20-60 acres).

Dr. Tony Levitsis, a former Mill Creek City Councilman, tells of the folklore surrounding one such family, the Garletts.

"They owned 50 acres, sold off ten to pay back taxes, and then moved deep into the woods. There they built a cabin on what today is the 13th tee of the Mill Creek Golf Course. Access was over a rugged trail through the property that is now Larry's Smokehouse [14527 Bothell-Everett Highway]. The depression was a lean time; the family raised chickens, pigs, gardened and even did some logging; anything to survive. The family of five lived in a cabin that measured 15 feet square and stood about 5 1/2 feet high. It had a crude door, an opening that passed for a window, a wood stove that supplied heat and cooking and a dirt floor, which was later planked over. Water came from a spring in the winter. During the summer the spring dried up and they had to carry water from Penny Creek. The cabin is long gone, replaced by the Laurel subdivision."

One remnant of the efforts of the Garharts, Garletts and other families which still does exist is the dam and reservoir constructed in 1935 just east of the intersection of SR 527 and 164th Street S.E. It was then named Wintermutes Corner and is still referred to as such on many maps.

DEVELOPMENT OF MILL CREEK

The Environmental Impact Statement (EIS) for the Planned Residential Development (PRD) for Mill Creek in 1974 described the development activities as follows:

"In 1965 Northwestern Properties organized a series of partnerships which optioned and controlled approximately 3,000 acres. The principal owner was Mr. Elmer Kerns who purchased his ownership from Garhart on a real estate contract basis.

At this time a planned new community, to be called Olympus, was proposed. The Olympus plan was a forerunner of the present proposed new community. Basically, it differed from the current plans in terms of the land use layout, and also, an overall higher density of uses would have occurred than with the proposed project. The investigations for planning and financing were oriented toward federal participation. In the course of such investigations, the feasibility for obtaining such long-term assistance was diminished and alternate means were sought.

In 1968, Howard T. Harstad, a local consultant, agreed to take over the options and brought in the Morrison-Knudsen interests to supply the required financial backing. At a critical point in the conception of the project one of the principals of the Morrison-Knudsen firm who had personally backed the venture on a corporate level met with a fatal airplane accident. After a subsequent corporate review of the project status, the Morrison-Knudsen firm decided to withdraw their support and concentrate their resources on other ongoing ventures.

After the Morrison-Knudsen financial assistance was withdrawn, Harstad also divested his interest. During this time, the Boise Cascade Company had expressed an interest in taking over the project on a self-sufficient basis. The economic downturn in 1969 and 1970 due to a drastic reduction in aerospace employment caused Boise Cascade to abandon their plans and return control to the Kerns interests.

During the middle of 1973, Tokyu Land Development (Hawaii), Ltd., acquired control of the land through options (1,200 acres ±) and assigned their interest to the United Development Corporation (with the Ohbayashi Corporation) who was at the time conducting planning and engineering studies, which resulted in a comprehensive master plan for the new community."

The consulting firm of Wilsey and Ham was hired in 1973 to prepare a master plan, which was submitted to Snohomish County in January 1974; amendments to the comprehensive plan were made in February and March and the contract rezoned was signed in April. The restrictive covenants were signed in 1975.

The contract rezoned by Snohomish County included the overall Master Development Plan. In the next eight years, all nine sector plans would be prepared and accepted. The final sector plan anticipated a citywide total of over 4,600 dwelling units with a population of 12-14,000 when construction was completed.

The Sector Plans were implemented by individual Division of Development Plans and Subdivision Plats.

The City of Mill Creek, then consisting of 1,160 acres, was incorporated in 1983. The primary impetus for incorporation was the desire by the residents to receive a more equitable tax structure and improve police protective services. Being an unincorporated territory served by the Alderwood and Silver Lake water districts, the Everett School District,

two fire districts and three telephone exchanges, as well as having a Bothell mailing address, left the area without a community identity. The City Council was elected and the Planning Commission was appointed. In 1987, the Recreation and Parks Advisory Board was established.

The City of Mill Creek has gone through significant changes since incorporation in 1983. The City has doubled in area as annexations have occurred. Since incorporation, ~~14-17~~ annexations ranging between 2 and 300 acres in size have been approved by the City. As of ~~February 2001~~2008, the City had a total area of ~~2,365 acres~~ 2,994 acres or 4.68 square miles. As of April ~~2004~~2015, the City's population is estimated to be ~~12,760~~ 19,760.

The majority of the developable land within the City of Mill Creek has now been developed or is under construction. All of the sectors in the original Mill Creek Master Plan have been developed. The Mill Creek Town Center ~~is under construction~~has been completed and has become a vital part of the City's economy and has enhanced the quality of life. ~~and the majority of the SR 527 Corridor Subarea has been developed with multifamily residential neighborhoods. SR 527 has been widened to five lanes between 164th Street SE and SR 96. The City created a new mixed use subarea called the East Gateway Urban Village and is in the process of developing this area.~~ This development activity implements the City's Land Use Plan to create a vibrant, livable community, where residents can live, work and play.

CREATING A NAMESAKE

In 2000, the City was successful in officially designating a small creek, locally referred to as Smokehouse Creek, as Mill Creek.

The idea for establishing an official name for the creek was generated by the Mill Creek City Council. Because the creek flows through the Town Center site (~~then undeveloped~~), they reasoned, it should be given a name that complements the Town Center and establishes a namesake for the City. After some discussion, it was decided that the creek should be named Mill Creek.

City planners appeared before the State Board of Geographic Names, and in December 2000, the City's request to name the creek Mill Creek was approved.

CHAPTER IV GOAL STATEMENTS

INTENT

The Comprehensive Plan is composed of a set of goals, policies and maps that provide an overall community vision and the direction for formulating decisions concerning the physical development of the City and ~~immediate surroundings~~ its Municipal Urban Growth Area. The goals represent the primary direction for land use, transportation, environmental protection, and park and recreation decisions that will guide the physical development of the City within a 20-year planning period.

The original goals were developed by seven citizen committees between September 1986 and July 1987, and were intended to guide the development and adoption of the Comprehensive Plan and subsequent development regulations.

- ~~These goals were updated in 1994~~ In 1994 these goal statements were updated to ensure consistency with the statewide planning goals set forth in the Growth Management Act.
- ~~Additional~~ In 2004 additional goal statements ~~have been~~ were added ~~in conjunction with the 2004 update~~ to address the adoption of the Mill Creek East UGA Subarea plan, and to establish a strategy for protecting the Chinook Salmon, which was listed as a threatened species under the Endangered Species Act in 1999.
- In 2008, ~~new~~ goal statements were added to address the planning of the East Gateway Urban Village, to establish a City strategy for sustainable development, and to establish a City response to climate change.
- In 2015 goal statements were added to support the state's climate change initiatives, encourage the appropriate mix of land uses to maximize transportation options and minimize vehicle miles traveled, and to recognize that hazard avoidance should be taken into account in developing a Comprehensive Plan.

The Comprehensive Plan goals are separated into the various components of the urban and natural environment and include directives on city image, housing, environmental protection, hazard avoidance/mitigation, residential development, commercial and industrial development, mixed-use development, the Town Center, East Gateway Urban Village, parks and recreation, transportation, transit, economic development, capital facilities and municipal finance, and intergovernmental coordination property rights and Municipal Urban Growth Area.

CITY IMAGE

- Maintain the character of Mill Creek as a primarily single-family, detached residential community characterized by distinct residential neighborhoods, a vibrant central business/retail commercial districts, high-quality multifamily neighborhoods and an extensive network of neighborhood parks, trails, and open space corridors.
- Create multifamily neighborhoods that are complementary to the high quality and unique suburban residential character of the community.
- Promote respect for nature and sensitive development as fundamental principles of the City. To the greatest extent possible, the natural environment shall be preserved and protected before, during, and after the development process.
- ~~The Continue to apply the~~ high-quality standards that characterize the existing commercial and industrial sectors of the community ~~shall continue to be applied~~ to the non-residential portion of the City. ~~The City shall c~~Consider expansion of ~~its the~~ commercial base by modifying development regulations to allow efficient redevelopment of commercial properties, annexation, or exercise of influence in adjoining jurisdictions.
- Create a community lifestyle with a balanced mix of family wage jobs and high quality housing that reduces traffic and commute times for residents.
- The community is linked by a system of pleasant and safe pedestrian pathways that connect the residential, recreational, natural and commercial areas of the City. ~~Future development shall be designed~~ Design future development in such a fashion as to incorporate additional pedestrian and bicycle pathways that connect to the existing public/private pathway network where appropriate, and to incorporate aesthetic streetscapes that include street trees, sitting areas, landscaped medians, and separated sidewalks.
- Major recreation facilities are located within the community. ~~Passive Public and private passive~~ recreation has been woven into the residential, business and open space areas of the City. The unique City design, the greenbelts, and the self-contained neighborhoods contribute to a "sense of community" in the City that shall be furthered as future development and redevelopment occurs.
- The City government is an expression of community-wide pride and participation, and shall continue to strive for creative yet efficient services while maximizing the benefits of City revenues. Encourage Future future urban growth ~~shall be encouraged~~ in areas where adequate facilities and services exist or can be provided for in an efficient manner.

HOUSING

- Plan for affordable housing opportunities for all economic segments of the community.
- Plan for a wide variety of housing choices to accommodate all of the needs of the Mill Creek community.
- Preserve the integrity of existing homes and neighborhoods.

ENVIRONMENTAL PROTECTION

- ~~The City shall require the highest~~ Promote high standards of environmental protection and mitigation, including sensitive treatment and preservation of the natural environment and critical areas based upon Best Available Science.
- ~~The City shall m~~Maintain an attractive and high-quality environment for residential, commercial, and industrial activities through creative design, landscaping, and control of impacts that detract from the environment or create hazards.
- Develop and enforce policies and regulations that protect the Chinook salmon and other fisheries resources within North Creek and its tributaries.
- Encourage the use of low impact development techniques during land development. Use of these techniques contribute to the reduction of impervious surfaces (e.g., streets, driveways, and roof tops), and have long-term benefits to the health of downstream water bodies such as wetlands and streams.
- Develop policies and administer regulations that sustain the City's environment, economy, and community by minimizing greenhouse gas emissions and by responding and adapting to the impacts of climate change.
- Comply with laws that are adopted as a result of the state's climate change initiatives.
- Continue to be good stewards of the environment by taking appropriate measures to reduce the environmental impacts of future development and City operations.

HAZARD AVOIDANCE/MITIGATION

- The City shall consider manmade risks and the natural environment's capacity to absorb and reduce the impacts of natural hazard events when developing the Comprehensive Plan.

RESIDENTIAL DEVELOPMENT

- ~~The City shall e~~Ensure quality housing and a safe, healthful and aesthetically pleasing living environment for all residents of the community.
- ~~The City shall r~~Regulate residential development to ensure moderate, well-planned growth, which can be assimilated with minimal disruption and inconvenience to existing residents and facilities.
- ~~Future Ensure that~~ residential development ~~shall occurs~~ within a range of densities that preserves the existing housing stock, ~~are is~~ compatible with surrounding land uses, and provides for a variety of housing types.
- Create well designed, compact medium- and high- density residential neighborhoods in appropriate locations, within close proximity to commercial areas that offer facilities, transit, and other urban services, ~~such as those located in the Town Center.~~

COMMERCIAL AND INDUSTRIAL DEVELOPMENT

- ~~The City shall a~~Actively pursue land for diverse commercial and business development opportunities and encourage economic development that is consistent with the Comprehensive Plan.
- ~~The City shall a~~Allocate land for high-quality commercial and industrial uses based on appropriate site characteristics, community need, and adequacy of facilities and services.

MIXED-USE DEVELOPMENT

- In areas where there is access to transit and opportunities for pedestrian activity, ~~the City shall~~ encourage compact, well-defined mixed-use neighborhoods with a strong sense of place.
- Mixed-use development shall include high-density residential uses integrated with retail uses, office uses and efficient and safe public open spaces/plazas appropriately sized for the development and the surrounding neighborhoods.
- ~~Design Mixed~~mixed-use development ~~shall be designed~~ with pedestrian connections and convenient access to transit facilities, resulting in reduced vehicle trips and a more walkable, livable environment.
- ~~Mixed~~Integrate mixed-use development ~~shall be integrated~~ with adjacent existing residential neighborhoods and the natural environment.

- ~~Utilize b~~Buffers or other design features ~~shall be utilized~~ to ensure that mixed-use development is compatible with adjacent land uses.
- ~~The City shall e~~Encourage development that incorporates green building practices, includes efficient infrastructure design, and provides a variety of housing opportunities and choices available to a range of income levels, family sizes and lifestyles.
- Review the zone districts to determine if mixed use development is appropriate, especially in areas of the City likely to redevelop in the next 20 years.

TOWN CENTER

- ~~Create a~~Maintain Town Center ~~that is as a~~ pedestrian friendly and transit oriented destination place.
- ~~Create a~~Support and encourage a strong identity for the Town Center as an entertainment, retail and dining center. that includes a diverse mix of uses and residential densities
- ~~The City should~~Take steps to ensure that the Town Center remains an economically viable and desirable place for the community to shop, dine and gather.
- Incorporate into the Town Center places that provide for the needs of a diverse population of different ages.
- ~~Integrate the Town Center with existing commercial development and surrounding natural environment.~~
- ~~Create residential neighborhoods with a wide range of densities and housing types north of Town Center to create a “critical mass” to support uses within the Town Center.~~

EAST GATEWAY URBAN VILLAGE

- Create a well-designed Urban Village that is pedestrian friendly and transit oriented.
- Create a strong identity for the Urban Village that includes a diverse mix of marketable commercial, public, institutional uses, and residential densities.
- Create an Urban Village that is compatible with existing commercial development within the City through the use of high quality building materials and architecture, appropriate building scale, pedestrian facilities, and public open spaces/plazas.

- ~~Incorporate buildings and spaces that facilitate activities that meet the needs of a diverse population of different ages.~~
- ~~Integrate the Urban Village with adjacent existing residential neighborhoods while minimizing negative environmental impacts.~~
- Create an Urban Village that incorporates and complements existing land uses and residential neighborhoods within the planning area and minimizes negative environmental impacts.
- Incorporate medium and high density residential neighborhoods to create a “critical mass” to support commercial services within the Urban Village.
- Provide coordinated, safe and efficient access into and between properties with the Urban Village via an internal public road network with controlled access onto 132nd Street SE and Seattle Hill Road.

PARKS AND RECREATION

- Pursue acquisition of land that meets the recreational needs of the community.
- Develop a park system that complements and enhances Mill Creek’s natural resources.
- Provide for the development of high quality, convenient and safe active and passive recreation facilities, which may include a community center, tennis and basketball courts, picnic sites, ball fields, open play areas, and pedestrian and bicycle trails.
- Initiate recreation programs for all ages, including development of a senior services program that addresses the recreational, educational, and social needs of the community’s senior citizens.

TRANSPORTATION

- The Mill Creek transportation network shall be multimodal and provide the community with a sense of identity and belonging, and shall incorporate the highest safety standards.
- ~~Orient The the~~ Mill Creek transportation network ~~shall be oriented~~ toward pedestrians and ensure that it is accessible to all segments of the population. ~~The Design the~~ network ~~shall to~~ provide convenient and safe bicycle and walking access between housing, recreation, shopping, schools, community facilities, and mass transit access points.

- ~~The Mill Creek transportation network shall s~~Segregate local residential traffic from arterial traffic. ~~The network shall s~~Screen and protect residential areas from adjacent arterials.
- ~~The Ensure that the~~ Mill Creek transportation network ~~shall be is~~ multimodal, coordinated with the Comprehensive Plan, and well integrated with adjoining regional transportation systems.
- Provide employment and residential areas in close proximity to each other to maximize transportation choices and minimize vehicle miles traveled. Mixed-use development is one method to achieve this goal.

TRANSIT

- ~~The City shall e~~ncourage local and regional public transportation systems that contribute to the relief of traffic congestion, promote energy conservation, and enhance mobility for the community.
- Establish land uses and urban patterns that support public transportation and promote ridership.
- Improve public transportation service accessibility for elderly, disabled, low and moderate income, youth, and other mobility-disadvantaged people.
- ~~The Incorporate public transportation in the~~ design of all major public and private projects ~~shall incorporate public transportation.~~
- Improve circulation in and around the community by promoting alternatives to single-occupant auto use.

ECONOMIC DEVELOPMENT

- ~~The City shall p~~rovide for continued economic growth and development in Mill Creek such that the community's unique identity as a planned and attractive community is maintained and nurtured in its business as well as its residential sections.
- ~~The City shall s~~upport economic activities that provide for a strong tax base, contribute revenues to the City, and provide for a sufficiently convenient and diverse set of retail businesses to meet the needs of the citizens of the City and its environs.
- ~~The City shall d~~velop implementation programs for economic objectives that will encourage economic growth and protect existing businesses while attracting new businesses and industries.

- ~~The City shall e~~Enact energy conservation measures for City operations that will result in a reduction of greenhouse gas emissions.
- ~~The City shall develop strategies to promote a diversified and sustainable economy that is resilient to the impacts of climate change.~~
- ~~The City shall e~~Encourage and support climate friendly and sustainable businesses and business practices ~~and a clean energy economy~~.

CAPITAL FACILITIES AND MUNICIPAL FINANCE

- ~~The City shall d~~Develop, implement and maintain a long-range financial plan for City operations.
- ~~The City shall d~~Develop and implement a Capital Facilities Plan to assist in the long-range financial resource planning for public improvements and programs. The plan shall include Level of Service standards and guidelines for various public facilities and ensure that appropriate services to support development are adequate at the time of occupancy and use.
- ~~The City shall d~~Develop financial policies for the City that enable the Council and City Manager to maintain a favorable financial condition.

INTERGOVERNMENTAL COORDINATION

- ~~The City shall e~~Ensure that agencies that have jurisdiction over aspects of Mill Creek development promote the goals of the City. ~~The City shall m~~Make known its the City's goals and policies and cooperate with other agencies in their implementation.
- ~~The City shall e~~Encourage the participation of all citizens, community associations and interest groups in the planning and development decision-making process.
- ~~The City shall e~~Cooperate with all other public agencies with jurisdiction in the Mill Creek area to ensure that future growth and development is complementary to Mill Creek standards.

PROPERTY RIGHTS

- ~~The Protect the~~ property rights of land owners ~~shall be protected~~ from arbitrary and discriminatory action by the City.

MUNICIPAL URBAN GROWTH AREA

- Plan for development within the City's MUGA, within unincorporated Snohomish County, to be consistent with City development standards so that residential neighborhoods and commercial centers are compatible and complement the existing high quality development within the City of Mill Creek.
- ~~Implement the Mill Creek East UGA Subarea Plan at such time that land is annexed to the City.~~

CHAPTER V POPULATION AND EMPLOYMENT

INTRODUCTION

Population and employment forecasts are the basis for determining the amount and type of land uses and services required to accommodate the anticipated growth in the community. This chapter utilizes demographic information derived from the 2010 U.S. Census and the 2008-2012 American Community Survey 5-Year Estimates for population, housing and employment forecasts, as well as information compiled by the Puget Sound Regional Council (PSRC), the Snohomish County Planning Department, Snohomish County Tomorrow (SCT) and the Washington State Office of Financial Management (OFM).

2035 Population and Employment Growth Targets and Capacity

VISION 2040 was adopted by the Puget Sound Regional Council in 2008. The cities and counties of the Puget Sound region participated in the development of VISION 2040, which is the regional strategy for accommodating the 5 million people expected to live in the region by 2040. The Regional Growth Strategy in VISION 2040 anticipates the distribution of an additional 1,712,000 people to regional geographies in the central Puget Sound region, with most of the growth assigned to metropolitan and core cities. In Snohomish County those cities are Everett, Lynnwood and Bothell.

After VISION 2040 was adopted, the next step in the population allocation process was for the four counties and their cities to establish their population and employment targets, which are used in the comprehensive plan updates. In June 2011, the Snohomish County Council adopted Countywide Planning Policies (CPP) establishing population and employment growth targets for each of the cities and the County through the year 2035.

The City of Mill Creek can accommodate the adopted CPP growth targets through 2035 within the City of Mill Creek and its MUGA using the existing Comprehensive Plan land use designations and zoning (City and County). The distribution of the population targets, population characteristics and employment targets are discussed in this chapter.

POPULATION TARGETS AND CAPACITY FORECAST

Snohomish County:

According to the OFM, as of April 1, 2014, the population estimate for all of Snohomish County was 741,000. Including incorporated areas, Snohomish County's population increased from 606,024 in 2000 to 713,335 in 2010, this was the second largest numeric gain in the state with an average annual population growth rate of 1.6%, the fastest rate

of growth among the four counties in the central Puget Sound region during the past decade.

Between 2010 and 2014 Snohomish County’s population growth slowed to an average annual population growth rate of 1%, with a total population of 741,000 in 2014 (Source: Snohomish County Tomorrow 2013-2014 Growth Monitoring Report). Snohomish County as a whole has a 2035 population target of 955,281, which is an increase of 238,281 people from 2011 (Source: CPP).

City of Mill Creek MUGA:

By the year 2035, the population within the City’s MUGA is expected to grow to 47,744 from 36,377 in 2011, which accounts for 4.8% of the total County growth. There is more capacity than necessary in the City’s MUGA to accommodate the future growth; thus, growth may exceed the established target.

City of Mill Creek:

According to the OFM, as of April 1, 2014, the population estimate for the City was 18,780. By the year 2035, the population target for the City is 20,196, an increase of 0.8% over the 2011 population of 18,370. The City has an excess capacity of 200 people with a total capacity of 20,396 in 2035. The 2035 target represents an additional 1,826 people over the 2011 population. The capacity for population growth could change overtime if amendments are made to the Comprehensive Plan Land Use Map and City Zoning Map.

TABLE 1
Population Targets & Capacity for the City of Mill Creek and its Municipal Urban Growth Area (MUGA)

| <u>Area</u> | <u>2011 Estimated Population</u> | <u>2014 Estimated OFM Population</u> | <u>2035 Population Targets</u> | <u>2035 Population Capacity</u> | <u>2035 Capacity Surplus or Shortfall (Difference Between Target & Capacity)</u> | <u>Percentage of County Growth Between 2011 and 2035</u> |
|--|----------------------------------|--------------------------------------|--------------------------------|---------------------------------|--|--|
| <u>Snohomish County</u> | <u>717,000</u> | <u>741,000</u> | <u>955,281</u> | <u>N/A</u> | <u>N/A</u> | <u>100%</u> |
| <u>Unincorporated MUGA</u> | <u>36,377</u> | <u>40,171</u> | <u>53,959</u> | <u>61,484</u> | <u>7,525</u> | <u>4.8%</u> |
| <u>City of Mill Creek</u> | <u>18,370</u> | <u>18,780</u> | <u>20,196</u> | <u>20,396</u> | <u>200</u> | <u>0.8%</u> |
| <u>Sources: 2014 OFM, Puget Sound Regional Council and Snohomish County Council, 2011 Adopted CCP, Appendix B, Table 3, and 2012 Buildable Lands Report.</u> | | | | | | |

Population and Employment (Effective ~~10/19/12~~ _____, 2015; Council Ord. ~~2012-747~~ 2015-_____) V-2

**TABLE 1
Past Population Trends and Forecasts for the City of Mill Creek
and its Municipal Urban Growth Area (MUGA)**

| — | 1980 | 1990 | 2000 | 2010 | 2000 - 2010 Change | 2025 | 2010–2025 Change |
|--|---------|---------|---------|---------------------|--------------------|---------|------------------|
| Current Limits of the City of Mill Creek | 1,803 | 7,172 | 11,525 | 18,244 | 58.3% ² | 19,421 | 6.5% |
| Unincorporated MUGA | N/A | N/A | 28,360 | 36,007 ³ | 27.0% | 51,900 | 44.1% |
| Snohomish County | 337,720 | 444,750 | 606,024 | 713,335 | 17.7% | 862,254 | 20.9% |

¹— N/A indicates that data is not available.
²— The City population increase between 2000 and 2010 is attributable to both annexations and new construction.
³— 2010 MUGA population is based on 2010 census data

Source: Puget Sound Regional Council; Snohomish County Planning Department; City of Mill Creek Department of Community Development; and 2010 U.S. Census of Population and Housing

By the year 2025, the population is expected to grow to 19,421, an increase of 5.7 percent over the 2011 population. While this represents an average annual population growth of .4 percent between 2011 and 2025, the lack of additional developable land and strong multifamily residential development trends in southwest Snohomish County will likely result in most of the growth occurring in the next five to ten years. However, the projected 2025 population of 19,421 could change based on potential amendments to the Comprehensive Plan Land Use Map and City Zoning Map.

Population growth in the City increased by 4.3 percent annually between 2000 and 2011, reflecting a reduction in the rate of growth the area experienced during the 1980's and the early 1990's, when the population more than tripled. Although the rate of growth has lessened, the southwest portion of Snohomish County is predicted to continue to grow at a moderate rate. These forecasts illustrate a major local and regional trend: Snohomish County will continue to be the fastest growing county in the Puget Sound Region and the Mill Creek area is anticipated to accommodate a proportionate share of the south county growth.

~~According to the 2010 U.S. Census of Population and Housing, males and females comprised almost an equal percentage of the total population of the City of Mill Creek (48.6 percent male, 51.4 percent female). See Chart 1 on page 2 for a comparison of the various age groups in 1990, 2000, and 2010.~~

DEMOGRAPHICS

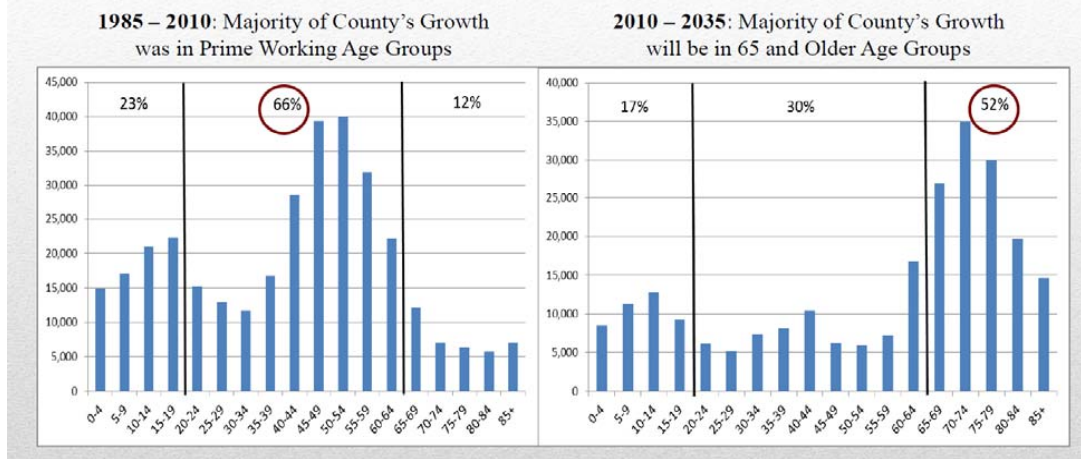
Age:

According to the Snohomish County Tomorrow 2013-2014 Growth Monitoring Report, characteristics of population and change in the County to the year 2035 are expected to be considerably different than in the past. The following changes and trends apply to the City as well. A significant aging of the population is projected to occur as the “Baby Boomer” cohort ages into their senior years (71-89). In 2010 less than 10% of the City’s population was over the age of 65 (Table 3). By 2035 the trends indicate 21% of the population will be over 65. The City will need to consider planning for services and housing if the senior population desires to age in place and utilize the services within the City. The following lifestyle changes are projected for this age group:

- Higher demand for housing in urban/central residential locations closer to services.
- Less demand for single-family detached housing development and higher demand for multifamily and rental housing.
- More reliance on non-automobile modes of transport.

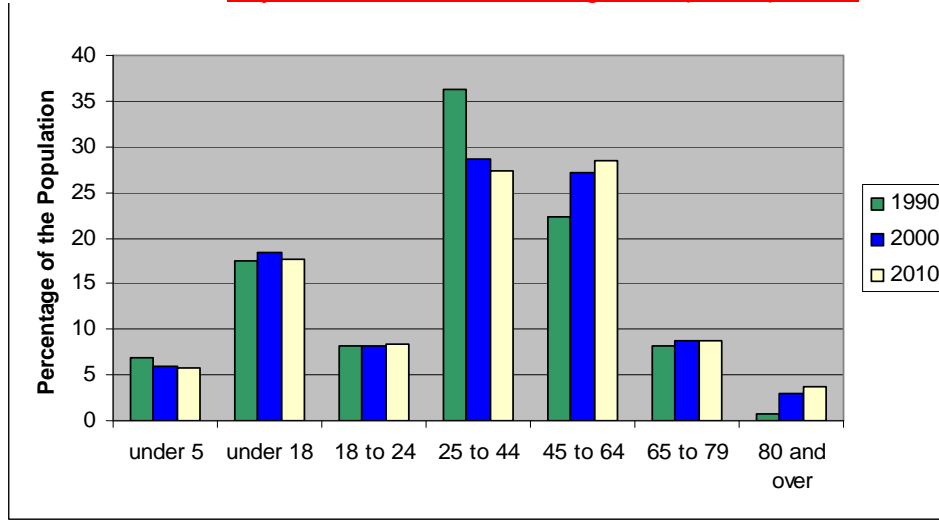
TABLE 2
SNOHOMISH COUNTY

Percent of Past and Projected County Total Population Growth by Age Group



Source: Snohomish County Tomorrow Growth Monitoring Report 2013-2014

TABLE 3
City of Mill Creek Historical Age Group Comparison



In addition, another population characteristic trend is the 20-29 age groups, referred to as the “millennials.” This age group is tending to rent longer, enter the labor force later live in cities and This age group is tending to rent longer, enter the labor force later, live in cities and has a lower percentage of vehicle ownership than seen in the past.

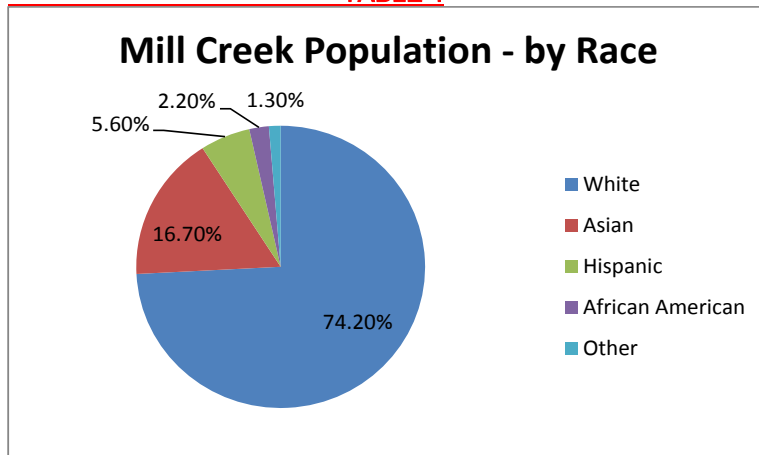
Gender:

According to the U.S. Census, 2008-2012 American Community Survey 5-Year Estimates of Demographic and Housing, 2010 U.S. Census of Population and Housing, males and females comprised almost an equal percentage of the total population of the City of Mill Creek (48.6 48 percent male, 51.4 52 percent female).

Language and Race:

Approximately 18% of the City’s population is foreign born, with 23% speaking a language other than English at home. In addition, the community is comprised of the following racial make-up: 74% classified as white, 16.7% Asian, 5.6% Hispanic, 2.2% African American and 1.3% other.

TABLE 4



Source: U.S. Census 2010 Updated in 2011

HOUSEHOLD SIZE AND TYPE

~~There were a total of 7,551 occupied housing units in the City of Mill Creek in 2010 according to the U.S. Census of Population and Housing.~~

~~Households, defined by the Federal Bureau of the Census, are occupied housing units. Declining household size has been a long-term trend throughout Washington State. The statewide average household size in 2010 was 2.49 persons per household and the average household size in Snohomish County was 2.60 persons per household. In 2010 the City of Mill Creek had a population of 18,244 people living in 7,551 dwelling units, which is an average household size of 2.42 persons per household.~~

~~The average family size in Mill Creek is 2.99 individuals, compared to 3.13 for the County. For household size, the average size in the City is 2.4, compared to 2.62 in the County. Renter households in the City are smaller than owner households, with an average size of 1.94 versus 2.65, a significant difference compared to the County overall, where renter households average 2.44 versus 2.71 for owners. In comparing household size data, it was concluded that there are a significant number of single person households pulling down the average.~~

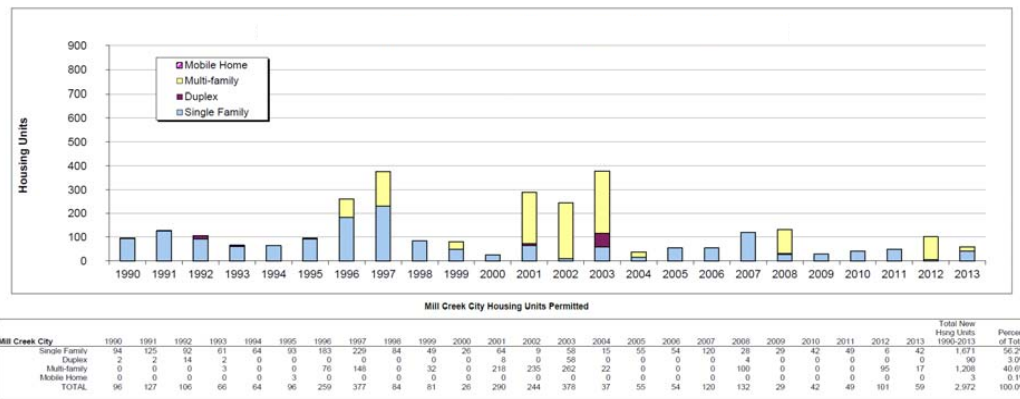
In 2012 the City conducted a survey of housing units that were either available for occupancy, or under construction. Based upon this survey, as of March 2012, there were a total of 8,094 dwelling units in Mill Creek, including single-family and multifamily units. Of these units, 4,701 are detached single-family units, 857 are attached single-family units and 2,536 are multifamily units. Based on these quantities, 69 percent of the City’s housing inventory is made up of attached and detached single-family units.

~~In comparing the market demand and housing stock in the City between 1990 and 2013, single-family units were the primary type of new housing stock constructed from 1990 to~~

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2000, see Table 5. Then in 2001 to 2004 and again in 2008 and 2012 the construction of new multifamily units exceeded that of single-family units.

TABLE 5
New Housing Units Permitted by Type, 1990-2013, City of Mill Creek



EMPLOYMENT TARGETS AND CAPACITY FORECAST

Snohomish County:

In 2013, according to the Puget Sound Regional Council, Snohomish County was home to 264,844 jobs. Most of the County’s jobs are in the services sector, with 92,846 jobs, followed by manufacturing with 65,116 jobs and then the retail sector with 31,485 jobs.

By industry, manufacturing is the largest employer in the County with 59,827 jobs, followed by health care and social assistance services with 30,320 jobs, and then accommodations and food services with 21,198 jobs.

According to the 2012 American Community Survey 5-Year Estimate approximately 89% of County employed residents commute to work with a mean commute time of 29 minutes, 74% of County residents drive to work alone, and 5% work at home. The most common occupation for County residents is management, business, science and arts occupations with 36%, and sales and office occupations with 25%. The most common industry for County employed residents is educational services and health care with 19% and manufacturing with 16%.

By the year 2035, employment in the County is targeted to grow from 248,990 in 2011 to 396,273 in 2035. The County has capacity for 401,099 jobs, which would allow for an additional 4,826 jobs above the targeted amount for employment opportunities.

City of Mill Creek MUGA:

The City’s unincorporated MUGA employment targets are similar to the County as a whole with a 2011 estimate of 4,377, which is targeted to increase to 6,020 by 2035. In the unincorporated MUGA there is capacity for 6,829 jobs, which would allow for an additional 809 jobs above the targeted amount for an additional 809 jobs for

Population and Employment (Effective ~~10/19/12~~ _____, 2015; Council Ord. ~~2012-747~~ 2015-_____) V-7

~~employment opportunities close to home for City residents.—Higher populations will require that careful land use decisions be made, ensuring that adequate land is available for future development as well as for open space and recreational uses.~~

City of Mill Creek:

In 2013, according to the Puget Sound Regional Council, Mill Creek was home to 6,119 jobs. Like the County, most of the City’s jobs are in the services sector, with 3,589 jobs, followed by the retail sector with 871 jobs. However, unlike the County, the City has a limited manufacturing job base.

By industry, health care and social assistance is the largest local employer with 1,514 jobs, followed by accommodation and food services with 834 jobs. Increasing the number of services and shops within the City supports affordability by minimizing the amount households must spend on transportation, but individuals employed in these industries are likely to be lower paid and may struggle to find affordable housing near their jobs. Increasing jobs in the growing health care industry would provide residents with employment opportunities with higher wage jobs.

There is a significant difference between the jobs located within the City and the jobs held by its residents.

According to the 2012 American Community Survey 5-Year Estimate, approximately 85% of the City’s employed residents commute to work outside the City with a mean commute time of 28 minutes, and 73% of City residents drive to work alone, and 7% work at home. The most common occupation for Mill Creek residents is management, business, science and arts occupations with 54%, and sales and office occupations with 23%. The most common industry for employed residents is educational services and health care with 21% and manufacturing with 18%.

The ~~population and~~ employment forecast target tables in this chapter indicate that the Mill Creek area will see ~~small~~substantial growth throughout the 2025-2035 planning period. In 2011, the City’s employment estimates are 4,625 and are targeted to increase to 6,310 in 2035. The City has a year 2035 employment capacity of 6,787, which is 477 above the target.

TABLE 2
Employment Forecasts for the City of Mill Creek, its Municipal Urban Growth Area

| | 2000 Employment | 2006 Employment | 2025 Projection | 2000–2025 Change |
|--|----------------------------|----------------------------|----------------------------|-----------------------------|
| Current Limits of the City of Mill Creek | 2,808 | 4,286 | 6,429 | 3,621 129% |
| Unincorporated Portion of the Municipal Urban Growth Area | N/A | 3,256 | 8,919 | N/A |
| Snohomish County | 217,410 | 234,098 | 338,449 | 121,039 55.7% |
| *—Based on Snohomish County projections, June 2004 and 2006 | | | | |

~~Population and Employment (Effective 10/19/12 _____, 2015; Council Ord. 2012-747 2015-) V-8~~

*—Includes employment data for the City of Mill Creek and unincorporated land in the MUGA.

Source: Puget Sound Regional Council, Snohomish County Planning Department

| Table 6 | | | | | |
|--|----------------------------------|--------------------------------|---------------------------------|--|--|
| Employment Targets & Capacity for the City of Mill Creek and its Municipal Urban Growth Area (MUGA) | | | | | |
| <u>Area</u> | <u>2011 Estimated Employment</u> | <u>2035 Employment Targets</u> | <u>2035 Employment Capacity</u> | <u>2035 Capacity Surplus or Shortfall (Difference Between Target & Capacity)</u> | <u>Growth Between 2011 Estimate and 2035 Targets</u> |
| <u>Snohomish County</u> | <u>248,990</u> | <u>396,273</u> | <u>401,099</u> | <u>4,826</u> | <u>147,283 jobs</u> |
| <u>Unincorporated MUGA</u> | <u>4,377</u> | <u>6,020</u> | <u>6,829</u> | <u>809</u> | <u>1,643 jobs</u> |
| <u>City of Mill Creek</u> | <u>4,625</u> | <u>6,310</u> | <u>6,787</u> | <u>477</u> | <u>1,685 jobs</u> |
| Source: Based on Snohomish County projections in the 2012 Buildable Lands Report | | | | | |
| Includes employment data for the City of Mill Creek and unincorporated land in the MUGA. | | | | | |
| Puget Sound Regional Council and Snohomish County Council Adopted 2011 CPP Appendix B, Table 4. | | | | | |

CHAPTER VI LAND USE ELEMENT

INTRODUCTION

The purpose of the Land Use Element is to present a practical and balanced set of policies to address and/or resolve land use issues within the City of Mill Creek and surrounding Municipal Urban Growth Area (MUGA). The policy statements and locational criteria discussed in this chapter have been developed to influence decision-making within two geographic planning areas - the current city limits and Municipal Urban Growth Area (MUGA).

The Land Use Element first presents a list of land use issues that should be addressed in the coming years. These issues were derived by comparing the results of an inventory and analysis of existing conditions with the intent of the overall goal statements contained in Chapter IV.

Next, a series of locational criteria for the designation of future residential, commercial, business park/industrial, open space and public and institutional land uses are presented. The locational criteria are intended to be utilized in conjunction with associated policy statements when establishing the appropriate land use designation for undeveloped lands in the City and surrounding areas that may be annexed in the future.

The locational criteria are followed by policy statements, which are considered as both general and specific courses of action to follow toward the resolution of land use issues, as well as implementation of the goal statements presented in Chapter IV of this Plan. The Land Use Policies contained herein have been developed to express clear direction and purpose, so that citizens and developers have little doubt as to what the community believes in and stands for. The policies address residential, commercial, industrial and public land use actions and economic development initiatives.

THE MUNICIPAL URBAN GROWTH AREA BOUNDARY

In September 2000, the City embarked on a planning process with eight other cities in Southwest Snohomish County to define the ultimate growth boundaries around each city. Referred to as the Municipal Urban Growth Area (MUGA) process, the goal is for each city to define its ultimate growth boundaries within which the city may extend its own city limits through the approval of annexation requests.

On June 10, 2003, the City Council adopted a MUGA boundary for Mill Creek (see MUGA Boundary Map). Official recognition of each City's MUGA boundaries is intended to be accomplished through the inclusion of the boundaries within the adopted Snohomish County General Policy Plan and the Countywide Planning Policies. The City will work closely with Snohomish County to address planning issues in the MUGA.

In the adopted Countywide Planning Policies, the City of Lynnwood's and the City of Mill Creek's MUGA overlap. The City of Mill Creek's west MUGA boundary is Interstate 5, while the east boundary of Lynnwood's MUGA boundary is Larch way. When an overlap exists with an adjacent jurisdiction and an agreement cannot be reached regarding a mutually agreeable boundary, either jurisdiction could annex property within the overlapping area. Thus, ultimately, the annexation process established in state law will resolve the overlap issue over time.

Comprehensive Plans of adjacent jurisdictions need to be compatible. The City participates in Snohomish County Tomorrow for interjurisdictional coordination of consistent Comprehensive Plans.

FISCAL IMPACTS OF IMPLEMENTING THE MUNICIPAL URBAN GROWTH AREA

The Growth Management Act (GMA) and the Countywide Planning Policies encourage a fiscal impact analysis of the long-term financial impacts of comprehensive plans, implementation measures, annexations, capital facility investments and private development projects.

The City must carefully evaluate the long-term fiscal impacts of implementing the Comprehensive Plan, private development projects, capital facility improvements and annexations.

SUBAREA PLANS

~~The Growth Management Act provides for Subarea plans to be developed. Subarea plans focus on a specific area within an Urban Growth Area that has unique circumstances or planning needs different from the jurisdiction as a whole. The City of Mill Creek has adopted two subarea plans the SR 527 Corridor Subarea Plan was adopted in August 1998, and the Mill Creek East UGA Subarea Plan was adopted in March 2003. Each subarea plan is described in the following sections.~~

SR 527 Corridor Subarea Plan

~~In December 1998, the City Council adopted the SR 527 Corridor Subarea Plan for a 156-acre area west of SR 527, north of Town Center and south of Dumas Road. The subarea has been almost fully built out. In addition, the relevant policies have been incorporated into the applicable elements of the Comprehensive Plan. As such, specific policies for the SR 527 Subarea Plan that are no longer necessary have been omitted from the Land Use Element.~~

East UGA Subarea

~~In March 2003, the Council adopted the Mill Creek East Subarea Plan. The East UGA Subarea contained approximately 1,700 acres of unincorporated land and is generally bound by SR 96 on the north, the Seattle City Light power lines on the east and 183rd Street SE on the south.~~

~~In 2005 the City annexed 553 acres of the East UGA Subarea. This annexation was known as the Area A/Northeast Area Annexation and is generally bound on the north by 132nd Street SE, on the east by Seattle Hill Road, on the west by existing city limits, and on the south by 144th Street SE. In 2008, the City annexed an additional 85 acres known as the Webster's Pond and Stonehedge Area Annexation. The area is generally bound on the north by 144th Street SE, on the southeast by Seattle Hill Road, and on the west by 35th Avenue SE. In addition, the relevant policies have been incorporated into the applicable elements of the Comprehensive Plan. As such, specific policies for the East UGA Subarea Plan that are no longer needed have been omitted from the Land Use Element.~~

LAND USE ISSUES

Based on the inventory and analysis of existing conditions ~~presented in the Background Document for this plan~~, a summary of land use issues has been prepared for each land use category and includes residential, commercial, business park and public and institutional lands.

Residential Land Use Issues

Future annexation of residential land to the City may not be compatible with existing development standards.

As undeveloped and developed land is annexed into the City, the residential housing mix may be different than the predominant housing mix in the City. The community wishes, however, to enhance and maintain the City as a predominantly single-family residential community while accommodating well-designed densities that will support transit opportunities and commercial land uses.

The residential development patterns originally designed into the Mill Creek Master Plan are representative of a planned residential community that incorporates identifiable residential neighborhoods separated from incompatible uses through the provision of strategically placed open spaces, pedestrian paths, architectural controls and a functional vehicular transportation network.

Several residential neighborhoods in the City were developed under different provisions of the zoning regulations that did not require the same aesthetic considerations as the original Mill Creek Master Plan. These neighborhoods have been developed consistent with traditional zoning standards that provide for minimal open space and standard lot sizes, building heights and yard setbacks.

As other existing developed neighborhoods are annexed to the City, development patterns and standards will differ from the original master planned neighborhoods. Different residential development patterns bring diversity to a city in neighborhood design and provide alternative housing types. The costs and who pays for infrastructure upgrades (e.g., sidewalks, street improvements, neighborhood parks and stormwater

facilities) are important considerations to be made by the City when considering annexation proposals.

Given the two distinct types of neighborhood design, an issue to consider is whether to encourage the design of future residential proposals to be consistent with the planned residential development component of the zoning regulations or conventional methods of subdivision design.

Commercial Land Use Issues

There are only a limited number of undeveloped sites designated for commercial use remaining within the City and its MUGA. ~~However, many of the existing developed commercial properties (Community Business (CB) and Business Park (BP) zones) throughout the City are showing some age, have a history of high vacancy rates, and may be ripe for redevelopment sometime in the 20-year planning period. In addition, Community Transit is currently exploring the implementation of Swift 2 on Bothell-Everett Highway between Canyon Park and Paine Field/Boeing. This Bus Rapid Transit line could increase pressure on redevelopment of the commercial properties adjacent to the Swift 2 route. When developed properties redevelop,~~ The City must ensure that these properties are developed with high-quality design standards that reflect the image of the City and are compatible and complementary with surrounding residential and other commercial uses. ~~The City may wish to reevaluate the existing allowable uses to determine if the existing land use designation allows~~ for a mix of uses that satisfy the needs of existing and future residents of the City as well as adding to the tax base revenues for the City.

~~Existing commercial development patterns are not conducive to safe and efficient vehicular and pedestrian access.~~ The City should ~~continue to~~ take steps to ensure that ~~these existing commercial~~ developments are retro-fitted to be more transit-oriented and improve pedestrian circulation. As new commercial uses are proposed, the City must continue to strive for well-designed site plans that address efficient access, pedestrian circulation and aesthetically pleasing architecture.

The Town Center Development Plan was adopted by the City Council and is incorporated into the Comprehensive Plan as a part of this Land Use Element. ~~In 2011, the City redesignated the former Halo Mobile Home Park site from Neighborhood Business to Mixed Use/High Density Residential.~~

In 2008 the City Council redesignated the commercial corridor along the south side of SR 96, east of 35th Avenue SE, from Community Business to Town/Village Center and zoned it East Gateway Urban Village (EGUV). This area is known as the East Gateway Urban Village. The policies within this land use element and the EGUV zoning regulations ~~require allow~~ residential uses along with a mix of commercial, institutional, and public uses. The East Gateway Urban Village is planned as a mixed-use development that includes a mix of residential, commercial, institutional, and open space designed in a low to mid rise development pattern and organized around a functional street grid. The plan is intended to complement the surrounding existing

residential, commercial and institutional uses. Design guidelines have been adopted for the East Gateway Urban Village and, when used in conjunction with MCMC Title 17, serve as development regulations pursuant to RCW 36.70A.030(7). The development regulations will be used to review development proposals within areas designated on the Zoning Map as EGUUV. In addition, any Developer Agreement established in conjunction with a Binding Site Plan application is required to be consistent with the East Gateway Urban Village Design Guidelines.

Although complete implementation of these plans may take several years and be subject to fluctuations in area-wide office, commercial and residential markets, it is important to maintain consistency with the general goals, policies and development concepts of the plans. In addition, it may be appropriate to monitor the implementation of the plan to make sure it is meeting expectations and adjust development regulations as necessary.

Business Park /Office Park Land Use Issues

The City currently has approximately 155 acres in the Business Park zone district and 13.89 acres in the Office Park zone district. While the land supply is adequate to accommodate the employment growth targets ~~future business park users~~, much of the area along SR 527 south of 164th Street SE and on 9th Avenue SE is still without adequate utility service and includes extensive environmentally sensitive areas.

With the planning and zoning of adequate business park and office park land, consideration should be given to servicing and attracting business and industrial uses that are appropriately scaled to the community's geographic area of influence, can be served with a full range of urban services, reflect the aesthetic character of the City through good design principles and that can co-exist with environmentally sensitive areas.

The existing business park development along Mill Creek Boulevard occurred without a coordinated circulation plan that connects neighboring uses or provides for easy pedestrian access. As Many of these future-business park sites are aging and may redevelop during the next 20 years. Prior to the redevelopment of these properties, the City may wish to review the existing allowable uses to determine if the current land use designation is appropriate for the future. In addition, upon redevelopment, the site design, compatibility of uses and circulation of vehicles and pedestrians should be carefully planned and coordinated.

Public and Institutional Land Use Issues

In ~~2010~~2014, ~~42-43~~ acres of public neighborhood park land served the City's population of ~~18,244~~18,870. Based on existing Mill Creek Level of Service (LOS) standards adopted in the Parks and Open Space Element (two acres of neighborhood park/1,000 population), the quantity of neighborhood park land needed for the City equals ~~36.5~~38 acres.

Thus, the City has an adequate land supply of neighborhood park land for its ~~2010-2014~~ population of ~~18,244~~18,870, as well as a ~~5.56~~ acre surplus. Even with the 2035 City population target of 20,196, the City would have adequate neighborhood park facilities to serve the community. However, the MUGA area is significantly lacking in neighborhood parks and in 2014 shows a deficit of 64 acres needed to meet the Level of Service Standard. Without additional neighborhood parks the deficit would grow to 82 acres with the 2035 MUGA population target of 67,940. The City will need to either identify additional neighborhood park land at the time of annexation to meet the Level of Service Standard or adjust the LOS if land is not available or the City does not have funding to acquire and develop additional neighborhood park land. When this surplus is allocated to the 2025 MUGA population projection of 71,321, an additional 85.1 acres of neighborhood park land would be needed. Four additional neighborhood park sites have been identified in the Parks and Open Space Element. When developed, these parks would contribute to the City's Level of Service for neighborhood parks.

The City has applied its current policy of requiring park land mitigation for residential developments that have impacts on the park system. The present mitigation policy, however, does not address the significant development impacts of new non-residential development on park lands.

As the City continues to grow, so does the need for expanding public facilities such as the Police Station, Public Works Shop, and City Hall. ~~A Facilities Master Plan adopted in 2009 recommends potential locations and phasing for the eventual construction and/or renovation of these facilities. The City is in the process of making improvements to the City Hall Annex Building to move some of the administrative offices to this building. This will free up space in the original City Hall building to add needed square footage for Police Department functions. In addition, the City is planning to construct a Public Works vehicle storage building on the City-owned, undeveloped Cook property north of the Mill Creek Sports Park.~~

Essential Public Facilities Land Use Issues

The Growth Management Act requires local jurisdictions to include within their comprehensive plans a process for identifying and siting essential public facilities, and requires the state and county to maintain a list of proposed essential public facilities. Essential public facilities serve regional as well as local needs and because of their perceived impacts, are often difficult to site. The Comprehensive Plan and development regulations are prohibited from precluding the siting of essential public facilities.

While the City cannot prohibit essential public facilities, the City does have the ability to review and place conditions on such facilities through its development regulations. ~~Development-Existing development~~ regulations applicable to essential public facilities ~~should contain the following components require a Conditional Use Permit and require that the City make the following findings prior to approving an essential public facility:~~

A. The proposed use is harmonious and appropriate in design, character and appearance with the existing or intended character or quality of development in the

immediate vicinity of the subject property and with the physical characteristics of the subject property.

B. The proposed use will be served by adequate public facilities including roads, water, fire protection, sewage disposal facilities and storm drainage facilities.

C. The proposed use will not be materially detrimental to uses or property in the immediate vicinity of the subject property, and will not materially disturb persons in the use and enjoyment of their property.

D. The proposed use will not be materially detrimental to the public health, safety and welfare.

E. The proposed use is in accord with the comprehensive plan.

F. The proposed use complies with this chapter and all other provisions of the development code.

- ~~• A definition of essential public facilities.~~
- ~~• An inventory of existing facilities and planned future facilities of the type under consideration for siting.~~
- ~~• Economic and other incentives to host jurisdictions.~~
- ~~• A public involvement strategy.~~
- ~~• Safeguards for the environment and for public health and safety.~~
- ~~• Consideration of alternative locations to the facility.~~
- Variations on the process to account for special cases such as: 1) facilities with inherent siting limitations (e.g., airports), 2) modifications or expansions of existing facilities on existing sites, and 3) scale differences between “countywide” and “statewide” facilities.

Accommodation of Growth Targets Land Use Issues

As discussed in the Population and Employment Chapter, the Countywide Planning Policies include 2035 population and employment growth targets for the City. The City has defined a MUGA and together with Snohomish County has established land use designations that will accommodate the 2035 population and employment economic growth target for the unincorporated portion of the MUGA. ~~anticipated to occur through the year 2025.~~ The same is true for the 2035 growth targets for properties within the city limits (see Table 1 in Chapter V, Population and Employment). The 2012 Snohomish County Buildable Lands Report indicates that the City has sufficient capacity to meet these growth targets with its current Comprehensive Plan Land Use Map designations and implementing zoning regulations; so, no Land Use Map revisions are necessary to accommodate the 2035 growth targets.

In the City. Future growth will be guided by the City's Land Use Map and land use policies established in this chapter for residential, commercial, and business park development and for the provision of parks and public uses.

LOCATIONAL CRITERIA

Many of the land use policies relate to the designation of future land uses within the City and MUGA, and as such require the development of systematic criteria to guide both the public and private sectors in the consistent allocation and designation of future uses. A brief discussion of the rationale for the land use designations precedes the description of the locational criteria. All residential densities are expressed in terms of dwelling units per gross acre.

Residential - Low Density (up to 4 d.u./acre)

1. Rationale:

As the City expands outward toward the MUGA boundary, a range of housing types and densities will occupy the developed and vacant land areas deemed appropriate for residential development. With the established goal that the predominant residential land use type in the City continue to be low-density residential, the majority of new residential housing locations will be planned for residential attached and detached housing types.

The existing pattern of low density residential land use development in the City has predominantly occurred east of SR 527. This pattern is anticipated to continue in the future, although the City is nearing build out of land zoned for low density residential uses.

New development should be designed to optimize compatibility with existing low-density residential neighborhoods, transportation facilities and environmental and topographic characteristics.

2. Locational Criteria:

The criteria to be utilized in determining the appropriate land areas for the allocation of low-density residential uses is provided below:

- Appropriate land areas shall be served or be capable of being served with a full range of urban services including public sewer and water, fire, police protection and power.
- Land areas that contain a variety of terrain, offering fairly level, rolling and hillside sites, but avoiding steep or irregular sites.
- Close proximity to collector streets with direct connections (i.e., sidewalks and pedestrian facilities) to surrounding neighborhoods, transit, schools and recreational areas. The opportunity should exist for the provision of open space and recreational areas and for the delineation of appropriate neighborhood boundaries, which are bound by but not penetrated by major streets and internally served by a system of local streets fitted to the terrain with due consideration of drainage, sunlight, vegetation, critical areas and views.
- Land areas that are physically adjacent and contiguous to previously developed low and medium density residential detached or attached developments.

Residential - Medium Density (Maximum 12 d.u./acre)

1. Rationale:

The rationale for the provision of medium-density residential is to provide alternative housing types and site designs to the typical single-family detached neighborhood development patterns and to provide for clustered attached housing situated within close proximity to commercial activity areas and transit facilities.

Medium-density residential housing provides an alternative to low-density residential detached development and allows for a mix of housing types. Single-family attached housing also provides an alternative to single-family detached housing. This type of housing is consistent with the goal of remaining a predominately single-family community.

2. Locational Criteria:

Appropriate land areas shall be served or be capable of being served with a full range of urban services, including public sewer and water, fire, police protection and power.

Medium-density residential land areas may be planned within the SR 527 and 35th Avenue SE corridors, or adjacent to transit facilities, commercial uses or compatible low-density residential uses.

Other areas appropriate for medium-density residential uses include areas that are situated adjacent to or within close proximity to transportation corridors, transit facilities, recreation facilities and major commercial and employment areas.

Residential - High Density (Maximum 24 d.u./acre)

1. Rationale:

High-density residential developments are a necessary component in the City's housing mix and its contribution toward affordable housing and effective transit planning. The majority of the City's high-density residential housing has been located along the SR 527 corridor. Consistent with the existing development patterns, future high-density residential dwelling units should generally be planned in close proximity to commercial, employment and transit facilities.

2. Locational Criteria:

High-density residential should contain the same locational characteristics as medium-density residential, with the exception of location. High-density residential should be planned along the SR 527 corridor, including the Town Center area, or adjacent to commercial centers and transit facilities.

Mixed-Use, High-Density Residential (Maximum 30 d.u./acre)

1. Rationale:

High-density housing within close walking distance to the Town Center is desirable as a means of extending the neighborhood social realm to the shopping and employment area of the Town Center and reducing the number of vehicular trips. In addition, it is appropriate to encourage a mix of commercial and office uses to be integrated with the residential uses north of the Town Center as a means of extending the employment and retail services to the neighborhood level.

High-density residential with neighborhood commercial and office uses is appropriate ~~in the northern portion of the SR 527 Subarea located at the southwest intersection of SR 527 and Dumas Road and also north of the Town Center on the west side of the SR 527 corridor and~~ on the east side of SR 527 south of Seattle Hill Road, due to the proximity to the existing commercial and office uses, transit and pedestrian connections.

2. Locational Criteria:

Situating high-density residential uses with neighborhood commercial and office uses within walking distance of the existing and planned office, commercial and employment areas and transit facilities is desirable to minimize vehicular trips. Well-

designed, distinctive mixed use developments also function as visual gateways to the City.

Commercial - Neighborhood Commercial

1. Rationale:

The rationale underlying the neighborhood commercial land use designation is to accommodate centrally located and concentrated areas that provide a limited range of retail sales and services to nearby neighborhoods. Uses allowed in neighborhood commercial zones typically include retail sales and services (except automobile sales), professional and personal services, restaurants (other than fast foods) and automotive service stations. High- and medium-density residential uses are generally compatible within neighborhood commercial zones, but should only occur if designed to complement commercial land uses.

2. Locational Criteria:

Areas suitable for neighborhood commercial land use designations should conform with the following criteria:

- Parcels that are served by either collector or arterial streets;
- Parcels that have the same level of utility services as the surrounding neighborhood;
- The designation is situated in a location that is central to, or easily accessible, to residents living in surrounding neighborhoods;
- Parcels that are capable of being physically buffered from surrounding residential properties; and
- Soils are appropriate for construction of neighborhood commercial land uses.

Commercial - Community Business

1. Rationale:

The rationale pertaining to the community business land use designation is to provide for appropriate land areas that provide economic stability for the City through jobs and tax base. The designation intends to provide an appropriate amount of commercial land that is properly sited to take advantage of a safe and efficient transportation network and transit facilities, provides a broad range of goods and services and is compatible with surrounding land use designations and environmentally sensitive areas. The zone also allows for ~~some-limited~~ multifamily residential as a secondary use.

2. Locational Criteria:

An appropriate amount of land area should be centrally located along the SR 527 and SR 96 corridors in concentrated forms.

Community business designations outside the SR 527 corridor are appropriate where a pattern of higher intensity activity exists or is planned adjacent to and served by major transportation arterials and is consistent with the following locational criteria:

- Accessible by continuous pedestrian pathways, collector and arterial highways and capable of being served by transit facilities;
- Can be served with a full range of urban services;
- Contain sufficient land area to accomplish a clustered retail design as opposed to a lineal or strip commercial design and can accommodate a mixed-use design concept with high-density residential development as secondary uses; and
- Where community business land uses will not result in incompatible or deleterious effects on surrounding non-commercial land uses.

Commercial - Town/Village Center

1. Rationale:

The rationale underlying the Town/Village Center land use designation is to provide areas for an integrated form of development where a vibrant people place can be created. The Mill Creek Town Center and the planned East Gateway Urban Village are designated as Town/Village Center. The Town/Village Center designation provides adequate area for a mix of medium and high density residential, commercial, institutional, and public uses to form an urban community and provide economic stability for the City by providing jobs and a diversified tax base. The designation is placed on properties that take advantage of access from arterial highways and transit facilities as well as being accessible to residents within the surrounding neighborhoods.

In addition to commercial land uses, medium and high density residential, institutional, and public land uses are desirable within the Town/Village Center areas to contribute to the pedestrian activity levels by extending the neighborhood realm into and amongst the commercial areas. In addition, vehicular trips can be reduced by providing various land uses within walking distance from each other.

2. Locational Criteria Town/Village Center:

An appropriate amount of land area that is centrally located in ~~or outside~~ the SR 527 and SR 96 corridors in concentrated forms.

Town/Village Center designations are appropriate where a concentrated pattern of higher intensity activity exists or is planned adjacent to and served by major transportation arterials. Designations of Town/Village Center shall be consistent with the following locational criteria:

Land areas that:

- Contain sufficient land area to accommodate a mixed land use pattern including medium and high-density residential development.
- Are located in an area that is central to, or easily accessible, to residents living in surrounding neighborhoods.
- Include parcels that are capable of being physically connected to surrounding properties with vehicular and pedestrian facilities.
- Include sites where commercial, residential and mixed-use land uses will not result in incompatible or deleterious effects on surrounding non-commercial land uses.
- Are capable of being physically buffered from surrounding residential properties.
- Are accessible by continuous pedestrian pathways, collector and arterial highways and capable of being served by transit facilities.
- Can be served with a full range of urban services.

Industrial - Business Parks

1. Rationale:

Manufacturing, assembly, distribution, health services and facilities and wholesale/office activities assume a role in the City's economy by providing jobs and adding to the tax base. To support these types of land uses in the local economy it is necessary to provide for the appropriate amount of land.

The major form of business park land uses should occur in campus style development and on large tracts of land that are planned, developed and operated as integrated facilities. Special attention shall be given to circulation, transit access, parking, utility needs, aesthetics and compatibility between uses both within the business park and with surrounding uses.

The underlying rationale for the business park designation is to provide an appropriate supply of land for a variety of light industrial and office uses that may depend upon close proximity to other industries and are dependent on an urban labor supply. Through the conditional use process, hospitals, health care facilities, retirement and nursing homes, as well as congregate care facilities may be

permitted in the business park land use designations as well. In addition, the designation should promote efficient public and private utility and transportation expenditures, and promote compatibility with surrounding non-industrial land uses and environmentally sensitive areas.

2. Locational Criteria:

Areas that are suitable for business park land use designations shall conform to the following criteria:

- Land areas that contain flat topography, have soils with sufficient bearing capacity to support large structures, contain parcels of adequate size to accommodate buffer and parking requirements and allow a number of business/industrial uses to be located on the site.
- The areas should be capable of being served by collector or arterial transportation facilities including transit. Site design should allow employees to easily walk to safe, covered transit facilities located on the abutting arterial roads and to businesses providing customary support, goods and services.
- The land areas should be located where they can take maximum advantage of existing and planned utility systems, including transit, in order to optimize the cost of providing essential public services.

Office Park

1. Rationale:

Office activities assume a significant role in the City's economy and this role is anticipated to continue in the future. To augment the role of this type of employment-based land use in the local economy, it is necessary to provide for the appropriate amount of land use for future office-related uses. The office park development should promote efficient public and private utility and transportation expenditures, and promote compatibility with surrounding non-industrial land uses and environmentally sensitive areas.

2. Locational Criteria:

Special site planning consideration shall be given to circulation, transit, parking, utility needs, pedestrian circulation, aesthetics and compatibility between uses both within the land zoned for office park uses and with surrounding uses.

Areas that are suitable for office park land use designations shall conform to the following criteria:

- Land areas that contain flat topography, have well-drained soils with sufficient bearing capacity to support large structures and contain parcels of adequate size

to accommodate buffer and parking requirements.

- The areas should be served by collector or arterial transportation facilities including transit. Site design principles should be applied that allow employees to easily walk to transit facilities and adjacent uses including residential neighborhoods.
- The land areas should be located where uses can maximize existing and planned utility systems, including transit, in order to optimize the cost of providing essential public services.

Public - Institutional

1. Rationale:

Public and institutional land uses are important components of the City, and add immeasurably to the quality of urban life. Public/institutional land uses denote that they are owned by the public and operated for the benefit of the community at large. The demand for more and varied public lands and services increases as the City expands, population grows and the older facilities become outmoded and living standards and public expectations rise.

The intent of the public and institutional land use designations in the Comprehensive Plan is to supply an appropriate amount of community facility uses and needs to serve the ever increasing demands of the residents. Public and institutional land uses include civic uses, transit facilities, neighborhood and community parks, and public open space. Although privately owned, the community's nature preserve, tot lots and golf course are also included in this major land use designation with their ownership status appropriately noted.

2. Locational Criteria:

Civic Facilities

Civic facilities such as a community center, post office, library and city hall, should be located along the SR 527 corridor or other major commercial and transportation corridor, be easily accessible by transit, pedestrian trails and collector and arterial streets, and be compatible with surrounding land uses.

Neighborhood Parks

Where possible, neighborhood parks should be sited near the center of neighborhoods and within a ¼ to ½ mile walking radius to the neighborhood population groups served. Recreational activities related to neighborhood parks include both passive and active uses. Active uses usually include non-organized sports facilities; i.e., basketball, baseball, soccer, skate boarding, tennis and play equipment, and should be conducted in such a manner as to be compatible with the surrounding residential areas. Passive uses include open play areas, nature trails, greenways and picnic areas.

Community Parks

Community parks should be greater than five acres and preferably range between 5 and 35 acres and include both active and passive uses. Active uses for community parks include organized sports. Community parks should be located on collector or arterial streets that provide easy vehicular access to the residents of the community. Since community parks may be surrounded in part by residential development, active organized sports should be planned in areas that will not detrimentally impact surrounding residences.

Open Space - Greenway

Public Open Space - Greenway uses should be planned in areas where natural amenities such as streams, wetlands, natural vegetation areas and large open spaces can be utilized for pedestrian (hiker/bicycle) linkages and as separators between urban land uses. Such open space/greenways can also be used to buffer potentially incompatible land uses and provide visual quality and identity to neighborhoods throughout the City.

Religious Facilities

Religious facilities should be planned on reasonably level sites, provide adequate parking and landscaping, and be convenient to potential membership.

For religious facilities serving neighborhoods, walking convenience is important; for religious facilities serving the community, accessibility to major collector arterial streets is important. Both neighborhood and community facilities should be located on or near collector arterials and should be compatible with surrounding residential uses.

Private Parks and Open Space

Private open spaces include the existing golf course, nature preserve, tot lots and other open space corridors that are owned and maintained by private property associations. Private tot lots should be located within easy access to surrounding neighborhood residences, while private open spaces should be planned in areas to separate land use incompatibilities and complement the pedestrian trail system.

Transit Facilities

Transit facilities should be located along the SR 527 corridor and on collector and arterial streets conveniently sited near population and employment areas. They should be incorporated into the overall design of the adjacent land use, and be designed to include shelter/weather protection facilities.

LAND USE POLICIES

Residential Policies

Policy 1.01

Maintain ~~the~~ the residential character of the City by providing ~~should be composed of~~ a range of residential densities while maintaining and enhancing the City as a predominantly single-family residential community.

Policy 1.02

Continue to implement ~~the~~ the original Planned Residential Development master plan adopted by Snohomish County, and by the City upon incorporation, ~~should continue to be implemented,~~ where appropriate. Amendment requests to the original Master Plan land use designations shall be evaluated for consistency with the appropriate land use locational criteria set forth in the Land Use Element.

Policy 1.03

The City's existing residential development pattern is configured with the higher densities located along the SR 527 corridor, north of the Town Center and south of the Gateway shopping center. Medium to low densities are dispersed to established residential neighborhoods or higher intensity activity areas. ~~As if~~ the City expands, continue this pattern of higher densities locating near designated neighborhood centers ~~should be continued.~~

Policy 1.04

Ensure that ~~N~~ new residential development ~~should be is~~ compatible with surrounding land uses in height, scale and design and be is in character with the high quality of development in the City. Incorporate ~~D~~ design guidelines and strategies such as those included in the City's Development Code (Chapter 17.34) ~~should be incorporated,~~ into the design of new subdivisions.

Policy 1.05

Mixed Use/High-d Density residential land uses of up to 24 dwelling units per acre are appropriate between Seattle Hill Road and 173rd Street SE on the east side of SR 527 and just south of 146th Street SE on the west side of SR 527. Housing types associated with this density category should include multifamily attached housing in the form of condominiums, apartments and townhouses. Single-family attached and detached are also appropriate housing types. Multifamily residential uses planned to front on the primary access road are encouraged to provide office and/or retail uses on the ground floor with residential units above. This mixed-use approach is intended to blend the office and commercial uses into the primary street corridor of surrounding residential neighborhoods. High-density residential developments that include ground floor retail or office uses may achieve a maximum residential density of 30 dwelling units per acre.

Policy 1.06

Medium and high density residential development is required-allowed within the East Gateway Urban Village situated on the south side of the SR 96 corridor east of 35th

Avenue SE and west of Seattle Hill Road. In the area adjacent to existing low density land uses to the south, residential development ~~that does not exceed three stories in height shall be provided~~ should be appropriately scaled to ensure compatibility with the existing residences. High density residential above retail and/or offices uses shall be encouraged in the areas designated on the development plan as mixed-use.

Policy 1.07

The current site of the Pacific Topsoils operation, located east of 35th Avenue SE is suitable for medium-density residential development. Representative housing types include multifamily attached units, townhouses and single-family units on smaller lots with densities ranging between 5 and 12 dwelling units per acre.

Policy 1.08

Provide ~~1~~ low-density residential development that does not exceed four (4) units per acre ~~shall be the predominate density~~ in single-family residential neighborhoods. Single-family detached and attached uses are typical low-density residential housing types.

~~*Policy 1.09*~~

~~The City has adopted a Municipal Urban Growth Area (MUGA) that extends beyond the City's corporate limits. On the Land Use Map, future land use designations are established on many properties within the MUGA; and, unincorporated properties within the City's MUGA are eligible for annexation to the City. Proposed annexations shall be evaluated with the City's own adopted annexation review criteria that address the City's ability to serve the area as well as the fiscal impacts to the City.~~

~~*Policy 1.1009*~~

~~In the next major Comprehensive Plan update to be completed in 2015, the City should~~ Consider establishing future land use designations on properties in the City's MUGA that currently do not have designations.

~~*Policy 1.1110*~~

Coordinate ~~F~~future development adjacent to 35th Avenue SE, Seattle Hill Road, and SR 96 ~~shall be coordinated~~ with any planned transportation improvements to the highways- roadways and the Streetscape Element of the Comprehensive Plan.

~~*Policy 1.1211*~~

Require appropriately sized property buffers along ~~T~~ the peripheral boundaries of ~~each~~ residential development if the proposed development is a higher density than the existing development. ~~should contain appropriately sized property buffers.~~ These vegetated areas provide neighborhood and development identity; provide wildlife habitat corridors; provide pedestrian linkage to other residential developments and activity areas and protect residential areas from visual and audible disturbances. Where appropriate, use topographic change and natural areas ~~shall be used~~ to separate developments and to reinforce this identity.

~~Require F~~ future residential development ~~to be planned and designed shall be planned and designed~~ to accomplish an identifiable neighborhood character. ~~Require E~~ entrances to residential areas ~~to shall~~ be clearly identifiable and aesthetically pleasing. ~~Design A~~ arterial and collector streets in residential areas ~~shall be designed~~ to include roadway buffers consistent with the Streetscape Element to provide consistent streetscape character with the existing developed areas of the City. ~~When developing neighborhoods, preserve E~~ elements ~~of neighborhood development should include preservation of~~ of environmentally sensitive areas, existing vegetation and natural grades, underground utilities, building mass in scale with lot sizes, safe and efficient pedestrian and vehicular circulation and useable open space.

Policy 1.1312

~~Require the design of N~~ new residential developments ~~should be designed~~ to be compatible with similar uses and structures located within the subdivision or development as well as with adjacent developments. ~~Measure G~~ compatibility ~~should be measured~~ in terms of structural mass, exterior building materials, landscaping and screening, vehicular and pedestrian circulation and similar restrictive covenants where appropriate.

Policy 1.1413

~~Locate G~~ group homes, congregate care facilities, day care centers and like uses, ~~shall be located~~ in appropriate areas consistent with the locational criteria so as to be compatible with surrounding residential neighborhoods.

Commercial and Business/Office Park Policies

Policy 2.01

~~Identify, zone and reserve A~~ an adequate amount of commercial and business park land ~~shall be identified, zoned and reserved~~ to ~~provide an adequate increase the~~ supply of the City's commercial and business park land base.

Policy 2.02

~~Scale F~~ the size of retail commercial centers ~~should be scaled~~ to serve the needs of Mill Creek and ~~immediate environs~~ its MUGA rather than seeking to satisfy larger multi-regional shopping needs.

Policy 2.03

~~Encourage G~~ clustered retail commercial development ~~shall be encouraged~~ rather than strip commercial development.

Policy 2.04

~~Require F~~ light industrial development ~~to be designed in shall be of~~ an office park or campus style ~~design and actively seek the City shall actively seek~~ such development.

Policy 2.05

The commercial and business park land uses situated at 180th Street SE and SR 527 provide both neighborhood and regional goods and services. Work with WSDOT and

~~Snohomish County to encourage Efforts should be made to~~ improvement of the frontage and streetscape of both roads. This area represents the southern entrance or gateway to the City's MUGA and as such should be enhanced with roadside landscaping, tasteful signage, pedestrian facilities and aesthetic building facades. If this area remains under the jurisdiction of another governmental entity, ~~the City should~~ negotiate an interlocal agreement to ensure compatible design and development standards.

Policy 2.06

~~Control the design of architectural elements of F~~ future commercial and business park development ~~should provide for careful, thoughtful control of design of architectural elements~~ so as to integrate the business community in a common and tasteful theme. ~~Include U~~ urban design elements ~~should include such as~~ efficient pedestrian and vehicular circulation movements; transit opportunities; passive open spaces; underground utilities; and well designed parking facilities, signage and landscaping.

Policy 2.07

~~Require G~~ commercial and business park developments ~~shall to~~ be compatible with surrounding land uses and ~~be designed to be~~ in character with the high-quality of development in the City. ~~Screen and buffer Landscaping shall be used to screen and buffer~~ residential developments from commercial uses with landscaping. ~~Ensure compliance with City regulations regarding commercial and business park design elements through review by the Design Review Board. All commercial and business park design elements shall be reviewed by the Design Review Board for compliance with all applicable City regulations.~~

Policy 2.08

~~Require O~~ office and business parks ~~to be shall be~~ well-designed and easily accessible to transit, provide for efficient vehicular and pedestrian circulation movements, include adequate open spaces, provide aesthetic controls for future building development and complement the surrounding uses. ~~Require P~~ proportional transportation improvements to adjoining road frontages and consistency with the Streetscape Element of the plan ~~as shall be~~ components of site development. ~~Preserve and integrate N~~ natural features such as North Creek, Penny Creek, ravines and wetlands ~~should be preserved~~ and integrated into the open space elements of office/business park design.

Policy 2.09

~~In anticipation of the potential redevelopment of the City's Community Business and Business Park designated properties, prepare an analysis of the feasibility and desirability of alternative land uses. If alternative land uses are determined to be feasible and desired by the City, initiate comprehensive plan and zoning regulation amendments as appropriate to implement the desired land uses upon redevelopment of the properties.~~

Town Center Policies

Policy 3.01

The Town Center site is located generally south of an extension of ~~139th-149th~~ Street SE, west of SR 527 and east of the North Creek Greenway. The Town Center is a well-designed mixed-use development that establishes an extension of the existing commercial area along the SR 527 corridor. Town Center is a pedestrian and transit friendly development, with pedestrian linkages to existing neighborhoods, the original commercial along the SR 527 corridor and the North Creek Trail.

To this end, the Town Center Design Guidelines were adopted by the City Council (originally adopted in 1997, and subsequently amended in 2000 and 2003). The primary goals of the Town Center Design Guidelines are as follows:

- Maintain density and a diverse mix of uses in the center.
- Encourage a Town Center that is strongly pedestrian oriented and transit friendly.
- Preserve a strong identity for the Mill Creek Town Center.
- Maintain places that provide for the needs of a diverse population of different ages.
- Integrate the Town Center with existing commercial development and the surrounding natural environment.

The Design Guidelines control the aesthetic components of the Town Center including site design and site features, landscaping, building architecture, public plazas, streets, sidewalks, parking areas and signage.

Implementation of this policy has occurred through the application of the Planned Community Business zone district, which requires a Master Development Permit for the development of the site.

Policy 3.02

The design of the Town Center ~~should~~ reflects a small town character with uses that generally cater to the ~~local~~ residents within the City and the MUGA. ~~The Require that any new~~ building design, signage, lights and landscaping ~~should be coordinated to~~ enhance the character of the Town Center and create an identity for the City of Mill Creek. Public places for people of all ages to gather such as plazas ~~should beare the focal points~~ important components of the Town Center.

Policy 3.03

~~Mixed use buildings with residences or offices over first floor commercial should be encouraged and be oriented to public open spaces whenever possible. The design of the Town Center should incorporate a trail system that connects the public open spaces within the greenbelt along North Creek.~~

~~*Policy 3.04*~~

~~Incorporate dense, good quality, high density housing with up to five stories. These residential units should have verandas and/or private open spaces and should be oriented to the wetland and greenbelts when appropriate.~~

~~*Policy 3.05*~~

~~Incorporate pedestrian amenities such as wide sidewalks, awnings, banners, street trees, landscaping and buildings with display windows. On street parking should be provided in front of commercial uses, while parking lots should be provided behind buildings and be well screened. The automobile circulation pattern should provide for efficient, safe access to the Town Center and incorporate bikeways and transit stops.~~

East Gateway Urban Village Policies

Policy 4.01

The East Gateway Urban Village is located generally south of 132nd Street SE between 35th Avenue SE and Seattle Hill Road. The primary goals of the East Gateway Urban Village are as follows:

- Encourage density and a diverse mix of uses in the center.
- Create a strongly pedestrian oriented and transit friendly development.
- Create strong identity for the East Gateway Urban Village.
- Encourage the development of a sustainable neighborhood supported by a diversity of businesses and types of residential development.
- Create a safe and efficient transportation network through the entire site to move goods and services as well as customers, employees, and residents. The transportation network shall have controlled access points onto SR 96 and Seattle Hill Road in accordance with access management policies in the Transportation Element.
- Create places that provide for the needs of a diverse population of different ages.
- Provide for adequate buffers and trails around the perimeter of the East Gateway Urban Village to enhance pedestrian connectivity between uses while minimizing impacts to existing surrounding uses.
- Protect the existing adjacent property uses by developing design guidelines that incorporate design techniques such as limiting light from spilling onto adjacent properties and limiting building heights.

Realization of these goals will occur through the application of the East Gateway Urban Village zone district, which requires a Master Development Permit for the development

of the site. One of the requirements of the Master Development Permit is consistency with the Design Guidelines, which will control the aesthetic components of the site design and site features including but not limited to; landscaping, building architecture, public plazas, streets, sidewalks, parking areas and signage.

Policy 4.02

Require an urban character in ~~the design of the East Gateway Urban Village~~ should reflect an urban character with a wide mix of uses that generally cater to the local residents in the City and its MUGA. Coordinate ~~the building design, signage, lights and landscaping~~ should be coordinated to enhance the character of the East Gateway Urban Village. Public places for people of all ages to gather such as a public park, plaza, a village green or square, or a fountain should be the focal point.

Policy 4.03

Encourage ~~M~~ mixed-use buildings with residences or offices over first floor commercial should be encouraged and ~~be~~ oriented these buildings toward the public realm of streets and open spaces whenever possible.

Policy 4.04

Incorporate a trail system in ~~the design of the East Gateway Urban Village~~ shall incorporate a trail system within the buffer that connects the development with the surrounding neighborhood.

Policy 4.05

Incorporate dense, high quality housing types at various scales in the East Gateway Urban Village ~~should incorporate dense, high quality housing types at various scales~~, with up to three stories allowed adjacent to existing residential development outside the East Gateway Urban Village and up to four stories of housing over one-story of ground floor retail/office allowed otherwise.

Policy 4.06

Incorporate sustainable design principles such as those set forth in Leadership in Energy and Environmental Design (LEED) certification requirements in ~~The~~ the design of neighborhoods, buildings, streets and stormwater facilities in the designated East Gateway Urban Village ~~shall adhere to sustainable design principles such as those set forth in Leadership in Energy and Environmental Design (LEED) certification requirements~~. Said design principles shall focus on pedestrian-scale neighborhoods, a strong relationship of buildings and open space to the public realm of streets, connectivity to surrounding uses, high quality aesthetic design, and compatibility with adjacent uses.

Policy 4.07

Provide ~~Streets~~ streets that incorporate pedestrian amenities such as wide sidewalks, street trees, landscaping and buildings that meet the sidewalk with display windows ~~shall be provided~~. Provide ~~On~~ on-street parking ~~should be provided~~ in front of commercial uses, while ~~and additional~~ parking ~~should be provided~~ behind or below buildings. Require that ~~Any~~ any parking that is adjacent to the "public realm" be

~~screened shall be well-screened. The vehicular circulation pattern should p~~Provide for efficient, safe access and incorporate bike ways and transit stops through the vehicular circulation pattern.

Policy 4.08

~~Single~~Require that single-use commercial building footprints ~~shall~~ be designed to complement the pedestrian and neighborhood character of the Urban Village land use designation.

Policy 4.09

~~Utilize shared access drives for new developments along the central spine road and provide for internal circulation between development To~~to improve traffic flow and reduce potential vehicular conflicts, ~~new development(s) shall utilize shared access drives along the central spine road and provide for internal circulation~~ when practical and appropriate.

Policy 4.10

~~Single~~Protect single-family neighborhoods that are located adjacent to the East Gateway Urban Village ~~shall be protected~~ from potential negative environmental impacts by providing adequate vegetated buffers around the perimeter of the East Gateway Urban Village. ~~Said buffers shall incorporate~~Incorporate pedestrian trails and provide appropriate pedestrian connections at such locations as 135th Place SE and 137th Street SE in said buffers.

Policy 4.11

Encourage pedestrian-oriented commercial uses to provide opportunities for residents in the City and its MUGA to shop and dine and to provide economic benefits to the City through the generation of sales taxes.

Annexation Policies

Policy 5.01

Properties within the City's MUGA are eligible for annexation to the City. Evaluate proposed annexations with the City's own adopted annexation review criteria that address the City's ability to serve the area as well as the fiscal impacts to the City.

Policy 5.02

Review and provide comments on proposed developments and regulations or plans within the MUGA.

Essential Public Facilities

Policy ~~76~~.01

~~The City shall develop a process for siting essential public facilities that protects Mill Creek's interests while being consistent with the siting process established by the State's Growth Management Act. While the City cannot preclude the siting of essential public facilities, require essential public facilities to be reviewed through the Conditional Use process established in the Mill Creek Municipal Code.~~

Policy 6.02

Require local essential public facilities to minimize environmental impacts, provide amenities or incentives, and minimize public costs.

Policy 6.03

Collaborate with public agencies and special districts to identify opportunities for the co-location of local essential public facilities.

Economic Development Policies

Policy ~~87~~.01

~~The City shall p~~Promote and maintain an atmosphere that encourages business to locate in the City and to selectively target desirable types of commercial and/or industrial uses.

Policy ~~87~~.02

~~The City shall p~~Prepare an economic development element to establish a strategy for promoting and attracting businesses to provide a stable tax base, create employment opportunities, and improve the economic vitality and quality of life in the ~~city~~City.

Policy ~~87~~.03

~~The City shall r~~Regularly review code requirements to ensure that they are business-friendly while also maintaining the aesthetic values of the community.

Policy ~~87~~.04

~~The City shall e~~Ensure that permits and licenses are evaluated and processed in a timely manner without reducing the City's adopted environmental and land use standards.

Policy ~~87~~.05

~~The City shall e~~Encourage capital improvement projects in commercial and business park areas to improve pedestrian and vehicular circulation systems and stimulate more intensive and concentrated activity.

Policy ~~87~~.06

~~The City shall d~~Develop an equitable tax structure that keeps and attracts businesses while maintaining the City's ability to provide a high level of service for commercial and business park uses.

Policy ~~87.07~~

~~The City shall w~~ork cooperatively on economic issues with local businesses and industries.

Policy ~~8.08~~

~~The City shall enact energy conservation measures that will result in a reduction of greenhouse gas emissions.~~

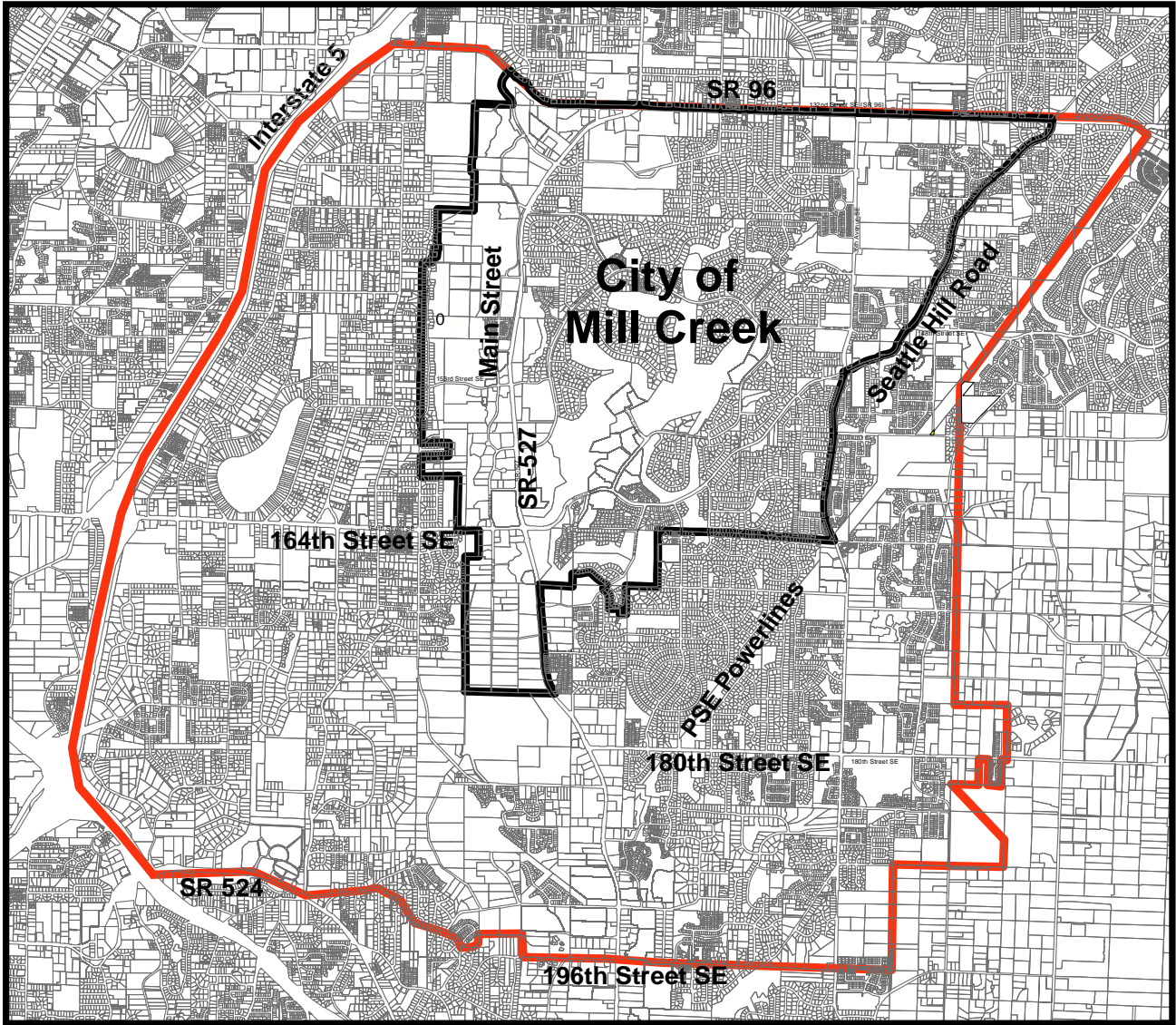
Policy ~~87.0908~~

~~The City shall d~~Develop strategies to promote a diversified and sustainable economy that is resilient to the impacts of climate change.

Policy ~~87.1009~~

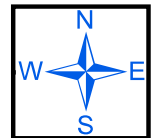
~~The City shall e~~ncourage ~~climate friendly~~ businesses and business practices ~~and a clean energy economy that minimize environmental impacts.~~

City Limits and MUGA



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 Effective _____

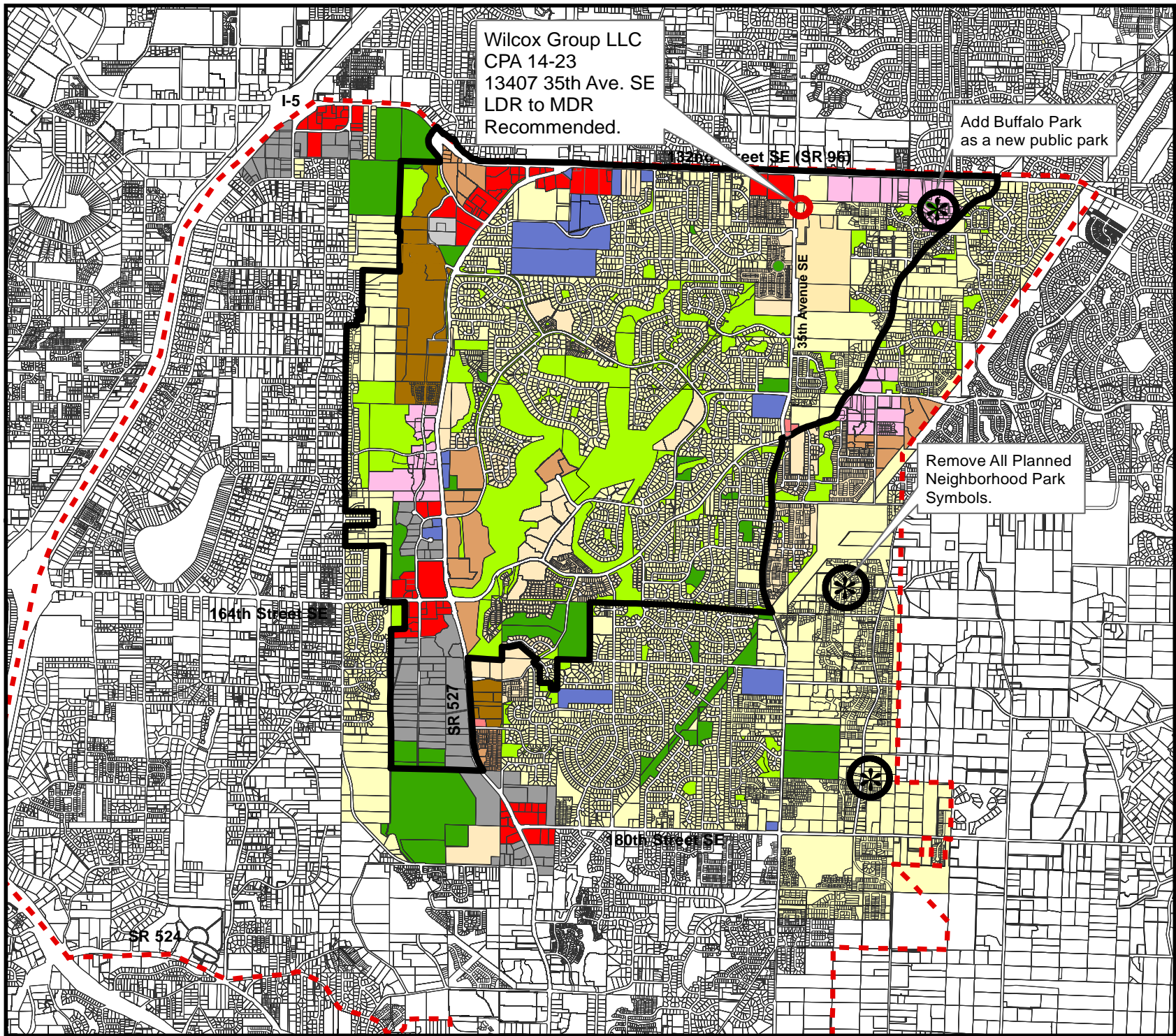
- City Limits (4.68 SQ. Miles)
- Municipal Urban Growth Area Boundary (MUGA)



City of Mill Creek
 Department of Community & Economic Development
 15728 Main Street, Mill Creek, WA 98012
 Fax: 425.745.9650 - Phone: 425.745.1891
www.cityofmillcreek.com
 Incorporated in 1983

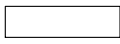

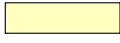






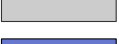








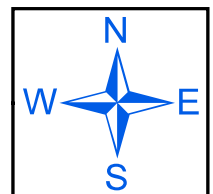
Land Use Plan



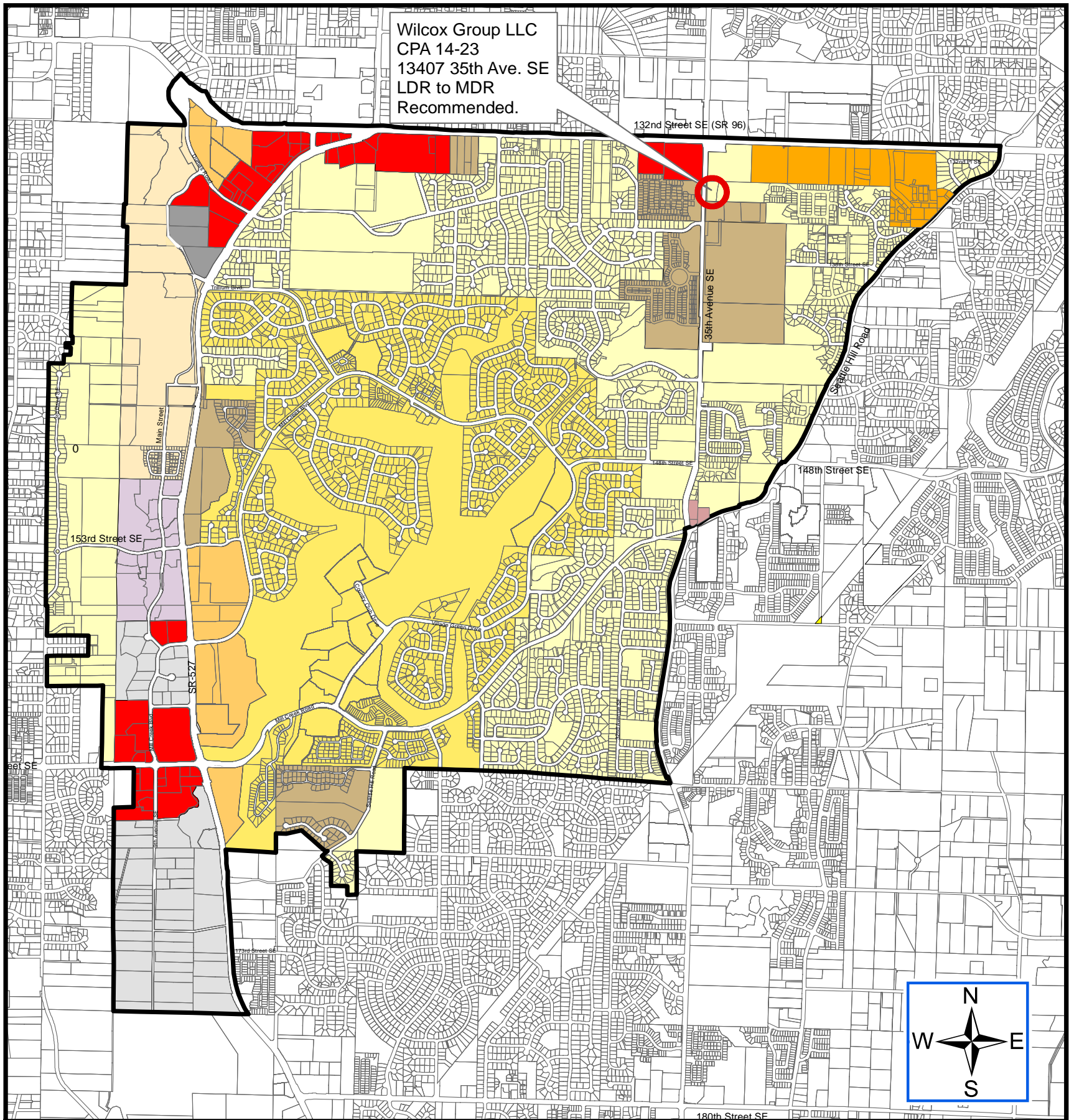
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Effective ____

Land Use Designations

- | | | | |
|---|--|---|---------------------------|
|  | Unincorporated Parcels Without City Land Use Designation |  | Community Business |
|  | Low Density Residential |  | Neighborhood Business |
|  | Medium Density Residential |  | Town/Village Center |
|  | High Density Residential |  | Business Park |
|  | Mixed Use/High Density Residential |  | Office Park |
|  | Open Space - Private |  | Public & Quasi Public |
|  | Open Space - Public |  | Planned Neighborhood Park |
|  | City Limits | | |
|  | Municipal Urban Growth Area | | |



Zoning Map



Wilcox Group LLC
 CPA 14-23
 13407 35th Ave. SE
 LDR to MDR
 Recommended.

DRAFT
 Ord. 2015-____
 Effective _____

- | | |
|---|---------------------------------|
| City Limits | PCB Planned Community Business |
| Unincorporated Parcels | CB Community Business |
| LDR Low Density Residential | NB Neighborhood Business |
| PRD 7200 Planned Residential Development | BP Business Park |
| MDR Medium Density Residential | OP Office Park |
| HDR High Density Residential | EGUV East Gateway Urban Village |
| MU/HDR Mixed Use/High Density Residential | |

The City of Mill Creek Municipal Code
 is available online at www.cityofmillcreek.com



CHAPTER VII HOUSING ELEMENT

INTRODUCTION

The purpose of the Housing Element is to assess the housing status in the City of Mill Creek in regard to its condition, availability and affordability and to develop goals and policies that will ensure that adequate housing is available to future residents of the City. The City recognizes that if housing needs for its residents are addressed, it will contribute to the long-term stability and overall well-being of the community. In planning for the future housing needs of the community, it is essential to maintain the integrity and quality of the existing residential neighborhoods. As well, it is important that the City work on a regional basis to ensure that there is an equitable distribution of housing for all needs and all levels of income.

Included in this element is an assessment of existing housing conditions, goals and policies to address the housing needs of the community and strategies to maintain and provide adequate housing in the City of Mill Creek.

Information included in this chapter is based upon the 2000-2010 U.S. Census data generated by Snohomish County and the 2008-2012 American Community Survey (ACS). The chapter also includes information from the County's HO-5 Report, "Housing Characteristics and Needs in Snohomish County," which was adopted in January 2014, as well as the 2012 Buildable Lands Report. These documents provided detailed data and also acted as a general guide to planning for projected housing needs based on buildable land availability. In addition, to help understand existing housing stock and plan for future housing needs at the local level, the City incorporated information from the "Housing Profile for the City of Mill Creek," prepared by the Alliance for Housing Affordability in August 2014, which outlined detailed, local information on existing housing conditions and issues in Mill Creek.

GROWTH MANAGEMENT ACT AND COUNTYWIDE PLANNING POLICIES

The Washington State Growth Management Act requires a Housing Element to be included in the Comprehensive Plan. The housing goal of the GMA is to "Encourage the availability of affordable housing to all economic segments of the population of this state, promote a variety of residential densities and housing types and encourage preservation of existing housing stock." At a minimum, the element must address:

- An inventory and analysis of existing and projected housing needs that identifies the number of housing units necessary to accommodate projected growth;

- A statement of goals, policies and objectives for the preservation, improvement and development of housing;
- Identification of sufficient land for housing, including but not limited to, government-assisted housing, housing for low-income families, manufactured housing, group homes and foster care facilities; and
- Adequate provisions for existing and projected housing needs of all economic segments of the community.

~~In addition, t~~The City's Comprehensive Plan must be in substantial agreement with the Countywide Planning Policies developed by Snohomish County Tomorrow. These policies provide a framework for the development of the Comprehensive Plan and will help to ensure that the City's Comprehensive Plan will be consistent with the plans of the County and surrounding jurisdictions.

ISSUES

The median value of housing in the City of Mill Creek ~~has increased by 68 percent between 1990 and 2000, out pacing the increase in incomes for the same time period (28 percent increase in the median household income)~~ is generally higher than the median housing value countywide. Contributing to the ~~increase in the~~ higher cost of housing is the price of available, developable land within the City, ~~as well as increasing costs of land development, building materials and construction~~. As housing costs continue to rise and income levels do not keep pace, it will become more difficult for many people to purchase their own homes. ~~According to the 2000 Census, the median home sale price in the City of Mill Creek was \$290,000. The average median home sale price countywide was \$188,000. While the City does have ample rental units available, they are largely market rate and therefore not easily affordable to the lowest income households.~~

~~Mill Creek's population is largely comprised of families with children and adults over the age of 55. According to the 2012 ACS data, families with children comprise 31.1% of the households. People over 55 make up 26.2% of the population, and the median age is 39.6 years. Other significant groups include married couples without children, which are 30.8% of the households and people living alone, who make up 28.2% of the households.~~

The housing needs vary greatly for these population groups. Thus, the challenge for the City is to provide a broad range of housing and other services to meet the needs of its population groups.

In accordance with the Growth Management Act, the City's ~~must plan for and have~~ development regulations ~~that~~ allow for a variety of housing including manufactured housing, accessory dwelling units, group homes for special needs populations, multifamily and mixed uses (e.g., residential over retail and/or office).

Providing opportunities for those who work in the City to also live in the City is a goal of the Growth Management Act. Approximately 35 percent of the jobs in the City of Mill Creek and its Municipal Urban Growth Area are lower income jobs. Although local commercial activity has increased in recent years, many of the jobs are still service related, which are generally lower income. Because the cost of housing within the City and the surrounding area is higher than in other parts of the County, it may be difficult for these workers to find housing in the City.

EXISTING CONDITIONS/INVENTORY

Age and Condition of Housing

Mill Creek is a relatively new City, incorporated in 1983. The ~~majority of the~~ City ~~began as is~~ a planned residential development, centered around a golf course and a natural area with a trail system. ~~A portion~~ Much of the planned community was developed in unincorporated Snohomish County before the City incorporated. Prior to the construction of this planned community, the area was forested and mostly rural.

In 1990 there were 3,136 housing units within the City of Mill Creek. Of these units, approximately 2,367 were built between 1980 and 1990. According to the 2012 ACS, of the total housing units in the city:

- 2.7% of the units were built before 1970, almost entirely during the 1960s
- 13.9% of the units were built between 1970-1979
- 25.6% of the units were built between 1980-89
- 31% of the units were built between 1990-99
- 26.8% of the units were built in 2000 or later

~~In 2000, there were a total of 4,769 housing units, which represents an increase of 2,402 housing units between 1990 and 2000. A housing survey conducted by the City in 2003 revealed that an additional 2,001 units were added to the City's housing stock since the 2000 census was taken, resulting in a total of 6,770 residential units. At the time of the 2012 American Community Survey, there were a total of 7,927 housing units in the City. These numbers are for single-family and multifamily units and include both new construction and annexation of existing residential units.~~

Because the majority of the houses in Mill Creek are less than ~~20-30~~ years old, the upkeep and maintenance problems associated with older housing do not yet exist within the City. As the housing stock ages, however, this may become an issue. The surrounding Municipal Urban Growth Area (MUGA) contains a mixture of housing types and conditions, although many of the subdivisions were developed at the same time that the planned community of Mill Creek was being developed. Due to the age and generally good condition of the homes in Mill Creek and the MUGA, there is limited potential for redevelopment of the residential areas in the near term.

Housing Composition and Household Size

Mill Creek contains a variety of housing types including single-family detached units, single-family attached units and multifamily units. Ninety-one percent of homeowners live in single-family attached or detached homes, while 80% of renters live in multifamily complexes. Table 1 illustrates householding composition by owner- or renter-occupied units within the City of Mill Creek as of November 2003~~2012~~.

Table 1
Housing-Household Composition

| <u>Housing-Household</u> Type | Quantity (in units) | Percentage of Total |
|--|-------------------------------------|----------------------------|
| Single-Family Detached <u>Owner-Occupied Units</u> | <u>3,377</u> 4,851 | <u>50</u> 64 % |
| Single-Family Attached <u>Renter-Occupied Units</u> | <u>857</u> 2,708 | <u>13</u> 36 % |
| Single-Family Combined | <u>4,234</u> | <u>63</u> % |
| Multifamily | <u>2,536</u> | <u>37</u> % |
| Total <u>Housing</u> Units | <u>6,770</u>7,559 | |

Source: Based on inventory of housing units as of November 2003~~the 2012 American Community Survey~~

In 2012~~2000~~ the average number of persons per household size in the City was slightly lower than in the County--2.42~~2.42~~ persons in the City compared to 2.65~~2.62~~ persons in the County. Households include families as well as single people, which means there is a significant number of single person households reducing the average household size. Renter households are smaller than owner households with an average size of 1.94 persons versus 2.65. Countywide, renter-occupied households average 2.44 persons versus 2.71 for owner-occupied households. In Mill Creek the average number of persons per owner-occupied household was 2.66, while there was an average of 2.04 persons in renter-occupied households. Countywide, the average number of persons was 2.82 per owner-occupied household and 2.31 persons in renter-occupied households.

Household Income and Housing

Affordable housing is defined by the U.S. Department of Housing and Urban Development as decent, safe housing that costs no more than 30 percent of a household's gross monthly income for mortgage/rent and utility payments. Households with incomes that fall below the median area income are less likely to be able to afford to purchase their own home or to be able to afford to rent an apartment. Since 1980 and continuing during the 1990s, there has been a decrease in the

~~availability of affordable housing throughout the state.~~ In the Puget Sound area, rapid population growth has led to higher demands for housing, which has in turn escalated housing costs and led to a decrease in the availability of affordable housing. With less developable land available and higher costs for materials and labor, the cost of new housing has increased significantly. In addition, incomes have not increased enough to counteract the effects of inflation and rising home prices.

Median Single-Family Home Value

Housing in the City of Mill Creek is more expensive than in most other portions of Snohomish County, primarily due to higher land costs. The median ~~value-sale price~~ of a home in Mill Creek in ~~2000-2012~~ was ~~\$300,700~~335,500 while the median ~~value sale price~~ of a home in Snohomish County was ~~\$196,500~~242,500. ~~The Mmedian~~ incomes ~~within the City were-was~~ also higher in 2012 in comparison to the median income in the County (~~\$69,702~~89,124 compared to ~~\$53,060~~68,338).

Distribution of Mill Creek Household Income

Based on the 2012 American Community Survey five-year estimates:

- 814 households, or 11% of Mill Creek's total, are considered to be extremely low income, earning less than 30% of Area Median Income (AMI),
- 1,015, or 13%, are considered very low income, earning between 30 and 50% of AMI,
- 1,092, or 14%, are considered low income, earning between 50 and 80% of AMI,
- 637, or 8%, are considered moderate income, earning between 89 and 95% AMI.
- 1,099, or 15%, are considered middle income, earning between 95 and 120% AMI
- 2,902, or 38%, are considered above middle income, earning over 120% AMI

Affordability of Housing in Mill Creek

Maximum affordable rents by income level have been compared against Mill Creek's average rents by unit size, including utilities, in Table 2. Mill Creek's average rental units two bedrooms or less in size are affordable to households earning at least 50% Area Median Income (AMI), with rents on the lower end of the range affordable to households earning between 30 and 50% AMI. For larger rental units, average rents require households earn more than 80% AMI, though there are some three and four bedroom units affordable to those earning at least 50% AMI. All five bedroom units in this sample require at least 80% AMI, and there is no evidence of traditional market rate units affordable to households earning less than 30% AMI.

Table 2
Affordable Rents by Dwelling Size (Including the Cost of Utilities)

| <u>Dwelling Size</u> | <u>Extremely Low Income (<30% AMI)</u> | <u>Very Low Income (30-50% AMI)</u> | <u>Low Income (50-80% AMI)</u> | <u>Average Mill Creek Rent, 2013</u> | <u>Min. Hourly Wage Needed for Average Rent</u> | <u>Rent Range</u> |
|----------------------|---|-------------------------------------|--------------------------------|--------------------------------------|---|-------------------|
| <u>1 Bedroom</u> | \$487 | \$813 | \$1,208 | \$1,085 | \$22.15 | \$762-\$1,316 |
| <u>2 Bedroom</u> | \$585 | \$976 | \$1,450 | \$1,309 | \$25.17 | \$887-\$2,116 |
| <u>3 Bedroom</u> | \$676 | \$1,127 | \$1,675 | \$1,860 | \$36 | \$1,317-\$2,510 |
| <u>4 Bedroom</u> | \$755 | \$1,257 | \$1,868 | \$2,248 | \$43.23 | \$1,542-\$3,247 |
| <u>5 Bedroom</u> | \$781 | \$1,301 | \$1,933 | \$2,258 | \$43.42 | \$2,090-\$2,571 |

Source: Dupre and Scott, 2013; Housing Authority of Snohomish County, 2014.
Note: Rent limits based on 2013 income limits for Seattle-Bellevue HUD Metro Fair Market Rent Area, which includes Snohomish and King Counties.

Cost Burdened Households in Mill Creek

Overall, in 2012, 34.9% of Mill Creek’s homeowners and 47.7% of its renters were estimated to be housing cost burdened, devoting more than 30% of their income to housing costs. Cost burden is most challenging for households with low incomes, and households with the lowest incomes are also more likely to be cost burdened. As shown in Table 3, housing cost burden improves dramatically as household income rises in Mill Creek, with a particular improvement about 50% AMI.

Table 3
Cost Burden by Income Level and Housing Tenure

| <u>Household Income Level</u> | <u>Renters</u> | | <u>Owners</u> | |
|-------------------------------|-------------------|-------------------------|-------------------|-------------------------|
| | <u>Mill Creek</u> | <u>Snohomish County</u> | <u>Mill Creek</u> | <u>Snohomish County</u> |
| <u>Extremely Low</u> | 96% | 81% | 76% | 73% |
| <u>Very Low</u> | 89% | 68% | 64% | 61% |
| <u>Low</u> | 35% | 27% | 53% | 50% |
| <u>Moderate</u> | 15% | 15% | 54% | 44% |
| <u>Middle</u> | 10% | 5% | 45% | 32% |

Source: US Census Bureau; American Community Survey, 2008-2012

According to the 2000 U.S. Census, there were 869 households (including owners and renters) out of 4,360 households in the City of Mill Creek that earned less than 95 percent of the County median income (\$53,060), and were spending more than 30 percent of their incomes on housing costs (mortgage/rent and utilities). This means that nearly 20 percent of the many households in the City, including both homeowners and renters, are in need of more affordable housing. In addition, many of the people working in the City cannot afford to live within the City. If recent trends continue, including rising housing costs and a forecasted increase in service related jobs, it will become more and more difficult for people employed in the City to afford to live in the City. The strategies included in this element address ways the City can help to influence the provision of affordable housing in the City.

Subsidized Housing in Mill Creek

In today’s market, a subsidy is often required to reach rent levels affordable to households with the lowest incomes. Mill Creek currently has 424 units of assisted housing, with a range of funding sources and populations served. Table 4 shows the distribution of Mill Creek’s assisted housing units by income level served, including Section 8 Housing Choice Vouchers used in the city administered by both the Housing Authority of Snohomish County and Everett Housing Authority.

Table 4
Number of Existing Assisted Dwelling Units by Income Level Served

| | |
|--|------------|
| <u>Extremely Low Income (<30% AMI)</u> | <u>95</u> |
| <u>Very Low Income (30-50% AMI)</u> | <u>162</u> |
| <u>Low Income (50-80% AMI)</u> | <u>167</u> |

Source: Housing Authority of Snohomish County, 2014

One of the contributing factors to the high cost of housing is the high cost of developable land in the City. In order to mitigate these escalating costs, the Growth Management Act encourages local governments to use a variety of innovative land use management techniques in order to enhance the opportunities to provide affordable housing. Some of the techniques available to influence the cost of land and thus aid the development of affordable housing include: increased densities, zero lot lines, cluster development, density bonuses, accessory apartments, mixed-use development, and inclusionary zoning (see Glossary for definitions).

Identification of Sufficient Land for Housing

Capacity for Meeting Population and Housing Targets

The Countywide Planning Policies establish 2025–2035 population targets for individual jurisdictions ~~and for to use in~~ establishing appropriate land uses within their Comprehensive Plan. For the City of Mill Creek, the 2025–2035 population target ~~recommended by Snohomish County Tomorrow is established in the Countywide Planning Policies is 16,089~~ 20,196.

Utilizing the 2035 population target and taking into account the City’s average of 2,422.37 people per household in 2035 and 52.7% vacancy rate, the Housing Characteristics and Needs in Snohomish County report estimates that a total of 8,756 housing units will be required in Mill Creek. This represents 833 additional units from what existed in 2010. In addition, to meet affordability needs, of those 833 additional units, the report states that 92 would be affordable for households earning under 30% AMI (11%), 92 would be affordable for households earning 31-to 50% AMI (11%), and 142 would be affordable for households earning 51 to 80% AMI (17%).

A land capacity analysis that was done in support of the adopted population growth targets (Exhibit B of the Countywide Planning Policies) showed that the City has capacity to accommodate the assigned 2035 population growth target with existing

Comprehensive Plan land use designations and development regulations. However, market forces including the relatively high cost of land and the lack of support services in Mill Creek area will likely result in the identified affordable housing needs not being met. This being the case, the City has been exploring other ways to meet affordable housing needs. One strategy is participation in regional efforts to promote and facilitate affordable housing throughout Snohomish County. Towards that end, the City is a member of the Alliance for Housing Affordability (AHA) an interjurisdictional program initiated by Snohomish County Tomorrow (SCT). The purpose of AHA is to promote and expand information and opportunities for attaining affordable housing, consistent with local needs, in a manner that leverages coordination and resources among jurisdictions in Snohomish County.

~~Based upon an average of 2.42 people per household (2000 Census), an analysis of the City's existing, approved and under construction residential units, in conjunction with the supply of residentially zoned undeveloped/underdeveloped land within the City, shows that ^[KGI] adequate land is available to meet the City's 2025 housing supply needs (See Table 2 below).~~

The ~~City has also established~~CPPs also establish population growth targets for the unincorporated portion of its MUGA. The ~~20325~~ population target for the unincorporated portion of the City's MUGA is ~~56,232~~47,744. ~~Again, B~~based upon an average of ~~2.422.82~~ people per household ~~in 2035~~, an analysis of the existing residential units and recently platted properties, in conjunction with the supply of residentially-zoned undeveloped/underdeveloped land within the City's MUGA, shows that ~~there is~~ adequate land ~~is~~ available to meet the City ~~of Mill Creek~~ MUGA's ~~2025-2035~~ housing supply needs ~~(See Table 2 below).~~

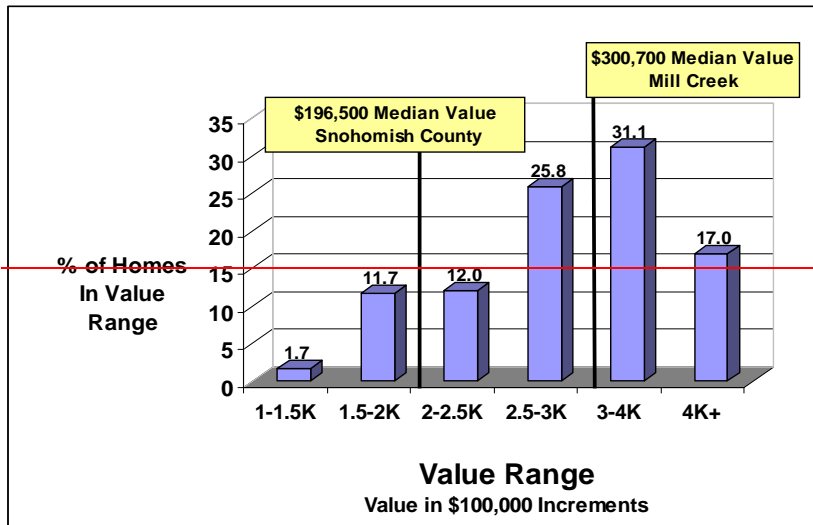
**Table 2
Population/Housing Capacity**

| | 2003 Estimated Population | 2025 Population Target |
|-----------------------------|--|---------------------------------------|
| City Limits | 12,260 | 16,089 |
| City Unincorporated MUGA | N/A | 72,321 |
| Totals | 12,260 | 88,410 |

~~Source: Population estimates based upon average Mill Creek Household (2000 Census), OFM statistics, 2007 Buildable Lands Report for Snohomish County, existing and approved residential units, and permitted densities of undeveloped land.~~

~~Note: The 2025 Population Target for the city limits is based on the 2002 city boundaries.~~

**Figure 1
City of Mill Creek 2000 Housing Values**

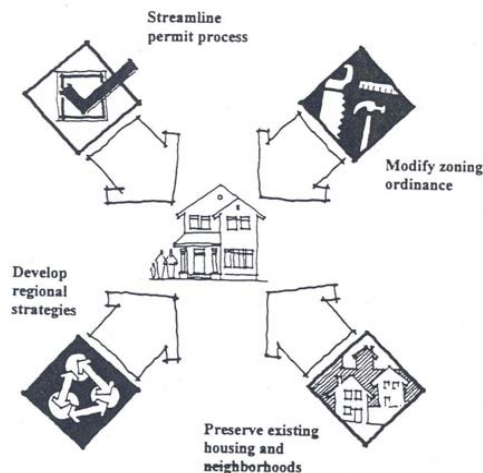


HOUSING POLICIES

Policy 1.01

~~The City will w~~ork with the development community to encourage affordable housing within the City.

Figure 12
Elements to Create Affordable Housing



Policy 1.02

~~The City will c~~Cooperate with surrounding jurisdictions and the County to provide housing for all economic segments of the community.

Policy 1.03

~~The City will w~~Work with Snohomish County and other cities and towns in the County to develop a methodology that fairly allocates affordable housing throughout the County.

Policy 1.04

~~The City shall p~~Pursue strategies that encourage a variety of housing choices to be developed. Examples of the types of housing that will be considered are accessory dwelling units, congregate care facilities, retirement homes, mixed-use development, multifamily complexes, inclusionary zoning, manufactured housing and home-sharing programs.

Policy 1.05

~~The City will s~~Strive to accommodate the special needs of various segments of the community including the elderly, developmentally disabled, physically handicapped and others with housing needs. Support the principle that fair and equal access to housing is available to all persons regardless of race, color, religion, gender, sexual orientation, age, national origin, familial status, source of income, or disability.

Policy 1.06

~~The City will t~~Take steps to ensure that development regulations and housing policies will preserve existing residential neighborhoods.

Policy 1.07

~~The City will c~~Consider the effect new regulations will have on existing residential neighborhoods as well as the impact on future construction within the community, prior to enacting changes in the zoning and development codes.

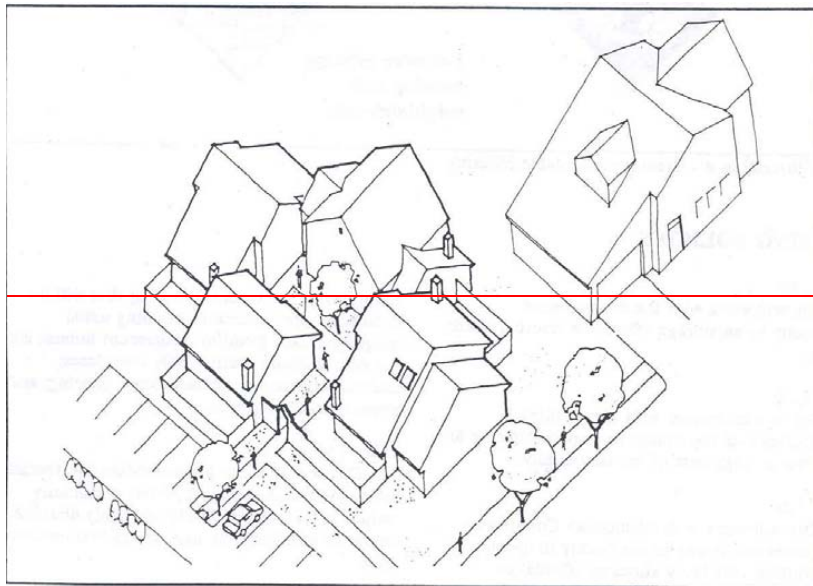
STRATEGIES

The following strategies are actions that the City may pursue in order to implement the goals and policies of the element. These strategies may also specify future planning activities for the City.

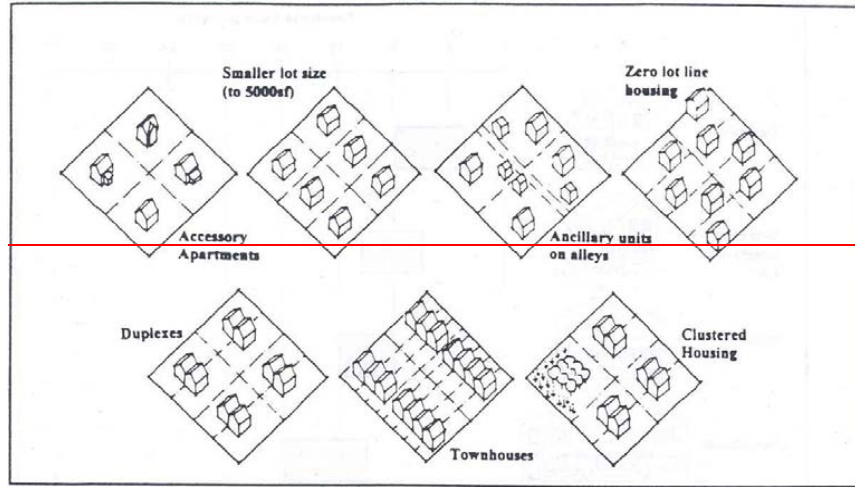
- ~~The City will p~~Participate in regional discussions on how to plan for adequate affordable housing for very low, low, moderate and middle income households consistent with the Countywide Planning Policies. The City's participation in the Alliance for Housing Affordability provides opportunities to work toward a common, regional goal of a wider variety of housing choices Countywide.
- ~~The City will p~~Participate in the development of any countywide monitoring program that will determine the countywide status of housing.

- As a part of ~~its-the~~ implementation of the Comprehensive Plan, ~~the-City-will~~ continue to consider zoning mechanisms and development standards that can increase density in appropriate areas. These mechanisms include compact development, minimum densities for selected residential zone districts, planned residential development, zero lot line development and density bonuses for up-zoning. Most of these mechanisms are available in the City's development regulations and have been used in the SR 527 Corridor Subarea, as well as other areas in the City.
- ~~The-City-will-c~~Continue to ~~update-its-include provisions in the zoning ordinance code to include-implement~~ strategies that encourage affordable housing and provide housing for special needs populations such as mixed-use development, congregate care facilities, retirement homes, accessory ~~apartments-dwelling units~~ and inclusionary zoning.
- To keep the costs of new housing to a minimum, ~~the-City-will~~ review ~~its-the~~ permit process ~~regularly~~ to ensure that it is efficient and does not add significantly to development costs.

~~Figure 3—Example of ways to address housing needs of the elderly. This illustrates a four-unit cluster of homes for seniors that can provide a shared common space~~



~~Figure 4—Options to create a wider range and more affordable owner occupied housing.~~



CHAPTER VIII CAPITAL FACILITIES PLAN ELEMENT

INTRODUCTION

The Capital Facilities Plan Element has been developed in accordance with the Growth Management Act to ensure that there is an adequate level of capital facilities to meet the existing and anticipated development within the City of Mill Creek and its Municipal Urban Growth Area (MUGA).

To accomplish this intent, this chapter provides:

- A description of Level of Service Standards and Guidelines for measuring the adequacy of capital facilities;
- An inventory, capacity analysis and the general location of existing capital facilities;
- A forecast of the need for new and/or expanded capital facilities;
- The proposed locations and capacities of any proposed new or expanded capital facilities;
- Policies to ensure the timely and efficient provision of capital facilities, including a policy requiring the City to reassess the Land Use Element if probable funding falls short of meeting established Level of Service Standards; ~~and~~
- ~~A table illustrating the funded capital projects as established in the City's adopted seven-year Capital Facilities Plan.~~

The purpose of this chapter is to identify and prioritize capital facility needs that ~~become the basis for~~ are incorporated into the seven-year Capital ~~Facilities Improvement~~ Plan (CIP), which identifies specific capital projects in the categories of Parks, Transportation, Stormwater and City Facilities. The ~~Capital Facility Plan~~ CIP is adopted as a separate document and identifies specific capital improvement projects and funding sources, including park and traffic impact mitigation fees. ~~It is~~ The CIP is updated every two years in conjunction with the biennial budget, and is adopted as part of the Capital Facilities Plan Element by reference.

CAPITAL FACILITY LEVEL OF SERVICE STANDARDS AND GUIDELINES

To determine the existing and projected capacity of capital facilities, two different means or tools have been established -- Level of Service Standards and Level of Service Guidelines.

Level of Service Standards

Levels of Service Standards are binding requirements subject to the concept of concurrency under the Growth Management Act. Briefly stated, the Act prohibits jurisdictions from approving a development if the development causes the Level of Service to decline below the minimum standard adopted for a specific capital facility, unless improvements or strategies to accommodate the impacts of development are made concurrent with development. Further, the Act defines "concurrent with development" as the required improvements or strategies in place at the time of development, or a financial commitment in place to complete the improvements or strategy within six years.

The City has chosen to establish Level of Service Standards for local transportation facilities and for neighborhood park facilities. A seven-year Capital Facilities Improvement Plan that illustrates the City's commitment and ability to achieve the established Level of Service Standards for these facilities is adopted every other year in conjunction with the biennial budget.

Level of Service Guidelines

Although not required by the Growth Management Act, Level of Service Guidelines are established for other capital facilities provided by the City. Level of Service Guidelines, in contrast to Level of Service Standards, are not subject to concurrency and are used as general recommendations for guiding the design and development of the remaining capital facilities. Several capital facilities subject to the Level of Service Guidelines are funded within the seven-year Capital Facilities-Improvement Plan.

INVENTORY AND CAPACITY ANALYSIS

~~For the purpose of this element, a capital facility is defined as real estate, a structure or equipment anticipated to cost at least \$25,000 and with an expected useful life of at least ten years.~~

City-provided capital facilities addressed in the Capital Facilities Plan Element include the following:

- Parks and Recreation
- Transportation
 - ~~— Roads~~
 - ~~— Sidewalks~~
- Stormwater Management

Capital Facilities Plan Element (Effective ~~10/19/12~~ _____; Council Ord. ~~2012-7472015-~~ _____) VIII-2

- City Facilities

Presented below is the existing inventory of city-provided capital facilities, an analysis of their current capacity and findings related to the surplus or deficiency of facilities necessary to accommodate the existing and projected population. The capacity analysis is used later in the element to identify projects needed to maintain the existing Level of Service Standards or Guidelines or alleviate identified deficiencies.

Parks and Recreation Facilities

1. Inventory of Existing Facilities:

The Comprehensive Plan includes a Parks and Open Space Element that addresses in detail the City's parks and recreation inventory. In summary, the City currently owns and operates ~~nine eleven~~ neighborhood parks and one community park. Neighborhood parks include Buffalo Park, Heron Park, Highlands Park, Nickel Creek Park, Pine Meadow Park, Pine Meadow Park West, Cougar Park, Hillside Park, Library Park, North Pointe Park, and Silver Crest Park. The cumulative area of these parks is ~~42-43~~ acres. This amount becomes the basis for evaluating existing and future Levels of Service for neighborhood parks.

Neighborhood park amenities include children's play equipment, meandering pedestrian paths, basketball and tennis courts, restroom facilities and open play areas. Mill Creek Sports Park, ~~completed in January 2004~~, is the City's first-only developed community park. Approximately five acres in size, the park includes a lighted ball field (designed to accommodate Little League baseball, youth softball, and youth soccer), seating, skate park, restroom facilities, tot lot play equipment, and concession stand. The location of these facilities is shown on the Parks and Open Space Map in the Parks and Open Space Element.

The City and County jointly own ~~a 40-acre parcel~~ Tambark Creek Park, which is located in the Tambark Creek corridor (east of 35th Avenue SE and north of 180th Street SE). ~~The park is outside the city limits but inside the City's Municipal Urban Growth Area (MUGA). Construction on Tambark Creek Park began in late 2011 and is expected to be complete by late 2013.~~ The park is 40 acres in size and Amenities amenities will include an athletic field with synthetic turf and lights, off-leash dog area, picnic shelter, restrooms, children's play equipment, walking trail, and paved parking.

The City also coordinates a recreation program featuring activities for all ages. Most of the activities/classes use the Community Rooms within the City Hall Annex Building; however, the Council Chambers, City parks, and school district facilities are sometimes used.

2. Existing Capacity of Parks and Recreation Facilities:

The capacity of the City's park system can be measured by comparing the park facility inventory with the Level of Service Standard established in the Parks and Open Space Element.

3. Level of Service Standard for Neighborhood Parks:

In the Parks and Open Space Element, the following Level of Service Standard has been established to assess the capacity of the City's neighborhood parks:

The Park and Open Space Level of Service Standard for neighborhood parks is two (2) usable acres of park land for every 1,000 people.

Based upon this Level of Service Standard, ~~37-38~~ acres of neighborhood parks are needed to serve the ~~2011-2014~~ population of ~~18,370~~ 18,780. Based on a total of ~~42~~ 43 acres of neighborhood park land currently owned by the City, the resulting Level of Service is 2.3 acres per 1,000 people.

Table 1 of the Parks and Open Space Element shows the inventory and capacity of the City's park and recreation system.

4. Finding:

The Level of Service standard for neighborhood parks serving the ~~2011-2014~~ population is currently being exceeded. Where a minimum of ~~37-38~~ acres of neighborhood parks would be required, a total of ~~42-43~~ acres are available.

Looking to the future, the population within the City of Mill Creek and the MUGA is expected to grow to ~~71,321~~ 67,940 by the year ~~2025~~ 2035. As the City Council approves annexation requests within the MUGA, the City should ensure that adequate land for neighborhood parks is provided consistent with the standard of 2 acres/1,000 residents. Alternatively, -or adjust the- Level of Service can be adjusted for areas within the MUGA at the time of annexation if land is not available or the City does not have funding to acquire and develop additional park land.

Transportation Facilities -Roads

1. Inventory of Existing Road-Transportation Facilities:

The Comprehensive Plan's Transportation Element includes a complete inventory and discussion of the City's street-motorized and non-motorized system facilities. -As of July ~~2012~~2015, the City owned-owns and maintained-maintains approximately ~~79~~ 77 lane miles of residential streets, ~~18-19~~ lane miles of collector streets, 10 lane miles of arterial streets and 22 lane miles of state highway for a total of ~~129-106~~ lane miles of roadway. In addition, there are 22 lane miles of state highway within the city

limits that are under the jurisdiction and operational control of the Washington State Department of Transportation.

2. Capacity of Existing Road-Transportation Facilities:

The existing capacity of the City's ~~vehicular-circulation~~roadway system can be measured by comparing the ~~2012-2015~~ Level of Service to the minimum Level of Service Standards and Guidelines established in the Transportation Element ~~of the Comprehensive Plan~~. Consistent with the Highway Capacity Manual, the Level of Service for City streets and Regionally Significant State Highways is determined by measuring the delay at individual intersections and ranges between A and F, ~~(where A has the shortest delay and F has the longest delay).~~

A large percentage of the traffic in the City is due to "pass through" trips. These trips come from people who live outside Mill Creek but commute on the City's roadway system. Since it is not always feasible ~~or desirable~~ to construct a roadway system to handle the maximum traffic volume, the City has accepted-recognizes that significant delays ~~will~~ occur during the peak commuting hours.

In addition, the City has no operational control over the Regionally Significant State Highways, SR 96 and SR 527, which are under the jurisdiction of the Washington State Department of Transportation.

3. Level of Service Standards and Guidelines for Road-Transportation Facilities ~~(Intersections):~~

In the Transportation Element, the Level of Service Standards and Guidelines have been established to assess the capacity of ~~road-transportation~~ facilities in the City of Mill Creek. The Level of Service Standards for City road facilities streets, as well as the Level of Service Guidelines for Regionally Significant State Highways, are measured at individual intersections and shall not fall below the established minimum Level of Service Standards ~~shown on Table 2 in the Transportation Element~~.

4. Finding:

As shown in the Transportation Element, the estimated intersection peak hour Level of Service ~~generally~~ meets the established minimum Level of Service Standard for City streets. However, several intersections on the Regionally Significant State Highways are at or below the minimum Level of Service Guidelines.

As future development impacts the Levels of Service ~~at intersections~~ listed ~~on Table 2~~ in the Transportation Element, transportation system-facility improvements, mitigation measures and/or other strategies to maintain the Level of Service will be necessary in the Capital Improvement Plan over the 20-year planning period.

Transportation Facilities – Sidewalks

1. Inventory of Existing Sidewalk Facilities:

~~—The Transportation Element of the Comprehensive Plan includes an inventory of the City's pedestrian circulation system. As of July 2012, the City owns and maintains approximately 75 miles of public sidewalk. In addition, public access easements have been secured on privately owned and maintained sidewalks within several residential divisions.~~

2. Capacity of Existing Sidewalk Facilities:

~~—The adequacy of the sidewalk system can be measured by comparing the inventory of pedestrian facilities with the Level of Service Guideline adopted in the Transportation Element.~~

3. Level of Service Guidelines for Sidewalk Facilities:

~~—In the Transportation Element, the following Level of Service Guidelines have been established to assess the adequacy of the City's sidewalk facilities:~~

- ~~● All collector, and arterial streets, and state highways should have sidewalks along both sides, where practical and appropriate. All new residential streets should have sidewalks. Existing streets should have sidewalks or a designated portion of the street for walking, depending on traffic volumes and speeds.~~
- ~~● All sidewalks shall comply with applicable accessibility standards.~~
- ~~● Sidewalks should be "transit oriented" (i.e., located to connect neighborhoods to transit stops and include pedestrian boarding pads where appropriate).~~

4. Finding:

~~—As discussed in the Transportation Element, the City's sidewalk system has been evaluated in relationship to the established Level of Service Guidelines and has been found to be generally in compliance with the guidelines; however, the following street sections or areas currently lack adequate sidewalk facilities:~~

- ~~● Old Seattle Hill Road (south of the Wildflower Division)~~
- ~~● 138th Street SE~~
- ~~● 9th Avenue SE (south of Penny Creek crossing)~~
- ~~● Silver Crest Drive~~

~~As new development occurs, sidewalks will be constructed to meet the Level of Service Guidelines.~~

~~Older developments within the City do not have sidewalks, and thus, do not meet the City's Level of Service Guidelines. To improve pedestrian safety in these neighborhoods, the City may consider the construction of sidewalks as part of the GFP process or through a Local Improvement District (LID).~~

Stormwater Management Facilities

The City of Mill Creek adopted a Surface Water Management Program in 1999. This program was established to maintain and improve the City's stormwater facilities and establish an educational program for protecting water quality of streams in Mill Creek.

1. Inventory of Existing Stormwater Management Facilities:

The existing stormwater management facilities that serve the City consist of a combination of both publicly and privately owned and maintained drainage systems. As of July 2015, the City was responsible for maintaining approximately 3,080 catch basins, 49.5 miles of pipe, 30 detention structures and 8 water quality filter vaults.

~~In October of 1993, the City completed maintains~~ a detailed inventory of the stormwater facilities within the City. This inventory, which is updated on a regular basis by the City's Surface Water Division, as new development occurs. The general locations of the major stormwater facilities are illustrated on the Stormwater Facilities Inventory map.

2. Capacity of Existing and New Stormwater Management Facilities:

The capacity of the stormwater management facilities can be determined by comparing the existing facilities with the established Level of Service GuidelineStandards.

3. Stormwater Management Systems Level of Service GuidelinesStandards:

The following Level of Service Guideline-Standard is to establish design criteria for new stormwater management facilities within the City:

New stormwater management systems must be designed to meet the requirements of the Department of Ecology Stormwater Management Manual for Western Washington currently adopted by the City of Mill Creek.

In addition, the existing stormwater infrastructure system must be inspected and maintained on a regular basis in accordance with the requirements in the current National Pollutant Discharge Elimination System (NPDES) Phase II Municipal Stormwater Permit.

~~— The City has required all development to comply with this Level of Service Guideline since 1989. However, developments approved before 1989 employed less stringent standards.~~

4. Finding:

Stormwater Detention and Water Quality Treatment Systems:

New developments are required to meet the City's Level of Service Standards. However, Many of the existing drainage facilities in the City do not provide adequate flow control or water quality treatment for stormwater runoff.

While these facilities do not meet current design standards, retrofitting the detention systems is generally not feasible due to the cost of acquiring the additional property that would be required. Most existing detention facilities would need to be significantly enlarged or reconstructed, which would encroach into established buildings or environmentally sensitive areas.

Water quality retrofits are often more feasible due to the smaller footprint of the new facilities. As part of the Capital Improvement Plan, several projects have been completed to improve runoff treatment at public facilities and on existing roadways. As part of the City's Surface Water Utility Program, the City is making improvements to existing stormwater facilities wherever possible.

Stormwater Infrastructure Maintenance and Operations:

The public stormwater system is aging and nearing the end of the design life. The City has an ongoing inspection and cleaning program to maintain the network of pipe and catch basins, as well as detect illicit discharge locations, and is performing repair and replacement projects as necessary.

As part of the City's Surface Water Utility Program and Capital Improvement Plan, the City is making improvements to existing stormwater facilities wherever possible.

City Facilities

1. Inventory of Existing City Facilities:

Undeveloped Property:

The City owns approximately 16.5 acres of un- or under-developed property on four different parcels, one on the east side of 35th Avenue SE and three located north of the Mill Creek Sports Park complex. The location and area of each property is illustrated in Table 1 and shown on the Major Public Capital Facilities map.

Table 1
City of Mill Creek
Inventory of Undeveloped Properties

| Property and Location | Area (acres) |
|--|-------------------------|
| <u>Cook Property - 13628 North Creek Drive</u> | <u>5.0</u> |
| <u>Remillard Property - 13615 North Creek Drive</u> | <u>4.55</u> |
| <u>Dobson Property - 13723 North Creek Drive</u> | <u>4.75</u> |
| <u>Pacific Topsoils Parcel - approximately 13515 35th Avenue SE</u> | <u>2.2</u> |
| TOTAL | 16.50 |

City Hall:

The City of Mill Creek's City Hall facility consists of a 15,846 square foot structure on a 2.46 acre site at 15728 Main Street. The City's Council Chambers, administrative departments, public works shop and police department are housed within this facility. ~~The area breakdown is illustrated in Table 1.~~

~~15720 Main Street Building:~~

~~In 2005 the City purchased an office building located immediately north of City Hall for public use and to reduce overcrowding at City Hall. This building is 31,842 square feet in size. The area breakdown is illustrated in Table 2.~~

Table 1
Inventory of City Hall (15728 Main Street)
July 2006

| FUNCTION | Area (in square feet) |
|--|----------------------------------|
| Administration | 4,573 |
| Public Works Shop/Maintenance Office | 1,921 |
| Police Department (Administration, Lockers, Storage) | 4,149 |
| Council Chambers/Conference Room | 1,442 |
| Common Areas (Lunch Room, Lobby, Restrooms, Hallways) | 3,007 |
| Storage Space | 754 |
| TOTAL | 15,846 |

City Hall Annex:

The City also owns a building adjacent to City Hall that is used as a combination of City administrative offices, storage areas, archives, leased office space, and City recreational / community program functions. This building is 31,842 square feet in size on a 2.02 acre parcel.

**Table 2
City of Mill Creek
Inventory of 15720 Main Street Building Facilities**

| FUNCTION | Area (in square feet) |
|---|----------------------------------|
| City Functions (Recreation and Community Programs, Archives) | 3,791 |
| Leased | 23,815 |
| Common Areas (Hallway, Restrooms, Elevator, Storage, and Mechanical) | 4,236 |
| TOTAL | 31,842 |

2. Capacity of Existing City Facilities:

The capacity of City Facilities can be determined by comparing the existing facilities with the established Level of Service Guidelines.

3. Level of Service Guidelines:

City Facilities

The following Level of Service Guideline is established to assess the capacity of City Facilities:

Adequate facilities should be available for City personnel to perform their various service functions to the satisfaction of the community. This would include administration, community development, public works, engineering, finance, police, ~~and recreation programs~~ and meeting facilities. Space for the storage and maintenance of City equipment is also necessary.

At this time, City personnel are performing their service functions at maximum capacity. ~~H;~~ however, there is ~~little~~ additional capacity to accommodate additional services or personnel in the City Hall Annex Building. The City is in the process of making improvements to the City Hall Annex Building to move some of the administrative offices to this building. This will free thus, freeing-up space in the original City Hall building to add needed square footage for Police Department functions. In addition, the City is planning to construct a Public Works vehicle storage building on the City-owned, undeveloped Cook property north of the Mill Creek Sports Park.

~~The City's meeting rooms are operating at maximum capacity, making it difficult to expand the City's recreation program or offer meeting space to community residents.~~

4. Finding:

City Hall facilities are operating beyond the established Level of Service Guidelines. The City's acquisition of the 15720 Main Street building was intended to address capacity issues for City operations. ~~Additional facilities and/or strategies to increase capacity will be needed within the 20-year planning period.~~ Improvements to this building and the construction of a Public Works vehicle storage building will meet the City's needs over the next 20 years.

FUTURE NEEDS FOR NEW AND/OR EXPANDED CAPITAL FACILITIES

Based on the findings presented for the listed capital facilities, this section discusses the new and/or expanded capital facilities needed to alleviate identified deficiencies and meet the demands of future growth.

Every two years, the City prepares and adopts a seven-year Capital ~~Facilities Improvement~~ Plan (~~CFPCIP~~) identifying capital projects to be completed in this seven-year timeframe. Funding sources are also identified during the ~~CFP-CIP~~ planning process.

Parks and Recreation Facilities

As stated earlier, the City currently exceeds the Level of Service standard for neighborhood parks. ~~H;~~ however, ~~the areas east of 35th Avenue and south of SR 96 the area west of SR 527 and north of the Town Center do~~ does not have a neighborhood park in close proximity. The Mill Creek Sports Park does provide limited facilities such as the tot play equipment, the picnic tables and the restroom but additional Neighborhood Park elements may be needed.

To address the need for future additional facilities in both community and neighborhood parks, the City has implemented a mitigation program that requires an impact fee to be paid for new residential developments. The money collected with the park mitigation program is used to fund various capital projects that will improve facilities at existing parks, as well as construction of new parks in the future. Use of the park mitigation funds is allocated through the Capital Improvement Plan process.

~~Several projects have been recommended for funding in the seven-year Capital Facilities Plan and are listed in Table 3.~~

Transportation Facilities –Roads

Although the City's ~~roadway-street~~ system is currently operating at or above the adopted minimum Level of Service Standard, growth from future development will impact the existing ~~Level of Service~~LOS. The Regionally Significant State Highways are currently operating below the Level of Service Guidelines in several locations. A listing of potential roadway capacity improvement projects is included in the Transportation Element.

To address the traffic impacts from developments, the City has implemented a traffic mitigation program that requires a fee to be paid for each new trip generated on the major City streets. The City also has an Interlocal Agreement with Snohomish County to collect mitigation fees from County developments in the surrounding area that impact City streets.

The money collected with the traffic mitigation program is used to fund various capital projects that will improve the operations, capacity and safety of the affected roadways. ~~Use of the traffic mitigation funds for specific capacity related projects is allocated through the Capital Improvement Plan process. A listing of the City mitigation segments and planned roadway improvement projects is shown in Table 3.~~

To protect the existing ~~and future road system~~ roadway infrastructure, the Transportation Element also includes a Level of Service Guideline for a Pavement Management System to ensure the timely maintenance of the City's roads. Although not subject to concurrency, several ~~overlay~~ projects implementing the Pavement Management System are funded within the seven-year Capital Facilities-Improvement Plan.

~~Several projects have been recommended for funding in the seven-year Capital Facilities Plan and are listed in Table 3.~~

~~Transportation Facilities – Sidewalks~~

~~As discussed in the Transportation Element, the existing sidewalk system needs to be expanded and improved to meet the adopted Level of Service Guidelines for sidewalk facilities.~~

~~Generally, the City expands its sidewalk system during the development process by requiring individual developers to install public sidewalks along the frontage of their property as a condition of development approval. As a result, sidewalks needed along the frontage of undeveloped properties are generally not funded in the seven-year Capital Facilities Plan, unless the City determines that a safety hazard exists.~~

~~Several projects have been identified for funding in the current Capital Facilities Plan and are listed on Table 3.~~

~~Stormwater Management Facilities~~

In 1999, the City established a Surface Water Utility in the City of Mill Creek. The Utility funds the maintenance of publicly owned drainage facilities, inspection of privately owned facilities, public education and illegal discharge information actions. As part of the Capital Facilities-Improvement Plan and biennium budget processes, capital project needs of the Surface Water Utility are evaluated, selected and utility rates adjusted as necessary.

New developments are required to provide stormwater management facilities that comply with the requirements for Western Washington as established by the

Washington State Department of Ecology Stormwater Management Manual currently adopted by the City of Mill Creek.

~~While not required to meet Level of Service Standards, various stormwater facility retrofit, repair and improvement projects are programmed into the Capital Improvement Plan during the biennial update process.~~

~~Several projects have been recommended for funding in the seven-year Capital Facilities Plan and are listed in Table 3.~~

City Facilities

City Hall

~~Improvements to the City Hall and City Hall Annex buildings initiated in 2015, as well as the construction of a Public Works vehicle storage building, will meet the City's needs over the next 20 years; thus Therefore, no additional facilities are planned. Population growth and the resulting increased demand for City services require additional capacity (space and ancillary office equipment). Several options that are being explored to improve the capacity of City Hall and improve/maintain the level of City services include:~~

- ~~• New location for the police department;~~
- ~~• New public works facility;~~

FINANCING CAPITAL FACILITIES

Capital facilities are financed in a number of ways including real estate excise tax, mitigation fees, voluntary contributions or dedications, private ~~developers development improvements(e.g., frontage improvements and stormwater facilities)~~, gas tax and grants. For example, transportation projects are usually funded with traffic mitigation fees, real-estate excise tax and federal and state grants. Park and recreation facilities are generally funded through park mitigation fees, real estate excise tax and recreation grants.

The City ~~updates and~~ adopts a seven-year Capital ~~Facilities Improvement Plan (CIP)~~ every two years ~~prior to the biennial budget~~. This plan identifies specific capital ~~facilities projects in the categories of Parks, Transportation, Stormwater and City Facilities to be constructed over a seven-year planning period. The CIP with sdesignates specific funding sources, including park and traffic impact mitigation fees, to be constructed over a seven-year planning period, and is adopted as part of the Capital Facilities Plan Element by reference.~~

In 2012 the Council modified the ~~previous~~ Capital Facilities Plan (CFP) process with the adoption of Resolution 2012-481, which expanded the CFP to include a 20-year long range plan for projects that are worthwhile but beyond the ability of the City to finance at ~~this a specific~~ point in time. This allows the CFP and the Capital Facilities Element of the Comprehensive Plan to include a longer "view" into the future. The intent is to keep

Capital Facilities Plan Element (Effective ~~10/19/12~~ _____; Council Ord. ~~2012-7472015-~~ _____)VIII-13

the 7-year CFP fiscally constrained, but the 20-year plan does not have that requirement.

~~In The 2013-2019-2015-2021 CFP Project list is contained in Table 3 and the Long-Term Projects are contained in Table 4.2014 the Council further modified the Capital Facilities Plan (CFP) process with the adoption of Resolution 2014-513, which changed the CFP to a Capital Improvement Plan (CIP), as well as the internal process by which the CIP is reviewed and approved.~~

Budget constraints at the state and local level may impact the City's ability to construct planned capital facilities. As financing options become more limited, the City will have to prioritize capital facility projects through the Capital ~~Facilities~~-Improvement Plan adoption process.

Table 3
Adopted 2013-2019 2015-2021 CFP Project List

Capital Facilities Plan Element (Effective 10/19/12; Council Ord. 2012-7472015-)VIII-15

**Table 4
Long Range CFP Projects
Transportation Projects**

| Proj. No. | | 2020-2029 |
|-----------|--|-------------------|
| T-19 | North Creek Drive Improvements | 425,000 |
| T-28B | Seattle Hill Road at 25th Ave SE Traffic Signal | 450,000 |
| T-28C | Seattle Hill Road at 32nd Ave SE Traffic Signal | 450,000 |
| T-33 | (Old) Seattle Hill Rd at SR 527 Traffic Signal | 1,000,000 |
| T-55 | Mill Creek Blvd at 161st Street SE Traffic Signal | 425,000 |
| T-56 | Seattle Hill Road at 35th Ave SE Intersection Improvements | 850,000 |
| T-64 | Pedestrian Overpass on SR 527 in vicinity of Library | 750,000 |
| T-64A | Sidewalk/curb/gutter installation — NE Annexation Area | 3,000,000 |
| | | 47,350,000 |

| Proj. No. | | 2020-2029 |
|-----------|---|-------------------|
| P-03B | Hillside Park Restroom | 325,000 |
| P-07C | North Creek Trail — 9th Ave SE Penny Creek to boardwalk | 350,000 |
| P-11 | Nickel Creek Park Restroom | 275,000 |
| P-28A | Mill Creek Sports Park Expansion — design only | 650,000 |
| P-28B | Mill Creek Sports Park Expansion — construction | 9,500,000 |
| P-31B | East Gateway Neighborhood Park (master plan, design & const.) | 1,000,000 |
| P-15B | North Pointe Park Restroom | 325,000 |
| | | 12,100,000 |
| | | 1,275,000 |

| Proj. No. | | 2020-2029 |
|-----------|-------------------------------------|------------------|
| Q-41 | Community Center (15ksf @ \$250/sf) | 3,750,000 |
| - | - | 3,750,000 |

| Proj. No. | | 2020-2029 |
|-----------|---|------------------|
| SW-13 | Seattle Hill Rd Culvert Replacement at Nickel Creek | 1,100,000 |
| SW-14 | Village Green Dr Culvert Replacement at Penny Creek | 1,100,000 |
| SW-17 | Future Surf Water Retrofits | 1,000,000 |
| | | 3,200,000 |

**Total: 23,400,000
15,575,000**

OTHER-OTHER FACILITIES/SERVICES

In addition to the City-provided services addressed in this element, the City of Mill Creek and its Municipal Urban Growth Area are served by other public ~~and private~~ entities that construct or acquire capital facilities. These entities include:

● ~~Alderwood and Silver Lake Water Districts~~

- Sno-Isle Library District (operating the Ralph W. and Winnifred B. Hammit Public Library)
- Everett School District No. 2
- Snohomish County Fire District No. 7

● ~~Waste Management Northwest~~

- Snohomish County Emergency Radio Systems (SERS)

The City has no direct control or authority over the entities listed above and cannot provide a detailed capacity and future needs analysis, or a financing plan for their future capital facilities. This being the case, water and sewer facilities are addressed in the Utilities Element of the Comprehensive Plan, and a brief discussion of the services the other entities provide is discussed below. However, no financing plan for these entities is proposed.

Library

~~The Ralph W. and Winnifred B. Hammit Public Library consists of an 8,938 square foot structure located on a 1.98 acre site at 15429 Bothell-Everett Highway. Although the library is owned and maintained by the City, it is operated by Sno-Isle Libraries. Public use of the Mill Creek Library continues to increase. The total circulation of books, media and magazines, including renewals, for 2011 was 789,106, which represents an increase of 21 percent over the past four years. The Mill Creek Library has the third highest circulation in the Sno-Isle District.~~

~~The Sno-Isle Library District has identified the need for a new library in addition to continued service by the existing Library. The new Library is included in the District's Capital Facilities Plan, and is proposed to be approximately 40,000 square feet and is likely to be located in the City's East Gateway Urban Village subarea.~~

~~The Ralph W. and Winnifred B. Hammit Public Library consists of a 7,370 square foot structure located on a 1.98 acre site at 15429 Bothell-Everett Highway. Although the library building is owned and maintained by the City, it is operated by Sno-Isle Libraries. Public use of the Mill Creek Library continues to increase. In 2014, doorcounts averaged 22,500 visits per month. The total circulation of items for 2014 was 647,736, which was the second highest total in the 21 library district. There is an identified need~~

for a new library facility in the area which will be addressed in Sno-Isle Library's facilities plan which is under development.

Everett School District No. 2

The City of Mill Creek is located within the service area of the Everett School District No. 2. The school district has several facilities that are located within and serve the City. These include:

Elementary Schools:

Cedar Wood Elementary School, Mill Creek Elementary School and Woodside Elementary School are located in the MUGA.

Heatherwood Middle School:

Heatherwood Middle School is located east of SR 527, off Trillium Boulevard (immediately south of Henry M. Jackson High School).

Henry M. Jackson High School:

Henry M. Jackson High School is located east of SR 527, off 138th Street SE.

Lively Environmental Center:

Lively Environmental Center, located on Seattle Hill Road, is a 22-acre environmental center for children to "learn by doing." This facility includes nature trails, class rooms, a museum, and a salmon hatchery-and-a pheasant farm. This facility is primarily a field trip destination for elementary school age students.

According to the ~~2010-2015~~2014-2019 Capital Facilities Plan prepared by the Everett School District, the anticipated enrollment levels will not exceed the existing permanent building capacities ~~be below existing capacities~~ at both the middle and high school levels; but ~~over will exceed the~~ capacity at the elementary school level. Enrollment is projected to continue to rise gradually through ~~2015~~ 2019. Portable classrooms are necessary to house students at these facilities. ~~Additional classrooms were constructed over the last four years to alleviate the need for portable classrooms at Henry M. Jackson High School, Gateway Middle School and Penny Creek Elementary School.~~

District-wide student enrollment in the Everett School District is expected to gradually increase ~~slightly~~ over the next six years. Due to significant housing construction activity ~~that will occur~~ in the southeast portion of the district, enrollment is actually expected to increase at schools in this area while declining elsewhere in the district. Over the next ~~25~~ 20 years, enrollment throughout the district is projected to show significant increases at all levels as population growth is directed to occur within the defined Everett and Mill Creek MUGAs.

To prepare for this and future growth, the district will need to, depending on where the enrollment growth occurs, purchase additional sites for new elementary schools to accommodate the new schools needed by 2035. -The District anticipates the need to acquire one new elementary school site, and possibly one secondary school site to

~~accommodate new schools needed by 2025.~~ Much of this new construction is expected to occur in the southeast area of the district.

To meet identified needs, the City and the school district have entered into an interlocal agreement that enables the school district to levy development impact fees to mitigate the impacts of development on school facilities. These fees are used to develop new facilities and provide portable classrooms.

Snohomish County Fire District No. 7

The City currently contracts with Snohomish County Fire District No. 7 for fire protection, suppression and emergency medical services. Areas annexed to the City in the future will also be served by Fire District No. 7.

The district has ~~seven~~ six stations including the station located at 1020 153rd Street SE (Station 76). This station is no more than ~~3.54~~ miles from the farthest point in the City and houses both a fire engine and an emergency medical service unit. The station is staffed 24/7 with 5 personnel, at least one of which is a paramedic.

Waste Management Northwest

~~Garbage collection, disposal and recycling services in the City are currently provided through a contractual agreement with Waste Management Northwest, Inc. Currently, solid waste is taken to transfer stations operated by Snohomish County and then taken to a landfill in Klickitat County.~~

~~In 1990 the City signed an interlocal agreement with Snohomish County adopting the Snohomish County Comprehensive Solid Waste Management Plan. This plan was prepared to implement state law directed at the management and handling of solid waste and solid waste facilities. It consists of a 6-year plan and a 20-year plan. The 20-Year Plan is a compilation of the tasks necessary to accomplish the Plan's goals. The 6-Year Plan contains those tasks which must be accomplished relatively quickly. The reason they must be accomplished more quickly is because they will help resolve an existing significant issue confronting the system. The plan places priority on reduction and recycling of the waste stream.~~

~~The curbside collection of recyclable materials and yard waste began in the City in August of 1990. At this time, curbside recycling is available to all residents and businesses in the City.~~

Snohomish County Emergency Radio System

The City of Mill Creek is party to an interlocal agreement established in 1999 with Snohomish County Emergency Radio Systems (SERS), a public nonprofit corporation. The purpose of SERS is to provide and maintain an 800 megahertz emergency radio system serving cities within Snohomish County. The system was activated in ~~2004~~ 2005 and replaced the County's VHF system, which used older technology and could not be expanded.

In accordance with RCW 82.46.010, GMA cities with a population over 5,000 are required to identify capital projects funded by the real estate excise tax (REET) in the Capital Facilities Plan Element of their Comprehensive Plans. The City uses REET monies to pay for its participation in SERS.

CAPITAL FACILITIES POLICIES

The following policies have been formulated to ensure that capital facilities are available to meet existing and anticipated demands. Policies relating to parks and recreation and transportation can be found in the Parks and Open Space and Transportation Elements. Application of the following policies will help to ensure that capital facilities necessary to serve the community will be available.

General

Policy 1.01

~~The City shall m~~Maintain an inventory and monitor the capacity of capital facilities within the City. If it is determined that probable funding will be insufficient to meet the established minimum Level of Service Standards, ~~the City shall~~ reassess the Land Use Element and/or reevaluate the established Level of Service Standards.

Policy 1.02

In reviewing proposals to annex property into the City, ~~the City shall~~ assess the impacts of the annexation to the adopted Level of Service Standards. The City may consider appropriate mitigation measures to offset any identified impacts to the existing Level of Service as a condition of annexation.

Policy 1.03

~~Update t~~The seven-year Capital ~~Facilities Improvement~~ Plan ~~shall be updated~~ in conjunction with the biennial budget and identify specific capital improvement projects and funding sources. The budgeting of capital facilities projects shall be consistent with, and help to achieve the goals and policies as set forth in the Comprehensive Plan.

Policy 1.04

~~Develop and coordinate compatible capital facility construction standards for all service providers in the Municipal Urban Growth Area.~~

Stormwater Management

Policy 2.01

~~The City shall c~~Continue to operate a stormwater management program to integrate the private ~~stormwater detention~~ facilities with a unified public system to ensure the long-term ~~maintenance and operation of stormwater facilities~~compliance with State Department of Ecology regulations. ~~The stormwater management program shall~~ include an educational component whereby City residents are informed of stormwater issues through ~~such various outreach~~ methods, ~~including:~~

- ~~• Flyers that address various topics such as pet waste management;~~
- ~~• Newspaper articles;~~
- ~~• Educational signage adjacent to streams, wetlands and detention facilities; and~~
- ~~• Community or neighborhood-wide activities such as “stream friendly” car washes, tree planting or marking storm drains.~~

Policy 2.02

~~The City shall i~~nspect all private and City-owned stormwater systems within the city limits to ensure that they are functioning properly. ~~The City shall u~~se the current adopted Washington State Department of Ecology’s Stormwater Management Manual for Western Washington as a guideline when inspecting stormwater systems.

Policy 2.03

~~The City shall c~~lean and maintain City-owned stormwater facilities using the current adopted Washington State Department of Ecology’s Stormwater Management Manual for Western Washington as a guideline. ~~The City shall notify the owners of privately held stormwater facilities of the need to maintain said facilities.~~

~~Either the City, the private property owner, property manager or homeowners association maintain~~Ensure that Pprivately owned stormwater facilities are maintained shall be maintained by either the City, the private property owner, property manager or homeowners association in accordance with current City policies and the Surface Water Management Program. Notify the owners of privately held stormwater facilities of the need to maintain said facilities.

Policy 2.04

~~For new land development proposals and City capital improvement projects, The City shall require, as a condition of development approval,~~ stormwater management facilities that incorporate detention and water quality treatment components-facilities, such as settling ponds, biofiltration, oil/water separation and other acceptable techniques, along with specific maintenance and management programs, consistent with the current adopted Department of Ecology Stormwater Management Manual for Western Washington.

Policy 2.05

To reduce the volume of urban stormwater runoff and its impacts on local and regional water quality, ~~the City should review the standards for allowable~~encourage the use of impervious surface coverage. Zoning regulations should not allow eExcessive coverage by buildings, parking lots and roads is not allowed per zoning regulations. ~~Where urban densities result in increased impervious areas, site design shall consider low impact development~~ methods to minimize the impacts of water quantity and quality upon receiving waters.

City Facilities

Policy 3.01

~~The City shall m~~Monitor the capacity of City Hall to ensure that public services are maintained at a level that is acceptable to the community.

~~*Policy 3.02*~~

~~The City shall study the feasibility of increasing the capacity of City Hall. Upon demonstration of need and selection of a desired alternative(s), project costs and sources of funding should be identified and incorporated into the seven-year Capital Facilities Plan.~~

Schools

Policy 4.01

~~The City shall r~~Require development proponents to mitigate their proportional impacts on Public School capital facilities.

Public Safety

Policy 5.01

As the City grows, ensure that fire and police capital facilities meet the needs of ~~should also expand proportionally to~~ the increased population.

Policy 5.02

~~The City shall p~~Provide public safety communications through participation in the Snohomish County Emergency Radio System (SERS). Real Estate Excise Tax (REET) monies may be used to fund the City's participation.

Solid Waste

~~*Policy 6.01*~~

~~The City should s~~Strengthen its the recycling and education programs to reduce waste generation.

~~*Policy 6.02*~~

~~The City should b~~Become actively involved in the implementation and future revision of the Snohomish County Solid Waste Management Plan in order to participate in the development of policies, recommendations and standards that the City will be required to implement.

~~*Policy 6.03*~~

~~The City should w~~Work closely with Snohomish County, the school districts and other interested organizations to increase public awareness about waste reduction, recycling and proper methods for disposal of hazardous and toxic wastes. The intent of this policy is to ensure the City's continued participation in efforts to reduce waste generation and contribute to sound waste management practices.

Policy 6.04

~~City departments should m~~Monitor undeveloped areas to ensure that illegal dumping is prevented.

CONCLUSION

The Capital ~~Facilities-Improvement~~ Plan, which is updated every two years, enables the City to meet the adopted minimum Level of Service Standards for capital facilities listed in this plan Element over the seven-year planning period, and paints a realistic picture of what capital facilities are likely to be provided. The element is consistent with the other elements of the Comprehensive Plan. In addition, it is consistent with the Countywide Planning Policies adopted by Snohomish County. Finally, the Capital ~~Facilities Improvement~~ Plan meets the mandate of the Growth Management Act as both capital projects and the revenue sources to pay for the projects have been identified. It is important to recognize that the Capital Facilities Plan Element ~~and the Capital Facilities Plan rely~~relies on assumptions of what will occur in the future and will need to be updated ~~biennially~~ to reflect the latest available information and changing capital facility needs.

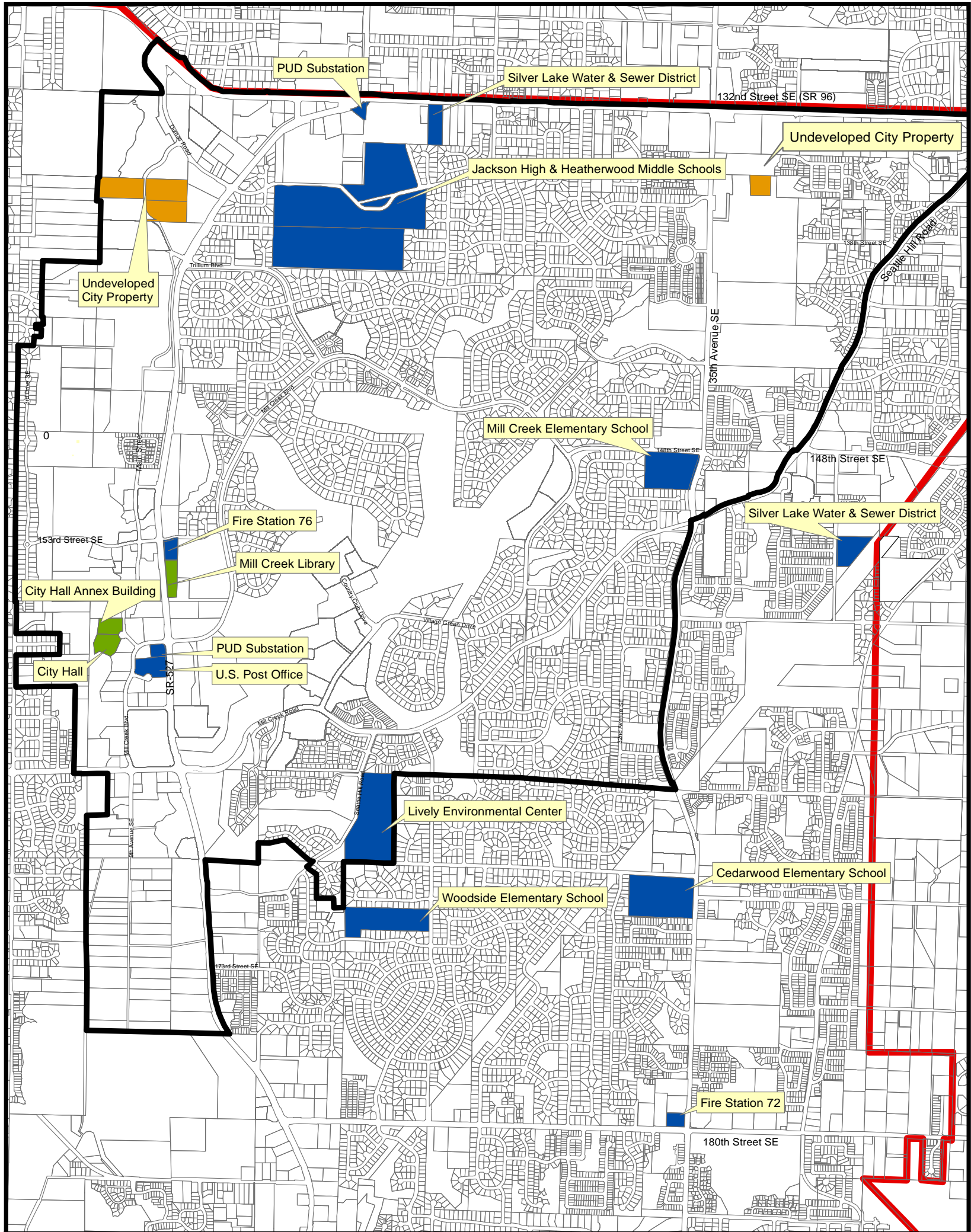
.Stormwater Facilities Inventory Map

Capital Facilities Plan Element (Effective ~~10/19/12~~_____ ; Council Ord. ~~2012-7472015-~~_____)VIII-24

Capital Facilities Map (Schools, Library, Fire Stations, City Hall)

Capital Facilities Plan Element (Effective 10/19/12; Council Ord. 2012-7472015-)VIII-25

Major Public Capital Facilities



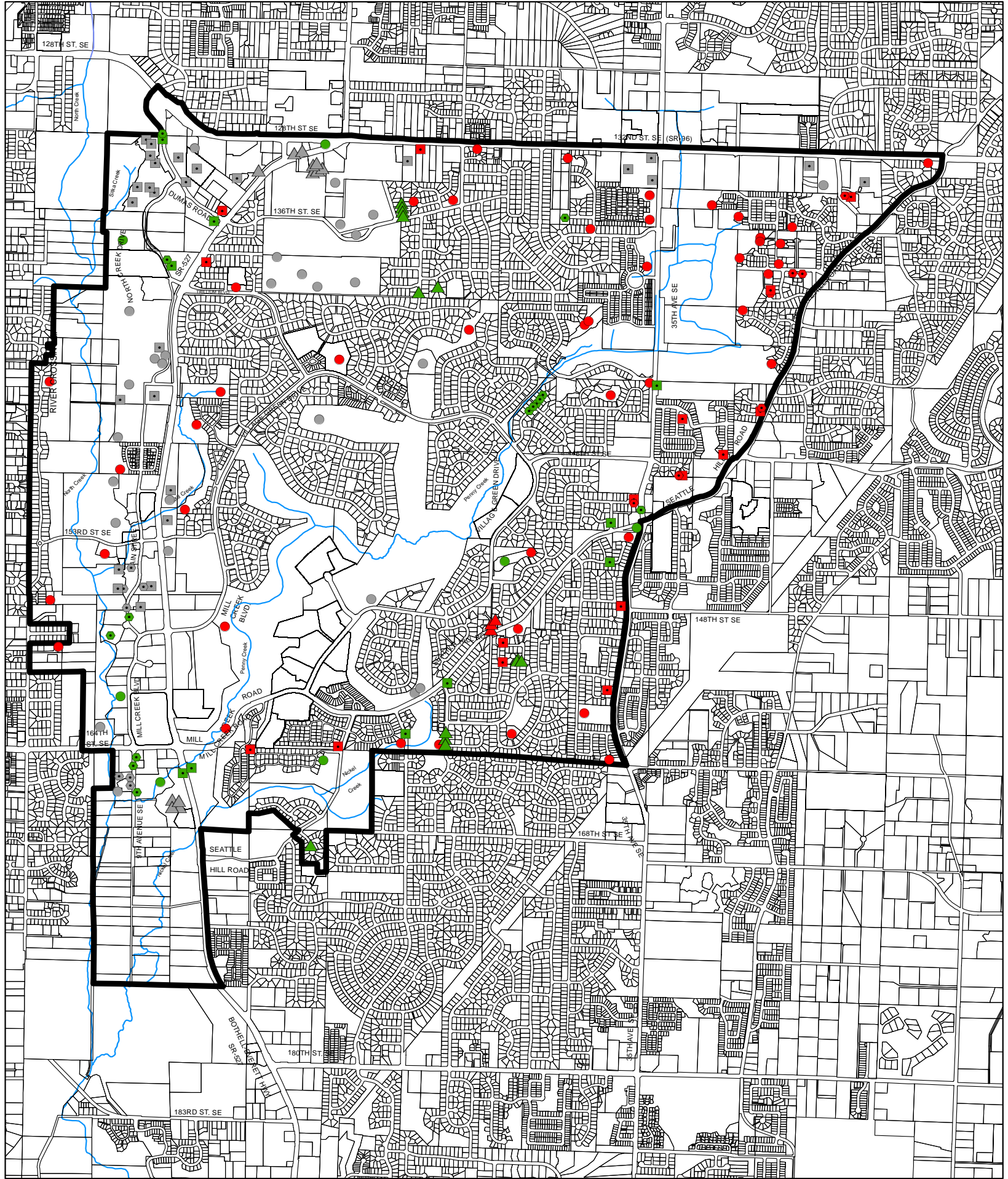
- City Limits
- Municipal Urban Growth Boundary
- Major Public Capital Facilities - City Owned
- Major Public Capital Facilities - Owned by Other Agencies
- Undeveloped City Property

Note: Existing and planned public park facilities are shown on the Parks and Open Space Plan in the Parks and Open Space Element.

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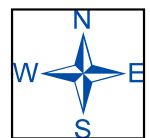


Storm Water Facilities



- | | |
|----------------------------------|---------------------------------|
| ● Private HOA Detention Pond | ● Commercial Detention Pond |
| ■ Private HOA Detention Vault | ■ Commercial Detention Vault |
| ◆ Private HOA Media Filter Vault | ◆ Commercial Media Filter Vault |
| ▲ Private Detention Pipe | ▲ Commercial Detention Pipe |
| ● City Detention Pond | — City Limits |
| ■ City Detention Vault | |
| ◆ City Media Filter Vault | |
| ▲ City Detention Pipe | |

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CHAPTER IX UTILITIES ELEMENT

INTRODUCTION

This element has been developed to identify and address the provision of utility services within the City of Mill Creek and its Municipal Urban Growth Area (MUGA) ~~until March 2009. Subsequent to this date, the City Council acted to adjust the UGA boundary to be coexistent with the City's MUGA.~~ The inventory and needs analysis ~~for the area contained herein~~ is applicable to the area of the City and ~~former the~~ MUGA. ~~An update of the inventory and needs analysis for the entire MUGA will be completed for the next GMA Comprehensive Plan review scheduled for completion by December 2011.~~

The Utilities Element is consistent with the Land Use Element as it confirms that adequate utility facilities are or will be available to support the land uses envisioned in the Land Use Element. In addition, the Utilities Element is consistent with the Countywide Planning Policies (CWPPs) adopted by Snohomish County.

This element contains:

- An inventory and capacity analysis of existing utility facilities;
- An assessment of the need for new and/or expanded utilities to serve growth in the existing City and MUGA over the next 20 years as anticipated in the Land Use Element; and
- Policies to ensure the timely and efficient provision and maintenance of utility facilities.

DEFINITION OF UTILITIES

The Procedural Criteria prepared by the state to guide cities in the implementation of the GMA include the following recommended definition of utilities:

"Utilities or public utilities mean enterprises or facilities serving the public by means of an integrated system of collection, transmission, distribution, and processing facilities through more or less permanent connections between the plant of the serving entity and the premises of the customer. Included are systems for the delivery of natural gas, electricity, telecommunications services, and water and for the disposal of sewage."

Thus, the Utilities Element addresses electricity, natural gas, telecommunications, ~~cable television~~ and water and sewer facilities.

INVENTORY AND CAPACITY ANALYSIS

The inventory and capacity analysis presented in the Utilities Element is intended to provide general information pertaining to the location and capacity of the existing utility service system in the ~~City's City and its~~ MUGA and the ability of the utility providers to serve the growth anticipated over the next 20 years.

Electricity

Electric power is provided to the City and its ~~Urban Growth Area~~ MUGA by the Snohomish County Public Utilities District No. 1 (PUD). The PUD is a component of the Northwest Regional Power Grid, which links regional electric generation facilities to individual utilities (such as the PUD) that distribute electricity to local communities. According to the PUD, there is ample transmission capacity to meet existing demand for both the City and ~~its~~ MUGA.

1. Transmission Facilities:

Electric power is supplied to ~~the~~ Mill Creek ~~and its~~ MUGA through a network of substations tied together by 115,000 volt (115 kV) transmission lines. The Bonneville Power Administration's SnoKing substation, located southeast of the City's MUGA, is a major point of delivery to the PUD transmission system

Two substations are located in the Mill Creek MUGA. The North Creek substation is located in the City of Mill Creek on the southwest corner of the intersection of SR 527 and Mill Creek Boulevard, and is the primary source of electricity for Mill Creek. The Murphy's Corner substation is located ~~in the North UGA Planning Area~~ on the southeast corner of SR 527 and SR 96. These substations are rated at ~~25 and~~ 28 million volt amps (MVA), ~~respectively. A third substation, known as the The~~ Cascade substation, is located outside the City's MUGA and is part of the transmission system that runs through Mill Creek. This substation is located on 132nd Street SE, east of the MUGA boundary. ~~In addition, the York substation located near the intersection of 51st Avenue SE and 108th Street SE on the east side of 51st Avenue, as described under the Future Facility Needs later in this element, will be energized soon. This substation is rated at 28 MVA and is located within the vicinity of the City's MUGA.~~

A 115 kV PUD transmission line runs along 132nd Street SE, linking the Cascade substation with the Murphy's Corner substation, then south parallel to SR 527 through the North Creek substation to the intersection of SR 527 and 192nd Street SE. At this point, the transmission line splits into two lines heading east and west. The easterly transmission line follows a utility right-of-way to the site of a proposed substation (~~York substation~~) in the southeastern portion of the City's MUGA and continues east beyond the MUGA boundary.

Seattle City Light owns and operates electrical transmission lines that bisect the ~~East UGA Subarea~~ eastern portion of the MUGA. This facility has four 230 kV circuits on two tower lines, which deliver the 788-megawatt output of the Skagit hydroelectric plants to the Seattle City Light service area. This facility does not directly provide electricity to the City ~~or and its~~ MUGA. Seattle City Light also operates a substation located at 39th Avenue SE and 156th Street SE. Electric transmission facilities located within the City and the MUGA are illustrated on the Electrical Utility Map.

Puget Sound Energy (PSE) also operates electrical transmission facilities located within a regional utility corridor running north/south along the east side of the Mill Creek MUGA. This corridor currently contains one 230 kV transmission line and one 115 kV transmission line and serves the energy needs of the areas to the north and south of Snohomish County. Under certain conditions, PSE's transmission line supports the County's distribution grid by providing emergency back-up to Snohomish County PUD's system.

In order to serve the growing need for electricity in the area, it may be necessary to construct and/or purchase new generating resources. Depending on where these resources are located, additional transmission lines may be needed in order to transport the power to the loads (electric customers). These new lines would be located on existing transmission corridors whenever possible. However, additional new rights-of-way and substations may be developed if load growth or system reliability standards dictate the need. The existing transmission corridor could ultimately accommodate a total of two overhead 230 kV transmission lines and one overhead 115 kV transmission line (three total).

2. Distribution Facilities:

Distribution facilities deliver electricity from local substations to the customers. The PUD owns and operates all electric distribution facilities within the City of Mill Creek. These facilities are typically located in the public right-of-way or in adjacent utility easements. In the City of Mill Creek, much of the electrical distribution system is located underground. The under-grounding of utility facilities improves the aesthetics of the community and increases reliability.

Electrical utility capacity is mainly determined by the ability of the generation and transmission facilities to meet the demand generated by the distribution systems. Due to the common nature of electrical distribution facilities and their marginal relationship to the issue of overall system capacity and future growth, electrical distribution facilities are not mapped in the Utilities Element.

3. Capacity of Existing Electrical Utility Facilities:

Snohomish County PUD has indicated that there is adequate capacity to meet the current electrical demands of the existing land uses within the City of Mill Creek and its MUGA. As described under the *Future Facility Needs* later in this element,

additional facilities are proposed within the vicinity of the City's MUGA that would add needed capacity and maintain reliable service.

Natural Gas

Puget Sound Energy (PSE) is regulated by the Washington State Utilities and Transportation Commission (WUTC) to serve Snohomish, King, Pierce, Thurston, Lewis and Kittitas counties. There are natural gas utility facilities located within the vicinity of the City and its MUGA. According to PSE there is ample capacity to serve existing and projected future demand for both the City and MUGA.

1. Transmission Facilities:

Natural gas is supplied to the entire Puget Sound region from the Williams Northwest Pipeline. This transmission pipeline is a connecting link of an international natural gas pipeline network that connects natural gas sources from Canada and the southwest United States to individual natural gas distribution utilities throughout the Western United States.

~~In Snohomish County, the pipeline runs in a north/south direction, just east of the SR 9 corridor. To serve the southwest portion of the county, including the Mill Creek UGA, a lateral branch of the Northwest Pipeline runs from the main pipeline west to Lynnwood.~~

~~The primary delivery point of natural gas to the Mill Creek/north Bothell vicinity is the North Bothell Town Border Station located at 184th Street S.E. and 51st Avenue S.E. Supply lines transport natural gas from the Town Border Station to three pressure reducing stations called intermediate pressure (IP) district regulators. Natural gas is then released into the distribution system through these regulators.~~

~~To provide the City of Mill Creek and adjacent communities with natural gas, PSE builds, operates, and maintains an extensive system consisting of transmission and distribution natural gas mains, odorizing stations, pressure regulation stations, heaters, corrosion protection systems, above ground appurtenances, and metering systems. When PSE takes possession of the gas from its supplier, it is distributed to customers through more than 21,000 miles of PSE-owned natural gas mains and service lines.~~

PSE receives natural gas transported by Williams Northwest Pipeline's 36" and 30" high pressure transmission mains at pressures ranging from 500 PSIG to 960 PSIG. The custody change and measurement of the natural gas occurs at locations known as Gate Stations. PSE currently has 39 such locations throughout its service territory. This is also typically where the gas is injected with the odorant mercaptan. Since natural gas is naturally odorless, this odorant is used so that leaks can be detected. The Gate Station is not only a place of custody transfer and measurement but is also a common location of pressure reduction through the use of "pressure regulators." Due to state requirements, the pressure is most commonly reduced to levels at or below 250 PSIG. This reduced pressure gas continues throughout PSE's high pressure supply system in steel mains ranging in diameter of 2" to 20" until it reaches various other pressure reducing locations. PSE currently has 755 pressure regulating stations throughout its service territory. These locations consist of Limiting Stations, Heaters, District Regulators, and/or high pressure Meter Set Assemblies.

The most common of these is the intermediate pressure District Regulator. It is at these locations that pressures are reduced to the most common levels ranging from 25 PSIG to 60 PSIG. This reduced pressure gas continues throughout PSE's intermediate pressure distribution system in mains of various materials consisting of polyethylene and wrapped steel that range in diameters from 1-1/4" to 8" (and in a few cases, larger pipe). The gas flows through the intermediate pressure system until it reaches either a low pressure District Regulator or a customer's Meter Set Assembly.

2. Distribution Facilities:

Most gas distribution mains are located in the public right-of-way. ~~PSE has approximately 80 miles of distribution main servicing the City of Mill Creek and its UGA. Currently within the City of Mill Creek MUGA, PSE operates and maintains: approximately 4 miles of high pressure main, 3 District Regulators, approximately 222 miles of main and 197 miles of service lines.~~ Distribution facilities are not mapped in the Comprehensive Plan as they are commonplace and do not impact the overall capacity of the system.

3. Capacity of Existing Natural Gas Utility Facilities/Resources:

As of ~~April 2004~~ January 2015, the City of Mill Creek had ~~approximately 4,000~~ 5,918 natural gas customers. PSE has planned for and/or acquired gas supply and pipeline capacity to meet the demand of current customers and anticipated growth for the 20-year planning period.

Liquid Petroleum Pipelines

Olympic Pipeline is a 400-mile interstate pipeline system that includes 12-inch, 14-inch, 16-inch, and 20-inch pipelines. The pipeline runs along a 299-mile corridor from Blaine, Washington to Portland, Oregon. The system transports gasoline, diesel, and jet fuel. One of the transmission lines runs through the northeast corner of the City along the eastern boundary of the East Gateway Urban Village subarea.

Water

Water and sewer services are provided to the City and its MUGA by the Alderwood Water ~~and &~~ Wastewater District (Alderwood) and Silver Lake Water & Sewer District (Silver Lake). According to Alderwood and Silver Lake, there is adequate capacity to meet existing demand within the City and its M's UGA.

The primary source of supply for the county is the Sultan River/Spada Lake/~~Lake Reservoir~~–Chaplain Reservoir water works complex operated by the City of Everett. The Everett water works complex includes a water filtration plant at Lake–Chaplain Reservoir, which was completed in 1983. All potable water entering the distribution system flows through the ~~treatment-filtration~~ plant. The City of Everett has recently completed improvements to the filtration plant and anticipates that the, which has a peak capacity will be 140- of 132 million gallons per day (MGD).

The Everett's 2000-2014 Addendum to the 2007 Comprehensive Water Plan indicates that there is adequate water supply to meet the water needs of its wholesale customers, such as Alderwood and Silver Lake, through 2050 beyond 2060.

1. Water Transmission Facilities:

Water is transmitted from the water works complex to the Everett water system by means of four transmission lines located in two transmission corridors. These transmission pipelines transmit water into the City of Everett and Clearview Water Supply Agency (CWSA) reservoirs, from which Alderwood and Silver Lake draw their water.

Both Alderwood and Silver Lake receive some of their water from the newly constructed Clearview (CWSA) Reservoir located east of Mill Creek. The Clearview Reservoir CWSA is supplied from the new Clearview Pipeline-pipeline, pump station and reservoir. The CWSA system that runs north/south through the Snohomish Valley parallel to Highway 9 to an 11 MG reservoir in the Clearview community, which also has reserved site space available for a future 11 MG reservoir.-

In the City of Mill Creek and its MUGA, water transmission facilities are part of an integrated a regional water delivery system consisting of several reservoirs and transmission mains. The general location of the water transmission facilities in the Mill Creek UGA is illustrated on the water and sewer Utility Map.

Alderwood

~~The Alderwood district~~ receives water from the City of Everett water system via two pump stations and two 36-inch transmission mains that connect to the Alderwood system. The current peak capacity of the pump stations and transmission mains is approximately ~~46-72~~ MGD, including CWSA. Alderwood is comprised of three terminal reservoirs with a combined storage capacity of 76 Million Gallons (MG). In addition, there are three ~~peak demand~~ distribution system reservoirs with a combined storage capacity of 10.4 MG. Water is transmitted throughout the district to the local distribution grid through transmission mains that range between 12 and 36 inches. As noted above, ~~the Alderwood district~~ also receives water from the CWSA-new Clearview Reservoir.

Silver Lake

Silver Lake receives its water from the Everett system through three master meters located in the north end of the district, four master meters located along the Clearview Pipeline, and a master meter from the Alderwood system located near the Bothell-Everett Highway at 156th Street. The district has three storage reservoirs with a combined storage capacity of ~~9.9~~ 16.4 MG. One of the reservoirs, an ~~1.5~~ 8.4 MG standpipe capacity tank, is located ~~in the North Neighborhood of the Mill Creek UGA behind the Silver Lake offices~~ at 2210 - 132nd Street Southeast. Water is transmitted throughout the district ~~to the~~ by a local distribution grid ~~through~~ with transmission mains that range between 12 and 16 inches in diameter. Silver Lake is a wholesale supply customer of Alderwood and has an agreement with Alderwood for the combined supply of up to 5 MGD delivered to the southwest border of Silver Lake. Master Meter No. 10 (3.5 MGD capacity) initiated flow under this agreement, with plans for a future master meter yet to be sited and built.

2. Water Distribution Facilities:

Water distribution facilities are generally located within the public right-of-way and connect the customer to the transmission mains. Since water distribution facilities are commonplace and do not impact the overall capacity of the system, they are not mapped in the Utilities Element.

3. Capacity of the Existing Water Transmission System:

Alderwood

According to the ~~2003-2009~~ Alderwood Water System Plan, Alderwood currently has an average daily demand of ~~19.428.8~~ MGD and a peak demand of ~~36.956.9~~ MGD. As stated above, current peak capacity is ~~46-72~~ MGD; therefore, there is currently adequate capacity to serve the land uses within the Alderwood Water & Wastewater District.

Silver Lake

According to ~~the draft~~ their 2010 Comprehensive Water Plan, Silver Lake currently has an average daily demand of ~~1.95.0~~ MGD and a peak day demand of ~~3.3~~ 10.5

MGD. With a current storage capacity of 9-916.4 MG, Silver Lake has the capacity to serve the existing land uses.

Sanitary Sewer

Sanitary sewage collected within the districts is transmitted via pipelines to waste treatment facilities outside the boundaries of the districts. According to Alderwood and Silver Lake, there is capacity to meet existing demand for both the City and its MUGA.

1. Sanitary Sewer Collection Facilities:

Alderwood

Sanitary sewage generated in the Alderwood portion of Mill Creek and its MUGA flows south by gravity via the North Creek Trunk Line to sewage treatment facilities owned and operated by King County. In the Mill Creek MUGA, the North Creek Trunkline consists of a 15- to 24-inch diameter pipeline that generally follows the North Creek corridor, west of the SR 527 corridor. In addition, a major branch of the trunkline consisting of an 18- to 15-inch diameter pipe extends east from the trunkline at 164th Street S.E. along the Penny Creek corridor to approximately 35th Avenue S.E.

The ~~2000–2009~~ Alderwood ~~Sanitary–Comprehensive~~ Sewer Plan identified improvements to the North Creek Trunk Line to address capacity issues. ~~These improvements were planned to be completed by 2005.~~ However, with ~~the a~~ change in ownership of the trunk line to King County, these improvements have been delayed, which may affect available capacity in the Mill Creek area. ~~The Alderwood district~~ is currently evaluating existing capacity of sanitary sewer facilities in cooperation with King County. If warranted, the ~~district-District~~ will identify measures to increase capacity.

Silver Lake

Most of the area within the City of Mill Creek and its MUGA served by Silver Lake flows south into the Alderwood district, and into the North Creek Trunkline. ~~A small area, including the existing commercial area located at the southwest corner of SR 527 and SR 96 flows~~ For a small area in the northeast corner of the City (east of 35th Avenue and north of 169th Street and including the Silver Crest neighborhood and the Thomas Lake Shopping Center) flows north to treatment facilities owned and operated by the City of Everett. ~~A 15-inch-diameter-sewage-collection-pipe-extends-down-35th-Avenue-SE-to-450-feet-south-of-SR-96.-This-pipeline-is-intended-to-serve-development-in-the-northeast-portion-of-the-UGA-and-flows-north-to-City-of-Everett-facilities.~~

2. Capacity of Existing Sewage Disposal System:

Alderwood

Alderwood has an agreement with King County Waste Treatment Division (KCWTD) of the Department of Natural Resources and Parks Metro to dispose of sanitary

sewage and industrial waste at ~~Metro-KCWTD~~ sewage treatment facilities. In response to increased growth in the Puget Sound region, King County ~~will behas~~ constructing a new regional wastewater treatment plant located northeast of Woodinville. ~~Known known~~ as Brightwater, ~~this~~ This facility ~~will serves~~ will serves portions of King and Snohomish counties and ~~will provides~~ will provides additional capacity to serve the Alderwood district.

Silver Lake

The overall capacity of the sewage disposal system is generally determined by the capacity of the downstream treatment facilities. By contract with the City of Everett, Silver Lake has purchased the right to discharge at a peak rate of 11,500 gallons per minute into the City of Everett's south end interceptor ~~through the year 2010~~. Currently, the district ~~disposes- discharges~~ discharges at a peak rate of approximately 4,200 gallons per minute into the Everett facility. Therefore, there is sufficient capacity within the sewage disposal system that flows to the City of Everett facilities. Their existing agreement with Everett is currently being reviewed for renewal with a proposed contract term of 50 years.

Telecommunication Services

Telecommunication is the transmission and reception of digital content by a variety of methods. These can include wired technologies, such as electrical cables and wires, or via light transmissions over optical fibers. Wireless methods can include over-the-air broadcasts, radio waves, cellular networks or other means.

Telecommunication companies are privately owned, publicly regulated, and driven by market forces rather than statutory requirements. Telecommunications include, but are not limited to, landline telephone, mobile voice and data wireless services, internet access, and cable television. In some cases, these telecommunication services will use existing utility corridors within the public rights-of-way (ROW), and can be regulated by the City through a franchise agreement or the ROW permit process.

Telecommunication technologies are changing rapidly and will continue to change during the horizon of this plan. Effective telecommunications services are critical to citizens in several ways. They promote and enhance individual information exchange, contribute to a robust regional economy, and afford numerous public services, including delivery of emergency services, education and opportunities for citizen involvement. In addition, rapidly changing technologies are providing opportunities for alternative work environments and lifestyles as more people transmit and receive information through the internet.

~~Verizon Northwest Inc. is certified by the Washington Utilities and Transportation Commission (WUTC) to provide local telephone and other related special services (alarm circuits and data transmittal) throughout Snohomish County. There are telephone utility facilities within the Mill Creek vicinity. According to Verizon Northwest Inc. there is, or will be, ample capacity in the telephone utility system to serve the existing and projected future needs of the City and its UGA.~~

~~Cellular phone service is provided by several companies including US West, Verizon Wireless, AT&T, Cingular and Nextel. Adequate facilities are or can be available to meet the existing and projected needs of the Mill Creek UGA.~~

~~**1. Verizon Northwest Inc. Facilities:**~~

~~GTE and Bell Atlantic merged to form Verizon Communications Inc. in 2000 and replaced GTE as the provider of telephone service in Mill Creek. Its facilities consist primarily of switching stations and transmission lines. Transmission facilities between the switching stations in the vicinity of Mill Creek are located underground in concrete-encased conduit systems. Additional or new cables can be installed in the conduit as needed to meet demand. Other transmission facilities (feed routes to the distribution lines) are located either underground or above ground on utility poles. Transmission facilities are generally located within the public right-of-way.~~

~~Telecommunication facilities are not mapped in the Comprehensive Plan as they are commonplace and do not impact the overall capacity of the system.~~

~~**2. Distribution Facilities:**~~

~~Distribution facilities link individual customers to transmission facilities. Distribution facilities are generally located within the public right-of-way. In the newer developments within the City and its UGA, the distribution facilities are located underground to improve reliability and the aesthetics of the community. Telephone distribution facilities are not mapped in the Utilities Element as they are common to all areas of the City and do not determine the overall capacity of the utility.~~

~~**3. Capacity of Existing Telecommunication Utility Facilities:**~~

~~Verizon Northwest Inc. has indicated that the existing facilities are sufficient to meet current demand. Telephone utilities are considered an essential utility by the WUTC; therefore, Verizon Northwest Inc. has an obligation to serve the public requirements for communication utilities. Verizon Northwest Inc. has indicated that the existing facilities are/will be sufficient to meet current and forecasted growth demands.~~

~~**4. Wireless Service:**~~

~~Wireless communication has increased in the past several years. The wireless telecommunication system consists of antennas and associated ground mounted equipment. Several of these facilities are located on private property along the Bothell-Everett Highway in the City's commercial core.~~

~~**5. Capacity of the Existing Wireless Telecommunication System:**~~

~~Several cellular towers have been constructed in the past five years to meet the growing demand for wireless phone service. The wireless communication industry~~

~~closely monitors the capacity of their facilities. As the number of wireless customers increases in the area, additional sites may be needed.~~

Cable Television Utility Facilities

~~Cable television service is provided to the City and UGA by Comcast Cable Communications. Cable television transmission facilities are located throughout the City and UGA. According to Comcast Cable Communications, there is or will be adequate capacity to meet existing and projected demand within the City and UGA.~~

1. Transmission Facilities:

~~Most of the Mill Creek UGA is served from the Lynnwood head-end station located near the corner of 185th Street SW and 40th Avenue West. This station receives its signal via fiber optic cable from a processing station located in Seattle at NE 85th Street and Roosevelt Way. From the Lynnwood head-end station, three-quarter inch trunklines extend east along 164th Street SE and throughout the Mill Creek area. The northern portion of the UGA is served from the Everett head-end station located at the corner of 76th Place SW and Upper Ridge Road. Trunklines from this station extend south on SR 527 and east on SR 96.~~

2. Distribution Facilities:

~~One half inch distribution cables are located in the public right of way and carry the cable television signals from the transmission trunk line to the individual customer service lines. In the City of Mill Creek, these distribution lines are generally located underground. Distribution lines are not mapped in the Utility Element as they are commonplace and do not impact the capacity of the system.~~

3. Capacity of Existing Cable Television Facilities:

~~Comcast Cable Communications is available in all residential areas of the City and has the capacity to serve existing demand. Additional facilities are planned in the near future; however, they are not required to serve additional customers. The new facilities will have the capacity to carry more channels.~~

FUTURE FACILITY NEEDS

Electricity

~~The PUD has plans to construct the York an additional substation and modify the existing a-115 kV transmission and 12 kV distribution lines in the surrounding area to meet the additional demand for electricity generated by growth over the 20-year planning period, and maintain the reliability of the distribution system. The substation site is located near the existing transmission line in the vicinity of the southeast corner of the South UGA Planning Area, at 18409 51st Avenue SE near the intersection of 35th and 180th Street, to meet the additional demand for electricity generated by growth over the~~

~~20-year planning period and increase the reliability of the distribution system. The general vicinity of the proposed facilities is as~~ illustrated on the Electrical Utility Map. In addition, the North Creek substation can be expanded to double the existing capacity if the need arises. Improvements would take place within the existing confines of the site ~~with little change in the appearance of the facilities.~~ Thus, the PUD will have adequate capacity to serve the City of Mill Creek and its MUGA over the 20-year planning period.

~~PUD's system plan currently includes one upgrade project related to their transmission corridor on the east side of Mill Creek. The project consists of upgrading a 13.2 mile long segment of the 230 kV line in the north-south corridor that extends between the Sammamish Substation in Redmond and Seattle City Light's Bothell Substation located south of 156th Street SE at Sunset Road. The approximate construction date is 2005-2006.~~

Natural Gas

~~Existing natural gas transmission facilities and supplies have adequate capacity to meet the growth anticipated in the City's Land Use Element. That being the case, Puget Sound Energy has indicated that no additional transmission facilities are required or planned within the City of Mill Creek and its UGA within the 20-year planning period. Upcoming improvements will be limited to distribution facilities required to hook up new customers and improve distribution to existing customers.~~

~~PSE has identified a system reinforcement project that will be necessary to meet anticipated load growth in Mill Creek. New intermediate pressure gas main will be installed in 168th Street SE (from 35th Avenue SE to 23rd Avenue Southeast) and in 23rd Avenue SE (from 168th Street SE to Seattle Hill Road).~~

~~To meet the regional and City of Mill Creek natural gas demand, PSE's delivery system is modified every year to: meet natural gas volume and pressure demands for new and/or existing customers, accommodate rights-of-way improvements, and address pipeline integrity issues. The following major construction projects in the City of Mill Creek and its MUGA may be required:~~

~~Within approximately five years:~~

- ~~• 6-inch reinforcement in 168th Street SE from 28th Drive SE to 35th Avenue SE.~~

~~Within approximately five to ten years:~~

- ~~• 4-inch tie in Meadow Road from 138th Place SE to north of 137th Street SW~~
- ~~• 2-inch tie in 185th Street SE between 10th Drive SE and 11th Drive SE~~
- ~~• 6-inch reinforcement in 35th Avenue SE from 169th Street SE southerly to 180th Street SE~~
- ~~• 6-inch reinforcement in 180th Street SE from 29th Drive SE westerly to Bothell-Everett Hwy~~

- 8-inch reinforcement in Mill Creek Boulevard from Trillium Boulevard SE to 152nd Street SE

Ongoing system integrity work:

- The replacement of DuPont manufactured polyethylene main and service piping and certain/qualified steel wrapped intermediate pressure main and service piping. There will be ongoing pipe investigations throughout the City to determine the exact location of any DuPont pipe and qualified steel wrapped pipe to be replaced.
- There will be ongoing investigations throughout the City to determine the location of where gas lines have been cross bored through sewer lines and make subsequent repairs.

Water

1. City of Everett:

According to ~~the~~ Everett's 2000-2014 Addendum to the 2007 Comprehensive Water Plan, there is sufficient capacity to meet the future water needs of Alderwood and Silver Lake ~~through 2019~~ beyond 2060. Additional capacity will be needed to meet water demands beyond this time period. The 2000-2014 Plan has two recommendations to improve the overall system capacity to meet future demand through 2055 2060. They are:

- ~~Replacement of the Berry Line with a larger diameter pipeline. This project is planned for construction in 2014.~~
- Construction of a cross-tie pipeline between the #2 and #3 transmission lines in the north corridor and the #5 transmission line in the south corridor near the City of Snohomish. The cross-tie pipeline will be located in the Colby Street corridor inside the City of Everett. This project is planned for construction in 2027-2028 by 2019.
- Expansion of the Water Filter Plant from 132 MGD to 165 MGD by 2036.

2. Alderwood:

The 2003-2015 Alderwood Water System Plan anticipates peak demand to increase to approximately 60 MGD by the year 2030-2035. ~~With the planned construction of the second Clearview reservoir in 2010, the Alderwood district will have~~ has sufficient capacity through the year 2030-2035 to serve district customers.

3. Silver Lake:

Silver Lake anticipates peak demand to increase to over ~~10-~~12.4 MGD by the year ~~2020~~2030. The District's Comprehensive Water Plan identified improvements to meet the increased demand that included: As a result, the district's water plan identifies improvements necessary to meet the increased demand including:

- Installation of grid strengthening water main construction projects. Installation of a 12-inch transmission main along SR 527 (Bothell Everett Highway Transmission Main No. 2) for additional storage volume for Reservoir No. 4 anticipated to be completed in 2005.
- Construction of additional storage volume of 8 MG at Reservoir No. 4, which was completed in 2007.
- Implementation of Clearview Supply Connections including an additional Master Meter No. 9.
- Establishment of a new water supply agreement with Alderwood and the construction of Master Meter No. 10.
- Modification of Everett Agreements addressing water supply and operational procedures.

4. Conclusion:

Subject to implementation of the recommendations of ~~the Everett's 2014 Addendum to the 2007~~ 2000 Comprehensive Water Plan, including an aggressive conservation program and completion of the improvements as prescribed in the two districts' comprehensive water plans, there will be an adequate capacity to serve the anticipated growth in the districts, including the City of Mill Creek and its MUGA, over the 20-year planning period.

Sanitary Sewer

Several sewage collection/treatment facilities will need to be constructed or expanded to meet the demand generated by the land uses envisioned by the Land Use Element. ~~These include:~~

1. Murphy's Corner Lift Station:

~~The Murphy's corner lift station, which is located within the Gateway Shopping Center, will be replaced with a gravity sanitary sewer line connecting to the North Creek Trunk Line. This improvement will likely occur at the time the property situated south of the Gateway Shopping Center is developed.~~

21. Regional Improvements:

Both ~~Metro-KCWTD~~ and City of Everett sewage treatment facilities will require expansion to meet the demand generated by growth. As a result, both ~~Metro KCWTD~~ and the City of Everett have long-range improvement plans to increase capacity to meet projected demands. ~~In addition, King County Metro-KCWTD is planning constructing the replacement of the North Creek Trunk Line, construction of the Brightwater facility, located on Highway 9. Once the Brightwater facility is operational, the North Creek Trunk Line will be intercepted with an influent pipeline at 196th Street SE that will carry the wastewater (currently going to West Point) to the Brightwater Treatment Plant. Once treated, the wastewater will be conveyed to a marine outfall near Point Wells. The Brightwater Treatment Plant is expected to be operational by 2010.~~

32. Conclusion:

Subject to the construction of programmed sewage collection and treatment facilities, there will be an adequate capacity to serve the growth anticipated within Alderwood and Silver Lake, including the City of Mill Creek ~~and its MUGA~~, over the 20-year planning period.

Telecommunication Services

~~Telecommunication services are privately owned, publically regulated, and are driven more by market forces rather than statutory regulations. Future capacity is demand driven in nature and the capacity to serve is governed by the individual providers ability to finance and place new infrastructure. Thus, no list of needed telecommunication service facilities is provided.~~

~~1. Verizon Northwest Inc.:~~

~~— According to Verizon Northwest Inc., no new underground supporting structures (conduit systems) or switch stations are planned in the near future. However, Verizon Northwest Inc. is monitoring the SR 527 corridor, including the Town Center area and the properties designated for business park development to the north. Should the future businesses require the ability to transmit large amounts of data, a remote service unit (RSU) may be justified in the vicinity. The general location of the potential additional RSU location is illustrated on the Utility Element Map. Distribution facilities will continue to be added and upgraded as necessary to meet demand.~~

~~2. Wireless Services:~~

~~— Wireless service providers monitor the use of the facilities on a regular basis to determine when additional facilities will be required. Increased demand is expected to outpace the increase in population as the service becomes more affordable and~~

~~commonplace. As the number of customers increases, additional cell sites will be required to meet demand. While no new facilities have been formally proposed to date, additional facilities may be necessary in the Mill Creek UGA within the 20-year planning period.~~

Cable Television Utility Facilities

~~Comcast Cable Communications is in the process of updating their transmission facilities to allow the customers access to additional channels. The existing system is limited to transmitting a maximum of 35 channels. Application of fiber optic technology will increase the available number of channels to 80.~~

~~To apply this improved technology, a new "mini-hub" processing station is proposed in the vicinity of 180th Street SE, between SR 527 and 35th Avenue SE. This facility will be tied directly to the Lynnwood head-end facility via a fiber optic trunk line. Upon receiving the transmission signal, the mini-hub will relay the signal through new fiber optic transmission lines, which will replace the existing transmission lines. This will make fiber optic cable television transmission technology available to all existing customers and future developments, including the Town Center, business park and residential zoning districts. The distribution system linking individual customers to the transmission facilities will not be replaced at this time.~~

REGIONAL/LOCAL ISSUES

Following is a discussion of issues associated with the provision of utility services within the City of Mill Creek and its MUGA.

Policies aimed at addressing issues raised in this section and throughout the element are provided later in the Utilities Element.

Regional Context of Utility Services

Utility infrastructure is not generally contained within jurisdictional boundaries. Distribution systems often serve several jurisdictions. For example, electrical transmission systems link individual utilities from Canada to California.

"Essential Public Facilities" Designation/Siting Criteria

~~Procedures for siting essential public facilities were approved by Snohomish County Tomorrow in 1995are permitted through the Conditional Use process established in the Mill Creek Municipal Code. The siting process has been adopted by reference within the Capital Facilities Element.~~ The City will use these procedures for the siting of utilities that are deemed essential public facilities.

Need for Adequate Land Designated to Permit the Development of New/Expanded Utility Facilities

Utility providers often have difficulty obtaining sites for their facilities as a result of perceived health and safety concerns, public opposition or geological and geographical difficulties.

Need for Policies and Development Regulations that Facilitate the Predictable and Timely Development of Utility Facilities

To fulfill their public service obligations, utility providers must place and maintain utility facilities when and where needed in a timely fashion. If demand outpaces facility capacity, the consequences (i.e., power outages) could affect large numbers of residential and commercial customers.

Utility Corridors - Need for City/Utility Providers Coordination

Often, several utilities share the same corridor, and in some cases, the same trenches. Installation and maintenance of utility facilities are costly, both to the utilities and the City/public. Utilities are impacted directly by the actual costs of the labor and materials for the work; **and** the City/public are indirectly affected by the traffic congestion resulting from trenching activities within the right-of-way (reduced level of safety, aggravation and lost time).

Need for the Sharing of Planning Information

Both the City and the utility providers have a need for accurate statistical data to plan for the future. Although the utilities and the City may use different forecasting methodologies, the population and employment forecasts are beneficial to all parties.

UTILITY POLICIES

The following policies have been formulated to address issues raised earlier in the element. Application of the policies will help to ensure that adequate utility facilities, which are aesthetically acceptable to the community, will be available to serve the growth anticipated in the Land Use Element.

Policy 1.01

Approve uUrban development only ~~shall be approved~~ in those areas where services are available and are adequate to support the proposed demands without adversely affecting current users.

Policy 1.02

~~The City shall c~~Coordinate with other jurisdictions and the utility providers as appropriate to ensure that there is adequate utility system capacity to serve the land uses envisioned in each jurisdiction's comprehensive plan and to identify areas and projects where interjurisdictional cooperation is necessary. This coordination will take place, at a minimum, through the SEPA determination review and comment process and/or any interlocal agreement.

Policy 1.03

~~The City shall p~~Provide ~~annual~~ updates of population, employment and development forecasts to the utility providers and adjacent jurisdictions to use in their long-range facility planning efforts upon request of the provider.

Policy 1.04

Pursuant to RCW Chapter 57, ~~the City will~~ review Alderwood and Silver Lake's Water Plan Updates, which are required every ~~five-six~~ years, to ensure that the water plans' land development patterns and population and employment assumptions are consistent with the policies and assumptions of the City's Comprehensive Plan.

Policy 1.05

~~The City shall p~~Process necessary permits and approvals in a fair and timely manner to ensure predictability in the installation of necessary utilities.

Policy 1.06

~~The City shall a~~Adopt and maintain development regulations that permit utility facilities in all appropriate zoning districts subject to appropriate public and City review (i.e., SEPA review and/or a Conditional Use Permit).

Policy 1.07

Utility facilities designated as "essential public facilities" by the state, county and/or Snohomish County Tomorrow ~~shall be~~ subject to the ~~countywide siting~~Conditional Use permitting process ~~mandated by the GMA established in the Mill Creek Municipal Code. The City shall implement the procedures approved by Snohomish County Tomorrow in 1995 and adopted by reference in the Capital Facilities Element.~~

Policy 1.08

Through coordination with the utility providers and the application of appropriate development regulations, ~~the City shall~~ work to ensure that utilities are provided and maintained in a manner that is fiscally and environmentally responsible, aesthetically acceptable to the community and does not pose an undo health risk or nuisance to those who live and work in the community.

Policy 1.09

~~Development proponents shall be r~~Required development proponents to mitigate their proportional impacts on public utilities to ensure that proportional costs are borne by those responsible for the impact rather than the present City residents and rate payers,

and that Levels of Service are not degraded below acceptable levels as a result of proposed developments.

Policy 1.10

~~The City shall require, wW~~here possible and appropriate, require all new utility facilities to be located underground. In addition, ~~the City shall~~ require reasonable screening and/or the architecturally compatible design of all new aboveground utility facilities.

Policy 1.11

To minimize construction-related disruptions to the public, reduce the cost of utility facilities and prevent excessive deterioration of the roadway surface, ~~the City shall~~ promote, where possible, the co-location of new utility distribution and transmission facilities in shared trenches and the coordination of utility construction activity.

Policy 1.12

Routinely cooperate with all utilities authorized to provide services within Mill Creek about the schedules for projects within the City's Capital Improvement Program that offer an opportunity to install infrastructure during the construction of City projects.

Policy 1.13

Encourage telecommunication service providers to engage in long-term planning for telecommunications construction, reconstruction and facility upgrades, including provisions to ensure that the system's capacity, design and equipment will allow users to take advantage of innovative uses, services and technology.

CONCLUSION

As established within this element, the utility providers have the capacity to meet current demand and have stated their commitment and ability to provide utility facilities adequate to meet anticipated demand generated by growth over the 20-year planning period. In addition, implementation of the above policies will enable the City and utility providers to monitor growth and the capacity of utility facilities within the City of Mill Creek and its MUGA, thereby helping to ensure the provision of required new and expanded utility facilities in a timely and cost effective manner.

Electrical Utilities Map

Utilities Element (Effective ___/___/15; Council Ord. 2015-_____)

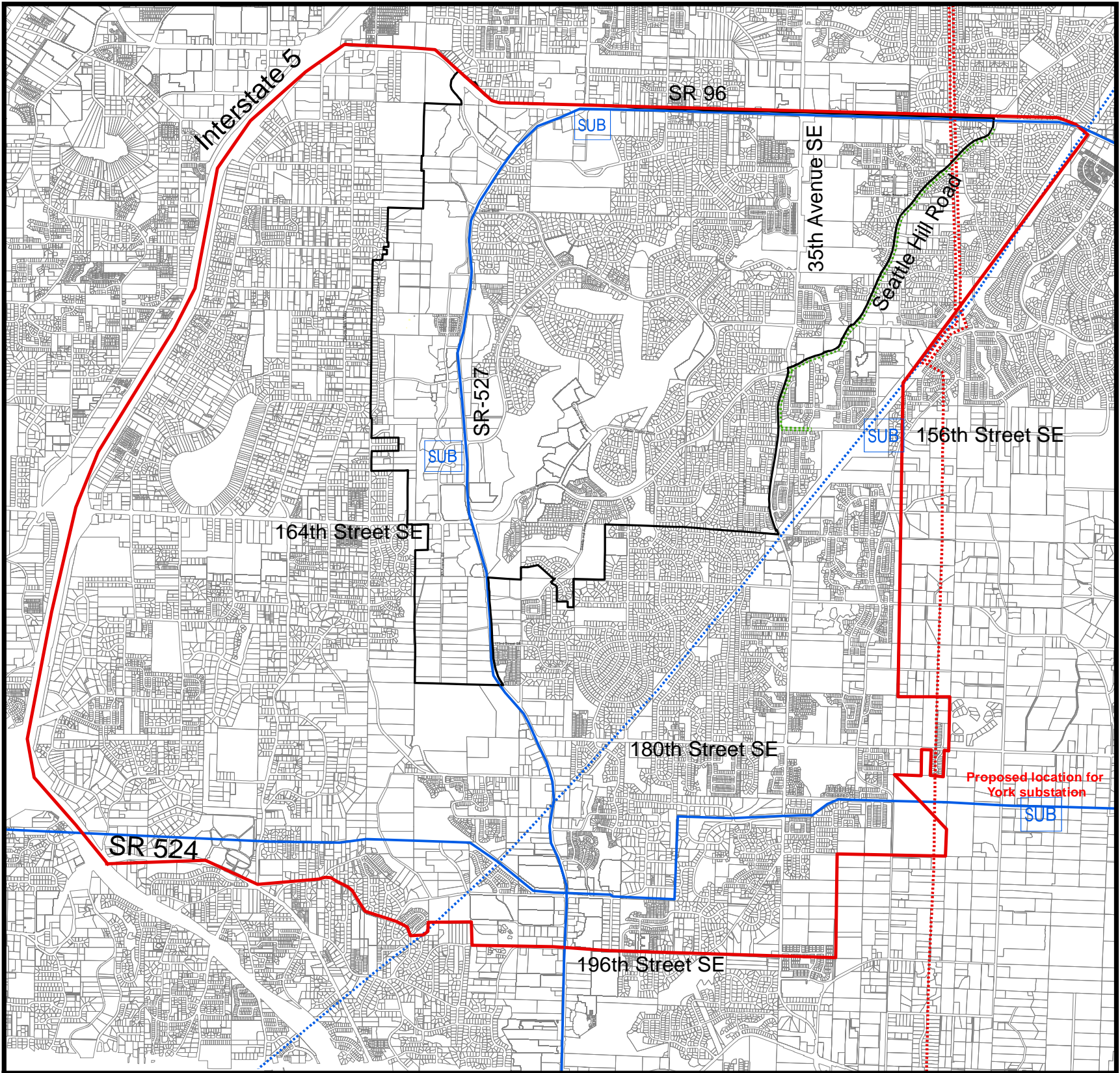
IX-20







Water and Sewer Utility Map

Utilities Element (Effective ___/___/15; Council Ord. 2015-_____)

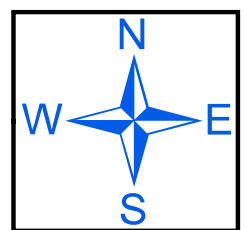
IX-21

Electrical and Gas Utilities

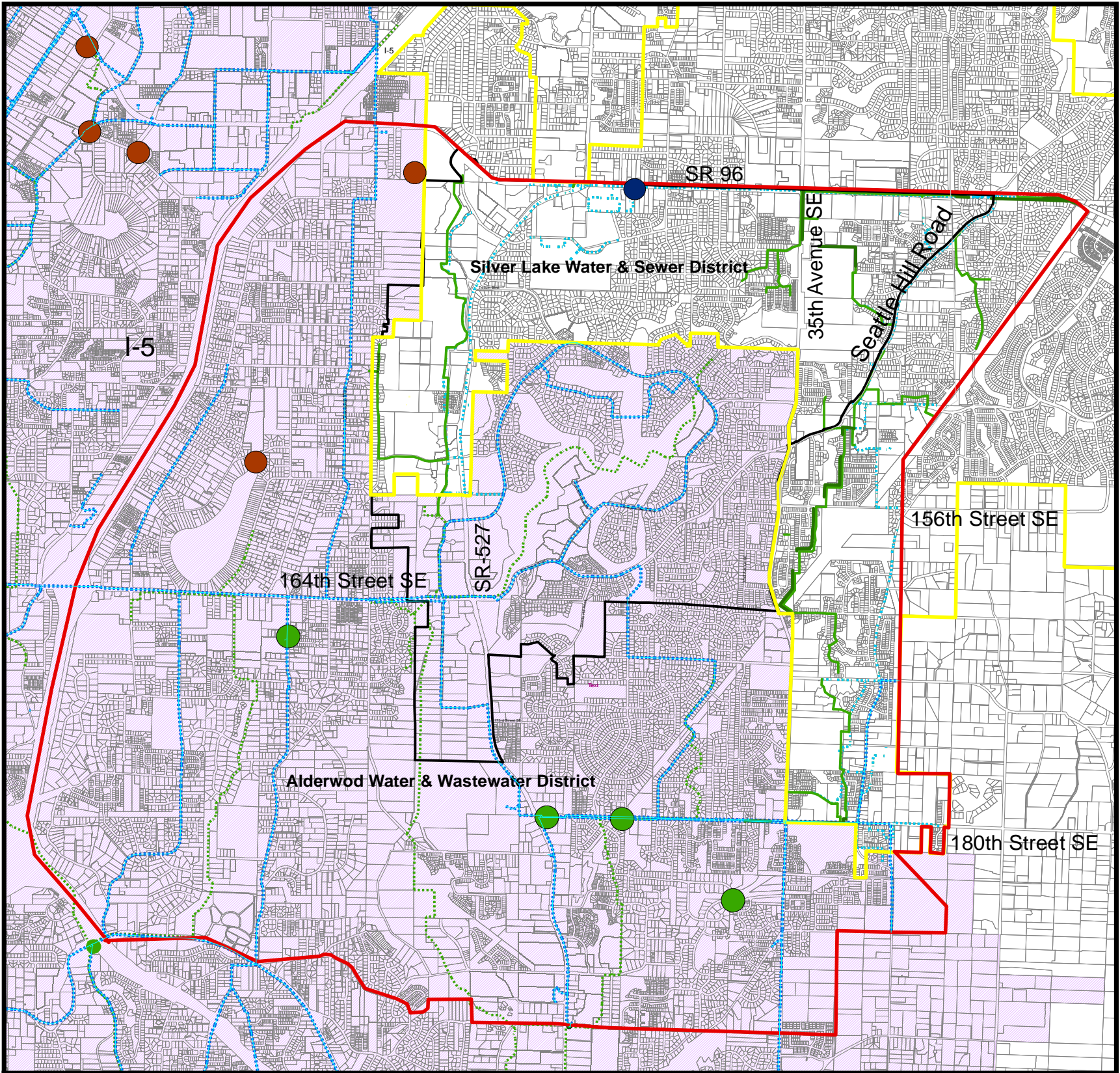


-  City Limits
-  Municipal Urban Growth Area Boundary
-  Electric Transmission Line
-  Gas High Pressure Line
-  115 kV Transmission Line Corridor
-  230 kV Transmission Line Corridor

DRAFT
Ord. 2015 _____
Effective 2015 _____

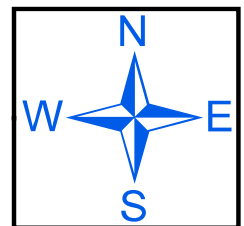


Water and Sewer Utilities



- City Limits
- Municipal Urban Growth Area Boundary
- Silver Lake Water & Sewer District Service Boundary
- Pressure Reducing Valve
- Lift Station
- Reservoir
- Sewer Force Main
- Sewer Gravity Main
- Water Line 12" and Over
- Sewer Line 12" and Over
- Alderwood Water & Sewer District Service Boundary

Ord. 2015 _____
Effective 2015 _____



**CHAPTER X
TRANSPORTATION ELEMENT**

INTRODUCTION

~~This—The~~ Transportation Element addresses the motorized and non-motorized transportation needs of the City of Mill Creek. The Transportation Element takes into account existing and planned land uses within the City and the Municipal Urban Growth Area, and has been developed in accordance with Countywide Planning Policies.

This element has also been developed consistent with both the *VISION 2040* and *Transportation 2040* regional land use and transportation plans to ensure that the City's transportation system is consistent and contributes toward the regional transportation network. ~~In addition, -and to ensure it that enables~~ the City ~~is eligible for to~~ participation~~one~~ in federal and state funding programs.

The purpose of the Transportation Element is to:

- Provide a long-range forecast of future transportation facilities and services to adequately support the land uses established on the City's Land Use Plan and population forecasts;
- Include policies to ensure that adequate transportation facilities are available to meet anticipated demand;
- Provide an inventory of the City's existing motorized and non-motorized transportation facilities;
- Establish Level of Service Standards and Guidelines to measure the adequacy of those facilities;
- Evaluate the capacity of existing motorized and non-motorized transportation facilities; and
- ~~Provide an implementation strategy identifying specific projects needed to address existing and future transportation needs, including a seven-year Capital Facility financing plan illustrating the City's commitment and ability to provide those facilities; and~~
- ~~Include policies to ensure that adequate transportation facilities are available to meet anticipated demand.~~

- Identify and prioritize transportation needs that are incorporated into the seven-year Capital Improvement Plan (CIP) to meet established Level of Service Standards and Guidelines.
- The CIP is a separate City document and identifies specific capital improvement projects and funding sources, including impact mitigation fees. The CIP is updated every two years in conjunction with the biennial budget, and is adopted as part of the Transportation Element by reference.

GROWTH MANAGEMENT ACT TRANSPORTATION ELEMENT REQUIREMENTS

The Growth Management Act (GMA) includes mandates as to what must be included within the Transportation Element. In addition to requiring that this element be consistent with the Land Use Element of the Comprehensive Plan, the GMA requires that the element include:

- ~~Land use assumptions used in estimating travel;~~
 - An inventory of both motorized and non-motorized state and local transportation facilities and services for both City and state owned systems;
 - Level of Service (LOS) standards-Standards and Guidelines for motorized and non-motorized facilities;and
 - Specific actions necessary for local transportation facilities and services to meet the established Level of Service standardsStandards;
 - A forecast of traffic for at least 10 years, including land use assumptions;
 - ~~Identification~~ A projection of the local and state transportation system ~~needed~~ needs to meet current and future travel demand;
 - Analysis of future funding capabilities to judge needs against resources;
 - A multi-year finance strategy ~~that balances needs against available fundingthat~~ serves as the basis for the seven-year Capital Improvement Plan;
 - Intergovernmental coordination and impact assessment; and
 - Strategies for reducing travel demand.

The Washington Administrative Code (WAC 365-196-430) also provides guidance on two important requirements of the GMA:

- Consistency between the elements of the County's GMA Comprehensive Plan and comprehensive plans of cities within its borders; and

- Consistency between the land uses established in the Land Use Plan and the transportation improvements identified in the Transportation Element needed to serve the land uses.

This Transportation Element contains all of the GMA required elements.

LAND USE ASSUMPTIONS

Land use assumptions for the Transportation Element include information contained in other elements of the Comprehensive Plan. Key assumptions include:

- Mill Creek is a relatively compact community within the larger urban area of south Snohomish County.
- The traffic volumes on ~~the City~~ regional arterials that provide easy access for through city traffic will increase at a relatively constant rate that parallels the land development activity. The City is largely built out and volumes generated by new developments within most of the current city limits have stabilized, with the exception of the East Gateway Urban Village area.
- The City's population and employment growth will continue to take place in accordance with the 2025-2035 projections.
- ~~The East Gateway Urban Village will develop with a mix of retail, office, personal services and residential uses that can be supported by transit facilities.~~
- Areas zoned for residential uses in the Land Use Element will continue to develop at the prescribed densities and be the primary land use in those areas.
- Commercial, Business, ~~and~~ Office Park and East Gateway Urban Village developments, as well as Parks and Open Space uses, will occur in areas as designated in the Land Use Element and be the primary land uses in those areas.
- ~~Traffic projections include traffic volumes and distribution patterns that were estimated for the East Gateway Urban Village Preliminary Engineering Design Study.~~
- ~~The City establishes a Minimum PM Peak Hour Level of Service standard of E or F for signalized intersections as noted on Table 2 of this element.~~

LEVEL OF SERVICE STANDARDS AND GUIDELINES

To determine the existing and projected capacity of transportation facilities, two different means or tools have been established, Level of Service Standards and Level of Service Guidelines.

Level of Service Standards

~~The Growth Management Act required the City to establish Level of Service Standards for all arterial streets.~~ Level of Service Standards are binding requirements subject to the concept of concurrency under the Growth Management Act (Act). Briefly stated, the Act prohibits jurisdictions from approving a development if the development causes the Level of Service to decline below the minimum standard adopted for a specific transportation facility, unless improvements or strategies to accommodate the impacts of development are made concurrent with development. Further

In addition, the Act defines "concurrent with development" as the required improvements or strategies in place at the time of development, or a financial commitment to complete the improvements or strategy within six years.

Capacity projects necessary to meet the established Level of Service Standards for transportation facilities are included in the seven-year Capital Improvement Plan, which is adopted every other year in conjunction with the biennial budget.

For other non-land development related transportation items, such as capital improvement or maintenance projects, the LOS standards serve as criteria to be used in planning and implementing appropriate agency actions.

~~A seven-year Capital Facilities Program that illustrates the City's commitment and ability to achieve the established Level of Service Standards is discussed in the Capital Facilities Plan Element.~~

Level of Service Guidelines

Although not required by the Growth Management Act, Level of Service Guidelines are established for other transportation facilities provided by the City. These include regional highways outside the City's jurisdiction, pavement condition, sidewalks, trails, bicycle lanes, and public transit. Level of Service Guidelines, in contrast to Level of Service Standards, are not subject to concurrency and are used as general recommendations for guiding the design and development of the remaining transportation facilities. Capital improvement projects based on the Level of Service Guidelines are also funded within the seven-year Capital Improvement Plan.

INVENTORY AND CAPACITY ANALYSIS

Transportation facilities addressed in the Transportation Element include the following:

- Streets
- Pavement Management
- Sidewalks

- Trails
- Bicycle Lanes
- Transit

Presented below is an inventory of the existing transportation facilities located within the City and an analysis of their current capacity in relation to established Level of Service Standards ~~and~~ Guidelines.

Street System

1. Inventory of Existing Street System Facilities:

As of 2015, the City owns and maintains approximately 77 lane miles of residential and local streets, 19 lane miles of collector streets and 10 lane miles of arterial streets for a total of 106 lane miles of roadway. A detailed breakdown of this roadway inventory can be found in the City's Pavement Management System. Mill Creek also owns seven traffic signals, which are operated and maintained by Snohomish County.

In addition, there are 22 lane miles of two state highways within the city limits, SR 96 and SR 527, which are under the jurisdiction and operational control of the Washington State Department of Transportation (WSDOT). There are fourteen traffic signals on these two major roadways that are owned, operated and maintained by WSDOT. If the population of the City reaches 25,000, the operation and maintenance of these signals will become the responsibility of Mill Creek.

~~Other than street sweeping and snow and ice control, the City does not perform maintenance on the state highways. The state highways are owned and maintained by the Washington State Department of Transportation (WSDOT). A detailed breakdown of this roadway inventory can be found in the Public Works Department's Pavement Management System. The Street Functional Classification Map included in this element illustrates the location and layout of the dedicated public streets and traffic signals within the City, as well as the classification of the arterials and collectors.~~

Freight routes are an important part of the transportation system. Delivery of goods to residents and businesses supports jobs and the local economy. All of the City collector and arterial streets are classified as freight routes in WSDOT's Freight and Goods Transportation System (FGTS), ranging from a T-2 to a T-4 classification. More detailed information is available on WSDOT's webpage for FGTS.

The Traffic Volume Map portrays 2015 traffic volumes in various locations throughout the City, as well as projected 2040 volumes. The future volumes are based on land use assumptions within the city limits and the surrounding MUGA as stated in the Land Use and Population and Employment Elements.

The traffic growth rate was determined based on regional traffic model outputs from the Puget Sound Regional Council (PSRC). PSRC maintains a traffic model that reflects anticipated land use, economic, and population changes through 2040. Four select roadway links in and around Mill Creek were used to identify how traffic patterns will develop over the next 25 years:

- 1) SR 96, east of I-5
- 2) SR 527, north of Mill Creek Town Center
- 3) 164th Street SE, west of SR 527
- 4) SR 96, east of 35th Avenue SE

PSRC provided data for the 2010 and 2040 forecast years. Using these values, an average annual growth rate was established for each link. The annual growth rates for the select links were 0.44%, 0.38%, 0.32%, and 0.33%, respectively. These values were averaged to obtain a city-wide growth rate that was applied to each intersection: 0.37%. Volumes from the existing conditions model were increased by this annual growth rate for 25 years to obtain 2040 volumes. This resulted in a 9.7% increase in traffic volumes from 2015 data.

2. Capacity of Existing Street System Facilities:

The existing capacity of the City's street system can be measured by comparing the current ~~(2012)~~ Level of Service to the established minimum ~~Level of Service~~ LOS Standards and Guidelines.

3. Level of Service Standards and Guidelines for Intersections:

The established peak hour Level of Service Standard for intersections within the City's jurisdiction range from C to F depending on the roadway classification. This is because a large percentage of the traffic on the City's arterials is from "pass through" trips that come from people who live outside Mill Creek but commute on City streets.

To address traffic impacts from development, the City implemented a traffic mitigation program that requires a fee to be paid for each new PM Peak Hour trip. The City also has an Interlocal Agreement with Snohomish County to collect mitigation fees from County developments in the surrounding MUGA. The money collected with the City and County traffic mitigation programs is used to fund various projects that will improve the capacity and safety of the roadway network.

The Puget Sound Regional Council has ~~also~~ designated SR 96 and SR 527 as Regionally Significant State Highways (RSSH), and established that the minimum intersection LOS should be an "E/mitigated". If the LOS falls below "E" on a RSSH, mitigation measures or capacity projects should be implemented to reduce congestion. Typical mitigation strategies include, but are not limited to, access management, traffic signal timing and coordination, or transit service improvements.

However, the City has no operational control over the roadway facilities on the RSSH, which are under the jurisdiction of the WSDOT. In addition, Snohomish

County owns and controls the road network in the surrounding MUGA. Ultimately, Mill Creek is subject to a significant amount of traffic it did not create and cannot control. Consequently, the City Level of Service on the RSSH is established as a Guideline rather than a Standard.

There are a limited number of north-south routes to move traffic within the south Snohomish County region, and even fewer east-west routes. Construction of new routes or expansion of existing roadways is severely constrained by existing private property developments and environmental features such as creeks and wetlands. It is not practical for the City to build its way out of congestion, and the only way to improve traffic will be to encourage people to use alternate modes of transportation.

Since it is not always feasible to construct a roadway system to handle the maximum traffic volume, the City recognizes that significant delays occur during the peak commuting hours. Mill Creek coordinates with transit agencies, Snohomish County and WSDOT to improve local bus service and plan capital improvement projects on regionally significant corridors such as the RSSH and 164th Street SE.

Following are the peak hour Level of Service Standards and Guidelines for both City-controlled and RSSH intersections. The LOS evaluation is typically during the PM peak hour, but may also be during the AM peak hour for a school, or during a weekend for a development such as a church.

Intersection Peak Hour LOS Standards for City Streets

- C for local to local intersections
- D for collector to collector, collector to local and collector to arterial intersections
- E for arterial to local intersections
- F for arterial to arterial intersections

Intersection Peak Hour LOS Guidelines for RSSH

- E/mitigated per Puget Sound Regional Council

Consistent with the current edition of the Federal Highway Capacity Manual, the Level of Service is determined by measuring individual intersections and ranges between A and F, where A has the shortest delay and F has the longest delay. A description of the Level of Service ratings for both signalized and ~~non-~~signalizedstop controlled intersections is shown in Table 1.

**Table 1
Definition of Levels of Service**

| SIGNALIZED INTERSECTION | |
|--|--|
| LOS A | Delay < 10 seconds per vehicle. |
| LOS B | Delay > 10 and < 20 seconds per vehicle. |
| LOS C | Delay > 20 and < 35 seconds per vehicle. |
| LOS D | Delay > 35 and < 55 seconds per vehicle. |
| LOS E | Delay > 55 and < 80 seconds per vehicle. |
| LOS F | Delay > 80 seconds per vehicle. |
| NON-SIGNALIZED STOP CONTROLLED INTERSECTION | |
| LOS A | Delay < 10 seconds per vehicle. |
| LOS B | Delay > 10 and < 15 seconds per vehicle. |
| LOS C | Delay > 15 and < 25 seconds per vehicle. |
| LOS D | Delay > 25 and < 35 seconds per vehicle. |
| LOS E | Delay > 35 and < 50 seconds per vehicle. |
| LOS F | Delay > 50 seconds per vehicle. |

4. Finding:

As shown in Table 2, the 2012–2015 peak hour Level of Service meets the established minimum Level of Service Standard for City streets. However, several intersections on the RSSH are at or below the minimum Level of Service Guidelines. By 2040, additional intersections on the RSSH and within the City’s jurisdiction are predicted to fall below the established minimum Levels of Service.

Traffic from future development in both the city limits and unincorporated Snohomish County will impact the roadway network’s Levels of Service. Capital improvements, mitigation measures and other strategies will be necessary in the seven-year CIP over the 20-year planning periodmeets the established minimum Level of Service Standard for all intersections. The Puget Sound Regional Council has determined that SR 96 and SR 527 are regionally significant highways, and established that the minimum LOS should be an "E Mitigated." This means that if the LOS falls below "E," congestion should be mitigated by providing additional transit service or other traffic reducing mechanisms. However, since these roadway facilities are owned and operated by WSDOT instead of the City, Mill Creek is limited to coordinating with transit agencies and WSDOT to improve local service.

Table 2
Minimum PM Peak Hour Level of Service Standards
and
2012 Level of Service

| Intersection | Minimum Peak Hour Level of Service Standard | 2012 Existing Level of Service |
|--|---|--------------------------------|
| Signalized Intersections | | |
| SR 527 @ 164th Street SE (Mill Creek Road) | E ¹ | E |
| SR 527 @ Mill Creek Blvd | E ¹ | C |
| SR 527 @ 153rd Street SE | E ¹ | B |
| SR 527 @ Trillium Blvd | E ¹ | B |
| SR 527 @ Dumas Road | E ¹ | C |
| SR 527 @ SR 96 | E ¹ | E |
| Dumas Road @ SR 96 | E ¹ | D |
| 16th Ave SE @ SR 96 | E ¹ | C |
| 21st Ave SE @ SR 96 | E ¹ | A |
| 25th Ave SE @ SR 96 | E ¹ | B |
| 35th Ave SE @ SR 96 | E ¹ | E |
| 39th Ave SE @ SR 96 | E ¹ | A |
| Dumas Road @ Park Road | F | B |
| Dumas Road @ North Creek Drive | F | A |
| Main Street @ Mill Creek Blvd | E | A |
| 164th Street SE @ Mill Creek Blvd (9th Ave SE) | F | D |
| Mill Creek Road @ Village Green Drive | F | B |
| Mill Creek Road @ Seattle Hill Road | F | A |
| Seattle Hill Road @ 35th Ave SE | F | D |
| 148th Street SE @ 35th Ave SE | F | B |
| Non-Signalized Intersections | | |
| SR 527 @ Seattle Hill Road | E ¹ | D |
| Seattle Hill Road @ 25th Ave SE | F | C |
| Seattle Hill Road @ 32nd Ave SE | F | B |
| Village Green Drive @ 148th Street SE | E | C |
| Village Green Drive @ Trillium Blvd SE | E | B |
| Mill Creek Blvd @ 153rd Street SE | E | B |
| Main Street @ 153rd Street SE | E | B |

Source: City of Mill Creek, Department of Public Works

1. SR 527 and SR 96 are designated by PSRC as regionally significant highways. If the LOS falls below "E", PSRC recommends the implementation of mitigation measures.
2. Estimated LOS based upon existing traffic volumes and intersection delays

Table 2

| <u>Location</u> | <u>Minimum LOS</u> | <u>2015 LOS</u> | <u>2040 LOS</u> |
|---|--------------------|-----------------|-----------------|
| <u>Regionally Significant State Highways (RSSH)</u> | | | |
| <u>SR 527 at (Old) Seattle Hill Road</u> | <u>E/mitigated</u> | <u>F</u> | <u>F</u> |
| <u>SR 527 at 164th Street SE</u> | <u>E/mitigated</u> | <u>F</u> | <u>F</u> |
| <u>SR 527 at 153rd Street SE</u> | <u>E/mitigated</u> | <u>B</u> | <u>C</u> |
| <u>SR 527 at Trillium Blvd</u> | <u>E/mitigated</u> | <u>B</u> | <u>B</u> |
| <u>SR 527 at Dumas Road</u> | <u>E/mitigated</u> | <u>C</u> | <u>D</u> |
| <u>SR 527 at SR 96</u> | <u>E/mitigated</u> | <u>F</u> | <u>F</u> |
| <u>SR 96 at Dumas Road</u> | <u>E/mitigated</u> | <u>D</u> | <u>F</u> |
| <u>SR 96 at 35th Avenue SE</u> | <u>E/mitigated</u> | <u>E</u> | <u>F</u> |
| <u>SR 96 at 39th Avenue SE</u> | <u>E/mitigated</u> | <u>A</u> | <u>A</u> |
| <u>City Traffic Signals</u> | | | |
| <u>164th Street SE at Mill Creek Blvd</u> | <u>F</u> | <u>F</u> | <u>F</u> |
| <u>35th Avenue SE at 148th Street SE</u> | <u>D</u> | <u>B</u> | <u>B</u> |
| <u>35th Avenue SE at Seattle Hill Road (w/SnoCo)</u> | <u>F</u> | <u>F</u> | <u>F</u> |
| <u>City Stop Controlled Intersections</u> | | | |
| <u>Main Street at 153rd Street SE</u> | <u>D</u> | <u>B</u> | <u>C</u> |
| <u>25th Avenue SE at 136th Street SE</u> | <u>C</u> | <u>A</u> | <u>A</u> |
| <u>Mill Creek Blvd at 161st Street SE</u> | <u>E</u> | <u>E</u> | <u>F</u> |
| <u>35th Avenue SE at Silver Crest Drive</u> | <u>D</u> | <u>C</u> | <u>D</u> |
| <u>Seattle Hill Road at 25th Avenue SE</u> | <u>E</u> | <u>D</u> | <u>D</u> |
| <u>Seattle Hill Road at 32nd Avenue SE</u> | <u>E</u> | <u>C</u> | <u>C</u> |
| <u>Village Green Drive at Trillium Blvd</u> | <u>D</u> | <u>B</u> | <u>B</u> |
| <u>Village Green Drive at 148th Street SE</u> | <u>D</u> | <u>B</u> | <u>B</u> |

The established Level of Service for specific signalized intersections in Mill Creek is E or F. This is because a large percentage of the traffic on the City's arterials is "pass-through" trips. These trips come from people who live outside Mill Creek but commute on the City's roadway system. Since it is not feasible or desirable to construct a roadway system to handle the maximum traffic volume, the City has accepted that significant delays and commensurate congestion that occur during the peak commuting hours are acceptable Levels of Service. The Level of Service Standard for non-signalized intersections is based on the roadway functional classifications as follows:

- D for residential/collector intersections
- E for collector/collector and collector/arterial intersections
- F for residential/arterial intersections

As future development impacts the Level of Service at various intersections, transportation system improvements and/or other strategies to maintain the Level of Service will be necessary over the 20-year planning period.

Pavement Management System

1. Pavement Inventory:

The roadway network is one of the most valuable assets an agency has, and should be maintained in good condition. Pavement does not deteriorate at a linear rate, and the condition will rapidly decline in the last few years of its life span. It is much more cost effective to intervene early and maintain a good roadway in good condition rather than let it fall into disrepair. The cost to rebuild a failed roadway can be 10 times greater than to maintain it with a preservation treatment.

As of 2015, the City owns and maintains approximately 77 lane miles of residential and local streets, 19 lane miles of collector streets and 10 lane miles of arterial streets for a total of 106 lane miles of roadway.

2. Adequacy of Existing Pavement Management System:

The adequacy of the pavement management system can be measured by comparing the inventory of facilities with the adopted Level of Service Guidelines.

3. Level of Service Guidelines for Pavement Management:

The following Level of Service Guidelines are established for the City's Pavement Management System:

- The City should implement and maintain a pavement management system to inventory, evaluate, prioritize, plan and budget for future pavement preservation needs.
- The City should perform a visual condition rating of the entire roadway network no less than once every three years.
- The City should maintain a minimum average Pavement Condition Index (PCI) rating of 65 for collector and arterial roadways.
- The City should maintain a minimum average Pavement Condition Index (PCI) rating of 70 for local and residential roadways.
- Pavement patching should be done in accordance with City standards.

4. Finding:

- The City currently utilizes an online pavement management system that is common to most agencies in the Puget Sound region.
- The City has performed a citywide visual pavement rating in 2012 and 2015.

- As of 2015, the existing average PCI for collector and arterial roadways is 71.
- As of 2015, the existing average PCI for local and residential roadways is 77.

Existing pavement management practices are adequate to meet the established Level of Service Guidelines. However, additional resources and new preservation techniques will be required in the future to maintain the roadway network in good condition.

Sidewalk System

1. Sidewalk System Inventory:

The City's has an extensive pedestrian sidewalk system that creates a very walkable community, and consists of approximately 75 miles of public sidewalks and over 1,000 curb ramps. A map of the available pedestrian facilities along major roadways and school routes is shown on the City Sidewalk map.

In addition, public access easements have been secured on privately owned and maintained sidewalks within several residential neighborhoods. These ~~access sidewalks~~ private facilities that are open to the public provide convenient inter-connections between ~~public~~ City sidewalk systems. There are also extensive private sidewalk systems within Mill Creek that are owned and maintained by homeowner associations.

2. Adequacy of Existing Sidewalk System:

The adequacy of the sidewalk system can be measured by comparing the inventory of facilities with the adopted Level of Service Standards and Guidelines.

3. Level of Service Standards and Guidelines for Sidewalk Facilities:

The following Level of Service Standards are established for the City's sidewalk facilities:

- All new public streets shall have sidewalks on both sides in accordance with City design guidelines and construction standards.
- All sidewalks shall comply with the Federal Americans with Disabilities Act (ADA) requirements.

The following Level of Service Guidelines are established ~~to assess the capacity of~~ for the City's sidewalk facilities:

- All collector and arterial streets, ~~and state highways~~ should have sidewalks along both sides, where practical and appropriate.

- ~~Sidewalks should be transit oriented to encourage alternate modes of transportation and include bus stops where appropriate.~~
- ~~All new residential streets should have sidewalks.~~ Existing residential streets should have sidewalks or a designated portion of the ~~street roadway~~ for walking, depending on traffic volumes and speeds. ~~Sidewalks may not be required on existing lower volume roadways with lower speed limits.~~
- ~~All sidewalks shall comply with the Federal Americans with Disabilities Act (ADA) requirements.~~
- ~~Sidewalks should be "transit-oriented" (i.e., located to connect neighborhoods to transit stops and include pedestrian boarding pads where appropriate).~~

~~The City's sidewalk system has been evaluated in relationship to the established Level of Service Guidelines and has been found to be generally in compliance with the guidelines; however, the following street sections or areas currently lack adequate sidewalk facilities:~~

- ~~(Old) Seattle Hill Road (south of the Wildflower Division)~~
- ~~138th Street SE~~
- ~~9th Avenue SE south of Penny Creek~~
- ~~Silver Crest Drive~~

4. Finding:

~~The City's sidewalk system has been evaluated in relationship to the Level of Service Guidelines and has been found to be generally in compliance. As new development occurs, sidewalks will be constructed to meet the Level of Service Standards.~~

~~Existing sidewalks that do not meet current ADA standards will be retrofit to the maximum extent feasible in accordance with the policies, standards and criteria established in the latest version of the City's ADA Transition Plan.~~

~~In the past several years, new developments and road improvement projects have facilitated the construction of sidewalks in areas where none had existed. Sidewalk facilities for the street sections listed above are necessary to meet the established Level of Service Guidelines. As new development occurs, sidewalks will be constructed to meet the Level of Service Guideline.~~

~~NOTE: On residential streets in some of the older neighborhoods, interconnecting private trails and designated pavement shoulders are used for internal pedestrian travel. These do not conform to all the Level of Service Guidelines, but are an accepted characteristic of these early developments. Therefore, no deficiencies are cited for these areas.~~

Trail System

1. Trail System Inventory:

Trails differ from sidewalks in that they are not usually within the public right-of-way ~~and of a roadway and~~ are intended to be used by both pedestrians and bicyclists. In addition, they act as alternative transportation corridors connecting users to destination points such as parks, commercial developments and ~~arterial roads/bicycle lanes~~ residential areas.

~~The North Creek Trail in Mill Creek has been completed between the McCollum Park park & ride facility on 128th Street SE on 128th Street SE and North Creek Park on 183rd Street SE the Penny Creek crossing on 9th Avenue SE (except 9th Avenue SE).~~ The North Creek Trail is part of a coordinated regional system that will ultimately connect facilities between Snohomish and King Counties. Portions A majority of the trail utilize sidewalks ~~or portions of pavement (9th Ave SE)~~ where the adjacent property was already developed and off-street trail easements were not practical.

~~Additionally~~ In addition, a portion of ~~the a~~ secondary spur trail has been constructed on the east side of SR 527, approximately 500 feet south of 164th Street SE, ~~(Lighthouse Self Storage property)~~ and will ultimately connect between SR 527 and 9th Avenue SE in the future.

There are also

~~An extensive private~~ private trail systems within the City ~~is that are owned and~~ maintained and ~~owned by the Mill Creek Community Association and other private homeowners/business~~ associations.

2. Capacity of Existing Trail System:

The capacity of the City trail system can be measured by comparing the inventory of facilities with the adopted Level of Service Guidelines.

3. Level of Service Standards and Guidelines for Trail Facilities:

The following Level of Service Standards are established for the City's trail facilities:

- Trails shall connect public sidewalks, bicycle facilities, parks and other public areas such as urban village centers.
- All trails shall comply with the fFederal Americans with Disabilities Act (ADA).
- Trails shall be designed to accommodate bicycle and pedestrian use.

The following Level of Service Guidelines are established ~~to assess the capacity~~ effor the City's trail facilities:

- ~~• Trails should connect public sidewalks, public roads/bicycle lanes, public facilities, parks, and other public areas (i.e., shopping centers).~~
- ~~• All trails shall comply with the federal Americans with Disabilities Act (ADA).~~
- Trails should connect between neighborhoods ~~where possible~~.
- ~~• Trails should be designed to accommodate bicycle and pedestrian use.~~
- Trails should be located within major open space corridors.

4. Finding:

The City's trail system has been evaluated in relationship to the Level of Service Guidelines and has been found to be generally in compliance. As new development occurs, consideration will be given to construction of trails to link between existing facilities.

Existing trails that do not meet current ADA standards will be retrofit to the maximum extent feasible in accordance with the policies, standards and criteria established in the latest version of the City's "ADA Compliance and Transition Plan".

~~A majority of the North Creek Trail has been completed to connect McCollum Park to North Creek Park. Until the trail is completed, the low volume traffic on 9th Avenue SE allows the trail function to be met by 9th Avenue SE. Trails should also be constructed where appropriate to link public pedestrian areas and sidewalks to the North Creek Trail.~~

Bicycle Lane System

1. Bicycle Lane System Inventory:

Encouraging alternate modes of transportation such as bicycling can help alleviate traffic congestion and promote healthier lifestyles. Designated striped bicycle lanes narrow the travel lanes to create a traffic calming effect that is intended to slow vehicles. Additional signage and pavement markings can alert drivers to the presence of bicycles and help share the road.

~~There are approximately 5.2 lane miles of marked-striped bicycle lanes on City streets-arterials with another 9.2 lane miles on state highways. and In addition, there are approximately 13 lane miles of widened paved road sections on collector roadways. ~~These bicycle lanes and widened areas are located on collector and arterial roads and provide adequate space for bicycle travel. One exception is the 164th Street SE/Mill Creek Road segment between 9th Avenue SE and Village Green Drive. Lack of adequate right of way makes providing bicycle facilities impractical. No residential or local bicycle lanes-facilities have been included in this inventory.~~~~

A map of the available bicycle facilities in Mill Creek and the surrounding area is shown on the Bicycling and Trail Map, which was prepared by Community Transit.

2. Capacity of the Existing Bicycle Lane System:

The capacity of the bicycle lane system can be measured by comparing the inventory of facilities with the adopted Level of Service Guidelines.

3. Level of Service Guidelines for Bicycle Lane Facilities:

The following Level of Service Guidelines are established ~~to assess the capacity of~~ the City's bicycle lane facilities:

- ~~Marked-Designated striped~~ bicycle lanes should be located along both sides of all state highways, arterials, and collectors, where practical.
- Bicycle lanes should be provided where possible to interconnect with adjoining jurisdictions' bicycle lanes.

4. Finding:

Existing bicycle lane facilities on state highways and arterial streets are generally adequate to meet the established Level of Service Guidelines ~~on state highways and arterial streets~~. Areas where the LOS is not met are constrained by available roadway Right-of-Way.

However, no collector roadways currently meet the LOS Guidelines, but instead have wider travel lanes for shared use. On most collector roadways, there is adequate room to include a striped bicycle lane for a portion of the street segment.

Transit System

1. Transit System Inventory:

The City does not own or operate any transit facilities. ~~The City is served by Community Transit. All routes interconnect with other transit agencies providing links for service to King County and other parts of Snohomish County. Since transit routes and schedules are subject to change to meet demand, information regarding specific routes is not included in this element. Community Transit (CT) provides local and commuter bus service in Snohomish County, while Sound Transit provides regional bus and rail services between King, Pierce and Snohomish counties. Everett Transit provides connecting service to the City of Everett system.~~

Nearly 75% of the City's population is within 1/4 mile of transit service, and the City has approximately 65 bus stop pads located on arterials and collector roadways. As

of September 2015, CT operates three core service routes, one community-based service route, and four commuter service routes within Mill Creek.

These service routes connect to several other transit routes at the park & rides lots at McCollum Park on 128th Street SE and Ash Way at 164th Street SW. In addition to the two local park & rides, there are several park & pool facilities at private parking lots within the MUGA.

—CT also provides Dart paratransit, commute trip reduction, ride matching and van pool services. Since transit routes and schedules are subject to change to meet demand, as well as being out of the City's jurisdiction, detailed information regarding specific routes is not included in this element.

2. Capacity of the Existing Transit System:

The capacity of the transit system can be measured by comparing the existing service with the adopted Level of Service Guidelines.

3. Level of Service Standards and Guidelines for Transit Service:

The following Level of Service Guidelines-Standards are established ~~to assess the capacity of~~ transit ~~service areas~~:

- Bus stop pads ~~should~~ shall be provided ~~where practical and convenient~~ for transit system users at designated locations that are safe for both pedestrians and motorists ~~and ADA compliant~~.
- Sidewalks ~~should~~ shall be provided for easy and safe access to all transit bus stop ~~sites~~.
- All bus stop pads and connecting sidewalks shall comply with the Federal Americans with Disabilities Act (ADA).
- The following Level of Service Guidelines are established for transit areas:
 - ~~Areas of higher ridership should provide protective shelters for the comfort of transit users.~~
 - New development should be designed to be transit oriented as appropriate with the land use and zoning. Examples of transit oriented design features ~~and or strategies~~ include: designated carpool and vanpool parking, bike racks or lockers,⁷ and bus stop pads with shelters. ~~other transportation demand management actions applicable to the site in question.~~
 - The City should coordinate with transit agencies on both land development and capital improvement projects to provide increased service and facilities where appropriate.

4. Finding:

Adequate transit service exists within the City and the MUGA. Bus stops are located along the state highways and the City's arterial and collector streets, and. ~~These stops~~ generally meet the adopted Level of Service Guidelines.

Existing bus stops that do not meet current ADA standards will be retrofit to the maximum extent feasible in accordance with the policies, standards and criteria established in the latest version of the City's "ADA -Compliance and Transition Plan".

~~Adequate transit service exists within the City and the MUGA.~~ However, due to the increase in traffic congestion resulting from trips originating from both inside and outside the City, new development and redevelopment projects should be designed to encourage the use of public transit facilities. ~~The City should continue to coordinate with transit agencies to provide increased service and facilities where appropriate.~~

FUTURE NEEDS FOR NEW AND/OR EXPANDED FACILITIES

Based on the findings of the Inventory and Capacity Analysis section, this section discusses the transportation facilities needed to maintain and/or meet the adopted Level of Service Standards and /Guidelines as the City grows over time.

Street System

From a regional standpoint, the Puget Sound Regional Council has adopted the Transportation 2040 plan to address growth over the next 30 years. While there are still capacity projects planned for the major corridors, much of the focus has shifted to encouraging alternate modes of travel such as transit, light rail, etc.

As previously shown in Table 2, several intersections on the RSSH are currently at or below the minimum Level of Service Guidelines. By 2040, additional intersections on the RSSH and within the City's jurisdiction are predicted to fall below the established minimum Levels of Service.

~~As stated previously, the City currently meets or exceeds the adopted Level of Service Standards; however, traffic generated by growth from both within and outside of the City's MUGA over the next several years will impact the Level of Service.~~

~~Most traffic congestion and delay within the City is experienced at the intersection of roadways, not on roadway segments. For this Transportation Element update, future vehicle traffic volumes have been forecast for 2022 for all important arterial and collector intersections. This information was prepared using historical trends and physical traffic counts provided by the Washington State Department of Transportation, Snohomish County and the City of Mill Creek. Detailed technical information is available in the City's Public Works Department files.~~

~~Table 3 shows the forecast LOS for 2022 at the City's key intersections. It shows two intersections that are expected to exceed the adopted Level of Service Standard within the 10-year planning period without improvements.~~

~~To maintain the adopted Level of Service Standards as the City and region grow beyond the ten-year planning horizon of this update, transportation facility improvements such as intersection control, signal coordination, road widening, traffic calming, pedestrian safety facilities, transit treatment, and alternative modes of travel will be necessary. Some of the City's intersections have a minimum LOS of F, such as 164th Street SE at 9th Avenue SE, which cannot be exceeded. Measures can be taken to decrease the delay and congestion during the peak travel hours, but may not improve the LOS.~~

~~As of September 2015, WSDOT and Snohomish County are jointly working on the installation of a new "adaptive" signal control system along SR 527 and SR 96. This is a new Intelligent Transportation System (ITS) technology that should be more immediately responsive to changing traffic conditions, but has not been locally used on a regional highway network.~~

~~The RSSH are also on the route selected for the future Swift 2 bus rapid transit (BRT) system that is planned by Community Transit. The Swift 2 route will extend from Paine Field in Everett across the Airport Road / 128th Street / SR 96 corridor, and then down SR 527 to the Canyon Park area in Bothell. Both the ITS work and new BRT route qualify as mitigation measures to address the current LOS deficiencies on the RSSH.~~

~~However, additional capital improvement projects will be needed in the future to maintain the minimum established Levels of Service, as well as improve congestion and safety, at both City and RSSH intersections. Future capital projects for intersection and roadway improvements should emphasize functional value, and can be considered during the biennial update to the seven-year CIP.~~

~~Following is a summary table of some potential capital improvement projects that could be implemented to address noted deficiencies. It should be noted that the estimated costs are only conceptual, and a formal traffic study should be done for some projects to better define the scope of the improvements, costs and benefits.~~

~~To address the traffic impacts from development, the City has implemented a traffic mitigation program that requires a fee to be paid for each new PM Peak Hour trip generated on the major City streets. The City also has an Interlocal Agreement with Snohomish County to collect mitigation fees from County developments in the surrounding area that impact City streets. The money collected with the traffic mitigation program is used to fund various projects that will improve the capacity and safety of the affected intersections.~~

| <u>PROJECT / LOCATION</u> | <u>PROPOSED MODIFICATIONS</u> | <u>ESTIMATED 2021 COST</u> |
|---|---|--|
| CITY STREETS AND INTERSECTIONS | | |
| <u>East Gateway Urban Village (EGUV) Spine Road between Seattle Hill Road and 39th Avenue SE</u> | <ul style="list-style-type: none"> • <u>Completion of missing links of EGUV spine road system, including ROW acquisition</u> • <u>Construction of intersection control improvements at Seattle Hill Road</u> | <u>\$10,000,000</u> |
| <u>Seattle Hill Road at 32nd Avenue SE</u> | <ul style="list-style-type: none"> • <u>Intersection control improvements</u> | <u>\$500,000</u> |
| <u>Seattle Hill Road at 25th Avenue SE</u> | <ul style="list-style-type: none"> • <u>Intersection control improvements</u> | <u>\$500,000</u> |
| <u>(Old) Seattle Hill Road at SR 527</u> | <ul style="list-style-type: none"> • <u>Intersection control improvements</u> | <u>\$1,000,000</u> |
| <u>Mill Creek Blvd at 161st Street SE</u> | <ul style="list-style-type: none"> • <u>Intersection control improvements</u> | <u>\$500,000</u> |
| <u>35th Avenue SE at Silver Crest Drive</u> | <ul style="list-style-type: none"> • <u>Intersection control improvements</u> • <u>Install new traffic signal</u> | <u>\$500,000</u> |
| <u>35th Avenue SE at Seattle Hill Road (w/SnoCo)</u> | <ul style="list-style-type: none"> • <u>Install second NB and SB through lanes on 35th Avenue</u> | <u>\$5,400,000</u> |
| <u>164th Street SE at Mill Creek Boulevard</u> | <ul style="list-style-type: none"> • <u>Install second EB left-turn lane on 164th and receiving lane on north leg of intersection, widen MC Blvd up to 161st Street SE</u> | <u>\$6,700,000</u> <i>Note: Cost assumed bridge widening instead of full replacement</i> |
| <u>North Creek Drive between Trillium Blvd and Dumas Road</u> | <ul style="list-style-type: none"> • <u>Intersection control improvements at Trillium Blvd</u> • <u>Install frontage improvements along undeveloped parcels</u> | <u>\$500,000</u> |
| REGIONALLY SIGNFICANT STATE HIGHWAYS (RSSH) | | |
| <u>SR 527 at 164th Street SE</u> | <ul style="list-style-type: none"> • <u>Remove property access to north side of 164th Street SE</u> • <u>Extend EB left-turn storage on 164th Street SE</u> • <u>Install second SB left-turn lane on SR 527</u> | <u>\$1,850,000</u> <i>Note: This would be Phase 2 of the City project completed in 2012</i> |
| <u>(Old) Seattle Hill Road at SR 527</u> | <ul style="list-style-type: none"> • <u>Intersection control improvements</u> | <u>\$1,000,000</u> |
| <u>SR 527 at SR 96</u> | <ul style="list-style-type: none"> • <u>Install additional EB/WB through lane</u> • <u>Install ITS infrastructure to direct traffic to use alternate routes which may include 16th Avenue SE or Dumas Road</u> | <u>\$8,600,000</u> |
| <u>SR 96 at 35th Avenue SE</u> | <ul style="list-style-type: none"> • <u>Install second NB left-turn lane on City (south) leg of intersection</u> • <u>Modify 35th Ave access point to Thomas Lake shopping center</u> | <u>\$3,300,000</u> |

| | | |
|---------------------|---|-------------|
| SR 96 at Dumas Road | <ul style="list-style-type: none"> • <u>Install second NB left-turn lane on City (south) leg of intersection</u> | \$5,200,000 |
|---------------------|---|-------------|

~~To address those intersections anticipated to exceed LOS standards within the 10-year planning period, the City will identify intersection projects in the Capital Facilities Plan (CFP) or develop alternative mitigation measures. The project list will be revised as part of the biennial CFP update process. The timeline for project construction may be undetermined since the need is driven by development impacts.~~

Pavement Management System

~~The key to successful pavement management is using the right technique on the right road at the right time. There are many options available, or “tools in the toolbox”, to proactively maintain the City’s roadway surfaces in good condition. These include preventative maintenance treatments such as crack sealing, spot repairs, surface preservation treatments like chip and slurry seals, and structural overlays.~~

~~The City maintains an ongoing Pavement Preservation Plan (PPP). The PPP is frequently updated based on condition surveys, citizen and Council input, and availability of successful preservation methods. While short and long term paving plans may be flexible, the long term average need to maintain the City’s roadways in good condition is approximately need \$1 million per year.~~

Sidewalk System

~~The existing sidewalk system is generally adequate to meet the established Level of Service Guidelines for state highways, as well as most City arterial and collector streets. However, sidewalks are missing from many older residential areas, as well as the following major roadways and school routes:~~

- ~~• SR 96 - north side between Dumas Road and 16th Avenue SE~~
- ~~• SR 527 - both sides from (Old) Seattle Hill Road to southern City limits~~
- ~~• Mill Creek Road - south side between SR 527 and 15th Drive SE~~
- ~~• Mill Creek Boulevard - east side between 164th Street SE and 161st Street SE~~
- ~~• Village Green Drive - north side between 20th Drive SE and the 2400 block~~
- ~~• Village Green Drive - north / west side between 28th Drive SE and Country Club Dr~~
- ~~• (Old) Seattle Hill Road - south side between 163rd Street SE and the city limits~~
- ~~• North Creek Drive - east / south side between 145th Street SE and Trillium Blvd~~
- ~~• North Creek Drive - both sides along the four City / WSDOT owned properties~~

- 136th Street SE - north side between 14th Drive SE and the 1900 block
- 136th Street SE - south side between 25th Avenue SE and the 2400 block
- 25th Avenue SE - east side between SR 96 and 136th Street SE
- 25th Avenue SE - west side between 136th Street SE and 139th Street SE
- 139th Street SE - north side between 25th Avenue SE and mid-2600 block
- 139th Street SE - both sides between mid-2600 block and 27th Drive SE
- 28th Drive SE - both sides between Silver Crest Drive and 140th Place SE
- Silver Crest Drive - both sides between 27th Drive SE and 35th Avenue SE

Capital projects to construction additional sidewalk facilities should be considered as part of the biennial update to the seven-year CIP.

~~The existing sidewalk facilities do not meet the established Level of Service Guidelines in a few areas, most of which are in areas recently annexed by the City. The City will consider new projects as part of the biennial update to the Capital Facilities Plan. The City's Public Works Department maintains a Sidewalk Facility Inventory.~~

Trail System

~~A majority of the North Creek Trail has been completed within the City limits. Until the trail is completed between the Penny Creek crossing on 9th Avenue SE and North Creek Park, the low traffic volume allows the trail function to be met by sharing the existing paved roadway area. A capital project to complete the North Creek trail along 9th Avenue SE should be considered during the biennial update to the seven-year CIP. Currently, a majority of the North Creek Trail is complete between McCollum Park and North Creek Park, with the exception of the section along 9th Avenue between 164th Street SE and North Creek Park. The City may consider a project to complete the North Creek trail as part of the biennial update to the Capital Facilities Plan. In addition, future development along 9th Avenue SE may be required to complete missing North Creek Trail sections as part of their frontage improvements.~~

Bicycle Lane System

The existing bicycle lane facilities are generally adequate to meet the established Level of Service Guidelines for state highways and arterial streets. However, designated striped bike lanes are missing from the following major roadways and school routes:

- SR 96 between Dumas Road and SR 527
- 164th Street SE between Mill Creek Boulevard and SR 527

- Mill Creek Road between SR 527 and Village Green Drive
- Seattle Hill Road between Mill Creek Road and the City limits
- All collector roadways
- 148th Street SE between Village Green Drive and 35th Avenue SE
- 136th Street SE between SR 527 and 25th Avenue SE
- 25th Avenue SE between SR 96 and 139th Street SE
- 139th Street SE / Silver Crest Drive between 25th Avenue SE and 35th Avenue SE

~~The City will evaluate any proposed Capital projects to construct~~ additional bicycle lane facilities should be considered as part of the biennial update to the ~~Capital Facilities Plan~~ seven-year CIP.

**Table 3
Minimum Peak Hour Level of Service Standards
and
Forecast Level of Service in 2022**

| Intersection | Minimum Peak Hour Level of Service Standard | 2022 Level of Service |
|--|---|-----------------------|
| Signalized Intersections | | |
| SR 527 @ 164 th Street SE (Mill Creek Road) | E ⁺ | E |
| SR 527 @ Mill Creek Blvd | E ⁺ | D |
| SR 527 @ 153 rd Street SE | E ⁺ | C |
| SR 527 @ Trillium Blvd | E ⁺ | C |
| SR 527 @ Dumas Road | E ⁺ | C |
| SR 527 @ SR 96 | E ⁺ | F |
| Dumas Road @ SR 96 | E ⁺ | E |
| 16 th Ave SE @ SR 96 | E ⁺ | C |
| 21 st Ave SE @ SR 96 | E ⁺ | B |
| 25 th Ave SE @ SR 96 | E ⁺ | D |
| 35 th Ave SE @ SR 96 | E ⁺ | F |
| 39 th Ave SE @ SR 96 | E ⁺ | D |
| Dumas Road @ Park Road | E | B |
| Dumas Road @ North Creek Drive | E | B |
| Main Street @ Mill Creek Blvd | E | B |
| 164 th Street SE @ Mill Creek Blvd (9 th Ave SE) | F | E |
| Mill Creek Road @ Village Green Drive | F | B |
| Mill Creek Road @ Seattle Hill Road | F | B |
| Seattle Hill Road @ 35 th Ave SE | F | E |
| 148 th Street SE @ 35 th Ave SE | F | B |
| Non-Signalized Intersections | | |
| SR 527 @ Seattle Hill Road | E ⁺ | E |
| Seattle Hill Road @ 25 th Ave SE | E | C |
| Seattle Hill Road @ 32 nd Ave SE | E | C |
| Village Green Drive @ 148 th Street SE | D | C |
| Village Green Drive @ Trillium Blvd SE | D | C |
| Mill Creek Blvd @ 153 rd Street SE | D | C |
| Main Street @ 153 rd Street SE | D | C |

Source: City of Mill Creek, Public Works Department

1. SR 527 and SR 96 are designated by PSRC as regionally significant highways. If LOS falls below "E," PSRC recommends the implementation of mitigation measures.
2. LOS based on Synchro analysis using projected 2022 traffic volumes and signal timing plans obtained from WSDOT and Snohomish County.

Transit System

~~Community Transit provides local transit service in Snohomish County and Sound Transit provides regional service in the Puget Sound region (King, Pierce and Snohomish counties). Mill Creek is currently served by two Community Transit bus routes, with connections to several other routes at the 128th Street SE Park & Ride and the Ash Way Park & Ride.~~

~~Transportation 2040, adopted updated by the Puget Sound Regional Council PSRC in May-June 2010/2015, is a transportation action plan for King, Pierce, Snohomish and Kitsap counties. This plan identifies service and facility improvements for the entire region, many of which will occur in south Snohomish County and benefit Mill Creek. Community Transit is also required to annually adopt a six-year transit development plan, and approved its first long range transit plan in 2011.~~

~~Some of the significant regional transit projects include expanded commuter and local bus service, implementation of bus rapid transit (BRT) service along the SR 96, SR 527, 164th Street and Seattle Hill Road corridors, and the completion of the Sound Transit light rail system between Lynnwood and the City of Everett.~~

TRANSPORTATION DEMAND MANAGEMENT

~~The City does not currently have an existing or planned formal Transportation Demand Management (TDM) program. However, traffic from future developments in both the City limits and unincorporated Snohomish County will impact the roadway network Levels of Service. Interagency coordination and implementing new TDM strategies such as Community Transit's "Curb the Congestion" program will likely be necessary over the next 20-year planning period.~~

FUNDING CAPABILITY

~~In general, capital improvement projects can be financed in a number of ways, including real estate excise tax (REET), property tax, mitigation fees, surface water fees, gas tax, grants, bonds and private developers construction. City transportation projects are typically funded with traffic mitigation fees and REET, along with some grants and loans.~~

~~In addition to Mill Creek's capability to generate revenue, budget constraints at the state and federal level may also impact the City's ability to construct planned capital improvements. As financing options become more limited, the City will have to prioritize capital improvement projects through the biennial CIP process.~~

~~The scope of ongoing scalable projects, such as the Pavement Preservation Plan, can be adjusted to fit the available funding. However, deferring maintenance or capital projects will usually result in higher long term costs. Additional sources of dedicated revenue could also be pursued, such as a transportation benefit district.~~

~~To address the traffic impacts from development, the City has implemented a traffic mitigation program that requires a fee to be paid for each new PM Peak Hour trip. The~~

City also has an Interlocal Agreement with Snohomish County to collect mitigation fees from County developments in the surrounding area that impact City streets. The money collected with the City and County traffic mitigation programs is used to fund various projects that will improve the capacity and safety of the roadway network.

MULTIYEAR FINANCING PLAN

All transportation projects that require funding through the City ~~are, or will be, are~~ identified in ~~the City's six-year Transportation Improvement Program (TIP) as well as the Mill Creek's seven-year Capital Facilities Improvement Program (GFPCIP), as well as six-year~~ the Transportation Improvement Program (TIP), which is consistent with the Capital Facilities Plan Element. These two financing tools are described below The City updates and adopts the CIP and TIP every two years prior to the biennial budget process.

Six - Year Transportation Improvement Program (TIP)

The TIP is a mandatory transportation project planning tool prepared by the City and used by the state and the Metropolitan Planning Organization (MPO) in estimating the region's state and federal transportation funding needs. The designated MPO for Mill Creek is the Puget Sound Regional Council (PSRC). ~~The MPO is charged with evaluating transportation projects with established criteria, assisting in the coordination of transportation projects between jurisdictions, projecting long range transportation financing needs and distributing state and federal funds. For a City transportation project to be eligible for federal and/or state funding, it must be included in the six-year TIP.~~

PSRC is charged with evaluating transportation projects with established criteria, assisting in the coordination of transportation projects between jurisdictions, projecting long-range transportation financing needs and distributing state and federal funds. For a City transportation project to be eligible for federal and/or state funding, it must be included in the six-year TIP.

Seven -Year Capital Facilities Improvement Plan (GFPCIP)

The ~~GFP CIP~~ is the financial tool used ~~by the City~~ to identify all capital improvement projects ~~anticipated to be undertaken~~ planned by the City within the next ~~six seven~~ years. All transportation projects ~~in the TIP~~, as well as parks, stormwater and City facility ~~other non-transportation capital~~ projects, are included in the seven-year ~~GFPCIP~~. In addition to identifying the projects and their estimated cost, the funding source must be identified. Project costs cannot exceed the resources available to fund the projects. ~~Typical funding sources used to finance transportation projects include Real Estate Excise Taxes, developer mitigation fees, loans or bonds, and state and federal grants. The current CIP is adopted as part of the Transportation Element by reference.~~

In 2012, the Council modified the previous Capital Facilities Plan (CFP) process with the adoption of Resolution 2012-481, which expanded the CFP to include a 20-year long

range plan. This allowed the CFP and the Capital Facilities Element of the Comprehensive Plan to include a longer “view” into the future for projects that are worthwhile but beyond the ability of the City to finance at that time. The intent was to keep the 7-year CFP fiscally constrained, but the 20-year plan did not have that requirement.

In 2014, the Council further modified the Capital Facilities Plan process with the adoption of Resolution 2014-513, which changed the CFP to a Capital Improvement Plan (CIP), as well as the internal process by which the CIP is reviewed and approved.

Although the TIP and ~~CFP~~ CIP identify anticipated funding sources, some of these funding sources are subject to competitive processes and are dependent upon circumstances out of the City's control (~~i.e., level of construction activity~~). In the event of a short-fall in the ~~anticipated~~ revenues necessary ~~for the City~~ to maintain the established Level of Service LOS Standards, the City will be required to consider ~~one, or a~~ some combination of the following alternatives:

- Reevaluate the ~~land use~~ zoning designations within the Land Use Element to determine if ~~a change~~ s in land use may be necessary to meet the Level of Service Standards.
- Reevaluate the established Level of Service Standards to determine ~~how they might be adjusted to reflect what can realistically be done if they are feasible and realistic.~~
- Seek other methods of funding. This could include ~~developer mitigation~~, a new local improvement or transportation benefit district (LID or TBD), a government loan or bond, or reassigning funds from a lower priority project ~~that has been funded.~~
- Explore other methods to ~~obtain~~ meet the Level of Service ~~standards~~ Standards other than ~~by means of the identified~~ a capital improvement project. This could include coordinating with transit agencies for additional service, partnering with other agencies to use Intelligent Transportation Systems technology, or implementing new Transportation Demand Management strategies, public transit or another project.

INTERGOVERNMENTAL COORDINATION

Mill Creek has two state highways within the City limits, specifically SR 96 and SR 527. In accordance with the adopted April 2013 guideline “State Highways as City Streets as Part of State Highways”, WSDOT has jurisdiction over the roadway components between the curbs, including the operation and maintenance of all traffic signals, channelization (striping) and pavement repairs. The City has jurisdiction over the portion of the right-of-way behind the curb, as well as franchise and utility permitting. However, the City is also responsible for landscaping and drainage maintenance, as well as snow and ice control.

Outside the state highways and City limits, the roadway network surrounding Mill Creek is within unincorporated Snohomish County. The County also operates and maintains the City's seven traffic signals, and provides roadway maintenance services such as annual roadway restriping and pavement repairs / preservation work.

The City maintains a good working relationship with Community Transit, WSDOT and County staff. Mill Creek solicits comments from outside agencies for private land development applications as part of the Technical Review Committee process. ~~and~~ On the reciprocal side, County development projects within a defined impact area are sent to City staff for comments as well.

For example, on a private land development project with frontage on a state highway or County road, the City would approve the number and location of an access point(s), and WSDOT or the County would approve how it operates, such as right-in, right-out or full turn movements. Any new traffic signals or intersection improvements proposed on a state highway would have to meet WSDOT design criteria and warrants.

Agency personnel also frequently coordinate and partner on capital projects that cross jurisdictional lines or could impact the surrounding roadway network. Examples include the proposed Swift 2 bus rapid transit line, County road widening projects along the City limit boundaries, intersection improvements on state highways, and pavement preservation work.

Several Interlocal Agreements either already exist for maintenance mutual aid, land development review and capital project coordination, and other specific ILA's can be approved as needed.

TRANSPORTATION POLICIES

The following policies have been formulated to ensure that adequate transportation facilities are available to meet existing and anticipated demands.

General Safety/Maintenance

Policy 1.01

Design Roadways, sidewalks, trails, designated bicycle areas and other areas of public circulation ~~should be designed~~ to provide a high level of safety and mobility.

Policy 1.02

Prioritize and schedule safety and capacity~~identified safety issues should be ranked by priority and scheduled for~~ improvement projects within the City's Capital Facilities Plan Element and seven-year Capital Facilities Improvement Program Plan.

Policy 1.03

Street ~~Provide~~ lighting for ~~should be provided for~~ all sidewalks, trails, roadway classifications, intersections and crosswalk locations in accordance with the City standards.

Policy 1.04

~~Traffic control signs shall be placed in accordance with the current edition of the *Manual on Uniform Traffic Control Devices*.~~

Policy 1.05

~~Roadway surfaces should have positive drainage with no standing surface waters.~~

Policy 1.06

~~Roadway drainage systems should have capacity to quickly remove surface drainage waters for the appropriate design storms to not disrupt traffic, pedestrian movement or present a safety issue.~~

Policy 1.034

Maintain and operate transportation systems to provide safe, efficient, and reliable movement of people, goods, and services.

Policy 1.05

Protect the investment in the existing system and lower overall life-cycle costs through effective maintenance and preservation programs.

Policy 1.06

Reduce the need for new capital improvements through investments in Intelligent Transportation System technology, demand management strategies and operational activities that improve the efficiency of the current infrastructure.

Policy 1.07

Make transportation investments that emphasize functional value, as well as improve economic and living conditions so that industries and skilled workers continue to be retained and attracted to the region.

Policy 1.078

Protect the transportation system against disaster, develop prevention and recovery strategies, and plan for coordinated responses.

Level of Service Standards/Guidelines

Policy 2.01

Pursuant to the Growth Management Act, ~~the City shall~~ maintain an inventory ~~and monitor the capacity (Level of Service)~~ of the City's transportation facilities and establish appropriate Level of Service Guidelines and Standards.

Policy 2.02

Pursuant to the Growth Management Act, ~~the City shall not approve any~~ new development that would result in lowering the Level of Service ~~below the established Level of Service Standards~~ below established minimums will not be approved, unless transportation improvements or strategies necessary to maintain the ~~Level of Service~~ LOS Standard are in place concurrent with the development, or a financial

commitment to provide those improvements within six years is secured.

Policy 2.03

Pursuant to the Growth Management Act, if ~~the City determines that~~ probable funding will be insufficient to ~~maintain~~/meet the established Level of Service Standards for transportation facilities, ~~the City shall~~ reassess the Land Use Element and/or the Level of Service Standards and adjust ~~either or both~~ as necessary.

Policy 2.04

Periodically evaluate the street classifications of the roadway network to reflect current use patterns and establish appropriate Levels of Service.

Street System

Policy 3.01

Strategically expand capacity and increase efficiency of the transportation system to support local businesses, move goods, services, and people to and within the urban growth area. Focus on investments that produce the greatest net benefits to people and minimize the environmental impacts of transportation.

~~Proposed new roadways and improvements to existing roadways should balance the need for distributed vehicular circulation throughout the City with minimizing negative traffic impacts in existing residential divisions.~~

Policy 3.02

Design, construct, and operate transportation facilities to serve all users safely and conveniently, including motorists, pedestrians, bicyclists, and transit users, while accommodating the movement of freight and goods, as suitable to each facility's function and context as determined by the appropriate jurisdictions. Traffic control devices should be installed only in those intersections and locations where the need has been adequately demonstrated pursuant to the Manual on Uniform Traffic Control Devices.

Policy 3.03

Design and operate the City's roadway network in accordance with the current editions of appropriate regulatory manuals for geometric design, stormwater and traffic control devices.

Policy 3.0304

Regulate Access onto all roadways should be regulated by the street classification of the roadway, following the general principle that higher classification roadways have more restricted access than lower classification roadways.

- ~~State Highways access on to SR 527 or SR 96 will be regulated in accordance with the Revised Code of Washington, specifically RCW Title 47.50, and the Washington Administrative Code, specifically WAC Chapters 468-51 and 468-52.~~

- ~~• Major Arterial Roadway — direct access on to major arterials should only be allowed at intersections with minor arterials and collectors, or with residential roadways or properties where no other reasonable alternative access can be provided.~~
- ~~• Minor Arterial Roadway — direct access on to minor arterials should only be allowed at intersections with collectors, or with residential roadways or properties where no other reasonable alternative access can be provided.~~
- ~~• Collector Roadway — direct access to collector streets should only be allowed by residential roadways, other collector roadways, controlled commercial access or where properties have no other access points.~~
- ~~• Residential Roadway — direct access to residential streets should only be allowed by residential properties.~~

~~*Policy 3.04*~~

~~All access points shall be designed and located to minimize traffic flow disruptions, reduce potential vehicular conflicts, provide for internal circulation and meet appropriate design ~~safety~~ standards.~~

~~*Policy 3.05*~~

~~Separate left turn lanes should be provided on arterials and collector roads where warranted unless said lanes present a safety issue.~~

~~*Policy 3.06*~~

~~To improve traffic flow and reduce potential vehicular conflicts on arterial and collector streets, new development(s) shall utilize shared access and provide for internal circulation when practical and appropriate.~~

~~*Policy 3.05*~~

~~Reduce congestion on regionally significant arterial corridors by coordinating with appropriate jurisdictional agencies to implement Intelligent Transportation Systems (ITS), capital improvements that are cost beneficial and additional transit services.~~

~~*Policy 3.06*~~

~~Improve public street connectivity and change use patterns to provide alternate traffic circulation routes, as well as enhance walking, bicycling and transit use.~~

~~*Policy 3.07*~~

~~Consider the use of alternate intersection controls, where appropriate, such as roundabouts instead of standard traffic signal systems.~~

~~*Policy 3.08*~~

~~Implement traffic calming features where warranted to mitigate for negative traffic impacts in commercial and residential areas.~~

Sidewalk, Trail, and Bicycle Lane Systems

Policy 4.01

~~Provide P~~pedestrian circulation ~~should be provided by~~with public sidewalks throughout the ~~central business district~~commercial areas and residential neighborhoods. ~~Locate S~~sidewalks in new developments ~~should be located~~ on both sides of all roadways, ~~separated from the curb where appropriate~~ and connected with other public ~~and/or~~ private trail systems. ~~Sidewalks on arterial and collector streets should be consistent with the Streetscape Element of the Plan.~~

Policy 4.02

Where practical, ~~separate~~ sidewalks on ~~arterial and collector~~public streets ~~should be separated~~ with a planting strip to increase the safety and comfort of travel and avoid potential conflicts with vehicular movements. ~~Design S~~sidewalks ~~should be designed with~~Include a serpentine or meandering configuration where practical to improve the aesthetic character of the streetscape and located ~~d~~sidewalks in a way that promotes public safety.

Policy 4.03

~~Crosswalks should be well identified and illuminated and placed at locations with acceptable sight distances.~~

Policy 4.0403

~~Comply with the Federal American Disability Act (ADA), current City ADA Transition Plan and appropriate design standards for A~~all sidewalks, intersection corners, crosswalks, ~~access drives, and trails, where a sidewalk exists, or is planned to be placed, should have barrier-free access. All sidewalks and trails shall comply with applicable accessibility standards.~~

Policy 4.0504

~~Designate B~~bicycle lanes ~~should be designated where practical~~ on all arterial ~~and collector roadways, with clear pavement markings, where practical to encourage alternate modes of travel and provide traffic calming effects.~~ Public bicycle/pedestrian trails, where approved by the City, should be clearly signed or marked for bicycle and pedestrian separation. ~~Public trails/sidewalks may be used where shoulder area is not suitable for bicycle lanes.~~

Policy 4.06

~~Work to ensure that sidewalks, trails and bike lanes as identified on the Transportation Map and/or in the text as being necessary to meet the established Level of Service Guidelines will be available for public use.~~

Policy 4.07

~~New development, on sites where sidewalk, trail, and/or bike lane facilities have been identified within the Comprehensive Plan as being necessary to meet the established Level of Service Guidelines, shall be required to include said facilities and make them available for public use.~~

Policy 4.0805

~~Ensure that Ssidewalks should be are~~ "transit oriented" ~~(i.e., and~~ located to connect neighborhoods to transit stops ~~and include with~~ pedestrian boarding pads where appropriate).

Policy 4.0906

~~Design Ttrails should be designed~~ to accommodate bicycle and pedestrian use, and ~~be~~ located ~~them~~ within major open space corridors.

Policy 4.07

~~Promote and incorporate bicycle and pedestrian travel as important modes of transportation by providing facilities and reliable connections.~~

Transit Policies

Policy 5.01

To improve ~~the present~~ transportation systems, work cooperatively with other appropriate jurisdictions and transit agencies when warranted and as appropriate to implement transportation demand management programs (such as "Curb the Congestion") ~~as appropriate~~.

Policy 5.02

~~Create safe, barrier-free access to public transportation and pedestrian facilities that meet all federal, state and local codes.~~

Policy 5.0302

Require the provision of public transportation facilities in, or adjacent to, public and private developments with a safe and convenient means for pedestrian access to the facilities. Provide Bbus pullouts, transit shelters, benches and barrier-free access ~~should be provided~~ on arterials and collectors at locations agreed upon by transit agencies and the City.

Policy 5.0403

Emphasize transportation investments that provide and encourage alternatives to single-occupancy vehicle travel and increase travel options, especially to and within centers and along corridors connecting centers.

~~Encourage commuters to use car/van pool programs and public/private transit as alternatives to the single-occupant automobile.~~

Policy 5.0504

Develop land use patterns that facilitate multi-purpose trips, and minimize the number and length of vehicle trips and encourage higher density/intensity land uses near required transit facilities and along public transportation corridors.

Policy 5.05

Coordinate with transit agencies for all City capital improvement projects and land development review processes to ensure that adequate transit facilities are provided and appropriate design standards are met.

Policy 5.06

Prioritize investments in transportation facilities and services in the urban growth area that support pedestrian and transit oriented densities and development.

Policy 5.07

Prioritize investments in transportation facilities and services in the urban center areas that support compact, pedestrian- and transit-oriented densities and development.

Policy 5.08

Emphasize transportation investments that provide and encourage alternatives to single-occupancy vehicle travel and increase travel options, especially to and within centers and along corridors connecting centers.

Intergovernmental Coordination

Policy 6.01

Participate in land use and traffic circulation planning with the appropriate agencies involved in the regional high capacity transit transportation planning programs as identified in VISION 2040 and Transportation 2040.

Policy 6.02

Initiate-Maintain reciprocal agreements with the surrounding jurisdictions to be apprised of any potential impacts to the City's transportation system and to adequately mitigate such impacts.

Policy 6.03

Coordinate with surrounding jurisdictions to ensure consistency among local and regional transportation plans.

Policy 6.04

Coordinate the planning, design, and financing of transportation facility improvements with the transportation and land use plans of neighboring jurisdictions in order to identify opportunities to maximize benefits with limited financial resources.

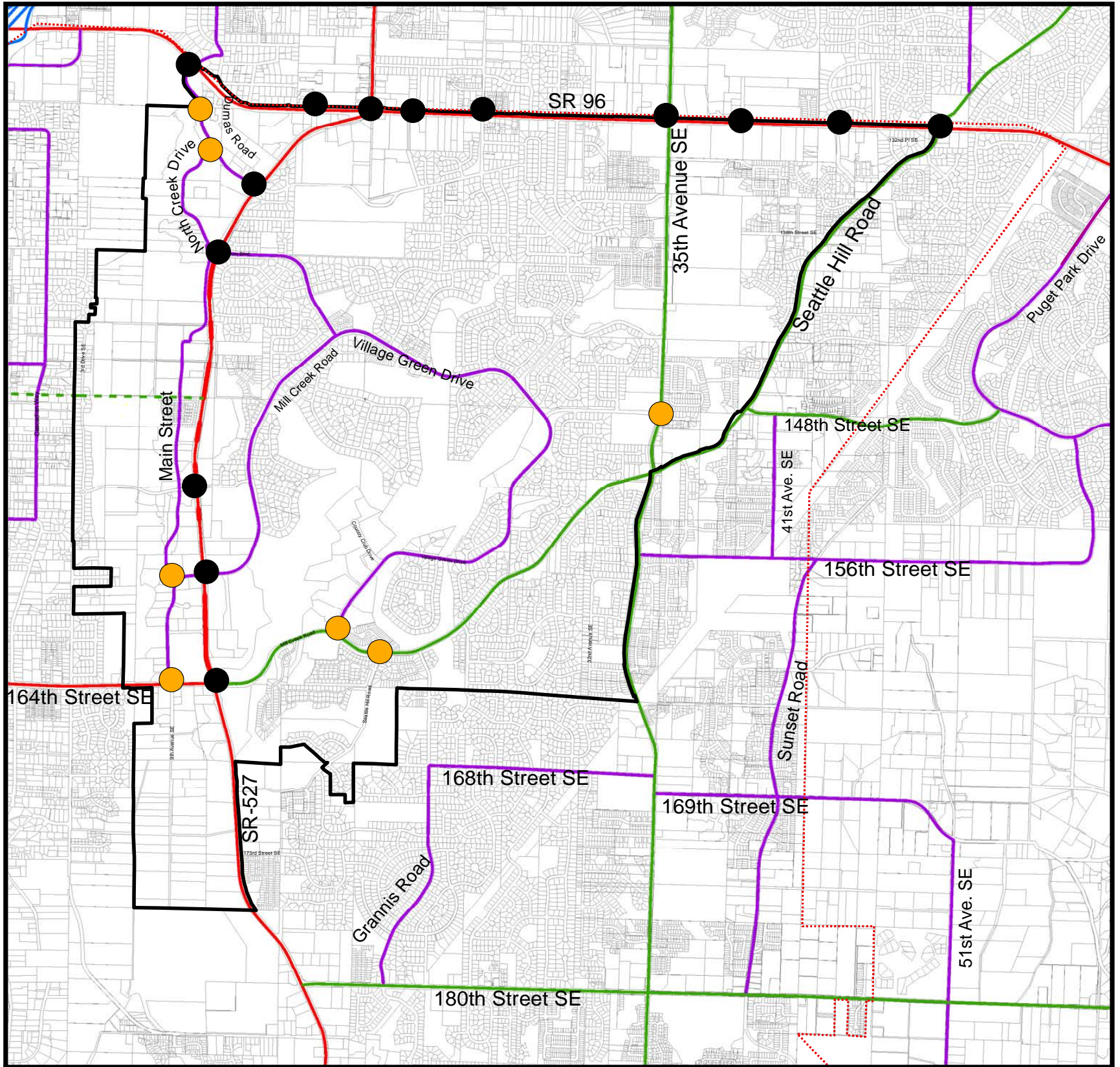
Policy 6.05








Coordinate state, regional, and local planning efforts for transportation through the Puget Sound Regional Council to develop and operate a highly efficient, multimodal system that supports the regional growth strategy.

Policy 6.05

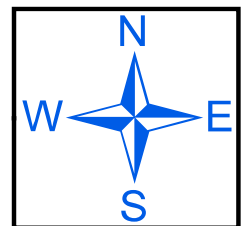
Promote coordination among transportation providers and local governments to ensure that joint and mixed use developments are designed in a way that improves overall mobility and accessibility to and within such development.

Street Functional Classifications

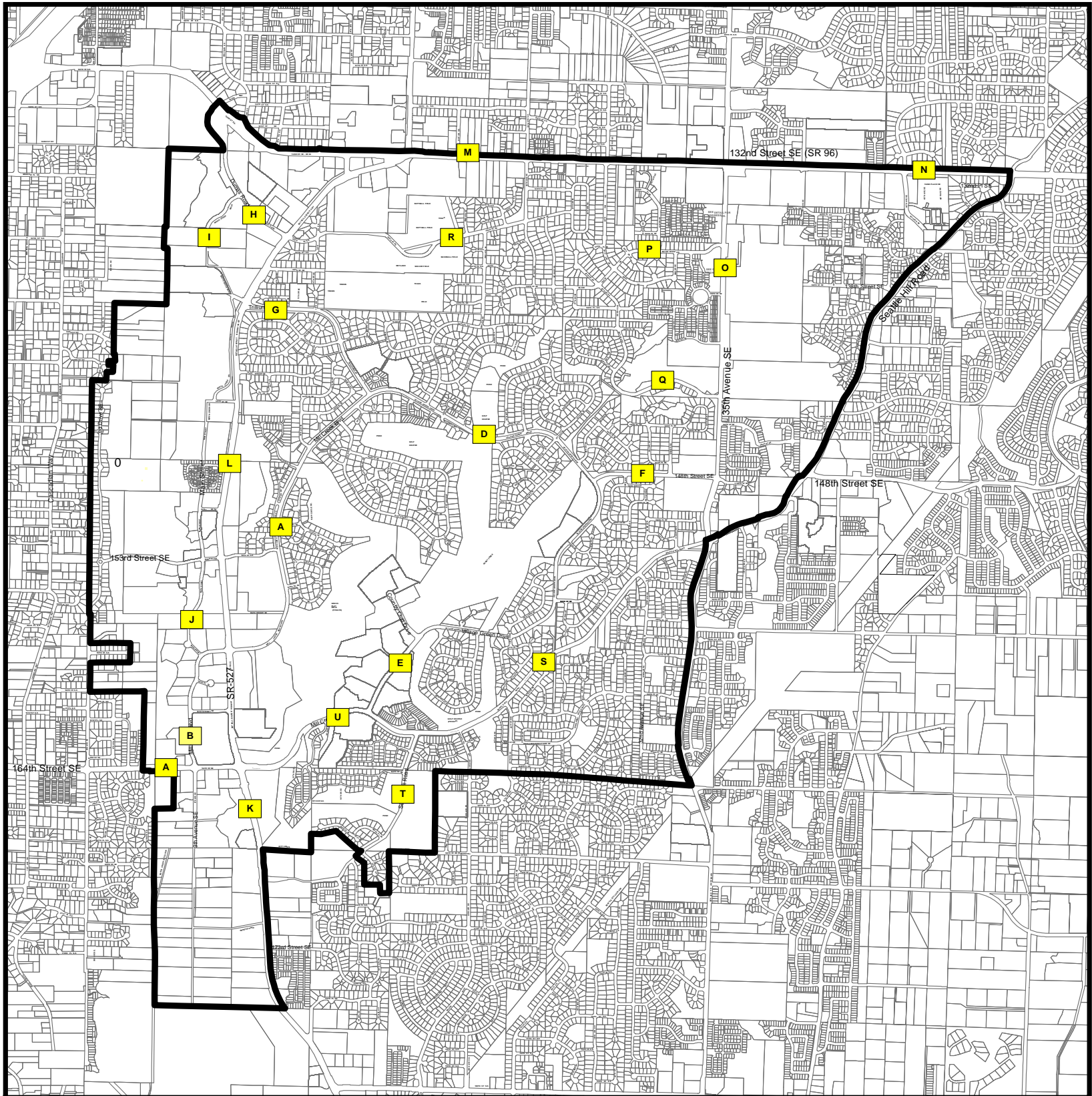


-  City Limits
-  Municipal Urban Growth Area
-  Major Arterial
-  Minor Arterial
-  Collector
-  City Traffic Signal
-  WSDOT Traffic Signal

Ord. 2015 ____
Effective 2015 ____



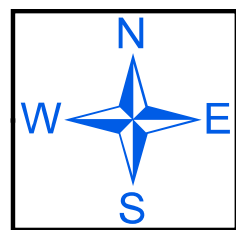
Traffic Volumes



— City Limits

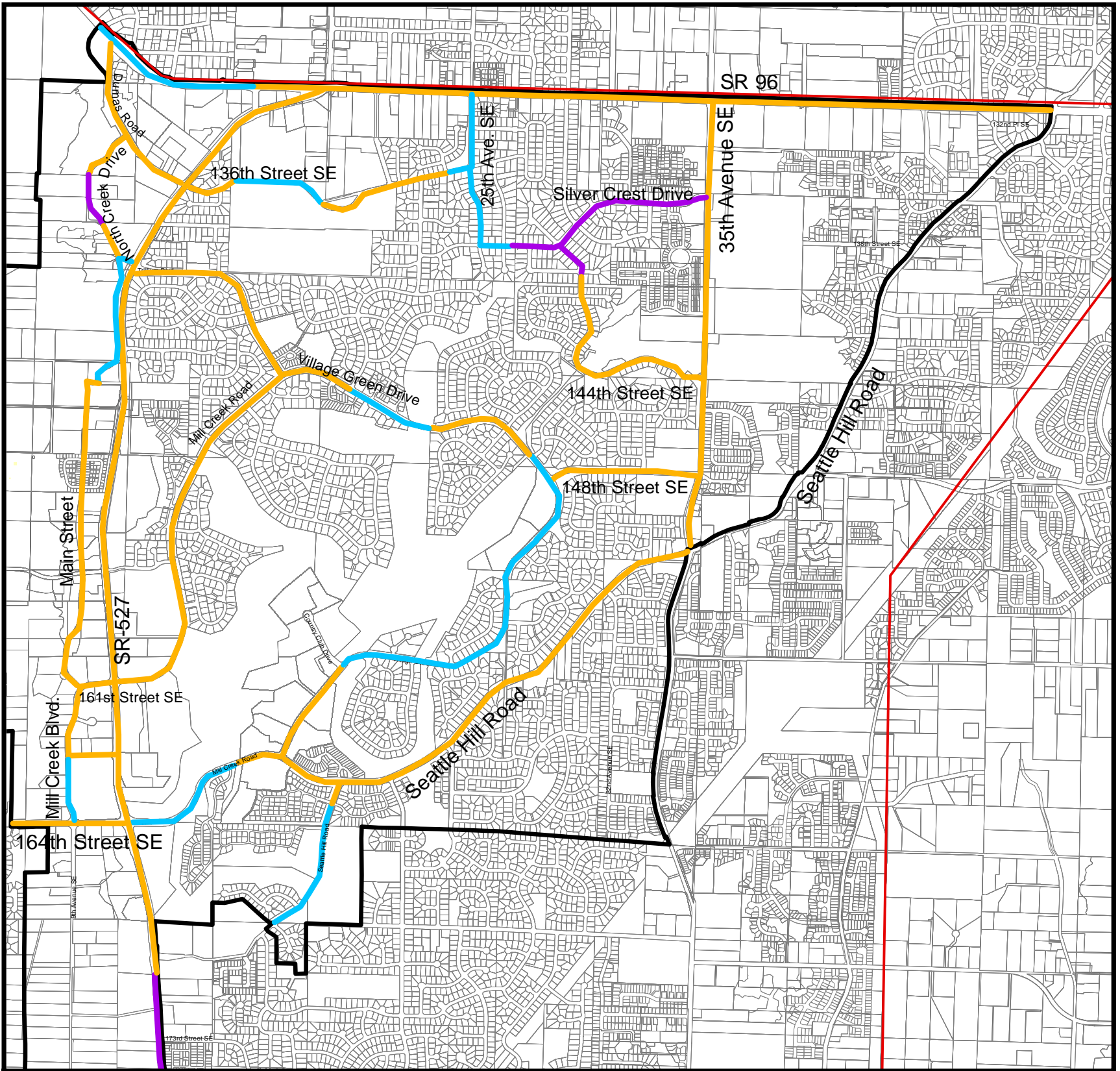
DRAFT
Ord. 2015-_____
Effective Date: _____






| Location Identification | Location Description | 2015 ADT | 2040 ADT* |
|-------------------------|---|----------|-----------|
| A | 164 th Street SE, west of Mill Creek Blvd | 36,750 | 40,300 |
| B | Mill Creek Blvd, between 164 th St and SR 527 | 11,925 | 13,100 |
| C | Mill Creek Blvd, between SR 527 and Trillium Blvd | 4,550 | 5,000 |
| D | Village Green Drive, between Trillium Blvd and 148 th St | 5,025 | 5,500 |
| E | Village Green Drive, between 148 th Street and Mill Creek Rd | 4,825 | 5,300 |
| F | 148 th Street SE, between Village Green Drive and 35 th Ave | 4,700 | 5,150 |
| G | Trillium Blvd, between SR 527 and Mill Creek Blvd | 4,650 | 5,100 |
| H | Dumas Road, between North Creek Drive and SR 527 | 11,350 | 12,450 |
| I | North Creek Drive, between Dumas Road and Trillium Blvd | 2,450 | 2,700 |
| J | Main Street, between Mill Creek Blvd and 153 rd St | 6,175 | 6,775 |
| K | SR 527, south of 164 th St | 36,650 | 40,200 |
| L | SR 527, north of 151 st St | 29,400 | 32,250 |
| M | SR 96, east of 21 st Ave | 35,450 | 38,900 |
| N | SR 96, east of 44 th Ave | 33,750 | 37,000 |
| O | 35 th Ave SE, south of Silver Crest Drive | 14,775 | 16,200 |
| P | Silver Crest Drive, west of 35 th Ave | 1,400 | 1,550 |
| Q | 144 th Street SE, west of 35 th Ave | 925 | 1,025 |
| R | 136 th Street SE at Jackson High School | 3,425 | 3,775 |
| S | Seattle Hill Road, east of 25 th Ave | 12,850 | 14,100 |
| T | [Old] Seattle Hill Road, south of 164 th St | 675 | 750 |
| U | Mill Creek Road, between SR 527 and Village Green Drive | 17,025 | 18,675 |



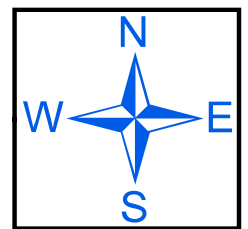
*Assumed an average 0.37% annual growth rate from PSRC forecast data

City Sidewalks Along Major Roads & School Routes



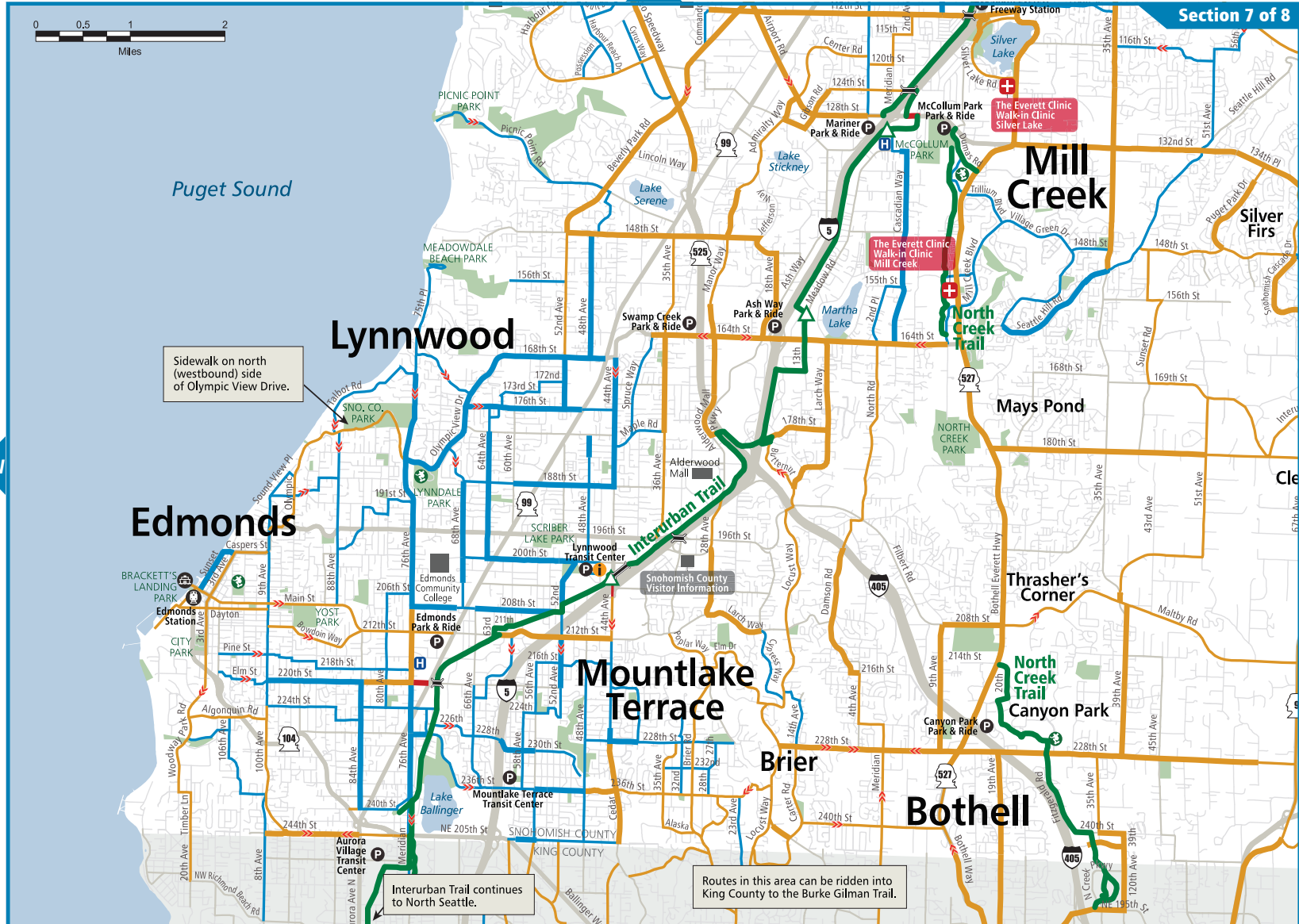
-  City Limits
-  Municipal Urban Growth Area
-  Sidewalk on Both Sides
-  Sidewalks on One Side
-  No Sidewalk on Either Side

Ord. 2015 _____
Effective 2015 _____



SNOHOMISH COUNTY AREA BICYCLING & TRAIL MAP

For complete map, visit www.communitytransit.org/bikes



Sidewalk on north (westbound) side of Olympic View Drive.

Interurban Trail continues to North Seattle.

Routes in this area can be ridden into King County to the Burke Gilman Trail.

- | | | | | | |
|--|---|--|---|---|--|
| <p>Low Speed Roadway (30 mph or less)</p> <ul style="list-style-type: none"> — with shoulder or bike lane — no shoulder | <p>Commonly Used Roadway (35+ mph)</p> <ul style="list-style-type: none"> — with shoulder or bike lane — no shoulder | <p>Bicycle/Pedestrian Trail</p> <ul style="list-style-type: none"> — Paved Trail — Unpaved Trail - - - Future Trail | <p>Caution Area</p> <ul style="list-style-type: none"> ▲ Trail Head ▲ Steep Grade (arrow indicates uphill) — Bike/Pedestrian Under or Overpass | <p>Ferry Terminal</p> <ul style="list-style-type: none"> Park / Ride / Transit Center Transit Station Transit Information Center | <p>Campground</p> <ul style="list-style-type: none"> Hospital Walk-in Clinic Park Skatepark |
|--|---|--|---|---|--|

CHAPTER XI STREETSCAPE ELEMENT

INTRODUCTION

The City of Mill Creek has applied streetscape standards since 1992 to establish roadway buffers and cutting preserves along collector and arterial streets throughout the City. The application of these standards has contributed greatly to the attractive appearance of streets throughout the City and created a safer pedestrian environment for Mill Creek residents.

The purpose of the Streetscape Element is to establish general policies and design guidelines for the aesthetic improvements within and adjacent to the City's major street right-of-ways and City entrances. The Streetscape Policies are intended to guide the treatment of roadway buffers ~~to achieve their function~~, provide a visual buffer between development and the street, create a comfortable street space for vehicles and pedestrians, maintain continuity of the City's unique natural design concepts and preserve existing natural vegetation where appropriate.

STREETSCAPE ISSUES

As the City of Mill Creek and the region as a whole continue to develop, existing roads will have to be upgraded to carry more traffic, providing the opportunity to improve the design and appearance of such roads and streets. The addition of tastefully designed medians, landscaping, screening and buffers adds to the appearance of the streets as well as protecting residences from roadway noises.

Impervious surfaces, such as roadways, contribute to the amount of stormwater runoff that flows into area streams. This can be minimized by planting landscaping along roadways that slows the flow of the water and allows it the opportunity to filter into the soil rather than to run off onto paved surfaces.

Infrastructure damage (i.e., damage to sidewalks and roads caused by tree roots) has increased significantly in recent years and is having a financial impact on the City.

~~The present design characteristics of Village Green Drive and Trillium Boulevard represent a design image that could be applied to other arterial and collector streets in the City and its MUGA.~~

STREETSCAPE POLICIES

~~This section of the Streetscape Element identifies specific roadways within the City and its MUGA that are subject to the Streetscape design standards and policies established in this chapter. These roads include all arterial and collector streets identified on the Transportation Map in the Transportation Element and include:~~

- ~~● **SR 527:** extending south from 132nd Street SE (SR 96) to 183rd Street SE.~~
- ~~● **164th Street SE:** extending east from Interstate 5 to SR 527.~~
- ~~● **Mill Creek Road/Seattle Hill Road:** extending east from SR 527 to SR 96.~~
- ~~● **State Route 96:** extending east from Interstate 5 to the eastern MUGA limits.~~
- ~~● **North Creek Drive:** extending north from Heatherwood Drive to Dumas Road.~~
- ~~● **Dumas Road:** extending west from SR 527 to SR 96.~~
- ~~● **35th Avenue SE:** extending from 132nd Street SE to the southern MUGA limits.~~

~~A section drawing has been prepared for each of the above streets, indicating number of lanes, sidewalk widths and locations, street tree locations, medians and turn lanes. These illustrations are intended to be used as the basis for designing road improvements through City capital facility projects or as improvements made in conjunction with private development. For those arterial and collector streets that are identified on the Transportation Map in the Transportation Element of the Comprehensive Plan, but not listed above, the policies within the Streetscape Element shall still apply.~~

~~If the City determines that a street proposed within the MUGA, but not identified on the above list, will be classified as an arterial or collector street, the City will revise this element and/or the Transportation Element as appropriate to include the additional roadway and will apply the established Streetscape Element policies to said street.~~

This section of the Streetscape Element contains policies to be applied to arterial and collector streets identified on the Street Functional Classification Map in the Transportation Element. A typical section drawing has been prepared for arterial and collector streets (Figures XI-1 and XI-2) indicating number of lanes, sidewalk widths and locations, street tree locations, medians and turn lanes. These illustrations are intended to be used as the basis for implementing development regulations / standard plans, which specify the required design elements for City road projects as well as road improvements made in conjunction with private development.

The following policies are broad objectives that will be implemented through specific standards incorporated into the City's development regulations / Design and Construction Standard Plans. Where specific standards are required by the policies,

modifications to such standards are allowable through the variance procedures and criteria established in the City's Development Code.

General Policies

Policy 1.01

~~Incorporate applicable elements of the typical Streetscape Plans depicted on Figures XI-1 and XI-2 in development proposals and capital facility projects for road improvements adjacent to identified roadways~~arterial and collector streets shall incorporate applicable elements of the Streetscape Plans depicted on Figures XI-1 through XI-7 during the design and construction of the affected roadway section. ~~Dedicate a~~Additional right-of-way shall be dedicated along collectors and arterials where necessary to achieve the planned street section.

Policy 1.02

~~The City shall incorporate~~Incorporate specific Streetscape Standards into the ~~Subdivision Ordinance development regulations / Design and Construction Standard Plans~~ in order to provide exact requirements for improvement and construction of the City's collector and arterial street network.

Policy 1.03

~~Upon annexation to the City, apply the Streetscape Element policies to roads classified as arterials and collectors in the County. With future updates of the Comprehensive Plan, update the City's Street Functional Classification Map in the Transportation Element to include any annexed arterial and collector streets.~~

Right-of Way Policies

Policy 2.01

~~Provide Landscaping~~landscaping within the street right-of-way should consist primarily of deciduous street trees, shrubs and sod and/or groundcover. Desirable street trees are those that are well suited to the urban environment, and create a canopy as they mature, do not require excessive maintenance, and do not damage nearby sidewalks and other infrastructure. ~~Proposed street tree species must be on the approved street tree list, or approved by the City's Design Review Board.~~

Policy 2.02

~~Provide five-foot minimum~~landscaped planting areas within the right-of-way or roadway buffer shall be provided on both sides of the street between the curb and sidewalk, where possible and practical (~~applies to both sides of the street~~).

Policy 2.03

~~Provide Landscaped~~landscaped medians shall be provided in the center of collector and arterial street right-of-ways where practical and appropriate. Suitable locations include areas where adequate right-of-way is available, where access to existing and future local collector and neighborhood streets will not be impaired, where they create a

Streetscape Element (~~Modified 06/13 Effective~~ _____, 2015; Council Ord. 2015-_____) XI-3

sense of entry into neighborhoods or commercial areas and where traffic calming would be beneficial.

Policy 2.04

~~Ensure that sight distance requirements are met for street trees and landscaping as set forth in the current edition of the AASHTO policy manual for Geometric Design of Highways and Streets sets forth sight distance requirements for All street trees and landscape installation shall meet all applicable City requirements for sight line distance and sight triangles.~~

Policy 2.05

~~Ensure that Sidewalks sidewalks shall conform to all applicable City city Standards standards and be are installed as depicted on Figures XI-1-7 in the development regulations / Design and Construction Standard Plans.~~

Policy 2.06

~~Ensure that appropriate right-of-way widths and roadway functional elements are included in the street cross section as set forth in the adopted City Roadway Functional Classification standards.~~

Roadway Buffer Policies

Policy 3.01

~~Buffer widths shall be as follows, and shall be measured from the edge of the right-of-way along all collector and arterial streets:~~

- ~~• Commercial areas: 35 feet~~
- ~~• Residential areas: 50 feet~~

~~The purpose of these~~Provide roadway buffers ~~is~~ to protect existing stands of healthy significant trees and understory vegetation, separate pedestrian activity from the street and enhance these buffers with appropriate vegetation where the existing vegetative stands are of poor quality or non-existent. Wider roadway buffers are appropriate in residential zones. Specific roadway buffers widths are established in the development regulations.

Policy 3.02

~~To the greatest extent possible~~In residential and commercial areas where screening is desired, retain existing vegetation within roadway buffers ~~shall be retained~~, and ~~may only be removed~~ allow removal only if significant trees are diseased or hazardous as determined by a certified arborist, or if invasive vegetation is present. In commercial districts, selective removal of vegetation is allowed to promote visibility of commercial uses.

Policy 3.03

Landscape treatment of the roadway buffers ~~shall can~~ include one or more of the following forms, depending on the presence and condition of existing vegetation, adjacent uses (e.g., residential versus commercial), and the landscape treatment of existing buffers in the immediate area. In general, buffers in residential areas should provide greater screening and privacy from roadways and utilize treatments that are more natural in appearance. In commercial areas, landscaping should utilize a more formal treatment.

Native Growth: ~~Includes The the~~ retention and preservation of existing topography and undisturbed vegetation. Existing vegetation may be enhanced with native species where edges have been disturbed by construction, or to achieve a consistent density of plant materials throughout the buffer.

Natural Plantings: ~~Includes The the~~ retention of suitable existing vegetation (healthy, non-invasive) supplemented with areas of new vegetation selected to complement the existing vegetation, including trees, shrubs, groundcover and sod. The use of native plants is encouraged to achieve a more informal planting scheme. Minor changes to existing topography may be made to achieve a naturalized planting scheme, ~~while. Such changes shall~~ avoiding impacts to the driplines of existing significant trees.

Formal Plantings: ~~Includes The the~~ removal of the majority of natural vegetation, grading and ~~re-vegetation planting~~ with trees, shrubs, groundcover and sod to achieve a more formal/manicured appearance. Roadway buffers adjacent to commercial land uses and the entrances to residential developments are examples where formal plantings may be appropriate. In this landscape scheme, plant materials can consist of more formal, ornamental species.

Policy 3.04

~~Use appropriate landscaping and retaining structures w~~where there is a significant grade change in the land adjacent to the street, ~~appropriate landscaping and retaining structures, where necessary, shall be used.~~

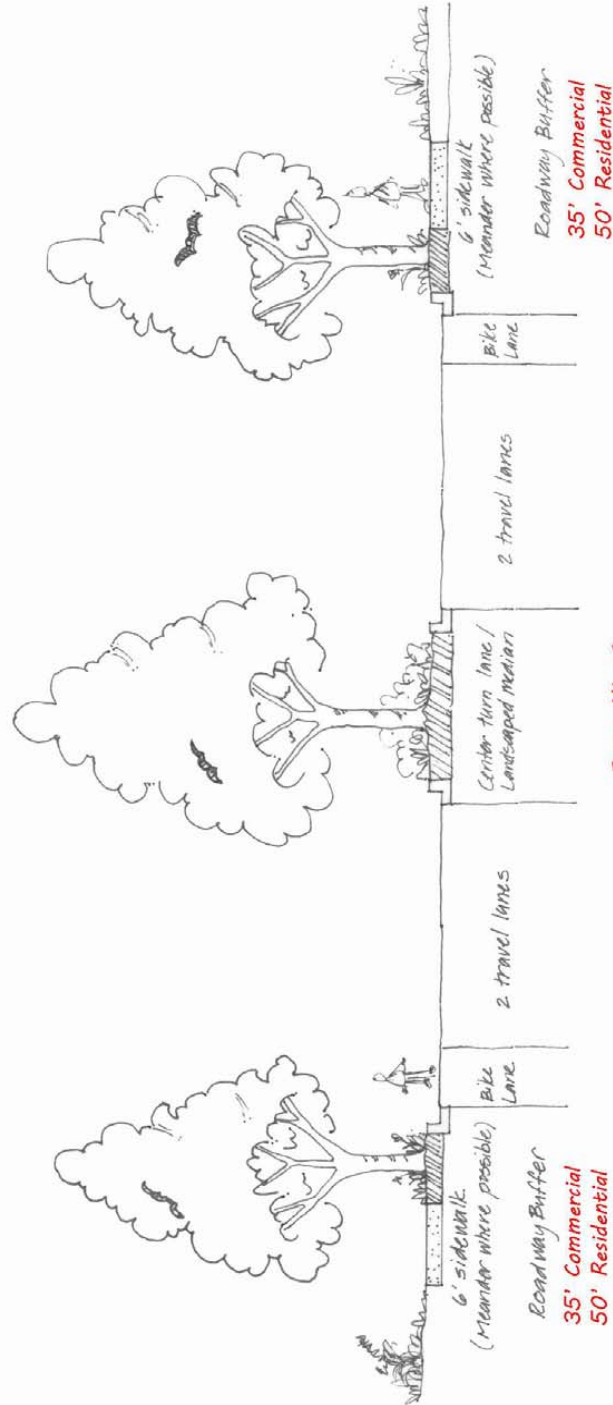


Figure XI - 1
Typical Arterial Streetscape

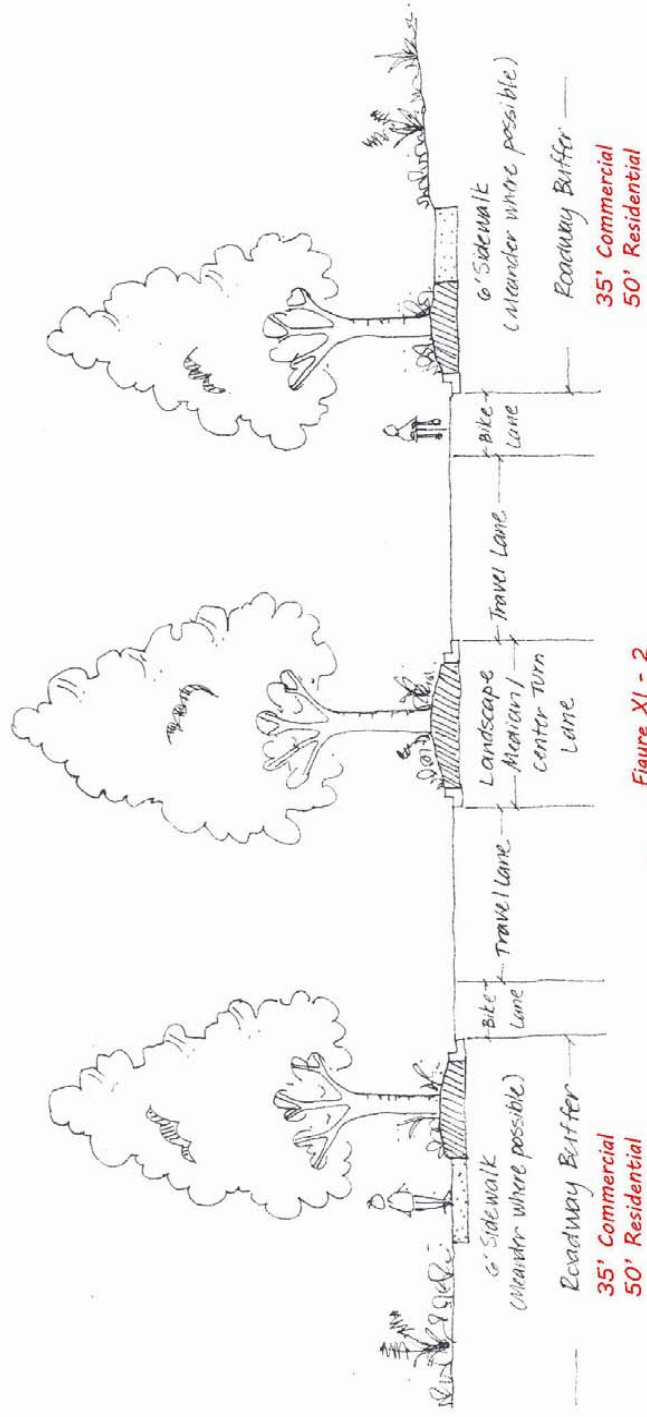


Figure XI - 2
Typical Collector Streetscape

CHAPTER XII

ENVIRONMENTAL FEATURES ELEMENT

INTRODUCTION

Mill Creek originally developed in the 1970s as a planned residential community in a natural setting. Neighborhoods were built around an extensive system of open space corridors and a golf course, and the City was surrounded by undeveloped land. The retention of natural areas such as wetlands and stream corridors contribute greatly to the quality of life in Mill Creek.

The Puget Sound region has seen significant growth in the last several years. With the advent of Growth Management in the early 1990s, development focused within established Urban Growth Areas. Urban development within Mill Creek and its Municipal Urban Growth Area increases pressure upon the natural environment.

The ~~recent~~ listings of ~~the~~ Chinook salmon and steelhead as a threatened ~~and endangered~~ species under the Federal Endangered Species Act, as well as the state requirement for jurisdictions to incorporate Best Available Science into their environmentally critical areas ~~Critical Area R~~ regulations, has brought increased attention to the impacts of development upon natural systems. In the face of increased growth and the need to comply with these and other environmental regulations ~~changes in the regulatory landscape~~, Mill Creek is faced with new challenges to achieve a balanced relationship between development and protection of the natural environment.

The overall purpose of the Environmental Features Element is to provide policy guidance for the long-term preservation of environmentally ~~sensitive-critical~~ areas and how the built environment should co-exist with the natural environment. The policies, established later in this chapter, are based upon an analysis of existing environmental features and conditions, environmental and regulatory issues and community values regarding the protection of the City's environmental resources using Best Available Science. ~~Identification-Understanding~~ of existing conditions provides the basis for identifying key environmental issues that can then be addressed through policies that target general and specific areas of environmental resource protection, which are then implemented through development regulations.

ENVIRONMENTAL RESOURCES

Inventory of Environmentally ~~Sensitive-Critical~~ Areas

This section identifies existing environmentally ~~sensitive-critical~~ areas, and provides a description of existing conditions. Sources of information in developing this inventory include a stream map ~~generated by the Mill Creek Public Works Department~~, wetland

delineations prepared in conjunction with private development proposals, National Wetland Inventory maps, the Snohomish County Stream and Wetlands Survey (August 1986), the Natural Resources Conservation Service Soil Conservation Service's Soil Study Survey of Snohomish County (July 1983) and the Flood Insurance Rate Maps generated by the Federal Emergency Management Agency (November 1999). In conjunction with the 2004 Comprehensive Plan update, the City's wetland consultant verified the wetland boundaries established in Snohomish County's wetland survey. ~~(more detailed information can be found in the Background Document, available for public review at Mill Creek City Hall).~~

Environmentally sensitivecritical areas are displayed on the Wetlands, Steep Slopes, Floodplains and Aquifer Recharge Areas maps. These maps are intended to show the general location of known environmentally sensitivecritical areas; site-specific identification and delineation ~~shall will be conducted by the property owner is required~~ at the time of a project proposal.

It should be noted that the City of Mill Creek does not contain any shorelines of the statestatewide significance as defined by RCW 90.58.030, and thus, is not required to adopt a Shoreline Management Plan.

Wetlands

Wetlands of various sizes occur within Mill Creek and its MUGA and are many of the larger wetlands are depicted on the Wetlands map. Some of these se larger wetland systems include those associated with the riparian habitats of North Creek, Penny Creek, Tambark Creek and Nickel Creek. Of these systems, the North Creek wetlands areis the most extensive, running from the northern city limits to the southern city limits and beyond. In places, the wetlands is-are several hundred feet in width and is-dominated by forested vegetation.

Other wetlands include those associated with Sitka Creek and Mill Creek. Several Numerous depressional and slope isolated wetlands of varying size are situated throughout the City. The peat substrate, bog-like wetland systems in the vicinity of Thomas Lake along 35th Avenue SE Of these wetlands, the are fairly most unique; relatively few such wetlands occur in Snohomish County is a bog wetland, located south of 132nd Street SE.

The 2003 Wetland Assessment indicates varying conditions of wetlands within Mill Creek. While some wetlands were found to be in good condition, others were found to be significantly degraded. The reasons for these varying conditions ranged from past agricultural activities (including grazing) to fragmentation, to increased surface water runoff resulting from urban development and the attendant loss of natural vegetation.

Environmental Features Element (Modified 04/09 Effective _____, 2015; Council Ord. 2015-_____)XII-2

Streams and Drainage Ways

The City of Mill Creek lies within the Sammamish River watershed, which is comprised predominantly of the North Creek basin and a small portion of the Little Bear Creek basin. There are seven primary sub-basins that make up the drainage area of Mill Creek and its MUGA including North Creek, Penny Creek, Tambark Creek, Mill Creek, Silver Creek, Swamp Creek and Nickel Creek. A small portion of the Little Bear Creek sub-basin is located within the eastern portion of the MUGA.

North Creek

Of the five streams within the City, North Creek is the largest with respect to volume and channel width. Originating in Everett, North Creek runs the full extent of the City from the north end to the south end, and then flowing south until it merges with the Sammamish River in the City of Bothell. North Creek ~~has historically contained~~ steelhead and provides spawning and rearing habitat for Chinook ~~salmon both of,~~ which have been identified as ~~a threatened and endangered~~ species under the Federal Endangered Species Act. Other salmon species such as Coho salmon and Sockeye salmon also occur in North Creek. Together with its associated wetlands, North Creek comprises a significant riparian system of both local and regional importance. As development has occurred along the North Creek corridor, conservation easements have been granted to the City to permanently protect this valuable resource.

Penny Creek

Penny Creek originates outside the City, flowing from the north to Thomas Lake, and then running in a westerly direction through the golf course and underneath SR 527 before merging with North Creek. Many of the upper reaches of Penny Creek are absent of riparian vegetation as a result of past development activity. Like North Creek, Penny Creek supports salmonid species including Coho salmon, steelhead and Sockeye salmon.

Nickel Creek

Nickel Creek is a salmon-bearing stream that originates within the City of Mill Creek in the vicinity of the Chatham Park development. Nickel Creek is tributary to North Creek, and has undisturbed riparian vegetation along the majority of the creek.

Mill Creek

Mill Creek is a minor tributary of North Creek and originates east of SR 527. Mill Creek was informally referred to as Smokehouse Creek for a number of years, but in 2001 was officially named Mill Creek by the State Board of Geographic Names. Coho salmon are likely to be present in Mill Creek.

The upper reaches of Mill Creek have been disturbed by past development activities, but the lower portion (beginning at ~~Merrill Garden~~ the senior housing development located at 14905 Bothell-Everett Highway) is undisturbed.

Sitka Creek

Sitka Creek is another minor tributary of North Creek, originating near the City's northern boundary near McCollum Park. The creek and its associated wetlands have experienced little pressure from development until recently, with the ~~commencement-construction~~ of several residential projects ~~within the SR 527 Subarea nearby~~. In an effort to preserve the pristine character of Sitka Creek, these developments have utilized stormwater facilities designed to minimize impacts upon the creek.

Tambark Creek

Tambark Creek originates south of Thomas Lake and flows south, crossing under 180th Street SE, then flowing westward into Silver Creek.

Fish and Wildlife

Development within Mill Creek and surrounding areas has significantly reduced available habitat for fish and wildlife. The loss of forested areas that once dominated the landscape has resulted in the loss of habitat for birds and ~~other~~ animals, and ~~an-has~~ accelerated ~~the~~ volume and rate at which runoff enters streams and rivers. This runoff transports pollutants and sediments into streams, which degrade stream conditions that support fish and other aquatic species. The loss of vegetation adjacent to streams increases in-stream temperatures and eliminates available woody debris that ~~is-are an-essential ingredients~~ of a healthy stream system.

Because Mill Creek residents place a high value upon the natural environment, many areas have been preserved as the City has developed. Riparian corridors, such as the North Creek, Penny Creek and Tambark Creek corridors, as well as the extensive network of open space throughout the City, provide excellent habitat and movement corridors for birds, ~~fish~~ and mammals. Herons are often seen flying along the North Creek Greenway, and ~~Red-red- Tail-tailed~~ hawks ~~and Bbald Eeagles~~ can be seen soaring above the ~~County-North Creek~~ Park located just south of Mill Creek.

~~Streams provide habitat for several fish species. North Creek has historically contained Chinook salmon, which were listed as a threatened and endangered species under the Endangered Species Act in 2001.~~

Groundwater Resources/Aquifer Recharge Areas

Groundwater is present throughout Mill Creek, though a comprehensive study has not been conducted to determine the location and depth of groundwater. The groundwater regime is important because of its role in ~~transporting-discharging~~ surface water into wetlands and streams, and in maintaining stream base flows during dry periods. Groundwater also supports aquifers for domestic drinking supplies. The majority of Mill Creek is now supplied with water from a public water system, although a small number of residents rely on private wells for their supply of potable water.

Environmental ~~Features~~ Element (~~Modified 04/09 Effective~~ , 2015; Council Ord. 2015-)XII-4

Aquifer recharge areas function as large underground “reservoirs” of water that provide water to wells for domestic use. Snohomish County has identified certain aquifers as critical aquifers because they provide the primary source of drinking water for most of the County residents. Based upon an inventory conducted by Snohomish County in 2003, ~~aquifer recharge areas there are some low to moderate aquifer sensitivity areas are not present within the city limits, but are present in the East UGA Subarea.~~

GEOLOGIC HAZARD AREAS

Geologic hazard areas include those areas that are susceptible to erosion or landslides. These areas have been identified on the Steep Slopes map, and occur primarily north of Nickel Creek (south of Seattle Hill Road), on the west and south sides of Dumas Road and west of North Creek. According to the Snohomish County Soil Survey, these areas exhibit steep slopes and contain soil types that are prone to erosion or slippage.

ENVIRONMENTAL ISSUES

Stormwater Management

Water Quality

Sedimentation in North Creek and its tributaries ~~and associated wetlands~~ results from stormwater run-off, inadequate erosion control measures, inappropriate grading practices and other non-point source discharges ~~into wetlands and streams~~. Sediments have an adverse impact on water quality in the streams and may result in continued degradation of habitat for salmon and ~~other~~ aquatic vegetation. Along with sediment, stormwater run-off carries other pollutants that have an adverse impact on water quality in wetlands and streams.

With continued development in the North Creek watershed, the amount of impervious surface is increased. Paved surfaces and compacted soils do not allow water to infiltrate, ~~causing increased volumes of runoff at higher velocities and greater frequencies which interrupts the natural hydrologic cycle. Without proper stormwater mitigation measures,~~ This leads to increased stream flows and possible flooding, scouring of stream channels, deposition of sediment and loss of aquatic habitat.

Regional Issues

Streams and wetlands do not recognize jurisdictional boundaries. Decreased water quality and increased volumes and frequencies of surface water can have significant and cumulative impacts on downstream water bodies. In particular, ~~Mill-North~~ Creek is tributary to the Sammamish River, which provides habit for ~~Chinook~~ several species of salmon.

Mill Creek recognizes the importance of regional coordination in developing strategies to protect threatened and endangered species. To this end, the City is participating in Watershed Resource Inventory Area (WRIA 8) with other jurisdictions within the WRIA for the purpose of salmon recovery. The City participates on a regional level and is

responsible for addressing long-term watershed planning and conservation for watershed basins within the City and the MUGA.

Groundwater Protection

Ongoing development decreases the amount of pervious ground that is essential for the infiltration of precipitation into a water table or aquifer. The interruption of this natural process may impact the recharge of wetlands and aquifers through groundwater transport and reduce base flows. Further, impervious areas generate a higher volume of pollutant-laden stormwater, which can impact the quality of water within ~~both streams,~~ wetlands and aquifers.

~~Over half of the East UGA Subarea~~ The area just north of the intersection of Seattle Hill Road and 35th Ave. SE, along with the majority of the southeastern MUGA are is designated located within as a Sole Source Aquifer for the Cross Valley Water District. Thus, land developments in this area should take measures to reduce impervious areas. Stormwater systems for these developments should be designed to minimize impacts to groundwater resources serving the Cross Valley Water District.

Wetland Preservation

A wetland can be associated with and adjacent to a stream or lake, ~~or~~ may be ~~isolated~~ located in a depression or may occur due to seepage along a slope from a water source. Wetlands serve several very important purposes such as protecting water quality, recharging groundwater of water quantity, storing stormwater and attenuating floods ~~attenuation,~~ and providing habitat for wildlife ~~habitat and stormwater retention functions.~~ Naturally occurring wetlands are threatened by development in the Mill Creek area.

In 2001 the state legislature adopted ~~new~~ rules requiring that jurisdictions update their Critical Area Regulations using "Best Available Science." The City of Mill Creek has adopted regulations to protect wetlands that are based upon the Bbest Aavailable Sscience will be required, under this new law, to evaluate the adequacy of its existing wetland regulations.

Stream Preservation

Similar to wetlands, streams within Mill Creek are threatened by development. Streams provide habitat for fish and other aquatic species. Riparian corridors provide habitat and movement corridors for birds and mammals. The loss of vegetative cover and increased impervious areas increases the volume, rate and velocity of stormwater runoff, and transports sediment and pollutants into streams, impacting streams and the species that use those waters for spawning, rearing and migration. ~~habitat.~~

Endangered Species Protection

With the federal listings of ~~the~~ Chinook salmon and steelhead under the Endangered Species Act, the City faces increased responsibility for balancing economic growth with protection of the natural environment. Development of a comprehensive strategy is key to achieving this balance. Such a strategy must take into account several factors such as the long-term economic goals of the City, current development patterns and practices, integration of the ~~new~~ Best Available Science rules into the City's Critical Area Regulations, and the City's commitment to a regional strategy for resource protection.

The restoration and maintenance of salmonid habitat is another key component of a comprehensive strategy. Opportunities for restoration are largely driven by the availability of state or federal funds for such purposes. If funds are not available to implement restoration projects, the City can focus on community-wide education and the preservation of remaining resources.

Erosion Control

Slopes over 15 percent may have severe limitations for development and slopes over 40 percent are generally considered unsuitable for development. Vegetated slopes left in their natural state are less susceptible to erosion than unvegetated slopes, provide valuable wildlife habitat and act as buffers for an associated stream or wetland.

Aesthetic Values

Significant stands of trees in the City lend an aesthetically pleasing image to the City's landscape as well as providing valuable habitat for wildlife. Additionally, vegetated areas provide erosion control along steep slopes and act as buffers along stream banks. As more trees and vegetation are removed, the potential for run-off and erosion adding sediment and pollutants to wetlands and streams will increase.

As more vegetated areas are developed, valuable habitat is lost, decreasing the potential for wildlife to continue to live in the natural areas of the City. The loss of natural vegetation also diminishes the wooded setting that characterizes Mill Creek and contributes to the quality of life for Mill Creek residents.

Air Quality

Air quality may continue to deteriorate so long as land development continues and the population in the area increases. Factors contributing to poor air quality include suspended particulates from woodstoves and fireplaces, construction activities and increased exhaust fumes from the higher volumes of traffic. ~~Land development in the surrounding areas has an impact on the City due to smoke from woodstoves and fireplaces, construction activities and added traffic.~~ Suspended air pollutants gather in valleys and topographic depressions during certain times of the year causing an increase in carbon monoxide and particulate levels.

Environmental Features Element (~~Modified 04/09~~Effective ~~_____~~, 2015; Council Ord. 2015-~~_____~~)XII-7

Noise

Noise pollution may continue to increase as growth occurs and the population increases. The primary source of noise pollution is from increased traffic traveling through the City. Noise is a form of pollution that has direct and harmful effects upon the public's health and welfare and adversely affects the livability, peace and comfort of the residents and community as a whole. Like many forms of pollution, noise is both a local and regional issue.

ENVIRONMENTAL POLICIES

Water Management Resource Policies

Policy 1.01

~~Encourage~~ ~~land~~ developments ~~should be encouraged~~ to use low impact development techniques, ~~where feasible~~, to minimize the amount of impervious surface dedicated to streets, driveways and roofs. Use of these techniques will help reduce the amount of stormwater runoff and provide greater protection of surface and groundwater resources. ~~Stormwater facilities should be incorporated into new developments meet the requirements of the current Department of Ecology Stormwater Management Manual.~~

Policy 1.02

~~Ensure that~~ ~~land~~ developments ~~shall~~ include stormwater facilities that meet or exceed the requirements of the ~~current-adopted~~ Department of Ecology Stormwater Management Manual.

Policy 1.03

~~The City should continue~~ ~~Continue its~~ efforts with regional coalitions, Snohomish County and other jurisdictions to promote erosion and stormwater control measures, reduce pollution and improve water quality within the City and MUGA.

Policy 1.04

~~The City should undertake~~ ~~Undertake a program to e~~ducate residents about water quality and quantity management issues including the initiation of "Best Management Practices" for residential neighborhoods situated adjacent to wetlands, streams and other watercourses.

Wetland and Stream Preservation Policies

Policy 2.01

~~Ensure that~~ ~~land~~ and development activities ~~should~~ avoid straightening, channelizing, and rerouting existing drainage courses. ~~Ensure that~~ ~~s~~tructures and impervious surfaces ~~should be~~ set back from streams and wetlands ~~to ensure~~so that riparian vegetation and wetland buffers are ~~undisturbed~~~~maintained in a naturally vegetated condition.~~

Policy 2.02

Protect Wetlandswetlands, streams and associated buffers ~~should be left~~ in their natural state to preserve wildlife habitat, maintain hydrologic functions, and protect water quality and quantity ~~values~~. ~~The alteration~~ Alteration of wetlands and streams and their buffers through clearing, grading, draining and or filling is discouraged.

Policy 2.03

Ensure that bBuffer widths for streams and wetlands ~~shall be~~ the minimum width necessary to protect the integrity, function and value of the resource and ~~shall be~~ based upon Best Available Science rules adopted by the state of Washington (RCW 36.70A.172 and WAC 365-195, part 9).

Policy 2.04

Allow Altering alteration of wetlands and streams ~~shall only be allowed~~ after it has been demonstrated that no design alternative exists to afford reasonable economic use of the property and when compensatory mitigation is provided that adequately compensates the hydrologic functions, ~~water quality functions~~ ~~and values~~ and lost wildlife habitat. Proposals to alter wetlands and streams shall ~~be based upon~~ reflect and incorporate the Best Available Science.

Policy 2.05

Protect sStreams, wetlands, and their associated buffers ~~shall be protected~~ in perpetuity through the use of tracts, conservation easements or other means to achieve permanent protection.

Policy 2.06

Clearly identify Wetlands ~~wetlands~~ and other watercourses on development site plans and City Critical Areas Maps ~~shall be clearly identified~~.

Policy 2.07

~~The City will seek~~ Seek opportunities to enhance and restore wetland, stream and wildlife habitat areas within the City and MUGA.

Fish and Wildlife/Habitat Policies

Policy 3.01

Protect fish and wildlife habitat through the development of a land use plan and development regulations that are sensitive to valuable habitat areas.

Policy 3.02

Restore and maintain the habitat upon which federally-listed threatened ~~and or~~ endangered species, ~~and protect the habitat upon which they~~ rely.

Policy 3.03

~~The City shall adopt implement~~ Critical Area Regulations that consider the presence of species that are listed as threatened ~~and or~~ endangered under the Endangered Species Act.

Policy 3.04

~~The City shall adopt implement~~ Critical Area Regulations based upon Best Available Science rules adopted by the state of Washington.

Policy 3.05

~~The City shall W~~work cooperatively with regional and local jurisdictions to ~~develop and~~ implement a comprehensive, science-based recovery plan for federally-listed threatened ~~and or~~ endangered species.

Policy 3.06

~~The City should establish an educational program to inform~~Educate residents ~~of on~~ issues pertaining to fish and wildlife and the protection of habitat of threatened populations.

Erosion Control Policies

Policy 4.01

~~Ensure that I~~land clearing, grading and filling practices ~~shall~~ minimize soil erosion and sedimentation into streams, wetlands and other watercourses. ~~The City shall E~~ensure that all required temporary and permanent erosion control measures are adequately installed to control water runoff prior to, during and after land clearing or disturbance activities.

Policy 4.02

~~Discourage I~~land development proposed on slopes over 15 percent ~~is discouraged~~. ~~Consider d~~Development on slopes between 15 - 40 percent ~~may be permitted~~ provided ~~that~~ specific site engineering can demonstrate that subsequent development is safe and will not adversely affect drainage courses, vegetation or slope stability. ~~Prohibit Development~~ ~~development~~ on slopes 40 percent or greater ~~shall not be allowed~~, and ~~establish~~ minimum setbacks ~~shall be established~~ to protect slope stability.

Aesthetic Values Policies

Policy 5.01

~~The Protect the~~ City's image, ~~which~~ is characterized by an abundance of natural vegetation indigenous to the northwest, ~~by encouraging new development to provide~~ ~~As additional~~ ~~development occurs,~~ landscaping that emphasizes the use of native plant materials (including drought resistant species), provides a unified design element, achieves compatibility between varied uses and provides attractive entrances into the City ~~is highly~~ ~~encouraged~~. ~~Wooded areas should be preserved, wherever possible, to ensure adequate~~ ~~habitat for wildlife to ensure adequate habitat for wildlife.~~

Policy 5.02

~~Preserve Natural-natural~~ vegetation that significantly contributes to the aesthetic values of the City and adds to the natural scenic views ~~shall be preserved to the maximum extent possible.~~ Require aAll new developments ~~shall be required~~ to establish roadway buffers / cutting preserves adjacent to arterial and collector streets consistent with the City subdivision regulations. Three types of cutting preserves are provided to achieve diversity in landscape treatment: undisturbed native growth; natural planting; and formal (see definition in Streetscape Element, Policy 3.03).

Policy 5.03

~~Preserve and/or establish~~ Vegetated buffer zones ~~should be preserved and/or established~~ between developments and watercourses to protect the integrity of the aquatic systems, to enhance water quality and to ensure adequate habitat for fish and wildlife.

Policy 5.04

~~Preserve w~~Wooded areas ~~should be preserved, wherever possible, in critical areas/buffers and roadway buffers~~ to ensure adequate habitat for wildlife.

Policy 5.05

~~The City should support~~ Support private and public efforts to obtain conservation easements in areas with significant vegetated backdrops, scenic vistas and wildlife habitat areas.

Air Quality Policies

Policy 6.01

~~The City should P~~participate with regional transit and other transportation agencies to promote and encourage car-pooling and other public transportation programs that result in improved air quality in the North Creek Basin.

Policy 6.02

~~Require all Construction-construction~~ activities ~~shall initiate~~to initiate and follow "Best Management Practices" to reduce dust and suspended particulates during the construction process. ~~Measures shall be taken to E~~ensure that all construction related dust and dirt remain on-site.

Policy 6.03

~~The City shall P~~participate in and coordinate with the Puget Sound Air Pollution Control Authority to ensure that all wood stoves installed for use in new homes meet the applicable U.S. Environmental Protection Agency and state standards.

Policy 6.04

~~The City shall E~~ncourage the Puget Sound Air Pollution Control Agency to establish a monitoring station within the North Creek Drainage Basin to ensure that the air quality remains within the accepted standards.

Noise Policies

Policy 7.01

Ensure that excessive noise does not impair the permitted land use activities in residential, commercial and industrial zoning districts.

Policy 7.02

Consider implementing reasonable and effective noise mitigation measures for arterial road improvements in residential areas if the existing or projected noise levels exceed City adopted standards.

Policy 7.03

Work with state and county agencies to mitigate highway and arterial noise, while addressing aesthetic concerns.

Policy 7.04

Evaluate the benefit of measures designed to mitigate arterial noise, specifically noise walls, along with impacts on the pedestrian environment and character of the neighborhood.

Policy 7.05

Evaluate noise impacts when reviewing measures designed to keep traffic volumes and speeds within reasonable limits on collectors and arterials.

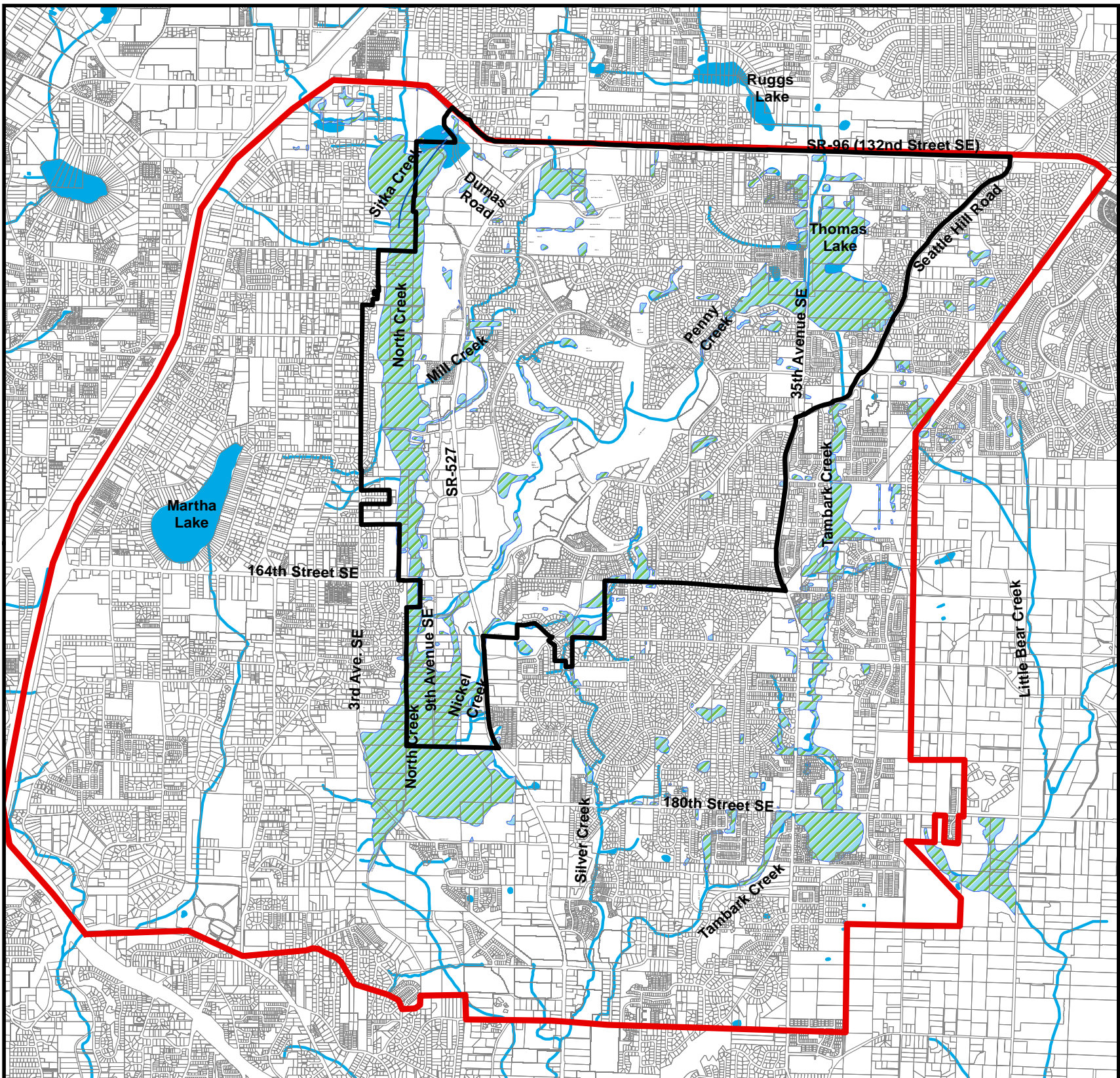
Policy 7.06






Require new residential development to include traffic noise abatement design and materials where necessary to minimize noise impacts from arterials.

Policy 7.07

Ensure that ~~landscaping~~ within required roadway buffers and cutting preserves within residential neighborhoods ~~should~~ take noise levels of adjacent streets into consideration. Where noise levels exceed City standards, ensure that landscaping ~~includes~~ trees vegetation that attenuates noise impacts.

Wetlands & Water Features



-  City Limits
-  Municipal Urban Growth Area Boundary
-  Wetland
-  Waterbody
-  Watercourse

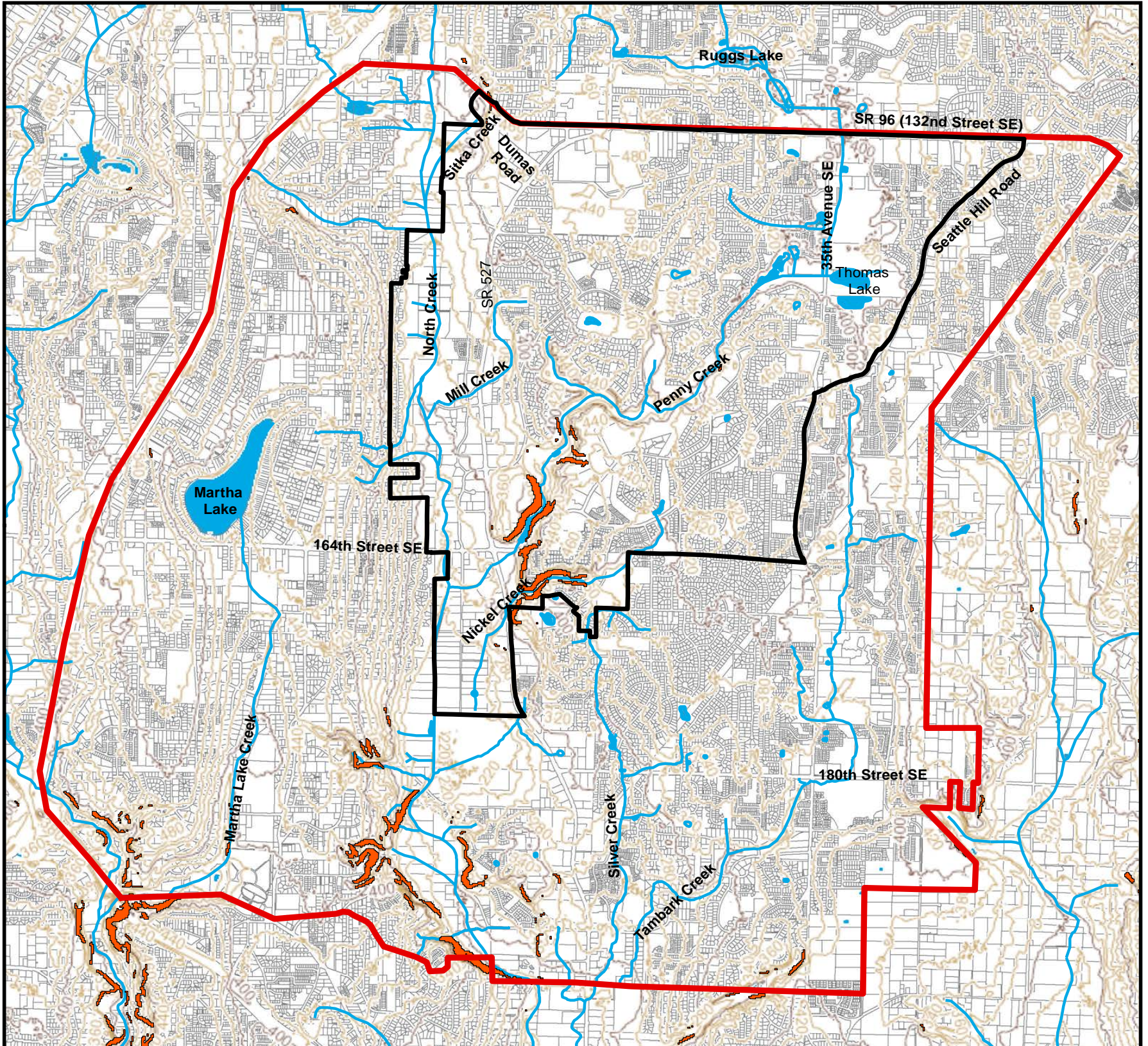
DRAFT
Ord. 2015 ____
Effective ____







Disclaimer: Wetlands shown are approximate in location and also shown for historical reference. A site specific wetland delineation is required prior to development per MCMC 18.06. GIS data (maps) are produced by the City of Mill Creek for general information purposes. No representation or guarantee is made concerning the accuracy, currency, or completeness of the information provided.



Steep Slopes



-  City Limits
-  Municipal Urban Growth Area
-  Steep Slopes
-  20 Foot Contour

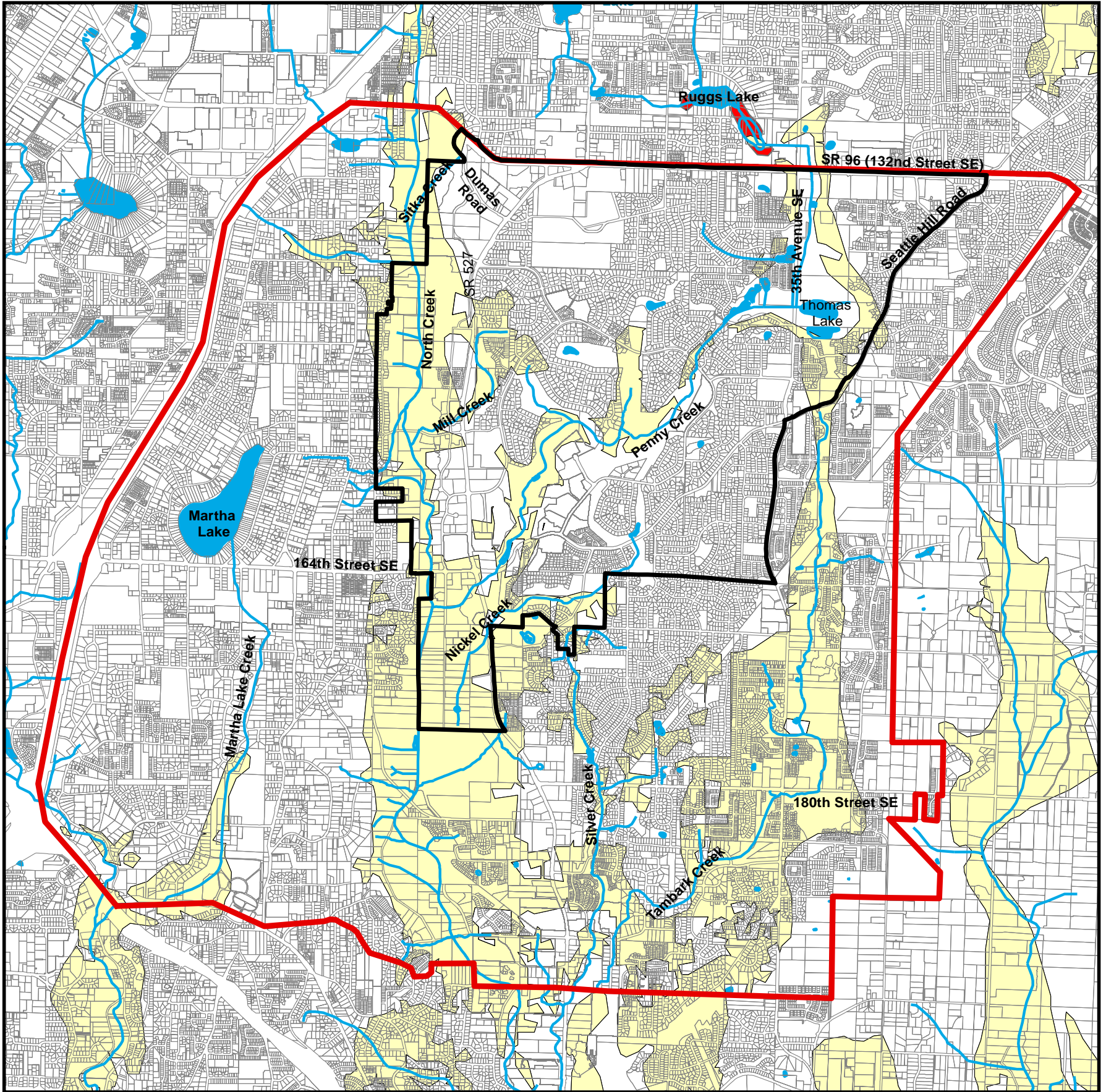
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Ord. 2015 ___
Effective ___



Disclaimer: Steep slopes shown are approximate in location. A site specific geotechnical study is required prior to development per MCMC 18.06. Contour data is obtained from Snohomish County and derived from LiDAR-based elevation models. GIS data (maps) are produced by the City of Mill Creek for general information purposes. No representation or guarantee is made concerning the accuracy, currency, or completeness of the information provided.



Aquifer Recharge Areas



— City Limits

— Municipal Urban Growth Area

— Watercourse

■ Waterbody

USGS Aquifer Sensitivity

□ Low

■ Moderate

■ High

DRAFT
Ord. 2015
Effective



CHAPTER XIII

PARKS AND OPEN SPACE ELEMENT

INTRODUCTION

Parks and recreational facilities are important components of the City and add immeasurably to the quality of life. Generally considered the counterparts of residential, commercial and industrial development, these lands are typically owned by the public and operated for the benefit of the community at large. The intent of the Parks and Open Space Element is to present goals and policies to guide acquisition, development and implementation of the City's Parks and Open Space program. The content and format of this element is in accordance with the Comprehensive Plan criteria of the Washington State Recreation and Conservation Office to ensure eligibility to apply for grants administered by that agency.

This element is also developed in accordance with the Washington State Growth Management Act (GMA). Pursuant to the GMA, jurisdictions are required to adopt "mandatory" Comprehensive Plan elements. A Parks and Recreation Element is one of the elements required by the GMA. As an element of the Comprehensive Plan, the Parks and Open Space Element must be consistent with the other elements of the plan. Specifically, proposed park facilities and the Level of Service (LOS) standards set forth in this element must be consistent with the Land Use Element and the capital project funding levels adopted in the Capital Facilities Plan Element of the Comprehensive Plan.

The GMA also requires jurisdictions to identify lands that may be useful for public purposes. This element identifies the general location of properties that may be suitable for public park and open space uses on the Parks and Open Space Map. The parks and open space facilities identified in this element are also identified on the Land Use Element map and are addressed in the Capital Facilities Plan Element.

PARKS AND OPEN SPACE PLAN

The Parks and Open Space Plan contains the Level of Service (LOS) Standards and Facility Guidelines for parks and open space facilities, a list of existing, needed and proposed facilities, implementation strategies, and the Plan Maps. Information contained in the ~~2009 Parks and Open Space Assessment Survey, together with the~~ goals and policies provide the basis for the development of the park and recreation LOS Standards and Facility Guidelines, as well as the proposed facilities illustrated on the Parks and Open Space Map ~~and the Pedestrian Facilities Map.~~

Parks and Open Space Facilities Description

To guide the designation of planned parks and open space facilities, the following facility descriptions are presented. The descriptions have been tailored to the Municipal Urban Growth Area (MUGA) using nationally recognized criteria from the National Recreation and Parks Association (NRPA). The descriptions are intended to be general in their application, but should be considered by the City and private development community in the siting and designing of park and open space uses.

1. Regional Parks:

Regional parks should contain a minimum of 50 acres and should ideally serve a population based on the standard of seven acres per 1,000 persons. Regional park facilities should contain both active and passive uses and siting requirements similar to those established for community parks.

Because of the large size, cost and service area of regional parks, multi-jurisdictional cooperation is often necessary for acquiring, developing and maintaining a regional park facility. In addition, opportunities exist for including additional public facilities such as schools, transit facilities, a performing arts center, a community center, regional drainage facilities, wildlife preserves and other uses considered compatible with the general scope or theme of a regional park.

2. Community Parks:

Community parks should range between 5 and 35 acres and should ideally serve a population based on a standard of between five and eight acres per 1,000 persons. The desired service area for community parks is a one- to two-mile radius of several neighborhoods that would contain a population of up to 15,000 residents. In areas that lack sufficient park facilities, community parks will serve a much larger area and population. Community parks should provide opportunities for both active and passive recreation activities, and be large enough to provide room for organized sports such as soccer and baseball fields, a recreation center, basketball and tennis courts, a trail system, swimming pool and/or a group-use shelter.

Community parks should be within close proximity of the community served and be located on collector or arterial streets that provide easy vehicular access to the residents of the community. Since community parks may be surrounded in part by residential development, active organized sports should be planned in areas and/or in a manner that will not detrimentally impact surrounding residences. Community park needs can also be served by facilities owned by other public agencies, such as a school district, as long as the public has the right to utilize the facilities. Adequate provision for parking is required since many people would travel to the park by automobile.

Like regional parks, the relatively large size, high cost and extended service area of a community park often require multi-jurisdictional cooperation for the acquisition, development and maintenance of a community park facility.

3. Neighborhood Parks:

Where possible, neighborhood parks should be sited near the center and within a 1/4 to 1/2 mile walking radius to the neighborhood population groups served. In areas that lack sufficient recreational facilities, neighborhood parks will serve a much larger area. Recreational activities related to neighborhood parks include both passive and active uses, as well as multi-purpose facilities designed to serve the needs of the adjacent neighborhood. Active uses usually include non-organized sports facilities (i.e., basketball, tennis and play equipment) and should be conducted in such a manner as to be compatible to the surrounding residential areas. Passive uses include public gathering areas, public plazas, open play areas, nature trails and picnic areas. Restroom facilities should be provided in neighborhood parks.

Neighborhood parks should emphasize convenient and safe access by pedestrians and bicyclists. These parks should generally be ~~three-one~~ to five acres in size and serve a population consistent with the NRPA standard of two acres per 1,000 persons. Adequate space for open play fields and play equipment should be emphasized, and on street parking areas should be limited in size. During peak use times, on-street parking is necessary to serve the needs of park users that drive to the park.

4. Open Space - Greenway:

Public/private open space/greenway ~~uses should be planned in areas where natural amenities such as streams, wetlands~~ areas including streams and wetland buffers, natural vegetation areas and large open spaces can be utilized for passive recreation purposes and pedestrian (hiker/biker) linkages. Open spaces/greenways can also be used to buffer potentially incompatible land uses.

5. Public/Private "Mini-Parks" and Open Space:

Public/private open spaces would include the golf course, nature preserve, tot lots, and mini-parks, ~~urban plazas and other open space corridors within the City~~. Tot lots should be located within easy accessibility to surrounding neighborhood residences or within commercial centers. Passive open spaces such as natural preserves and greenbelts should be planned in areas to separate incompatibilities and provide for pedestrian and wildlife corridors.

6. Pedestrian Facilities

Pedestrian facilities provide linkages between neighborhoods, parks, schools, transit facilities and commercial areas. Within the context of this element, pedestrian facilities include both multi-use facilities such as the North Creek Trail and on-street sidewalks. Future pedestrian facilities, whether constructed by the City or private developer, should provide connections to the existing public pedestrian facilities

system and/or activity areas such as parks, schools, transit, and shopping. Pedestrian facilities are sometimes located on private property with easements granted to the public to allow access.

Parks and Open Space Level of Service Standards and Facility Guidelines

The purpose of this section is to establish the criteria and standards for the amount, size, and type of park facilities needed for the population. The parks and open space needs have been separated into two categories, "Level of Service (LOS) standards" and "Facility Guidelines."

The adopted public park and recreation facility LOS Standards and Guidelines for the City of Mill Creek and its Municipal Urban Growth Area (MUGA) ~~indicate are used to evaluate~~ existing facilities as well as projected facility needs for the planning period ~~(20252035)~~. A brief description of these standards and guidelines is contained below.

1. LOS Standards:

The LOS Standards are applicable to the City and are intended to reflect the recreation facilities required to serve the anticipated population of the City and immediate surroundings, as well as the City's ability to provide those facilities.

LOS Standards are subject to the concurrency requirements adopted by the City of Mill Creek consistent with the provisions of the Growth Management Act. Future development proposals and annexations will be analyzed to determine their impact on the parks and open space facilities. ~~If a proposed development or annexation will lower the parks and open space facilities below the adopted standards, it cannot be approved, unless it can be demonstrated that additional facilities needed to meet the standards will be in place within six years.~~ Implementation strategies for obtaining the facilities necessary to meet the adopted LOS Standards are contained later in this element. In addition, the Capital Facilities Plan Element contains a financing plan for park facilities needed to meet the adopted LOS Standards and is thereby consistent with this element.

Neighborhood Parks

The City of Mill Creek has determined that the Parks and Open Space Level of Service (LOS) Standards for neighborhood parks is two (2) usable acres of park land for every 1,000 citizens. In applying this standard, the term "usable park land" can be defined as land area suitable (e.g., not dominated by wetlands, steep, slopes or other critical areas) for active and passive recreation uses. Based upon criteria established by the National Recreation and Parks Association, active uses within neighborhood parks include non-organized facilities such as basketball, tennis and play equipment. Passive uses include open play areas, picnic areas and nature trails.

The City currently has ~~42-43~~ acres of neighborhood parks with a corresponding Level of Service Standard of 2.3 acres/1,000 persons. ~~A majority of the existing city limits is well served with neighborhood parks; however, there is a gap in the~~

~~northwest corner of the City. However, most of the neighborhood parks are situated in the eastern and southeastern neighborhoods of the City, with gaps in the northeastern (including areas annexed into the City in 2005) and western neighborhoods. Thus, additional neighborhood park facilities to serve these this neighborhoods have been identified on the Land Use Plan Map and are is~~ discussed under Proposed Facilities.

In the long run, the City will need to identify an additional ~~90,682~~ acres of neighborhood park land to meet the Level of Service Standard for the targeted ~~20252035~~ population (~~71,32167,940~~) within Mill Creek and its MUGA or adjust the LOS for areas in the MUGA at the time of annexation if land is not available or the City does not have funding to acquire and develop additional park land.

~~Potential sites identified for neighborhood parks are shown on the Parks and Open Space Map.~~

2. Facility Guidelines:

Facility guidelines are to be used by the City in guiding the design and development of community parks, and in working with other jurisdictions or public agencies to encourage park and open space acquisition and facilities development within the City's Municipal Urban Growth Area (MUGA). Facility Guidelines, unlike LOS Standards, are not intended to be used as design criteria for calculating the exact capacity of individual parks and are not subject to the concurrency requirement. In addition, the Facility Guidelines should not overshadow the role that good quality facilities, regular maintenance and good programming play in the provision of a well-balanced park and recreation system.

The City has adopted a Facility Guideline for community parks (3 acres/1,000 population). Although these facilities are not subject to concurrency at this time, the City recognizes the need for these facilities in the Mill Creek vicinity. If adequate funding sources are identified through the annual Capital ~~Facilities Improvement~~ Plan process, the Parks and Open Space Element may be amended to classify these facilities as an LOS Standard, subject to concurrency.

~~Regional Parks use similar siting criteria and provide some of the same amenities as Community Parks such as ball fields, play equipment, restrooms, picnic tables and trails. Therefore, it is appropriate to use a portion of the Regional Park acreage in meeting the Level of Service Guidelines for Community Parks. There are two regional parks within the MUGA: McCollum Park and North Creek Park. In response to a question in the 2015 Park Needs Survey regarding usage of these two parks, 65% of the survey respondents, who are also Mill Creek residents, stated that they use McCollum Park and 35% indicated that they use North Creek Park.~~

~~The following criteria were established to identify an appropriate percentage of the regional park acreage to use in evaluating how the Regional Parks are meeting LOS Guidelines for Community Parks: location, amenities offered, area served, need of residents, and actual usage. Both parks are located within the MUGA adjacent to~~

the city limits and offer play equipment, restrooms, picnic tables and trails. It was determined that 35% of the acreage from North Creek Park is meeting the City's Community Park needs and, given the higher actual usage and the additional amenities offered at McCollum Park, 50% of the acreage is meeting the City's Community Park needs.

**Table 1
Level of Service Standards for Neighborhood and Community Parks**

| | 2010 City Population 18,244 MUGA Population 54,251 ¹ | | | 2025 Estimated City Population 19,421 Estimated MUGA Population 71,321 ¹ | |
|--|---|---------------------|---------------------|---|---------------------|
| | Facilities Needed | Existing Facilities | Surplus / (Deficit) | Facilities Needed | Surplus / (Deficit) |
| Neighborhood Park – LOS Standard 2 Acres per 1,000 Population | | | | | |
| City | 36.5 | 42 | 5.5 | 38.8 | 3.2 |
| MUGA | 108.5 | 52 | (56.5) | 142.6 | (90.6) |
| Community Park – LOS Guidelines 3 Acres per 1,000 Population | | | | | |
| City | 54.7 | 15 ² | (39.7) | 58.3 | (43.3) |
| MUGA | 162.8 | 80 | (82.8) | 214 | (134) |

¹— MUGA Population for both the 2010 Census numbers and the 2025 projected population included the City and the unincorporated MUGA area combined.

²— The existing community park facilities for the City include Mill Creek Sports Park and ¼ of Tambark Creek Community Park.

Table 1 below provides an assessment of how the City meets or does not meet the adopted Level of Service Standards/Guidelines for neighborhood and community parks.

**Table 1
Level of Service Standards/Guidelines for Neighborhood and Community Parks**

| | 2014 City Population 18,780 MUGA Population 58,591 ¹ | | | 2035 Targeted City Population 20,196 Targeted MUGA Population 67,940 ¹ | |
|--|---|---------------------|---------------------|---|---------------------|
| | Facilities Needed | Existing Facilities | Surplus / (Deficit) | Facilities Needed | Surplus / (Deficit) |
| Neighborhood Park - LOS Standard 2 Acres per 1,000 Population | | | | | |
| City | 38 | 43 | 6 | 40 | 3 |
| MUGA | 117 | 53 | (64) | 136 | (83) |
| Community Park - LOS Guidelines 3 Acres per 1,000 Population | | | | | |
| City | 56 | 15 ² | (41) | 61 | (46) |
| MUGA | 176 | 147 ³ | (29) | 204 | (57) |

Source for Population and Targeted Population: Snohomish County Tomorrow 2013-2014 Growth Monitoring Report

- ¹ MUGA Population includes both City of Mill Creek population and the population in the unincorporated MUGA area combined.
- ² The existing community park facilities for the City include Mill Creek Sports Park, ¼ of Tambark Creek Community Park (which is based on the City's 25% ownership of the park).
- ³ The existing community park facilities for the MUGA include Mill Creek Sports Park, 50% of McCollum Park 35% of North Creek Park, Tambark Creek Park, Martha Lake Park, and Martha Lake Airport Park.

Existing Parks, Pedestrian Facilities, and Open Space Inventory

1. Regional Parks:

McCollum Park

McCollum Park consists of 78 acres and is located just west of Dumas Road on the south side of SR 96. The park has an outdoor swimming pool, picnic facilities, ~~a caretaker's residence~~ BMX track, play equipment, trails, open play fields and houses the Washington State University Extension Facilities and the Adopt-A-Stream Foundation, which features a trout stream exhibit. In evaluating the Level of Service for Community Parks, 50% of the McCollum Park acreage was used to determine the current Community Park acreage provided in the MUGA.

North Creek Park

North Creek Park is located south of Mill Creek city limits and is owned and maintained by Snohomish County. This park is approximately 80 acres in size and ~~consists of an extensive wetland system~~ is predominantly wetland and provides habitat for a wide variety of wildlife. Improvements include play equipment, a boardwalk with interpretive signs, picnic tables, restroom facilities, and ~~interpretive signs~~ parking. In evaluating the Level of Service for Community Parks, 35% of the North Creek Park acreage was used to determine the current Community Park acreage provided in the MUGA.

2. Community Parks

Mill Creek Sports Park

~~The City completed construction of the Mill Creek Sports Park in January 2004.~~ This park, located at Trillium Boulevard and SR 527, is 4.8 acres in size and includes a lighted, all-weather surface ball field (designed to accommodate Little League baseball, youth softball, and youth soccer), a skateboard park, restroom facilities, concession stand, tot lot, and parking.

Tambark Creek Park

The City and County jointly own Tambark Creek Park, which is a 40-acre parcel located in the Tambark Creek corridor (east of 35th Avenue SE and north of 180th Street SE), outside of the city limits, but inside the City's Municipal Urban Growth Area (MUGA). ~~Construction of the park started in late 2011.~~ Facilities include a restroom and picnic shelter, children's playground and parking, off-leash dog area, trails, all-weather surface, lighted, baseball and soccer fields and a parking area.

Martha Lake Park

Snohomish County owns and maintains this 6-acre park that is adjacent to Martha Lake. The park is east of Interstate 5 and north of 164th Street SE. The park includes three fishing docks, lake access/beach including a swimming area with handicapped access, a playground, picnic tables and shelters, restroom, parking and a wetland boardwalk.

Martha Lake ~~Airfield~~ Airport Park

This former airfield is located just north of Martha Lake and east of Interstate 5. The site is 28.76 acres in size and includes two soccer fields, a Little League baseball field, skate park, playground, two picnic shelters, ~~and~~ public art, walking trails and parking. A portion of the site is undeveloped. The County is planning to develop the remainder of the site in the future.

3. Neighborhood Parks

The City currently has nine-eleven neighborhood parks within the city limits, and there is one neighborhood park in unincorporated Snohomish County within the City's MUGA. A brief description of each neighborhood park facility follows:

Buffalo Park

Buffalo Park consists of 1.25 acres and is located in the East Gateway Urban Village subarea at the intersection of 44th Avenue and the spine road. Amenities include a restroom and picnic shelter, play equipment, traditional swings (including an ADA swing) and a disc swing, an ADA accessible spinner toy, benches, open grassy play area and a Bocce Ball court.

Heron Park

Heron Park consists of 3.8 acres and is located at the northeast corner of Village Green Drive and 155th Street SE. Amenities include a picnic shelter, restroom facilities, a playground with a play structure, picnic tables, a tennis court, walking paths and a two-acre passive use area with a path surrounding a wetland/detention pond.

Highlands Park

Highlands Park consists of 3.5 acres and is located within the Highlands neighborhood on Highlands Boulevard SE. Amenities include restroom facilities, a playground with a play structure, swings, picnic tables, a tennis court, a basketball court and walking paths.

Library Park

Library Park consists of 1.2 acres and is located adjacent to the Hammit Public Library on the east side of SR 527 at 156th Street SE. Amenities include a playground with a play structure, picnic tables, stage area, benches and a walking path. A Veterans monument ~~was constructed and a Sustainable Demonstration Garden are also located~~ at Library Park ~~in the spring of 2010~~.

Nickel Creek Park

Nickel Creek Park consists of 19.75 acres and is located along the Nickel Creek corridor west of Seattle Hill Road. Amenities include a playground with play structure, a half basketball court, swings, and picnic tables.

Pine Meadow Park

Pine Meadow Park consists of 4.5 acres and is located south of 158th Street SE, on the west side of 35th Avenue SE. Amenities include restroom facilities, playground with play structure, picnic shelter, a half basketball court and grassy play area.

Pine Meadow Park West

Pine Meadow Park West consists of 1.5 acres of mostly wooded property located on the west side of 32nd Avenue SE at approximately 155th Place SE. The park is not developed but is planned for a trail and a picnic area.

Cougar Park

Cougar Park consists of 5 acres and is located at 32nd Drive SE and 148th Street SE. Improvements include restroom facilities, playground, play structure, climbing rock, cable ride, picnic shelter, and open grass play area.

Hillside Park

Hillside Park consists of 1.2 acres and is located within the Vineyards at Mill Creek subdivision on 12th Avenue SE. Amenities include a playground, play structure, picnic tables, and half basketball court.

Silver Creek Park

Snohomish County owns and maintains this 10.11-acre park that is accessed via 180th Street SE and 20th Drive SE, just south of the City of Mill Creek. This property was donated to Snohomish County for park and open space purposes in 1979 and 1987. Silver Creek Park features a gentle rolling meadow and stream corridor site, portions of which are under the Seattle City Light Transmissions line right-of-way. Amenities include walking trails, bridges, children's play areas, and a riparian corridor interpretation.

Silver Crest Park

Silver Crest Park is .61 acres in size and is located within the Silver Crest subdivision on 28th Drive SE. Amenities include a full basketball court, playground, picnic tables, and a grassy play area.

North Pointe Park

North Pointe Park is 1 acre in size and was dedicated to the City ~~in July 2006 in conjunction with final plat approval of the Mill Creek East development (now known as North Pointe)~~ as a part of the development of the North Pointe subdivision. The park has not been officially named. It is currently only developed as an open grass play area with landscape beds; however, potential future amenities include restroom facilities, playground, play structure, and picnic tables.

Table 2 contains a summary of recreation amenities available within the public parks located within the City of Mill Creek and its MUGA as described above.

**Table 2
Summary of Recreation Facilities within Public Parks Located within Mill Creek and the MUGA**

| | Restrooms | Picnic Shelter | Picnic Tables | Play Equipment | Swings | Climbing Rock | Cable Ride | Open Grass Play Area | Tennis Court | Basketball Court | Soccer Field | Baseball/Little League Field | Concession Stand | Trails / Boardwalk | Swimming Pool | Off-Leash Dog Area | Lake/Fishing Dock | Skateboard Park | <u>Bocce Ball Court</u> | <u>BMX Track</u> |
|---------------------------|-----------|----------------|---------------|----------------|--------|---------------|------------|----------------------|--------------|------------------|--------------|------------------------------|------------------|--------------------|---------------|--------------------|-------------------|-----------------|-------------------------|------------------|
| Neighborhood Parks | | | | | | | | | | | | | | | | | | | | |
| <u>Buffalo Park</u> | X | X | X | X | X | | | X | | | | | | | | | | | X | |
| Heron Park | X | X | X | X | X | | | X | X | | | | | X | | | | | | |
| Highlands Park | X | | X | X | X | | | X | X | X | | | | X | | | | | | |
| Library Park | | | X | X | | | | X | | | | | | | | | | | | |
| Nickel Creek Park | | | X | X | X | | | X | | X | | | | | | | | | | |
| Pine Meadow Park | X | X | X | X | | | | X | | X | | | | | | | | | | |
| Cougar Park | X | X | X | X | | X | X | X | | | | | | | | | | | | |
| Hillside Park | | | X | X | | | | X | | X | | | | | | | | | | |
| Silver Creek Park | | | | X | | | | | | | | | | X | | | | | | |
| Silver Crest Park | | | X | X | | | | X | | X | | | | | | | | | | |
| North Pointe Park | | | | | | | | X | | | | | | | | | | | | |
| Community Parks | | | | | | | | | | | | | | | | | | | | |
| Mill Creek Sports Park | X | | X | X | | | | | | | X | X | X | | | | | | | |
| Martha Lake Airfield | X | X | X | X | | | | | | | X | X | | | | | | X | | |
| Martha Lake Park | X | X | X | X | | | | X | | | | | | X | | | X | | | |
| Tambark Creek Park | X | X | X | X | | | | | | | X | X | | X | | X | | | | |
| Regional Parks | | | | | | | | | | | | | | | | | | | | |
| McCollum Park | X | X | X | X | | | | X | | | X | X | | X | X | | | | | X |
| North Creek Park | X | X | X | X | | | | | | | | | | X | | | | | | |

4. Pedestrian Facilities

The City of Mill Creek and its MUGA have an extensive system of sidewalks and public and private trails. Many of the trails located in the original City core are private trails located in neighborhoods and these trails provide connections to public trails and sidewalks. ~~An inventory of pPrimary and secondary public trails and sidewalks have been identified on the Pedestrian Facilities Plan map and include the followingis included in the Transportation Element.:~~

Primary Public Pedestrian Facilities:

~~*North Creek Trail*—At the present time, approximately 2.5 miles of the North Creek Trail are constructed between McCollum Park and 164th Street SE. Upon completion, the North Creek Trail will connect McCollum Park with North Creek Park and will be approximately 3 miles in length. The trail was designed to accommodate a variety of uses such as walking, jogging, and cycling. The North Creek Trail can be accessed from the Interurban Trail, and in the future, will be extended to the south and connect to the Sammamish River Trail.~~

~~*Bothell-Everett Highway*—With minor exceptions, sidewalks are available on both sides of the Bothell-Everett Highway. In many places, the sidewalks are separated from the street by landscaping and meander through the 35-foot roadway buffer. They provide access to the Mill Creek Town Center, the existing commercial/business core, neighborhoods on both sides of the highway, and the North Creek Trail.~~

~~*Dumas Road*—The City completed improvements to Dumas Road in 2005, including a 10-foot separated sidewalk to accommodate a variety of uses such as walking, jogging, and cycling. This sidewalk provides connections between 128th Street SE and the North Creek Trail and Bothell-Everett Highway.~~

~~*Mill Creek Boulevard*—Mill Creek Boulevard connects 164th Street SE to Main Street, and the Bothell-Everett Highway and provides an important link between the existing commercial/business core and the Town Center. With minor exceptions, sidewalks are available on both sides of the street with connections to the North Creek Trail.~~

~~*Village Green Drive*—With some exceptions, sidewalks are located on both sides of Village Green Drive and are popular walking routes for City residents. They also provide access to many of the City’s neighborhoods and shopping areas. In many places, the sidewalks meander through a 50-foot roadway buffer. Connecting sidewalks include those along Trillium Boulevard, which connect Village Green Drive with the Bothell-Everett Highway and those along 148th Street SE, which connect Village Green Drive and 35th Avenue SE.~~

~~Seattle Hill Road Sidewalks along Seattle Hill Road between the Bothell Everett Highway and 35th Avenue SE provide access to the Village Green Drive Loop and to many of the secondary trails that connect to Pine Meadow, Highlands, and Nickel Creek parks.~~

~~132nd Street SE With minor exceptions, a sidewalk extends the entire length of the city limits along 132nd Street SE (between Dumas Road and Seattle Hill Road) and provides pedestrian access to commercial and residential uses along this corridor. As the East Gateway Urban Village subarea (south of 132nd Street SE between 35th Avenue SE and Seattle Hill Road) is developed, interior sidewalks and trail connections shall be provided between the existing sidewalks and future development.~~

~~35th Avenue SE Sidewalks are available on both sides of 35th Avenue SE between Seattle Hill Road and 132nd Street SE. This sidewalk connects residential neighborhoods with the Thomas Lake shopping center. The sidewalk will also enable residents to walk to the neighborhood park located in the North Pointe development.~~

~~Seattle City Light Transmission Line Right of Way Located in unincorporated Snohomish County in the City's South Planning Area, these properties include the Olympus Meadows and the Transmission Line/Misty Manor properties. This linear open space is situated mainly under the Seattle City Light transmission line corridor. A pedestrian trail utilizes an existing service road.~~

Secondary Public Pedestrian Facilities:

~~A series of secondary trails and sidewalks has been identified on the Pedestrian Facilities Plan map and consist primarily of sidewalks through residential neighborhoods that provide access to primary trails, parks, and schools. Secondary trails/sidewalks in commercial areas include Main Street in the Mill Creek Town Center and the planned Penny Creek Trail between the Bothell Everett Highway and 9th Avenue SE.~~

5. Public Open Space Facilities/Corridors:

Seattle City Light Transmission Line Right-of-Way

Located in unincorporated Snohomish County in the City's South Planning Area, these properties include the Olympus Meadows and the Transmission Line/Misty Manor properties. This linear open space is situated mainly under the Seattle City Light transmission line corridor. A pedestrian trail utilizes an existing service road.

Rhody Ridge Arboretum

Rhody Ridge Arboretum is owned by Snohomish County, is 11 acres in size, and features a botanical garden. The property is located at 17427 Clover Road south of 164th Street and just west of the city limits. The facility is a private/life estate facility. Tours are available by appointment only.

Condition of Parks, Pedestrian and Open Space Facilities

The City of Mill Creek maintains all of its park, trail/pedestrian, and open space facilities on a regular basis. Existing facilities are in good condition and are routinely inspected for safety compliance.

~~The majority of the North Creek Trail has been constructed in conjunction with residential development in the SR 527 Subarea and the Mill Creek Town Center. The trail provides continuous access between McCollum Park and 164th Street SE. The final section along 9th Avenue SE between 164th Street SE and North Creek Park is planned for future construction, primarily by private developers in conjunction with land development. City participation in completion of the trail may also be appropriate if funding sources can be identified. In the interim, pedestrians can walk along 9th Avenue SE between 164th Street SE and North Creek Park.~~

Community Needs Assessment Public Participation

~~The City implemented a Public Participation Plan for the 2015 Comprehensive Plan update in order to encouraging early and continuous public involvement in the update of the Comprehensive Plan. Methods to encourage public involvement included: a dedicated webpage on the City's website, consistent and regular notification to interested parties throughout the process, an online survey specifically designed to obtain input regarding Parks and Open Space issues, Planning Commission Work Sessions which were open to the public, Open Houses to solicit public comments, and a Public Hearing before the Planning Commission. Information obtained from the ongoing Public Participation effort was utilized to confirm that the goals and policies in the Parks and Open Space Element continue to reflect the community's vision. A summary of the results of the online survey is available for review on the City's website.~~

Strategic Plan Telephone Survey

~~Beginning in 2011, the City prepared a Strategic Plan. As part of the Strategic Planning process, the City commissioned a statistically valid telephone survey to identify community values and priorities.~~

~~Specific to parks and recreation respondents indicated a willingness to pay for recreation services. In addition, 66 percent of respondents to the telephone survey indicated that they do not want recreation service levels to be reduced and 72 percent indicated they do not want parks facilities and levels of service to be reduced.~~

~~In 2009 the City conducted a needs assessment survey in order to identify the recreational needs and interests of Mill Creek residents and patrons of the City's recreation programs (detailed results can be found in the Parks and Open Space Needs Assessment Survey, December 2009). The survey results indicated that residents and patrons rank preschool activities, youth classes and activities, youth organized sports, teen programs and senior classes and activities as very important. The survey results also indicated that park users are very satisfied with the City's existing parks and open space facilities in terms of maintenance, quantity, quality, and variety.~~

~~With respect to the City's park and open space facilities, the following needs were identified to be most important:~~

- ~~• Preservation of greenways and open spaces~~
- ~~• Further development of citywide trail system~~
- ~~• Development of city-owned undeveloped park land, and~~
- ~~• Development of a community/senior center~~

~~User groups, including the Silver Lake Soccer Association and the Mill Creek Little League, identified a need for additional athletic fields.~~

Proposed Facilities

Through application of the adopted parks and open space ~~LOS Standards and Facility Guidelines~~goals and policies, the following public park and recreation facilities are needed to serve the population within the City of Mill Creek MUGA:

- Expansion of/or additional community park facilities, including ball fields;
- A recreation/community center;
- Additional neighborhood parks;
- Trails for hiking, bicycling and jogging (see the Transportation Element for a description); and
- Mini-parks.

In order to help meet the Level of Service Standards and Facility Guidelines during the planning period, several parks, trail/pedestrian, and open space facilities were identified. These facilities are designated on the Parks and Open Space ~~and Pedestrian Facilities~~ Plan maps.

The general locations of these facilities (not in priority order) include the following:

1. ~~Regional Parks/Open Space:~~

- Thomas Lake ~~Nature Preserve~~open space corridor - east of 35th Avenue SE and south of 132nd Street SE. As development occurs in this area, a meandering sidewalk and/or trails through the buffer will be encouraged where appropriate, which will tie into the existing sidewalk system.

2. Community Parks:

- ~~SR 527 Subarea (in conjunction with the~~ expansion of Mill Creek Sports Park)
- Joint use of Everett School District Facilities for organized sports.

3. Neighborhood Parks:

- SR 527 Subarea (~~in conjunction with if feasible, include a neighborhood park component with~~ the expansion of Mill Creek Sports Park.)
- ~~South of 132nd Street SE, east of 35th Avenue SE and west of Seattle Hill Road in the East Gateway Urban Village~~
- ~~At the south end of the East UGA Subarea, near 180th Street SE and Sunset Road~~
- ~~Near Sunset Road and 156th Street SE~~

4. Mini-parks:

Within each new residential development not within a one-half mile of an existing or planned neighborhood park.

~~5. Open Space Corridors:~~

~~Penny Creek~~

~~This corridor extends from Thomas Lake to North Creek. A large portion of this corridor runs through the nature preserve owned by the Mill Creek Community Association.~~

~~North Creek~~

~~This corridor extends from McCollum Park to Snohomish County North Creek Park at the south end of 9th Avenue SE.~~

~~Mill Creek~~

~~This corridor extends from the stormwater detention facility, south of Sweetwater Ranch on the east side of SR 527, to North Creek. The westerly portion of this corridor runs through the Mill Creek Town Center. The City recently partnered with~~

~~the Adopt A Stream Foundation to demolish a structure encroaching on the creek and restore a portion of the creek's bank. According to the terms of the partnership, the City has taken possession of the property and will maintain the site as permanent open space.~~

Nickel Creek

~~This corridor extends from Seattle Hill Road near the Chatham Park development to North Creek.~~

6. Bicycle System:

~~Separate system to connect with regional paths along SR 527, 35th Avenue SE, SR 96, Dumas Road, 164th Street SE and Seattle Hill Road. Internally, it will connect recreation, school and commercial activities within the City and MUGA. Paths within individual subdivisions or developments should connect to this system.~~

75. Pedestrian Facilities:

The majority of the North Creek Trail has been constructed in conjunction with residential development in the SR 527 Subarea and the Mill Creek Town Center. The final section along 9th Avenue SE between 164th Street SE and North Creek Park is planned for future construction, primarily by private developers in conjunction with land development. City participation in completion of the trail may also be appropriate if funding sources can be identified.

~~Construct new facilities to eliminate gaps in the existing network, as depicted on the Pedestrian Facilities map, including along, 9th Avenue SE, Seattle Hill Road, and in the Thomas Lake area.~~

A perimeter trail is proposed along the southern and western edge of the East Gateway Urban Village subarea.

Additional discussion of the proposed pedestrian facilities is contained in the Transportation Element.

Implementation Strategies

The implementation of the proposals within the Parks and Recreation Plan requires the acquisition and development of public park facilities by the City as well as other jurisdictions. The preservation of open space corridors can also occur through the dedication of conservation easements and/or setting aside, in perpetuity, critical areas and buffers in protected tracts on private and public property.

As noted earlier, the City currently exceeds the Level of Service Standard for neighborhood parks. ~~However~~While this standard is being met for the City's overall population, ~~but not for specific areas such as the existing facilities are not easily accessed by the residential population located west of East Neighborhood and the SR~~

~~527-Corridor-Subarea.~~ Thus, the following implementation strategies include ~~the acquisition and~~ development of ~~land for additional~~ neighborhood parks ~~facilities west of SR 527~~, as well as ~~additional~~ community park ~~facilities~~, ~~a community center~~, open space greenways and pedestrian ~~and bicycle~~ paths. The funding for ~~the acquisition and~~ development of neighborhood and community park ~~facilities~~ will occur primarily through the City's Capital ~~Facilities-Improvement~~ Plan, together with applications for other grant opportunities.

~~1. Regional Parks:~~

~~Existing regional parks in the Mill Creek MUGA include McCollum Park and North Creek Park. McCollum Park contains active uses such as a swimming pool, picnic facilities, play equipment, BMX track and youth baseball field. North Creek Park contains wetlands and is limited to open space and passive park uses including a boardwalk with interpretive signage.~~

~~The City's level of participation in the development of these parks should, at a minimum, include involvement in the planning processes and the establishment of interlocal agreements defining respective roles and responsibilities.~~

~~21. Community Parks:~~

The City has taken steps to provide community park facilities for City and MUGA residents. Construction of the Mill Creek Sports Park was completed in January 2004. This park is located in the SR 527 Subarea and contains a lighted active use field, concession stand, restrooms, skate park and parking. In 2008, the City purchased 10 acres of property adjacent to the Mill Creek Sports Park. All or a portion of this property could be used to expand the Mill Creek Sports Park.

~~Tambark Creek Park is located east of 35th Avenue SE and north of 180th Street SE. Construction on the park started in late 2011 by Snohomish County and amenities being constructed include restroom facilities, a playground, parking, off-leash dog area, trails and ball fields.~~

Additional community park facilities are needed to fulfill the active park needs of the residents of the entire City and MUGA. Thus, the ~~acquisition and~~ development of community park land is a high priority. ~~It is anticipated that the~~ The City may act independently and/or participate with other jurisdictions or agencies ~~in the acquisition of to acquire and/or develop~~ a site, as well as pursue an agreement as to the role of the City and other jurisdictions or agencies in designing, constructing, enhancing programming and maintaining the improvements and programs that would be available to the public. Mitigation fees assessed on adjacent developments and contributions from other developments in the community will assist in the acquisition and development of the property. Once the City determines the type, amount, and source of resources that will be required, the financial commitments will need to be included in the Capital Facilities Plan Element.

~~It is especially important to acquire the land for community parks before the most suitable locations are committed to other uses. Development of the community park could occur over time as resources become available.~~

32. Neighborhood Parks:

The City has an overall level of service of 2.3 acres of neighborhood park per thousand population. ~~While this exceeds the required level of service, the area west of SR 527 does not have a designated neighborhood park. However, these parks are primarily situated in the south and southeast neighborhoods of the City, leaving gaps in the SR 527 Subarea and the East and Northeast neighborhoods.~~

The ~~1998~~ SR 527 Corridor Subarea Plan assumed a population target of 3,852 new residents in the Subarea, with a corresponding need for 7.7 acres of neighborhood park. Because of the ~~rapid residential~~ development within this Subarea, there is an immediate need for ~~a~~ neighborhood park ~~facilities~~ to meet the recreation needs of the ~~community residents within this area~~. ~~Theis~~ need for neighborhood park facilities was partially met with the construction of the Mill Creek Sports Park, which functions primarily as a community park ~~but does contain a small tot lot and picnic tables~~. ~~A Additional~~ neighborhood park ~~with play equipment and picnic shelter is also elements could be provided on City property needed~~ to serve the needs of nearby residents.

~~Portions of the East and Northeast neighborhoods were annexed into the City in 2005, adding 2,690 new residents to the City's population. With the exception of an existing .61 acre park in the Silver Crest neighborhood and the 1 acre park in the North Pointe neighborhood, there are no other park facilities to serve these areas. Thus, additional park land should be identified to better meet the City's level of service standards for neighborhood parks in the East and Northeast neighborhoods.~~

The following neighborhood park projects are of high priority for ~~acquisition and/or~~ development:

East North Pointe Neighborhood Park

A one-acre park in the North Pointe development, located west of 35th Avenue SE, at 138th Place SE will be developed in accordance with a park site development plan to be reviewed and approved by the City Council with input from the immediate neighborhood and the Parks and Recreation Board. Funding for improvements to this park is included in the seven-year Capital ~~Facilities-Improvement~~ Plan.

SR 527 Corridor Neighborhood Park

~~A n~~Neighborhood park ~~elements~~ to serve the western portion of the community should be developed. ~~One option is to incorporate neighborhood park features such as a play structure into an expansion of the Mill Creek Sports Park. These neighborhood park elements could be developed in conjunction with the expansion of the Sports Park.~~ An important feature in the development of a western neighborhood park is to provide safe and efficient access to existing neighborhoods east of SR 527 as well as to the Mill Creek Town Center, the North Creek Trail and

the ~~sports~~ Sports park ~~Park~~. Improvements will be implemented consistent with a park site development plan to be reviewed and approved by the City Council with input from the immediate neighborhood and the Parks and Recreation Board.

43. Mini Parks:

Individual, small tot lot parks within residential developments may be privately developed, owned and maintained by homeowners' associations. Mini parks located in areas that are accessible to the general public may be either privately or publicly developed, owned and maintained.

5. ~~Regional Paths:~~

~~Noted in sections 5 and 6 are the key components to connect the existing Mill Creek system with the expansion of additional greenways and pedestrian bicycle paths within the region.~~

~~SR 527~~

~~With the widening to five lanes and channelization of SR 527, bike lanes were constructed to an urban standard between 132nd Street SE on the north to approximately 208th Street to connect to the county's bikeway system.~~

~~35th Avenue SE, 180th Street SE and Seattle Hill Road~~

~~These bicycle paths will be commuter oriented and be placed within the right of way upon the improvement and channelization of the various roadway sections.~~

6. ~~Greenway and Pedestrian/Bicycle Paths within the City of Mill Creek and Municipal Urban Growth Area:~~

~~SR 527~~

~~With the widening to five lanes and channelization of SR 527, bike lanes were constructed to an urban standard between 132nd Street SE on the north to approximately 208th Street to connect to the county's bikeway system.~~

~~North Creek Greenway~~

~~Greenway and pedestrian/bicycle path connecting McCollum Park to the North Creek Park.~~

~~Penny Creek Greenway~~

~~From the bicycle path on SR 527 to the North Creek Trail along 9th Avenue SE.~~

~~East Side Neighborhood Park Connections~~

~~Greenway and pedestrian/bicycle path connecting the future North Pointe Park, Cougar Park, Pine Meadow Park, Heron Park, Silver Crest Park and Highlands Park.~~

GOALS AND POLICIES

Seven general goal statements are provided below, representing the direction that the City and residents should assume in pursuing and, where appropriate, participating in the acquisition and development of additional park lands available for use by City residents. Under each general goal are specific policies that identify courses of action to implement the goal. These goals and policies are based on those originally prepared by the Citizen Advisory Committee in 1988, and updated in 1992, based upon review and approval by the Parks and Recreation Board and the Planning Commission. In 2005, ~~and again in 2009, and 2015~~ the City conducted needs assessment surveys to verify the applicability of these goals and policies. Based on results obtained from the surveys, the goals and policies contained in the following section are still applicable.

Goal A: Natural Resources Protection

~~Development of~~ the City's park and open space system ~~shall to~~ complement and enhance Mill Creek's natural resources.

~~Utilize t~~The park and open space system ~~shall to~~ emphasize and protect the environmental qualities and natural amenities within the City. ~~Park locations, features, signs and designs should be compatible with the capability of the site to sustain the anticipated recreational uses.~~

Greenbelts and open space can help to buffer incompatible land uses from each other, emphasize the entryways to and edges of the City, enhance property values and tax bases, create a more comfortable environment in the City and strengthen the civic pride and identity of the City with the natural environment.

Policy 1.01

~~The City should p~~Promote increased public awareness of natural resources within the City and its MUGA, and the value of these resources to the community. This can be accomplished through a variety of methods including the installation of interpretive signage along nature trails, designating wildlife habitat areas, providing observation points or nesting boxes. Where parks include natural areas such as wetlands, streams and wildlife habitat, these elements should be incorporated into the park design and identified with interpretive signage to foster understanding of the natural environment.

~~Pursue Opportunities opportunities~~ for cooperation with the Lively Environmental Center operated by the Everett School District No. 2 ~~should be pursued.~~

Policy 1.02

~~A trail system shall be planned and developed that joins the existing public/private trail system with future trail systems both inside and outside the city limits.~~

~~A network of publicly accessible bicycle and pedestrian trails and paths shall be developed to link planned neighborhood and community parks to each other and to provide access between neighborhoods and community activity centers. The trail~~

~~system shall tie into the planned Snohomish County trail systems and extend between McCollum Park and North Creek Park. In this manner, the trail system can serve both as a recreational amenity and a transportation facility. Moved to Goal D~~

Policy 1.0302

~~The City shall e~~Encourage the retention of natural vegetation around park perimeters consistent with the planned use and safety of the park.

~~Include Vegetative vegetative~~ buffers ~~should be included~~ in development and park design where appropriate to define park boundaries, provide visual relief, reduce perceived noise and visual intrusion and buffer recreation activities from incompatible uses.

Policy 1.0403

~~CThe City should c~~ontinue to develop and implement ~~its a~~ long-term open space and parks acquisition, dedication, development and management program.

~~Endourage Areas areas~~ of open space ~~should be encouraged to be set aside~~ as an important component of private developments as well as the park and recreation system. These areas serve to protect unstable slopes or sensitive areas, enhance water quality or wetlands, preserve wildlife habitat or migration routes, provide visual relief, enhance the streetscape along City streets, reduce noise levels or provide other site amenities. Open space areas shall emphasize the protection of designated greenways such as North Creek and its tributaries, as well as large wetland features such as Thomas Lake and North Creek Park.

Active recreation use of these open space areas may not be appropriate in all cases, and passive recreation use should be secondary to the other functions they serve.

Policy 1.05

~~Park and recreation facilities should be sited, designed and developed with consideration given to the long-term maintenance, operation and renovation or replacement costs.~~

Goal B: Park Safety and Convenience

~~The City shall p~~Pursue and, where appropriate, participate in the acquisition and development of parks that are both convenient and safe.

~~The park and recreation system should i~~ncorporate a variety of park types and sizes, including mini-parks, neighborhood parks and community parks that are easily accessible to the population they are intended to serve. Safety (e.g., natural surveillance for crime reduction and well-designed play equipment to reduce the risk of injuries) should be a prime consideration in designing and developing parks.

Policy 2.01

~~To e~~Encourage safety as a prime consideration in the design and development of park and recreation facilities, park designs, facilities and fixtures ~~should be encouraged to by incorporate-incorporating~~ measures that reduce the exposure of users to unsafe conditions. ~~Utilize Fixtures-fixtures~~ that are able to withstand wear while remaining safe and functional ~~should be used~~. Appropriately-placed landscaping ~~should~~ enhances natural surveillance to reduce the risk of crime. The ability of the City to maintain the facilities in a safe condition ~~should be is~~ a consideration in design development and equipment selection.

Policy 2.02

~~Park designs should i~~ncorporate adequate on-site and off-site parking for vehicles and bicycles according to the function, type, size and location of the park facility. This should include consideration of the access, size and turning radii of maintenance or emergency vehicles that might be required at the site and the traffic volumes experienced on the adjacent roadway.

Policy 2.03

Park and facility designs shall meet the requirements of the Americans with Disabilities Act (ADA) by incorporating designated spaces for barrier-free parking, curb cuts, hard surface trails, low gradient ramps and inclines, recreational equipment, plumbing fixtures and any other improvements required by the Act that ensure that parks are accessible to all persons.

Policy 2.04

When considering the acquisition of park land, ~~the City should~~ consider sites that are easily accessed off of collector or arterials streets, and can also be safely reached by pedestrians and cyclists.

~~Locate p~~Park and recreation facilities ~~should be located~~ along or near proposed or existing bicycle and pedestrian trails to provide convenient access within the park's service area. Where possible, community parks and athletic facilities should be located so that they are accessible from the North Creek Trail, as well as pedestrian and bicycle facilities along nearby roads. Adequate provision for access by bicyclists and pedestrians could promote healthy lifestyles, reduce overall traffic volumes within the commercial and residential areas of Mill Creek, and could limit the need to devote scarce recreational resources to parking.

~~Provide Spur-spur~~ trails connecting these recreation facilities directly to regional trails ~~should be provided~~.

Policy 2.05

~~Site, design and develop park and recreation facilities with consideration given to the long-term maintenance, operation and renovation or replacement costs.~~

Goal C: Parks and Recreation Programming

Develop t~~The City's recreational programs shall be developed~~ to serve the needs of all ages.

~~The parks and recreation program should p~~Provide programming and facilitate educational and skills s classes to serve the diverse age groups and interests of Mill Creek residents. ~~Class offerings should t~~Take advantage of both public and private facilities and resources within the community. ~~Adventure sports offerings that rely on natural physical features located outside of the community may be facilitated through qualified, private outfitters and instructors.~~

Policy 3.01

Develop a parks and recreation program that offers a broad range of courses to enhance the quality of life for Mill Creek residents.

Ensure that t~~The~~ selection and quality of program offerings ~~should be is~~ consistent with area residents' willingness to support them. The offerings should make use of park facilities, natural areas and environmental education opportunities within Mill Creek.

Policy 3.02

~~The City shall d~~Develop and maintain a list of both public and private recreational facilities and programs in the area that are generally available to the public to ensure a balanced recreational system.

The parks and recreation program shall ~~maintain a current index take into consideration of~~ recreational offerings provided by ~~the City,~~ Snohomish County and other public and private recreation providers in the area. ~~The intent of this index is~~ to identify programming needs and define the different roles played by the public and private sectors, ~~while also helping to identify facilities for potential users.~~ In order to keep abreast of changing population needs and community characteristics, program evaluations and surveys of community interests should be conducted periodically.

Policy 3.03

Develop a cooperative relationship with Snohomish County, the state, the City of Everett, Everett School District and neighboring communities. The City shall identify ways in which its recreation goals, needs and resources complement or overlap with those of other jurisdictions, agencies and recreation providers in the area.

Cooperation with other jurisdictions is especially important in relationship to regional recreation facilities, such as McCollum Park and North Creek Park, which serve the population of a broad area including Mill Creek, Bothell, Everett and unincorporated Snohomish County.

Policy 3.04

~~The City should i~~dentify additional opportunities for cooperating with the Everett School District No. 2, the Northshore School District, the Edmonds School District and the Mukilteo School District No. 6 to increase the use of park facilities by the local schools and increase the use of schools for active recreation use and programming by the City of Mill Creek. Potential opportunities may include the City utilizing park mitigation funds to improve facilities owned by other public entities that meet identified park needs subject to the public having the right to utilize said facilities.

Cooperative use of schools during afternoons, evenings and the summer could reduce the costs to both the City and the school district of maintaining and operating separate facilities.

Goal D: Park Uses and Types of Facilities

~~The City shall e~~ncourage the development of active and passive recreational facilities in future neighborhood, community and regional parks within the Municipal Urban Growth Area (MUGA).

Policy 4.01

~~The park and recreation system should e~~mphasize the provision of opportunities for active recreation activities since there is currently a deficit of these opportunities. Public facilities for which there is a special need include adult and youth softball/baseball and full size soccer fields, tennis courts, volleyball courts, a multiple-use recreation/community center with gym, bicycle trails, and jogging or fitness trails. The Mill Creek Sports Park, completed in January 2004, includes a skateboard park, modified soccer field and Little League field. These facilities help fulfill the need for active recreation activities in the City; however, additional facilities would be needed to meet the recreation needs of the community.

These and other recreation facilities should be provided considering public need using the Level of Service (LOS) Standards and Facility Guidelines for recreation and park facilities as adopted in this element and funding available to the City. These LOS Standards and Facility Guidelines should be reviewed and, if necessary, revised as a part of the Comprehensive Plan update process to incorporate the changes in the supply of public and private recreation opportunities and in the needs of the population.

Goal E: Acquisition and Development of Future Parks

~~The City shall p~~Pursue and, where appropriate, participate in acquisition of public lands to meet the recreational needs of the community in order to provide high quality and convenient recreation facilities and to provide for the City's anticipated growth.

This Parks and Open Space Element, together with the Capital Facilities Plan Element and the Land Use Element of the Comprehensive Plan, will direct and coordinate the acquisition, development and expansion of a public park and recreation system, coordinated with existing private facilities, to serve the diverse needs and interests of

people living within the community. The park system will provide accessible park lands and open space for both active and passive recreation activities; natural reserves and areas with developed recreation facilities; pedestrian and bicycle trails; and opportunities for educational and leisure programming.

Funding for system acquisition and development of open space, parks and recreation areas will depend both on the residents' willingness to pay for them (e.g., through voter approved bonds or property taxes) and on funding from the following potential sources:

- Application to the Washington State Recreation and Conservation Office for participation in the Grant-In-Aid Program of matching monies;
- Dedication of land to the City through the processes of annexation and subdivision;
- Dedication and/or purchase of conservation easements or development rights;
- Revenues from the Real Estate Excise Tax (REET)
- Direct purchase from private parties utilizing General Fund resources;
- Park impact fees through the subdivision permitting process, including voluntary contribution or development agreements between the City and private sectors;
- Acquisition and development with other jurisdictions or service districts;
- Land trades for other public property and implementation of impact fees for park improvements;
- Private donation of property to the City as a gift; and
- Funds available through the creation of and/or participation with a Metropolitan Park District or Recreation Service Area.

Policy 5.01

~~Require Residential-residential~~ developers ~~shall to~~ contribute to the park and recreation system to offset the impact of proposed residential projects upon the City's parks and recreation system.

Contributions to the City can take many forms including donation of land, dedication of conservation or access easements or development rights, payment of mitigation fees to the City, direct funding or development of park and recreation facilities and provisions for public use.

Policy 5.02

Commercial developers may also be required to contribute to the park and recreation system if a commercial or mixed-use development creates by itself or cumulatively a demand for said facilities.

Policy 5.03

~~The City shall r~~require appropriate dedications to the planned park system during the ~~annexation,~~ subdivision and/or the development permit process. In addition, mitigation for identified adverse impacts to the City's park system will be required under SEPA, GMA concurrency or the development impact ordinances.

~~Ensure that t~~The ~~subdivision ordinance development code shall~~ contains regulations to guide land or impact fee contributions to the park and recreation system. Contributions of land will be dedicated to the City or held in common ownership for specific park purposes. The identified impact fees will be paid to a park and open space account to provide for park acquisition or facility development at appropriate locations within the community.

~~Utilize t~~The City's SEPA ordinance, GMA concurrency ordinance and mitigation ordinance ~~shall be used,~~ as appropriate, to identify the impacts of annexation, subdivision, multiple family or commercial development and the associated increases in population on park and recreation facilities and programs within Mill Creek. Where adverse environmental impacts upon the park and recreation system are anticipated, ~~require~~ project mitigation measures ~~will be required by the City.~~ The formulas for recreation mitigation are based upon the City's LOS Standards and Facility Guidelines for parks and recreation facilities.

Policy 5.04

~~Develop A-a~~ well dispersed system of mini-parks ~~shall be developed~~ to serve the needs of community residents, primarily provided through participation by developers and the private sector.

Mini-parks may be public or private facilities and shall be located within neighborhoods, residential areas or planned unit developments, in close proximity to apartment complexes, townhouse developments, housing for the elderly and commercial centers. These parks should support active and/or passive recreation activities depending upon the specific needs of the local residents. Parking areas generally would not be necessary for these facilities.

~~*Policy 5.05*~~

~~The City shall pursue and, where appropriate, participate in the acquisition of a large community park site and appropriate neighborhood park sites before the most suitable sites are committed to other uses.~~

~~The Parks and Open Space Map identifies potential locations for acquiring land to develop a community park and additional neighborhood parks within the City's Urban Growth Area.~~

Policy 5.0605

In addition to acquiring land to develop community parks, the City may fulfill community park needs by securing public access to facilities that meet community park needs owned by other public jurisdictions or agencies.

Policy 5.0706

The City may use community park mitigation funds to fund facilities that meet community park needs owned by other jurisdictions or agencies as long as the City secures the right for public access and use of these facilities.

Policy 5.0807

To ensure quality development of future parks that meet the needs of the residents within the City and complement the character of the community, a park master plan will be prepared for each park site, with input from the community and the Parks and Recreation Board. Following preparation of the proposed park master plan, the ~~Planning Commission~~Hearing Examiner will hold a public hearing on the Conditional Use Permit for the park plan ~~and formulate a recommendation to the City Council.~~ Following action by the ~~City Council~~Hearing Examiner, the Design Review Board will review the final landscape plans, as well as any signage and/or structures for compatibility with the surrounding neighborhood and the community as a whole.

Policy 5.0908

In reviewing proposals to annex developed property lacking adequate public park and recreation facilities to the City, the City may consider appropriate mitigation measures to offset impacts to the existing and planned public park system as a condition of annexation. If land is not available or the City does not have funding to acquire and develop additional park land, adjusting the LOS for areas in the MUGA could be considered.

Policy 5.1009

Periodically evaluate ~~The the~~ City's Level of Service Standards and Facility Guidelines for parks and recreation facilities ~~should be periodically evaluated~~ to ensure that they continue to reflect the community's needs and the City's ability to provide such facilities.

Goal F: City Park Identification and Public Use

~~City park facilities should be c~~Clearly identifiable-identify City park facilities as facilities that are open for use by the general public.

Policy 6.01

Design City park facilities ~~shall be designed~~ to be welcoming to the public. In addition, utilize appropriate signage ~~shall be utilized~~ to clearly identify City of Mill Creek park facilities.

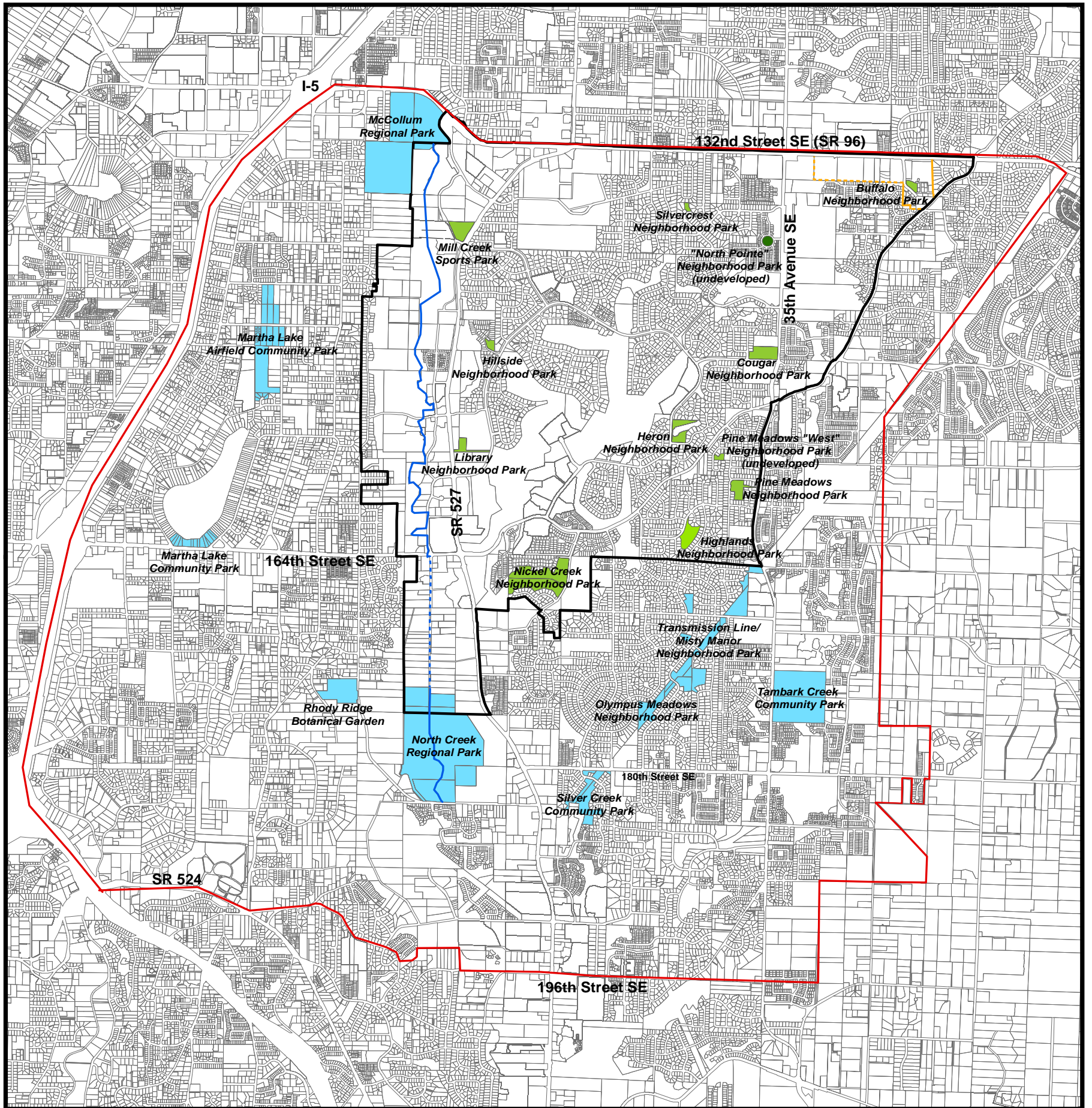
Goal G: Private Open Space






~~Residential development shall p~~Provide adequate private open space within ~~the residential developments~~ to meet the recreational and health and safety needs of the occupants.

Policy 7.01

~~Residential development shall p~~Provide useable private open space in residential developments sufficient for the health and enjoyment of its occupants. The amount of private open space required shall be based upon standards and criteria that take into account the specific needs of the occupants of the development, including, but not limited to, such factors as healthful environment, recreational needs, proximity to public recreational facilities, gross land area of the development, the zone district in which the development is located, and the expected density of the development. ~~The criteria and standards shall be determined and adopted by action of the City Council.~~

Parks and Trails



-  City Limits
-  Municipal Urban Growth Area
-  Tamark Creek Community Park
-  City Parks
-  County Parks
-  North Creek Trail
-  East Gateway Urban Village Trail

DRAFT
Ord. 2015-____
Effective _____



**CHAPTER XIV
GLOSSARY**

| | |
|---|---|
| Access Management | The placement of vehicular access points from private property to the public right-of-way in a manner that attempts to minimize access conflicts and congestion on the public roadway. Typical implementation measures would include limiting the number of access points, requiring a minimum distance between access points, and requiring vehicular access between adjacent properties that have similar and/or compatible uses. |
| Accessory Apartments Dwelling Unit | An accessory apartment is an additional living unit secondary to the primary living unit including separate kitchen, sleeping and bathroom facilities, attached to the primary residential unit. <u>dwelling unit is a second dwelling unit that is subordinate to and located on the same lot as a principal residence and includes provisions for independent cooking, living, sanitation, and sleeping. Accessory dwelling units may be either attached to a principal single-family residence or an accessory building, and may not be subdivided or segregated in ownership from the principal residence.</u> |
| Affordable Housing | Housing where the occupant is paying no more than 30 percent of gross income for gross housing costs, including utility costs. |
| Area Median Income | <u>The measure of median income used in this document is that of the Seattle-Bellevue HUD Metro Fair Market Rent Area (HFMA). This measure is used in administering the Section 8 voucher program in Snohomish County.</u> |
| Best Available Science | <u>Best Available Science is a state mandated concept that requires cities to identify and consider objective and reliable scientific information when developing policies and development regulations that are intended to protect the functions and values of critical areas. Chapter 365-195 WAC, as that Chapter may be amended or recodified, establishes rules that help to identify and include Best Available Science in newly adopted policies and regulations.</u> |
| Capital Facilities | Capital facilities are publicly owned assets such as real estate, structures, or equipment with a value of at least \$15,000 <u>\$25,000</u> and an expected useful life of at least ten years. For the purposes of the Capital Facilities Plan Element, capital facilities include: park and recreation facilities, transportation facilities (roads and sidewalks), |

| | |
|--|---|
| | stormwater management facilities and civic facilities (City Hall & Library). |
| Capital Facilities Improvement Program Plan | The Capital Facilities-Improvement Program Plan is a financing tool used by the City to identify all capital projects anticipated to be undertaken by the City within the next seven years. The Capital Facilities-Improvement Program Plan includes each project's estimated cost and the funding source. Project cost cannot exceed the resources available to fund the project. The seven-year Capital Facilities-Improvement Program Plan is a component of the Capital Facilities Plan Element. |
| Civic Facilities | Public uses owned by the City, County or special purpose governments and operated for the use of the general public. Civic facilities include the city hall, library, parks, police and fire department buildings, schools and transit facilities. |
| Collector Roadway | A roadway that collects traffic from residential neighborhoods and business areas and concentrates the volume to a controlled point intersection. This type of roadway primarily services residential areas but can also serve commercial and industrial areas. Property access is limited. |
| Community Business | A zone district that serves the City's general needs for professional and personal services, cultural and entertainment uses, retail establishments, stacked housing, government and public open spaces. |
| Community Park | A park that is intended to serve the entire City with a combination of active and passive recreation uses. The size of community parks range between 5 to 35 acres and includes both active and passive uses. |
| Comprehensive Plan | The official public document used by both the public and private sectors of the city City to guide in the decision-making process related to the future use, conservation and re-use of land in the City and surrounding area. |
| <u>Critical Areas</u> | <u>Critical areas are areas or ecosystems protected by state law and defined in RCW 36.70A.030, as that section may be amended or recodified. Generally critical areas include aquifer recharge areas, fish and wildlife habitat conservation areas, frequently flooded areas, geologically hazardous areas, and wetlands.</u> |
| <u>Contract Zoning</u> | <u>The establishment of conditions in connection with a rezoning which bind the developer and the community to its terms.</u> |
| <u>Cutting Preserve</u> | <u>A lineal strip of vegetation in public or private ownership ranging in width from 15 to 75 feet, situated between a</u> |

~~collector or arterial right of way line and real property lines of adjacent developments that is intended to visually and physically separate and buffer the activities of residential neighborhoods and other land uses from the activities of the transportation corridor.~~

Fair Share Methodology

The fair share methodology is a method developed by Snohomish County and its cities to equitably distribute low and low-moderate income housing among the cities and unincorporated county. It is intended to ensure that concentrations of low-income housing do not continue to adversely impact a few areas in the county.

Goals

The public statements of direction, mission and purpose that are the foundation from which land use, transportation, environmental, design and parks and open space policies and proposals have been constructed. The goals are the driving force behind the development and conservation concepts that the City is planning.

Growth Management Act

The legislative act enacted by the 51st legislature in the 1990 session related to the management of growth in the state's most populated counties and cities. The Growth Management Act requires comprehensive plans, regulations consistent with said plans, required plan elements, the definition and regulation of critical areas and established deadlines in which all comprehensive plans must be prepared and implemented.

Home-Sharing Programs

~~A home-sharing program is typically a clearinghouse that helps to match housemates. This is a concept that is attractive to elderly homeowners who desire help with household chores and the security that can be provided by a young adult "housemate." Shared housing arrangements help to reduce the growing need for separate elderly housing facilities and complement the "aging in place" approach to elderly care.~~

Inclusionary Zoning

Inclusionary zoning is a technique applied to new housing developments in which a certain portion of the units being constructed are set aside to be affordable to low- and moderate-income home buyers. This technique may be applied to both rental and owned units, and single-family or multifamily housing projects.

Income Levels

Income levels as defined by the Department of Housing and Urban Development (HUD) and that are used in planning for housing needs:

Extremely Low-Income Households whose income is below 30 percent of the area median income.

Very Low-Income Households whose income is between 31 and 50 percent of the area median income.

Low-Income Households whose income is between 51 and 80 percent of the area median income.

Moderate-Income Households whose income is between 81 and 95 percent of the area median income.

Middle-Income Households whose income is between 95 and 120 percent of the area median income.

Industrial/Business Parks

An area of land planned and zoned for industrial and office uses, controlled by a landowner, to be developed as a single entity for a number of office and industrially-related uses, the plan for which does not correspond in lot size, bulk or open space to the regulations established in any one industrial or office zone district.

Issues

Statements of concern, interest or conflict that are addressed, affirmed or resolved through the implementation of policies or proposals.

Land Use Plan

A component of the Land Use Element of the Comprehensive Plan that portrays the future use of land in the City and surrounding area. It illustrates the spatial location of land uses for residential, commercial, industrial, open space and institutional uses.

Linkage Programs

~~Refers to a variety of programs that either require or induce developers of commercial office buildings, or other non-residential building projects, to directly construct or make financial contributions toward the construction of market-rate or affordable housing.~~

Major Arterial

A roadway that carries large volumes of commuter traffic from a source to a destination. This type of roadway is the main stream of a roadway network and is designed for capacity, speed and limited access. Property access is restricted whenever possible.

Manufactured Housing

A manufactured building or major portion of a building designed for long-term residential use. It is designed and constructed for transportation to a site for installation and occupancy when connected to required utilities.

Mini-Parks

Designated open spaces intended for passive recreational use and designed to serve only a limited number of users generated by the specific land use development. Mini-park

| | |
|---------------------------------------|--|
| | sizes are usually less than one acre. |
| Minor Arterial | A roadway that carries concentrated area volumes between a source point to a major arterial. This type of roadway is similar to a major arterial, but generally has lower capacity, speed and more direct access points. Property access is restricted whenever possible. |
| MUGA | The geographic area that encompasses the existing corporate limits of the City and the area outside such limits that can be provided with a full range of urban level services to accommodate urban densities for a 20-year time period. The Municipal Urban Growth Area contains land that the City may consider including in its corporate limits through the process of annexation. |
| Neighborhood Commercial | A concentrated form of commercial development intended to serve the surrounding neighborhoods with a broad range of convenience goods and services. The size, design, uses and activity levels are carefully monitored to ensure compatibility with the surrounding residential neighborhood areas. |
| Neighborhood Park | A park situated near the center of a residential neighborhood intended to serve the surrounding area with a combination of active and passive uses that are compatible with the uses of the neighborhood. Neighborhood parks should be located within ¼ to ½ mile walking radius to the neighborhoods served since the primary mode of accessibility is walking or bicycling. |
| Overlay Zone | A set of zoning requirements that is described in the ordinance text, is mapped, and is imposed in addition to those of the underlying district. Developments within the overlay zone must conform to the requirements of both zones or the more restrictive of the two. It usually is employed to deal with special physical characteristics such as flood plains or steeply sloping areas, but it has other applications as well. |
| Planned Unit Development (PUD) | A form of development usually characterized by a unified site design for a number of housing units, clustering buildings and providing common open space, density increases and a mix of building types and land uses. It permits the planning of a project and the calculation of densities over the entire development, rather than on an individual lot-by-lot basis. It also refers to a process, mainly revolving around site-plan review, in which public officials have considerable involvement in determining the nature of the development. While PUD has most commonly been used for housing development, it also is frequently applied to other forms of |

| | |
|---|---|
| | development such as shopping centers, industrial and office parks and to mixed-use developments which may be any combination, depending on local ordinance. |
| Planning Process | The sequential procedure of developing a comprehensive plan including the formulation of goals, policies, proposals and implementation actions to attain the goals and vision of the plan. |
| Policies | Official public statements of specific courses of action to follow in order to address, affirm or resolve an issue and move toward the attainment of stated goals. |
| Positive Drainage | Stormwater runoff that drains from a specific site and to a natural or manmade detention facility. |
| Regional Park | Regional parks are intended to serve a wider population than community parks and are usually at least 50 acres in size. Regional park facilities should contain both active and passive uses. Because of the large size, a regional park may also contain additional public facilities such as a performing arts center, regional drainage facility, wildlife preserve and other uses considered compatible with the theme of the regional park. |
| Residential Roadway | A roadway whose primary function is to allow traffic direct access to individual properties. This type of roadway serves residential areas only with low volumes and speed. Direct property access is allowed. |
| Riparian Vegetation | Vegetation growing on the banks and adjacent terrestrial environments of bodies of fresh water and surface-emergent aquifers. This type of vegetation supports a much more diverse biological community than do adjacent terrestrial habitats and serve more valuable functions which include (1) providing a source of forage and refuge for wildlife adjacent to water bodies, (2) acting as a sediment trap, (3) helping to regulate water temperature, (4) reducing shoreline and riverbank erosion, (5) reducing the severity of flooding and (6) providing valuable recreational sites and other amenities. |
| <u>Roadway Buffer / Cutting Preserve</u> | <u>A greenbelt lying outside of and adjacent to the right-of-way line of collector and arterial roadways. Roadway buffers /cutting preserves are usually in separate, designated tracts and depicted on the face of a plat or binding site plan.</u> |
| Shall | The use of the term "shall" means an action is mandatory or imperative. |
| Should | The use of the term "should" means an action is permissive or discretionary. |

| | |
|--|--|
| Special Needs Housing | Affordable housing for persons that require special assistance or supportive care to subsist or achieve independent living, including but not limited to persons that are frail, elderly, developmentally disabled, chronically mentally ill, physically handicapped, homeless, persons participating in substance abuse programs, persons with AIDS and youth at risk. |
| Stormwater Detention System | A stormwater storage facility which collects the upstream runoff, provides temporary storage, and controls the release volume to the downstream conveyance system. The design concept is to delay the upstream volumes to avoid overcharging the down stream conveyance system during peak runoff. Typical detention system types are large underground pipes or open dry ponds. |
| Stormwater Retention System | A stormwater storage facility which collects the upstream runoff and retains the water. The design concept is to retain all runoff without release to the down stream. Typical retention system types are open ponds and lakes. |
| Stormwater Retention/ Detention | A stormwater storage facility that combines both retention and detention. The design concept is to retain a known volume of runoff and delay release of any additional runoff volume. Typical retention/detention systems are open ponds and wetlands. |
| Stormwater Storage Facility | Any combination or arrangement of detention and retention facilities in a stormwater conveyance system. |
| Streetscape | The public rights-of-way of City streets and adjacent private lands that contain street-related facilities such as landscaping, signage, street furniture, vehicular and pedestrian ways and building frontages and situated within the general corridor of the street. |
| Subdivision | The division or redivision of land into five or more lots, tracts, parcels, sites or divisions for the purpose of sale, lease or transfer of ownership. |
| Transit Facilities | Public transit improvements owned by a public transit authority and operated to serve the mass transit needs of the general public. Examples of transit facilities include park and ride lots, van pool lots, bus transfer stations and bus pull-outs. |
| Transit Oriented | Describes physical improvements to property that are characterized by site design features intended to encourage public transportation and other Transportation Demand Management measures as an alternative to the private single occupant vehicle. Examples include: bus pullouts, transit shelters, designated car/van pool parking areas, sidewalks/ |

| | |
|---|---|
| | pedestrian paths and limited parking. |
| Transportation Demand Management (TDM) | Strategies aimed at changing travel behavior rather than expanding the physical transportation network to meet travel demand. Examples include changing work hours, ridesharing programs, parking policies and telecommuting. |
| Urban Growth Area | The geographic area that encompasses the existing corporate limits of the City and the area outside such limits that can be provided with a full range of urban level services to accommodate urban densities for a 20-year time period. The Urban Growth Area contains land that the City may consider including in its corporate limits through the process of annexation. The City Council passed a resolution in March 2009 that extend the UGA to be coexistent with the MUGA. The City is within Snohomish County's Southwest Urban Growth Area (SWUGA), which includes several cities. Each city within the SWUGA has their own Municipal Urban Growth Area (MUGA). |
| Utilities/Public Utilities | Enterprises or facilities serving the public by means of an integrated system of collection, transmission, distribution and processing facilities through more or less permanent connections between the plant of the serving entity and the premises of the customer. These include the systems for the delivery of natural gas, electricity, telecommunications services and water and for the disposal of sewage. |
| Vegetative Buffer | A linear strip of land in private or public ownership situated between land use developments that provide definition to individual developments and screening between developments through the preservation of significant natural vegetation or the installation of new vegetation. |
| Wetland or Wetlands | Areas that are inundated or saturated by surface water or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs and similar areas. Wetlands do not include those artificial wetlands intentionally created from non-wetland sites, grass-lined swales, canals, detention facilities, wastewater treatment facilities, farm ponds and landscape amenities. However, wetlands may include those artificial wetlands intentionally created from non-wetland areas to mitigate conversion of wetlands, if permitted by the county or City. |
| Zero Lot Lines | A development technique in which the setback requirements for one or more sides of the lot are omitted so that buildings |

Zoning

are allowed to abut property lines. This design technique creates more usable space on individual lots and is an effective way of protecting solar access.

Zoning is the basic means of land use control available to a local government. Zoning divides the community into districts (zones) and imposes different land use controls on each district, specifying the allowed uses of land and buildings, the intensity or density of such uses, and the bulk of buildings on the land.



Agenda Item # _____
Meeting Date: December 8, 2015

CITY COUNCIL AGENDA SUMMARY
City of Mill Creek, Washington

AGENDA ITEM: 132ND STREET CORRIDOR STUDY - MARKET FEASIBILITY PRELIMINARY RESULTS

KEY FACTS AND INFORMATION SUMMARY:

On October 6, 2015, the City Council authorized the City Manager to negotiate and execute a contract with ECONorthwest for a market feasibility and fiscal impact study for the 132nd Street Corridor not to exceed \$33,000. The Contract was executed and on October 27, 2015, the project was initiated with an introductory presentation to the City Council.

Work on the project is well underway. ECONorthwest has substantially completed the Market Feasibility portion of the project and has prepared the attached PowerPoint presentation. Morgan Shook, Project Manager with ECONorthwest, will make the presentation to the City Council at the meeting.

CITY MANAGER RECOMMENDATION:

None at this time, information only.

ATTACHMENTS:

Market Feasibility PowerPoint Presentation

Respectfully Submitted:

A handwritten signature in blue ink that reads "Rebecca C. Polizzotto".

Rebecca C. Polizzotto
City Manager

G:\EXECUTIVE\WP\COUNCIL\SUMMARY\2015\Economic Study Report 1 Market Feasibility.docx

Market Assessment Update

132nd Street Corridor and
East Gateway Urban Village

Overview and

Purpose

Market Assessment

Comparables

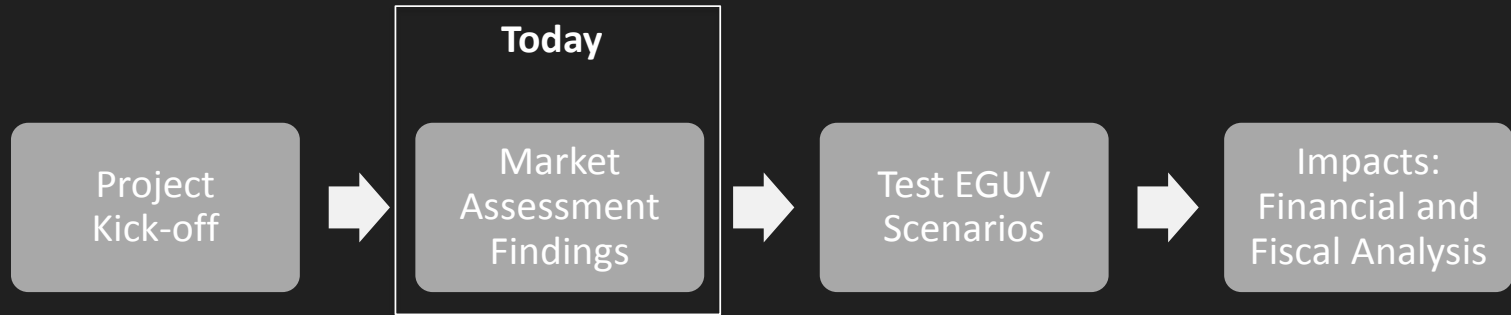
Implications

Next Steps

What issues does this project address?

- Feasible uses along the 132nd Corridor
- Development Moratorium in the EGUV
- Impact of Swift 2
- Choices for the City (zoning, incentives, and infrastructure)

Where We Are At in the Process?



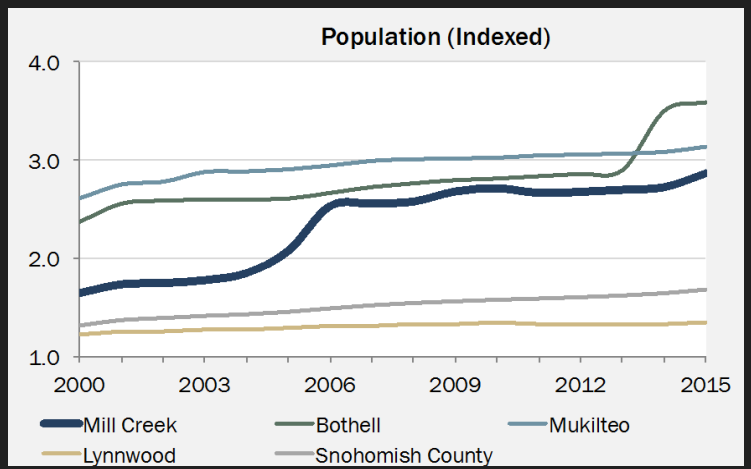
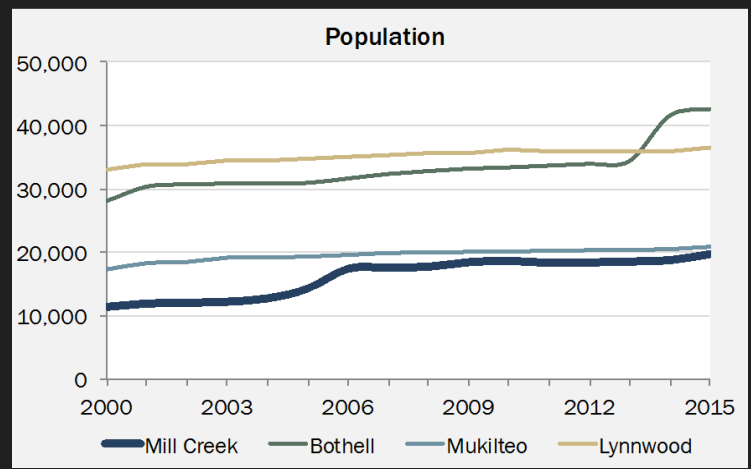
What is today about?

- Provide Market Overview and Assessments
- Inform Decisions On Development Moratorium in the EGUV
- Get Input on Development Scenarios for Development Financial and Fiscal Analysis

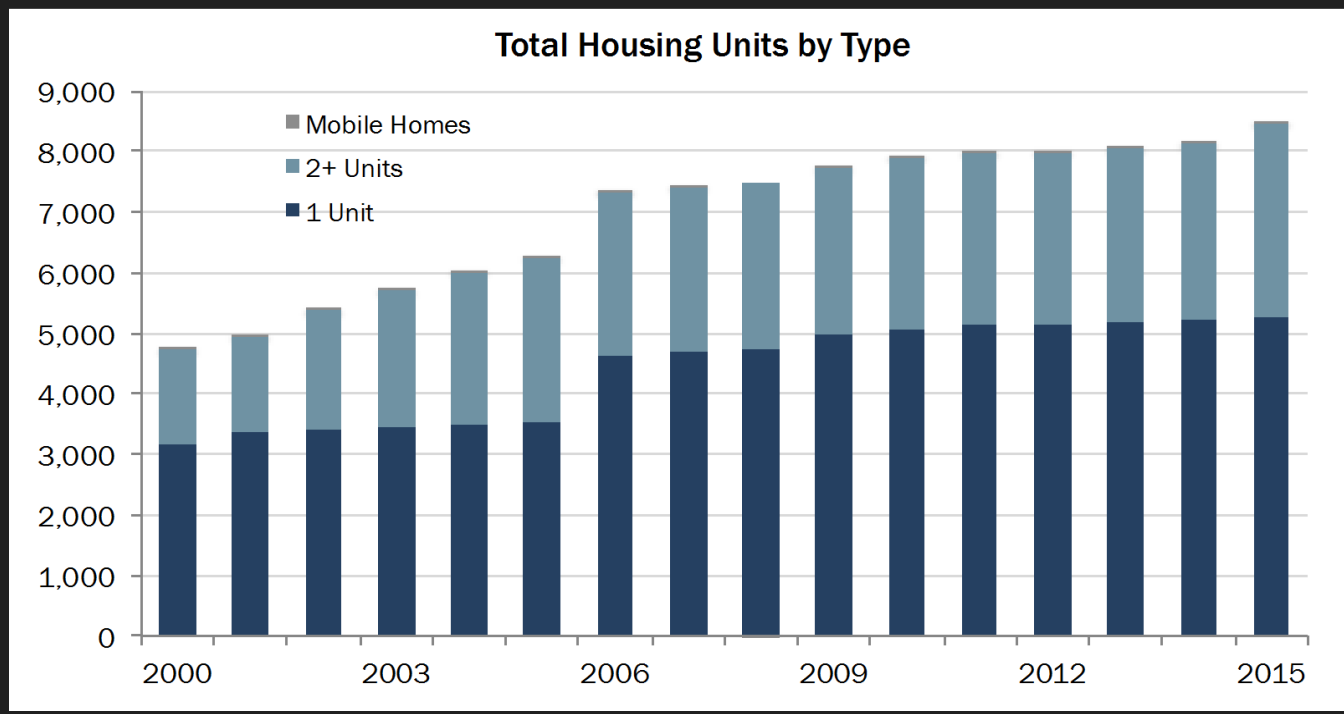
Growth Trends

Portland | Eugene | Seattle | Boise

Population

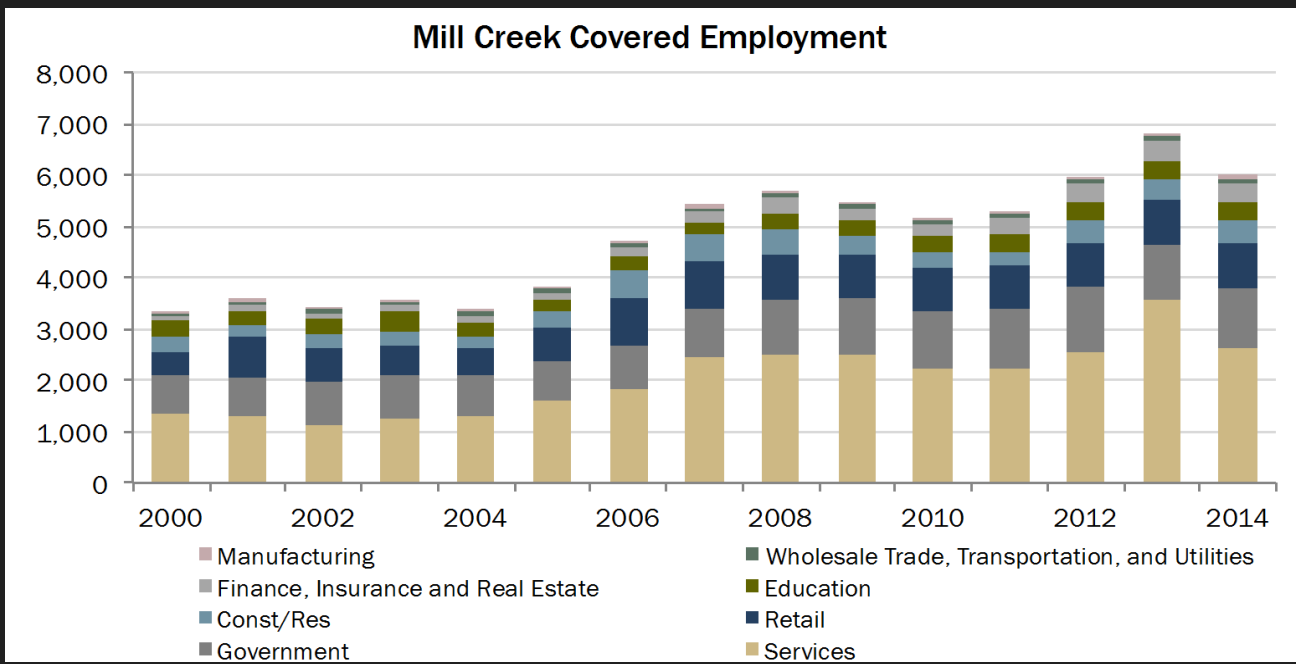


Housing



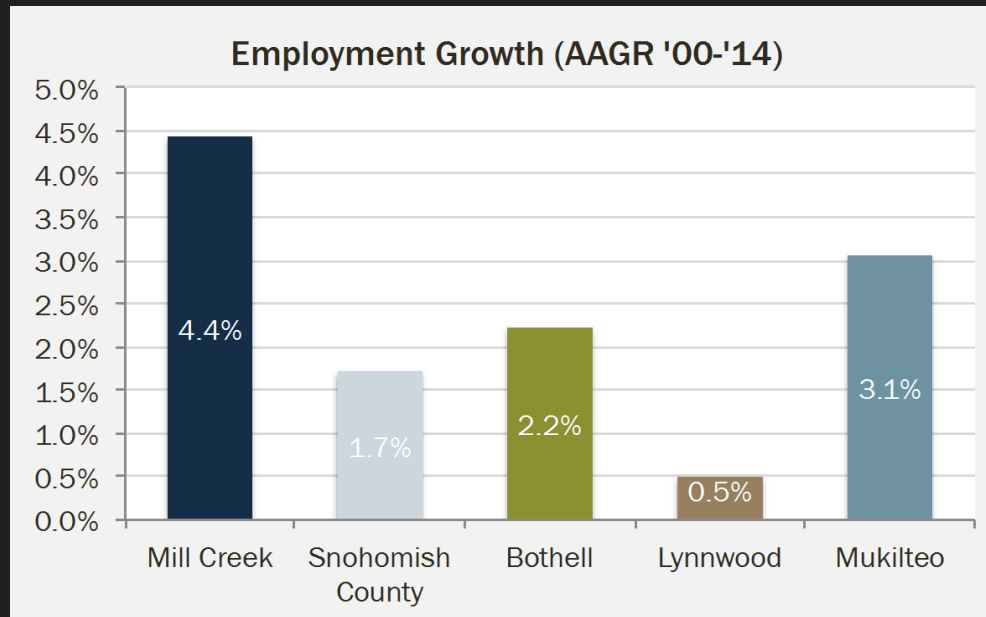
Portland | Eugene | Seattle | Boise

Employment



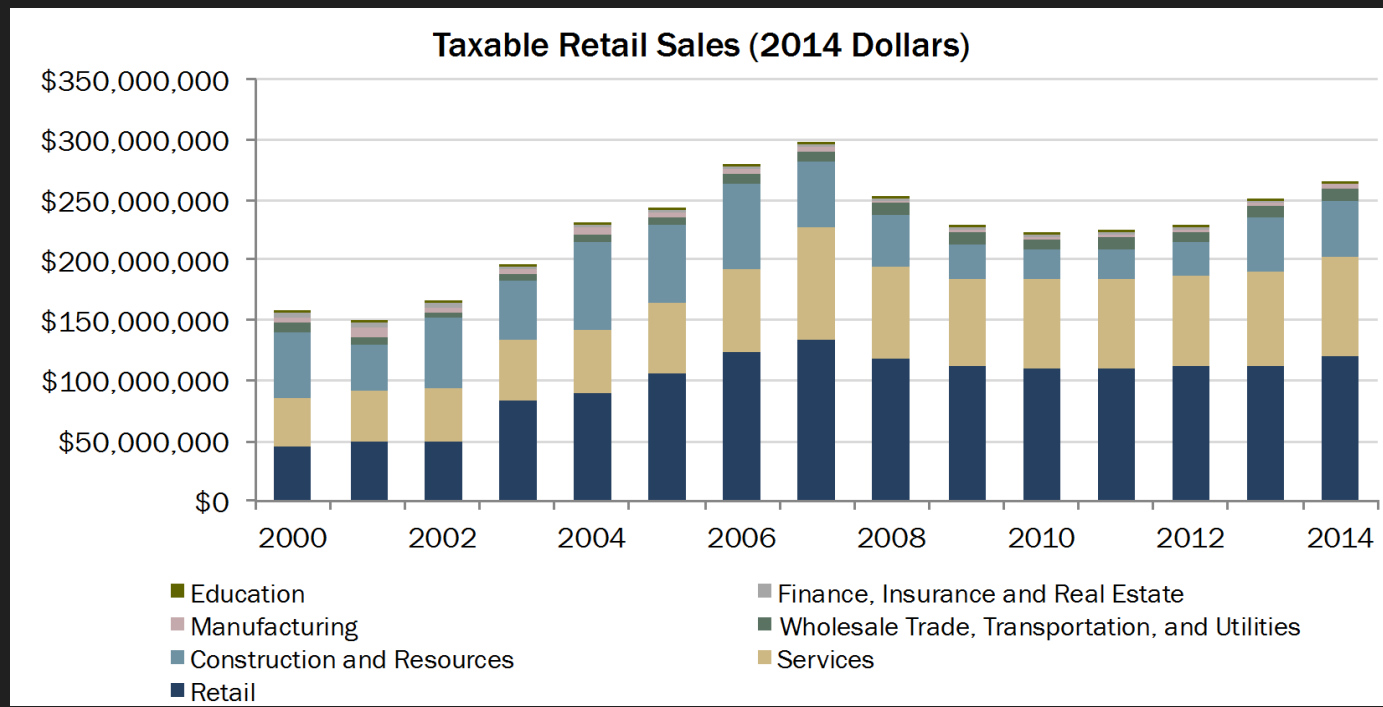
Portland | Eugene | Seattle | Boise

Employment Growth Comparison



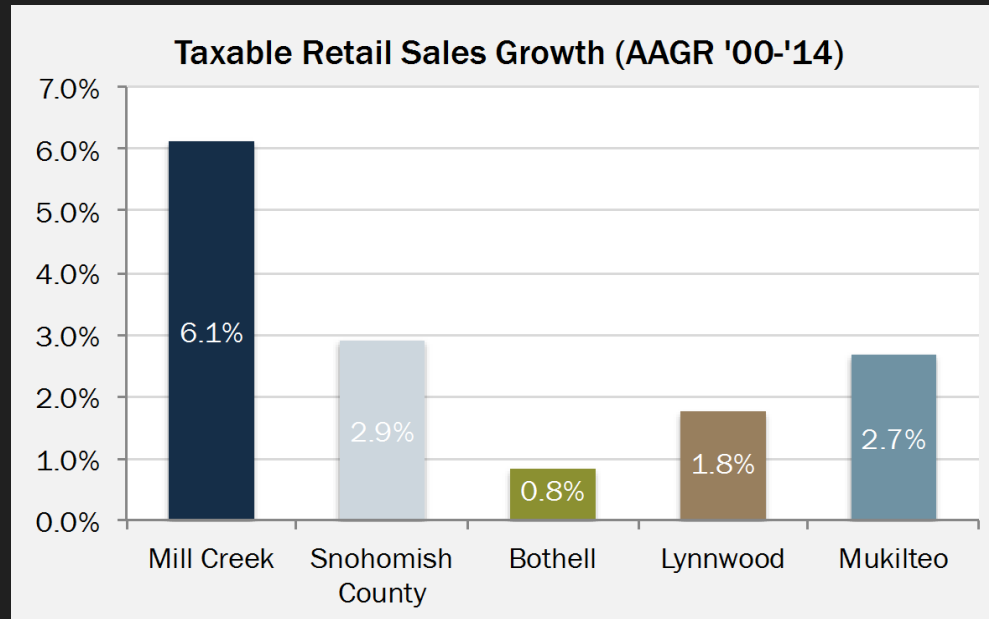
Portland | Eugene | Seattle | Boise

Taxable Retail Sales



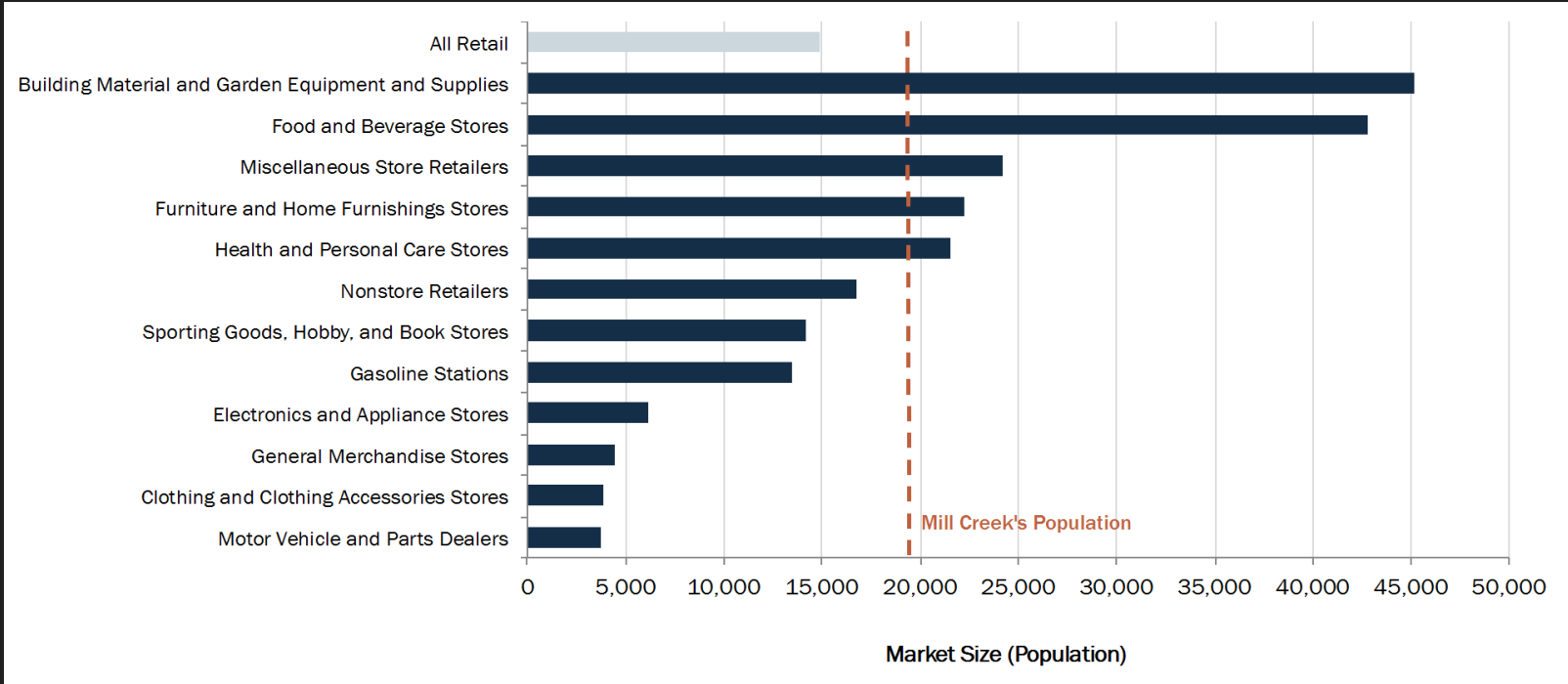
Portland | Eugene | Seattle | Boise

Taxable Retail Sales



Portland | Eugene | Seattle | Boise

Retail Sales per Capita



Portland | Eugene | Seattle | Boise

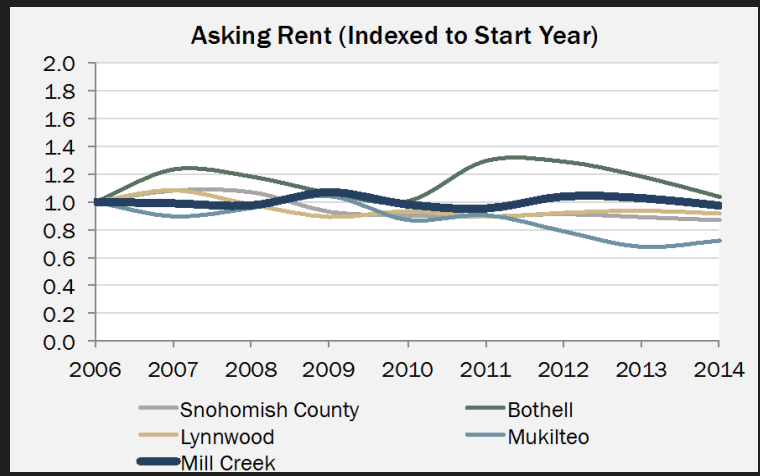
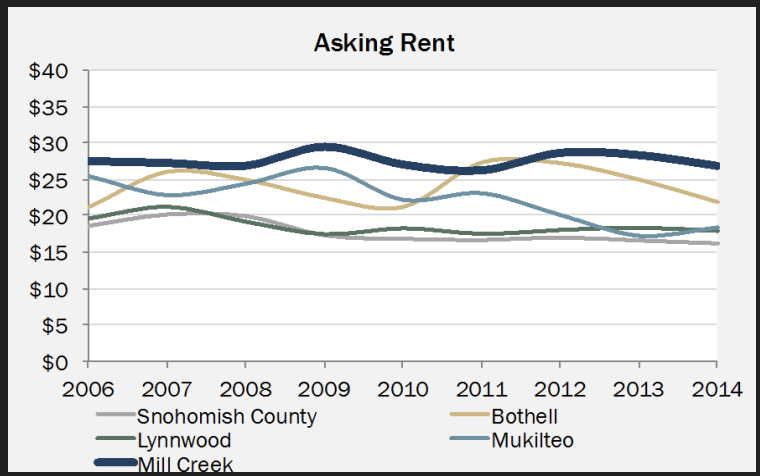
Market Assessment

Portland | Eugene | Seattle | Boise

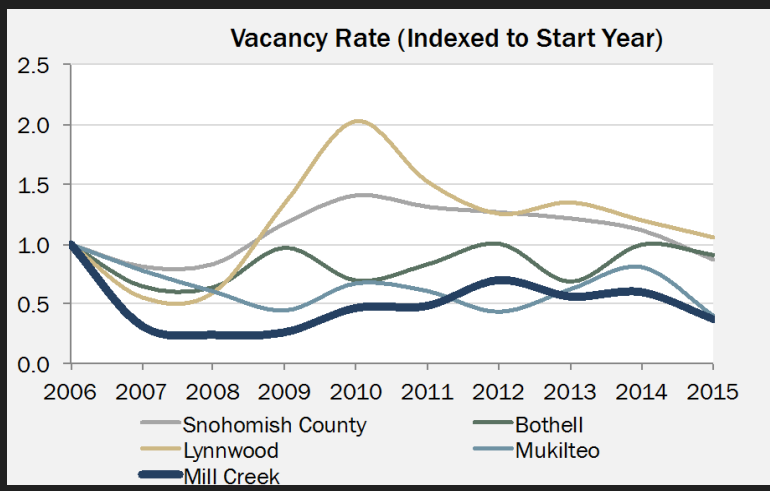
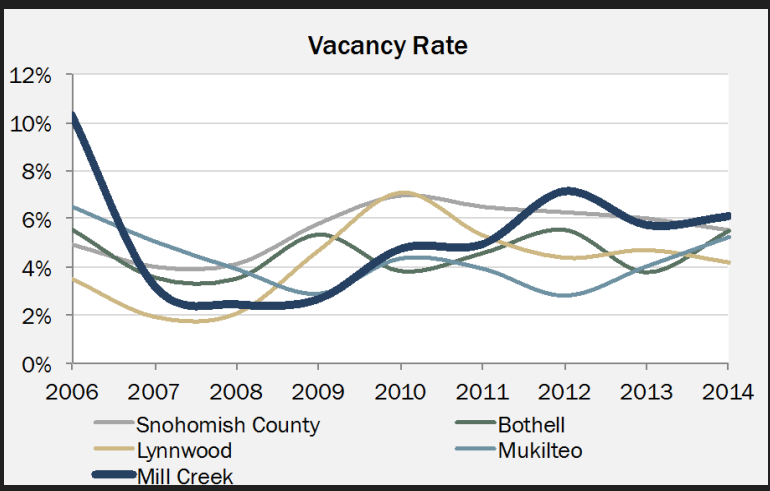
Market Assessment

- Overview of Development Trends by Use types (retail, housing, office)
- Submarket Comparison of building types (big box, mixed use, etc.)

Retail Development Trends



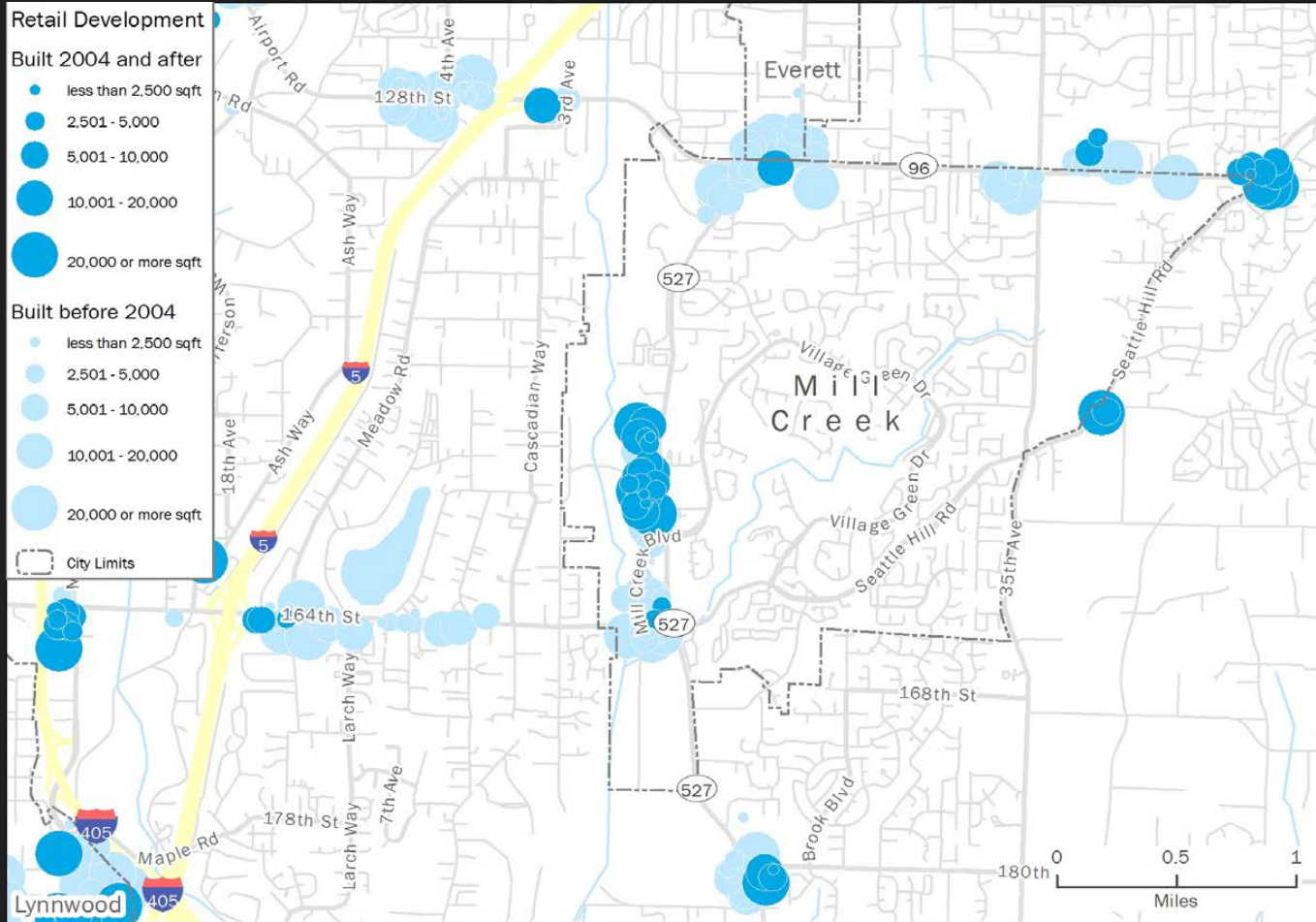
Retail Development Trends



ECONorthwest

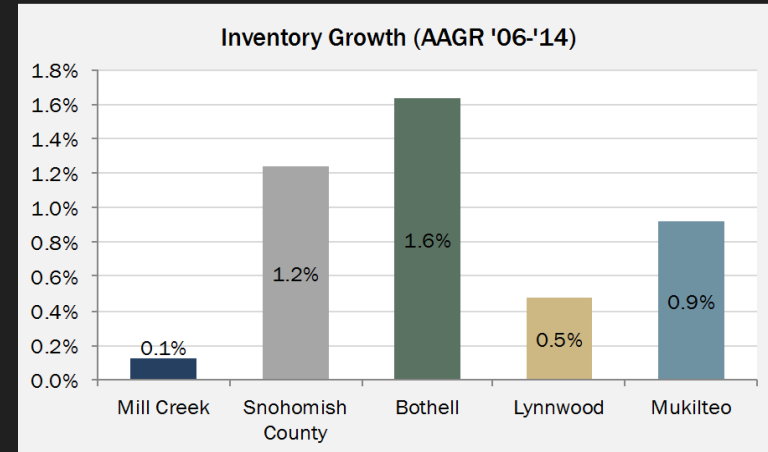
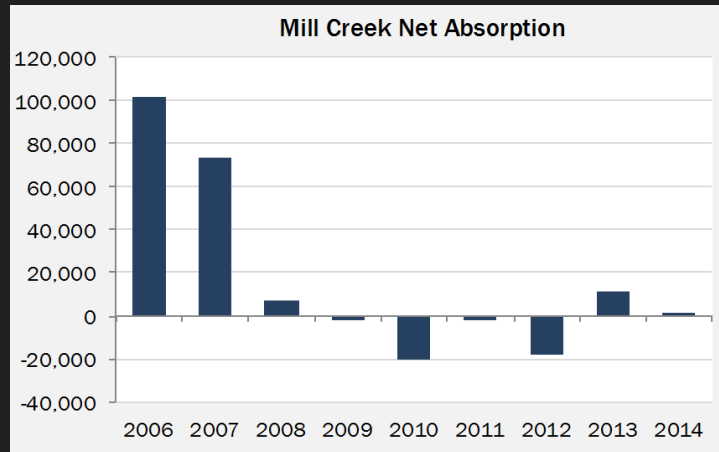
ECONOMICS • FINANCE • PLANNING

Market Assessment



Portland | Eugene | Seattle | Boise

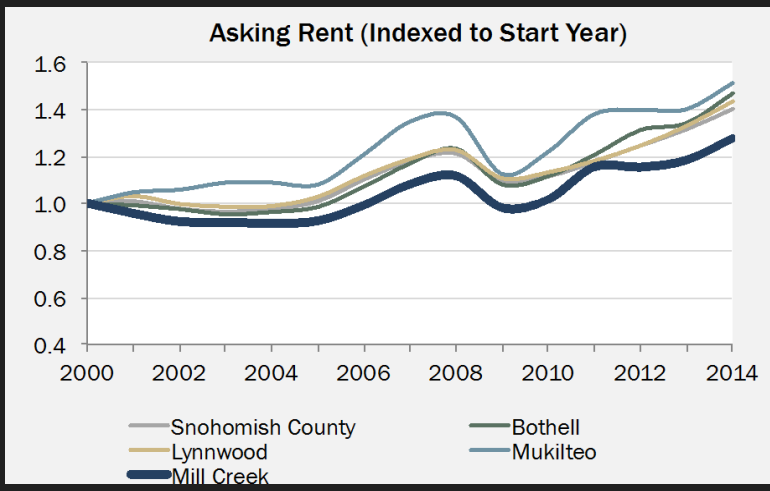
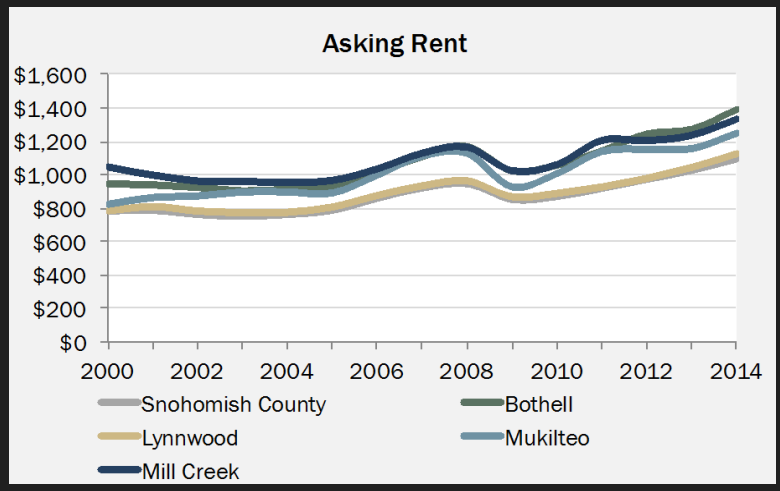
Retail Development Trends



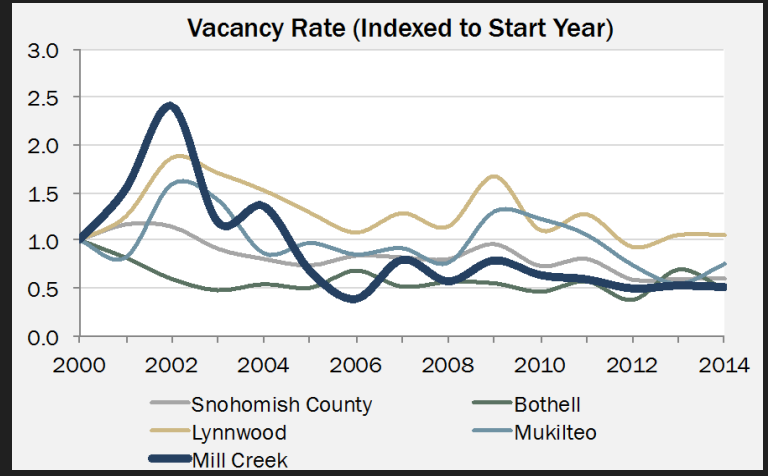
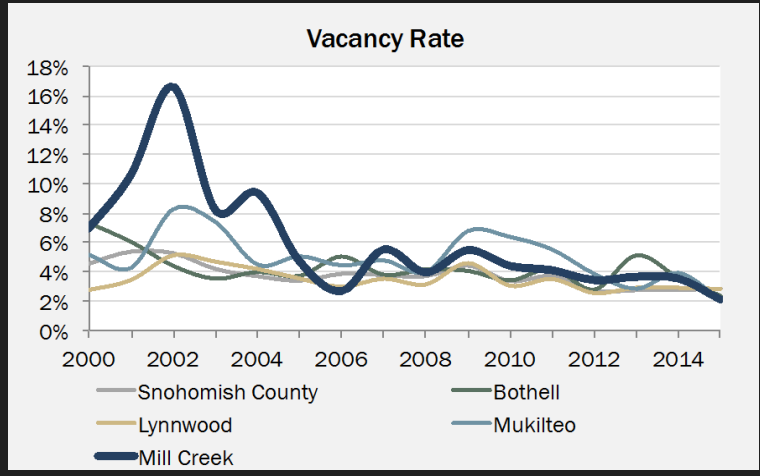
Retail Findings

- Smaller market
- Strong fundamental
(low vacancy and high rents)
- Room for additional investment

Multifamily Development Trends



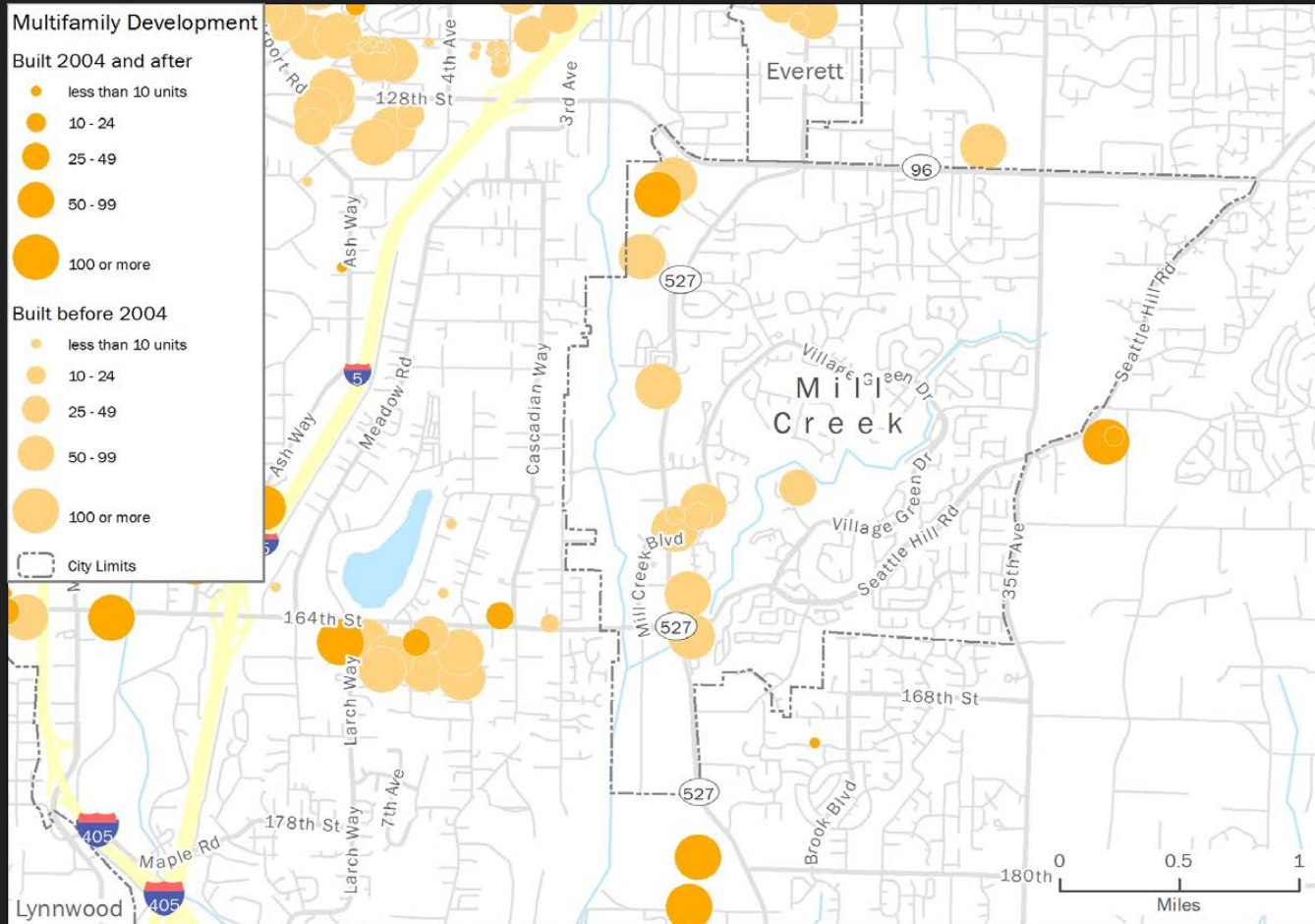
Multifamily Development Trends



ECONorthwest

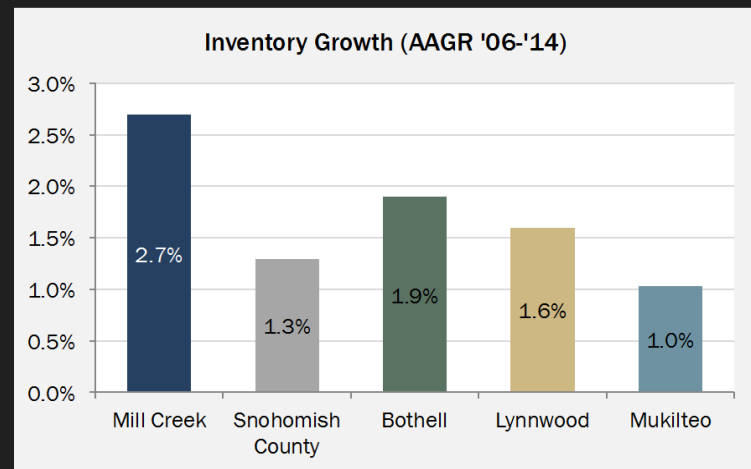
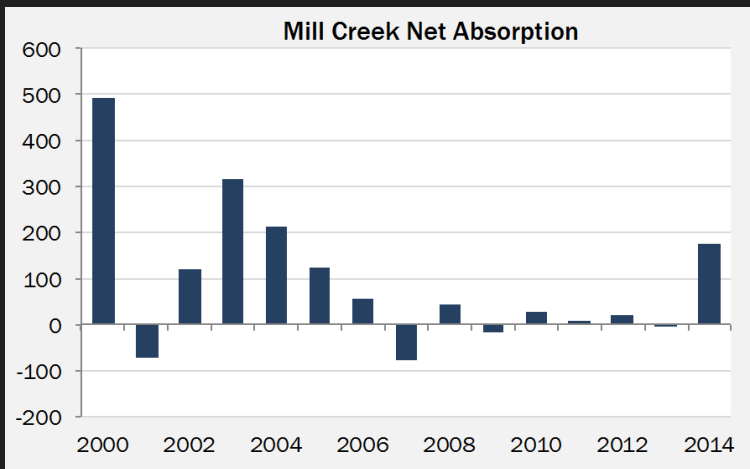
ECONOMICS • FINANCE • PLANNING

Market Assessment



Portland | Eugene | Seattle | Boise

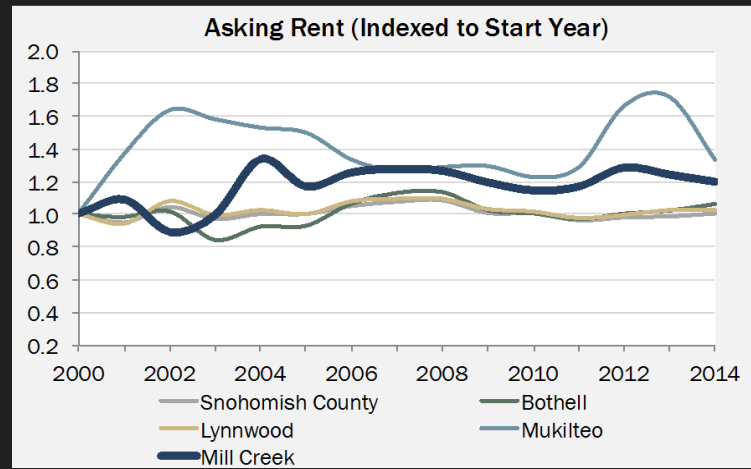
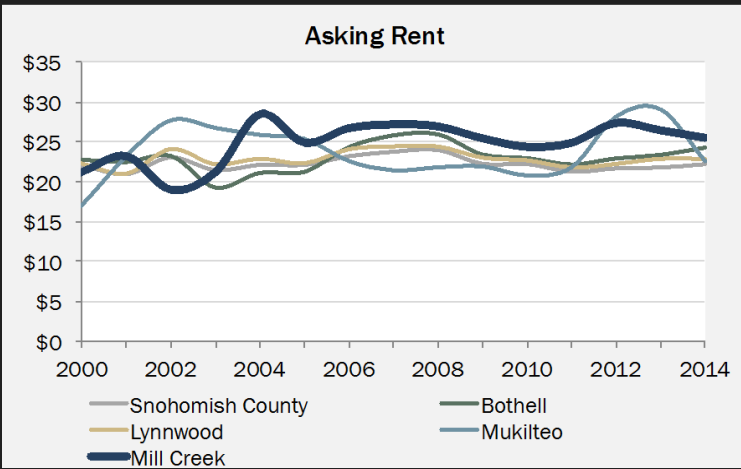
Multifamily Development Trends



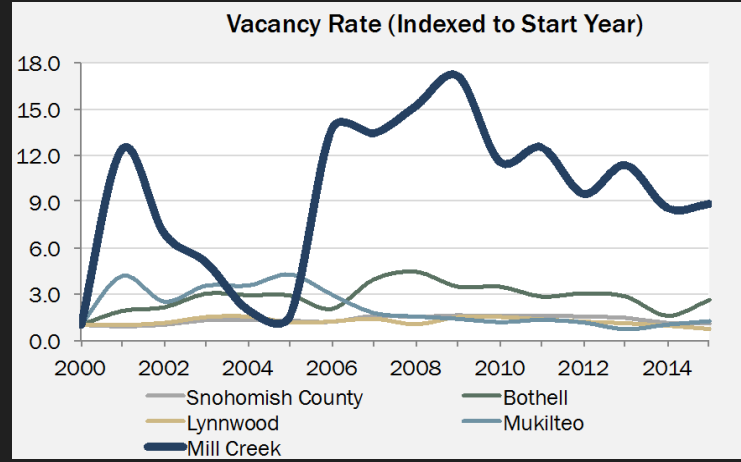
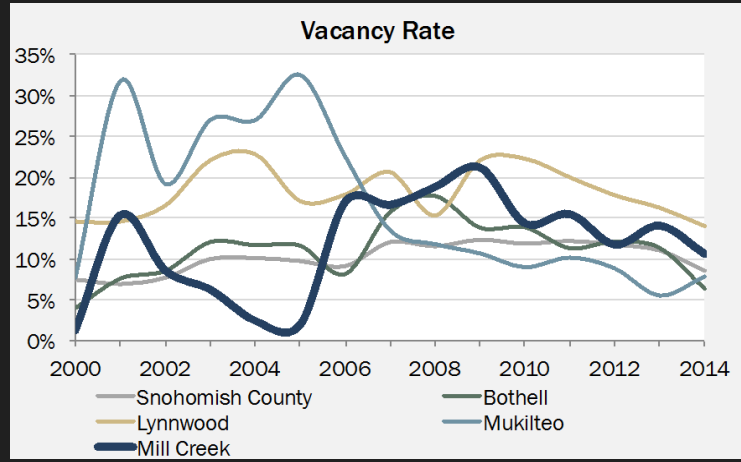
Multi-Family Findings

- Strong local market for housing
- Room for additional investment

Office Development Trends



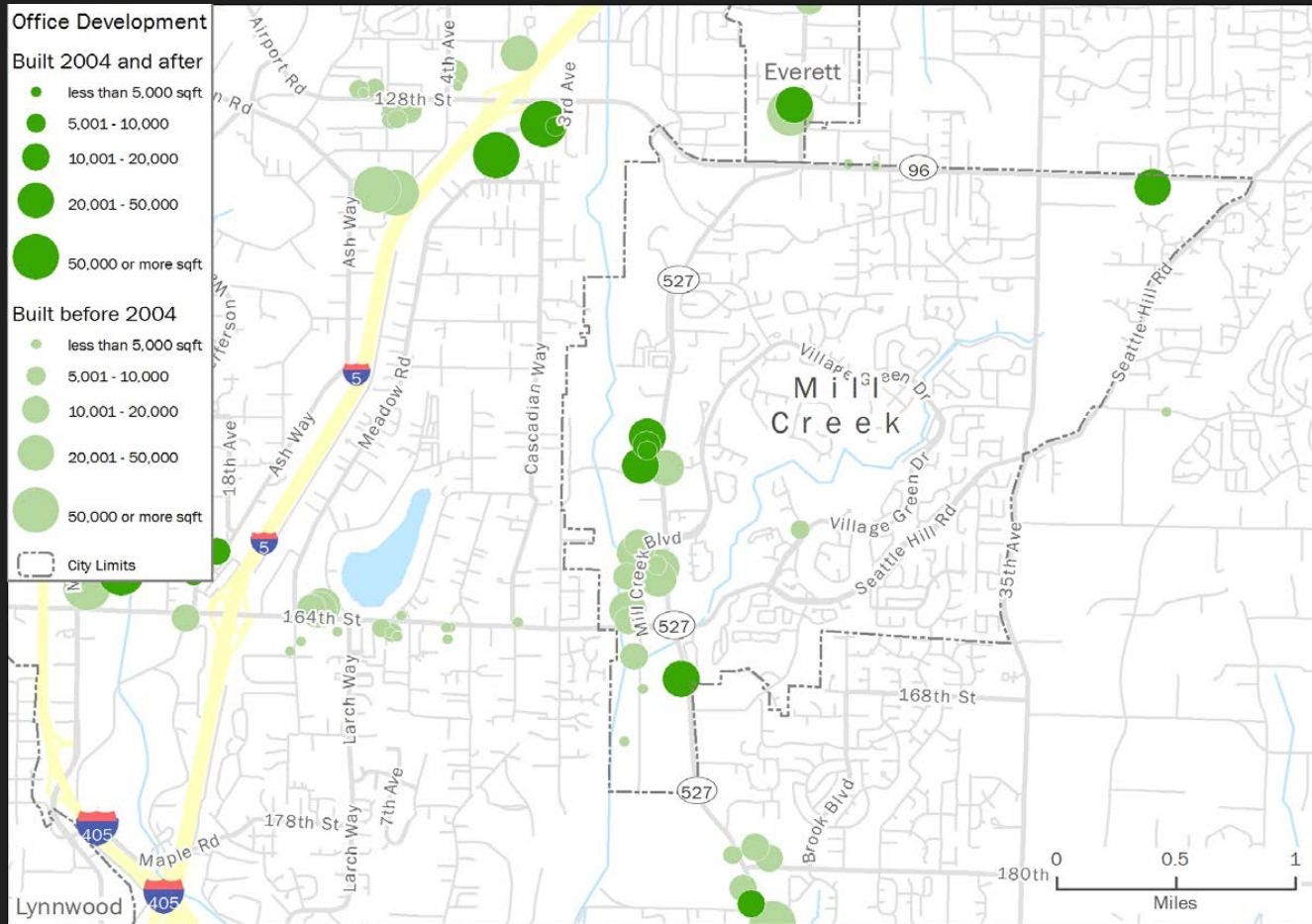
Office Development Trends



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Market Assessment



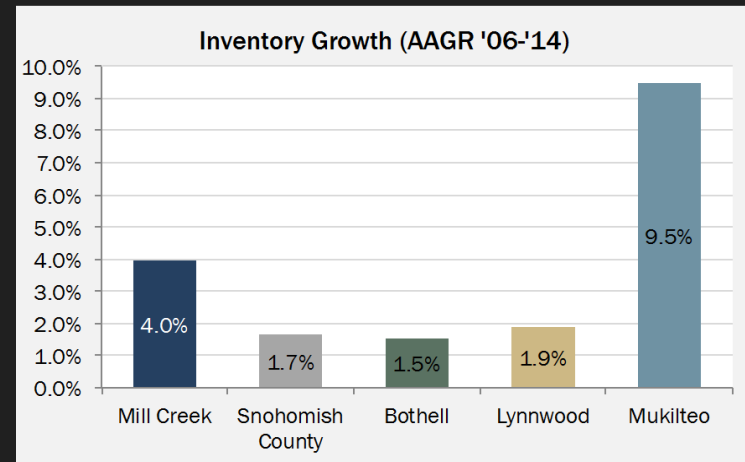
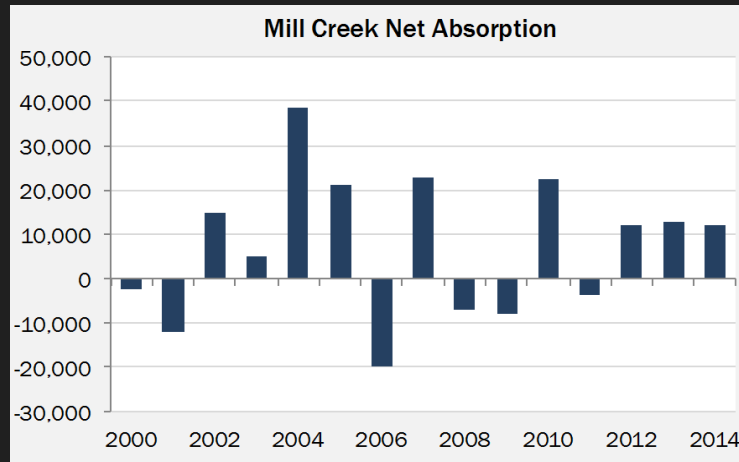
Portland

Eugene

Seattle

Boise

Office Development Trends



Office Findings

- Smaller market
- Slacker conditions in the office
- Improving conditions for smaller scale project
- Recent successful projects

Comparable Properties

Portland | Eugene | Seattle | Boise

Comparable Building Type Analysis

- Big Box Store
- Retail Shopping Strip
- Mixed Use Project
- Office Building
- Grocery

EGUV Site Characteristics

| Indicator | Value |
|--|--|
| Area (SF) | NA |
| Submarket Rent | NA |
| Characteristics of ara within three miles | |
| Population | 93,457 |
| Households | 33,831 |
| Median Household Inc | \$86,343 |
| Daytime Employees | 18,215 |
| Traffic | 32,000 counted within one-tenth of a mile away |
| Source: CoStar | |

Big Box Store

| Indicator | Low Value | High Value |
|---|---|------------|
| Area (SF) | 105,727 | 150,580 |
| Submarket Rent | \$17.42 | \$27.30 |
| Characteristics of area within three miles | | |
| Population | 117,278 | 141,796 |
| Households | 45,706 | 54,629 |
| Median Household Inc | \$54,128 | \$67,251 |
| Daytime Employees | 44,623 | 45,947 |
| Traffic | 9,700 to 36,000 counted within a quarter-mile | |
| Source: CoStar | | |
| Properties Sampled: 4 | | |
| Example Tenants: Malls, Target, Wal-Mart, JC Penney | | |



Retail Shopping Strip

| Indicator | Low Value | High Value |
|--|--|------------|
| Area (SF) | 8,400 | 26,296 |
| Submarket Rents | \$17.46 | \$25.70 |
| Characteristics of area within three miles | | |
| Population | 19,379 | 138,259 |
| Households | 7,382 | 54,864 |
| Median Household Inco | \$62,819 | \$85,711 |
| Daytime Employees | 8,260 | 54,423 |
| Traffic | From roughly 1,300 to 28,000 counted within a quarter-mile | |
| Source: CoStar | | |
| Properties Sampled: 5 | | |
| Example Tenants: Ice Cream Stores, Pizza Parlors, Insurance Offices, Nail Salons, Martial Arts Gyms, Dry Cleaners, Cell Phone | | |



Mixed Use Building

| Indicator | Low Value | High Value |
|---|---|------------|
| Area (SF) | 5,850 | 168,560 |
| Submarket Rent | NA | NA |
| Characteristics of area within three miles | | |
| Population | 71,175 | 115,287 |
| Households | 28,016 | 43,202 |
| Median Household Inc. | \$79,473 | \$92,246 |
| Daytime Employees | 19,922 | 50,090 |
| Traffic | 6,718 to 20,100 counted within a quarter-mile | |
| Source: CoStar | | |
| Properties Sampled: 3 | | |



Portland



Eugene



Seattle



Boise

Office Building

| Indicator | Low Value | High Value |
|---|--|------------|
| Area (SF) | 18,771 | 70,371 |
| Submarket Rent | \$21.59 | \$29.66 |
| Characteristics of area within three miles | | |
| Population | 110,627 | 129,335 |
| Households | 43,208 | 50,892 |
| Median Household Inc | \$63,057 | \$76,636 |
| Daytime Employees | 31,554 | 54,150 |
| Traffic | 14,900 to 41,380 counted within a third-mile | |
| Source: CoStar | | |
| Properties Sampled: 3 | | |
| Example Tenants: IT Management Company, State Government Offices, Non-profit Offices | | |



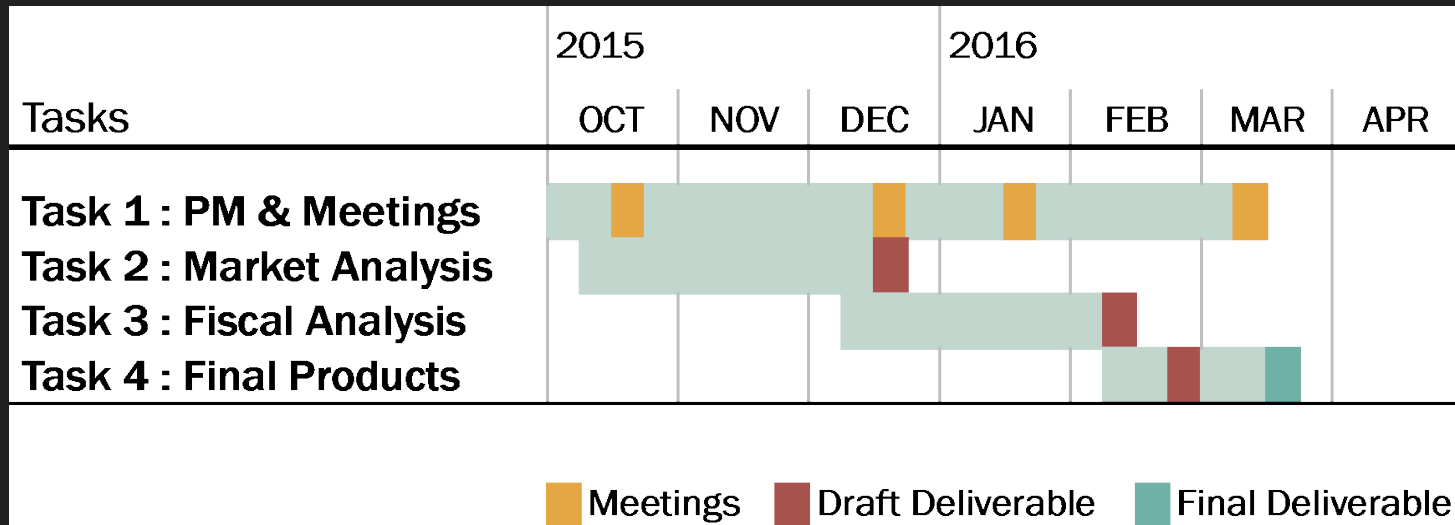
Grocery Building

| Indicator | Low Value | High Value |
|---|--|------------|
| Area (SF) | 42,067 | 179,293 |
| Submarket Rent | \$13.38 | \$18.86 |
| Characteristics of ara within three miles | | |
| Population | 44,737 | 144,800 |
| Households | 18,242 | 56,885 |
| Median Household Inc | \$47,102 | \$86,782 |
| Daytime Employees | 37,131 | 49,509 |
| Traffic | 13,700 to 22,175 within a quarter-mile | |
| Source: CoStar | | |
| Properties Sampled: 4 | | |
| Example Tenants: QFC Foods, Safeway, Fred Meyer, Albertson's | | |



Implications for Remainder of Project

- Development Moratorium
- Development Scenarios
- LRF Program and Timing



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Portland



Eugene



Seattle



Boise



Agenda Item # _____
Meeting Date: December 8, 2015

CITY COUNCIL AGENDA SUMMARY
City of Mill Creek, Washington

AGENDA ITEM: 2015-2016 BUDGET AMENDMENT

KEY FACTS AND INFORMATION SUMMARY: In December, 2014 the City Council adopted the 2015-2016 budget for all funds. RCW 35A.33.120 limits annual expenditures to the amounts appropriated for each fund for the current fiscal year. A standard year-end fiscal management procedure is to examine year-to-date expenditures and forecast them through the year-end period. When this analysis reveals a variance between the budgeted appropriations and expenditure projections, a budget amendment is necessary. Based on the foregoing analysis, the following are the recommended budget amendments for 2015.

| Budget Amendment Item | Department | Amount | | Explanation/Description |
|--------------------------------|--------------|---------------------|-----------|---|
| | | Increase/(Decrease) | | |
| Mill Creek Road Sidewalk T-68 | Fund 318 | Expense | (500,000) | No grant no project |
| Indirect Federal Grant | Fund 318 | Revenue | (500,000) | No grant no project |
| | | | | New gas tax and population growth above |
| Motor Vehicle Fuel Tax | Fund 103 | Revenue | 59,000 | projection |
| Transfer In from General Fund | Fund 103 | Expense | (42,214) | GF Savings from no Transfer to Fund 103 |
| Transfer Out to Street Fund | Non-dept. | Revenue | (42,214) | GF Savings from no Transfer to Fund 103 |
| | | | | Chief's replacement vehicle & higher outfitting |
| Police Vehicle Replacement | Fund 509 | Expense | 43,000 | costs for SUV's |
| Transfer In from General Fund | Fund 103 | Revenue | (17,786) | Proper cost allocation of employee expenses |
| Transfer out to Street Fund | Non-dept. | Expense | (17,786) | Proper cost allocation of employee expenses |
| Street Fund Salary Adjustment | Fund 103 | Expense | (17,786) | Proper cost allocation of employee expenses |
| Public Works Salary Adjustment | Public Works | Expense | 17,786 | Proper cost allocation of employee expenses |

CITY MANAGER RECOMMENDATION:

The City Manager recommends the City Council adopt the proposed budget amendments as summarized in the attached ordinance.

ATTACHMENTS:

- Ordinance amending the 2015-2016 biennial budget

Respectfully Submitted:

Rebecca C. Polizzotto
City Manager

ORDINANCE NO. 2015-_____

**AN ORDINANCE OF THE CITY OF MILL CREEK, WASHINGTON,
ADJUSTING APPROPRIATIONS IN THE 2015-2016 BUDGET,
ORIGINALLY ADPOTED BY ORDINANCE 2014-791.**

WHEREAS, the City previously adopted the 2015 - 2016 budget by adopting Ordinance 2014-791; and

WHEREAS, the City is required by law to ensure expenditures do not exceed appropriations in any fund; and

WHEREAS, certain expenses have been identified for adjustment in the General Fund, Road Improvement Fund, Street Fund, and Equipment Replacement Fund.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF MILL CREEK, WASHINGTON, ORDAINS AS FOLLOWS:

Section 1: Section 1 of Ordinance 2014-791 is hereby amended as follows: In accordance with the provisions of RCW 35A.33.075 the appropriations budget of the City of Mill Creek for the years 2015 - 2016 in the aggregate amount of \$39,972,247~~\$40,489,247~~ is hereby adopted.

Section 2: Exhibit A to Ordinance 2014-791 is amended as shown in Exhibit A attached to this Ordinance.

Section 3: This Ordinance shall take effect and be in full force five (5) days after publication of the ordinance, or a summary thereof, consisting of the title.

Passed in open meeting this 8th day of December, 2015 by a vote of _____ for, _____ against, and _____ abstaining.

APPROVED:

PAM PRUITT, MAYOR

ATTEST/AUTHENTICATED:

KELLY M. CHELIN, CITY CLERK

APPROVED AS TO FORM:

SHANE A. MOLONEY, CITY ATTORNEY

FILED WITH THE CITY CLERK: _____

PASSED BY THE CITY COUNCIL: _____

PUBLISHED: _____

EFFECTIVE DATE: _____

ORDINANCE NO: _____

EXHIBIT A
City of Mill Creek 2015 - 2016 Biennial Budget Summary

| FUND NAME | Budgeted Beginning Balance | Budgeted Revenues | Budgeted Expenditures | Budgeted Ending Balance |
|---|---|--|--|---|
| General Fund | | | | |
| Legislative | | | 110,195 | |
| Executive | | | 1,634,994 | |
| Finance | | | 1,351,198 | |
| Police | | | 9,157,716 | |
| Criminal Justice | | | 936,538 | |
| Non-Departmental | | | <u>8,390,741</u> - <u>8,450,741</u> | |
| Community Development/Building | | | 2,242,915 | |
| Public Works | | | <u>1,672,780</u> - <u>1,654,994</u> | |
| Total General Fund | \$6,627,629 | \$23,762,157 | <u>25,497,077</u> - <u>25,539,291</u> | <u>4,892,709</u> - <u>4,850,495</u> |
| Special Revenue Funds | | | | |
| City Streets | 242,659 | <u>908,713</u> - <u>909,713</u> | <u>1,094,222</u> - <u>1,112,008</u> | <u>57,150</u> - <u>40,364</u> |
| Council Contingency | 87,721 | 100 | 22,000 | 65,821 |
| Municipal Arts | 28,476 | 10,000 | 15,000 | 23,476 |
| Paths & Trails | 6,483 | 4,000 | 4,000 | 6,483 |
| Drug Buy Fund | 40,520 | 25,000 | 15,000 | 50,520 |
| Beautification Fund | 8,891 | 0 | 1,500 | 7,391 |
| Annex Building | 754,223 | 369,000 | 860,294 | 262,929 |
| 35th Avenue Reserve | 236,000 | 0 | 236,000 | 0 |
| Debt Service Funds | | | | |
| Debt Service Fund | 9,940 | 259,485 | 259,395 | 10,030 |
| Local Revitalization Financing Debt Service Fund | 0 | 22,000 | 0 | 22,000 |
| Capital Improvement Funds | | | | |
| Real Estate Excise Tax | 2,850,500 | 1,470,000 | 2,876,000 | 1,444,500 |
| Capital Improvement | 2,615 | 1,510,000 | 1,510,000 | 2,615 |
| Park Improvement | 2,113,402 | 517,000 | 1,410,000 | 1,220,402 |
| Road Improvement | 22,861 | <u>2,722,000</u> - <u>3,222,000</u> | <u>2,150,000</u> - <u>2,650,000</u> | 594,861 |
| Enterprise & Internal Service Funds | | | | |
| Surface Water | 1,184,428 | 1,513,735 | 2,362,752 | 335,411 |
| Recreation Enterprise | 26,011 | 1,245,062 | 1,260,385 | 10,688 |
| Equipment Replacement | 1,644,258 | 325,592 | <u>383,622</u> - <u>340,622</u> | <u>1,586,228</u> - <u>1,629,228</u> |
| Unemployment Self-Insurance | 29,478 | 0 | 15,000 | 14,478 |
| Total All Funds | \$15,916,095 | <u>\$34,663,844</u> - <u>\$35,164,844</u> | <u>\$39,972,247</u> - <u>\$40,489,247</u> | <u>\$ 10,607,692</u> - <u>\$10,591,692</u> |



Date: December 8th, 2015

| A/P Check Batches | | |
|-------------------|----------------------------------|---------------------|
| Dated | Check Numbers | Amount |
| 11/30/2015 | EFT Debit-Dept of Rev.-Sales Tax | \$6,774.60 |
| 11/30/2015 | 54616-54685 | \$133,892.87 |
| Total | | \$140,667.47 |

| Voided Checks | |
|---------------|-------------|
| Numbers | Explanation |
| | |


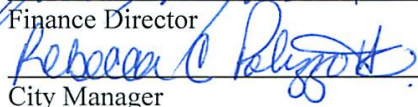
CLAIMS APPROVAL

We, the undersigned Finance/Audit Committee of the City of Mill Creek, recommend approval of check numbers 54616 through 54685, in the amount of \$140,667.47.


We recommend approval of the above stated amount with the following exceptions:

Councilmember

Councilmember


 Finance Director

 City Manager

F:\DATA\EXECUTIVE\WPF\FORMS\FIN\Voucher Approval1.doc

| | | |
|---|--|-----------------------|
|  Electronic Filing – Washington State | E-file Time: 12:31 PM | help? |
| | My Account Home Account(s) Account Activity List Server Suggestions Logout | |

CITY OF MILL CREEK 600-598-011

Confirmation

| | |
|----------------------------|------------------------|
| Confirmation Number | 16824963 |
| Tax Registration Number | 600598011 |
| Reporting Period | 10/2015 |
| Payment Type | EFT Debit |
| Date and Time Submitted | 11/25/2015 12:31:37 PM |
| Date of Transfer | 11/30/2015 |
| Payment Amount | 6,774.60 |
| Person Completing Return | Joshus Roundy |
| Person Authorizing Payment | Josh Roundy |

Your return and payment have been submitted. For easy reference, print this page and retain it with your tax records.

| | |
|--|------------------------------------|
| Return to Account List | Print Confirmation |
| View Printable Return | |

Confirmation

**For Assistance Call:
1-877-345-3353**

Accounts Payable

Checks by Date - Detail by Check Date

User: jodieg
 Printed: 12/2/2015 10:03 AM



| Check No | Vendor No Invoice No | Vendor Name Description | Check Date Reference | Void Checks | Check Amount |
|----------|-------------------------|--|-------------------------|-------------------------------|---------------|
| 54616 | AMTESTIN 89548 | Am Test, Inc 5 Fecal Coliform Analysis | 11/30/2015 | | 125.00 |
| | | | | Total for Check Number 54616: | 0.00 125.00 |
| 54617 | AT&TWIR 287245699226 | AT&T Mobility Pine Meadow Irrig Line | 11/30/2015 | | 16.39 |
| | | | | Total for Check Number 54617: | 0.00 16.39 |
| 54618 | BANKCAR2 | Bank of America | 11/30/2015 | | |
| | 1 | AA-24Pk Batteries-Calibrate PBT's | | | 22.24 |
| | 10 | Coffee SnoCom TAC Mtg 10/20-PD Hosted | | | 16.39 |
| | 11 | Plaque-Employee Appreciation | | | 139.78 |
| | 12 | Whistles/Pencils/Coloring Books-Crime Prevent | | | 779.00 |
| | 13 | ID-K Neaville-Retired | | | 13.00 |
| | 2 | 1 Seagate Backup for Phone Warrant Case#2015 | | | 97.54 |
| | 3 | 10 Yr Service Award-D Gilbertson | | | 172.75 |
| | 4 | Replacement Remote Control-Patrol Area Timer | | | 30.25 |
| | 5 | Coffee-Chiefs Mtg w/Marsville Chief-De-Brief 1 | | | 16.39 |
| | 6 | Coffee-Chiefs Mtg w/Marysville Chief-De-Brief | | | 11.97 |
| | 7 | Refreshments TAC Mtg 10/20-PD Hosted | | | 8.01 |
| | 8 | Refreshments-Chiefs Mtg w/Marysville Chief-D | | | 10.99 |
| | 9 | Refreshments SnoCom TAC Mtg 10/20-PD Host | | | 14.98 |
| | | | | Total for Check Number 54618: | 0.00 1,333.29 |
| 54619 | Bankcard | Bank of America | 11/30/2015 | | |
| | 1 | Refund ACCIS Conf-J Busch | | | -75.00 |
| | 10 | LexisNexis Monthly Fee-August | | | 152.35 |
| | 11 | Labor Law Posters w/1 yr Update | | | 32.87 |
| | 12 | Finding the Leader In You-S Conner | | | 239.00 |
| | 13 | Halloween Group Costume Prize-Wellness Even | | | 40.85 |
| | 14 | MybuildingPermit.com Monthly Fee | | | 59.95 |
| | 15 | Good2Go Auto Replenishment | | | 30.00 |
| | 17 | CrimeReports Monthly Fee | | | 99.00 |
| | 18 | Parking 11/04-DES Training-J Gunderson/N Bea | | | 10.00 |
| | 19 | Supplies-Movember Wellness Event | | | 40.62 |
| | 2 | Refund ACCIS Lodging Deposit-J Busch | | | -139.38 |
| | 3 | 6 Good2Go-Flex Pass & Deposit | | | 105.00 |
| | 4 | Sensor Cloud Wireless Monitoring Plan 10/10-11 | | | 9.95 |
| | 5 | Parking 10/13-GIS PW Mtg-L Celustka | | | 3.00 |
| | 6 | Awards-Employee Appreciation Event | | | 277.47 |
| | 7 | 5.0 Adv Long Term-Lid Operations-M Chew | | | 43.19 |
| | 8 | 5.1 Adv Long Term-Lid Operations-M Chew | | | 43.19 |
| | 9 | Awards-Employee Appreciation Event | | | 170.98 |
| | | | | Total for Check Number 54619: | 0.00 1,143.04 |
| 54620 | BANKCR13 | Business Card Bank of America | 11/30/2015 | | |

AGENDA ITEM #G.

| Check No | Vendor No Invoice No | Vendor Name Description | Check Date Reference | Void Checks | Check Amount |
|----------|-------------------------|--|-------------------------|-------------------------------|------------------|
| | 1 | 10-Binders-Emergency Management CEMP | | | 32.77 |
| | | | | Total for Check Number 54620: | 0.00 32.77 |
| 54621 | BANKCR15 | Bank of America | 11/30/2015 | | |
| | 1 | 125 DZ-4"x6" American Flags-Veterans Day Pa | | | 498.75 |
| | 2 | Candy-Trunk or Treat Event | | | 500.00 |
| | | | | Total for Check Number 54621: | 0.00 998.75 |
| 54622 | BANKCR16 | Bank of America | 11/30/2015 | | |
| | 1 | WABO Fall Qtr Business Mtg 10/15-16-T Nordt | | | 60.00 |
| | 2 | Landscape Architecture Magazine Subscription | | | 59.00 |
| | 3 | Recording Fees-Vintage | | | 91.00 |
| | | | | Total for Check Number 54622: | 0.00 210.00 |
| 54623 | BANKCR18 | Business Card | 11/30/2015 | | |
| | 1 | Parking 10/9-Police Legal Advisors Mtg-S Molo | | | 9.00 |
| | 2 | Parking 10/21-ECM Demo Training-S Moloney | | | 6.00 |
| | | | | Total for Check Number 54623: | 0.00 15.00 |
| 54624 | BANKCR19 | Business Card | 11/30/2015 | | |
| | 1 | Gold Star Lapel Pins-10/Set | | | 30.85 |
| | 2 | 75 Teamwork Lanyards | | | 176.83 |
| | 3 | Gift Bags/Decorations-Employee Appreciation E | | | 20.09 |
| | 4 | Candy-Employee Appreciation Event | | | 23.98 |
| | 5 | Flowers for Organizers-Employee Appreciation | | | 42.71 |
| | 6 | 20-Gold Star Lapel Pins-10/Set | | | 263.95 |
| | 7 | 1-American Flag Pin 6Pcs-Veterans Parade | | | 8.99 |
| | 8 | 1-American Flag Pin 6Pcs-Veterans Parade | | | 8.99 |
| | 9 | 125 Pes-Pay Day Magnets | | | 50.50 |
| | | | | Total for Check Number 54624: | 0.00 626.89 |
| 54625 | BANKCR20 | Business Card | 11/30/2015 | | |
| | 1 | 6 - 3" x 1000ft Caution Tape | | | 58.45 |
| | 2 | K Source Fit System-Replacement Mirror Head | | | 73.51 |
| | 3 | Timber/Concrete Mix/Screws | | | 83.18 |
| | 4 | Timber/Screws-Library Fence | | | 90.90 |
| | 5 | Misc Shop Supplies | | | 23.04 |
| | 6 | Street Light Hardware | | | 7.53 |
| | 7 | Water Pump Hose/Dewatering Vaults | | | 56.52 |
| | 7A | Leather Gloves & Brake Cleaner | | | 36.03 |
| | | | | Total for Check Number 54625: | 0.00 429.16 |
| 54626 | BANKCR21 | Business Card | 11/30/2015 | | |
| | 1 | General Office Supplies | | | 250.54 |
| | | | | Total for Check Number 54626: | 0.00 250.54 |
| 54627 | BENEAD 1511517 | Benefit Administration Co, LLC Section 125 Flexible Benefits Plan-Nov | 11/30/2015 | | 161.10 |
| | | | | Total for Check Number 54627: | 0.00 161.10 |
| 54628 | CHIEFSU 401319 | Chief/Law Enforcement Supply 15 Cs - 30 Min Flares | 11/30/2015 | | 1,471.60 |

| Check No | Vendor No Invoice No | Vendor Name Description | Check Date Reference | Void Checks | Check Amount |
|----------|--------------------------------------|---|-------------------------------|-------------|------------------|
| | | | Total for Check Number 54628: | 0.00 | 1,471.60 |
| 54629 | CIEDMOND RGG-150057 RGG-150067 | City of Edmonds Domestic Violence Coordinator - November 2015 North Sound Metro Swat Team | 11/30/2015 | | 791.11 568.97 |
| | | | Total for Check Number 54629: | 0.00 | 1,360.08 |
| 54630 | CINTAS 460478508 460478508A | Cintas Corporation Loc. #460 Floor Mat Service 11/13 Floor Mat Service 11/13 | 11/30/2015 | | 59.36 34.63 |
| | | | Total for Check Number 54630: | 0.00 | 93.99 |
| 54631 | CITYEVE 115002904 | City of Everett Animals Brought To Shelter - Oct | 11/30/2015 | | 155.00 |
| | | | Total for Check Number 54631: | 0.00 | 155.00 |
| 54632 | COMCAST 0457011 0724345 | Comcast High Speed Internet Fee 11/18-12/17 Internet For ITS 11/14-12/13 | 11/30/2015 | | 189.09 94.09 |
| | | | Total for Check Number 54632: | 0.00 | 283.18 |
| 54633 | DANAT 6022 | Trudy Dana Baby Sitting Safety Class 11/10-11/12 #6022 | 11/30/2015 | | 672.00 |
| | | | Total for Check Number 54633: | 0.00 | 672.00 |
| 54634 | DAYWIRE 399911 | Day Wireless Systems (03) Calibrate SMD Units | 11/30/2015 | | 218.84 |
| | | | Total for Check Number 54634: | 0.00 | 218.84 |
| 54635 | DELLMARK XJTC7MD27 | Dell Marketing LP Battery-Police Vehicle Laptop | 11/30/2015 | | 44.93 |
| | | | Total for Check Number 54635: | 0.00 | 44.93 |
| 54636 | ELLITIRE 072795 | Elliott Tire & Service Inc 8 Tires-Patrol Cars | 11/30/2015 | | 1,214.51 |
| | | | Total for Check Number 54636: | 0.00 | 1,214.51 |
| 54637 | ESCA 015-028 | Emergency Services Coordinating Agency 1 Honda Generator | 11/30/2015 | | 300.00 |
| | | | Total for Check Number 54637: | 0.00 | 300.00 |
| 54638 | FCICUSPV 14858 | FCI Custom Police Vehicles Equip/Build-Ford SUV-Car#43 | 11/30/2015 | | 15,540.03 |
| | | | Total for Check Number 54638: | 0.00 | 15,540.03 |
| 54639 | FELDMAJ October 2015 | Feldman & Lee, P.S. Public Defender Contract Flat Fee - Oct | 11/30/2015 | | 8,750.00 |
| | | | Total for Check Number 54639: | 0.00 | 8,750.00 |
| 54640 | GROUPTH 74009132 | Group Health Cooperative Pre-Employment Exam-J Saga | 11/30/2015 | | 600.00 |

AGENDA ITEM #G.

| Check No | Vendor No Invoice No | Vendor Name Description | Check Date Reference | Void Checks | Check Amount |
|----------|---|---|-------------------------------|-------------|--------------------------------------|
| | | | Total for Check Number 54640: | 0.00 | 600.00 |
| 54641 | GTENORTH 425 316-0326 425 745-6974 | Frontier Alarm System Line Chgs 11/16-12/15 Admin Fax Line/CC Line 11/19-12/18 | 11/30/2015 | | 49.52 152.22 |
| | | | Total for Check Number 54641: | 0.00 | 201.74 |
| 54642 | HARRISF FOCS403947 | Harris Ford TYE Rod Replacment-PW4 | 11/30/2015 | | 308.63 |
| | | | Total for Check Number 54642: | 0.00 | 308.63 |
| 54643 | HUIK 5942 5946 5950 | Kelly Hui Ballet: Creative 10/17-11/21 #5942 Ballet: Creative 10/17-11/21 #5946 Ballet: Beg 10/17-11/21 #5950 | 11/30/2015 | | 385.00 77.00 154.00 |
| | | | Total for Check Number 54643: | 0.00 | 616.00 |
| 54644 | INTSTBAT 1905701027852 1905701028342 | Interstate All Battery Center Lock Battery Pack-Annex/Keypad 1-12Pk 9V Procell/1-24Pk 1.5V AA Procell Batt | 11/30/2015 | | 15.32 33.45 |
| | | | Total for Check Number 54644: | 0.00 | 48.77 |
| 54645 | JOHNCLNR 1661 | John's Cleaning Services Inc Uniform Dry Cleaning & Repairs - Oct | 11/30/2015 | | 174.54 |
| | | | Total for Check Number 54645: | 0.00 | 174.54 |
| 54646 | JOHNSOS 2015-1230 | Stephen Johnson Youth BB Coach Clinic 11/21 | 11/30/2015 | | 200.00 |
| | | | Total for Check Number 54646: | 0.00 | 200.00 |
| 54647 | KEITHN 5939 5968 | Nancy Keith "Frozen" Party 11/21 #5939 Fun with Food: Fall 11/3-11/24 | 11/30/2015 | | 112.00 364.00 |
| | | | Total for Check Number 54647: | 0.00 | 476.00 |
| 54648 | KPFFCON 1115-113521 | KPFF Consulting Engineers Prof Serv 35th Ave Recon Proj 10/1-10/30 | 11/30/2015 | | 9,976.29 |
| | | | Total for Check Number 54648: | 0.00 | 9,976.29 |
| 54649 | KROESENS 28417-2 28418 29085 29228-1 | Kroesen's Uniform Company 1/4 Zip Sweater w/Fleece Liner-N Lewis 1 Blk-Soft Shell Jacket-R Fleming 1 Pr Danner Strickers-CBA-J Mack Academy Uniform-Josh Saga | 11/30/2015 | | 121.65 115.63 189.61 889.56 |
| | | | Total for Check Number 54649: | 0.00 | 1,316.45 |
| 54650 | LESSCHW 30400209071 39500249732 39500254116 39500254929 | Les Schwab Front Disc/Rear Disc Brake Repair-PWS LOF, Brake Rotor/Pads-#32 XTreme Power Battery-2007 Bldg Truck Battery - #38 | 11/30/2015 | | 719.74 477.40 151.80 169.33 |

AGENDA ITEM #G.

| Check No | Vendor No Invoice No | Vendor Name Description | Check Date Reference | Void Checks | Check Amount |
|----------|---------------------------------------|--|-------------------------------|-------------|---------------------------|
| | | | Total for Check Number 54650: | 0.00 | 1,518.27 |
| 54651 | LEXNEXIS 1510419127 | LexisNexis Lexis Nexis Monthly Chgs 10/01-10/31 | 11/30/2015 | | 152.34 |
| | | | Total for Check Number 54651: | 0.00 | 152.34 |
| 54652 | MALTBIEM Reimb Exp | Michele Miller Reimb Lodging 10/11-10/13-WSAPT Conf-M N | 11/30/2015 | | 198.30 |
| | | | Total for Check Number 54652: | 0.00 | 198.30 |
| 54653 | MARKTSOL 21438 | Marketing Solutions Development City Communications Plan-1st Ins | 11/30/2015 | | 7,950.00 |
| | | | Total for Check Number 54653: | 0.00 | 7,950.00 |
| 54654 | MCCOUCB 9080 | Mill Creek Country Club Employee Appreciation Event 10/22 | 11/30/2015 | | 2,936.84 |
| | | | Total for Check Number 54654: | 0.00 | 2,936.84 |
| 54655 | MONPAINT B2015-0670 | Monet Painting and Remodeling Refund 80% Mechanical Permit Fees B2015-067 | 11/30/2015 | | 33.60 |
| | | | Total for Check Number 54655: | 0.00 | 33.60 |
| 54656 | OUTEREDG 6048 | Outer Edge Crossfit Youth Fitness 9/26-11/14 #6048 | 11/30/2015 | | 648.00 |
| | | | Total for Check Number 54656: | 0.00 | 648.00 |
| 54657 | PACAIR 180015RET 183215 | Pacific Air Control, Inc. Retainage-6-Ton Carrier Gas Elec w/Economizer Replaced VAV Controller-Serving East Admin A | 11/30/2015 | | 692.00 1,753.60 |
| | | | Total for Check Number 54657: | 0.00 | 2,445.60 |
| 54658 | PAKOR 8015430 | Pakor Inc 3 Cs Media PP, 2 Cs Folders-Passports | 11/30/2015 | | 839.06 |
| | | | Total for Check Number 54658: | 0.00 | 839.06 |
| 54659 | PERTEET 20150111.002-2 | Perteet Inc ADA Compliance-Signals & Parks 9/28-11/01 | 11/30/2015 | | 6,062.50 |
| | | | Total for Check Number 54659: | 0.00 | 6,062.50 |
| 54660 | PINCTR 1115034 | The Pin Center 67 - Lapel Pins-City Logo w/Years of Service | 11/30/2015 | | 260.75 |
| | | | Total for Check Number 54660: | 0.00 | 260.75 |
| 54661 | PITNEYW 16524092 | Purchase Power Refill Postage Meter | 11/30/2015 | | 2,000.00 |
| | | | Total for Check Number 54661: | 0.00 | 2,000.00 |
| 54662 | PLANTSCP 39810 39810A 39810B | Plantscapes Horticultural Services Exterior Maintenance - Ditch 1 Exterior Maintenance - Ditch 2 Exterior Maintenance - Ditch 3 | 11/30/2015 | | 167.94 97.24 106.07 |

AGENDA ITEM #G.

| Check No | Vendor No Invoice No | Vendor Name Description | Check Date Reference | Void Checks | Check Amount |
|----------|---|--|-------------------------------|-------------|--|
| | 39810C | Exterior Maintenance - NC Dr Pond | | | 247.50 |
| | 39810D | Exterior Maintenance - MC Blvd Pond | | | 97.23 |
| | 39810E | Exterior Maintenance - 9th Ave Pond | | | 220.98 |
| | | | Total for Check Number 54662: | 0.00 | 936.96 |
| 54663 | PLATT H802916 I027336 I027650 | Platt Electric Supply, Inc Various Street Light Bulbs Various Street Light Bulbs 6 Control Twist Lock/5 PHI Alto 12Pk-Street Li | 11/30/2015 | | 451.62 419.45 167.21 |
| | | | Total for Check Number 54663: | 0.00 | 1,038.28 |
| 54664 | PRIMEEL 118151 | Prime Electric, Inc. New Sign Circuit-Annex Signs | 11/30/2015 | | 1,639.62 |
| | | | Total for Check Number 54664: | 0.00 | 1,639.62 |
| 54665 | PUGETSO 200004765331 200004765463 | Puget Sound Energy 15720 Main St 10/17-11/17 15728 Main St 10/17-11/17 | 11/30/2015 | | 234.00 633.80 |
| | | | Total for Check Number 54665: | 0.00 | 867.80 |
| 54666 | SCCFOA 9/24 | Snohomish County Clerks And Finance Off SCCFOA Mtg 9/24-J Roundy | 11/30/2015 | | 18.00 |
| | | | Total for Check Number 54666: | 0.00 | 18.00 |
| 54667 | SDISTCRT October 2015 October 2015A | South District Court Filing Fees SD Court - Oct Interpreter Costs - Oct | 11/30/2015 | | 3,837.67 157.25 |
| | | | Total for Check Number 54667: | 0.00 | 3,994.92 |
| 54668 | SHORTCR 489845-1 | Short Cressman & Burgess PLLC Prof Legal Serv - Oct - Annex Lease | 11/30/2015 | | 62.00 |
| | | | Total for Check Number 54668: | 0.00 | 62.00 |
| 54669 | SNDPUBIN EDH667827 EDH668914 | Sound Publishing Inc Public Hearing - Nov 19 Pub of Ord No. 2015-799 | 11/30/2015 | | 89.44 27.52 |
| | | | Total for Check Number 54669: | 0.00 | 116.96 |
| 54670 | SNOCPUD 2001-0143-4 2001-5445-8 2013-4538-6 2019-4860-1 2022-1236-1 2022-3010-8 2024-6104-2 2026-6749-9 2026-9300-8 2028-5205-9 2031-6469-4 2033-4808-1 | PUD No. 1 of Snohomish County 2725 Seattle Hill Rd 10/09-11/06 2720 Seattle Hill Rd 10/09-11/06 2501 147th Pl SE 10/21-11/19 13903 N Creek Dr 10/16-11/16 928 Dumas Rd 10/16-11/16 1900 164th St SE 10/09-11/06 15803 32nd Ave SE 10/09-11/06 2024 Seattle Hill Rd 10/09-11/06 15720 Main St 10/15-11/13 15720 Main St Unit B 10/15-11/13 13510 N Creek Dr 10/16-11/16 14810 35th Ave SE 10/09-11/06 | 11/30/2015 | | 15.37 15.37 32.31 935.18 144.36 28.26 27.56 33.00 1,433.42 347.18 49.27 61.01 |
| | | | Total for Check Number 54670: | 0.00 | 3,122.29 |

AGENDA ITEM #G.

| Check No | Vendor No Invoice No | Vendor Name Description | Check Date Reference | Void Checks | Check Amount |
|----------|--------------------------------------|--|-------------------------------|-------------|------------------|
| 54671 | STARDMSV 0116323-IN 0116324-IN | Stardom Services Inc Janitorial Services - Nov - Annex Janitorial Services - Nov - City Hall | 11/30/2015 | | 927.94 995.00 |
| | | | Total for Check Number 54671: | 0.00 | 1,922.94 |
| 54672 | STATEAUD L111066 | State Auditor's Office Statutory Audit Services 2013-2014 | 11/30/2015 | | 33,796.15 |
| | | | Total for Check Number 54672: | 0.00 | 33,796.15 |
| 54673 | STERICYC 3003209843 | Stericycle Inc Biomedical Waste Services - Monthly Fee | 11/30/2015 | | 10.36 |
| | | | Total for Check Number 54673: | 0.00 | 10.36 |
| 54674 | TLOLLC 839489 | TransUnion Risk and Alternative Background/Identity Investigations-Oct | 11/30/2015 | | 10.00 |
| | | | Total for Check Number 54674: | 0.00 | 10.00 |
| 54675 | TRAMMELI 6056 | Lori Trammel Seasonal Cupcake Class 11/14 #6056 | 11/30/2015 | | 112.00 |
| | | | Total for Check Number 54675: | 0.00 | 112.00 |
| 54676 | ULINE 71974506 | Uline 1 Bx - 2x3 Pre-Punched Sleeves-ID/Access Slec | 11/30/2015 | | 36.43 |
| | | | Total for Check Number 54676: | 0.00 | 36.43 |
| 54677 | USIC 152417 152417A | USIC Locating Services Inc 92 NC Locates/75 Ticket Locates-Oct 92 NC Locates/75 Ticket Locates-Oct | 11/30/2015 | | 843.75 843.75 |
| | | | Total for Check Number 54677: | 0.00 | 1,687.50 |
| 54678 | VERIZON 9754253160 | Verizon Wireless Air Card/USB Cell Chgs 09/21-10/20-PD | 11/30/2015 | | 1,149.92 |
| | | | Total for Check Number 54678: | 0.00 | 1,149.92 |
| 54679 | WASTPAT 116003142 | Washington State Patrol Background Checks - Oct | 11/30/2015 | | 59.00 |
| | | | Total for Check Number 54679: | 0.00 | 59.00 |
| 54680 | WELLSFRL 5002645934 | Wells Fargo Financial Leasing Ricoh Printer Lease 12/18-01/17 | 11/30/2015 | | 61.89 |
| | | | Total for Check Number 54680: | 0.00 | 61.89 |
| 54681 | WINSUPP 010643-00 | Winsupply Company Supplies De-Icer Storage Tank Containment Rep | 11/30/2015 | | 18.80 |
| | | | Total for Check Number 54681: | 0.00 | 18.80 |
| 54682 | XOTUML 2001099.002 | Linda Otum Refund Facility Rental Damage Deposit | 11/30/2015 | | 150.00 |
| | | | Total for Check Number 54682: | 0.00 | 150.00 |
| 54683 | XTHOMPSJ | Jennifer Thompson | 11/30/2015 | | |

AGENDA ITEM #G.

| Check No | Vendor No Invoice No | Vendor Name Description | Check Date Reference | Void Checks | Check Amount |
|----------|-------------------------|---|-------------------------------|-------------|--------------|
| | 2001104.002 | Refund Youth BB-Boys 6th Grade-Braden | | | 70.00 |
| | | | Total for Check Number 54683: | 0.00 | 70.00 |
| 54684 | XYORKL 2001105.002 | Linda York Refund Youth BB-Boys 6th Grd-Aidan | 11/30/2015 | | 70.00 |
| | | | Total for Check Number 54684: | 0.00 | 70.00 |
| 54685 | ZAC&THOM 1151 | Zachor & Thomas, Inc., P.S. Monthly Prosecution Legal Retainer-Nov | 11/30/2015 | | 8,531.28 |
| | | | Total for Check Number 54685: | 0.00 | 8,531.28 |
| | | | Total for 11/30/2015: | 0.00 | 133,892.87 |
| | | | Report Total (70 checks): | 0.00 | 133,892.87 |



Date: December 8th, 2015

| Payroll Check Batches | | |
|-----------------------|-----------------------------------|---------------------|
| Dated | Check Numbers | Amount |
| 12/05/15 | ACH Automatic Deposit Checks | \$150,656.84 |
| 11/20/15 | ACH Wire MEBT- Wilmington Trust | \$27,027.50 |
| 11/20/15 | ACH Wire- BAC- Flex Spending Acct | \$1,732.53 |
| 11/20/15 | ACH Wire- ICMA RC- Def. Comp | \$2,048.93 |
| Total | | \$181,465.80 |

| Voided Checks | |
|---------------|-------------|
| Numbers | Explanation |
| | |

CLAIMS APPROVAL

We, the undersigned Finance/Audit Committee of the City of Mill Creek, recommend approval of the ACH Automatic Deposit checks and ACH Wire Transfers in the amount of \$181,465.80.

We recommend approval of the above stated amount with the following exceptions:

_____ Councilmember _____ Finance Director

_____ Councilmember _____ City Manager

G:\Finance\WP\Payroll\Payroll Voucher Approval .doc

Validator Summary Report

Validator Summary Report

Report Date: 12/02/2015
Report Time: 01:35:15 PM

Import Date: 12/02/2015
Import Time: 13:35:14
Customer: City of Mill Creek
User: JOSHROUNDY
File: dec52015

Exception List:

| <u>Rec #</u> | <u>Name</u> | <u>ID Number</u> | <u>Amount</u> | <u>D/C</u> | <u>Comments</u> |
|-------------------------------|-------------|------------------|-------------------------------|--------------|--------------------------------------|
| Total Batches in File: | | 1 | Total Batches Accepted: | 1 | Total Batches Rejected: 0 |
| Total Records In File: | | 108 | Total Records Accepted: | 108 | Total Records Rejected: 0 |
| Total Accepted Debit Amount: | | \$0.00 | Total Accepted Dollar Amount: | \$150,656.84 | Total Rejected Dollar Amount: \$0.00 |
| Total Accepted Credit Amount: | | \$150,656.84 | | | |

Payment Approval Confirmation



Company: City of Mill Creek
Requester: Manuel, Landy
Run Date: 11/20/2015 2:11:26 PM CST

Domestic High Value (Wire)
Payment Category:Urgent/Wire

Status: Processing by Bank
Transaction Number: 15BKF09160XK2B11

Template Name: WILTRUST
Template Code: WILTRUST

Debit Account Information

Debit Bank: 125000024
Debit Account: 000060104700
Debit Account Name: Treas Checking
Debit Currency: USD

Beneficiary Details

Beneficiary Name: MATRIX TRUST COMPANY
Beneficiary Address: NA
Beneficiary City: NA
Beneficiary Postal Code: NA
Beneficiary Country: US - United States of America

Beneficiary Account: 9852374595
Beneficiary Bank ID: 022000046
MANUFACTURERS AND TRADERS TR C
ONE M AND T PLAZA, 15TH FL
BUFFALO
US - United States of America

Beneficiary Email:
Beneficiary Mobile Number:

Payment Details

Credit Currency: USD
Credit Amount: 27,027.50

Value Date: 11/23/2015

Optional Information

Sender's Reference Number: CITY MILL CREEK

Beneficiary Information: City of Mill Creek n3177e

Additional Routing

Intermediary Bank ID:

Receiver Information:

Control Information

Input: lm844883
Approved: lm844883
Initial Confirmation: WTX:2015112000301595

Input Time: 11/20/2015 2:09:34 PM CST
Time: 11/20/2015 2:11:03 PM CST

Payment Approval Confirmation



Company: City of Mill Creek
Requester: Manuel, Landy
Run Date: 11/20/2015 2:11:26 PM CST

Domestic High Value (Wire)

Payment Category:Urgent/Wire

Status: Processing by Bank
Transaction Number: 15BKF0724QBK2815

Template Name: Benefit Administration Company
Template Code: BAC

Debit Account Information

Debit Bank: 125000024
Debit Account: 000060104700
Debit Account Name: Treas Checking
Debit Currency: USD

Beneficiary Details

Beneficiary Name: Benefit Administration Company
Beneficiary Address: P.O. Box 550
Beneficiary City: Seattle
Beneficiary Postal Code: 98101-0550
Beneficiary Country: US - United States of America

Beneficiary Account: 310000070
Beneficiary Bank ID: 125108366
THE BANK OF WASHINGTON
5901 196TH ST SW
LYNNWOOD
US - United States of America
Beneficiary Email: sll@baclink.com
Beneficiary Mobile Number:

Payment Details

Credit Currency: USD
Credit Amount: 1,732.53

Value Date: 11/23/2015

Optional Information

Sender's Reference Number: DayCare / Health

Beneficiary Information: City of Mill Creek

Additional Routing

Intermediary Bank ID:

Receiver Information:

Control Information

Input: lm844883
Approved: lm844883
Initial Confirmation: WTX:2015112000301593

Input Time: 11/20/2015 2:07:35 PM CST
Time: 11/20/2015 2:11:03 PM CST

Payment Approval Confirmation



Company: City of Mill Creek
Requester: Manuel, Landy
Run Date: 11/20/2015 2:11:26 PM CST

Domestic High Value (Wire)

Payment Category: Urgent/Wire

Status: Processing by Bank
Transaction Number: 15BKF082443L1B44

Template Name: ICMA 457 Plan
Template Code: ICMA

Debit Account Information

Debit Bank: 125000024
Debit Account: 000060104700
Debit Account Name: Treas Checking
Debit Currency: USD

Beneficiary Details

Beneficiary Name: ICMA RC
Beneficiary Address: P.O. Box 64553
Beneficiary City: Baltimore
Beneficiary Postal Code: 21264-4553
Beneficiary Country: US - United States of America

Beneficiary Account: 42538001
Beneficiary Bank ID: 022000046
MANUFACTURERS AND TRADERS TR C
ONE M AND T PLAZA, 15TH FL
BUFFALO
US - United States of America
Beneficiary Email:
Beneficiary Mobile Number:

Payment Details

Credit Currency: USD
Credit Amount: 2,048.93

Value Date: 11/23/2015

Optional Information

Sender's Reference Number: 302029

Beneficiary Information: City of Mill Creek 302029

Additional Routing

Intermediary Bank ID:

Receiver Information:

Control Information

Input: Im844883
Approved: Im844883
Initial Confirmation: WTX:2015112000301594

Input Time: 11/20/2015 2:08:34 PM CST
Time: 11/20/2015 2:11:03 PM CST



CITY COUNCIL MINUTES

November 24, 2015

15728 Main Street, Mill Creek, WA 98012 # 425-745-1891

Pam Pruitt, Mayor
Brian Holtzclaw, Mayor Pro Tem
Sean Kelly
Donna Michelson
Vince Cavaleri
Mike Todd
Mark Bond

November 24, 2015
Regular City Council Meeting
6:00 p.m.

CALL TO ORDER

Mayor Pruitt called the meeting to order at 6:00 p.m.

FLAG SALUTE

Flag Salute was conducted.

ROLL CALL

Roll was called by the Acting City Clerk with all Councilmembers present.

OATH OF OFFICE

City Attorney Moloney read the oath of office to newly-elected Councilmember Vince Cavaleri.

PRESENTATION

Councilmember Michelson presented outgoing Art & Beautification Boardmember Marla Nulph with a certificate of appreciation for serving 9 years on the Board.

AUDIENCE COMMUNICATION

There were no comments from the public.

NEW BUSINESS

2016 Property Tax Ordinances

(Rebecca C. Polizzotto, City Manager)

The following agenda summary information was presented:

Highest Lawful Levy:

The basis for the City's maximum property tax levy for 2016 begins with the highest lawful levy from the preceding year. The highest lawful levy for 2015 for Mill Creek is **\$5,965,311**. This compares to our actual 2015 levy of **\$5,748,412**. The difference between these figures is our banked capacity of \$216,899.

For 2016, the City is entitled to calculate its highest lawful levy based on an increase of: (1) 1% over the 2015 highest lawful levy; **plus** (2) new construction; **plus** (3) changes in the value of State utilities plus/minus refunds.

Council Meeting Minutes
 November 24, 2015
 Page 2

Regular Property Tax Levy:

In 2016, the City's Assessed Value (AV) increased by 8.9% to \$3.058 billion. New construction in the City exceeded \$50 million. This is the highest level of new construction since the onset of the recession in 2008.

For 2016, the City Council can raise by simple majority vote: (1) the property tax levy up to the 2015 highest lawful levy amount; (2) **plus** 1%; (3) plus new construction. This calculation results in a maximum regular levy of **\$6,129,153**. This compares to an actual levy amount for 2015 of **\$5,748,412**.

The City has existing banked capacity of \$216,899 which may be utilized by the City. The table below shows levy rates, and property tax revenues, for various levy increases up to the maximum levy. Each one percent increase results in approximately \$57,000 in revenue to the City.

Regular Property Tax Levy Considerations

| | A | B | | C | |
|-----------------|-----------|---------------------------------|-----------|--------------------------|-------------------------|
| % Levy Increase | 2015 Levy | Revenue Increase over 2015 Levy | Levy Rate | New construct. & Refunds | Tax Revenue (A + B + C) |
| 1.0% | 5,748,412 | 57,484 | 1.890 | 104,189 | 5,910,085 |
| 2.0% | 5,748,412 | 114,968 | 1.909 | 104,189 | 5,967,569 |
| 3.0% | 5,748,412 | 172,452 | 1.927 | 104,189 | 6,025,053 |
| 4.0% | 5,748,412 | 229,936 | 1.946 | 104,189 | 6,082,537 |
| 4.811% | 5,748,412 | 276,552 | 1.960 | 104,189 | 6,129,153 |

Emergency Medical Services Levy:

The EMS levy has no banked capacity and is therefore limited to 1%. The table below shows levy rates and property tax revenues for an EMS levy of 1%.

EMS Property Tax Levy Considerations

| | A | B | | C | |
|-----------------|-----------|---------------------------------|-----------|--------------------------|-------------------------|
| % Levy Increase | 2015 Levy | Revenue Increase over 2015 Levy | Levy Rate | New construct. & Refunds | Tax Revenue (A + B + C) |
| Max 1% | 1,229,547 | 12,295 | 0.404 | 22,288 | 1,264,130 |

Impact on a Single-Family Home Owner:

The impact to a single-family homeowner depends on both the change in the total tax levied and the change in the City's total assessed value. Overall, the City's AV increased by 8.9%; however, this does not mean that the assessed value of every home in the City increased by 8.9%.

The actual increase/decrease for a specific home would be dependent upon the change in AV for each individual property (e.g. if the City raises tax revenues by 3%, an individual homeowner's tax bill may change by more or less than the 3% depending on their property's change in assessed value). To demonstrate the foregoing, 6 residential properties in the City were selected to demonstrate the effect

Council Meeting Minutes
 November 24, 2015
 Page 3

of imposing various levy increases:

| 1% Increase Regular & 1% EMS | | | |
|---|--------------|--------------------------|------------------------|
| 2015 Value | 2016 Value | % AV increase (decrease) | Tax increase(decrease) |
| \$ 350,700 | \$ 360,700 | 2.85% | \$ (24.82) |
| \$ 352,300 | \$ 379,100 | 7.61% | \$ 13.51 |
| \$ 462,600 | \$ 470,900 | 1.79% | \$ (43.96) |
| \$ 448,200 | \$ 440,200 | -1.78% | \$ (79.40) |
| \$ 379,700 | \$ 407,900 | 7.43% | \$ 12.99 |
| \$ 516,300 | \$ 546,600 | 5.87% | \$ (0.80) |
| 2% Increase Regular & 1% EMS | | | |
| 2015 Value | 2016 Value | % AV increase (decrease) | Tax increase(decrease) |
| \$ 350,700.0 | \$ 360,700.0 | 2.85% | \$ (18.19) |
| \$ 352,300.0 | \$ 379,100.0 | 7.61% | \$ 20.48 |
| \$ 462,600.0 | \$ 470,900.0 | 1.79% | \$ (35.31) |
| \$ 448,200.0 | \$ 440,200.0 | -1.78% | \$ (71.31) |
| \$ 379,700.0 | \$ 407,900.0 | 7.43% | \$ 20.49 |
| \$ 516,300.0 | \$ 546,600.0 | 5.87% | \$ 9.25 |
| 3% Increase Regular & 1% EMS | | | |
| 2015 Value | 2016 Value | % AV increase (decrease) | Tax increase(decrease) |
| \$ 350,700 | \$ 360,700 | 2.85% | \$ (11.63) |
| \$ 352,300 | \$ 379,100 | 7.61% | \$ 27.38 |
| \$ 462,600 | \$ 470,900 | 1.79% | \$ (26.74) |
| \$ 448,200 | \$ 440,200 | -1.78% | \$ (63.30) |
| \$ 379,700 | \$ 407,900 | 7.43% | \$ 27.91 |
| \$ 516,300 | \$ 546,600 | 5.87% | \$ 19.20 |
| 4% Increase Regular & 1% EMS | | | |
| 2015 Value | 2016 Value | % AV increase (decrease) | Tax increase(decrease) |
| \$ 350,700.0 | \$ 360,700.0 | 2.85% | \$ (4.99) |
| \$ 352,300.0 | \$ 379,100.0 | 7.61% | \$ 34.35 |
| \$ 462,600.0 | \$ 470,900.0 | 1.79% | \$ (18.08) |
| \$ 448,200.0 | \$ 440,200.0 | -1.78% | \$ (55.20) |
| \$ 379,700.0 | \$ 407,900.0 | 7.43% | \$ 35.41 |
| \$ 516,300.0 | \$ 546,600.0 | 5.87% | \$ 29.25 |
| Maximum Regular & 1% EMS | | | |
| 2015 Value | 2016 Value | % AV increase (decrease) | Tax increase(decrease) |
| \$ 350,700 | \$ 360,700 | 2.85% | \$ 0.45 |
| \$ 352,300 | \$ 379,100 | 7.61% | \$ 40.07 |
| \$ 462,600 | \$ 470,900 | 1.79% | \$ (10.97) |
| \$ 448,200 | \$ 440,200 | -1.78% | \$ (48.56) |
| \$ 379,700 | \$ 407,900 | 7.43% | \$ 41.57 |
| \$ 516,300 | \$ 546,600 | 5.87% | \$ 37.50 |

Discussion:

Council engaged in a discussion about the proposed tax increase.

Council Meeting Minutes
 November 24, 2015
 Page 4

MOTION: Councilmember Kelly made a motion to approve the regular property levy increase of 3%; Mayor Pro Tem Holtzclaw seconded the motion. The motion passed unanimously.

MOTION: Councilmember Kelly made a motion to approve the EMS levy increase of 1%, Councilmember Bond seconded the motion. The motion passed unanimously.

Comprehensive Plan Review for Chapters 11 through 14
 (Rebecca C. Polizzotto, City Manager)

The following agenda summary information was presented:

The overall purpose of the 2015 Comprehensive Plan update is to make revisions necessary to guide future development in the City and its Municipal Urban Growth Area (MUGA) through 2035. As updated, the Comprehensive Plan continues to focus on maintaining Mill Creek as a predominantly residential community, promoting the development of the City’s commercial core, maintaining urban densities that can be served by transit, ensuring the provision of urban services, planning for the construction of capital facilities, such as roads and sidewalks, providing for the recreational needs of the community, and protecting natural resources.

The update process began in early 2014 when the City staff and the Planning Commission prepared an audit of the existing Comprehensive Plan for consistency with the Countywide Planning Policies (CPPs) and GMA requirements. The result of the audit was that the majority of the updates would be “housekeeping” in nature and that significant revisions were not necessary.

To facilitate review, the revisions will be presented in three groups scheduled as follows:

| Meeting Date | Chapters | Comments |
|--------------|--|--|
| 10/27/15 | Introduction; Consistency with CPPs; History; Goal Statements; Population & Employment | Agenda Summary and Comprehensive Plan Books delivered to Council - containing Executive Summary and redline and clean versions of first five chapters and the Public Participation Plan |
| 11/10/15 | Land Use; Housing; CFP; Utilities; Transportation | Redline and clean versions of second five elements, and Transportation related code amendments delivered to Council (1 week early). |
| 11/24/15 | Streetscape; Environmental Features; Parks and Open Space; Glossary | Redline and clean versions of last four elements delivered to Council. Code amendments related to Streetscape, Best Available Science and Amendment Criteria. Planning Commission Resolution |
| 12/1/15 | Adoption | Council Ordinance |

Council Meeting Minutes
November 24, 2015
Page 5

Discussion

After reviewing the changes recommended by the Planning Commission, Council proposed further changes. The Comprehensive Plan will be brought back to Council for adoption on December 8, 2015.

Note: Council clarified for the record that it was Ordinance #2015-800 and #2015-801 that needed to be officially adopted.

MOTION: Councilmember Michelson made a motion to approve Ordinance #2015-800, increasing the Emergency Medical Services Levy by 1%, Councilmember Todd seconded the motion. The motion passed unanimously.

MOTION: Councilmember Michelson made a motion to approve Ordinance #2015-801, increasing the Regular Property Tax by 3%, Councilmember Todd seconded the motion. The motion passed unanimously.

CONSENT AGENDA

Approval of Checks #54556 through #54615 and ACH Wire Transfers in the Amount of \$1,335,862.23.

(Audit Committee: Councilmember Bond and Mayor Pruitt)

Payroll and Benefit ACH Payments in the Amount of \$283,626.15.

(Audit Committee: Councilmember Bond and Mayor Pruitt)

Mayor Pruitt and Councilmember Bond stated they had no exceptions to the vouchers.

Revised City Council Meeting Minutes of November 10, 2015

Councilmember Todd recommended a clarification on the minutes. There were no objections.

MOTION: Councilmember Bond made a motion to approve the consent agenda, Councilmember Todd seconded the motion. The motion passed unanimously.

AUIDEINCE COMMUNICATION

There were no comments from the audience.

REPORTS

Mayor Pruitt encouraged Council to attend the Cities and Towns dinner that will be held at the Country Club in January. The Mayor also read a letter from Brigadier General Hathaway thanking the City for inviting him to participate in the Veterans Day festivities.

Councilmember Kelly will be attending the WRIA 8 meeting in February.

Councilmember Cavaleri thanked staff for all the hard work put into the Veterans Day events.

Council Meeting Minutes
November 24, 2015
Page 6

Councilmember Michelson wished everyone a Happy Thanksgiving.

Mayor Pro Tem Holtzclaw mentioned some code enforcement issues that need to be addressed.

Councilmember Todd reported on the Exit Conference with the State Auditor's Office and that the City hasn't had a finding since 2006.

MOTION: Councilmember Todd made a motion to extend the meeting to 9:00 p.m., Councilmember Bond seconded the motion. The motion passed unanimously.

City Manager Polizzotto presented Council with lanyards and STAR pins and explained the City's workplace values. The Council was then shown a slide show of the Veterans Day events.

RECESS TO EXECUTIVE SESSION

The meeting recessed to executive session to discuss performance of a public employee per RCW 42.30.110 (1) (g) and potential litigation per RCW 42.30.110 (1) (g) at 8:30 p.m. for approximately 15 minutes.

At 8:45 p.m., the executive session was extended for 5 minutes.

With no objection, Mayor Pruitt adjourned the meeting at 8:50 p.m.

ADJOURNMENT

Pam Pruitt, Mayor

Kim Mason-Hatt, Acting City Clerk



CITY COUNCIL MINUTES

December 1, 2015

15728 Main Street, Mill Creek, WA 98012 # 425-745-1891

Pam Pruitt, Mayor
Brian Holtzclaw, Mayor Pro Tem
Sean Kelly
Donna Michelson
Vince Cavaleri (*Absent*)
Mike Todd (*via phone*)
Mark Bond

December 1, 2015
Regular City Council Meeting
6:00 p.m.

CALL TO ORDER

Mayor Pruitt called the meeting to order at 6:00 p.m.

FLAG SALUTE

Flag Salute was conducted.

ROLL CALL

Roll was called by the City Clerk with all Councilmembers present except for Councilmember Todd who participated via phone and Councilmember Cavaleri. The Mayor noted that Councilmember Cavaleri was ill.

MOTION: Councilmember Bond made a motion to excuse Councilmember Cavaleri, Councilmember Kelly seconded the motion. The motion passed unanimously.

AUDIENCE COMMUNICATION:

There were no comments from the public.

NEW BUSINESS

Resolution Designating City of Mill Creek Agents for FEMA 4242-DR-WA Application for Disaster Assistance Funds

(Rebecca C. Polizzotto, City Manager)

The following agenda summary information was presented:

The City is actively seeking emergency disaster assistance funding for the wind storm event of August 29, 2015, designated by FEMA as disaster 4242-DR-WA. A requirement of the funding process is the detailed accounting and certification of labor, equipment, materials and contracts necessary to recover from the disaster. In addition, the funding assistance process requires an official designation, by resolution of the governing body, of an "agent" for the City to oversee the provisions of the public assistance funding contract.

Council Meeting Minutes
December 1, 2015
Page 2

MOTION: Mayor Pro Tem Holtzclaw made a motion to approve Resolution #2015-536 Designating City of Mill Creek Agents for FEMA 4242-DR-WA Application for Disaster Assistance Funds, Councilmember Michelson seconded the motion. The motion passed unanimously.

Legislative Priorities

(Rebecca C. Polizzotto, City Manager)

The following agenda summary information was presented:

The 2016 Legislative Session will convene in January. With the short (60 day) legislative session, it is important for the City of Mill Creek to focus on issues of importance for cities generally and Mill Creek specifically. The Economic Alliance of Snohomish County is developing a regional legislative agenda. The goal is to complete this regional legislative agenda by the end of December; therefore, time is of the essence if Mill Creek is going to have input in the setting of these priorities.

In addition, Snohomish County Cities is also developing a legislative agenda specific to city issues. It is anticipated their agenda will be completed in December after the regional agenda is finalized.

Finally, the Association of Washington Cities (AWC) has also developed a set of legislative priorities for 2016; however, specific elements are not yet developed.

The goal for the December 1 council meeting is to discuss what Mill Creek would like to emphasize in the above referenced legislative agendas including whether there are Mill Creek specific issues or requests to be made under the umbrella of these legislative agendas.

Each council member is asked to highlight the issues that he/she thinks are most important for Mill Creek, and our region, in order to provide input on the above agendas. Further, each council member is encouraged to identify additional topics he/she feels are important that are not presently listed in order to develop a message to use with our legislative delegation.

Discussion:

Council discussed their priorities and generally support AWC's focus areas related to revisions to the Public Records Laws (relating to cost recovery and frivolous requests), fiscal sustainability (but need more information); and Infrastructure. The Council would like more details about these focus areas. Council then discussed other priorities they would like to pursue such as the state reinstating the Public Works Trust Fund or another type of borrowing source for infrastructure projects, creating a state tourism bureau, funding light sequencing, and some WSDOT issues pertaining to Mill Creek.

REPORTS

Mayor Pruitt reported she has a meeting scheduled with the Everett School District.

Mayor Pro Tem Holtzclaw will be attending the next Snohomish County Tomorrow Steering Committee meeting on December 2, 2015.

Council Meeting Minutes
December 1, 2015
Page 3

City Manager Polizzotto reminded Council about the upcoming Santa Parade and Tree Lighting Ceremony. She also spoke about the City's ADP transition beginning in January. Paydays will be switching to the 10th and the 25th (as opposed to the 5th and 20th).

AUDEINCE COMMUNICATION:

Mark Harmsworth
15418 29th Avenue SE
Mill Creek, WA 98012

Mr. Harmsworth spoke to the Council about some of the legislative priorities they had discussed earlier.

ADJOURNMENT

With no objection, Mayor Pruitt adjourned the meeting at 7:30 p.m.

Pam Pruitt, Mayor

Kim Mason-Hatt, Acting City Clerk



PLANNING COMMISSION AGENDA

15728 Main Street, Mill Creek, Washington 98012 - (425) 745-1891

October 15, 2015

**Regular Meeting
7:00 p.m.**

| | TIME |
|--|-----------|
| I. CALL TO ORDER | 7:00 p.m. |
| II. ROLL CALL | 7:01 p.m. |
| III. APPROVAL OF MINUTES | 7:02 p.m. |
| A. Planning Commission Meeting of September 17, 2015 ⁽¹⁾ | |
| IV. WORK SESSION | 7:03 p.m. |
| A. Comprehensive Plan – Introduction, History, CWPP, Amendment Criteria ⁽²⁾ | |
| B. Mill Creek Municipal Code Amendments – Amendment Criteria ⁽³⁾ | |
| C. Mill Creek Municipal Code Amendments – Best Available Science ⁽⁴⁾ | |
| V. FOR THE GOOD OF THE ORDER | 7:50 p.m. |
| VI. ADJOURNMENT | 8:00 p.m. |

ATTACHMENTS:

1. Planning Commission Minutes from Meeting of September 17, 2015
2. Legislative Draft of Proposed Amendments to the Introduction, History, and Consistency with Countywide Planning Policies
3. Materials will be distributed at the meeting
4. Draft of Proposed Amendments to MCMC Chapter 18.06

We are trying to make our public meetings accessible to all members of the public. If you need special accommodations, please call City Hall three days prior to this meeting (425) 745-1891.

**CITY OF MILL CREEK
PLANNING COMMISSION MEETING MINUTES
October 15, 2015**

Approved November 19, 2015

I. CALL TO ORDER:

Chair Eisner called the meeting to order at 7:00 p.m.

II. ROLL CALL:

Chair Stan Eisner
Vice Chair Matthew Nolan
Commissioner Randy Blair
Commissioner Ed McNichol
Commissioner Jared Mead
Commissioner Daniel Mills
Commissioner Dennis Teschlog

Staff:
Tom Rogers, Director of Community & Economic
Development
Christi Amrine, Senior Planner
Sherrie Ringstad, Planning Specialist

III. APPROVAL OF MINUTES

Planning Commission Meeting of September 17, 2015

MOTION: Commissioner Teschlog moved, seconded by Vice Chair Nolan, to approve the September 17, 2015 minutes as presented. The motion was approved with five in favor and Commissioner McNichol and Mead abstaining since they weren't in attendance at that meeting.

IV. WORK SESSION

Comprehensive Plan – Introduction

Senior Planner Christi Amrine stated that the purpose of the Introduction Chapter is to provide the framework for why the City is required to have a Comprehensive Plan and to clarify that the plan is used as a policy document to implement the community's vision. She summarized the proposed amendments and noted that they are primarily housekeeping in nature.

Commissioner McNichol corrected a typographical error on Page I-2 in the first complete paragraph as follows:

Although the Comprehensive Plan will be used to direct development of regulations which govern land use and development, the Comprehensive Plan will not be used to review development applications except when reference to this Comprehensive Plan is expressly required by an applicable development regulation. The Comprehensive Plan is a policy document, which the City implements ~~the~~ through the development regulations.

Consistency with Countywide Planning Policies (CPPs)

Ms. Amrine stated that the purpose of the CPPs Chapter is to establish a framework for developing and adopting coordinated and consistent county and city comprehensive plans. The CPPs also provide direction necessary for coordinated implementation of the GMA required Multicounty

Planning Commission Minutes
October 15, 2015
Page 2

Planning Policies (MPPs), which were incorporated into Vision 2040. The proposed amendments include some background information regarding the MPPs, the CPPs, and the City's Comprehensive Plan and how they are interrelated as well as minor housekeeping edits.

Chair Eisner asked why the City's Comprehensive Plan is required to be consistent with the MPPs and the CPPs. Community and Economic Development Director Tom Rogers stated that the short answer is that it is required by state law. He added that the three most populous counties in the Puget Sound area are required to have Multicounty Planning Policies (MPPs) primarily because of transportation issues. The Puget Sound Regional Council (PSRC) adopts the MPPs through the Vision 2040 document. The CPPs have to be consistent with the MPPs and comprehensive plans of cities within the County have to be consistent with the CPPs. They don't have to be exactly the same but they are not supposed to be in conflict.

History

Senior Planner Amrine stated that the purpose of the History Chapter is to provide background on the history of Mill Creek. She stated that the edits are very minor but some outdated references were removed.

Commissioner McNichol suggested that the third paragraph on Page III-3 could be rewritten to expand on the Town Center's importance to the City's economy and quality of life.

Vice Chair Nolan suggested that the quote on Page III-1 from Dr. Levitsis be updated with an explanatory note regarding the location of the property referred to as "Larry's Smokehouse," as follows since the structure is no longer there:

"They owned 50 acres, sold off ten to pay back taxes, and then moved deep into the woods. There they built a cabin on what today is the 13th tee of the Mill Creek Golf Course. Access was over a rugged trail through the property that is now Larry's Smokehouse [14527 Bothell-Everett Highway]. The depression was a lean time; the family raised chickens, pigs, gardened and even did some logging; anything to survive. The family of five lived in a cabin that measured 15 feet square and stood about 5 1/2 feet high. It had a crude door, an opening that passed for a window, a wood stove that supplied heat and cooking and a dirt floor, which was later planked over. Water came from a spring in the winter. During the summer the spring dried up and they had to carry water from Penny Creek. The cabin is long gone, replaced by the Laurel subdivision."

Proposed MCMC Amendments Regarding Comprehensive Plan Amendment Criteria

Director Rogers explained that the plan is to take the Comprehensive Plan Amendment criteria out of the Comprehensive Plan and put it in the Code. The intent was to provide the proposed amendments at this meeting; however, as a result of current staff work load, the amendments are not ready to present to the Commission at this time. These amendments will be distributed to the Commission prior to the public hearing scheduled for November 19, 2015.

Proposed MCMC Amendments Regarding Best Available Science

Planning Specialist Sherrie Ringstad stated that the Growth Management Act (GMA) requires cities planning under the Act to use Best Available Science (BAS) in developing regulations to

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protect critical area functions and values. In addition, cities are required to periodically review critical area regulations to ensure that they are consistent with BAS and this is being done in conjunction with the 2015 Comprehensive Plan update. As a result the City's environmental consultant was asked to review the City's Critical Areas Ordinance for consistency with current scientific literature and agency guidance and the consultant made recommendations for minor amendments. Ms. Ringstad briefly reviewed the proposed amendments, which are primarily intended to correct citations and to improve clarity.

Commissioner McNichol suggested that the proposed amendment to MCMC Section 18.06.1030B be amended as follows:

B. Culverts may be allowed in streams only if they are necessary, and if they are designed according to the ~~Washington Department of Fish and Wildlife criteria for fish passage, Water Crossing Design Guidelines (WDFW, 2013)~~ and a state hydraulic project approval has been issued. The applicant or property owner shall keep every culvert free of debris and sediment at all times to allow free passage of water and, if applicable, fish. The city may require that a stream be removed from a culvert as a condition of approval, unless the culvert is not detrimental to fish habitat or water quality, or removal and/or replacement would be detrimental to fish or wildlife habitat or water quality on a long-term basis.

IX. FOR THE GOOD OF THE ORDER

Director Rogers thanked the Commissioners who were able to attend the Short Course on Local Planning on September 23rd and stated that based on the comments received, the training was very successful and attendees felt it was worthwhile.

Director Rogers said that he sincerely appreciates the work done by the Commission on the Comprehensive Plan update.

X. ADJOURNMENT

MOTION: Vice Chair Nolan moved, seconded by Commissioner McNichol, to adjourn the meeting at 7:35 p.m. The motion was approved unanimously.

Submitted by:



Sherrie Ringstad, Planning Specialist