



11930 Cyrus Way • Mukilteo, WA • 98275

City Council
Land Use & Economic Development Committee
Wednesday, April 20, 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 March 16 Meeting Notes
2. Parking Facility Study Update
3. Impact Fee Code Amendment

Next Meeting:

May 18, 2016; 5:30 pm



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

Meeting Notes

Present:

Committee Members: Councilmember Whelpley; Councilmember Emery
arrived around 6:10 pm
Chamber of Commerce: President & CEO Martin
City Staff: Community Development Director Love

Absent:

Committee Members: Councilmember Wheeler

Meeting Objectives:

4. Approve February 17 Meeting Notes: The meeting notes of February 17, 2016 were approved unanimously after the arrival of Councilmember Emery.

5. Update on the Parking Facility Study:

During this past month, Community Development Director Love has been meeting with local business leaders and property owners in the downtown area to discuss parking issues. The summary sheets of those interviews were discussed. General consensus of those interviewed felt:

- 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, if provided, 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.

A Site Evaluation Matrix was handed out to the committee members for their review. The matrix contains 7 potential properties being evaluated for some type of parking facility. An eighth site was added, but not yet on the matrix: Buzz Inn site currently being used for a portion of the ferry holding lanes. The Committee reviewed the pro's and con's of each site.

Ms. Love summarized her interview with Sound Transit:

- ST 2 includes approximately \$10 million for a parking garage / pedestrian improvements.
- Of the \$10 million, about \$5 million is for construction; the rest is for administrative costs, feasibility, design, and permitting.
- These funds are intended to be a contribution towards a larger project. ST will pay their proportional share of a parking facility based on the number of stalls provided for their use.
- ST sees themselves as partners in supporting a larger parking project; not as the project leaders.
- Parking garages cost about \$35,000 a stall.

Committee members commented that people want convenience and confidence in a transportation system that is easily accessible and timely – whether it is transit or a shuttle system.

Next steps include: zoning analysis, setbacks, height, size, traffic pattern analysis and cost/financing options.

6. Update on Annexation Discussion:

At the February Land Use and Economic Development subcommittee meeting, annexation options were discussed. The Committee members requested that staff continue to investigate the cost and revenues associated with a phased annexation.

Finance Director Doug Volesky worked with the State to get an estimate on how much sales tax could be generated out of the Phase 1 annexation area. Based on the property and sales tax information, the potential tax to the City is approximately \$167,649.00 / year:

- Property Tax: \$48,479 (AV of \$29,029,300 X(1.67/1,000))
- Sales Tax: \$119,170 (Sales Tax of \$14,020,000 X 0.0085)

These numbers do not include utility tax, business license, gas tax, REET, stormwater, or other taxes that may come to the City.

The cost of an annexation will most likely exceed revenues in the first year. If the committee and / or Council want to pursue a small scale annexation, they will need to look at the long term revenue and costs of services. Police Chief Macklin provided an email to Ms. Love stating that an additional patrol officer may be needed if the whole of Phase 1 is annexed. Both Councilmembers discussed the benefits of annexing south of the airport. Ms. Love will meet with County representatives in mid-April to discuss their position on a phased annexation approach or just the east side of the Speedway. A Council worksession has been scheduled for May 9 to discuss annexation options.

Next Meeting:

April 20, 2016 at 5:30 pm

LAND USE & ECONOMIC DEVELOPMENT COMMITTEE AGENDA REPORT

SUBJECT TITLE: Parking Facility Study	FOR AGENDA OF: April 20, 2016
Department Director: Patricia Love, Director of Community Development	EXHIBITS: 1. Parking Facility Interview Summary
Contact Staff: Patricia Love, Director of Community Development	

BACKGROUND

Last month the first draft of the parking interview summary was provided to the Committee for review. Since then the summary and site matrix has been updated. Attached for your review are the updated documents.

With the continuation of work on the parking study, the following themes continue to be true:

- 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.
- Buzz Inn is interested in building a potential public / private parking garage that could support the redevelopment of their site and provide additional public parking. A preliminary copy of their plans will be handed out at the meeting.
- Tulalip Tribes have agreed to have their Tank Farm property included in the study for potential temporary parking until a permanent solution has been implemented.

***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 relationship 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.

Email from Connie Bowers: March 24, 2016

Hi Patricia;

I updated our Island Transportation Planning Organization on this yesterday, and it was very well received. They are appreciative of the willingness of the City of Mukilteo to move this forward, the work that you have put in to this, and the insights gained. They did have a few comments;

- They are interested in pursuing the possibility of using the tank farm for parking until the ferry terminal is in construction
 - I think this might be something that is not directly related to your efforts
 - I know the Port of South Whidbey has had some effort with this possibility
- For the potential parking garage site behind Diamond Knot
 - They brought up the possibility of connecting the parking structure with a pedestrian bridge over the train track, in an effort to combine projects and bring down costs (moving the bridge to the west side of the highway)
- It was suggested that we bring a key WSDOT staff rep from the Bike / Ped effort (maybe John Chi) to the parking garage conversations, so that they're part of the big picture
 - I didn't think we had a rep from that project yet
 - Although, I know you have been talking to them...

Sincerely,
Connie

Connie Bowers – Assistant County Engineer
Island County Public Works
360-679-7336

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.

Important Issues & General Comments:

- Sound Transit currently has 63 stalls. ST2 planning identified funding to construct up to 130 stalls in a structured facility to accommodate future parking demand.
- 2030 projections show approximately 200 riders per day; there are no 5 & 10 year projections at this time.
 - 2030 Projections (Based on 2012 Sounder Access Study):
 - 110 Drivers
 - 40 Walkers
 - 30 Drop Offs
 - 20 Transit Riders
 - Less than 10 Bikers
- Monday – Thursday is their heaviest use time; Fridays there are usually a few stalls still open.
- ST 2 includes approximately \$10 million for a parking garage / pedestrian improvements. Of the \$10M, about \$5 million is for construction; the rest is for administrative costs, feasibility, design, and permitting. These funds are intended to be a capped contribution to a larger project, led by another entity. Sound Transit will pay their proportional share of a parking facility based on the number of stalls provided for their use. Eventually, a Memorandum of Agreement (MOU) would need to be prepared with the lead agency on distribution of funds by phase.
- Funds are located in the Snohomish County Subarea and cannot be transferred out of the established subarea.
- Sound Transit will not lead the project, but will be a partner / stakeholder in the project. However, before Sound Transit funds could be spent on the project financial commitments would need to be in place and memorialized by all of the partners.
- Currently, Sound Transit has not established a project or committed funds for a parking facility; ST2 developed the scope definition for access strategies in Mukilteo for the purpose of developing cost estimates, phasing of investments, financial planning and estimating the project benefits. Creating a project, including the commitment of funds would need to be allocated through the annual budget process with approval by the Sound Transit Board of Directors. Funds for the project could potentially be available in 2019 once a “project” is considered viable with funding commitments by others clearly defined.
- Potential next steps include drafting a “Term Sheet” between the City, Sound Transit, and other stakeholders on the funding and construction of a parking facility. A “Term Sheet” is a non-binding agreement that sets out the initial points of a future agreement that describes the project, funding strategy and the primary roles and responsibilities of each entity.

- Sound Transit's current parking model is to provide free parking to transit users. However, a paid parking pilot program was implemented by the Sound Transit Board a few years ago, and the Board may reconsider the paid/free parking for transit patrons at a later date.
- For a planning estimate, a range for the construction of a parking garage is about \$35,000 a stall and does not include the cost of right-of-way acquisition, administrative or construction management costs
- Sound Transit would prefer a parking facility as close to the platform as possible, preferably within a $\frac{1}{4}$ mile walking distance. Having a facility greater than a quarter mile away from the platform usually results in more "hide & rides". They are not supportive of an off-site location and are not interested in running a shuttle. Sound Transit riders prefer a "1-seat" ride versus multiple transfers.
- Sound Transit may be supportive of the City's investigation of pursuing potential TOD or transit grants.

Buzz Inn Steakhouse (A&J Enterprises) • 707 Front Street
March 16, 2016
Billy Tackett, Owner

Important Issues & General Comments:

- Billy Tackett of Buzz Inn Steakhouse owns a portion of the WSF holding lanes and is considering how to develop his property once the ferry terminal is relocated.
- He is working with WSF on their property compensation package and he will mostly likely receive the existing WSF holding lanes in exchange for the property WSF needs for the new SR 525 / First Street.
- Redevelopment concepts for the property could include:
 - Retail / Condo's mixed use building with parking behind
 - Hotel
 - Parking Garage with Retail along Front Street
- Billy is interested in a potential public / private partnership to construct a building that could include commercial / retail spaces along Front Street and then a garage behind and over the space. This concept is consistent with the Downtown Waterfront Master Plan and the Downtown Business District zoning regulations.
- If there is any interest by the stakeholders, Billy will have his architect work on sketches of building concept. The garage could potentially hold up to 250 - 500 stalls depending on the footprint.
- Various stakeholders have voiced support for some type of central parking garage location and not much support for a remote / offsite parking lot. A mixed-use building (commercial / retail / parking) concept on the WSF holding lanes could provide a central parking location that would serve transit, ferry, overnight tourist to the Island, park users, employee parking and potentially customer parking. It would be operated by a private entity, but would involve some type of "public / private" partnership to get it built.
- A tentative stakeholder meeting has been scheduled for Thursday, April 7 at 10 am at Mukilteo City Hall.
- Billy Tackett would like a general consensus to move forward with the project by end of June 2016.

Arnies Restaurant • 714 – 2nd Street

March 16, 2016

Rob Davis, Arnies & Mike Massey, Property Owner

Important Issues & General Comments:

- Arnies restaurant is located upland, south of the BNSF rail road tracks, on 2nd Street. Arnies is not as affected by the paid parking program as the other businesses. Their biggest issue this past year was employees of other businesses parking in front of Arnies and using the on-street customer parking spaces then walking down the hill to work.
- Their number one issue is preserving their view as the ferry holding lanes develop.
- Their number two issue is getting sidewalks on 2nd Street.
- Arnies has approximately 61 parking stalls divided between four lots: parking lot west of the building, small 5 stall lot east of their building and their upper and lower lots on the south side of 2nd Street.
- Employees usually park in the upper lot and they have an agreement with Edward Jones to allow employee parking in their lot in the evenings after 4 pm and on Saturdays and Sundays. They also use the employee parking passes which are assigned to specific staff members. Additional employee parking passes are needed.
- 18 – 25 employees are working during their peak shift(s).
- Generally their customers will walk 1-2 blocks to the restaurant.
- A parking garage would not benefit Arnies; most of their customers use their existing parking lots. A remote lot does not work for customer parking. If a space not available, people will choose to go somewhere else.
- The lower Rosehill parking lot is the only location that could benefit Arnies; but it is still questionable if customers will walk that far. It could work for additional employee parking.
- They have seen an increase in parking tickets since the paid parking program was started; expect that is due to greater enforcement by the rangers.
- Dealing with parking issues is a part of running a business. They have commuters trying to park in their lots similarly to other businesses, so they also monitor their lot periodically during the heavy use seasons.

Parking Facility Feasibility Study Site Matrix

Location	Zoning	Permitted Use		Building Height	Setbacks	Lot Coverage	Environmental Constraints
		Commercial Parking Lot	Commercial Parking Structure				
Lighthouse Park Commuter Parking Lot	Open Space (OS)	Conditional Use	Conditional Use	25'-35'	Front: None Rear: 20' Next to residential zones Sides: 20' Next to residential zones Side Corner: None	None	Cultural Resources Avoidance
Public Works Site, with Pedestrian Bridge over BNSF	Downtown Business (DB)	Interim Use	Conditional Use	35'	Front: None ²⁶ Rear: None Sides: None Side Corner: None ²⁶	None	Potential Cultural Resources Avoidance

Location	Zoning	Permitted Use		Building Height	Setbacks	Lot Coverage	Environmental Constraints
		Commercial Parking Lot	Commercial Parking Structure				
Rosehill Parking Lot with Pedestrian Bridge	Downtown Business (DB)	Interim Use	Conditional Use	35'	Front: None ²⁶ Rear: None Sides: None Side Corner: None ²⁶	None	Parking Garage cannot exceed the height of the existing lawn on the upper portion of the Community Center
Transit Center, Parking Above Bus Level	Waterfront Mixed-Use (WMU)	Interim Use/ Conditional Use	Conditional Use	25'	Front: None Rear: None Rear Corner: None ¹⁷ (Footnote 17 does not apply because the Transit Center will be built behind the designated area for the promenade) Sides: None Side Corner: None	None	Cultural Resources Avoidance
Lot 1 of the Tank Farm Property	Waterfront Mixed-Use	Interim Use/	Conditional Use	45'	Front: None Rear: None	None	Cultural Resources

Location	Zoning	Permitted Use		Building Height	Setbacks	Lot Coverage	Environmental Constraints
		Commercial Parking Lot	Commercial Parking Structure				
	(WMU)	Conditional Use			Rear Corner: None ¹⁷ (Footnote 17 does not apply because it is not next to the promenade) Sides: None Side Corner: None		Avoidance
Bernie Webber (Shuttle to Remote Site)	Light Industrial (LI)	Permitted	Permitted- Up to 2,400 s.f. Conditional Use- 2,401 s.f. or greater	50'	Front: None Rear: None Rear Corner: None Sides: None Side Corner: None	None	None Known
Water District Site (Shuttle to Remote Site)	Residential District (RD) 7.5	Not Allowed	Not Allowed	30'	Front: 20 Rear: 20' Rear Corner: 15' Sides: 5' minimum with a total of 15' Side Corner: 20'	35%	Wetland Stream Steep Slopes
Mukilteo Lane Right-of-Way	Downtown Business (DB)	Not Applicable (N/A)	Not Applicable (N/A)	N/A	Not Applicable	N/A	Cultural Resources Avoidance

Location	Zoning	Permitted Use		Building Height	Setbacks	Lot Coverage	Environmental Constraints
		Commercial Parking Lot	Commercial Parking Structure				
Buzz Inn Property	Downtown Business (DB)	Interim Use	Conditional Use	35'	Front: None ²⁶ Rear: None Sides: None Side Corner: None ²⁶	None	Cultural Resources Avoidance

Parking Requirements:

Interlocking – Conventional Cars						Interlocking – Compact Cars				
Parking Stall Dimensions				Parking Isle Width		Parking Stall Dimensions			Parking Isle Width	
	Parking Angle (Degrees)	Width	Depth	One-Way	Two-Way	Parking Angle (Degrees)	Width	Depth	One-Way	Two-Way
Parallel	0	8'	19'	12/22'	22/24	0	8'	8'	12'	20'
Angular	20	8.5'	10.5'	11'	20'	45	8'	14.1'	12.5'	20'
	30	8.5'	13.5'	11'	20'	60	8'	15.9'	17'	22'
	40	8.5'	15.5'	12'	20'					
	45	8.5'	16.5'	13.5'	20'					
	50	8.5'	17.5'	15.5'	20'					
	60	8.5'	18.5'	18.5'	22'					
	70	8.5'	19.5'	19.5'	22'					
	80	8.5'	19.5'	24'	24'					
Perpendicular	90	8.5'	19'	25'	25'	90	8'	16'	22'	25'

Bulk Regulations Footnotes:

15. Height of Buildings.
 - a. The height of buildings north of Front Street shall be a maximum of twenty-five feet with no more than two stories in order to allow for a pitched roof no less than a 6:12 pitch over fifty percent of the roof area. No flat roofs are allowed.
 - b. The height of buildings south of Front Street, outside the shoreline management program area and north of BNSF right-of-way shall not exceed forty feet with no more than three stories to allow for pitched roofs and building stories shall be tiered back to allow for views from different floors, while limiting the blockage of views from up the hill at 2nd Street.
16. Breaks in the facade and building footprint along the waterfront shall be included to retain water views from Front Street and for pedestrian access to the waterfront promenade and beach, as regulated by the shoreline master plan.
17. Buildings shall be set back thirty to fifty feet along the waterfront to allow for a twenty-five foot pedestrian promenade, landscaping, and additional space to be used for outside uses associated with public, commercial and retail uses.
26. All structures shall have a majority of their front facade built up to the front and corner property lines unless:
 - a. An option provided for in Chapter 17.25A, Design Standards for the DB District, is used that requires the structure to be located off of the property lines to allow for outdoor seating, small item display areas, or additional pedestrian circulation; or
 - b. How adjacent property has been developed makes it undesirable to build on the property line near the adjacent property; or
 - c. Doing so is shown to be unfeasible.

LAND USE & ECONOMIC DEVELOPMENT COMMITTEE AGENDA REPORT

SUBJECT TITLE: Impact Fees Code Amendment	FOR AGENDA OF: April 20, 2016
Department Director: Patricia Love, Community Development Dir.	EXHIBITS:
Contact Staff: Linda Ritter, Associate Planner	

BACKGROUND

In 2015 the Legislature passed a bill which requires cities and counties to adopt new regulations that defer the collection of impact fees for single family residential building permits. Under Engrosses Senate Bill (ESB) 5923 counties, cities, and towns must adopt a deferral system for the collection of impact fees that, upon developer request, delays payment until the time of:

1. Final inspection;
2. Issuance of the certificate of occupancy or equivalent certification; and/or
3. The closing of the first sale of the property.

Staff is currently working through the mandated changes with the Planning Commission. In addition to the changes listed below, we are also working on revising the City’s impact fees to coincide with the updated Comprehensive Plan and Capital Facilities list.

Below is a summary of the state mandate:

WHAT TYPES OF PROJECT DOES THE OPTIONAL DEFERRED PAYMENT APPLY?

The impact fee deferral program applies to single-family attached and detached construction.

State Law

Single Family Attached

City Code Definition

Single-Family (Attached) - “Single-family (attached) dwelling unit” means a group of row houses or townhouses containing two to eight residential buildings having a partition wall and separate foundations separating the dwelling units and where each unit has its primary outside access at the ground floor level. Buildings with nine or more units in a row or staggered with a common wall or faceplates are considered multifamily structures.

Single Family Detached

Single Family - “Single-family dwelling” means a detached building designed for and occupied exclusively by one family. The term shall not include mobile homes, but does include manufactured homes.

WHAT IS THE PROCESS FOR REQUESTING A DEFERRAL?

- The applicant may request a deferral at any time prior to building permit issuance.
- The applicant can defer up to 20 units per applicant per year.
- Additional deferrals may be allowed by the City upon consultation with the School District
- Consideration must be given to the School District's request regarding additional referrals.

WHAT IS THE PROCESS FOR THE REQUIRED LIEN?

- The applicant must fill out a City approved lien form.
- The form shall be signed by all owners of the property.
- The applicant shall record the lien against the property in favor of the City at the property owner's expense.
- The lien shall include the following:
 - Legal description;
 - Tax identification number;
 - Property address; and the
- Lien shall run with the property.

HOW MUCH ARE THE IMPACT FEES?

- The deferred impact fee payment shall be based on the fee that is in effect at the time of the deferral request.
- The deferral amount shall be listed on the lien for future buyers and mortgage companies.

WHEN IS PAYMENT OF THE IMPACT FEES?

- Upon Final Inspection;
- Issuance of certificate of occupancy or equivalent; and/or
- At the time of sale/closing.
- No later than 18 months after issuance of the building permit.

WHEN WILL THE LIEN BE RELEASED?

- The City shall release the lien upon final payment of the impact fees.
- The owner shall pay any recording cost for releasing the lien.

WHAT ARE THE ENFORCEMENT OPTIONS IF IMPACT FEES ARE NOT PAID?

- The City can withhold the final inspection or certificate of occupancy until the impact fee payment has been received.
- The City or School District can begin foreclosure procedures.
- The City has the right to recover the impact fee payment even if the property is in foreclosure.

WHAT ADMINISTRATIVE DUTIES ARE ASSOCIATED WITH THE DEFERRAL OF IMPACT FEES?

- **Reimbursement Costs**
 - The City may recover any administrative cost (possible application fee) associated with processing the request to defer impact fees.
- **Reports submitted to the Department of Commerce**
 - The City shall provide an annual report to the Department of Commerce stating the number of deferrals issued, not paid in time, and other information deemed appropriate beginning December 2018.
- **Ten Year Spending Period**
 - The ten year spending period for impact fees begins after full payment of all impact fees has been collected.
- **Refund of Fees**
 - Impact fees shall be refunded after a 10-year period if not used by the City.