



11930 Cyrus Way • Mukilteo, WA • 98275

City Council  
Land Use & Economic Development Committee  
Wednesday, September 21, 2016  
**5:00-6:30 p.m.**  
Executive Conference Room

## Agenda

### Invitees:

Committee Members: Councilmember Emery, Councilmember Wheeler and Councilmember Whelpley

Alternate Committee Member: Council President Champion  
Christine Cook

Executive Branch: Mayor Jennifer Gregerson  
Management Services Director Phillips

Chamber of Commerce: President and CEO Martin

City Staff: Community Development Director Love  
Senior Planner Ritter

### Discussion Topics:

1. Approve August 17 Meeting Notes
2. Potential Parking Option on Lot 8 of the Tank Farm
3. Parking Study Update

### Next Meeting:

October 19, 2016; 6:00 pm



11930 Cyrus Way • Mukilteo, WA • 98275

City Council Land Use & Economic Development Committee

Wednesday, August 17, 2016

6:00-7:30 p.m.

Executive Conference Room

## Meeting Report

### Attendees:

**Committee Members:** Councilmember Emery; Councilmember Whelpley

**City Staff:** Policy Analyst Liias, Community Development Director Love, and Senior Planner Ritter

**Chamber of Commerce:** President and CEO Martin

**Absent:** Councilmember Wheeler

**Public:** Charlie Pancierzewski

### Meeting Objective:

**1. Approve Meeting Notes of July 20, 2016 meeting**

The Meeting Notes of July 20, 2016 were approved

**2. Preliminary Annexation Revenue Analysis (Phase1)**

Policy Analyst Liias presented information regarding the initial projections of major revenue streams for the proposed Phase 1 annexation and provided an overview of each revenue source. The numbers are preliminary at this point and the City does not currently have the numbers for the storm drainage utility charges. Currently, based on the information provided, the City is projecting a low revenue stream of approximately \$256,179 and a high revenue stream of \$303,847.

The Committee discussed the projected revenue for Phase 1 of the proposed annexation and the affect it will have on each department. The Committee asked for additional information about expenditures by department and to review the Police and Fire Departments call data.

**3. Business License Reform Discussion**

Policy Analyst Liias presented an overview and history of the City's business license process. The Committee discussed the need to reform the business license program to bring the fees in line with current fees for 2016. The Committee directed staff to place this item on the City Council agenda for further discussion at a work session.

**LAND USE & ECONOMIC DEVELOPMENT COMMITTEE AGENDA REPORT**

<b>SUBJECT TITLE:</b> Agenda Topics	<b>FOR AGENDA OF:</b> September 21, 2016
<b>Department Director:</b> Patricia Love, Director of Community Development	<b>EXHIBITS:</b>
<b>Contact Staff:</b> Patricia Love, Director of Community Development Linda Ritter, Senior Planner	

**Parking on Lot 8 of the Tank Farm**

As part of the federal negotiations for the transfer and development of the Mukilteo Tank Farm, the Tulalip Tribes will receive ownership of approximately 2.5 acres of waterfront property next to Edgewater Beach once the final Binding Site Plan for the Tank Farm has been completed and recorded. This property is zoned Waterfront Mixed Use (WMU) which allows a mix of commercial and residential uses.

The Tribes do not have any long term plans for the property at this time, but they have inquired about the possibility of allowing temporary paid parking on the property while they consider their development options. Due to this inquiry, the property was included in the joint parking feasibility study being prepared by the City, Sound Transit, Port of South Whidbey and Island County.

Mukilteo’s shoreline regulations did not anticipate temporary uses on the Tank Farm. The code does however allow a commercial parking lot or garage if associated with commercial development or a multimodal transit station. An interim or temporary use prior to full development of the property is not easily addressed by the code. One option is to consider a Development Agreement between the City and Tulalip Tribes.

Tribal representative Brian Carroll and Port of South Whidbey representative Curt Gordon will be available to discuss potential use of the property for temporary parking. Potential Development Agreement topics could include: use of property, term of use, minimum development standards, promenade, traffic, access, and parking tax revenue.

Attached is a copy of the preliminary concepts for parking on Lot 8 from the parking feasibility study the City is preparing. ***This is not the proposed layout***; this graphic was prepared by the parking study consultant to determine maximum parking capacity. It has been included in this report for reference and discussion only.

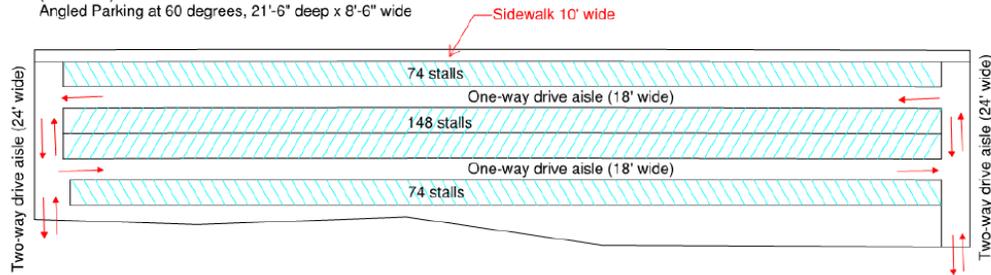
**Lot 8, Tank Farm Property**  
Site 10

Ownership	Walking Distance						Traffic impacts
	Waterfront Destinations	Old Town Destinations	Lighthouse Park	Sounder Station	Current Ferry	Future Ferry	
City-owned	No	Long	Long	Long	Long	Med	Front & SR525
<b>Pros</b>				<b>Cons</b>			
1. Short term, temporary solution to help with the parking demand until the permanent solution is complete 2. Traffic impacts to waterfront and businesses are less				1. Longer walking distances to waterfront, businesses and lighthouse park 2. Shoreline code restricts parking within 75 feet of the shoreline			

- ..... Pedestrian Route
- ..... Vehicular Route (High Volume)
- ..... Vehicular Route (Medium Volume)
- ..... Vehicular Route (Low Volume)



Site 10: Lot 8, Tank Farm Property - Surface Lot option since it is a temporary site  
(296 stalls)  
Angled Parking at 60 degrees, 21'-6" deep x 8'-6" wide



## Parking Study Update

The City is working on a parking feasibility study with Sound Transit, Port of South Whidbey and Island County. This study investigates parking alternatives in or around Mukilteo which could be used to mitigate the high demand and impact of parking within the City's small downtown area. Options include implementing parking management strategies to operating off-premise remote shuttle lots.

Parking demand comes from Sound Transit riders, Whidbey Island day and overnight commuters, park users, business patrons, business district employees, Washington State Ferries employees, and general residents. Therefore the study criteria required that the parking facility or strategies accommodate those within walking distance or require a convenient and reliable shuttle to high demand areas such as the Sounder Station, ferry terminal, businesses and Lighthouse Park.

Both short term and long term parking alternatives are being evaluated using the following criteria.

- Convenience to user – walking distance to destinations
- Value to stakeholders – cost and risk to develop parking spaces
- Community impacts – traffic and future development opportunities

Several locations were pre-selected as potential sites for some type of parking facility. The initial sites were selected based on walking distance or being shuttled to high demand areas such as the Sounder Station, ferry terminal, businesses and Lighthouse Park.

The pre-selected parking sites include:

1. Transit Center on the Tank Farm,
2. Lighthouse Park Commuter Parking Lot,
3. Public Works Facility on 2nd Street & Park Avenue,
4. Lower Rosehill Parking Lot, and
5. The Bernie Webber Park & Ride Lot with shuttle service to the Multimodal Facility

As the study progressed several other sites and/or property owners requested that their site be included in the evaluation. These sites included:

6. Mukilteo Water and Wastewater District property off of SR 525 near Goat Trail Road
7. Buzz Inn property off of Front Street
8. Tulalip property on the Tank Farm
9. Lot 1, Mukilteo Tank Farm
10. Mukilteo Lane

The purpose of this LU&ED committee meeting is to start discussing the short and long term parking options.

### ***Short Term Options***

There are several strategies that the City of Mukilteo could take in the near- and long-term to maximize the effectiveness of parking downtown. While these concepts are still under consideration, emerging ideas include:

- Variable rates and parking hours at Lighthouse Park
- Shared parking in the commuter parking lot during off hours
- Shared parking at Rosehill Community Center during off hours
- Demonstration project to determine if an off-site parking lot would be effective during the peak summer months.

### ***Long Term Options***

Three long term solutions have been preliminary identified. However, further evaluation is needed to determine their long term viability. Each category also has distinct advantages (+) and disadvantages (-) that should be considered in the evaluation of the alternative sites.

#### ***Privately Developed Parking Facilities:***

- Buzz Inn Site, by developer
- Lot 8 (Tank Farm), by the Tulalip Tribe

#### **Risk:**

- Stakeholders (City, Sound Transit, Island County, Port of South Whidbey) are not at risk for finances and operations of the parking facilities
- City and stakeholders are not in control of development decisions/results and parking fees
- Stakeholders competes for parking revenues with private parking garage operators
- City receives parking tax revenue

Publically Developed Parking Facilities

- Lighthouse Park Site, by City
- Rosehill Community Center Site, by City

Risk:

- City has control over where commercial development takes place
- City competes for parking revenues with private operators
- City takes financial and operational risks

Remote Lots served by Shuttle

- Bernie Webber Site, by City in cooperation with Snohomish County (Paine Field) and Community Transit
- Water District Site, by City in cooperation with the Water District
- Other sites near SR 525 along the CT 113 bus line

Risk:

- Potentially a lower cost alternative
- Requires coordination and agreements among multiple agencies
- Requires long-term land leases, improvements
- Temporary solution
- Less convenient alternative, as mode transfer will discourage use, compared to parking facility within walking distance to destination
- Requires user education to develop parking user base