



CITY COUNCIL AGENDA

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

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

Regular meetings of the Mill Creek City Council shall be held on the first, second and fourth Tuesdays of each month commencing at 6:00 p.m. in the Mill Creek Council Chambers located at 15728 Main Street, Mill Creek, Washington. Your participation and interest in these meetings are encouraged and very much appreciated. We are trying to make our public meetings accessible to all members of the public. If you require special accommodations, please call the City Clerk at (425) 921-5747 three days prior to the meeting.

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

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

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

Next Ordinance No. 2017-815
Next Resolution No. 2017-564

March 7, 2017
City Council Meeting
6:00 PM

CALL TO ORDER:

FLAG SALUTE:

ROLL CALL:

AUDIENCE COMMUNICATION:

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

PRESENTATIONS:

- B. Community Transit Update
(*Emmett Heath, Community Transit CEO*)

OLD BUSINESS:

- C. Project Update: 35th Avenue SE Reconstruction
(*Rebecca C. Polizzotto, City Manager*)
- D. Council Discussion: Chip Seal Retrofit
(*Rebecca C. Polizzotto, City Manager*)

NEW BUSINESS:

- E. 2017 AWC Center for Quality Communities Scholarship Nomination
(*Nomination Selection Committee*)

REPORTS:

- F. Mayor/Council
- G. City Manager
 - Council Planning Schedule

AUDIENCE COMMUNICATION:

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

ADJOURNMENT



Agenda Item # B
Meeting Date: **March 7, 2017**

CITY COUNCIL AGENDA SUMMARY

City of Mill Creek, Washington

AGENDA ITEM: PRESENTATION: COMMUNITY TRANSIT UPDATE

ACTION REQUESTED:

None – This agenda item is for purposes of Council discussion only.

KEY FACTS AND INFORMATION SUMMARY:

Staff from Community Transit (CT) will be providing an update to the Council on the service that CT provides, including the construction of the Swift Green line (a.k.a. Swift 2). The City Council approved a Development Agreement with CT for the proposed Swift 2 bus rapid transit line on November 8, 2016, and the associated permit reviews are currently in process.

CITY MANAGER RECOMMENDATION:

None at this time, informational only.

ATTACHMENTS:

- Informational flyer for the Swift Green line.

Respectfully Submitted:

A handwritten signature in blue ink that reads "Rebecca C. Polizzotto".

Rebecca C. Polizzotto
City Manager

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Swift Green Line

Community Transit is finalizing federal and state funding to build a second bus rapid transit line in Snohomish County. The *Swift Green Line* will run between Bothell/Canyon Park and Boeing/Paine Field, along the Bothell-Everett Highway, 128th/132nd Streets and Airport Road.

Swift bus rapid transit is different than local bus service. *Swift* buses run every 10 minutes and stop at stations that are spaced about a mile apart, rather than the quarter-mile distances of local bus stops. Also, because riders pay their fares at the station and can board the bus through any of three doors, *Swift* buses are stopped for an average of 10 seconds. That's why this service is called *Swift*!

Swift Blue Line

The *Swift Blue Line* began operation in late 2009 between Everett Station and Aurora Village Transit Center in Shoreline. It replaced local service operated by Community Transit and Everett Transit and eliminated a transfer at the city line (Hwy 99 & Airport Road).

Within 18 months, the *Swift Blue Line* had broken its four-year ridership projections. Today, about 6,000 riders board the *Swift Blue Line* every weekday; about 110,000 each month and 1.6 million each year. It is Community Transit's most popular route. In fact, one out of six Community Transit customers uses the *Swift Blue Line*.

Who rides *Swift*? Surveys have shown that most people riding *Swift* are those that live and/or work along the corridor. People take short trips to run errands or grab lunch. Using an ORCA smart card, a single fare lasts for two hours, so many of these round-trips cost only \$2.50.

Swift Network

Community Transit plans to build a network of *Swift* bus rapid transit lines in Snohomish County. Already, planning is underway for a *Swift Orange Line* in South Snohomish County that will connect people with Sound Transit's Link Light Rail when it gets to Lynnwood in 2023. Other *Swift* lines will extend east to Highway 9 and north to Smokey Point.

Mill Creek

Following Community Transit's successful ballot measure in 2015, much of its early service expansion has been in the south county area, including Mill Creek. Route 109 began service in September 2016, connecting North Lynnwood and South Everett to Snohomish and Lake Stevens via 132nd Street in Mill Creek. That route made it easy for bus riders to travel up and down the Bothell-Everett Highway to North Lynnwood and Snohomish without having to transfer in Everett.

The *Swift Green Line* will significantly improve bus service in Mill Creek, with more frequent buses and easier connections to Bothell, Everett, Paine Field and Snohomish.



While the *Swift Green Line* will make it easy for workers to get to Boeing or the high-tech businesses in Canyon Park, it will mostly serve those people who live and work along the Bothell-Everett Highway.

The *Swift Green Line* project is bringing state and federal money to this corridor to make transit improvements that will also benefit drivers and the general population.

One project is to create an extended right-hand turn lane on northbound Hwy 527 at 164th Street. This project will help *Swift* buses traveling north on that road, but will also alleviate general traffic congestion at that intersection. This is no small improvement; Community Transit will be tripling the length of the right-hand turn lane to help traffic flow.

On the north side of 164th, Community Transit will be creating a safety improvement at the city and state's request. The right-hand turn from Mill Creek Blvd. will be changed to a regular T-intersection, allowing eastbound traffic to turn right freely on a green light, but requiring a stop when the light is red. Both the City of Mill Creek and Washington State Department of Transportation have said this is a high-accident intersection and this improvement will improve safety.

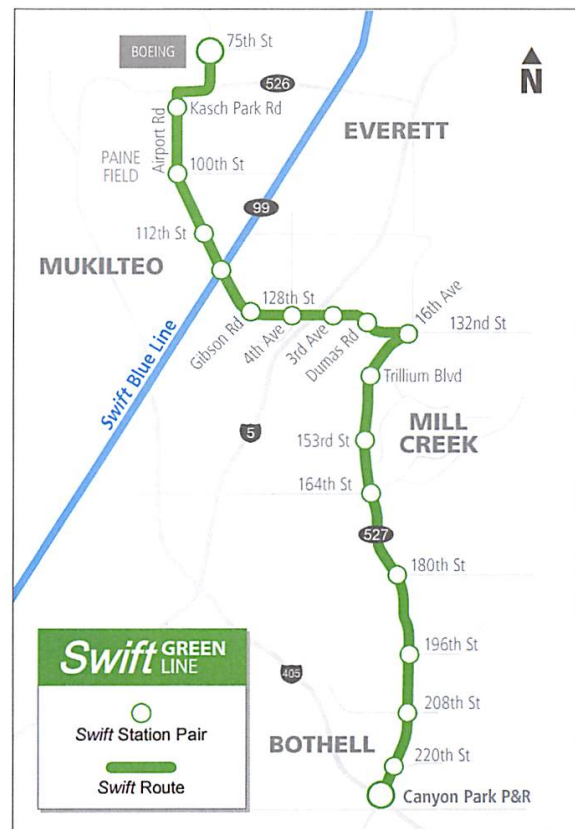
There will still be four westbound lanes on Mill Creek Blvd: a left-turn lane, two through lanes and a dedicated right-turn lane.

Community Transit will also create pedestrian safety improvements at a number of intersections, including the installation of upgraded ADA curb ramps and audible pedestrian signals. In addition, the *Swift Green Line* project enabled the county to secure grant funding for adaptive signal priority along the entire route. This technology improves traffic signal management for better traffic flow.

The largest and most beneficial road improvement will be on 128th Street at I-5. Here, new right-hand lanes will be established on each side of the freeway approach to create another lane of access to the interstate. This frees up a lane for *Swift* buses and general purpose traffic to continue straight across the I-5 bridge, taking minutes off that busy commute.

Community Transit is partnering with Snohomish County to improve sidewalks that connect to bus stops. The *Swift Green Line* project will contribute \$2 million for improved sidewalk connections along the corridor while the county will contribute another \$400,000 to these sidewalk improvements.

For more information about the *Swift Green Line*, visit www.communitytransit.org/SwiftGreen.



02/2017



Agenda Item # C
 Meeting Date: **March 7, 2017**

CITY COUNCIL AGENDA SUMMARY

City of Mill Creek, Washington

AGENDA ITEM: 35TH AVENUE SE RECONSTRUCTION PROJECT UPDATE

ACTION REQUESTED:

None – This agenda item is for purposes of Council discussion only.

KEY FACTS AND INFORMATION SUMMARY:

35th Avenue SE is a three lane minor arterial that carries approximately 15,000 vehicles per day. The road was widened by Snohomish County in 2003 by using lightweight fill on top of a large peat deposit, and has been continually settling since annexation by the City in 2005. The City monitors over 100 points along the roadway on a six month basis. The rate of settlement has slowed, but portions of the road have settled by over two feet in the past 10 years.

One of the biggest areas of settlement is over the Penny Creek crossing between 144th Street SE and 141st Street SE, which also has the deepest deposit of peat material as a base. The water level in the surrounding wetlands has also increased due to several factors such as upstream development and downstream beaver activity. The rising water combined with a sinking roadway has resulted in several road closures over the past few years due to flooding.

The design of the capital project to reconstruct 35th Avenue between 144th and 141st Streets is nearing completion. The scope of the reconstruction project will be to drive several hundred pin-piles through the peat down to good bearing soil, construct a concrete slab on top of the pilings with removable panels over the Penny Creek culverts, then reconstruct and elevate the roadway on top of lightweight concrete fill. Following is a summary of major events / milestones to date:

- February 4, 2014 – Consultant design contract awarded to KPFF Engineers
- July 22, 2014 – Alternative analysis report presented to City Council, pin pile option approved for final design
- October 2014 – Underwater inspection performed on Penny Creek culverts, no condition issues or blockages found
- December 2014 – 30% design completed
- March 2015 – 60% design completed
- September 2015 – 90% design completed, SEPA determination issued by City, no appeal
- October 2015 – Environmental permitting conflicts begin with the Army Corps and Muckleshoot tribe, issue was fish passage through existing Penny Creek culverts
- November 6, 2015 – Hydraulic Project Approval (HPA) permit issued by WDFW
- May 4, 2016 – On-site meeting with Army Corps and Muckleshoot stakeholders, no progress or resolution made on outstanding fish passage issues for several months.
- February 15, 2017 – Consultant and City meeting with new Army Corps permitting staff in Seattle. The fish passage issue was successfully resolved since the culverts are not in the Army Corps permitting jurisdiction.

City Council Agenda Summary
Page 2

Since 2013, a total of approximately \$465,000 has been spent on settlement monitoring, pre-design geotechnical studies and design consultant work. The project design work is nearly 100% completed, with only minor final changes needed to accommodate the recent environmental permitting requirements. The final Army Corps and associated Ecology permits are being strategically timed for final issuance to avoid having to re-evaluate in early 2018 under a new set of conditions. Construction easements will also need to be obtained by the City from two adjacent homeowner associations, but no opposition or issues are expected.

The estimated construction cost is approximately \$5.5 million, including contingency and inspection / contract management costs. \$4.0 million was included for Mill Creek in the recent State Transportation funding package for the 35th Avenue SE project. The State funds are available in the 2017 – 2019 fiscal biennium, but the timing must also be coordinated with the upcoming Snohomish County project to widen Seattle Hill Road between 35th Avenue SE and 132nd Street SE. Each project is the detour route for the other, so both should not be under construction at the same time. The construction of the County project will occur first, starting in early April, and should take most of this year to complete.

Final bid document preparation for the 35th Avenue project would happen in late 2017, and the project could be advertised for bids in early 2018 with construction starting that spring. The roadway will need to be completely closed to expedite construction, and will take approximately eight months to complete. An open house will likely be held by the City in early 2018 to inform the affected residents of the project timing and what to expect during construction.

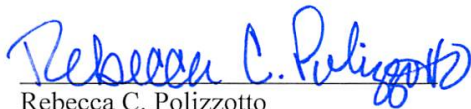
CITY MANAGER RECOMMENDATION:

None at this time, informational only.

ATTACHMENTS:

- Roadway plan sheets for 35th Avenue SE Reconstruction Project.

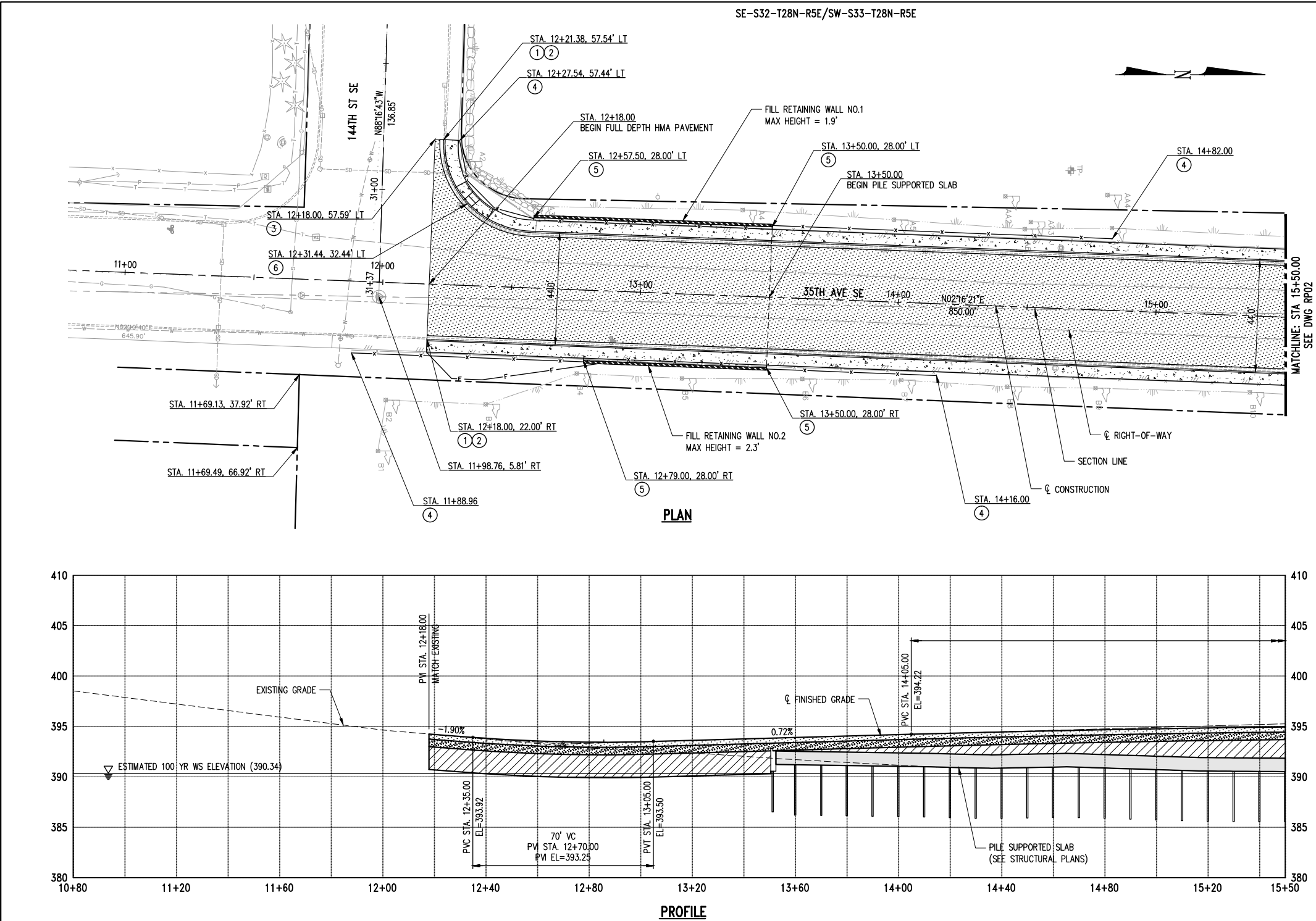
Respectfully Submitted:



Rebecca C. Polizzotto
City Manager

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LEGEND

- CONCRETE SIDEWALK
- FULL DEPTH HMA PAVEMENT
- CELLULAR CONCRETE FILL
- CRUSHED SURFACING BASE COURSE
- RIGHT-OF-WAY
- CEMENT CONCRETE CURB & GUTTER
- RETAINING WALL
- WETLAND BOUNDARY
- CHAIN LINK FENCE

GENERAL NOTES

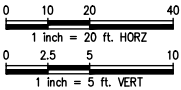
- SEE SHEETS GD01 & GD02 FOR CURB RETURN DETAILS.
- SEE STRUCTURAL SHEETS FOR MOMENT SLAB BARRIER DETAILS.
- REFER TO SHEET ST16, DETAIL B, FOR SIDEWALK JOINTING AT BRIDGE SECTION.

CONSTRUCTION NOTES

- CONSTRUCT CEMENT CONCRETE VERTICAL CURB AND GUTTER, PER CITY OF MILL CREEK STD. DWG. STR-2N
- CONSTRUCT CEMENT CONCRETE SIDEWALK, PER CITY OF MILL CREEK STD. DWG. STR-3N
- FULL DEPTH HMA PAVEMENT
- CHAIN LINK FENCE TYPE 4, PER WSDOT STD. PLAN NO. L-20.10-02 AND THE SPECIAL PROVISIONS
- CONSTRUCT CONCRETE MODULAR RETAINING WALL IN ACCORDANCE WITH SHEETS WP01, WP02, AND WDO1
- CONSTRUCT PARALLEL CURB RAMP, PER CITY OF MILL CREEK STD. DWG. STR-8N
- CONSTRUCT COMBINATION CURB RAMP, PER WSDOT STD PLAN NO. F-40.14-02
- INSTALL 24" SCH. A CULVERT PIPE
- INSTALL MOMENT SLAB BARRIER, SEE STRUCTURAL SHEETS

ABBREVIATIONS

- | | |
|-----|--------------------------------|
| EL | ELEVATION |
| HMA | HOT MIX ASPHALT |
| PI | POINT OF INTERSECTION |
| PVC | POINT OF VERTICAL CURVE |
| PVI | POINT OF VERTICAL INTERSECTION |
| PVT | POINT OF VERTICAL TANGENCY |
| VC | VERTICAL CURVE |
| WS | WATER SURFACE |



100% SUBMITTAL

NO.	DATE	BY	CHD.	APPR.	REVISION

DRAWN BY K. WEBBER	DESIGNED BY J. GOODMAN
CHECKED BY P. SLOAN	APPROVED BY R. LEIMKUEHLER
DATE 2/03/2016	
J O B No.:113521	

811
Know what's below.
Call before you dig.

CITY OF
Mill Creek
WASHINGTON

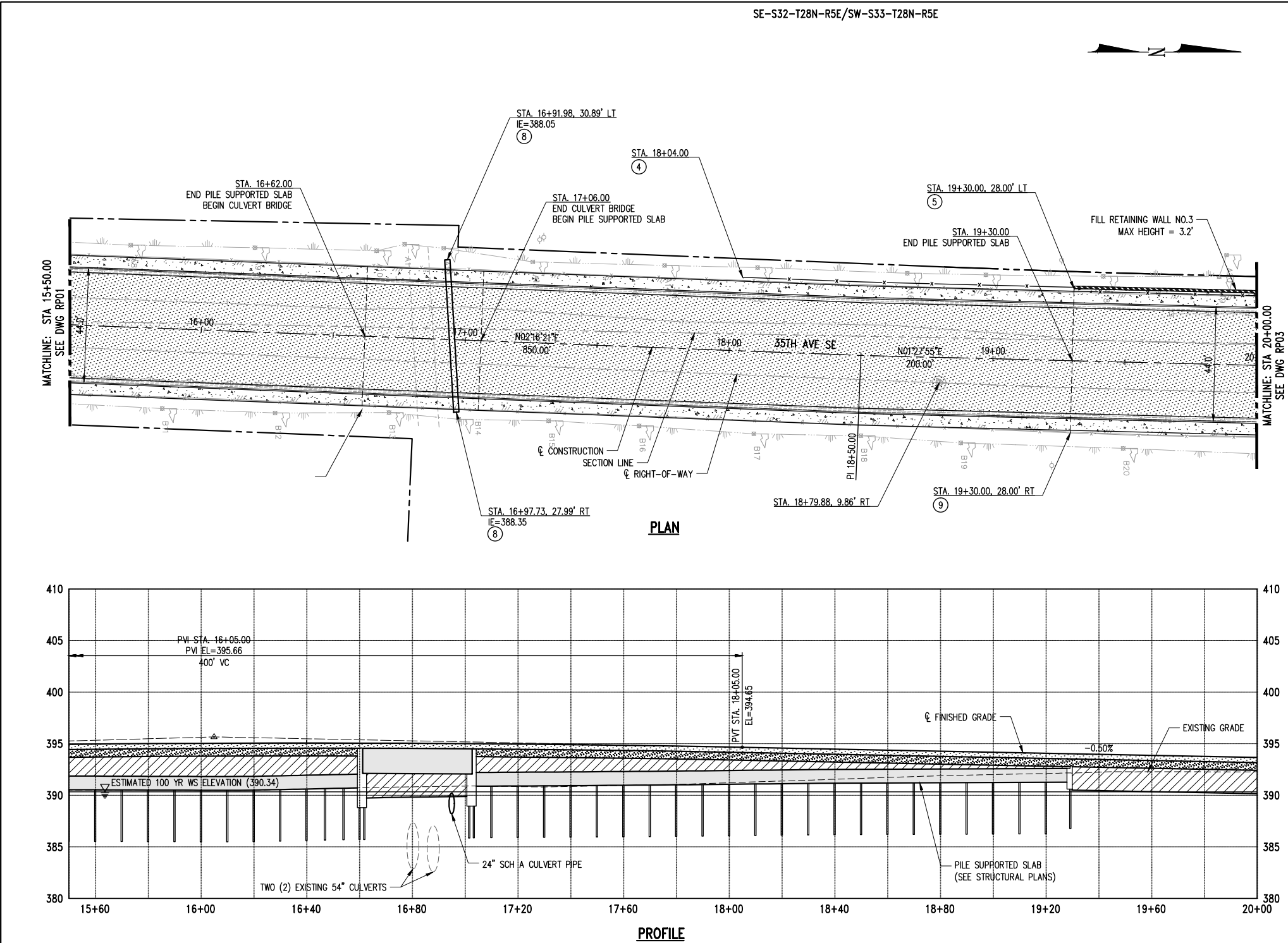
kpff
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Seattle, WA 98101
206.622.5822
www.kpff.com

ROYAL L. LEIMKUEHLER
PROFESSIONAL ENGINEER
24009
REGISTERED
WASHINGTON

35TH AVENUE SE RECONSTRUCTION / CITY OF MILL CREEK MILL CREEK, WASHINGTON
ROADWAY PLAN & PROFILE STA 11+00 TO STA 15+50

SHEET
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LEGEND

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- WETLAND BOUNDARY
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GENERAL NOTES

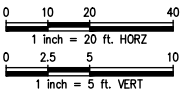
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- FULL DEPTH HMA PAVEMENT
- CHAIN LINK FENCE TYPE 4, PER WSDOT STD. PLAN NO. L-20.10-02 AND THE SPECIAL PROVISIONS
- CONSTRUCT CONCRETE MODULAR RETAINING WALL IN ACCORDANCE WITH SHEETS WP01, WP02, AND WD01
- CONSTRUCT PARALLEL CURB RAMP, PER CITY OF MILL CREEK STD. DWG. STR-BN
- CONSTRUCT COMBINATION CURB RAMP, PER WSDOT STD. PLAN NO. F-40.14-02
- INSTALL 24" SCH. A CULVERT PIPE
- INSTALL MOMENT SLAB BARRIER, SEE STRUCTURAL SHEETS

ABBREVIATIONS

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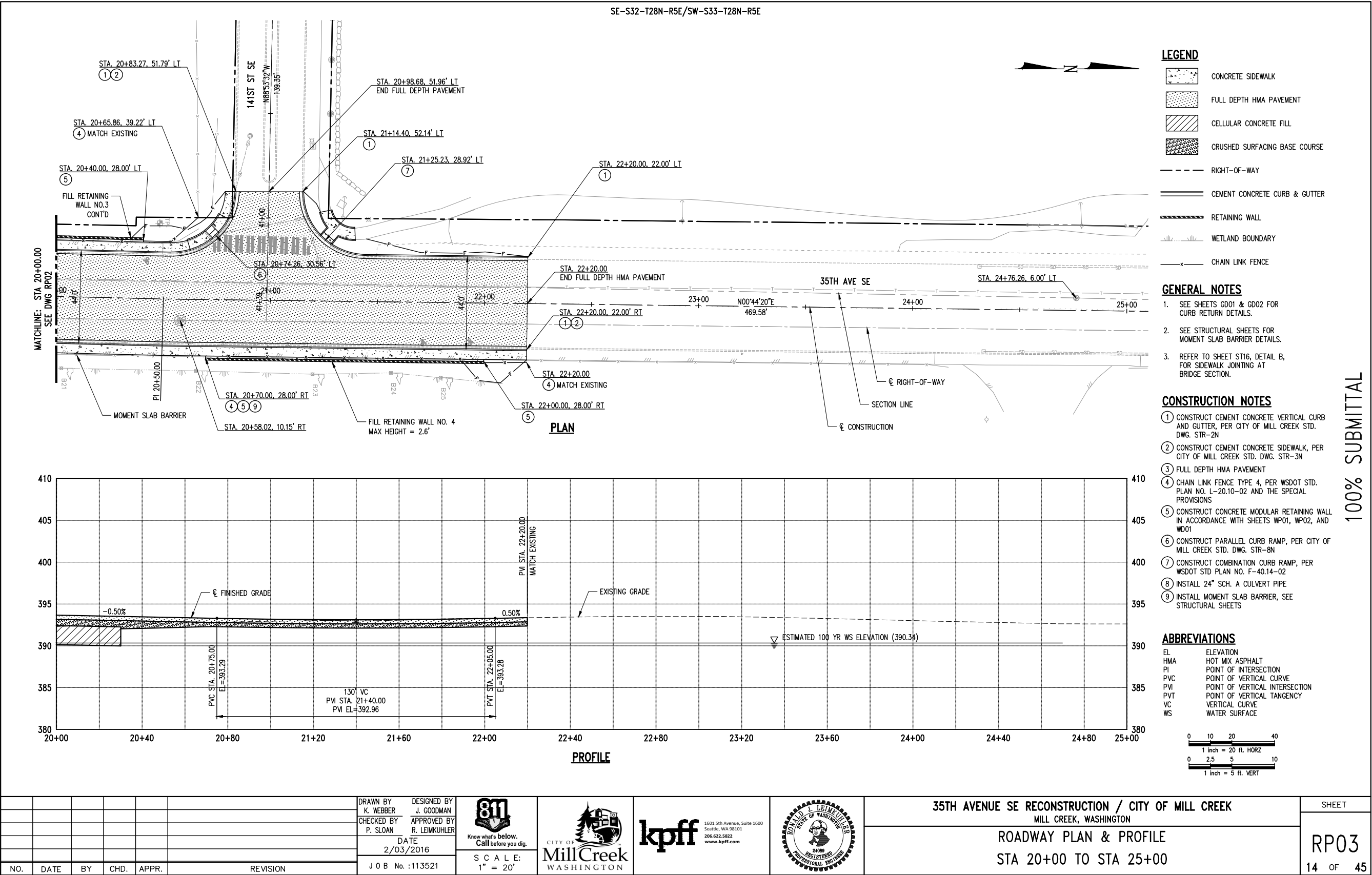
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35TH AVENUE SE RECONSTRUCTION / CITY OF MILL CREEK MILL CREEK, WASHINGTON
ROADWAY PLAN & PROFILE STA 15+50 TO STA 20+00

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Agenda Item # D
 Meeting Date: **March 7, 2017**

CITY COUNCIL AGENDA SUMMARY

City of Mill Creek, Washington

AGENDA ITEM: COUNCIL DISCUSSION - CHIP SEAL RETROFIT

ACTION REQUESTED: The City Council has committed to making a decision on the issue of chip seal retrofitting by the end of March, 2017 – before the beginning of the paving season. The City has requested a placeholder in the County’s annual overlay project for the streets under consideration. No action is anticipated at the March 7 meeting. The purpose of this agenda item is to allow for further Council discussion.

Note: A summary of chip seal discussion and presentation materials provided to date is available on the City website at the following link: <http://www.cityofmillcreek.com/pavement>.

KEY FACTS AND INFORMATION SUMMARY:

While the engineering goal of preserving the structural integrity of the roadway has been met using chip seals, residents have expressed concern that the application had undesirable aesthetic impacts to their neighborhoods. At stake are three issues:

1. Maintaining City infrastructure
2. Preserving the community aesthetic
3. Achieving the first two items in a fiscally responsible manner

The City takes very seriously the importance of maintaining the aesthetics of the City. As part of the City’s guiding principles, City staff support the development, maintenance and revitalization of public and private property to ensure the continuation of Mill Creek as a safe, clean and well-maintained community. In addition, the City is committed to fiscal responsibility, managing the City’s financial resources to provide quality public services, cultivate economic prosperity and maintain a sustainable budget. These principles are pitted against one another in this situation. The issue of pavement preservation is a larger policy issue for the City and has significant financial implications. Therefore, the City Council must carefully decide how to move forward.

Among the points of consideration are these:

- How does the City ensure all concerns from residents are treated equally?
- How can the City ensure it doesn’t respond arbitrarily?
- What are the criteria for “redoing” chip seal applications with overlay?
- Is there a way to move forward in a fiscally responsible manner that achieves customer satisfaction?

As part of the work plan for the 2017-2018 biennium, City staff will develop a comprehensive update to the City’s Capital Improvement Plan (CIP). Among those projects, the City is exploring pavement preservation alternatives that help maintain the City’s infrastructure in the most fiscally responsible manner. This includes an updated analysis of all pavement preservation needs, treatment options, life cycle costs and funding sources. In addition, measures will be instituted that ensure quality control of work performed by contracted and inter-local partners.

The CIP planning & analysis will include significant opportunity for community input, as well as community participation in the prioritization of capital projects.

Identification of preliminary overlay and preservation needs in the City indicate there is a minimum \$10 million financial need over the next decade. That cost could nearly double to approximately \$20 million if an overlay-only strategy is chosen over using less expensive preservation treatments. The projections do not include concrete replacement programs or stormwater capital projects.

Regarding the more immediate issue of addressing citizen concerns about past preservation work, it has become clear that many residents feel that chip seal does not meet the goal of preserving the community aesthetic. The available retrofit options are either slurry seal or a full overlay.

The finished product with a slurry seal treatment would be smoother than chip seal, but would be a bigger unknown risk and still has similar issues such as tracking and shedding. While more expensive, an overlay will be a more certain end product.

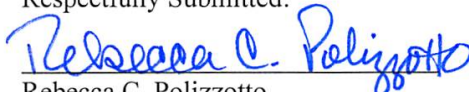
Neighborhood	Area (sq yds)	Approx. Paving Cost	Ramps / Other Costs
Wildflower	4,800	\$96,000	None
Mill Park Village	2,200	\$44,000	4 ramps – \$32,000
26 th Ave SE	3,500	\$70,000	1 ramp + 1 speed bump – \$15,000

The total estimated cost for an overlay of the three preliminarily identified areas would be approximately \$257,000. However, the final cost will depend on contractor bid prices. Note the above cost projections do not include the entire Heatherwood West area but rather only 26th Ave SE. To retrofit chip seal in all of Heatherwood West would increase the cost projections to approximately \$1.5 - \$2.0 million.

Another significant factor to consider is the completion of any necessary underground storm pipe repairs prior to an overlay. The entire Heatherwood West area, including 26th Avenue SE, still needs extensive storm pipe repairs. The estimated cost of the Phase 2 storm pipe repair project is \$1.25 million.

The storm pipes in the Wildflower and Mill Park Village areas have not been inspected yet since the focus in the past has been on older areas of town and roadways in need of a structural overlay. Therefore, to overlay those neighborhoods would have a risk of coming back and digging up a new roadway to complete any underground repairs. However, due to the backlog of higher priority pipe repairs, it would likely be several years before these areas were impacted.

Respectfully Submitted:



Rebecca C. Polizzotto
City Manager

G:\EXECUTIVE\WPCOUNCIL\SUMMARY\2017\Chip Seal Update - Round 3.docx



Agenda Item # E
 Meeting Date: **March 7, 2017**

CITY COUNCIL AGENDA SUMMARY

City of Mill Creek, Washington

AGENDA ITEM: 2017 AWC CENTER FOR QUALITY COMMUNITIES SCHOLARSHIP NOMINATION

ACTION REQUESTED:

The Council is asked to select a local nominee to advance to the statewide AWC Center for Quality Communities Scholarship selection process and award a local monetary award for the successful local nominee.

KEY FACTS AND INFORMATION SUMMARY:

AWC Center for Quality Communities promotes municipal leadership development and civic engagement. The Center's Scholarship supports senior high school students who are actively engaged with their community and/or city government and want to pursue post-secondary education.

Scholarship Structure: Six \$1,000 scholarships will be awarded to high school students statewide who plan to pursue a post-secondary degree in fall 2017.

Student Applicant Eligibility:

- Involved (or have been involved) with a city government and/or significant school leadership activity;
- Eligible to graduate from high school, complete home school or receive a GED in Spring/Summer 2017;
- A Washington State Resident;
- Plan to continue education in the 2017-2018 academic year at an accredited college, community college or trade school on a half-time or more basis; and
- Complete & submit the Quality Communities scholarship application, a personal essay and one letter of recommendation by Friday February 24, 2017.

2015 was the first year the City of Mill Creek Council participated in this scholarship opportunity and the City's nominee for that year was awarded one of the six statewide scholarships.

The application was made available online and through local news media. Three qualified applications were received for consideration. The selection committee consists of Councilmember Todd, Councilmember Kelly and Councilmember Cavaleri.

CITY MANAGER RECOMMENDATION:

Provide a \$500 local award to the successful nominee as recommended by the committee and approved by the Council. Funds to be paid from Council Contingency Fund.

City Council Agenda Summary
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ATTACHMENTS:

None

Respectfully Submitted:



Rebecca C. Polizzotto
City Manager

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		Council				
28	29	30	31			

Tentative Council Meeting Agendas Subject to change without notice

Last updated: March 3, 2017

March 14, 2017

- Work Session
 - Communications Strategic Plan Review
 - Social Media Policy

March 28, 2017

- Employee Milestone Presentation – Ian Durkee
- Work Session
 - Departmental Work Plans
 - Policy Development Process

April 4, 2017

- Code Revision – Art & Beautification Board
- Work Session – Updates to Traffic Calming Manual

April 11, 2017

- Legal Update: Public Records Act/Public Meetings Act
- Update: Health District Building Purchase

April 25, 2017 – City Manager Out of Town

- City Wide 911 Addressing Issues

May 2, 2017

May 9, 2017

May 23, 2017

Work in Progress – Upcoming Agenda Items

- Code Revision – Repeal of Board of Appeals/Adjustment
- City Hall North HVAC Control System Replacement Contract
- Fire Contract
- Public Works Shop Design
- Development code change to allow redevelopment along Mill Creek Blvd/North Creek
- SNOCOM Consolidation Updates
- SERS Radio Acquisition Updates
- Partnerships with Everett School District
- Council Chambers Configuration
- Traffic Calming Manual