

CITY COUNCIL AGENDA

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



Pam Pruitt, Mayor • Brian Holtzclaw, Mayor Pro Tem • Mark Bond
Mike Todd • Vince Cavaleri • John Steckler • Stephanie Vignal

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 office of the City Clerk at (425) 921-5725 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 residency 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. 2019-854

Next Resolution No. 2019-584

**November 5, 2019
City Council Meeting
6:00 PM**

CALL TO ORDER

PLEDGE OF ALLEGIANCE

ROLL CALL

AUDIENCE COMMUNICATION

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

PRESENTATIONS

- B. Proclamation: Small Business Saturday
(Mayor Pruitt)
- C. Proclamation: Veterans Day
(Mayor Pruitt)

STUDY SESSION

- D. 2020 Property and EMS Tax Levies
(Michael Ciaravino, City Manager)
- E. 2019-2020 Proposed Budget Amendments
(Michael Ciaravino, City Manager)

OLD BUSINESS

- F. 2020-2025 Transportation Improvement Program Adoption
(Gina Hortillosa, Director of Public Works & Development Services)

REPORTS

- G. Mayor/Council
- H. City Manager
 - Council Planning Schedule
- I. Staff
 - Design Review Board Meeting Minutes of August 15, 2019
 - Design Review Board Meeting Minutes of September 19, 2019

AUDIENCE COMMUNICATION

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

RECESS TO EXECUTIVE SESSION

(Confidential Session of the Council)

- K.
 - To review the performance of a public employee pursuant to RCW 42.30.110(1)(g)
 - To discuss with legal counsel potential litigation pursuant to RCW 42.30.110(1)(i)

Action may or may not be taken.

ADJOURNMENT

Proclamation

WHEREAS, the city of Mill Creek, Washington, celebrates our local small businesses and the contributions they make to our local economy and community; and

WHEREAS, small businesses employ 47.5% of all businesses with employees in the United States; and

WHEREAS, 90% of consumers in the United States say Small Business Saturday has had a positive impact on their community; and

WHEREAS, 89% of consumers who are aware of Small Business Saturday said the day encourages them to Shop Small all year long; and

WHEREAS, 73% of consumers who reportedly Shopped Small at independently-owned retailers and restaurants on Small Business Saturday did so with friends or family; and

WHEREAS, the most reported reason for consumers aware of the day to shop and dine at small, independently-owned businesses was to support their community; and

WHEREAS, Mill Creek, Washington supports our local businesses that create jobs, boost our local economy, and preserve our communities.

NOW, THEREFORE, I, Pam Pruitt, the Mayor of the City of Mill Creek, on behalf of the City Council do hereby proclaim November 29, 2019, as Small Business Saturday and encourage the community to support small businesses and merchants on Small Business Saturday and throughout the year.



Signed this 5th day of November, 2019

Pam Pruitt, Mayor

Attest _____
Gina Pfister, City Clerk

Michael G. Ciaravino, City Manager

Proclamation

WHEREAS, the contributions and sacrifices of the men and women who served in the Armed Forces have been vital in maintaining our freedoms and way of life; and

WHEREAS, tens of millions of Americans have served in the Armed Forces of the United States during the past century; and

WHEREAS, hundreds of thousands of Americans have given their lives while serving in the Armed Forces during the past century; and

WHEREAS, Washington State is home to more than 544,000 veterans, 60,000 Active Duty military, 18,000 National Guard and Reserves, and their families; and

WHEREAS, our veterans are brave and selfless individuals who, when duty called, willingly put themselves in harm's way to defend the lives and liberty of others; and

WHEREAS, our veterans understand the important task before the American service men and women now keeping watch; and

WHEREAS, all Washingtonians must strive to ensure that ours remains a land worthy of the great love our veterans have shown for it.

NOW, THEREFORE, I, Pam Pruitt, the Mayor of the City of Mill Creek, on behalf of the City Council do hereby proclaim November 11, 2019, as Veterans Day and encourage the community to acknowledge and honor the contributions of our veterans to the principles of democracy, individual freedom, and human rights.



Signed this 5th day of November, 2019

Pam Pruitt, Mayor

Attest _____
Gina Pfister, City Clerk

Michael G. Ciaravino, City Manager



Agenda Item # B
Meeting Date: November 5, 2019

CITY COUNCIL AGENDA SUMMARY
City of Mill Creek, Washington

AGENDA ITEM: 2020 Property and EMS Tax Levies

PROPOSED MOTION:

None at this time – For discussion purposes only.

KEY FACTS AND INFORMATION SUMMARY:

Ordinances adopting property tax and EMS levies must be adopted and filed with Snohomish County by November 27, 2019. A public hearing is required per RCW 84.55.120.

The meeting on November 5th is intended to serve as an introduction and overview. It is proposed that the public hearing occur on November 12th, followed by adoption of the two ordinances selected by Council on November 26th (separate ordinances for property and EMS, with either a zero or one-percent increase to each).

CITY MANAGER RECOMMENDATION:

N/A

ATTACHMENTS:

- Attachment A: Draft Property Tax Ordinance – Zero Percent Increase
- Attachment B: Draft Property Tax Ordinance – One Percent Increase
- Attachment C: Draft EMS Ordinance – Zero Percent Increase
- Attachment D: Draft EMS Ordinance – One Percent Increase

Respectfully Submitted:

A handwritten signature in blue ink, appearing to read "Michael G. Ciaravino", is written over a horizontal line.

Michael G. Ciaravino
City Manager

ORDINANCE NO. 2019 - ____

AN ORDINANCE OF THE CITY OF MILL CREEK, WASHINGTON, LEVYING REGULAR PROPERTY TAXES UPON ALL PROPERTY; REAL, PERSONAL AND UTILITY SUBJECT TO TAXATION WITHIN THE CORPORATE LIMITS OF THE CITY OF MILL CREEK, FOR THE FISCAL YEAR COMMENCING JANUARY 1, 2020.

WHEREAS, the City’s actual regular levy in 2019 was \$6,289,668 and the City’s population is more than 10,000; and

WHEREAS, the City Council of the City of Mill Creek has properly given notice of and held a public hearing pursuant to RCW 84.55.120 on November 12, 2019, regarding the establishment of the City’s regular property tax levy for 2020; and

WHEREAS, the City Council of the City of Mill Creek, after such hearing, and after duly considering all relevant evidence and testimony presented, has determined that the City of Mill Creek requires a regular levy in the amount of \$6,376,143 which includes a zero percent (0%) increase in regular property tax revenue from the previous year and additional revenue resulting from new construction, improvements to property, newly constructed wind turbines, solar, biomass, and geothermal facilities, any increase in the value of state assessed property, and any annexations that have occurred or refunds made in order to discharge the expected expenses and obligations of the City of Mill Creek.

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

Section 1. In accordance with the requirements of law, including RCW 84.55.010, an increase in the regular property tax levy is hereby authorized for the 2020 levy in the amount of \$0 which is a percentage increase of 0% from the previous year. This increase is exclusive of additional revenue resulting from new construction, improvements to property, newly constructed wind turbines, solar, biomass, and geothermal facilities, any increase in the value of state-assessed property, and any additional amounts resulting from any annexations that have occurred and refunds made.

Section 2. A summary of this ordinance, consisting of its title, shall be published in the official newspaper of the City and shall take effect and be in full force five (5) days after the date of publication but no later than January 1, 2020.

Passed in open meeting this 26th day of November, 2019 by a vote of _____ for,
_____ against, and _____ abstaining.

APPROVED:

PAM PRUITT, MAYOR

ATTEST/AUTHENTICATED:

GINA PFISTER, CITY CLERK

APPROVED AS TO FORM:

SCOTT MISSALL, CITY ATTORNEY

FILED WITH THE CITY CLERK: _____

PASSED BY THE CITY COUNCIL: _____

PUBLISHED: _____

EFFECTIVE DATE: _____

ORDINANCE NO. _____

ATTACHMENT B

ORDINANCE NO. 2019 - ____

AN ORDINANCE OF THE CITY OF MILL CREEK, WASHINGTON, LEVYING REGULAR PROPERTY TAXES UPON ALL PROPERTY; REAL, PERSONAL AND UTILITY SUBJECT TO TAXATION WITHIN THE CORPORATE LIMITS OF THE CITY OF MILL CREEK, FOR THE FISCAL YEAR COMMENCING JANUARY 1, 2020.

WHEREAS, the City’s actual regular levy in 2019 was \$6,289,668 and the City’s population is more than 10,000; and

WHEREAS, the City Council of the City of Mill Creek has properly given notice of and held a public hearing pursuant to RCW 84.55.120 on November 12, 2019, regarding the establishment of the City’s regular property tax levy for 2020; and

WHEREAS, the City Council of the City of Mill Creek, after such hearing, and after duly considering all relevant evidence and testimony presented, has determined that the City of Mill Creek requires a regular levy in the amount of \$6,439,040 which includes a one percent (1%) increase in regular property tax revenue from the previous year and additional revenue resulting from new construction, improvements to property, newly constructed wind turbines, solar, biomass, and geothermal facilities, any increase in the value of state assessed property, and any annexations that have occurred or refunds made in order to discharge the expected expenses and obligations of the City of Mill Creek.

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

Section 1. In accordance with the requirements of law, including RCW 84.55.010, an increase in the regular property tax levy is hereby authorized for the 2020 levy in the amount of \$62,897 which is a percentage increase of 1% from the previous year. This increase is exclusive of additional revenue resulting from new construction, improvements to property, newly constructed wind turbines, solar, biomass, and geothermal facilities, any increase in the value of state-assessed property, and any additional amounts resulting from any annexations that have occurred and refunds made.

Section 2. A summary of this ordinance, consisting of its title, shall be published in the official newspaper of the City and shall take effect and be in full force five (5) days after the date of publication but no later than January 1, 2020.

Passed in open meeting this 26th day of November, 2019 by a vote of _____ for,
_____ against, and _____ abstaining.

APPROVED:

PAM PRUITT, MAYOR

ATTEST/AUTHENTICATED:

GINA PFISTER, CITY CLERK

APPROVED AS TO FORM:

SCOTT MISSALL, CITY ATTORNEY

FILED WITH THE CITY CLERK: _____

PASSED BY THE CITY COUNCIL: _____

PUBLISHED: _____

EFFECTIVE DATE: _____

ORDINANCE NO. _____

ATTACHMENT C

ORDINANCE NO. 2019-____

AN ORDINANCE OF THE CITY OF MILL CREEK, WASHINGTON, LEVYING EMERGENCY MEDICAL SERVICES PROPERTY TAXES UPON ALL PROPERTY; REAL, PERSONAL AND UTILITY SUBJECT TO TAXATION WITHIN THE CORPORATE LIMITS OF THE CITY OF MILL CREEK, FOR THE FISCAL YEAR COMMENCING JANUARY 1, 2020.

WHEREAS, the City's actual Emergency Medical Services (EMS) property tax levy in 2019 was \$1,709,328 and the City's population is more than 10,000; and

WHEREAS, the City Council of the City of Mill Creek has properly given notice of and held a public hearing pursuant to RCW 84.55.120 on November 12, 2019, regarding the establishment of the City's EMS property tax levy for 2020; and

WHEREAS, the City Council of the City of Mill Creek, after such hearing, and after duly considering all relevant evidence and testimony presented, has determined that the City of Mill Creek requires an EMS levy in the amount of \$1,732,750 which includes a zero percent (0%) increase in the EMS property tax revenue from the previous year and additional revenue resulting from new construction, improvements to property, newly constructed wind turbines, solar, biomass, and geothermal facilities, any increase in the value of state assessed property, and any annexations that have occurred or refunds made; and

WHEREAS, the electorate of the City has previously voted to tax themselves for emergency medical services at a rate not to exceed fifty cents per thousand dollars of assessed value.

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

Section 1. In accordance with the requirements of law, including RCW 84.55.010, an increase in the Emergency Medical Service tax levy is hereby authorized for the 2020 levy in the amount of \$0 which is a percentage increase of 0% from the previous year. This increase is exclusive of additional revenue resulting from new construction, improvements to property, newly constructed wind turbines, solar, biomass, and geothermal facilities, any increase in the value of state-assessed property, and annexations that have occurred and refunds made.

Section 2. A summary of this ordinance, consisting of its title, shall be published in the official newspaper of the City and shall take effect and be in full force five (5) days after the

date of publication but no later than January 1, 2020.

Passed in open meeting this 26th day of November, 2019 by a vote of ____ for,
____ against, and ____ abstaining.

APPROVED:

PAM PRUITT, MAYOR

ATTEST/AUTHENTICATED:

GINA PFISTER, CITY CLERK

APPROVED AS TO FORM:

SCOTT MISSALL, CITY ATTORNEY

FILED WITH THE CITY CLERK: _____

PASSED BY THE CITY COUNCIL: _____

PUBLISHED: _____

EFFECTIVE DATE: _____

ORDINANCE NO. _____

ATTACHMENT D

ORDINANCE NO. 2019-____

AN ORDINANCE OF THE CITY OF MILL CREEK, WASHINGTON, LEVYING EMERGENCY MEDICAL SERVICES PROPERTY TAXES UPON ALL PROPERTY; REAL, PERSONAL AND UTILITY SUBJECT TO TAXATION WITHIN THE CORPORATE LIMITS OF THE CITY OF MILL CREEK, FOR THE FISCAL YEAR COMMENCING JANUARY 1, 2020.

WHEREAS, the City's actual Emergency Medical Services (EMS) property tax levy in 2019 was \$1,709,328 and the City's population is more than 10,000; and

WHEREAS, the City Council of the City of Mill Creek has properly given notice of and held a public hearing pursuant to RCW 84.55.120 on November 12, 2019, regarding the establishment of the City's EMS property tax levy for 2020; and

WHEREAS, the City Council of the City of Mill Creek, after such hearing, and after duly considering all relevant evidence and testimony presented, has determined that the City of Mill Creek requires an EMS levy in the amount of \$1,749,843 which includes a one percent (1%) increase in the EMS property tax revenue from the previous year and additional revenue resulting from new construction, improvements to property, newly constructed wind turbines, solar, biomass, and geothermal facilities, any increase in the value of state assessed property, and any annexations that have occurred or refunds made; and

WHEREAS, the electorate of the City has previously voted to tax themselves for emergency medical services at a rate not to exceed fifty cents per thousand dollars of assessed value.

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

Section 1. In accordance with the requirements of law, including RCW 84.55.010, an increase in the Emergency Medical Service tax levy is hereby authorized for the 2020 levy in the amount of \$17,093 which is a percentage increase of 1% from the previous year. This increase is exclusive of additional revenue resulting from new construction, improvements to property, newly constructed wind turbines, solar, biomass, and geothermal facilities, any increase in the value of state-assessed property, and annexations that have occurred and refunds made.

Section 2. A summary of this ordinance, consisting of its title, shall be published in the official newspaper of the City and shall take effect and be in full force five (5) days after the

date of publication but no later than January 1, 2020.

Passed in open meeting this 26th day of November, 2019 by a vote of ____ for,
____ against, and ____ abstaining.

APPROVED:

PAM PRUITT, MAYOR

ATTEST/AUTHENTICATED:

GINA PFISTER, CITY CLERK

APPROVED AS TO FORM:

SCOTT MISSALL, CITY ATTORNEY

FILED WITH THE CITY CLERK: _____

PASSED BY THE CITY COUNCIL: _____

PUBLISHED: _____

EFFECTIVE DATE: _____

ORDINANCE NO. _____



Agenda Item # C
Meeting Date: November 5, 2019

CITY COUNCIL AGENDA SUMMARY
City of Mill Creek, Washington

AGENDA ITEM: 2019-2020 Budget Amendment

PROPOSED MOTION:

None at this time – For discussion purposes only.

KEY FACTS AND INFORMATION SUMMARY:

On December 4, 2018, the City Council adopted the 2019-2020 budget for all funds (ordinance 2018-842). A mid-biennial review and modification of the biennial budget is required in accordance with RCW 35.34.130. Review and modification shall be provided by ordinance and a public hearing is required. The following schedule is proposed:

November 5, 2019 – presentation and discussion on proposed budget amendment (study session).

November 26, 2019 – public hearing on proposed budget amendment, follow up presentation and discussion (study session).

December 3, 2019 – adoption of budget amendment via ordinance.

Proposed items for mid-biennium amendment include the following:

General Fund

- ❖ Addition of a second School Resource Officer (SRO) in the Police Department **(\$176,500)**
- ❖ Addition of Chief of Staff position **(\$184,000)**
- ❖ Addition of a Maintenance Worker in Public Works **(\$100,000)**
- ❖ Addition of an Administrative Assistant position **(\$106,000)**
- ❖ Removal of the vacant Marketing & Communications Director position and addition of a second Marketing and Communications Coordinator **(net savings/budget reduction of \$63,000)**
- ❖ Increase professional services – legal **(\$358,000)**
- ❖ Increase City Manager budget to reflect cost of Interim City Manager and City Manager search firm contracts which were not included in the 2019-2020 budget, net of salary savings **(\$100,000)**
- ❖ Increase equipment replacement funding to reflect update of asset replacement schedule, including addition of assets purchased in 2019 and corrections noted in review and reconciliation process **(\$71,000)**
- ❖ Increase capital outlay budget for priority safety and security upgrades. Projects are to be determined but may include sprinkler systems, security cameras and police department

City Council Agenda Summary

Page 2

security upgrades **(\$102,000)**

- ❖ Increase police department operating budget to reflect change in provider of domestic violence coordinator services previously provided by the City of Edmonds and now provided by Bridge Coordination Services LLC. Reference memo to Council dated April 2, 2019. **(\$27,000)**
- ❖ Increase police department operating budget for purchase of firearms which were intended to be made with 2018 funds **(\$13,000)**

Funding for the first item, additional School Resource Officer, will be provided entirely by charges for services revenue in accordance with the updated interlocal agreement between the City and Everett Public Schools. The remaining items can be funded with property and sales tax revenues, for which actuals are higher than originally projected in the 2019-2020 budget. Funding of items included on this list would require a 1% increase in both the property and EMS levies for 2020.

Special Revenue Funds

- ❖ Add \$26,000 to the adopted expenditure budget in the Drug Buy Fund. Funds were not included in the original 2019-2020 budget however this fund is used for the City's contribution to the Snohomish County Regional Drug Task Force and for other minor operating items. The proposed expenditure budget can be funded by cash currently on hand in the fund.
- ❖ Add \$300,000 to the Street Fund to reflect a new Transportation Improvement Board (TIB) grant received in 2019. The grant is for replacement and upgrades to traffic control devices.
- ❖ Add \$2,430 to the Street Fund budget to adjust equipment replacement funding allocation, based on review and update of asset replacement schedule.

Capital Project Funds

- ❖ Increase the budget in the Road Improvement Fund by \$50,000 to reflect a new Department of Commerce Grant received for Mill Creek Boulevard Corridor. The original budget for the project was \$250,000 and was planned to be funded by REET. The grant received in 2019 is for \$300,000. **REET funds now available for other projects = \$250,000. Reference Attachment B for updated CIP sheet.**
- ❖ Decrease the budget in the Road Improvement Fund by \$900,000 to reflect cancellation of the 132nd Mid-Block Crossing project (\$750,000) and 35th Ave SE Pavement Preservation project (\$150,000). \$675,000 was to be funded by a grant. **The remaining \$225,000 was to come from REET funds and is now available for other projects. Reference Attachment C for updated CIP sheet.**
- ❖ Adjust revenue projections in the Road Improvement Fund to reflect new \$350,000 grant from WSDOT for 35th Ave and in the Parks & Open Space Capital Improvement Fund to reflect additional grant revenue of \$155,000 for Heron Park. **These new grants free up an additional \$505,000 of REET funds. Reference Attachments D and E for updated CIP sheets.**
- ❖ Increase operating transfers out of the Real Estate Excise Tax (REET) Fund by \$720,000. The City received over \$700,000 from REET in July due to the sale of three apartment complexes. Regular collections average around \$100,000 per month and the 2019-2020 budget is based on revenue projections of \$62,500 per month.
- ❖ Increase the budget in the Capital Improvement Fund by \$1,950,000 to fund purchase and

City Council Agenda Summary

Page 3

improvements to new Public Works Shop. Funding is provided grant revenue (\$250,000) and REET (\$1,700,000). \$980,000 of the REET funds were budgeted for other projects but were freed up by the acquisition of new grants and cancellation of projects. The remaining \$720,000 is provided by 2019 REET revenue which has come in significantly higher than budgeted. *Reference Attachment F for updated CIP sheet.*

Enterprise Funds

- ❖ Increase the budget in the Surface Water Fund by \$790,000 to include the following: Surface Water Engineer position (\$115,000); professional services – GIS (\$30,000); professional services – legal (\$10,000); debt principal and interest (\$335,000); and capital outlay – small pipe assessment project (\$300,000). All items were included in the adopted rate study and capital plan and are covered by surface water revenues.

Internal Service Funds

- ❖ Increase capital outlay in the Equipment Replacement Fund by \$395,000 to include the following: two new police vehicles, one police motorcycle, and two new dump trucks with plowing and de-icing capabilities. All items are included in the existing asset replacement plan, funding is available and assets are due for replacement.


CITY MANAGER RECOMMENDATION:

N/A

ATTACHMENTS:

- Attachment A - Proposed Budget Amendment
- Attachment B – Updated CIP Sheet – Mill Creek Boulevard Corridor
- Attachment C – Updated CIP Sheet – 132nd Mid-Block Crossing
- Attachment D – Updated CIP Sheet – 35th Ave SE Reconstruction
- Attachment E – Updated CIP Sheet – Heron Park
- Attachment F – Updated CIP Sheet – Public Works Shop

Respectfully Submitted:



Michael G. Ciaravino
City Manager

ATTACHMENT A

Fund	2019-2020 Adopted Budget Revenues	Proposed Mid Biennium Amendments	2019-2020 Amended Revenue Budget
General Fund	28,195,366	1,174,500	29,369,866
Special Revenue Funds			
City Street	1,051,000	300,000	1,351,000
Council Contingency	-	-	-
Municipal Arts	23,000	-	23,000
Paths and Trails	4,000	-	4,000
Drug Buy	-	26,000	26,000
City Hall North	374,000	-	374,000
Debt Service Fund			
800 MHz	20,640	-	20,640
Local Revitalization Fund	100,000	-	100,000
Capital Funds			
REET	1,550,000	720,000	2,270,000
Capital Improvement	740,000	1,950,000	2,690,000
Parks & Open Space Improvement	2,951,000	-	2,951,000
Road Improvement	8,020,000	(850,000)	7,170,000
Enterprise Funds			
Storm & Surface Water	4,200,000	-	4,200,000
Internal Service Funds			
Equipment Replacement	262,449	73,470	335,919
Unemployment	-	-	-
Total Appropriation All Funds	47,491,455	3,393,970	50,885,425
Less Interfund Transactions	(5,306,000)	(720,000)	(6,026,000)
Total Revenue Less Transfers	42,185,455	2,673,970	44,859,425
Biennium Beginning Fund Balance	16,952,810	-	16,952,810
Total Appropriation Plus Ending Fund Balance	59,138,265	2,673,970	61,812,235

Fund	2019-2020 Adopted Budget Expenditures	Proposed Mid Biennium Amendments	2019-2020 Amended Expenditure Budget
General Fund	28,181,353	1,174,500	29,355,853
Special Revenue Funds			
City Street	1,079,047	302,430	1,381,477
Council Contingency	2,500	-	2,500
Municipal Arts	30,000	-	30,000
Paths and Trails	10,500	-	10,500
Drug Buy	-	26,000	26,000
City Hall North	817,441	-	817,441
Debt Service Fund			
800 MHz	34,632	-	34,632
Local Revitalization Fund	-	-	-
Capital Funds			
REET	4,771,641	720,000	5,491,641
Capital Improvement	1,062,640	1,950,000	3,012,640
Parks & Open Space Improvement	2,980,000	-	2,980,000
Road Improvement	7,140,000	(850,000)	6,290,000
Enterprise Funds			
Storm & Surface Water	3,980,748	789,858	4,770,606
Internal Service Funds			
Equipment Replacement	375,155	395,000	770,155
Unemployment	20,000	-	20,000
Total Appropriation All Funds	50,485,657	4,507,788	54,993,445
Less Interfund Transactions	(5,306,000)	(720,000)	(6,026,000)
Total Appropriation Less Transfers	45,179,657	3,787,788	48,967,445
Biennium Ending Fund Balance	13,958,608	(1,113,818)	12,844,790
Total Appropriation Plus Ending Fund Balance	59,138,265	2,673,970	61,812,235

2019-2024 CAPITAL IMPROVEMENT PROGRAM

ATTACHMENT B

PROJECT NAME:	Mill Creek Boulevard Corridor Improvements Study	UPDATE TO PAGE 191 OF 2019-2020 BUDGET BOOK
PROJECT #:	19-PW-04	
DEPARTMENT	Public Works and Development Services	
CATEGORY	Transportation	
TYPE	Planning	

STRATEGIC PRIORITY
Fiscal Responsibility, Community Preservation, Civic Pride, Economic Prosperity, Long-Term Planning

DESCRIPTION / JUSTIFICATION
Mill Creek Boulevard is an important north-south transportation corridor located in the heart of Mill Creek. The goal of the Mill Creek Boulevard Corridor Improvements Study is to enhance economic vitality and provide a framework to multiple capital improvements which include: intersection improvements at 164th Street, 161st Street, Main and SR 527; surface water aging infrastructure failures identified in a 2018 study produced by Perreet; water quality treatment, pavement preservation and roadway re-configurations to better support Community Transit's bus rapid transit (BRT) lines. This study will peripherally address zoning and land use.

Expenditures	Prior	2019	2020	2021	2022	2023	2024	Total
Professional Services		\$ 300,000						\$ 300,000
								\$ -
								\$ -
Operations & Maintenance								\$ -
Total Project Expenditures	\$ -	\$ 300,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 300,000

Funding Sources	Prior	2019	2020	2021	2022	2023	2024	Total
REET								\$ -
Grant - State		\$ 300,000						\$ 300,000
								\$ -
								\$ -
Total Project Revenues	\$ -	\$ 300,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 300,000

2019-2024 CAPITAL IMPROVEMENT PROGRAM

ATTACHMENT C

PROJECT NAME:	132nd St SE Mid-block Crossing Improvements (HAWK)	UPDATE TO PAGE 189 OF 2019-2020 BUDGET BOOK
PROJECT #:	19-PW-02	
DEPARTMENT	Public Works and Development Services	
CATEGORY	Roadway	
TYPE	Infrastructure	

STRATEGIC PRIORITY
Fiscal Responsibility, Public Safety, Leadership

DESCRIPTION / JUSTIFICATION
PROJECT CANCELLED

Expenditures	Prior	2019	2020	2021	2022	2023	2024	Total
Construction								\$ -
Professional Services								\$ -
Operations & Maintenance								\$ -
Total Project Expenditures	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Funding Sources	Prior	2019	2020	2021	2022	2023	2024	Total
Grant - State								\$ -
REET								\$ -
								\$ -
Total Project Revenues	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

2019-2024 CAPITAL IMPROVEMENT PROGRAM

ATTACHMENT D

PROJECT NAME:	35th Ave. SE Reconstruction	UPDATE TO PAGE 186 OF 2019-2020 BUDGET BOOK
PROJECT #:	17-ROAD-02	
DEPARTMENT	Public Works and Development Services	
CATEGORY	Roadway	
TYPE	Construction	

STRATEGIC PRIORITY
Fiscal Responsibility, Community Preservation, Public Safety, Long-term Planning

DESCRIPTION / JUSTIFICATION
The 35th Avenue Southeast Reconstruction Project will address the chronic settlement of the roadway between 144th Street Southeast and 141st Street Southeast that has occurred over time. The roadway was constructed across Penny Creek in an area underlain with compressible peat deposits. The project site is bound on the east by Thomas Lake and Penny Creek, which flows from the north along the east side of 35th Avenue Southeast, crossing within the study limits and continuing westerly. This project will construct a pile-supported concrete slab to support the roadway and prevent any future settlement. 35th Avenue Southeast has a functional classification of major arterial.

Expenditures	Prior	2019	2020	2021	2022	2023	2024	Total
Construction	\$ 5,383,068	\$ 350,000						\$ 350,000
Professional Services	\$ 611,300	\$ -						\$ -
Operations & Maintenance								\$ -
Total Project Expenditures	\$ 5,994,368	\$ 350,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 350,000

Funding Sources	Prior	2019	2020	2021	2022	2023	2024	Total
REET	\$ 694,368							\$ -
Grant -State	\$ 5,250,000	\$ 350,000						\$ 350,000
Grant -Snohomish County	\$ 50,000							\$ -
Total Project Revenues	\$ 5,994,368	\$ 350,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 350,000

2019-2024 CAPITAL IMPROVEMENT PROGRAM

ATTACHMENT E

PROJECT NAME:	Heron Park Playarea Upgrades	UPDATE TO PAGE 200 OF 2019-2020 BUDGET BOOK
PROJECT #:	19-PARK-01	
DEPARTMENT	Public Works and Development Services	
CATEGORY	Parks	
TYPE	Repair / Maintenance	

STRATEGIC PRIORITY
Community Preservation, Recreational Opportunities, Public Safety, Long-Term Planning

DESCRIPTION / JUSTIFICATION
Heron Park was developed in conjunction with the construction of the Parkside subdivision in 1992. The park has been well maintained over the years. However, the playground equipment is over 25 years old and has broken down to the point that repairs are no longer feasible. Currently, the playground includes: a piece geared to the 1-4 year old group, another piece geared for the 5 - 12 year old group and a spin toy. Additionally, the picnic shelter/restroom building needs to be re-roofed and painted. This project proposes to replace the old shake roof with a metal roof that will have a longer useful life and to upgrade the lighting to energy efficient LED lighting.

Expenditures	Prior	2019	2020	2021	2022	2023	2024	Total
Design		\$ 50,000						\$ 50,000
Construction			\$ 360,000					\$ 360,000
Operations & Maintenance								\$ -
Total Project Expenditures	\$ -	\$ 50,000	\$ 360,000	\$ -	\$ -	\$ -	\$ -	\$ 410,000

Funding Sources	Prior	2019	2020	2021	2022	2023	2024	Total
REET		\$ 45,000	\$ 210,000					\$ 255,000
Grant - Snohomish County		\$ 5,000	\$ 150,000					\$ 155,000
Total Project Revenues	\$ -	\$ 50,000	\$ 360,000	\$ -	\$ -	\$ -	\$ -	\$ 410,000

2019-2024 CAPITAL IMPROVEMENT PROGRAM

ATTACHMENT F

PROJECT NAME:	Public Works Shop	UPDATE TO PAGE 206 OF 2019-2020 BUDGET BOOK
PROJECT #:	17-BLDG-02	
DEPARTMENT	Public Works and Development Services	
CATEGORY	Facilities	
TYPE	Property Acquisition and Construction	

STRATEGIC PRIORITY
Fiscal Responsibility, Community Preservation, Long-Term Planning

DESCRIPTION / JUSTIFICATION
City Hall does not provide adequate parking, facilities or storage for Public Works maintenance vehicles and materials. The City received a State Department of Commerce grant in the amount of \$250,000 which expires in June 2019 (a grant extension request will be submitted in 2018). Staff plans to move this project forward by pursuing property negotiations with Silver Lake Water District (2210 132nd Street parcel) and completion of necessary improvements.

Expenditures	Prior	2019	2020	2021	2022	2023	2024	Total
Property acquisition and improvements	\$ 160,361		\$ 2,000,000					\$ 2,160,361
								\$ -
								\$ -
Total Project Expenditures	\$ 160,361	\$ -	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ 2,160,361

Funding Sources	Prior	2019	2020	2021	2022	2023	2024	Total
CIP Fund	\$ 160,361		\$ 50,000					\$ 210,361
State Grant			\$ 250,000					\$ 250,000
REET		\$ -	\$ 1,700,000					\$ 1,700,000
								\$ -
Total Project Revenues	\$ 160,361	\$ -	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ 2,160,361



Agenda Item # D
Meeting Date: November 5, 2019

CITY COUNCIL AGENDA SUMMARY

City of Mill Creek, Washington

AGENDA ITEM: 2020-2025 TRANSPORTATION IMPROVEMENT PROGRAM ADOPTION

PROPOSED MOTION:

Motion to adopt resolution 2019 -584, thus adopting the 2020-2025 Transportation Improvement Plan, after receiving public testimony during the public hearing on the regular October 22nd, 2019 Council Meeting.

KEY FACTS AND INFORMATION SUMMARY:

In accordance with RCW 35.77.010 and RCW 36.81.121, the City is required to update its Transportation Improvement Plan (TIP) annually. The annual adoption of the six-year TIP utilizes a public hearing process to provide an opportunity for the public to comment and provide input on transportation projects being planned by the City.

The projects identified in the TIP directly align with the City of Mill Creek 2015 Comprehensive Plan (Transportation Element and Capital Facilities Element) and the funded and unfunded portions of the transportation element of the CIP (Capital Improvement Plan).

The TIP identifies transportation projects that the City may not have funding for but would like to build sometime in the future and that are eligible for state and federal transportation funds or other sources such as private development. Unlike the City's CIP, the TIP is not financially constrained. Transportation projects that have funding allocated to them within the next 6-year period are included in the City's CIP.

The final TIP is transmitted to the Puget Sound Regional Council, the Washington State Department of Transportation, Snohomish County, and adjacent public utilities companies. The state Department of Transportation and the Puget Sound Regional Council (PSRC) use local TIPs as tools for coordinating the transportation programs of local jurisdictions with those of regional agencies. The PSRC monitors local TIPs for projects of regional significance, which need to be modeled for regional air quality conformity with federal standards, and to track projects supported by federal funds.

As discussed during the October 22nd Council Meeting, staff will continue the implementation of four transportation projects not included in the 2020- 2025 TIP:

- 1) Mill Creek Elementary School Sidewalk Marking: City crew will install paint marking on the sidewalk west of the elementary school (located on the south side of 148th Street SE). The purpose of this paint installation is to provide a visual cue for pedestrians to walk on

City Council Agenda Summary
Page 2

the sidewalk area further away from the street (“kiss and go” lane).

- 2) 146th Street SE (Webster’s Pond) Speed Radar Installation: In 2018, a speed radar was installed on 146th Street SE (westbound). The radar has not revealed a speeding problem. In efforts to collect eastbound data, a second speed radar sign will be installed in November 2019.
- 3) 144th Street SE and Bothell Everett Highway (Sweetwater Ranch Neighborhood): City staff will explore options to improve driver experience for those vehicles exiting Sweetwater Ranch and making a left turn movement to head southbound on Bothell Everett Highway. Improvements on Bothell Everett Highway require approval by the Washington State Department of Transportation.
- 4) North Creek Drive Pedestrian Shoulder Improvements – Nature’s Landing Condos to Heatherwood Apartments (West Side): This project proposes the installation of temporary improvements along North Creek Drive to provide a safer walking experience for pedestrians and students who routinely use this path. These temporary improvements may include delineators, striping, and/or concrete curb.

CITY MANAGER RECOMMENDATION:

Adopt resolution 2019 -584 , thus adopting the 2020-2025 Transportation Improvement Plan, after receiving public testimony during the public hearing on the regular October 22nd, 2019 Council Meeting.

ATTACHMENTS:

- Attachment A: Proposed 2020-2025 Transportation Improvement Plan (with Word Track-Changes reflecting Council comments and Public Hearing conducted during the October 22, 2019 Council Meeting)
- Attachment B: Proposed 2020-2025 Transportation Improvement Plan
- Attachment C: Resolution Adopting the 2020-2025 Transportation Improvement Plan

Respectfully Submitted:

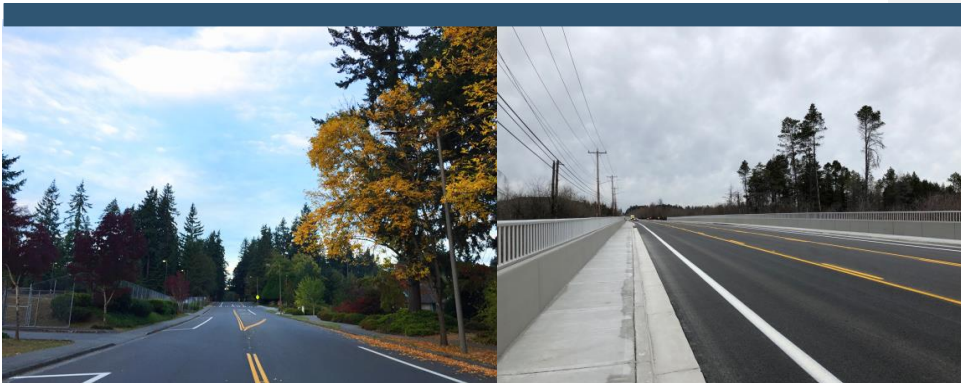


Michael G. Ciaravino
City Manager

ATTACHMENT A



TRANSPORTATION IMPROVEMENT PLAN
UPDATED OCTOBER 2019
2020-2025



Overview

In accordance with RCW 35.77.010, all cities and towns are required to prepare and adopt a comprehensive transportation program annually that spans at least six calendar years. This comprehensive transportation program is typically called a Transportation Improvement Plan (TIP). The TIP identifies transportation projects that the City may not have funding for but would like to build sometime in the future. The TIP is not a financial commitment, rather it is a planning document to better understand what transportation projects are needed. It also identifies potential funding sources. The inclusion of a project in the TIP does not necessarily guarantee it will be delivered or constructed, but rather it helps the City plan for current and future transportation needs. Including projects and programs in the TIP also allows the city to compete for additional funding such as state and federal grants. The six-year TIP must also be consistent with any adopted comprehensive plan. The annually adopted TIP should be transmitted to the Washington State Secretary of Transportation on or before July 1 of each year. Although not required by the RCWs, the City also sends a copy of the TIP to the Puget Sound Regional Council (PSRC), the regional body that coordinates the transportation plans of individual entities within King, Snohomish, Pierce and Kitsap counties.

The TIP usually includes projects valued at \$25,000 or more and, in accordance with state law, must cover a six-year period. The City updates its Capital Improvement Plan (CIP) as part of its biennial budget process, so the proposed TIP covers a six-year period in order to comply with the six-year reporting requirement. Projects that have funding allocated to them within the next 6-year period are included in the City's CIP.

Deleted: even

Deleted: 1

Brief Project Descriptions

1. Seattle Hill Road Pavement Preservation: Repave Seattle Hill Road between Village Green Drive and 35th Avenue Southeast. The scope of work includes a full width, two-inch grind and overlay, replacement of landscaped median curbs, and Americans with Disabilities (ADA) upgrades at all curb ramps and two traffic signals.. In 2016, the pavement condition for this minor arterial was 59 (scale 0 to 100). The existing curb ramps and traffic signals do not meet current ADA standards. The curbs on all landscape medians have been damaged beyond repair over the years by vehicle collisions. No new operational expenses would result from this project. A federal grant was obtained for construction in the amount of \$720,000. Construction will occur in 2020.

2. Street Pavement Marking Program: The goal of the Annual Street Pavement Marking Program is to maintain markings that identify travel lanes and other guidance markings for auto, pedestrian, bicycle, transit and other forms of transportation. Per the 2015 Comprehensive Plan, the City owns and maintains 77 lane miles of residential and local streets, 19 lane miles of collector streets and 10 lane miles of arterial streets (total of 106 lane miles of roadway).



3. Mill Creek Boulevard Corridor Improvements

Study: Mill Creek Boulevard is an important north-south transportation corridor located in the heart of Mill Creek. The goal of the Mill Creek Boulevard Corridor Improvements Study is to enhance economic vitality and provide a framework to multiple capital improvements which include: intersection improvements at 164th Street, 161st Street, Main and SR 527; surface water aging infrastructure failures identified in a 2018 study produced by Perreet; pavement preservation and roadway re-configurations to better support Community Transit's bus rapid transit (BRT) lines. This study will peripherally address zoning and land use.



4. Concrete Sidewalk Replacement Program: The goal of this annual program is the preservation of the City's sidewalk systems which includes 75 miles of public sidewalks and more than 1,000 curb ramps. The scope of work would include repair or replacement of damaged sections of curb, gutter, sidewalk and curb ramps that meet the American with Disabilities Act (ADA). The first year of the program would include a citywide assessment and rating of sidewalks and prioritization of needed repairs as well as recommendations on alternative repair methods. This program may include tree removal or alternative construction methods to preserve existing trees. Some of the benefits of this program include: 1) improved pedestrian safety, 2) compliance with ADA standards, and 3) savings in maintenance costs.

5. Pavement Preservation and Rehabilitation Program: The goal of this annual program is to extend the useful life of the City's streets by assessing, preserving and rehabilitating pavement conditions. Typical work would include crack filling, removal and replacement of failed pavement, patching, surface preservation treatments, and asphalt overlays. The City is responsible for approximately 106 lane miles of roadway. The Program would include replacement or installation of accessible curb ramps to meet the requirements of the Americans with Disabilities Act (ADA). Per the Comprehensive Plan, the City's level of service guidelines for pavement management identifies a minimum pavement condition index of 65 for collectors and arterial roadways and 70 for local and residential roadways. The 2020-2025 project priority list will be based on the pavement assessment conducted in 2019. Federally funded roadway preservation projects are programmed in 2020 (Seattle Hill Road).



6. Citywide Traffic Signal Upgrades: The City owns seven traffic signals that are operated and maintained by Snohomish County. The existing controllers and conflict monitors use outdated technology and need to be replaced in order for the signals to work within the County's integrated system. The project scope would include the



installation of new pedestrian push buttons for compliance with the American with Disabilities Act (ADA), new side mounted battery backup systems (164th Street and Mill Creek Boulevard; Dumas Road at Park Road; Mill Creek Road and Village Green Drive), new controllers and conflict monitors. All work would be completed by Snohomish County.

7. Bridge Monitoring and Improvement Program: The City of Mill Creek owns a total of 11 bridges. 5 of those bridges have a structure length over 20LF and require inspections every other year. From previous inspections, bridge scour conditions were identified at two bridges: North Creek Bridge (Bridge Number: MILL CR 1 located on 164th Street SE) and Penny Creek Bridge (Bridge Number: MILL CR 2 located on 144th Street SE). Capital Improvement Plan projects which include design and repair have been programmed over the next six years.



8. East Gateway Urban Village "Spine Road" West Connection (Phase 1): The East Gateway Urban Village (EGUV) subarea plan was designed with internal access provided via a "Spine Road." Several parcels in the East Gateway Urban Village have developed or are proposed for development and construction of the "Spine Road" has been a condition of approval for these developments. Right-of-way was dedicated as part of the approval of the Polygon Apartments/Townhome development, the Gateway Building, the Vintage, and the Farm. This project would complete the "Spine Road" from 39th Avenue SE to 44th Avenue SE. Partial right-of-way purchase would be needed at two parcels for subsequent roadway design and construction.



9. SR 96 at Dumas Road: Operations at this intersection do not meet LOS guidelines primarily due to the existing split phasing required for traffic on Dumas Road/Elgin Way. The current channelization provides an exclusive left-turn lane and a shared left/through/right lane for northbound traffic. In addition to high through volumes on SR 96, this intersection has a high number of left turns from northbound Dumas Road to westbound SR 96 (529 vehicles in the 2040 PM peak hour). Installing a second northbound left-turn lane for northbound Dumas Road and a shared through/right-turn lane would allow protected left-turn phases on each approach. This modification, in combination with optimizing timings, would reduce the average control delay by over 10 seconds per vehicle, resulting in LOS D.

10. SR 96th at 35th Avenue SE Intersection Improvements: 35th Avenue SE has high left-turn movement volumes onto SR 96. Two left-turn lanes are provided for



southbound traffic, but northbound users only have one. This intersection currently has a Level of Service E with an average vehicle delay of 71.7 seconds. Adding a second northbound left-turn lane and optimizing signal timing would improve intersection operations to an average delay of 55.3 seconds per vehicle.

11. SR 527 / 164th Street Intersection Improvements: This location is an intersection of two major arterials that connect users to regional destinations. The critical movement at this intersection is the eastbound left-turn movement, which is projected to have over 300 vehicles in the 2040 PM peak hour. Currently, this movement is served by a single left-turn lane with short storage length in order to maintain access to properties north of 164th Street SE. Removing the property access to the north, extending the turn-lane storage length, and optimizing the traffic signal timing would reduce delays to 80 seconds per vehicle and achieve a Level of Service E. Community Transit's bus rapid transit (BRT) Orange Line is planned to connect from the Lynnwood Light Rail station east on 164th Street SE. Intersection improvements at this location would support BRT Orange Line operations.

12. SR 527 / SR96 Intersection Improvements: This project proposes to add an additional Eastbound/Westbound through lane, install intelligent transportation systems (ITS) infrastructure to direct traffic to use alternate routes, which may include 16th Avenue SE or Dumas Road.

13. Traffic Safety and Calming Program: Ongoing program to install traffic calming devices to improve neighborhood livability and pedestrian safety. Improvements can include additional signage, pavement markings, speed "bumps," medians/islands, mini-roundabouts, flashing crosswalk lights, speed radar signs, etc. Improvements are evaluated and prioritized when citizen requests are received. City Council approved the formation of a formal citywide traffic calming program in April 2006 (revised in October 2007) and it has been well received by citizens. This program builds upon the City's Traffic Calming Program prepared in 2007, which focused on the safety and livability of City neighborhoods and was focused on streets with an average daily traffic (ADT) of less than 8,000 vehicles. The 2020-2025 TIP Traffic Safety and Calming Program would expand to address safety and traffic calming concerns to collectors and arterials.

14. (Old) Seattle Hill Road at SR 527: The project consists of intersection control improvements coordinated by the City of Mill Creek, Snohomish County and the Washington State Department of Transportation.

15. 164th Street SE at Mill Creek Boulevard Intersection Improvements: This intersection has a high volume left-turn movement, which results in a Level of Service F. Eastbound left-turn volumes exceed 500 vehicles in the PM peak hour, while the remaining approaches have over 100 vehicles per hour each. Currently, each approach has one left-turn lane. Adding an additional eastbound left-turn lane and optimizing signal timings would decrease the average delay per vehicle by around 40 seconds, resulting in a Level of Service E. This modification would require an additional receiving lane on the north leg, likely terminating at the intersection of Mill Creek Boulevard and 161st Street SE.



16. Silver Crest Sidewalk – 35th Ave SE to 27th Ave SE (North Side): The Silver Crest Sidewalk Gap project will provide sidewalk improvements on the south side of Silver Crest Drive, between 35th Ave SE, and 27th Drive SE. The project is located within a residential area and is in proximity to Jackson High School, Heatherwood Middle School, and nearby parks. Sidewalk improvements include the construction of approximately 2,300 linear feet of sidewalk, installation of ADA compliant curb ramps, and infrastructure for stormwater drainage.

17. Trillium Blvd. Sidewalk - SR 527 to North Creek Drive (South Side): The south side of Trillium Boulevard between SR 527 and North Creek Drive currently does not have existing sidewalk. This project proposes the construction of approximately 175 ft of sidewalk to fill the gap along that section of Trillium Blvd. The sidewalk improvements would provide nearby residences with a connection to local bus stops along SR 527 including Community Transit’s BRT Green Line and the future orange line.



18. North Creek Drive Sidewalk – Mill Creek Sports Park to Heatherwood Apartments (East Side): This project would provide sidewalk improvements on the east side of North Creek Drive, just north of Mill Creek Sports Park. Improvements include approximately 900 linear feet of sidewalk, curb, and gutter. This project would provide connectivity to the Mill Creek Sports Park, and would provide a safer walking path for pedestrians who currently use the street shoulder.

19. Bicycle Lane Improvement Program: This program will assess safety and connectivity of currently marked bicycle lanes within the City and will develop policies and standards for markings and signage at bicycle lane locations. This program will also identify new locations where bike lanes may be necessary. Additionally, the program will create objectives to encourage bicycles as a mode of transportation. The City will engage key stakeholders such as the Cascade Bicycle Club and others.

20. City-wide Crosswalk Assessment and Improvement Program: This program will assess marked and unmarked legal crosswalk locations throughout the city, and will evaluate crossings that are in need of repairs or enhancements. Enhancements may include new pavement markings, signage, and/or flashing beacons. This program will provide an inventory of existing crossings, and will develop policy guidelines for marking types and pedestrian accommodations at each crossing. Additionally, this program will also identify new locations where crossings are necessary but may not currently exist.

21. Sidewalk Gap and Pedestrian Pathways Improvement Program: As identified in the 2015 Comprehensive Plan, there are state routes and arterial/collector roads within the city that are in need of concrete sidewalks either on one or both sides of the road. Many of these gaps are along major roads or school routes, and are essential to providing pedestrians with safe and continuous walking paths. This program will identify sidewalk gaps within the city and will also assess the condition of pedestrian



- Deleted: ¶
- Deleted: 19. North Creek Drive Pedestrian Shoulder Improvements – Nature’s Landing Condos to Heatherwood Apartments (West Side): This project proposes the installation of temporary improvements along North Creek Drive to provide a safer walking path for pedestrians and students who routinely use this path. These temporary improvements may include delineators, striping, and/or concrete curb. ¶
- Formatted: Font: (Default) Tahoma, 11 pt
- Formatted: Font: (Default) Tahoma, 11 pt
- Formatted: Font: (Default) Tahoma, 11 pt
- Formatted: Font: (Default) Tahoma, 11 pt
- Formatted: Font: (Default) Tahoma, 11 pt
- Formatted: Font: (Default) Tahoma, 11 pt
- Formatted: Font: (Default) Tahoma, 11 pt
- Formatted: Font: (Default) Tahoma, 11 pt

pathways in residential areas. Many city neighborhoods use pavement markers as a way of delineation for pedestrian pathways. Additionally, this program will develop policies for sidewalks and pedestrian pathway prioritization criteria, as well as for pavement markers, signage, and related components. A major component of this program will be the prioritization of identified locations based on criteria such as pedestrian need and safety.

22. ADA Inventory and Improvement Program: The Americans with Disabilities Act (ADA) has established requirements to ensure that public infrastructure provides the same degree of convenience, access, and safety to all people, regardless of disability. This program will evaluate/update the city's 2015 ADA Transition Plan Draft. The ADA improvement program will set policies and guidelines for prioritization of non-compliant infrastructure. This includes criteria such as level of pedestrian traffic and proximity to pedestrian generators. In concurrence with the transition plan, this program will work towards making pedestrian routes more accessible by recommending and including pedestrian projects in the Capital Improvement Plan.

23. Trail Preservation Program: As a part of the development of several subdivisions in the City (e.g., Brighton, Amberleigh, The Springs), the City accepted the responsibility for maintenance of trail infrastructure through open space tracts in exchange for public access easements on the trails. The Trail Preservation Program would initially identify all of these trails within the City and assess their current condition. A priority list will be established ranking the severity of the deficiencies as well as establishing a schedule for future repairs and resurfacing.



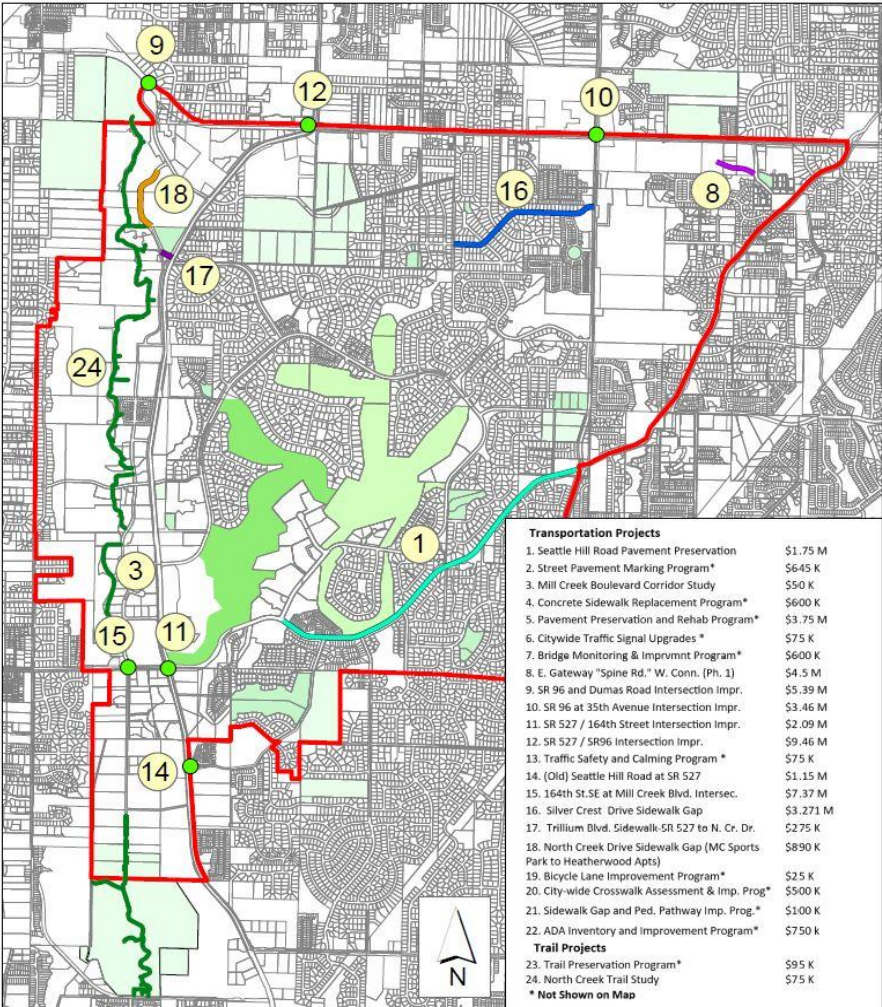
24. North Creek Trail Study: The North Creek Trail will ultimately connect with multiple regional trails including the Burke Gilman and Sammamish River Trails to the south with the Interurban Trail to the north. The result is a network of trails, which enables non-motorized transportation for commuters and local residents in a nearly continuous route from the Everett area all the way to the communities of Bothell, Lynnwood and Seattle. This trail system will serve and connect the significant Regional Growth Centers of Bothell Canyon Park, Lynnwood and Everett as well as the locally designated Mill Creek Town Center. The North Creek Trail Study would look at potential future development, improvements and upgrades to the North Creek Trail within the City of Mill Creek. This feasibility study would include assessment of American with Disabilities (ADA) compliance for built out sections, high-level cost estimates for trail gaps, environmental preliminary assessment, geotechnical investigation and funding options. Improvements are intended to make the trail a shared use path for users of all ages and abilities.

Funding Sources

Possible funding sources for TIP projects are development mitigation fees, real estate excise taxes (REET), grants, bonds, developer contributions, and legislative allocations.



2020-2025 Transportation Improvement Plan





**City of Mill Creek
Transportation Improvement Plan
Master Project List
(2020-2025)**

Project Name		Total	2020	2021	2022	2023	2024	2025
Transportation Projects								
1	Seattle Hill Road Pavement Preservation	\$1,750,000	\$1,750,000					
2	Street Pavement Marking Program	\$645,000	\$120,000	\$105,000	\$105,000	\$105,000	\$105,000	\$105,000
3	Mill Creek Boulevard Corridor Improvements Study	\$50,000	\$50,000					
4	Concrete Sidewalk Replacement Program	\$600,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
5	Pavement Preservation and Rehabilitation Program	\$3,750,000	\$750,000	\$0	\$750,000	\$750,000	\$750,000	\$750,000
6	Citywide Traffic Signal Upgrades	\$75,000	\$75,000					
7	Bridge Monitoring & Improvement Program	\$600,000	\$50,000	\$250,000	\$50,000	\$250,000		
8	East Gateway Urban Village "Spine Road" West Connection (Phase 1)	\$4,500,000	\$0	\$250,000	\$250,000	\$4,000,000		
9	SR 96 and Dumas Road Intersection Improvements	\$5,390,000	\$0	\$0	\$200,000	\$5,190,000		
10	SR 96 at 35th Avenue Intersection Improvements	\$3,460,000	\$150,000	\$3,310,000				
11	SR 527 / 164th Street Intersection Improvements	\$2,090,000	\$0	\$250,000	\$1,840,000			
12	SR 527 / SR96 Intersection Improvements	\$9,460,000	\$0	\$0	\$0	\$860,000	\$8,600,000	
13	Traffic Safety and Calming Program	\$75,000	\$25,000	\$0	\$25,000	\$0	\$25,000	
14	(Old) Seattle Hill Road at SR 527	\$1,150,000	\$150,000	\$1,000,000				
15	164th Street SE at Mill Creek Boulevard Intersection Improvements	\$7,370,000	\$0	\$0	\$0	\$0.00	\$670,000	\$6,700,000
16	Silver Crest Sidewalk Gap - 35th Ave SE to 27th Ave SE (North Side)	\$3,271,000	\$0	\$0	\$700,000	\$857,000	\$857,000	\$857,000
17	Trillium Blvd. Sidewalk Gap - SR 527 to North Creek Drive (South Side)	\$275,000	\$0	\$55,000	\$220,000			
18	North Creek Drive Sidewalk Gap - MC Sports Park to Heatherwood Apts.(East Side)	\$890,000	\$0	\$0	\$0	\$200,000	\$690,000	
19	Bicycle Lane Improvement Program	\$25,000	\$0	\$0	\$25,000			
20	City-wide Crosswalk Assessment and Improvement Program	\$500,000	\$0	\$100,000	\$200,000	\$200,000		
21	Sidewalk Gap and Pedestrian Pathways Improvement Program	\$100,000	\$0	\$100,000				
22	ADA Inventory and Improvement Program	\$750,000	\$0	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000
Transportation Project Totals		\$46,776,000	\$3,220,000	\$5,670,000	\$4,615,000	\$12,662,000	\$11,947,000	\$8,662,000
Trail Projects								
23	Trail Preservation Program	\$95,000	\$45,000	\$0	\$25,000	\$0	\$25,000	\$0
24	North Creek Trail Study	\$75,000	\$75,000	\$0	\$0	\$0	\$0	\$0
Trail Project Totals		\$170,000	\$120,000	\$0	\$25,000	\$0	\$25,000	\$0
TIP Totals All Project Categories		\$46,946,000	\$3,340,000	\$5,670,000	\$4,640,000	\$12,662,000	\$11,972,000	\$8,662,000

*All total project costs are in 2019 dollars and do not account for inflation



**City of Mill Creek
Transportation Improvement Plan
Potential Funding Sources
(2020-2025)**

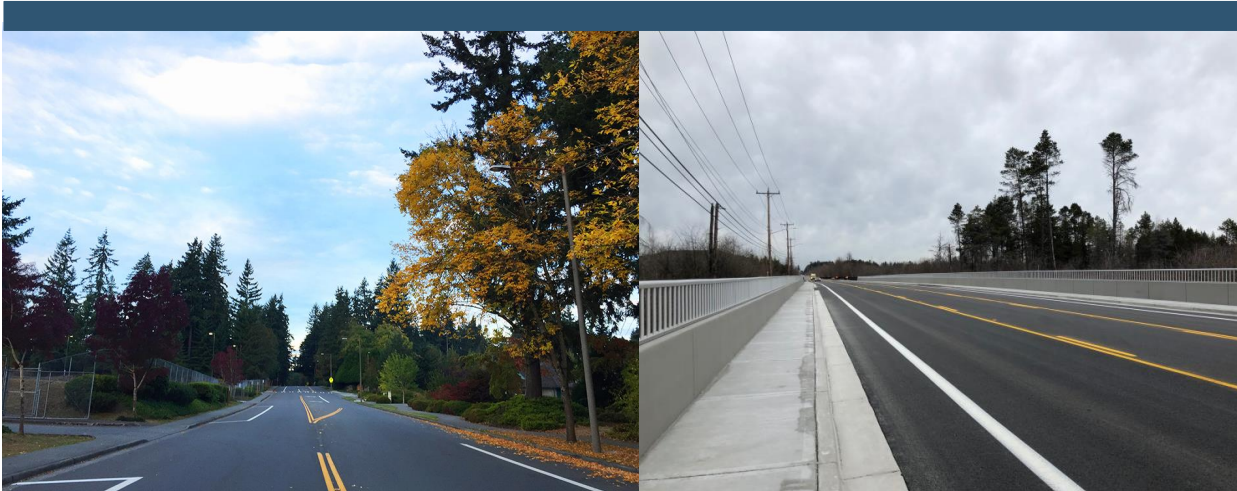
	Project Name	Total	TMF	Federal Grant	State Grant	Unknown	General or REET Funds
Transportation Projects							
1	Seattle Hill Road Pavement Preservation	\$1,750,000		\$720,000			\$1,030,000
2	Street Pavement Marking Program	\$645,000					\$645,000
3	Mill Creek Boulevard Corridor Improvements Study	\$50,000			\$50,000		\$0
4	Concrete Sidewalk Replacement Program	\$600,000					\$600,000
5	Pavement Preservation and Rehabilitation Program	\$3,750,000					\$3,750,000
6	Citywide Traffic Signal Upgrades	\$75,000					\$75,000
7	Bridge Monitoring & Improvement Program	\$600,000					\$600,000
8	East Gateway Urban Village "Spine Road" West Connection (Phase 1)	\$4,500,000	\$3,100,000				\$1,400,000
9	SR 96 and Dumas Road Intersection Improvements	\$5,390,000					\$5,390,000
10	SR 96 at 35th Avenue Intersection Improvements	\$3,460,000					\$3,460,000
11	SR 527 / 164th Street Intersection Improvements	\$2,090,000					\$2,090,000
12	SR 527 / SR96 Intersection Improvements	\$9,460,000					\$9,460,000
13	Traffic Safety and Calming Program	\$75,000					\$75,000
14	(Old) Seattle Hill Road at SR 527	\$1,150,000					\$1,150,000
15	164th Street SE at Mill Creek Boulevard Intersection Improvements	\$7,370,000					\$7,370,000
16	Silver Crest Sidewalk Gap - 35th Ave SE to 27th Ave SE (North Side)	\$3,271,000			\$1,000,000		\$2,271,000
17	Trillium Blvd. Sidewalk Gap - SR 527 to North Creek Drive (South Side)	\$275,000			\$220,000		\$55,000
18	North Creek Drive Sidewalk Gap - MC Sports Park to Heatherwood Apts.(East Side)	\$890,000			\$300,000		\$590,000
19	Bicycle Lane Improvement Program	\$25,000					\$25,000
20	City-wide Crosswalk Assessment and Improvement Program	\$500,000			\$100,000		\$400,000
21	Sidewalk Gap and Pedestrian Pathways Improvement Program	\$100,000					\$100,000
22	ADA Inventory and Improvement Program	\$750,000					\$750,000
	Transportation Project Totals	\$46,776,000	\$3,100,000	\$720,000	\$1,670,000	\$0	\$41,286,000
Trail Projects							
23	Trail Preservation Program	\$95,000					\$95,000
24	North Creek Trail Study	\$75,000					\$75,000
	Trail Project Totals	\$170,000	\$0	\$0	\$0	\$0	\$170,000
TIP Totals All Project Categories		\$46,946,000	\$3,100,000	\$720,000	\$1,670,000	\$0	\$41,456,000

- * All total project costs are in 2019 dollars and do not account for inflation
- *TMF = Traffic Mitigation Fees (Funds shown do not include TMF funds from "The Farm" development)
- * REET = Real Estate Excise Tax
- * State Grants include: Transportation Improvement Board, Pedestrian/Bike, Safe Routes to School
- * Local Revitalization Funding is being explored as a potential funding source for East Gateway Urban Village "Spine Road" West Connection (Phase 1) project

ATTACHMENT B



TRANSPORTATION IMPROVEMENT PLAN
UPDATED OCTOBER 2019
2020-2025



Overview

In accordance with RCW 35.77.010, all cities and towns are required to prepare and adopt a comprehensive transportation program annually that spans at least six calendar years. This comprehensive transportation program is typically called a Transportation Improvement Plan (TIP). The TIP identifies transportation projects that the City may not have funding for but would like to build sometime in the future. The TIP is not a financial commitment, rather it is a planning document to better understand what transportation projects are needed. It also identifies potential funding sources. The inclusion of a project in the TIP does not necessarily guarantee it will be delivered or constructed, but rather it helps the City plan for current and future transportation needs. Including projects and programs in the TIP also allows the city to compete for additional funding such as state and federal grants. The six-year TIP must also be consistent with any adopted comprehensive plan. The annually adopted TIP should be transmitted to the Washington State Secretary of Transportation on or before July 1 of each year. Although not required by the RCWs, the City also sends a copy of the TIP to the Puget Sound Regional Council (PSRC), the regional body that coordinates the transportation plans of individual entities within King, Snohomish, Pierce and Kitsap counties.

The TIP usually includes projects valued at \$25,000 or more and, in accordance with state law, must cover a six-year period. The City updates its Capital Improvement Plan (CIP) as part of its biennial budget process, so the proposed TIP covers a six-year period in order to comply with the six-year reporting requirement. Projects that have funding allocated to them within the next 6-year period are included in the City's CIP.

Brief Project Descriptions

1. Seattle Hill Road Pavement Preservation: Repave Seattle Hill Road between Village Green Drive and 35th Avenue Southeast. The scope of work includes a full width, two-inch grind and overlay, replacement of landscaped median curbs, and Americans with Disabilities (ADA) upgrades at all curb ramps and two traffic signals. In 2016, the pavement condition for this minor arterial was 59 (scale 0 to 100). The existing curb ramps and traffic signals do not meet current ADA standards. The curbs on all landscape medians have been damaged beyond repair over the years by vehicle collisions. No new operational expenses would result from this project. A federal grant was obtained for construction in the amount of \$720,000. Construction will occur in 2020.

2. Street Pavement Marking Program: The goal of the Annual Street Pavement Marking Program is to maintain markings that identify travel lanes and other guidance markings for auto, pedestrian, bicycle, transit and other forms of transportation. Per the 2015 Comprehensive Plan, the City owns and maintains 77 lane miles of residential and local streets, 19 lane miles of collector streets and 10 lane miles of arterial streets (total of 106 lane miles of roadway).



3. Mill Creek Boulevard Corridor Improvements

Study: Mill Creek Boulevard is an important north-south transportation corridor located in the heart of Mill Creek. The goal of the Mill Creek Boulevard Corridor Improvements Study is to enhance economic vitality and provide a framework to multiple capital improvements which include: intersection improvements at 164th Street, 161st Street, Main and SR 527; surface water aging infrastructure failures identified in a 2018 study produced by Pertee; pavement preservation and roadway re-configurations to better support Community Transit's bus rapid transit (BRT) lines. This study will peripherally address zoning and land use.



4. Concrete Sidewalk Replacement Program: The goal of this annual program is the preservation of the City's sidewalk systems which includes 75 miles of public sidewalks and more than 1,000 curb ramps. The scope of work would include repair or replacement of damaged sections of curb, gutter, sidewalk and curb ramps that meet the American with Disabilities Act (ADA). The first year of the program would include a citywide assessment and rating of sidewalks and prioritization of needed repairs as well as recommendations on alternative repair methods. This program may include tree removal or alternative construction methods to preserve existing trees. Some of the benefits of this program include: 1) improved pedestrian safety, 2) compliance with ADA standards, and 3) savings in maintenance costs.

5. Pavement Preservation and Rehabilitation Program: The goal of this annual program is to extend the useful life of the City's streets by assessing, preserving and rehabilitating pavement conditions. Typical work would include crack filling, removal and replacement of failed pavement, patching, surface preservation treatments, and asphalt overlays. The City is responsible for approximately 106 lane miles of roadway. The Program would include replacement or installation of accessible curb ramps to meet the requirements of the Americans with Disabilities Act (ADA). Per the Comprehensive Plan, the City's level of service guidelines for pavement management identifies a minimum pavement condition index of 65 for collectors and arterial roadways and 70 for local and residential roadways. The 2020-2025 project priority list will be based on the pavement assessment conducted in 2019. Federally funded roadway preservation projects are programmed in 2020 (Seattle Hill Road).



6. Citywide Traffic Signal Upgrades: The City owns seven traffic signals that are operated and maintained by Snohomish County. The existing controllers and conflict monitors use outdated technology and need to be replaced in order for the signals to work within the County's integrated system. The project scope would include the



installation of new pedestrian push buttons for compliance with the American with Disabilities Act (ADA), new side mounted battery backup systems (164th Street and Mill Creek Boulevard; Dumas Road at Park Road; Mill Creek Road and Village Green Drive), new controllers and conflict monitors. All work would be completed by Snohomish County.

7. Bridge Monitoring and Improvement Program: The City of Mill Creek owns a total of 11 bridges. 5 of those bridges have a structure length over 20LF and require inspections every other year. From previous inspections, bridge scour conditions were identified at two bridges: North Creek Bridge (Bridge Number: MILL CR 1 located on 164th Street SE) and Penny Creek Bridge (Bridge Number: MILL CR 2 located on 144th Street SE). Capital Improvement Plan projects which include design and repair have been programmed over the next six years.



8. East Gateway Urban Village "Spine Road" West Connection (Phase 1): The East Gateway Urban Village (EGUV) subarea plan was designed with internal access provided via a "Spine Road." Several parcels in the East Gateway Urban Village have developed or are proposed for development and construction of the "Spine Road" has been a condition of approval for these developments. Right-of-way was dedicated as part of the approval of the Polygon Apartments/Townhome development, the Gateway Building, the Vintage, and the Farm. This project would complete the "Spine Road" from 39th Avenue SE to 44th Avenue SE. Partial right-of-way purchase would be needed at two parcels for subsequent roadway design and construction.



9. SR 96 at Dumas Road: Operations at this intersection do not meet LOS guidelines primarily due to the existing split phasing required for traffic on Dumas Road/Elgin Way. The current channelization provides an exclusive left-turn lane and a shared left/through/right lane for northbound traffic. In addition to high through volumes on SR 96, this intersection has a high number of left turns from northbound Dumas Road to westbound SR 96 (529 vehicles in the 2040 PM peak hour). Installing a second northbound left-turn lane for northbound Dumas Road and a shared through/right-turn lane would allow protected left-turn phases on each approach. This modification, in combination with optimizing timings, would reduce the average control delay by over 10 seconds per vehicle, resulting in LOS D.

10. SR 96th at 35th Avenue SE Intersection Improvements: 35th Avenue SE has high left-turn movement volumes onto SR 96. Two left-turn lanes are provided for



southbound traffic, but northbound users only have one. This intersection currently has a Level of Service E with an average vehicle delay of 71.7 seconds. Adding a second northbound left-turn lane and optimizing signal timing would improve intersection operations to an average delay of 55.3 seconds per vehicle.

11. SR 527 / 164th Street Intersection Improvements: This location is an intersection of two major arterials that connect users to regional destinations. The critical movement at this intersection is the eastbound left-turn movement, which is projected to have over 300 vehicles in the 2040 PM peak hour. Currently, this movement is served by a single left-turn lane with short storage length in order to maintain access to properties north of 164th Street SE. Removing the property access to the north, extending the turn-lane storage length, and optimizing the traffic signal timing would reduce delays to 80 seconds per vehicle and achieve a Level of Service E. Community Transit's bus rapid transit (BRT) Orange Line is planned to connect from the Lynnwood Light Rail station east on 164th Street SE. Intersection improvements at this location would support BRT Orange Line operations.

12. SR 527 / SR96 Intersection Improvements: This project proposes to add an additional Eastbound/Westbound through lane, install intelligent transportation systems (ITS) infrastructure to direct traffic to use alternate routes, which may include 16th Avenue SE or Dumas Road.

13. Traffic Safety and Calming Program: Ongoing program to install traffic calming devices to improve neighborhood livability and pedestrian safety. Improvements can include additional signage, pavement markings, speed "bumps," medians/islands, mini-roundabouts, flashing crosswalk lights, speed radar signs, etc. Improvements are evaluated and prioritized when citizen requests are received. City Council approved the formation of a formal citywide traffic calming program in April 2006 (revised in October 2007) and it has been well received by citizens. This program builds upon the City's Traffic Calming Program prepared in 2007, which focused on the safety and livability of City neighborhoods and was focused on streets with an average daily traffic (ADT) of less than 8,000 vehicles. The 2020-2025 TIP Traffic Safety and Calming Program would expand to address safety and traffic calming concerns to collectors and arterials.

14. (Old) Seattle Hill Road at SR 527: The project consists of intersection control improvements coordinated by the City of Mill Creek, Snohomish County and the Washington State Department of Transportation.

15. 164th Street SE at Mill Creek Boulevard Intersection Improvements: This intersection has a high volume left-turn movement, which results in a Level of Service F. Eastbound left-turn volumes exceed 500 vehicles in the PM peak hour, while the remaining approaches have over 100 vehicles per hour each. Currently, each approach has one left-turn lane. Adding an additional eastbound left-turn lane and optimizing signal timings would decrease the average delay per vehicle by around 40 seconds, resulting in a Level of Service E. This modification would require an additional receiving lane on the north leg, likely terminating at the intersection of Mill Creek Boulevard and 161st Street SE.



16. Silver Crest Sidewalk – 35th Ave SE to 27th Ave SE (North Side): The Silver Crest Sidewalk Gap project will provide sidewalk improvements on the south side of Silver Crest Drive, between 35th Ave SE, and 27th Drive SE. The project is located within a residential area and is in proximity to Jackson High School, Heatherwood Middle School, and nearby parks. Sidewalk improvements include the construction of approximately 2,300 linear feet of sidewalk, installation of ADA compliant curb ramps, and infrastructure for stormwater drainage.

17. Trillium Blvd. Sidewalk - SR 527 to North Creek Drive (South Side): The south side of Trillium Boulevard between SR 527 and North Creek Drive currently does not have existing sidewalk. This project proposes the construction of approximately 175 ft of sidewalk to fill the gap along that section of Trillium Blvd. The sidewalk improvements would provide nearby residences with a connection to local bus stops along SR 527 including Community Transit's BRT Green Line and the future orange line.



18. North Creek Drive Sidewalk – Mill Creek Sports Park to Heatherwood Apartments (East Side): This project would provide sidewalk improvements on the east side of North Creek Drive, just north of Mill Creek Sports Park. Improvements include approximately 900 linear feet of sidewalk, curb, and gutter. This project would provide connectivity to the Mill Creek Sports Park, and would provide a safer walking path for pedestrians who currently use the street shoulder.

19. Bicycle Lane Improvement Program: This program will assess safety and connectivity of currently marked bicycle lanes within the City and will develop policies and standards for markings and signage at bicycle lane locations. This program will also identify new locations where bike lanes may be necessary. Additionally, the program will create objectives to encourage bicycles as a mode of transportation. The City will engage key stakeholders such as the Cascade Bicycle Club and others.

20. City-wide Crosswalk Assessment and Improvement Program: This program will assess marked and unmarked legal crosswalk locations throughout the city, and will evaluate crossings that are in need of repairs or enhancements. Enhancements may include new pavement markings, signage, and/or flashing beacons. This program will provide an inventory of existing crossings, and will develop policy guidelines for marking types and pedestrian accommodations at each crossing. Additionally, this program will also identify new locations where crossings are necessary but may not currently exist.

21. Sidewalk Gap and Pedestrian Pathways Improvement Program: As identified in the 2015 Comprehensive Plan, there are state routes and arterial/collector roads within the city that are in need of concrete sidewalks either on one or both sides of the road. Many of these gaps are along major roads or school routes, and are essential to providing pedestrians with safe and continuous walking paths. This program will identify sidewalk gaps within the city and will also assess the condition of pedestrian



pathways in residential areas. Many city neighborhoods use pavement markers as a way of delineation for pedestrian pathways. Additionally, this program will develop policies for sidewalks and pedestrian pathway prioritization criteria, as well as for pavement markers, signage, and related components. A major component of this program will be the prioritization of identified locations based on criteria such as pedestrian need and safety.

22. ADA Inventory and Improvement Program: The Americans with Disabilities Act (ADA) has established requirements to ensure that public infrastructure provides the same degree of convenience, access, and safety to all people, regardless of disability. This program will evaluate/update the city's 2015 ADA Transition Plan Draft. The ADA improvement program will set policies and guidelines for prioritization of non-compliant infrastructure. This includes criteria such as level of pedestrian traffic and proximity to pedestrian generators. In concurrence with the transition plan, this program will work towards making pedestrian routes more accessible by recommending and including pedestrian projects in the Capital Improvement Plan.

23. Trail Preservation Program: As a part of the development of several subdivisions in the City (e.g., Brighton, Amberleigh, The Springs), the City accepted the responsibility for maintenance of trail infrastructure through open space tracts in exchange for public access easements on the trails. The Trail Preservation Program would initially identify all of these trails within the City and assess their current condition. A priority list will be established ranking the severity of the deficiencies as well as establishing a schedule for future repairs and resurfacing.



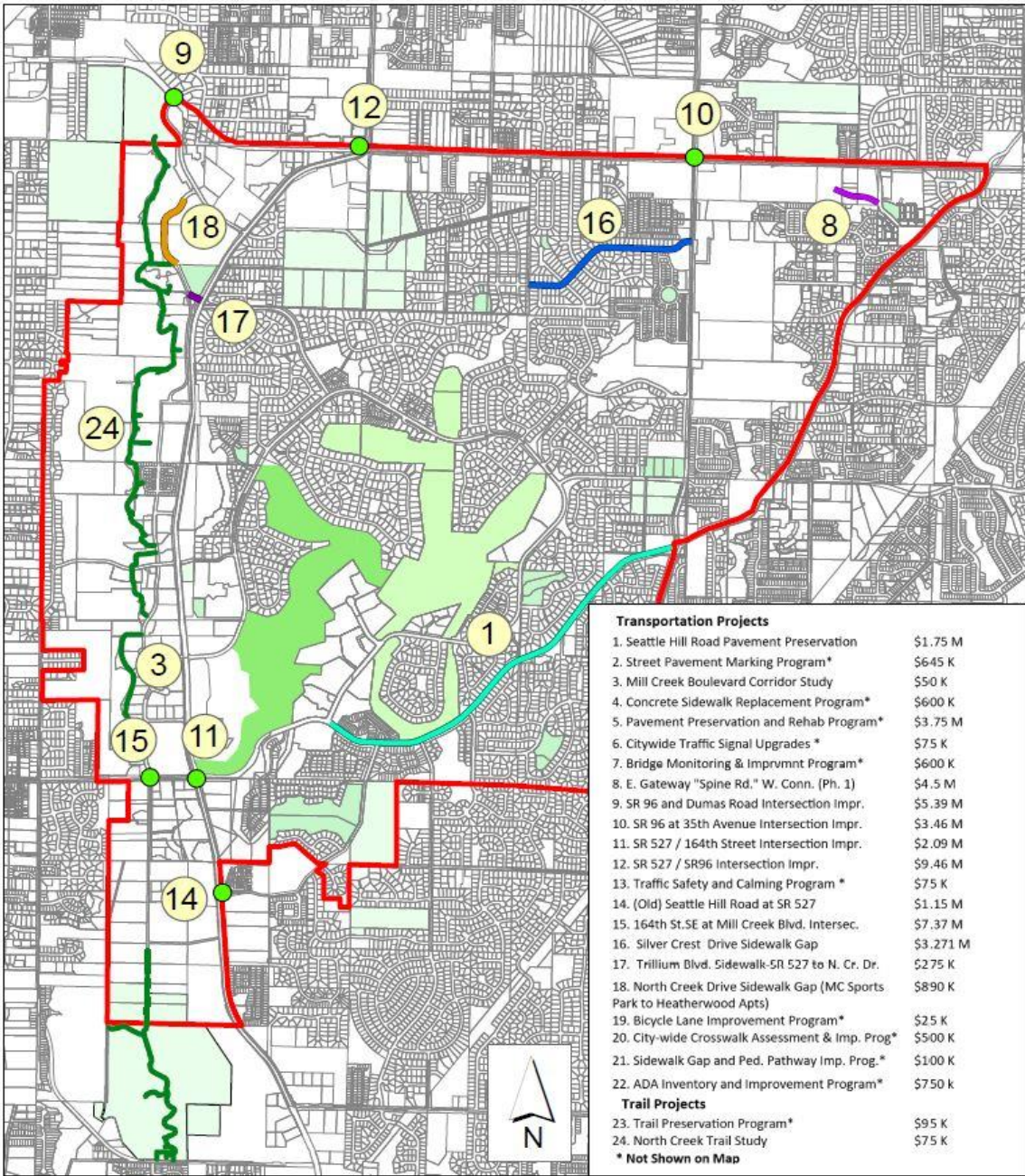
24. North Creek Trail Study: The North Creek Trail will ultimately connect with multiple regional trails including the Burke Gilman and Sammamish River Trails to the south with the Interurban Trail to the north. The result is a network of trails, which enables non-motorized transportation for commuters and local residents in a nearly continuous route from the Everett area all the way to the communities of Bothell, Lynnwood and Seattle. This trail system will serve and connect the significant Regional Growth Centers of Bothell Canyon Park, Lynnwood and Everett as well as the locally designated Mill Creek Town Center. The North Creek Trail Study would look at potential future development, improvements and upgrades to the North Creek Trail within the City of Mill Creek. This feasibility study would include assessment of American with Disabilities (ADA) compliance for built out sections, high-level cost estimates for trail gaps, environmental preliminary assessment, geotechnical investigation and funding options. Improvements are intended to make the trail a shared use path for users of all ages and abilities.

Funding Sources

Possible funding sources for TIP projects are development mitigation fees, real estate excise taxes (REET), grants, bonds, developer contributions, and legislative allocations.



2020-2025 Transportation Improvement Plan





**City of Mill Creek
Transportation Improvement Plan
Master Project List
(2020-2025)**

Project Name		Total	2020	2021	2022	2023	2024	2025
Transportation Projects								
1	Seattle Hill Road Pavement Preservation	\$1,750,000	\$1,750,000					
2	Street Pavement Marking Program	\$645,000	\$120,000	\$105,000	\$105,000	\$105,000	\$105,000	\$105,000
3	Mill Creek Boulevard Corridor Improvements Study	\$50,000	\$50,000					
4	Concrete Sidewalk Replacement Program	\$600,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
5	Pavement Preservation and Rehabilitation Program	\$3,750,000	\$750,000	\$0	\$750,000	\$750,000	\$750,000	\$750,000
6	Citywide Traffic Signal Upgrades	\$75,000	\$75,000					
7	Bridge Monitoring & Improvement Program	\$600,000	\$50,000	\$250,000	\$50,000	\$250,000		
8	East Gateway Urban Village "Spine Road" West Connection (Phase 1)	\$4,500,000	\$0	\$250,000	\$250,000	\$4,000,000		
9	SR 96 and Dumas Road Intersection Improvements	\$5,390,000	\$0	\$0	\$200,000	\$5,190,000		
10	SR 96 at 35th Avenue Intersection Improvements	\$3,460,000	\$150,000	\$3,310,000				
11	SR 527 / 164th Street Intersection Improvements	\$2,090,000	\$0	\$250,000	\$1,840,000			
12	SR 527 / SR96 Intersection Improvements	\$9,460,000	\$0	\$0	\$0	\$860,000	\$8,600,000	
13	Traffic Safety and Calming Program	\$75,000	\$25,000	\$0	\$25,000	\$0	\$25,000	
14	(Old) Seattle Hill Road at SR 527	\$1,150,000	\$150,000	\$1,000,000				
15	164th Street SE at Mill Creek Boulevard Intersection Improvements	\$7,370,000	\$0	\$0	\$0	\$0.00	\$670,000	\$6,700,000
16	Silver Crest Sidewalk Gap - 35th Ave SE to 27th Ave SE (North Side)	\$3,271,000	\$0	\$0	\$700,000	\$857,000	\$857,000	\$857,000
17	Trillium Blvd. Sidewalk Gap - SR 527 to North Creek Drive (South Side)	\$275,000	\$0	\$55,000	\$220,000			
18	North Creek Drive Sidewalk Gap - MC Sports Park to Heatherwood Apts.(East Side)	\$890,000	\$0	\$0	\$0	\$200,000	\$690,000	
19	Bicycle Lane Improvement Program	\$25,000	\$0	\$0	\$25,000			
20	City-wide Crosswalk Assessment and Improvement Program	\$500,000	\$0	\$100,000	\$200,000	\$200,000		
21	Sidewalk Gap and Pedestrian Pathways Improvement Program	\$100,000	\$0	\$100,000				
22	ADA Inventory and Improvement Program	\$750,000	\$0	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000
Transportation Project Totals		\$46,776,000	\$3,220,000	\$5,670,000	\$4,615,000	\$12,662,000	\$11,947,000	\$8,662,000
Trail Projects								
23	Trail Preservation Program	\$95,000	\$45,000	\$0	\$25,000	\$0	\$25,000	\$0
24	North Creek Trail Study	\$75,000	\$75,000	\$0	\$0	\$0	\$0	\$0
Trail Project Totals		\$170,000	\$120,000	\$0	\$25,000	\$0	\$25,000	\$0
TIP Totals All Project Categories		\$46,946,000	\$3,340,000	\$5,670,000	\$4,640,000	\$12,662,000	\$11,972,000	\$8,662,000

*All total project costs are in 2019 dollars and do not account for inflation



**City of Mill Creek
Transportation Improvement Plan
Potential Funding Sources
(2020-2025)**

	Project Name	Total	TMF	Federal Grant	State Grant	Unknown	General or REET Funds
Transportation Projects							
1	Seattle Hill Road Pavement Preservation	\$1,750,000		\$720,000			\$1,030,000
2	Street Pavement Marking Program	\$645,000					\$645,000
3	Mill Creek Boulevard Corridor Improvements Study	\$50,000			\$50,000		\$0
4	Concrete Sidewalk Replacement Program	\$600,000					\$600,000
5	Pavement Preservation and Rehabilitation Program	\$3,750,000					\$3,750,000
6	Citywide Traffic Signal Upgrades	\$75,000					\$75,000
7	Bridge Monitoring & Improvement Program	\$600,000					\$600,000
8	East Gateway Urban Village "Spine Road" West Connection (Phase 1)	\$4,500,000	\$3,100,000				\$1,400,000
9	SR 96 and Dumas Road Intersection Improvements	\$5,390,000					\$5,390,000
10	SR 96 at 35th Avenue Intersection Improvements	\$3,460,000					\$3,460,000
11	SR 527 / 164th Street Intersection Improvements	\$2,090,000					\$2,090,000
12	SR 527 / SR96 Intersection Improvements	\$9,460,000					\$9,460,000
13	Traffic Safety and Calming Program	\$75,000					\$75,000
14	(Old) Seattle Hill Road at SR 527	\$1,150,000					\$1,150,000
15	164th Street SE at Mill Creek Boulevard Intersection Improvements	\$7,370,000					\$7,370,000
16	Silver Crest Sidewalk Gap - 35th Ave SE to 27th Ave SE (North Side)	\$3,271,000			\$1,000,000		\$2,271,000
17	Trillium Blvd. Sidewalk Gap - SR 527 to North Creek Drive (South Side)	\$275,000			\$220,000		\$55,000
18	North Creek Drive Sidewalk Gap - MC Sports Park to Heatherwood Apts.(East Side)	\$890,000			\$300,000		\$590,000
19	Bicycle Lane Improvement Program	\$25,000					\$25,000
20	City-wide Crosswalk Assessment and Improvement Program	\$500,000			\$100,000		\$400,000
21	Sidewalk Gap and Pedestrian Pathways Improvement Program	\$100,000					\$100,000
22	ADA Inventory and Improvement Program	\$750,000					\$750,000
	Transportation Project Totals	\$46,776,000	\$3,100,000	\$720,000	\$1,670,000	\$0	\$41,286,000
Trail Projects							
23	Trail Preservation Program	\$95,000					\$95,000
24	North Creek Trail Study	\$75,000					\$75,000
	Trail Project Totals	\$170,000	\$0	\$0	\$0	\$0	\$170,000
	TIP Totals All Project Categories	\$46,946,000	\$3,100,000	\$720,000	\$1,670,000	\$0	\$41,456,000

- * All total project costs are in 2019 dollars and do not account for inflation
- *TMF = Traffic Mitigation Fees (Funds shown do not include TMF funds from "The Farm" development)
- * REET = Real Estate Excise Tax
- * State Grants include: Transportation Improvement Board, Pedestrian/Bike, Safe Routes to School
- * Local Revitalization Funding is being explored as a potential funding source for East Gateway Urban Village "Spine Road" West Connection (Phase 1) project

RESOLUTION NO. 2019-_____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MILL CREEK, WASHINGTON, ADOPTING THE 2020-2025 TRANSPORTATION IMPROVEMENT PLAN FOR THE CITY OF MILL CREEK

WHEREAS, to provide for the proper and necessary development of the street and related infrastructure system within the City of Mill Creek, the City is required by State law to develop and adopt a Transportation Improvement Plan (TIP) for the ensuing six-year planning period to serve as a guide for the coordinated development of the City’s transportation and related infrastructure system; and

WHEREAS, the TIP shall be consistent with the City Comprehensive Plan and be adopted following one or more public hearings before the City Council; and

WHEREAS, the City Council conducted a public hearing on October 22, 2019 for the purpose of inviting and receiving public comment on the proposed 2020-2025 TIP; and

WHEREAS, the Mill Creek 2020-2025 TIP, attached hereto as **Exhibit A**, specifically sets forth those projects and programs of both City and regional significance that benefit the transportation system, promote the public health, safety and welfare, and provide for the efficient movement of people and goods; and

WHEREAS, following the public hearing and upon due consideration, the City Council finds that there will be no significant adverse environmental impacts as a result of adoption or implementation of the 2020-2025 TIP, that the 2020-2025 TIP is consistent with the Mill Creek Comprehensive Plan, and that adoption of the 2020-2025 TIP is in the public interest and otherwise consistent with state law;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF MILL CREEK,

RESOLVES AS FOLLOWS:

Section 1. 2020-2025 Transportation Improvement Plan Adopted. In accordance with the preceding actions, recitals and findings, the City Council hereby approves and adopts the 2020-2025 Transportation Improvement Plan for the City of Mill Creek, attached hereto as **Exhibit A** and incorporated by this reference as if fully set forth.

Section 2. Filing of 2020-2025 Transportation Improvement Plan. Pursuant to Chapter 35.77 RCW, the City Clerk is hereby authorized and directed to timely file a copy of this Resolution together with **Exhibit A** with the Secretary of Transportation for the state of Washington.

Section 3. This Resolution shall become immediately effective upon its adoption.

Adopted this 22nd day of October, 2019 by a vote of _____ for, _____ against, and _____ abstaining.

APPROVED:

MAYOR PAM PRUITT

ATTEST/AUTHENTICATED:

CITY CLERK GINA PFISTER

APPROVED AS TO FORM:

CITY ATTORNEY SCOTT M. MISSALL

FILED WITH THE CITY CLERK: _____

PASSED BY THE CITY COUNCIL: _____

EFFECTIVE DATE: _____

RESOLUTION NO. 2019- _____

Exhibit A: 2020-2025 Transportation Improvement Plan

NOVEMBER						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
					1	2
3	4	5 Council	6	7	8	9
10	11	12 Council	13	14	15	16
17	18	19	20	21	22	23
24	25	26 Council	27	28	29	30

DECEMBER						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
1	2	3 Council	4	5	6	7
8	9	10 Council	11	12	13	14
15	16	17	18	19	20	21
22	23	24 Closed	25	26	27	28
29	31	31				

JANUARY						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
			1	2	3	4
5	6	7 Council	8	9	10	11
12	13	14 Council	15	16	17	18
19	20	21	22	23	24	25
26	27	28 Council	29	30	31	

Tentative Council Meeting Agendas
Subject to change without notice

Last updated: November 1, 2019

November 12, 2019

(Agenda Summary due November 4)

- Appointments to the Park & Recreation Board
- Lane Powell Contract – Michael
- 35th Ave \$1 mil Local Agency Agreement – Gina
- Surface Water Engineer Position – Gina H

November 26, 2019

(Agenda Summary due November 18)

- Presentation: Congresswoman DelBene
- Presentation: 3rd Quarter Financial Reports
- Public Hearing: Proposed Budget Amendments – Michael Ciaravino
- Public Hearing: Property Tax & EMS Levies – Michael Ciaravino
- Ordinances: Property & EMS Levies – Michael Ciaravino

December 3, 2019

(Agenda Summary due November 25)

- Audit Exit Interview
- Ordinance: Budget Amendments – Michael Ciaravino
- 2020 Community Events – Gordon
- Lateral Incentive Package - Greg

December 10, 2019

(Agenda Summary due December 2)

- Ordinance Amending MCMC 2.04 – Council Schedule

FEBRUARY						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
						1
2	3	4 Council	5	6	7	8
9	10	11 Council	12	13	14	15
16	17	18	19	20	21	22
23	24	25 Council	26	27	28	29

MARCH						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
1	2	3 Council	4	5	6	7
8	9	10 Council	11	12	13	14
15	16	17	18	19	20	21
22	23	24 Council	25	26	27	28
29	30	31				

APRIL						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
			1	2	3	4
5	6	7 Council	8	9	10	11
12	13	14 Council	15	16	17	18
19	20	21	22	23	24	25
26	27	28 Council				

Possible Work Session Topics for Discussion

- Utility Project Management - Michael
- Hotel/Motel Theater Tax - Michael
- ST3 Stations - Sound Transit
- Legislative Retreat - Michael
- Gold Star Memorial - Michael
- Dobson Remillard Property - Michael
- Fleet Program - Gina H/Greg
- Community Funding Criteria and Source of Funds - Michael
- Surface Water System Study Group - Gina H
- Updates to the Governance Manual - Michael
- Compensation Strategies - Charlie
- Construction Tax Revenue - TBD
- Emergency Operations Center - Greg
- Crosswalk Locations & Standards - Gina H
- Appropriation vs. Authorization - Michael
- Business License Fee Schedule Review - TBD
- Snohomish Health District Update - Shawn Frederickson
- Spring 2020: Ordinance Amending MCMC re: Business Park Zone District - Gina Hortillosa
- Grant Funding Application Process - Michael
- City Publication Final Analysis - Michael
- HB 1406



**CITY OF MILL CREEK
DESIGN REVIEW BOARD MEETING MINUTES
August 15, 2019**

Approved October 24, 2019

DRB Members:

Dave Gunter, Chair
David Hambelton, Vice Chair
Tina Hastings
Diane Symms (absent)
Beverly Tiedje

Community Development Staff:
Tom Rogers, Planning and Development Services Manager
Christi Schmidt, Senior Planner
Sherrie Ringstad, Associate Planner

I. CALL TO ORDER:

Chair Gunter called the meeting to order at 5:14 p.m.

II. ROLL CALL:

All members were present except as noted above. Member Symms' absence is considered excused.

III. MINUTES:

A. Minutes of July 18, 2019

MOTION: Member Hastings moved, seconded by Vice Chair Hambelton, to approve the July 18, 2019 minutes as presented. The motion was approved unanimously.

IV. NEW BUSINESS:

Apple Tree at Thomas Lake Monument Sign

Associate Planner Sherrie Ringstad stated that the first item before the Board this evening is a freestanding neighborhood identification sign for the Apple Tree at Thomas Lake subdivision. The staff presentation included a vicinity map, a review of design criteria and dimensional requirements, site photos, the proposed sign design, and a review of the

Design Review Board Meeting Minutes
August 15, 2019
Page 2

proposed landscaping. Ms. Ringstad noted that the applicant confirmed there is existing irrigation for the area proposed for landscaping.

Staff and the applicant responded to several questions from the Board. Ms. Ringstad concluded the staff presentation by stating that based on the proposed neighborhood identification sign's consistency with the dimensional requirements in the Code and the design criteria staff is recommending approval.

MOTION: Vice Chair Hambelton moved, seconded by Member Tiedje, to approve the freestanding neighborhood identification sign for Apple Tree at Thomas Lake as proposed. The motion was approved unanimously.

Creekside Phase II – Building Elevations

Associate Planner Sherrie Ringstad stated that the next item before the Board this evening is building elevations and proposed landscaping for Creekside Phase II. The staff presentation included a vicinity map, photo of existing conditions, review of the site plan, and description of proposed building materials.

Ms. Ringstad concluded the staff presentation on the building elevations by stating that based on the proposed neighborhood identification sign's consistency with the dimensional requirements in the Code and the design criteria staff is recommending approval. Staff and the applicant responded to several questions from the Board. Chair Gunter suggested that the Board vote on the building elevations before moving on to the landscaping.

MOTION: Vice Chair Hambelton moved, seconded by Member Tiedje, to approve the building elevations for Creekside Phase II as proposed. The motion was approved unanimously.

Creekside Phase II – Landscaping

Ms. Ringstad noted that there are several areas proposed to be landscaped including the frontage on 9th Avenue, the interior parking lot landscaping and the perimeter landscaping that is adjacent to the critical areas. She reviewed the design criteria, and described the proposed landscaping, noting several staff recommended Conditions of Approval.

Ms. Ringstad stated that based on the landscaping plan's consistency with the design criteria, staff is recommending approval as conditioned in the staff report.

Staff responded to several Board questions. Vice Chair Hambelton suggested that there be more than one landscape pot by the front entry. Chair Gunter asked if staff would verify that the Conditions of Approval had been met. Ms. Ringstad stated that the applicant would be required to submit a revised plan to address the Conditions and staff would approve that.

MOTION: Vice Chair Hambelton moved, seconded by Member Tiedje, to approve the landscape plan for Creekside Phase II as conditioned in the staff report. The motion was approved unanimously.

Design Review Board Meeting Minutes
August 15, 2019
Page 3

The Farm at Mill Creek

Senior Planner Christi Schmidt noted that the project before the DRB is the formal review of the landscaping and streetscape for The Farm development. She noted that the Board previously held an informal review of the landscape plan in July. She stated that the packet included staff comments that had been provided to the applicant since the informal review and for the most part the applicant has addressed those comments. Ms. Schmidt stated that for the record the design criteria are contained in the staff report. She will break the discussion of the landscaping into four sections – the Roadway Buffer and Entry Landscaping, the Interior Landscaping, the Perimeter Landscaping and the Streetscape Landscaping and furniture.

Senior Planner Schmidt described the roadway buffer and the entryway landscaping, noting that it includes the 35-foot wide buffer and the two entry signs. They have incorporated a nice variety with evergreen and deciduous plants. The pedestrian gateway creates a focal point for the project. She noted they are proposing the concrete textured sidewalks as required by the East Gateway Design Guidelines. Ms. Schmidt stated that there are no recommend conditions for this particular section.

Ms. Schmidt stated that the interior landscaping includes everything outside of the public right-of-way. The developer is trying to salvage some old concrete fence posts that were found on the site to incorporate in the landscaping. Mr. Snow added that they are thinking about using the larger gateway posts to create a gateway into the wetlands and using the smaller posts in a stylized way in plazas throughout the site. Ms. Schmidt stated that staff is considering softening the condition that requires the concrete posts to be used by stating that , “if they can be salvaged they should be used in the landscaping. She noted that, as requested by the DRB, trees have been added in the area between the parking garage and Building F on the north elevation.

Ms. Schmidt explained that the perimeter landscaping includes a rockery wall to address the grade change, which ranges in height from 2 feet to 12 feet. The meandering pathway will tie into the boardwalk that connects to the south and will eventually connect to the wetland preserve park. She stated that staff has a number of recommend Conditions of Approval, including showing the locations of lighting on the plan, increasing the height of the fence to 6.5 feet, providing a detail of proposed directional signage, replacing the River Birch with another species that isn't as susceptible to insects. Mr. Snow submitted a research paper from the University of Washington that indicates the Heritage River Birch is a cultivar that has proven to be resistant to the Bronze Birch Bark Borer. Ms. Schmidt stated that staff would reconsider the request to replace the River Birch with another species.

Vice Chair Hambelton said that he doesn't feel the condition to increase the fence height to 6.5 feet adds a lot of value but would considerably increase costs. It was the consensus of the Board to remove this condition.

Design Review Board Meeting Minutes
August 15, 2019
Page 4

Senior Planner Schmidt stated that the streetscape landscaping and furniture is proposed along 39th Avenue SE and 133rd Street SE. The staff recommended conditions for this section include:

- Provide a note that electrical outlet conduits and irrigation are to be provided in the tree wells.
- Decorative tree grates shall have breakaway system to accommodate growth of the tree trunk.
- Benches shall be added on the sidewalk on the west and east sides of 39th Avenue SE south of Building B and A2 just north of the 2x2' charcoal grey concrete adjacent to the landscape planter near the intersection.
- Add a detail of the garbage dumpsters.
- Add pedestrian crossing on the west end of Building E on the south to connect to the sidewalk and perimeter trail to be consistent with the approved Civil Plans.
- Label, provide detail/specification and the location of the exterior public water fountain for (humans and canines) between Building A3 and A4.
- Add to plant legend the symbol used for the 48" round fiberglass planter in the planting circle in the sidewalk along 132nd Street SE.
- Replace River Birch with another tree species.

Ms. Schmidt responded to a question regarding the pavement change at the crosswalk and stated that after consideration, the applicant has decided to use striping. Member Hastings said that the plan appears to have two types of intersection paving at 41st Avenue SE, one grid and one asphalt, and suggested that they should be consistent. Ms. Schmidt agreed that the intersection paving should match what was installed at Vintage.

Ms. Schmidt confirmed that the applicant will revise the landscape plan as requested and submit it for review and approval by staff.

Ms. Schmidt described the proposed identification signs and their location. She noted that the individual buildings will have wall signage, so the entry monument signs have been kept simple and clean.

MOTION: Vice Chair Hamblton moved, seconded by Member Hastings, to approve the landscape plan for The Farm as conditioned in the staff report with the following modifications:

- Clarifying the condition regarding salvaging the concrete posts by adding "If salvageable."
- Adding the condition that the intersection at 41st Avenue SE should match what was installed for The Vintage development.
- The Condition to increase the fence height from 6 feet to 6.5 feet will be removed.

Design Review Board Meeting Minutes
August 15, 2019
Page 5

- **The Condition to replace the River Birch with another species will be reconsidered and a determination will be made by staff whether it should be removed.**

The motion was approved unanimously.

V. ADJOURNMENT:

Chair Gunter adjourned the meeting with the consensus of the Board at 6:17 p.m.

Submitted by:



Sherrie Ringstad, Associate Planner



**CITY OF MILL CREEK
DESIGN REVIEW BOARD MEETING MINUTES
September 19, 2019**

Approved October 24, 2019

DRB Members:

Dave Gunter, Chair
David Hambelton, Vice Chair (absent)
Tina Hastings
Diane Symms
Beverly Tiedje

Development Services Staff and Consultant:

Tom Rogers, Planning and Development Services Manager
Sherrie Ringstad, Associate Planner
Mandi Roberts, Otak

I. CALL TO ORDER:

Chair Gunter called the joint meeting of the Design Review Board and the Planning Commission to order at 6:30 p.m.

II. ROLL CALL:

Roll was called and noted for the Planning Commission. Role was called for the Design Review Board and all members were present except as noted above. Member Hambelton's absence is considered excused.

III. WORK SESSION:

Mill Creek Boulevard Subarea Plan

Planning Manager Tom Rogers stated that this joint workshop has been scheduled to gather input on the Mill Creek Boulevard Corridor land use and infrastructure subarea plan. He noted that the plan is intended to provide a long-term vision for the subarea as well as address short-term infrastructure needs. The subarea extends from Town Center on the north to the commercial properties just south of 164th Street SE and from the Bothell-Everett Highway on the east to North Creek on the west. Mr. Rogers reviewed the schedule and noted that the initiate and communicate phase includes a series of focus group workshops, which includes the one with the Design Review Board and the

Design Review Board Meeting Minutes
September 19, 2019
Page 2

Planning Commission this evening. Multiple workshops have been scheduled with three specifically for the business and property owners, one for HOAs, several for the various City Boards and Commissions, the Youth Advisory Board, and the seniors group. Mr. Rogers introduced Mandi Roberts, who is with Otak and is the project manager.

Ms. Roberts introduced herself and her team and talked about the sub-consultants specializing in transportation and economic development. She noted that there is a strong emphasis on public engagement in the planning process that includes a walking tour, open houses, web based engagement, and a texting service. The focus group workshops will take the different groups through a similar set of questions to the ones that will be used tonight. In addition, she noted a Workshop for the general public has been scheduled for October 2nd at 6:30 p.m. in room 201 in City Hall North. This meeting is open to public and she encouraged the members present to share the invitation with their friends, family and neighbors to help get word out and encourage participation.

Ms. Roberts reviewed potential ideas and opportunities, such as the SWIFT – Green Line running down the Bothell-Everett Highway and the Orange Line opening in 2024, which has the potential to serve the subarea more directly and connect to the broader region. The plan will look at multimodal issues such as roadway and pavement needs, pedestrian and bicycle facilities, and access to transit. She stated that because this area is where City Hall is located, there is also a potential for a civic campus or community gathering space. She shared some examples of what this might look like, including a festival street, public art, pop up parks, and wide sidewalks that would accommodate sidewalk cafes.

Ms. Roberts reminded the board members that a majority of these properties are privately owned and what happens will be based on what the property owners want to do in the future. Development can take many forms such as minor rehab, infill development, and redevelopment. She shared slide of what these different types of development could look like, as well as slides showing current trends such as market hall/food hall and co-working and work sharing spaces. The final slides showed ideas for what could be done with North Creek and Pond 6 to make them more of an amenity.

The Workshop Exercise consisted of several questions as follows:

1. Overall Community Character: What word or phrase best describes the Mill Creek character as a whole?
2. Issues and problems: What are the issues and problems in the subarea today that this plan should address?
3. What is working now? What should stay the same?
4. Planning for Growth: According to the growth projections prepared by Washington State, by 2050 Snohomish County will have an additional 424,000

Design Review Board Meeting Minutes
September 19, 2019
Page 3

people and 225,000 jobs. Should this future growth be an important factor to be considered in the plan?

5. Of the elements listed below, which are most important to you? Pick up to three elements or write in an element:
 - a) Thriving businesses, b) access to transit, c) increased pedestrian and bicycle connectivity/safety, d) more places to live/variety of housing choices, e) creating a stronger civic core/civic campus for our community, f) places for events and festivals, g) parks and green spaces, h) enhancing North Creek, i) place making – creating places that attract people and business, j) more opportunities to _____, k) _____ (your choice).
6. Successful process: To have a successful planning process, what are some of the most important factors, criteria, and values to consider in preparing the plan?
7. Possibilities/opportunities: Think ahead to 20 years from now after this plan is implemented, what would you like to see in the subarea? What has changed for the better?

The Board members had a dynamic discussion sharing the following ideas and thoughts:

- Most people coming from the west to Town Center turn north on Mill Creek Boulevard rather than the Bothell-Everett Highway; thus, Mill Creek Boulevard has become an unofficial gateway to the City and the Town Center. Right now you essentially see the back of a store and it is not much of an entrance.
- We need to look at what businesses are thriving – the City seems to be a magnet for restaurants – it is hard for retail shops unless they have an internet presence. Over the next 20 years how does that trend change?
- Technology will also have an impact.
- We need to cultivate a niche.
- We are still a commuter city – with employment centralized in Seattle. Should we try to plan for jobs?
- We should plan for what we want – an active community – a place where families want to live.
- Open space draws people but not if you can't get in and out – a lengthy discussion on traffic and access issues ensued. Connectivity, traffic and parking were a big concern for a majority of those present.
- We should design something that will attract people and businesses.
- Encourage more variety in businesses.
- Keep the small town atmosphere.
- This area could be very walkable if we do it right.

IV. ADJOURNMENT:

Planning Commission Chair Eisner asked if there was a motion to adjourn.

Design Review Board Meeting Minutes
September 19, 2019
Page 4

MOTION: Planning Commission Vice Chair Nolan moved, seconded by Commissioner Hyatt, to adjourn the meeting at 7:50 p.m. The motion was approved unanimously.

Submitted by:



Sherrie Ringstad, Associate Planner