



The Farm at Mill Creek

Frequently Asked Questions

Updated March 7, 2019

DEVELOPMENT PLAN

How many apartments are included in the development?

There are 380 units, which includes 355 apartment units and 25 live/work units.

How many new apartments have been approved/developed in last 5 years along the 128th/132nd Street SE corridor?

Three jurisdictions abut this corridor, so the approved developments are listed by jurisdiction.

- City of Mill Creek:
The City has approved one development multi-family development with 180 units: The Meadows at Mill Creek.
- City of Everett:
Staff will research and tabulate this data.
- Snohomish County:
Staff will research and tabulate this data.

Is this a low-income housing development?

The developer is proposing a workforce housing project as part of the Farm development targeting 100% of the 355 units at 60% of the average median income (AMI). The developer has indicated that the financing program he is considering will allow up to a maximum of 60% of the Snohomish County AMI. Based upon a 60% AMI of Snohomish County, incomes of residential tenants must be no more than \$44,940 for an individual, \$51,360 for a family of two, or \$57,780 for a family of three, etc.

Washington State Income & Rent Limits for Housing Trust Fund Projects - 2018								
Published 4-30-2018								
County:	Snohomish County							
2018 Median Income:	\$ 103,400							
	Income Limits by Household Size/Target Population AMI							
	1 person	2 person	3 person	4 person	5 person	6 person	7 person	8 person
30% AMI	\$ 22,500	\$ 25,700	\$ 28,900	\$ 32,100	\$ 34,700	\$ 37,250	\$ 39,850	\$ 42,400
35% AMI	\$ 26,215	\$ 29,960	\$ 33,705	\$ 37,450	\$ 40,460	\$ 43,470	\$ 46,445	\$ 49,455
40% AMI	\$ 29,960	\$ 34,240	\$ 38,520	\$ 42,800	\$ 46,240	\$ 49,680	\$ 53,080	\$ 56,520
45% AMI	\$ 33,705	\$ 38,520	\$ 43,335	\$ 48,150	\$ 52,020	\$ 55,890	\$ 59,715	\$ 63,585
50% AMI	\$ 37,450	\$ 42,800	\$ 48,150	\$ 53,500	\$ 57,800	\$ 62,100	\$ 66,350	\$ 70,650
60% AMI	\$ 44,940	\$ 51,360	\$ 57,780	\$ 64,200	\$ 69,360	\$ 74,520	\$ 79,620	\$ 84,780
65% AMI	\$ 48,685	\$ 55,640	\$ 62,595	\$ 69,550	\$ 75,140	\$ 80,730	\$ 86,255	\$ 91,845
80% AMI	\$ 56,200	\$ 64,200	\$ 72,250	\$ 80,250	\$ 86,700	\$ 93,100	\$ 99,550	\$ 105,950

What are the maximum rents the developer can receive in a workforce housing project?

The maximum rents that the developer can collect are as follows:

- 1 bedroom: \$1,200
- 2 bedroom: \$1,300
- 3 bedroom: \$1,400

What is Workforce housing?

This is a term used increasingly used by planners, government and organizations concerned with housing policy or advocacy to describe housing for AMI. Workforce housing is promoted as attractive and affordable housing for teachers, law enforcement officers, firefighters, nurses, in close proximity to their jobs. "Workforce housing" can refer to any form of housing, including single or multi-family homes, as well as occupation of rental units. The tenants are screened and audited on an annual basis through the State program. The City code does not regulate developer funding sources. But the City does require the same high standard of development for all commercial and housing units in the City regardless of the funding sources.

How many parking spaces are planned for the development?

There are 1,197 parking stalls in this development. This includes 435 surface spaces and 762 spaces in parking garages.

What kinds of businesses are targeted for location at the development?

Among the businesses being targeted for development at this location are restaurants, a charter school, organic grocer, bistro, wine shops, advanced medical office space, financial institutions and more. A letter of intent has been signed with some businesses already for this development.

Is all the commercial space going to be sold or is it going to be leased?

It is the developer's intent to lease the space.

Why have some changes been made to the developer's initial plan? Is this allowable?

The City's development review process allows and often requires developers/applicants to change site plans and document to ensure the site plan is consistent with City regulations. Applicant revisions occur typically up to the point prior to issuing the SEPA Threshold Determination. Once the SEPA Threshold Determination is issued and the comment period has expired, then a project is eligible to be scheduled for a public hearing before the hearing examiner. As an example, in the original drawings for this application, Building D showed underground parking. The developer has updated the concept to eliminate parking under Building D and relocated the parking stalls elsewhere on the site and the overall plan gained parking spaces, which were added parking in the five-story parking structure.

FINANCIAL IMPACT TO THE CITY FOR SERVICES**Do we anticipate the Fire District wanting to increase the contract?**

In-fill development does not adjust the costs the City pays for fire services. Only annexation increases contractual costs.

Did you provide the project proposal to the Fire District to review this?

Yes. Their conditions were carried forth through the project design.

How many service calls do we get at Heatherwood Apartments, how much time does each call require, and what is the cost to the Police Department?

Table one below identifies the number of service calls at Heatherwood Apartments, the number of officers responding to the call and average time such a police call for service (CFS) takes.

Table #1

Heatherwood	Type Code	2017	2018	Total	# of Officers/ CFS	# of Hours/ CFS	Total hours
	Assault(s)	8	8	16	2	1	32
	Burglary	1	0	1	1	1	1
	Disturbance	1	0	1	2	0.5	1
	DV Verbal	12	17	29	2	0.5	29
	Forgery	2	0	2	1	1	2
	Harassment	0	0	0	1	1	0
	ID Theft	2	0	2	1	1	2
	Malicious Mischief	7	1	8	1	0.5	4
	Crisis Intervention	1	0	1	2	1	2
	Poss. Stolen Prop.	0	0	0	2	1	0
	Robbery	0	0	0	2	2	0
	Sex Offense	1	1	2	1	2	4
	Theft	10	6	16	1	1	16
	Threats	0	0	0	1	1	0
	Vehicle Prowl	8	1	9	1	1	9
	Vehicle Recovery	4	1	5	1	1	5
	Vehicle Theft	4	1	5	1	1	5
	VUCSA (Drug)	0	0	0	2	2	0
			Total	97			112
						Hourly rate:	50
						Total biennial:	\$5,600.00

What are the projected costs associated with call for police CFS data projected for The Farm development?

This information is intended to supplement the data provided in the [Feb. 26 Council Agenda Summary \(see Attachment 4 – Department Expense Analysis\)](#). The data included is compiled from CFS records related to responses for the following 18 call types. The numbers in parenthesis represent the number of officers on average that respond to the call type (first number) and the number of hours on average the officer(s) spend on the call (second number).

Assault (2 officers/1 hour)	Burglary (1/1)	Disturbance (2/.5)
DV Verbal (2/.5)	Forgery (1/1)	Harassment (1/1)
ID Theft (1/1)	Malicious Mischief (1/.5)	Crisis Intervention (2/1)
Poss. Stolen Prop. (2/1)	Robbery (2/2)	Sex Offense (1/2)
Theft (1/1)	Threats (1/1)	Vehicle Recovery (1/1)
Vehicle Prowl (1/1)	Vehicle Theft (1/1)	VUCSA/ Drug crime (2/2)

For comparative purposes, staff researched CFS data from The Meadows Apartments (Polygon), the Hawthorne Apartments, and the Gateway Plaza Shopping Center. The

methodology for the data collection is described in the attachment and the same methods were utilized to calculate hours associated with CFS and the cost associated with the hours.

In addition, to the calculation of estimated hours for the three properties listed above, CFS data was also acquired for the Heatherwood Apartments. The same formula for calculating cost was applied.

Table #2 below lists the CFS data for The Meadows Apartments. Based on calculations, officers spent approximately 67 hours working on the listed CFS during 2017 and 2018.

Table #2

The Meadows	CFS Type Code	2017	2018	Total	Factor of 2*	# of Officers/ CFS	# of Hours/ CFS	Total hours
	Assault(s)	3	2	5	10	2	1	20
	Burglary	0	1	1	2	1	1	2
	Disturbance	0	0	0	0	2	0.5	0
	DV Verbal	2	2	4	8	2	0.5	8
	Forgery	0	0	0	0	1	1	0
	Harassment	0	0	0	0	1	1	0
	ID Theft	0	0	0	0	1	1	0
	Malicious Mischief	1	0	1	2	1	0.5	1
	Crisis Intervention	0	0	0	0	2	1	0
	Poss. Stolen Prop.	0	0	0	0	2	1	0
	Robbery	0	0	0	0	2	2	0
	Sex Offense	0	1	1	2	1	2	4
	Theft	2	3	5	10	1	1	10
	Threats	0	1	1	2	1	1	2
	Vehicle Recovery	0	0	0	0	1	1	0
	Vehicle Prowl	3	2	5	10	1	1	10
	Vehicle Theft	1	0	1	2	1	1	2
	VUCSA (Drug)	1	0	1	2	2	2	8
	Total		25		50			67

Table #3 (on the following page due to space) lists the CFS data for The Hawthorne Apartments. Based on calculations, officers spent approximately 49 hours working on the listed CFS during 2017 and 2018.

Table #3

Hawthorne	CFS Type Code	2017	2018	Total	# of Officers/ CFS	# of Hours/ CFS	Total hours
	Assault(s)	2	0	2	2	1	4
	Burglary	3	0	3	1	1	3
	Disturbance	0	0	0	2	0.5	0
	DV Verbal	7	6	13	2	0.5	13
	Forgery	1	0	1	1	1	1
	Harassment	1	0	1	1	1	1
	ID Theft	1	0	1	1	1	1
	Malicious Mischief	2	0	2	1	0.5	1
	Crisis Intervention	0	1	1	2	1	2
	Poss. Stolen Prop.	0	0	0	2	1	0
	Robbery	0	0	0	2	2	0
	Sex Offense	1	1	2	1	2	4
	Theft	3	4	7	1	1	7
	Threats	0	0	0	1	1	0
	Vehicle Prowl	8	2	10	1	1	10
	Vehicle Recovery	0	0	0	1	1	0
	Vehicle Theft	2	0	2	1	1	2
	VUCSA (Drug)	0	0	0	2	2	0
	Total			45			49

Table #4 below lists the CFS data for The Gateway Plaza. Based on calculations, officers spent approximately 15.5 hours working on the listed CFS during 2017 and 2018.

Table #4

GATEWAY PLAZA	CFS Type Code	2017	2018	Total	# of Officers/ CFS	# of Hours/ CFS	Total hours
	Assault(s)	0	1	1	2	1	2
	Burglary	1	1	2	1	1	2
	Disturbance	0	0	0	2	0.5	0
	DV Verbal	0	0	0	2	0.5	0
	Forgery	0	0	0	1	1	0
	Harassment	0	0	0	1	1	0
	ID Theft	0	0	0	1	1	0
	Malicious Mischief	1	0	1	1	0.5	0.5
	Crisis Intervention	0	0	0	2	1	0
	Poss. Stolen Prop.	0	0	0	2	1	0
	Robbery	0	1	1	2	2	4
	Sex Offense	0	0	0	1	2	0
	Theft	0	6	6	1	1	6
	Threats	0	0	0	1	1	0
	Vehicle Recovery	1	0	1	1	1	1
	Vehicle Prowl	0	0	0	1	1	0
	Vehicle Theft	0	0	0	1	1	0
	VUCSA (Drug)	0	0	0	2	2	0
	Total			12			15.5

Based on the previous methodology, the total hours spent on CFS at the Meadows Apartments (67) was added to the total hours spent on CFS at the Hawthorne Apartments (49) and averaged (58). This averaged number (58) was added to the total hours spent on CFS at the Gateway Plaza (15.5). This total number represents the estimated time spent on CFS at a comparable residential development and a comparable commercial development; 73.5 hours.

In an effort to calculate the service costs for Police Department calls to The Farm, it is anticipated that the officers will spend 73.5 hours working on these CFS type codes over a two-year period at the proposed Farm Development. The top step hourly rate for a police sergeant is approximately \$50 per hour. This equates to roughly \$3,700.00 in officer time over a biennium, or just less than \$1,850 per year. The Police Department is not proposing additional staff increasing the City's Budget for The Farm. The calculations for estimating a service cost is for analysis purposes only.

What are the Public Works anticipated operational expenditures as a result of this development?

Anticipated biennial operational expenditures are estimated below. These costs are anticipated to occur in the first biennium *after* construction of the development is complete. The calculations for estimating a service cost is for analysis purposes only.

Table #5

Operational Expenditures Biennium Cost Estimates			
Item	Task	Hours (biennium)	Cost
1	Street Sweeping	50	\$2,400
2	Catch Basin cleaning	50	\$2,400
3	Street Pavement Marking	20	\$960
4	Street Light Repairs	20	\$960
5	Street snow and ice removal	10	\$480
6	Inspection of surface water private detention structures (permit requirement; NPDES - National Pollutant Discharge Elimination System)	10	\$480
7	Maintenance of pathways in wetlands (after five years if City takes ownership of property)	100	\$4,800
8	Snohomish PUD power		\$400
9	Other street repairs (concrete curbs, etc.)		\$5,000
10	Ad hoc support to new businesses	15	\$720
Total		275	\$18,600

What are the City's expected capital expenditures over time due to this project?

Eventually, capital infrastructure will need to be rehabilitated or repaired, including pavement, surface water facilities and street lighting. Major repairs or rehabilitation would not be expected within the first 10 to 15 years after construction and therefore no estimate of expenses can be projected at this time.

Will Public Works need to hire additional staff to handle maintenance responsibilities because of this project?

The Public Works and Development Services department's operations and maintenance crew is limited to 4.7 FTEs and even modest increases in maintenance responsibilities and growth may require additional funds. The Department will manage with existing resources and will further evaluate two years after The Farm construction is complete.

SCHOOLS

Does the developer have to pay for impacts to schools?

Yes. The City has an interlocal agreement with the school district. The school district has a capital facilities plan, which includes a breakdown of projected facilities to accommodate student growth and population. The district sets a generation rate for each type of residential unit that determines the impact fee that the developer is charged. The developer must pay that fee when the development is approved. The school impact fee from this development is \$465,924 and it is paid by the developer directly to the schools. The City does not have any authority pertaining to the proposed development regarding this issue.

How will school student assignments be effected by the development?

City staff has requested this data from Everett School District.

TRAFFIC

How will this impact traffic?

The overall project is anticipated to generate 6,112 gross daily trips at the site access driveways with 392 during the morning peak commute hour and 565 during the evening peak commute hour. When accounting for the trips between EGUV land uses and pass-by trips of the retail use, the new trips associated with the project total 3,620 daily, 238 AM peak hour, and 332 PM peak hour trips. This falls within the required levels of service for the City. Traffic mitigation fees of \$1,098,000 paid by the developer will help with traffic improvement projects in the area. [View the entire traffic report.](#)

What is the anticipated wait time at intersections?

- **35th Street SE/132nd Street SE Intersection:**
The existing level of service (LOS) is E with a 73 second delay. In 2021 without the project this intersection is projected to be at a LOS E with a 69 second delay and in 2021 with the project (and operational mitigation) the intersection is projected to be at a LOS E with a delay of 72 seconds.
- **39th Street SE/132nd Street SE Intersection:**
The existing level of service (LOS) is C with a 22 second delay. In 2021 without the project this intersection is projected to be at a LOS C with a 23 second delay and in 2021 with the project (and operational mitigation) the intersection is projected to be at a LOS D with a delay of 48 seconds.

- **Seattle Hill Road/132nd Street SE Intersection:**

The existing level of service (LOS) is F with an 80 second delay. In 2021 without the project this intersection is projected to be at a LOS F with an 87 second delay and in 2021 with the project (and operational mitigation) the intersection is projected to be at a LOS E with a delay of 77 seconds. See [Transportation Memorandum dated October 24, 2018](#).

What is the accuracy of current traffic study, since additional commercial space and residential units have been added?

The traffic study will be updated prior to issuing SEPA to reflect the current square footages and unit counts.

One piece that is missing from this plan is a connection to 35th Avenue SE, which would improve traffic at the intersection of 132nd Street SE and 35th Avenue SE. Why is a vehicle connection to 35th Ave SE not provided?

The Illustrative Master Plan is just one concept (scenario) of how the EGUV zoned properties could be developed in accordance with the zoning regulations. Once the Engineering Study was finalized in 2012, it was determined that due to environmental features and the future development (to be constructed) of Plat of Creekside West, the road connection from The Farm at Mill Creek site west to 35th Avenue SE infeasible. Pedestrian connections are provided, but not vehicular. The proposed preliminary site plan is consistent with the EGUV zoning regulations.

Will there be a spine road?

Yes, the developer will finance and build a new public road connection to 132nd Street SE (SR 96) at the signalized intersection at 39th Avenue SE. The spine road will help bring people into the development and off the state route.

Will there be access to mass transit?

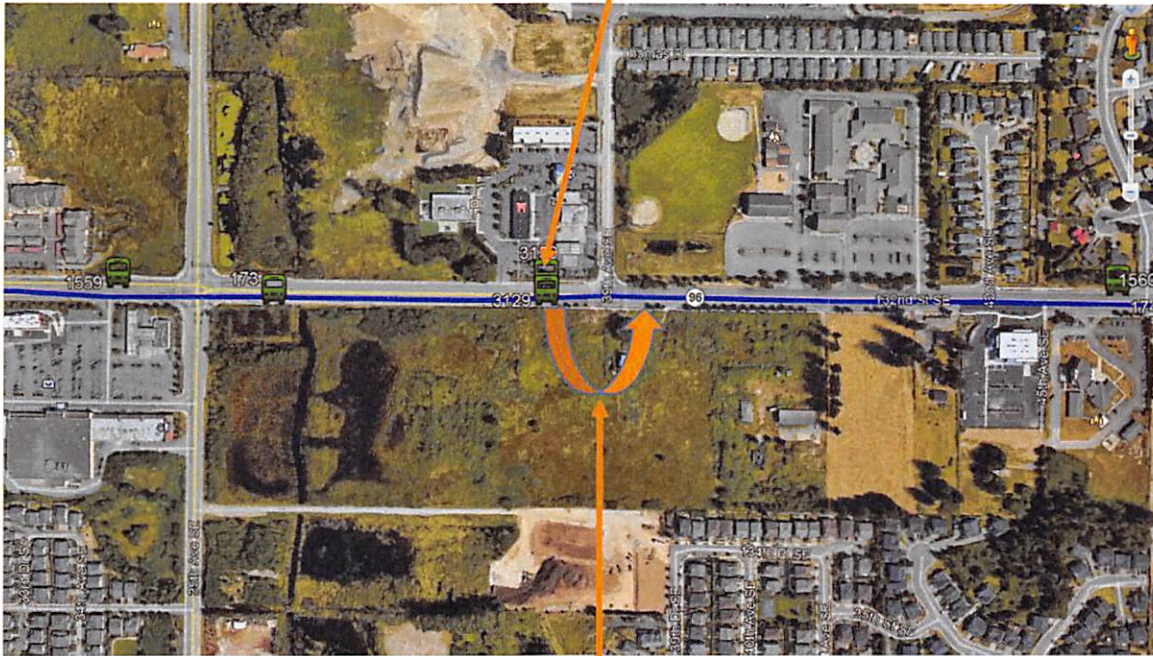
Yes. Community Transit runs along 132nd Street SE, and there are stops nearby, including one each direction at the intersection of 132nd Street SE and 39th Avenue SE. The developer has coordinated with Community Transit and will be providing a new bus shelter southeast of the 39th Avenue SE/132nd Street SE intersection.



What does Community Transit say about this? Does it support greater bus frequency by this development?

Community Transit has reviewed the proposal and has coordinated with the developer to relocate the existing bus stop, which is located west of the 39th Street SE/132nd Street SE on the south side of the 132nd Street SE roadway. The relocated stop will be improved with a 70 foot bus zone within the right turn pocket at the southeast corner of 39th Avenue SE and 132nd Street SE with a Type 4 bus shelter. This request is consistent with the lane geometry included in [East Gateway Urban Village Preliminary Engineering Design Study](#) (page 72, section 5.2).

Improve existing west bound bus stops (ID #3130) along 132nd St SE at 39th Ave SE with Type 4 bus pads and shelters.

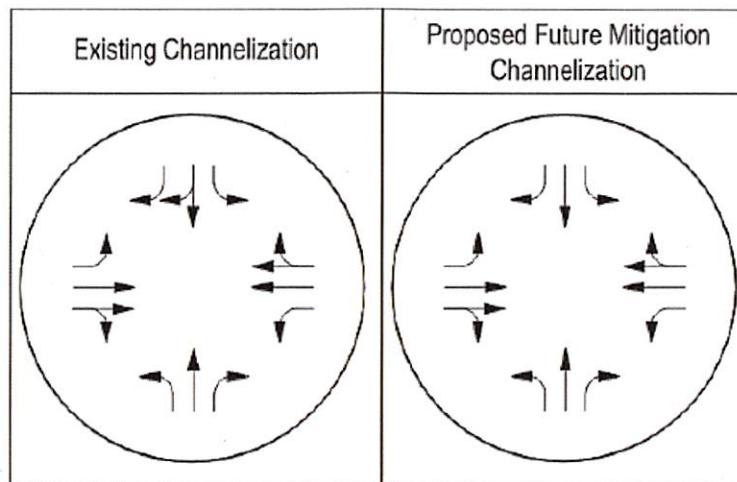


Relocate and improve existing east bound bus stop (ID #3129) at 132nd St SE and 39th Ave SE to the right turn pocket being developed with the new traffic signal, east of 39th Ave SE. Improvements include Type 4 bus pad and shelter.

What is the developer doing to mitigate traffic?

The developer is responsible to provide intersection and frontage improvements and pay traffic impact mitigation fees. The recommended operational mitigation measures to address the impacts of the proposed project include the following:

- 132nd Street SE (SR 96)/39th Avenue SE Intersection Modifications.** The south leg of the 132nd Street SE (SR 96)/39th Avenue SE signalized intersection will be constructed with the project. The traffic signal and channelization will be modified to accommodate this improvement. This includes the addition of the south leg of the intersection, as well as construction of an eastbound right-turn lane at the intersection. This will reduce congestion created by eastbound vehicles turning into the south leg of the intersection.
- Spine Road Construction in the Farm.** A spine road is proposed within The Farm at Mill Creek development connecting to the proposed south leg of the 132nd Street SE (SR 96)/39th Avenue SE signalized intersection.
- Signal Modifications at the Seattle Hill Road/132nd Street SE Intersection.** With WSDOT approval, the developer is proposing to modify the intersection phasing and southbound channelization according to the image shown below.



With the removal of the shared through/right lane in the southbound direction, the operations of the Seattle Hill Road/132nd Street SE intersection reflecting the existing phasing and channelization for the with and without project volumes are summarized in **Table #6** below.

Table #6

Future PM Peak Hour Intersection LOS Summary						
Intersection	2021 Without-Project		2021 With-Project		2021 With-Project – Mitigated	
	LOS ¹	Delay ²	LOS	Delay	LOS	Delay
Seattle Hill Road/132nd Street SE	F	80	F	87	E	77

1. Level of Service (A – F) as defined by the 2010 *Highway Capacity Manual* (HCM) (TRB)
2. Average delay per vehicle in seconds.

The Traffic Impact Analysis (TIA) assumed optimized signal timing to account for the County's adaptive signal project; however, limitations to the software used in the analysis do not fully capture the improvements associated with adaptive signal timing. Actual implementation of adaptive signal timing would result in further improvements associated with vehicular progression that are not captured in the analysis. In addition, the TIA did not include adjustments to mode split to account for increased transit usage with future Bus Rapid Transit or transit expansion, resulting in a conservative operational analysis.

What can the City do to mitigate transportation issues?

Above and beyond the developer's responsibilities to provide intersection and frontage improvements and pay traffic impact mitigation fees, the City will receive impact fees from the developer. These monies may be used to do improvements that the City has identified in the Transportation Improvement Plan (TIP).

Table 2. TIP Transportation Projects.

Description	Cost Estimate
East Gateway Urban Village "Spine Road" West Connection (Phase 1)	\$5,000,000
East Gateway Urban Village "Spine Road" East Connection (Phase 2)	\$6,000,000
SR 96 at Dumas Road Intersection Improvements	\$5,390,000
SR 96 at 35th Avenue Intersection Improvements	\$3,460,000
SR 527 at 164th Street Intersection Improvements	\$2,090,000
SR 96 at SR 527 Intersection Improvements	\$9,460,000
Old Seattle Hill Road at SR 527 Intersection Improvements	\$1,150,000
164th Street SE at Mill Creek Boulevard Intersection Improvements	\$7,370,000
Total	\$39,920,000



ENVIRONMENTAL

What things are assessed as part of an environmental impact review?

The State Environmental Policy Act (SEPA) requires project assessment and mitigation of impacts to 16 different items, including:

- Earth
- Air
- Water
- Plants
- Animals
- Energy and Natural Resources
- Environmental Health
- Land and Shoreline Use
- Housing
- Aesthetics
- Light and Glare
- Recreation
- Historic and Cultural Preservation
- Transportation
- Public Services
- Utilities

As part of the offset from mitigating impacts, the City requires certain monetary compensation to build improvements, including recreation for community and neighborhood parks, traffic, schools, and more.

The developer will pay impact fees of \$449,736 for a City neighborhood park and \$273,000 for a community park.

How will this impact the adjacent wetlands?

The proposed preliminary Critical Areas Wetland Mitigation Plan has been reviewed by the Department of Ecology and City's wetland consultant is consistent with City environment regulations. Below is a summary of the project and for a detailed description, please see the project page links to the Critical Areas Study and Mitigation Plan.

The developer has proposed an innovative stormwater design that will infiltrate clean stormwater into a select fill layer so that a portion of the stormwater will be delayed in reaching the wetlands. The delayed discharge of stormwater will allow the hydration of the wetlands weeks to months into typically drier periods.

There is a 61-acre wetland park that is being rehabilitated as a wetland park. The developer recently purchased the land previously owned by Pacific Topsoils. An elevated footbridge will connect the development to the wetlands. The plans include trails, a learning center, and additional parking offsite. The goal is to connect it to the project site.

GENERAL

What is the economic benefit to the City from this development?

Based on an updated Fiscal Impact Analysis completed in March 2019 by Integra Realty Resources on behalf of the developer indicates that the proposed development would generate over \$499,000 in annual ongoing tax revenues (property tax and sales taxes) and over \$980,000 of one-time construction-related taxes (sales taxes).

Will the developer be claiming tax exempt status?

The City will receive property taxes from the proposed development. The developer has stated that he will be use a financing program that does not exempt the project from paying property taxes.

How will surrounding property valuation be impacted by the proposed development?

The proximity of commercial services and a potential passive park typically increases the values of adjacent homes.

Can we change the development name?

There is no established process for the City to name a private development. Private developments in the City are named by the property owners. The City does not have any authority to name the development, aside from naming the spine road or other public areas such as the park. The name selected by the developer, The Farm at Mill Creek, gives homage to the property's history as the old buffalo farm and is proposing to integrate historical and farm themed elements into the project design.