



11930 Cyrus Way • Mukilteo, WA • 98275

City Council
Land Use & Economic Development Committee
Wednesday, March 16, 2016
5:30-7:00 p.m.
Executive Conference Room

Agenda

Invitees:

Committee Members: Councilmember Emery, Councilmember Wheeler and Councilmember Whelpley

Alternate Committee Member: Council President Champion

Executive Branch: Mayor Jennifer Gregerson
Management Services Director Phillips

Chamber of Commerce: President and CEO Martin

City Staff: Community Development Director Love
Planning Manager Pickus

Meeting Objective:

1. Approve February 17 Meeting Notes
2. Parking Facility Study Update
3. Annexation Discussion Update

Next Meeting:

April 20, 2016; 5:30 pm



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Meeting Report

Present:

Committee Members: Councilmembers Emery and Whelpley
Chamber of Commerce: President & CEO Martin
Executive Branch: Mayor Jennifer Gregerson
City Staff: Community Development Director Love
Planning Manger Pickus

Absent:

Committee Members: Councilmember Wheeler

Meeting Objectives:

- 4. Select 2016 Committee Chair and Vice Chair:** Councilmember Richard Emery was selected as the Committee Chair and Councilmember Scott Whelpley was selected as Vice-Chair.
- 5. Discussion on 2016 – 2018 Work Plan:**

At the beginning of year, each department prepares a work plan for the upcoming year. Community Development Director Love presented a simplified worksheet containing the Planning Department's 2016 work plan with the Council's suggested items from their January retreat. Discussion topics included:

Annexation: At the January 2016 Council retreat, annexation was a major topic of discussion and staff was asked to investigate options for annexing the east side of the Speedway. At the subcommittee meeting, staff presented a preliminary annexation map with phases showing: area size, number of parcels, assessed value and potential property tax revenue. Sales tax revenue was not available.

It was noted that an annexation could take approximately a year to a year and a half and would include negotiations with Snohomish County and Fire District #1. Currently there is not sufficient capacity in the Planning Department to manage an annexation and consultant services would be needed which would include: financial analysis, strategic planning and planning support services; the cost of an annexation could range between \$90,000 and \$125,000. Attorney support services are in addition to this preliminary cost estimate.

The Committee agreed that the issue should be brought forward to the full Council as a future worksession topic. They also support a stepped approach to any potential annexation which includes staff working with the County to better define the process and potential annexation areas and potentially funding a financial analysis to determine if an annexation is feasible.

Sign Code: The City modified the sign code 3 times in the last 15 years. As part of that effort a major outreach effort was conducted with businesses and realtors. It was agreed that the current sign code is working; businesses are used to the existing code and opening up the sign code may not produce any significant changes.

Solar Panels / Electrical Stations: City staff is working within existing building codes to permit solar panels and don't feel that additional zoning controls are needed at this time. Installation of electrical stations is a capital project and no code amendment is needed. Grants may be available to help with purchasing and installation costs.

Other Items: Geologic Sensitive Areas, Wind Generators, Backyard Coops and Revolving Home Energy Fund programs will be tentatively added to the 2017 / 2018 work plan.

6. Update on Pacific Seafood development agreement proposal

Planning Manager Pickus provided a briefing on the status of the Development Agreement for Pacific Seafood. Discussions with the developer have focused largely on neighborhood compatibility which includes: building height and layout, outside storage, access, lighting, landscaping and street improvements. A comparison of the current code requirements versus the proposed development agreement requirements was handed out. The City Council will be holding a public hearing on the Development Agreement in the near future.

Next Meeting:

March 16, 2016 at 5:30 pm

LAND USE & ECONOMIC DEVELOPMENT COMMITTEE AGENDA REPORT

SUBJECT TITLE: Parking Facility Study	FOR AGENDA OF: March 16, 2016
Department Director: Patricia Love, Director of Community Development	EXHIBITS: 1. Parking Facility Interview Summary
Contact Staff: Patricia Love, Director of Community Development	

BACKGROUND

In 2008, Puget Sound voters approved a transit tax that would be used by Sound Transit for high capacity projects that provide an alternative to rising gas prices and greenhouse gas emissions. The resulting Sound Transit 2 Plan provided partial funding for a joint use parking garage as part of the Washington State Ferry terminal project.

Sound Transit, the Port of South Whidbey, Island County and the City all desire to have a feasibility study prepared to determine the need, size, and potential location for a Mukilteo parking facility and have agreed to work together to fund a joint feasibility study that comprehensively addresses the parking demand on the Mukilteo waterfront.

This past month City staff has been interviewing stakeholders and local businesses to better understand their needs for parking. Attached for your review is a summary sheet of the interviews to date. Common themes include:

- General support for a parking garage in a central location north of the rail road tracks.
- A remote parking lot could work for visitors to Whidbey Island and employees, but not for customers, park users, and guests to Losvar or Silver Cloud.
- A shuttle service needs to be dependable, convenient, and operate from the first ferry in the morning, roughly 4:30 am to when businesses close and employees leave at 2 am. This would result in at least three shifts to operate effectively.
- Costs for shuttles run roughly \$75,000 to \$150,000 each depending on size and features. Rough operational costs are \$125.00 per hour.

Additional interviews are being scheduled next week with Sound Transit, Arnies and the owners of the Buzz Inn lot. Staff will update the Committee on their comments at the meeting.

***Diamond Knot Restaurant & Brewery • 621 Front Street
February 25, 2016
Sherry Jennings***

Important Issues & General Comments:

- Diamond Knot Brewery in Mukilteo is their flagship property; keeping the restaurant's presence along the waterfront is important for the success of their business.
- Employees have to park and pick up parking passes then go and park their vehicles for their shift; employees are getting tickets during this turn over time. A longer grace period before tickets are issued would be welcomed. More employee passes are needed to help with the shift turn over.
- Lunch drop in and pick-up to go business has been hurt by the paid parking program. Would like to create a better partnership with the City on community policing: better signage, officer's check in with staff before issuing tickets; consider off season promotions or community events to help draw people to the waterfront in the winter months.
- The increase from \$1 an hour to \$2 an hour in the off season was a sticker shock. Would like to see parking at \$1 per hour in January, February and March – their slow season.
- It would be helpful if the Mayor and Council could meet with local business owners once or twice a year for an open "round-table" type discussion. Currently the relations between the City and Diamond Knot feels strained and they are not sure the Council is supportive of downtown businesses.

How many parking spaces do you own/lease? **0**

Do you rely on on-street parking to meet customer parking needs? **Yes**

What is your ideal parking space turnover rate? **90 mins**

Applying your ideal parking turnover rate, how many customer parking spaces do you need on average per day?

52-60 considering the number of tables and turnover. Overall, there are probably more than 400 parking spots that Diamond Knot visitors use collectively on a daily basis.

What are your peak business hours? **5-8pm; peak season is April - October**

How many spaces do you need during these hours to be successful? **38-50**

Where do your employees park? **Diamond Knot hourly employee's park in designated City of Mukilteo Old Town employee spaces**

How many employee parking spots are needed to staff your peak shift? **35**

Do you have a policy that encourages your employees to reserve the most desirable parking for customers/visitors?

Yes, employees are discouraged from using any parking spot in the Park or on street parking across from or adjacent to our facility.

How far away from your business are your customers willing to park? **one city block from out storefront**

How far away from your business are your employees willing to park? **equivalent of three city blocks or less from our facility.**

Would you support a parking garage / lot in any of the following locations:

North of BNSF RR Tracks? **Yes**

East of Park Avenue near the Sounder Station? **Yes**

In the Downtown Business District, South of the BNSF RR Tracks? **Yes**

Remote Lot Location with Shuttle Service? **No**

- A remote lot could work for employee parking but not for customer parking. Employees will only use a remote lot if it is convenient and reliable. A shuttle would need to run from the first ferry at 4:40 till employees leave work at 1:30 or 2:00 am.
- Changing the parking hours at Lighthouse Park or on First Street would not help their business. More employee parking and employee parking passes would help their business.
- Supportive of a parking garage in downtown; it could help all of the downtown businesses but would need more information and/or a concept plan to better understand how it could work.

Would you be willing to help pay for a parking garage / lot by leasing stalls for customer and / or employee parking on a monthly or yearly rate?

This is an interesting proposal that we would strongly consider, but we would need to see rate data before we could make a judgment.

If yes, what do you think a fair rate would be to park in a parking garage / lot in Mukilteo?

Hourly: **\$1/hr**

Day Use: **\$5-8**

Overnight: **\$4**

Do you see a need for day use parking? **Yes, for employees of "Old Town" businesses and ferry commuters.**

Should some of the existing parking supply be repurposed for day-use parking versus hourly parking? If yes, which spaces?

We think the truck and trailer boat launch spots need to be long term parking at a minimum.

Do you see a need for overnight parking? **Only for ferry commuters at the current amount of spaces allocated. Outside of the Park, there should be overnight parking somewhere for Island visitors.**

Should there be a mix of short and long term parking allowed? **We think there should be a mix as this would ease the pressure on people using the boat launch (fishing etc.). A 70:30 mix of short to long term spots would be adequate.**

Do you see/experience times when there is no publicly available parking in downtown parking lots/on-street spaces? **Not since paid parking was implemented.**

Have you ever noticed a complete lack of public parking where all spaces/lots are full? **Summer months, prior to paid parking**

Ivar's Restaurant • 710 Front Street

March 1, 2016

Greg Covey and Carl Taylor

Important Issues & General Comments:

- Lack of convenient customer parking is a problem in Mukilteo. There are too many conflicting needs: Park, Businesses, Commuters, and Scuba Divers. Ivar's is supportive of a parking garage central to the downtown area.
- It appears that Silver Cloud uses on-street parking first, then their on-site parking. This takes up valuable on-street spaces that could be used for customer parking.
- Provide more employee parking passes or consider allowing employees to purchase parking passes. The current number of employee passes does not cover the number of employees on shift. However, too many passes may flood the area as well.
- 90% of the Fish Bar business comes from the ferry lanes; would like to have better communication with the City and WSF on how to improve pedestrian access between the new holding lanes and businesses.
- The Farmers Market has helped the restaurant business, but not the Fish Bar.
- People coming into the restaurant asking for change for the parking meters have been a problem; need a change machine on the street.

How many parking spaces do you own/lease? **52 spaces in lot off of Front Street; Ivar's has had to hire an employee to monitor their lot because people park in their lot to commute to the island or to go crabbing off of the pier.**

Do you rely on on-street parking to meet customer parking needs? **Yes**

What is your ideal parking space turnover rate? **Parking turnover is a huge issue; currently Front Street is usually full with cars with the green resident parking pass or Silver Cloud parking passes.**

Applying your ideal parking turnover rate, how many customer parking spaces do you need on average per day?

There are 299 seats in the restaurant; ideally they would like 125 parking stalls.

What are your peak business hours? **Open from 11 am to 11 pm**

How many spaces do you need during these hours to be successful?

Where do your employees park? **Encouraged to use designated employee spaces or get a green resident pass if they live in the City.**

How many employee parking spots are needed to staff your peak shift? **55 staff during the busiest shift and 35-40 employees during the slower shifts.**

Do you have a policy that encourages your employees to reserve the most desirable parking for customers/visitors?

Yes, employees are encouraged to obtain the resident parking pass if they live in the City. They have 90 employees that have to share 20 passes; more employee parking passes are needed as they don't have enough passes to cover a shift.

How far away from your business are your customers willing to park? **They will park on Front Street or in Lighthouse Park; will not likely walk to Ivar's from a lot / garage by the new ferry terminal.**

How far away from your business are your employees willing to park? **Same as above.**

Would you support a parking garage / lot in any of the following locations:

North of BNSF RR Tracks? **Yes – employees; not customers**

East of Park Avenue near the Sounder Station? ?

In the Downtown Business District, South of the BNSF RR Tracks? **Yes**

Remote Lot Location with Shuttle Service? **Employees possibly if convenient**

- A remote lot could work for employee parking but not for customer parking. Employees will only use a remote lot if it is convenient and reliable. A shuttle would need to run from the first ferry at 4:30 till employees leave work at 1:30 or 2:00 am.
- Changing the parking hours on First Street would hurt their business because commuters would park all day in the parking stalls used for employee parking.

Would you be willing to help pay for a parking garage / lot by leasing stalls for customer and / or employee parking on a monthly or yearly rate?

Not likely; hourly parking rate would work better.

If yes, what do you think a fair rate would be to park in a parking garage / lot in Mukilteo? **\$2-4 per hour**

Hourly:

Day Use:

Overnight:

Do you see a need for day use parking? **There is a strong need for short term / temporary parking. It would be helpful to use the Tank Farm for temporary parking until a longer term solution is provided.**

Should some of the existing parking supply be repurposed for day-use parking versus hourly parking? If yes, which spaces?

Do you see a need for overnight parking?

Should there be a mix of short and long term parking allowed?

Do you see/experience times when there is no publicly available parking in downtown parking lots/on-street spaces?

Have you ever noticed a complete lack of public parking where all spaces/lots are full? **There is a huge conflict on Park Avenue during the summer months; employees and divers are both fighting for the same spaces. This pushes employee parking up the hill.**

Losvar Condominiums • 610 Front Street

March 7, 2016

Tom O'Day & Don Vanwinkel

Important Issues & General Comments:

- Losvar's has 31 units: 4 – 1 bedroom units, 2-3 bedroom units, and 25 – 2 bedroom units. Losvar's has 48 on-site parking stalls.
- Losvar has 3 main issues:
 - Would like 2 resident Zone B parking passes per unit
 - Would like 2 guest passes per unit
 - Would like to manage the visitor parking passes themselves through their on-site property manager
- Abuse of parking passes can be monitored with new Ranger program.
- Losvar residents park in order of preference: Front Street, Lighthouse Park, Park Avenue and lastly First Street. Park Avenue however is usually filled with employee and scuba diver parking.
- Increasing the parking hours (from 4 to 10 / 12 hours) at Lighthouse Park or First Street will not affect Losvar residents: owners can park in Lighthouse Park with pass and they rarely park on First Street.
- Losvar is supportive of a parking structure north of the BNSF RR tracks in a central location. They would prefer Lot 1 of the Tank Farm on Park Avenue. This location is most central to businesses, scuba divers, promenade users and WSF / ST commuters.
- They would not support a parking garage behind Diamond Knot as it would cause a traffic bottleneck at the park entrance which is directly across from their driveway entrance. If a garage was planned behind Diamond Knot, the City would need to look at the impact on Losvar's driveways & possibly create a 3-way stop.
- A parking lot / structure at the Transit Center would not help the downtown area. People will not walk that far to their residences.
- A remote lot would not be used by Losvar residents or their guests; it would not be convenient and residents/guest would look for on-street or LHP parking. It could work for employee parking. Their preference would be a parking garage first then a remote lot if the garage got full.

Island County and Island Transit

February 26, 2016

Important Issues & General Comments:

- The Mukilteo / Clinton Ferry is the “life line” to Whidbey Island.
- The Island is in need of economic diversity; there is a large retirement community and people on fixed incomes. Middle-class working families are declining; school enrollment is declining and young people are not returning to the Island after graduation from high school or college. 50% of the population is over the age of 50; many of which are on fixed incomes. The amount of people living near the poverty level is beginning to be a problem. A divide between the “haves – those that can afford vacation homes and view property” and the “have nots – those trying to make a living wage” is becoming evident on the Island.
- Island County is interested in promoting livability and tourism on the Island to help improve the Islands future economic stability. Key goals of Island County are to maintain its rural character, promote its natural beauty, increase economic stability of the Island and provide affordable housing.
- Nearly 80,000 people live in Island County which consists of Whidbey and Camano Islands and roughly 5,000 people commute into Snohomish County daily; this represents about 2/3 of the Islands workforce. Convenient access and parking is a key to successfully recruiting families and promoting tourism on the Island.
- Island County suffers economic instability throughout the year: tourism spikes in the summer and can overwhelm businesses but in the off season businesses barely survive.
- Promoting tourism is a goal of the Island: Distilleries / Wineries, Bed & Breakfasts, Beaches, Scenery, Biking, Boating, etc. However, promoting events on the Island has been difficult due to two hour ferry wait times.
- Parking on the Mukilteo side is key to promoting the Island to families and tourism. Parking in a garage near the ferry terminal is ideal; however a remote lot could work if it is convenient, affordable, safe and reliable. Once on the Island side people can take the transit system or are picked up by friends.
- Island Transit is willing to talk about extending their service to a remote lot(s). This would reduce the number of transfers necessary by commuters and tourist making traveling to the Island more convenient. Commuters may be more willing to take a shuttle than tourist.
- Island County and the City could partner on grant applications to purchase buses. Funding for operations needs to be discussed. Public / Private partnerships should be considered. There is a Whidbey – Seatac Shuttle and Charter services that runs from the Island to Seatac: Could this company stop at a remote lot?
- Better Sound Transit and Community Transit connections are needed on the weekends.

Silver Cloud Inn • 718 Front Street

March 8, 2016

Mark Lee, General Manager

Important Issues & General Comments:

- Silver Cloud has 44 on-site parking space and 70 rooms.
- 24 on-street parking passes are managed by the hotel as part of their agreement with the City. City code allowed for Silver Cloud to count the on-street spaces as part of their required parking count at the time of their development. Silver Cloud installed the curb, sidewalk, street trees and angled parking stalls in the City right-of-way as a condition of their development permit.
- Silver Cloud employs 24 people; peak staffing time is between 8 am and 3 pm for breakfast service and housekeeping. After 3 pm staffing drops to 3-4 employees.
- Peak customer parking time is at check in: 4 pm – 7 pm; most guest leave by 5-6 am.
- Majority (65%) of the clientele are corporate travelers; second heaviest user is weddings and events at Rosehill Community Center.
- Between the on-street passes and their on-site stalls, parking is being managed fairly well at Silver Cloud. Their biggest issue has been monitoring their lot in the heavy summer season; Park users, Ivar's guests and conflicts with scuba divers on Park Avenue try to park in their parking lot. The General Manager spends a lot of time in the summer managing their lot.
- Silver Cloud charges guests for a 2nd parking space to encourage one car. They have had to turn some guest's away (Rosehill events) due to the guest wanting more than one parking space.
- A remote parking lot would not benefit Silver Cloud, but would actually hurt business; guests will not take a shuttle to a hotel. Because their employee parking needs are opposite their high customer demand times, their employees generally park on-site.
- Many Silver Cloud guest carpool and Silver Cloud runs a courtesy van to Boeing, Alderwood Mall and other popular locations as requested by their guests.
- Complaints heard include: machines don't take cash, need overnight parking, and longer parking hours are needed. Silver Cloud supports building a parking garage in a central location in the downtown area.