
Flourishing
Natural
Environment

Healthy Built
Environment

Vibrant Economy

Authentic Public
Participation

Arts & Cultural
Awareness

Healthy Community

Innovation

Charming • Safe •
Beautiful



CITY OF
MUKILTEO

Comprehensive Plan 2035



ADOPTED BY CITY COUNCIL ON OCTOBER 5, 2015
ORDINANCE 1369

AMENDED BY CITY COUNCIL ON JUNE 4, 2018
ORDINANCE 1412

ACKNOWLEDGMENTS:

Special thanks to all those who have helped and participated in the 2015 Comprehensive Plan.

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City Council: Bob Champion, Council President
Randy Lord, Council Vice President
Christine Cook
Linda Grafer
Steve Schmalz
Emily Vanderwielen
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2018 Elected Officials:

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Steve Schmalz, Council President
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Jerry Bush, Chair
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NOTE TO READER:

Before the first draft of this Comprehensive Plan was even started certain assumptions were made about how to update it. These assumptions then served as guideposts for drafting the City of Mukilteo Comprehensive Plan 2035 – Moving Mukilteo Forward. As a result of these assumptions, the updated plan employs a dramatically different approach than previous plans and the resulting document is entirely new in its organization and format. These are the assumptions that were made:

THE COMPREHENSIVE PLAN NEEDED TO BE CENTERED AROUND A CLEAR AND SUCCINCT VISION REFLECTIVE OF MUKILTEAN VALUES

For the Comprehensive Plan to be effective Mukilteans have to have a sense of ownership of the document. Up front there had to be a basic vision section stating common values held by virtually all residents. The plan identifies five themes: Sustainability; Promoting a High Quality of Life; Ensuring a Robust Economy, Creating a Healthy Community; and Highlighting Neighborhood Identity.

THE NUMBER OF POLICIES HAD TO BE REDUCED.

To make the document more readable than previous Comprehensive Plans the number of policies needed to be reduced to eliminate duplications, redundancies, and policies that had already been implemented. The number of policies could further be reduced by not repeating policies that are in functional plans, because they are just as effective in the functional plans as they are in the Comprehensive Plan.

THE FOCUS OF THE COMPREHENSIVE PLAN HAD TO CHANGE FROM MANAGING GROWTH TO SUSTAINING WHAT WE HAVE.

Mukilteo's Comprehensive Plans from the 1990s through 2012 focused on controlling new development because during that time period the City was experiencing rapid growth. In 2015 that era is over, with very little undeveloped land left in the City. The focus is shifted to managing redevelopment and preserving and improving the existing quality of life.

THE COMPREHENSIVE PLAN HAD TO BE READER FRIENDLY.

The community will only take ownership of and embrace the Comprehensive Plan if they read and understand it. For this to happen, the updated plan needed to be more attractive and readable than previous versions. First, the document format had to entice people to want to read it. Once attracted, reading the text had to be enjoyable and comprehensible to the typical resident. The highly technical voice of previous Comprehensive Plans had to be replaced with a story-telling voice that engaged the reader. One key method to achieve this was to embed the policies directly into the text to replace the long unreadable lists of policies. This not only makes the plan more readable, but also provides the context around why a policy was adopted.

THE TRANSPORTATION ELEMENT NEEDED TO PROVIDE MORE EMPHASIS ON PEDESTRIANS, BICYCLISTS AND TRANSIT.

To reflect current conditions, the Transportation Element's focus had to change from being almost exclusively about managing vehicular traffic to putting equal emphasis on meeting pedestrian, bicycle, and transit needs. There is also added emphasis on Transportation Demand Management, a tool whereby traffic congestion is addressed not by adding capacity but by reducing the number of vehicles on the roadways.

THE CAPITAL FACILITIES ELEMENT NEEDED TO BE REWRITTEN SO IT WOULDN'T BE OUT OF DATE AS SOON AS IT WAS COMPLETED.

Capital facilities lists with cost estimates and funding sources identified are obsolete almost before the ink dries. The Capital Facilities Element needed to change to allow the lists to become part of the annual budget process, so they could easily be updated on an annual basis without amending the Comprehensive Plan. Rather than focusing on lists, the element needed to focus on policies that describe the method for developing the lists.

ALL LAND USE ISSUES HAD TO BE CONSOLIDATED INTO THE LAND USE ELEMENT.

With a separate Critical Areas and Shoreline Element and a Municipal Urban Growth Area Element (as is the case in the current Comprehensive Plan) the continuity between land use policies was diminished. By incorporating them into the Land Use Element the ability to foresee how addressing one set of land use issues impacted other land use issues is facilitated thus ensuring the ripple effect of decisions into the future is always considered.

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Mukilteo

Bək^wətɪw?

“The meaning of Mukilteo has often been given as ”good camping ground” but the Snhomish dialect of Lushootseed supplies the closest approximation: Muk-wil-teo or Buk-wil-tee-whu, “to swallow” or “narrow passage” (Bates, Hess, and Hilbert). Chief Willieam of Whelton of the Tulalip Tribes described its meaning as “a throat, a neck or a narrowing in a body of water.” Mukilteo was a favorite meeting and camping ground well into the historic period.”

- Courtesy of Margaret Riddle, December 29, 2007
& Historylink.org

PREFACE:

MOVING MUKILTEO FORWARD



You can't move forward if you don't know where you are and how you got there. To move Mukilteo forward we must first recognize what Mukilteo was and identify the reminders of the history from then to today that we want to protect and retain.



While the Growth Management Act of Washington State requires the City of Mukilteo to “comprehensively plan”, such a notion is nothing new to the City. Mukilteo’s first Comprehensive Plan was adopted in 1966; predating the Growth Management Act by 24 years.



This Comprehensive Plan, Moving Mukilteo Forward, is part of that process which started in 1966 and is now required by the Growth Management Act. It looks forward 20 years to 2035, which means it will need to regularly be evaluated and amended, when necessary, to address changing and unanticipated conditions.



This Comprehensive Plan differs significantly from previous plans. Now that there are only a very few undeveloped parcels in the City, the plan’s focus must be on sustaining and enhancing what we have rather than on managing rapid growth. Future development in Mukilteo will primarily be infill and redevelopment and not new development of vacant land.



So Mukilteans will be better able to embrace and take ownership of this plan, Moving Mukilteo Forward is more concise and relies more on graphics than previous Comprehensive Plans. It more fully incorporates the Mukilteo area history, sustainability concepts, stories from residents, and new techniques to improve its readability. The goal is to provide residents and other interested parties with a clear understanding of where we are, where we are headed, where we want to go, and just as important, how we got here.

NATIVE AMERICAN SETTLEMENT



**NATIVE AMERICAN
SETTLEMENT
PRE-1860**



**EUROPEAN
SETTLEMENT
1860-1946**



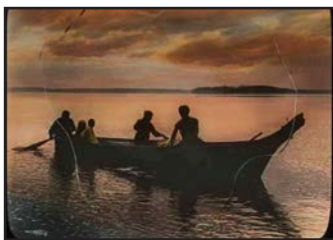
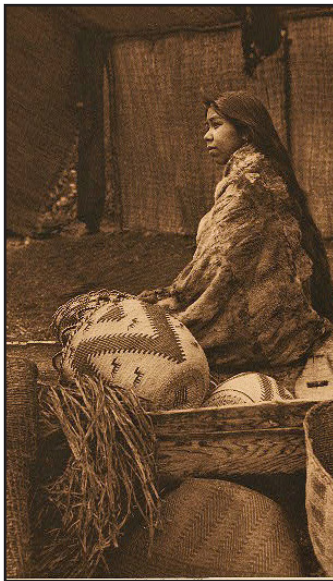
**FIRST YEARS OF
CITYHOOD
1947 - 1977**



**RAPID GROWTH
1977 - 2014**



**PROGRESSIVE
ENHANCEMENT OF
LIVABILITY
2015 - 2035**



Archaeologists believe that Native Americans who settled in the Puget Sound region entered North America over the land bridge between Alaska and Siberia. The Native American Tribes that settled what is now Mukilteo were the people of the Snohomish Tribe. Mukilteo was known in the Snohomish Lushootseed dialect as Muk-wil-teo or Buk-wil-tee-whu. It isn't certain what Muk-wil-teo or Buk-wil-tee-whu meant but suggestions include "narrow passage", "goose neck", and "good camping ground".

On March 30, 1792, Captain George Vancouver anchored his ship the Discover at what was known as Rose Point (where the Mukilteo Light House is now located). After 50 years, Rose Point was renamed to Point Elliot by U.S. Navy Lieutenant Charles Wilkes in honor of U.S. Midshipman Samuel Elliot. Shortly after the renaming, Governor Isaac Stevens met at Point Elliot with 82 Native American leaders including Chief Seattle. There, on Monday, January 22, 1855, the tribes ceded their lands to the United States government in exchange for reservations, retention of hunting and fishing rights, and cash. Today, a monument stands at 3rd Street and Lincoln Avenue to commemorate the event.

The Native American rights to hunting and fishing were reaffirmed and clarified in 1974 through the case United States v. Washington. The Tribes long understood Governor Stevens' treaties were to provide the right to fish, whereas the State of Washington had attempted to limit the treaty fishing rights of the tribes. The federal government filed suit against the State of Washington in favor of the Native American civil rights. While this case was extremely contentious, the decision by Judge George Hugo Boldt held that 50 percent of the annual catch be allocated to treaty tribes, now known as the Boldt Decision.

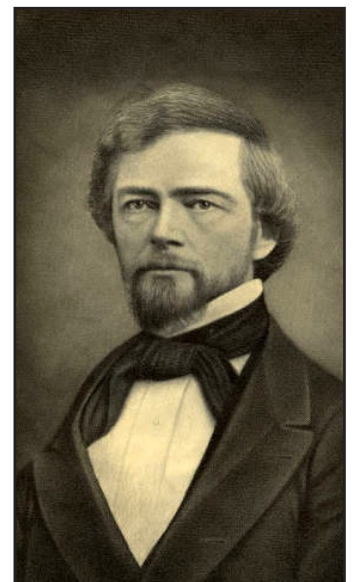
EUROPEAN SETTLEMENT



Following the signing of The Treaty of Point Elliot in 1855, the first white settlers J.D. Fowler and his partner Morris H. Frost settled in Mukilteo in 1860. Fowler was the first person to hold many positions in the County and Mukilteo including, the first County Auditor, Mukilteo Postmaster, Judge, and Notary Public. Mukilteo’s wharf area (now the Tank Farm) quickly became the port of entry to the Snohomish River and led to land speculators anticipating a significant “boom”.

The first school, Rose Hill, was built in 1893, was followed by the Mukilteo Lumber Company which was built in 1903. Shortly later, the lumber company was purchased by Crown Lumber in 1906. A large Japanese population of lumber mill workers and their families occupied the northern area of what is now called Japanese Gulch. The iconic Mukilteo Lighthouse was designed by Carl Leick and began service in 1906. Major transportation improvements ensued including the grand opening of Mukilteo Boulevard (a direct road to Everett) which opened in 1914 and the introduction of auto-ferry service (privately owned) in 1919.

In 1928 Rose Hill burned down and the second school, Rosehill, was built. Mukilteo was not immune to the Great Depression, and in 1930, Crown Lumber Company closed down. The Great Depression also stalled what was planned as a large commercial airport where Paine Field is now located. After entering WWII, the Army Air Corps occupied the field from 1941 through 1946 and added improvements. Following the war, the military presence at Paine Field began to decline and was transferred back to Snohomish County in 1948.



FIRST YEARS OF CITYHOOD



NATIVE AMERICAN
SETTLEMENT
Pre-1860



EUROPEAN
SETTLEMENT
1860-1946



**FIRST YEARS
OF CITYHOOD**
1947 - 1977



RAPID GROWTH
1977 - 2014



PROGRESSIVE
ENHANCEMENT OF
LIVABILITY
2015 - 2035



Following the war, Mukilteo incorporated in 1947 with a population of 775. The original boundaries encompassed 794 acres from Possession Point south to 76th Street SW. During the first 30 years of cityhood, the Mukilteo waterfront saw several changes including the establishment of Mukilteo State Park in 1951 and the development of the Tank Farm property as a U.S. Air Force fuel depot. During the Korean War, Paine Field was again used by the military and named Paine Air Force Base. Paine Field eventually transitioned from a military base into a general aviation airport. When Boeing chose to build a factory adjacent to Paine Field in 1966 to construct the new Boeing 747 jumbo jet, the area was on its way to becoming an aerospace manufacturing center. The Boeing factory has led to an influx of aerospace technologies into the area, including Mukilteo, which in turn made Mukilteo an attractive place for aerospace employees to live.

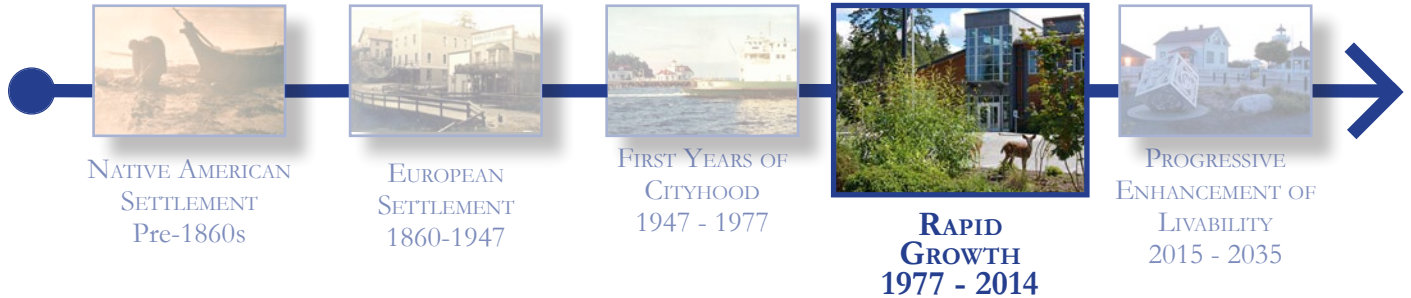


Mukilteo first grew with two small annexations in 1964 and 1968 that added 22 acres to the original incorporated area. The pressures of growth led to the demolition of the Mukilteo Boathouse on the waterfront to allow construction of the Losvar Condominiums in 1970 next to Mukilteo Lighthouse.

In 1973, the Rosehill School which had been closed for three years was reopened as the Rosehill Community Center.



RAPID GROWTH



The rapid growth of Mukilteo began with the first large annexation in 1980 which grew the incorporated area by 128% and established a new southern boundary at 96th Street SW. While still small, the population grew to 4,310 with the annexation and by 1987 it was 5,600. While this was happening, immediately south of Mukilteo's southern boundary over 2,300 acres of land owned by Standard Oil was sold. A master planning process, under the auspices of Snohomish County since the area was unincorporated, started resulting in what is now known as Harbour Pointe (originally named Possession Shores).

As Harbour Pointe developed, Mukilteo started to experience a dramatic shift in character from a small waterfront community to a high-quality suburban community of the Pacific Northwest. With the annexation of Harbour Pointe in 1991, the City of Mukilteo grew another 128% to its current boundaries which total 4,233 areas. With the annexation, the population climbed to 12,990. The annexation accelerated the shift south of Mukilteo's population and commercial center. Many hi-tech innovative companies now call Mukilteo home, with facilities located in Harbour Pointe.

During this era, new public facilities were built in the City including two fire stations, a public works facility, the police station, a library operated by Sno-Isle, and the first city-owned City Hall. Mukilteo acquired the deed to the Mukilteo Light Station in 2001 and in 2002 ownership of Mukilteo State Park was transferred to the City and became Mukilteo Lighthouse Park. In 2008, Sound Transit opened the Sounder train station providing commuter rail service to Seattle and Everett. In 2011, the new Rosehill Community Center opened its doors on the same site as the first two Rosehill buildings and now serves the current population of 20,542.



PROGRESSIVE ENHANCEMENT OF LIVABILITY



NATIVE AMERICAN
SETTLEMENT
Pre-1860s



EUROPEAN
SETTLEMENT
1860-1947



POST-WWII
ERA
1947 - 1987



GROWTH ERA
1987 - 2014



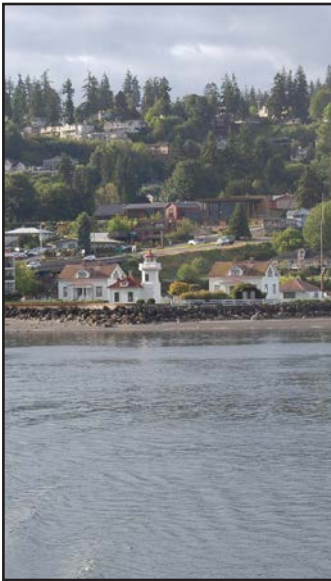
PROGRESSIVE
ENHANCEMENT OF
LIVABILITY
2015 - 2035



“Although change is recognized as inevitable, Mukilteo’s citizens are concerned that such change be guided by criteria and development standards to protect the natural amenities of the area -- its scenic views, sylvan setting, water orientation, and its predominately residential character. Consequently one of the purposes of this comprehensive planning program has been to establish adequate criteria and community goals”. - Mukilteo 1970 Comprehensive Plan.

With most of its vacant land now fully developed, Mukilteo enters an era of maintaining and enhancing what we have. Moving Mukilteo Forward focuses simultaneously on safekeeping those traits that make Mukilteo a desirable place to live, work, and retire and on implementing progressive ideas that will allow the city to evolve in ways that enrich the quality of life enjoyed by its residents and visitors. As consistent growth towards its build-out population of 22,000 is maintained, the guiding principles and policies within this Comprehensive Plan are intended to promote the livability of Mukilteo. While external pressures could be detrimental to the attractiveness of life in Mukilteo, through effective planning those pressures can be manipulated and mitigated into opportunities that enhance the lives of those who live, work and visit Mukilteo.





THE VISION

A DURABLE EFFICIENTLY-OPERATED CITY *with* SAFE, STRONG, NEIGHBORHOODS *and a* VITAL INNOVATIVE BUSINESS COMMUNITY

As stewards of a splendid natural environment, Mukilteans are responsible for promoting the City's economic, political, social, and environmental resources for the benefit of both today's residents and future generations. Mukilteo's residents help create a vibrant, diverse, equitable, and sustainable community. The surrounding natural environment supports living a healthy and viable lifestyle in Mukilteo. The city government strives to deliver services efficiently and transparently while balancing the needs of all sectors of life in the city. This is what makes Mukilteo a good place to live, raise a family, earn a living, and age in place. The history and growth have created a community character that demands to be protected but also strives to improve in order to ensure the future livelihood of our children's children and for those who will eventually call Mukilteo home.

This Comprehensive Plan sets the goals and policies to ensure that our community remains safe, vibrant, and sustainable for the next twenty years. It outlines the city's vision, mission, values, and goals to guide decision-makers on how to allocate finite resources in a way that aligns with, and will achieve, those aspirations. The goals and policies of this Comprehensive Plan all support five main themes:

SUSTAINABILITY through innovation and optimism.

PROMOTING A HIGH QUALITY OF LIFE by protecting the natural environment.

ENSURING A ROBUST ECONOMY by providing efficient public services within a sustainable budget.

CREATING A HEALTHY COMMUNITY by encouraging mobility through trails, biking, and recreation programs.

HIGHLIGHTING NEIGHBORHOOD IDENTITY by engaging residents in active dialogue to maximize equitable and diverse public participation.

GOALS TO ACHIEVE A LIVABLE MUKILTEO



NATURAL ENVIRONMENT: The natural environment is the undeveloped open space areas within and around Mukilteo and includes recreation areas with parks and trails. Humans should be recognized as being part of nature and thus play a role in protecting it. To ensure the natural environment flourishes and thrives means:

Protecting Environmental Resources & Habitats | Fostering Green Parks & Preserving Open Space | Minimizing the Use of Toxic Products | Modeling Environmentally-friendly Practices | Reducing Greenhouse Gases



HEALTHY BUILT ENVIRONMENT: The built environment addresses the physical and structural parts of the city, including what the city looks like, where residents live, how they get around, and how they live. Examples of how to achieve and maintain a quality built environment include:

Providing a Variety of Housing Options Serving All Populations | Sustaining a Vibrant Old Town | Maintaining Neighborhoods | Balanced Growth | A Complete Transportation System | Fostering Efficient Use of Resources

VIBRANT ECONOMY: A vibrant economy addresses the issues of opportunity, prosperity, livability, and availability of meaningful work for residents. Economic activity should serve a common good, be self-renewing and build on local assets. A vibrant economy is achieved by:

A Budget that Manages Long Term Revenues & Expenditures | Supporting and Promoting Innovative Industries | Employment Opportunities for Family Wages | Maintaining AAA Financial Rating

GOALS TO ACHIEVE A LIVABLE MUKILTEO

AUTHENTIC PUBLIC PARTICIPATION: To have authentic participation the city's leadership must prioritize engaging community members and proactively focus on providing a wide variety of meaningful opportunities to participate in city governance. The leadership must not exclude any voices and shall strive to remove barriers that inhibit or discourage involvement. Examples of authentic public participation include:

Transparent and Responsive Leadership | Collaborative Community Planning | Publicly Acknowledging the Value of Volunteerism | An Engaged Public with Equitable Opportunities to Participate

ARTS & CULTURAL AWARENESS: Arts and cultural awareness promotes a creative, learning environment that values good individual and community mental health and well-being, education, and interpersonal relationships. Ways to achieve arts and cultural awareness include:

Honoring Our History | Thriving Arts and Cultural Events with Widespread Participation | Educational Opportunities for All | Acceptance of Diversity

HEALTHY COMMUNITY: A healthy and safe community addresses how the community impacts individual health and well-being. Characteristics that a healthy community should have include:

Pedestrian & Bike Friendly | Clean Water & Air | Recreation Opportunities for All Ages | Access to Healthy Foods | Ability to Age in Place | Access to Healthcare

INNOVATION: As symbolized by the city's iconic lighthouse, Mukilteo should strive to be a beacon of creative and innovative problem solving, and serve as a model for other cities, private enterprises, and residents to emulate. Ways the city can set an example for others to copy include:

Create Problem-solving Partnerships | Attract High Tech Industries | Promote Alternate Modes of Transportation



"If the plan succeeds in expressing such consensus for the people of Mukilteo, it can serve as a constructive guide not only for the decisions which local officials must make, but puts on notice other agencies of government, property owners, and future developers as to the type of community Mukilteo wants to be."

- Mukilteo 1970 Comprehensive Plan



LAND USE

The State of Washington Growth Management Act (RCW 36.70A) requires all Comprehensive Plans to include a land use element that:

- Designates the general distribution and location of uses of land;
- Includes information about population and building densities;
- Estimates future population growth;
- Reviews storm water run-off and provides guidance for corrective actions to mitigate discharges that pollute waters of the state.

Also, wherever possible, the Land Use Element should consider urban planning approaches that promote physical activity.

In addition, Mukilteo's Comprehensive Plan must be consistent with the Puget Sound Regional Council's (PSRC) Vision 2040, the regional strategy for accommodating the estimated 5 million people expected to live in Snohomish, King, Pierce and Kitsap Counties by 2040. Consistency with Vision 2040 means:

- Accommodating population, housing and employment targets;
- Protecting, restoring, and enhancing the natural environment and ecosystems;
- Advancing cleaner and more sustainable transportation modes;

Because the amount of vacant buildable land in Mukilteo is approaching zero, the focus of this updated Comprehensive Plan differs significantly from previous plans. While earlier

plans addressed managing rapid growth, the 2015 Comprehensive Plan investigates ways to sustain and enhance existing development. The limited amount of new development that will occur over the next 20 years will be infill. Over that same time period, the amount of redevelopment will predominate over new development.

The city’s total area is 4,233 acres land. After subtracting areas that are dedicated for public right-of-way and designated for parks and open space, there are 3,063 acres in the city that can be developed. Of this, less than 80 acres are currently vacant land which is 2.6% of the total buildable land in Mukilteo. The following table shows how much buildable vacant land there is in each category of land use.

TABLE 1: VACANT LAND		
	BUILDABLE VACANT (ACRES)	PERCENT OF TOTAL BUILDABLE AREA
SINGLE-FAMILY RESIDENTIAL	16.7	0.9%
MULTI-FAMILY RESIDENTIAL	4.8	1.9%
COMMERCIAL	20.7	6.2%
INDUSTRIAL	37.5	7.1%
TOTAL	79.7	2.6%
<i>Additional information available in Table 3: Land Use & Zoning/ Distribution on pg. 16.</i>		

While the number of buildable acres of single-family residential property is useful information, the more informative metric is how many more single-family lots are possible. Combining the buildable areas of vacant and redevelopable single-family land, the city has the land use capacity to accommodate approximately 65 more detached single-family residences.

An additional 96 multi-family dwelling units in new development could potentially be built on the buildable vacant land that is zoned multi-family. Other multi-family dwelling units beyond that could also be added to the housing stock on partially-used and redevelopable lots that are zoned commercial/mixed use and on multi-family parcels that are redeveloped.

Projections of the number of multi-family units that could be built in commercial/mixed use zones would be highly speculative. However, the [Snohomish County 2012 Buildable Lands Report](#) estimates Mukilteo has the capacity to accommodate approximately 400 more people in multi-family dwelling units located in multi-family and commercial/mixed use zones.

The opportunities for new development of vacant commercial and industrial land, while limited, are still significant. However, there is more commercial and industrial redevelopment potential of land that is partially-used or redevelopable than there is for new development. There are approximately 20.1 acres of commercial and 57.6 acres of industrial lands in these categories that have capacity for redevelopment.

The City of Mukilteo processed six rezones in early 2018 that included re-designating parcels. However, these changes resulted in negligible changes to Table 1 as only one parcel was a vacant building lot when the 2012 Buildable Lands Report was written.



LAND USE DESIGNATIONS & ZONING

The Land Use Designation Map (Map 1) shows the general distribution and location of land uses in Mukilteo necessary to achieve the city’s long range vision and to accommodate growth targets. The general land uses depicted on the map are:

- Single-family residential, low density (maximum 3.48 lots/acre)
- Single-family residential, medium density (5.19 lots/acre)
- Single-family residential, high density (6.0 lots/acre)
- Multi-family residential, low density (13 dwelling units/acre)
- Multi-family residential, high density (22 dwelling units/acre)
- Commercial, Mixed Use
- Commercial Only
- Industrial
- Parks and Open Space


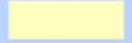


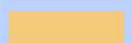






The Current Zoning Designation Map (Map 2) is more detailed and establishes the zoning regulations for every parcel in the city. The zoning map is required to be consistent with the Land Use Designations Map meaning all of the parcels within a specific land use designation must be zoned as shown in Table 2. Portions of the City have a zoning overlay referred to as the Planned Residential Development or PRD. This overlay complements the base zoning but allows modifications of regulations when an area is developed with a master concept that incorporates public spaces into the private development. Map 2 shows which areas have the PRD overlay.

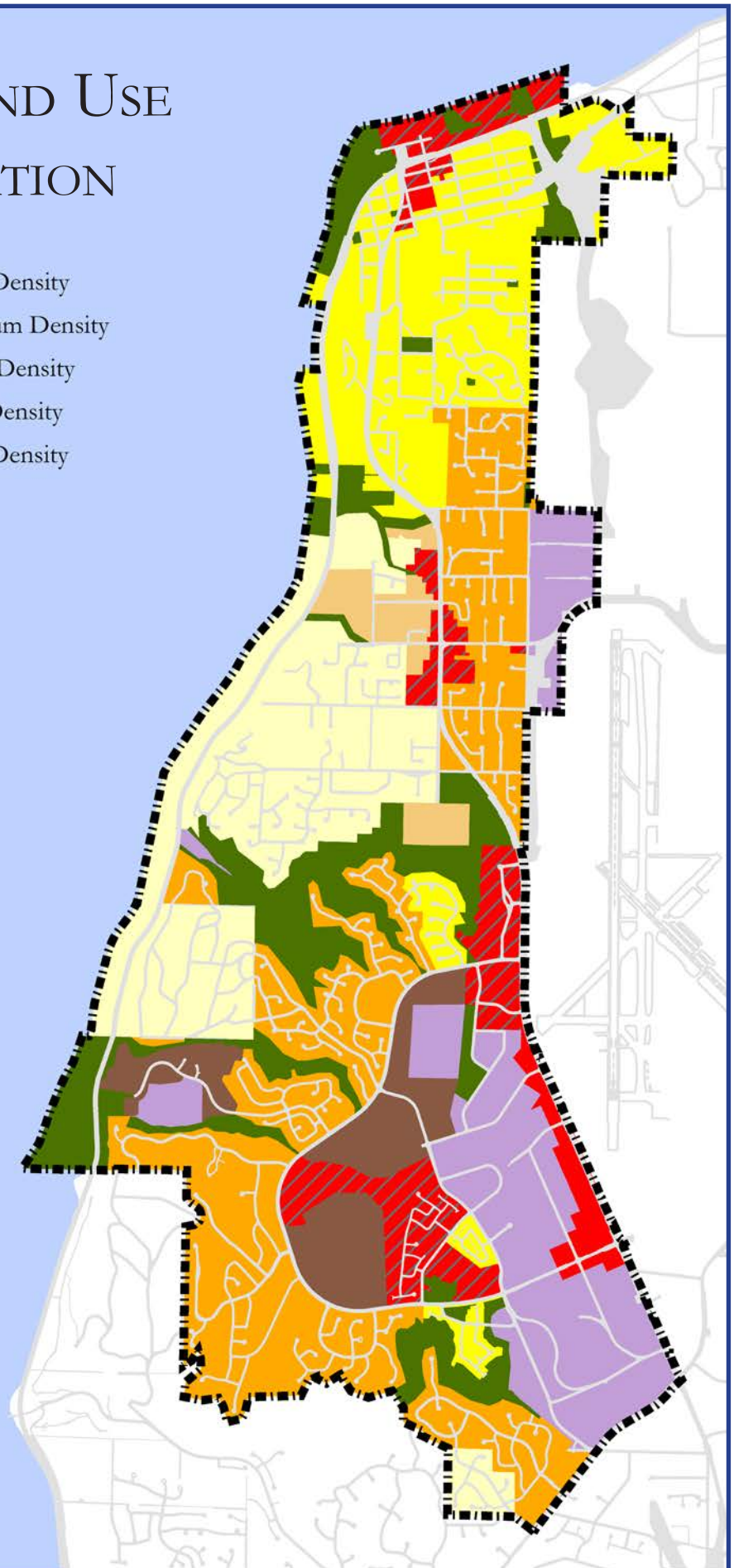
SINGLE-FAMILY RESIDENTIAL LOW DENSITY 3.48 LOTS/ACRE	RD 12.5 OR RD 12.5(S)
SINGLE-FAMILY RESIDENTIAL MEDIUM DENSITY 5.19 LOTS/ACRE	RD 9.6, RD 9.6(S), OR RD 8.4
SINGLE-FAMILY RESIDENTIAL HIGH DENSITY 6.0 LOTS/ACRE	RD7.5 OR RD 7.2
MULTI-FAMILY RESIDENTIAL, LOW DENSITY (13 DWELLING UNITS/ACRE)	MRD
MULTI-FAMILY RESIDENTIAL, HIGH DENSITY (22 DWELLING UNITS/ACRE)	MR
COMMERCIAL	WMU, DB, CB, CB(S), PCB, PCB(S), PSP
INDUSTRIAL	BP, PI, IP, LI, HI
PARKS & OPEN SPACE	OS

LAND USE & ZONING/DISTRIBUTION

TABLE 3: LAND USE & ZONING/DISTRIBUTION								
ZONE	TOTAL AREA (ACRES)	% OF TOTAL CITY	VACANT BUILDABLE AREA (ACRES)	%	PARTIALLY-USED BUILDABLE AREA (ACRES)	%	REDEVELOPABLE BUILDABLE AREA (ACRES)	%
SFR	1,960.5	46.3%	16.9	0.9%	23.4	1.2%	24.2	1.2%
MFR	319.6	7.6%	4.8	1.5%	0	0.0%	1.3	0.4%
Commercial	329.4	7.8%	20.5	6.2%	2.7	0.8%	17.2	5.2%
Mixed Use Commercial								
DB	19.0	0.4%	0.1	0.4%	0.3	1.6%	0.3	1.6%
CB	30.4	0.7%	0.7	2.3%	1.3	4.3%	6.9	22.7%
PCB	7.5	0.2%	1.1	14.6%	0	0%	0	0%
WMU	37.2	0.9%	4.7	12.6%	0	0%	0	0%
Subtotal	94.1	2.2%*						
Solely Commercial								
CB(S)	49.8	1.2%	6.1	12.2%	1.1	2.2%	10	20.1%
PCB(S)	150.6	3.6%	7.8	5.2%	0	0%	0	0%
PCBS)/MR/BP	30.3	0.7%	0	0%	0	0%	0	0%
PSP	4.6	0.1%	0	0%	0	0%	0	0%
Subtotal	235.3	5.6%						
Industrial	529.9	11.3%	37.5	7.1%	19.1	4.0%	38.5	8.0%
BP	22.9	0.5%	0	0.0%	0	0%	0	0%
PI	71.8	1.7%	13.5	18.2%	3.6	5.0%	5.3	7.4%
IP	185.6	4.4%	14.3	7.6%	8.2	4.4%	0.7	0.4%
LI	161.0	3.8%	9.7	6.0%	7.3	4.5%	32.5	20.2%
HI	37.9	0.9%	0.0	0.0%	0	0%	0	0%
Open Space	500.9	11.8%						
ROW	643.0	15.2%						
Total	4,232.6	100%	79.7	1.9%	45.2	1.1%	81.4	1.9%
*Result of subtotal is through ratio analysis not addition of subgroups								

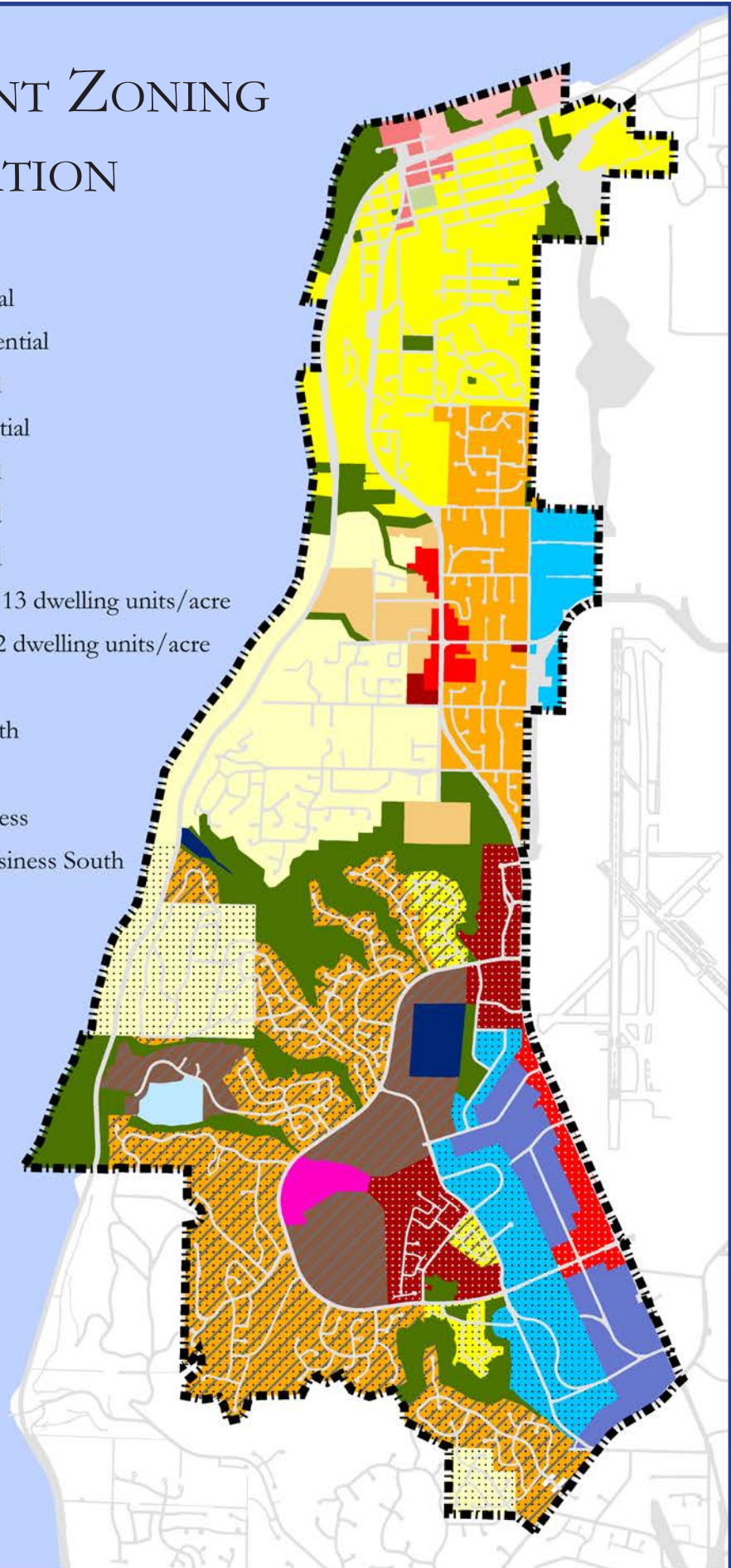
MAP 1: LAND USE DESIGNATION

-  City Limits
-  Single-Family Residential - Low Density
-  Single-Family Residential - Medium Density
-  Single-Family Residential - High Density
-  Multi-Family Residential - Low Density
-  Multi-Family Residential - High Density
-  Commercial
-  Commercial - Mixed Use
-  Industrial
-  Parks and Open Space
-  Right-of-Way



MAP 2: CURRENT ZONING DESIGNATION

-  City Limits
-  PRD Overlay
-  RD 12.5 Single Family Residential
-  RD 12.5 (S) Single Family Residential
-  RD 9.6 Single Family Residential
-  RD 9.6(S) Single Family Residential
-  RD 8.4 Single Family Residential
-  RD 7.5 Single Family Residential
-  RD 7.2 Single Family Residential
-  MRD Multi Family Residential - 13 dwelling units/acre
-  MR Multi Family Residential - 22 dwelling units/acre
-  CB Community Business
-  CB(S) Community Business South
-  DB Downtown Business
-  PCB Planned Community Business
-  PCB(S) Planned Community Business South
-  WMU Waterfront Mixed Use
-  PCB(S)/MR/BP
-  PSP Public - Semi Public
-  BP Business Park
-  PI Planned Industrial
-  IP Industrial Park
-  LI Light Industrial
-  HI Heavy Industrial
-  OS Open Space
-  Right-of-Way



POPULATION

The Washington State Growth Management Act (GMA) calls for the reduction of sprawl by encouraging development in urban areas. In “[Vision 2040](#)” the Puget Sound Regional Council describes a regional growth strategy that promotes an environmentally-friendly growth pattern that contains the expansion of urban growth areas. It includes guidance for the distribution of population and employment.

Through Snohomish County Tomorrow, the county and its municipalities collaboratively plan for accommodating projected population and employment growth which are adopted in the [Countywide Planning Policies](#). The Snohomish County population targets (and indirectly the housing targets) are based on the Washington State Office of Financial Management (OFM) population estimates made consistent with Vision 2040. One product of the collaboration between the County and its cities is the “[2013-2014 Growth Monitoring Report](#)” which assigns population and employment targets for each city to accommodate by the year 2035. As estimated by OFM, Mukilteo’s 2017 population is 21,240. Its population target is 21,812, which means over the next 20 years an additional 1,272 people will have to call Mukilteo home for the target to be reached. Chart 1: Population Growth Projection 1995-2035 shows a higher growth rate between 1995-2010, but a much slower rate from 2010 to a built-out population in 2029. The 2012 Snohomish County Buildable Lands Report shows Mukilteo has the land use capacity to accommodate its target population. Whether Mukilteo reaches that target will be determined by market forces beyond the control of city and regional government. It is the City’s responsibility to ensure there is enough land use capacity in the residential and mixed use zoning districts to accommodate the new residents should they want to locate here. (For more information about housing targets see the [Housing Element](#); for employment targets see the [Economic Development Element](#).)

CHART 1: POPULATION GROWTH PROJECTION 1995-2035

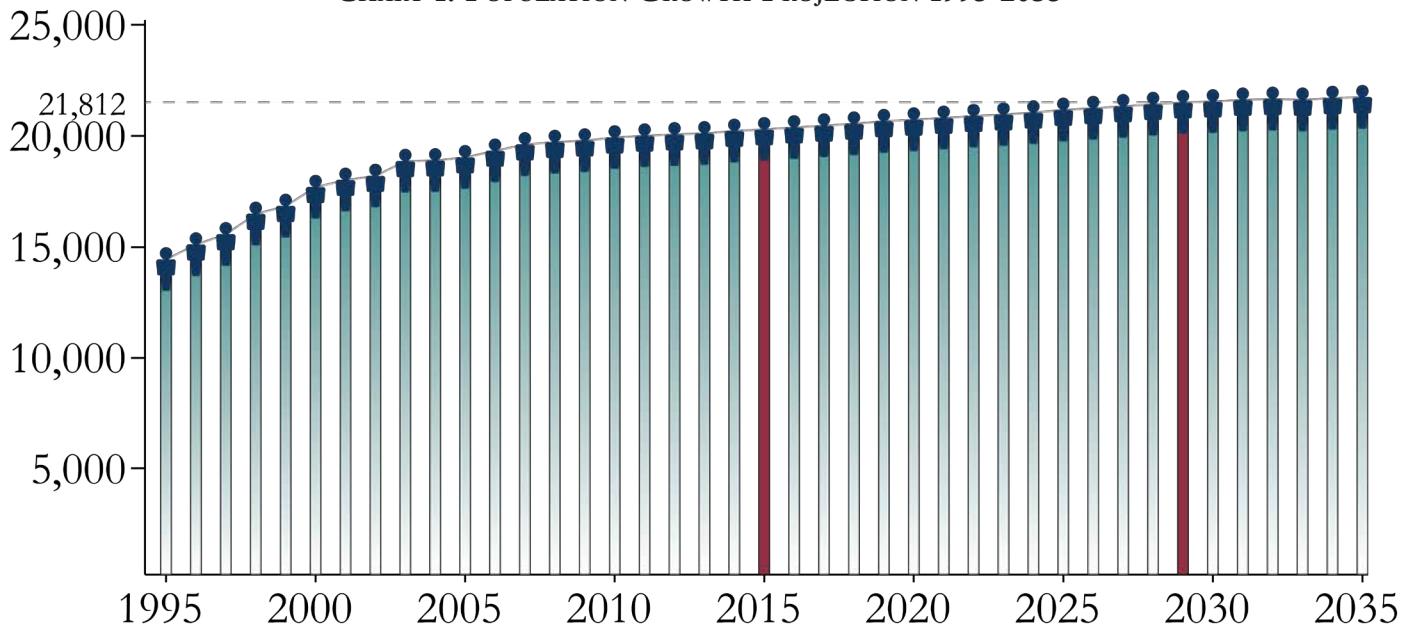


CHART 2: MUKILTEO'S AGE DISTRIBUTION

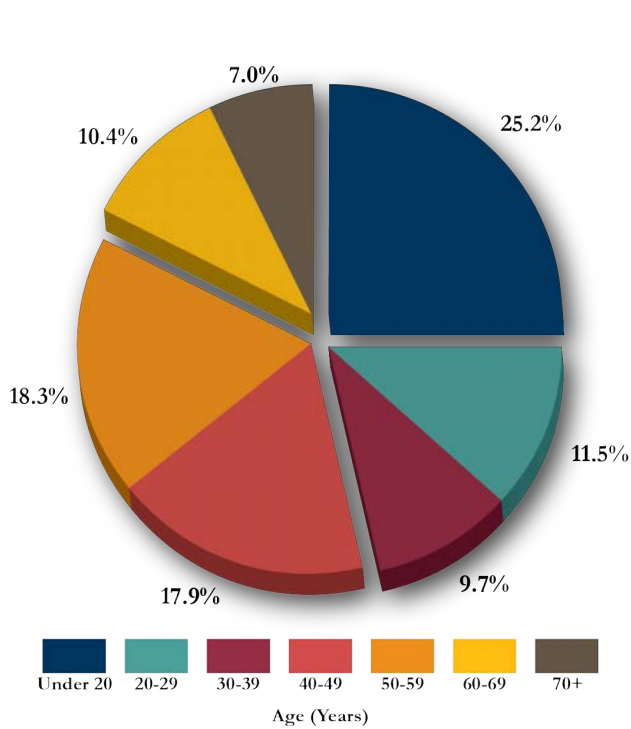
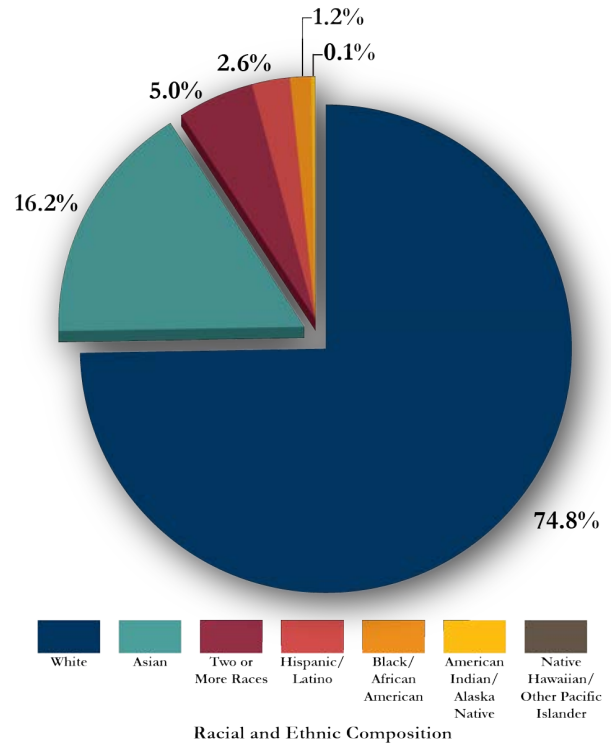


CHART 3: MUKILTEO'S RACIAL & ETHNIC COMPOSITION



LU1: THE POPULATION GROWTH OF MUKILTEO SHALL BE MANAGED IN COLLABORATION WITH SNOHOMISH COUNTY, PUGET SOUND REGIONAL COUNCIL AND WASHINGTON STATE OFFICE OF FINANCIAL MANAGEMENT.

The County’s “[Buildable Lands](#)” process is used to ensure the land in the urban growth areas has the capacity to handle the projected population growth. Therefore, **the city shall participate in the Snohomish County Buildable Lands Process to monitor lands available for development to accommodate projected growth in population and employment (LU1a).** In order to achieve the population target **the city shall support a steady rate of growth which will allow the population to reach the target of 22,000 within the current city boundaries (LU1b).**

Chart 2: Mukilteo Age Distribution showcases not only a large group of individuals under the age of 20, but also a large group of individuals between the ages of 20-39. This large group demonstrates the 'young family' demographic or 'echo boomers'. This group could be explained by the popularity of the Mukilteo School District and our proximity to family-wage employment sectors. As with most of the United States, over 1/3 of Mukilteo is over 50 years of age. As we continue to move further into the 21st Century, the City will use Land Use, Housing, and Transportation policies to determine how best to serve these residents.

Chart 3: Mukilteo's Racial Composition illustrates that the Mukilteo community is predominately white. It’s largest minority group is the Asian community. These two communities account for 92% of Mukilteo’s population. Additional analysis should be undertaken to identify best practices to reduce race-based barriers that are in conflict with the goal of promoting a higher quality of life in Mukilteo for all of its residents.



DEVELOPMENT & DESIGN

The quality of development, both new and redevelopment, plays a significant role in the livability of a city. The City's rules for development will impact the quality of life future Mukilteo residents will be able to enjoy.

LU2: DEVELOPMENT REGULATIONS AND STANDARDS THAT IMPROVE THE QUALITY OF LIFE OF MUKILTEO RESIDENTS AND PROMOTE THE CITY'S SINGLE-FAMILY RESIDENTIAL CHARACTER SHOULD BE ADOPTED.



The quality of development is governed by codified regulations found in Mukilteo Municipal Code (MMC) and by standards adopted by City Council resolution. While codes and standards have distinct purposes, they often overlap and must always be consistent with each other. Codes are the tool by which Comprehensive Plan policies are implemented. The codified development regulations tend to be less specific and amended less frequently than uncoded development standards are. Thus, their focus is on maintaining the character of neighborhoods and providing consistency. Standards are more specific and reflect current best practices and trends and thus are more in the moment. Standards are intended to be updated more frequently than codes.

Mukilteo provides the opportunity for people to enjoy a high quality of life. To ensure this continues, development rules must support and enhance the current state of the city's built environment. **The land area designated for each land use category shall support both maintaining the city's single-family residential character and providing a diversified tax base (LU2a).** Also, **the identity of unique residential neighborhoods should be promoted by creating defined boundaries, creating identifiable boundaries, identification signage and designating built and natural landmarks (LU2b).**



While Mukilteo's neighborhoods can have distinct qualities that differentiate them from other neighborhoods, there are no formal boundaries and no regulations based on neighborhood identity. During the 1989 Comprehensive Plan Update, the City identified neighborhood planning areas. As this is prior to the annexation of 1991, **the City should reconsider neighborhood based planning methods and**

establish regulations to preserve the distinct neighborhood qualities (LU2c).

Map 3 is a representation of the four distinct neighborhoods for subarea planning. While additional niche communities exist within each neighborhood, subarea planning and neighborhood planning must focus beyond single subdivisions and evaluate community functions as a whole. For instance, communities such as Elliot Pointe, Sky Hila, and Old Town possess different qualities. The individual communities can be preserved through a single neighborhood plan that provides increased access to parks and recreation, goods and services, and safe routes to school within the neighborhood. Additional consideration for architectural characteristics may be necessary for specific communities.

For the Mukilteo lifestyle to be sustainable, new development should build on and enhance what is already here and ensure different land uses do not negatively impact each other. **New development and redevelopment shall provide housing, increased opportunities for employment, services, retail options, recreational activities, and enjoyment of the arts compatible with and complementary to the residential character of the neighborhoods (LU2d).**


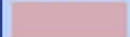
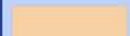

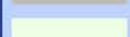
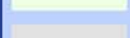


The classic tool used to prevent the conflicts that can arise between incompatible land uses is to provide transition areas between zoning districts. **Development regulations that provide for smooth and compatible transitions between areas of different land use intensity should be adopted (LU2e).**

Sometimes, different uses within the same zoning district can negatively impact each other. Regulations that confine the potential negative impacts to a single parcel can prevent this. **Lighting regulations for development shall protect adjacent properties and public areas by allowing only non-glare shielded lighting at an intensity level that is no higher than necessary to meet safety standards (LU2f).**

One significant reason why Mukilteans enjoy a relatively high quality of life is because of the large amounts of open space that are off limits to development and the up-to-date critical area regulations that have been adopted. **Development regulations and standards that maximize on-site landscaping, planting of street trees and use of native planting shall be adopted (LU2g) and retention of significant trees with special consideration given to coniferous trees, tree groupings, and use of forested areas as wildlife corridors, should be encouraged (LU2h).** One important method that can be effective in ensuring the natural environment continues to be protected is to decrease the reliance on automobiles which create significant



MAP 3: NEIGHBORHOOD PLANNING

-  City Limits
-  North Mukilteo
-  Mid-Mukilteo
-  Harbour Pointe
-  Beverly Park
-  Right-of-Way
-  Public Open Space
-  Public Parks



negative impacts on the environment. **The City should consider and adopt design guidelines/standards/regulations that support the full range of transportation modes and mitigate the negative impacts generated by automobiles (LU2i).** See the Transportation Element for other policies that complement Policy LU2h.

Visitors to Mukilteo frequently don't take notice of the quality of life enjoyed by its residents. **A program to develop attractive entry gateways into the city from arterial streets, railways, and Puget Sound should be considered (LU2j).**

While development regulations and design standards are necessary to protect the quality of life, care must be taken to ensure property rights are always protected.

LU3: PROPERTY RIGHTS OF LANDOWNERS SHALL BE RESPECTED BY PROTECTING THOSE RIGHTS FROM ARBITRARY AND DISCRIMINATORY ACTIONS BY THE CITY.

What happens in the built environment isn't the only thing impacting the quality of life people enjoy. In addition to development regulations there are other methods available that can enhance the quality of life in Mukilteo.

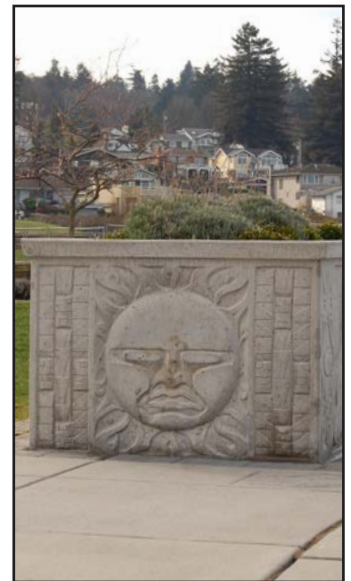
LU4: THE INTEGRATION OF ARTS AND CULTURAL OPPORTUNITIES INTO PUBLIC PLACES SHALL BE ENCOURAGED.

Perhaps the most significant physical factor contributing to the high quality of life Mukilteo residents enjoy is the city's location next to large water bodies – Puget Sound and Possession Sound. The benefits of living and working near the Sound are immeasurable. While sometimes it is acceptable and necessary to limit the public's access to the waterfront to accommodate land uses that must be located near water, generally the more wide spread easy public waterfront access is the better.

LU5: MUKILTEO'S WATERFRONT SHALL BE DEVELOPED IN A MANNER THAT MAXIMIZES THE PUBLIC'S ACCESS TO THE WATER.

A Waterfront Master Plan shall be developed that reflects the direction of the Shoreline Master Program, accommodates the preferred alternative for the relocated Washington State Ferry facility, and addresses the operations and maintenance of city facilities envisioned for the waterfront. Subsequent land use decisions for the waterfront shall conform to the recommendations in the adopted Waterfront Master Plan (LU5a).

Public and semi-public spaces that attract people of all generations and allow for





public access to the waterfront, should be developed (LU5b).

Redevelopment of Mukilteo’s waterfront should include exceptional pedestrian and recreation facilities that include a waterfront promenade and a chain of waterfront parks, and a visitor dock, all with pedestrian-oriented amenities (LU5c).

Because Mukilteo’s development activity in the next 20 years will primarily be redevelopment, it is critical that the city’s development regulations are up-to-date and can accommodate and encourage new development activities. Mukilteo’s commercial area in the middle of the city, zoned CB (Community Business), presents perhaps the richest opportunities for exciting redevelopment. While currently, mixed use development is allowed in CB and multifamily residential is only allowed if part of a mixed use project. amending the CB development regulations could open up the potential to provide new types of development not currently in the city, such as higher density mixed use projects with vibrant retail/commercial uses on the street level. In order to facilitate redevelopment of this area into a vibrant node benefiting Mukilteo residents and property owners, additional research, and public outreach are necessary to better understand the desired character, strengths and market constraints of the area.



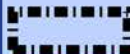


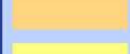
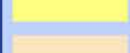

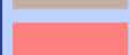
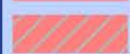

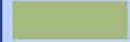

LU6: A MIDTOWN MUKILTEO OVERLAY SHOULD BE INVESTIGATED AND CONSIDERED FOR ADOPTION FOR THE AREA THAT INCLUDES THE CB AND PCB ZONING DISTRICTS AND ADJACENT AREAS (AS GENERALLY SHOWN IN MAP 4) TO ENCOURAGE AND FACILITATE COMMERCIAL MIXED USE REDEVELOPMENT WHILE INCLUDING PROTECTION FOR THE SURROUNDING RESIDENTIAL AREAS FROM POTENTIAL NEGATIVE IMPACTS.

The primary focus of the Economic Development Element, as described in ED1 and its sub policies, is to attract businesses to the city that will benefit residents by diversifying the tax base and providing family-wage jobs. The aerospace industry is specifically identified as a business sector that is desired. However, some aerospace businesses have special needs for their physical plant which the current industrial zone development regulations haven’t anticipated or can’t accommodate.

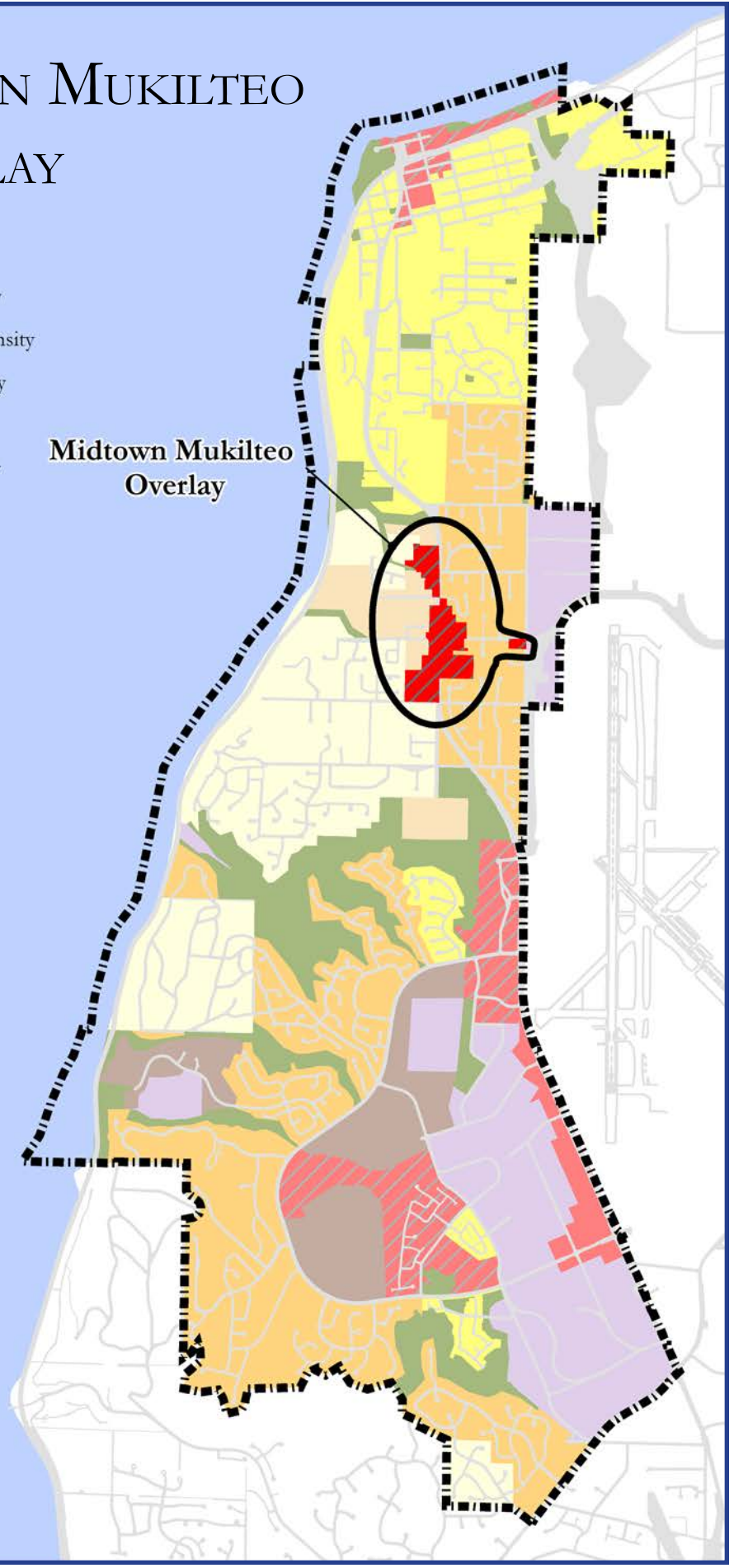


LU7: A SUB-AREA PLAN OR OVERLAY ZONE SHOULD BE CONSIDERED FOR THE INDUSTRIAL AREA AS GENERALLY SHOWN IN MAP 5 WHICH COULD PROVIDE SPECIALIZED DEVELOPMENT REGULATIONS AND INCENTIVES TO ENCOURAGE AND FACILITATE INDUSTRIAL MANUFACTURING WHILE INCLUDING PROTECTION FOR THE SURROUNDING RESIDENTIAL AREAS FROM POTENTIAL NEGATIVE IMPACTS.

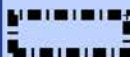
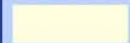

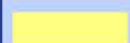
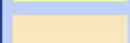
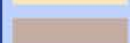
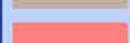



MAP 4: MIDTOWN MUKILTEO OVERLAY

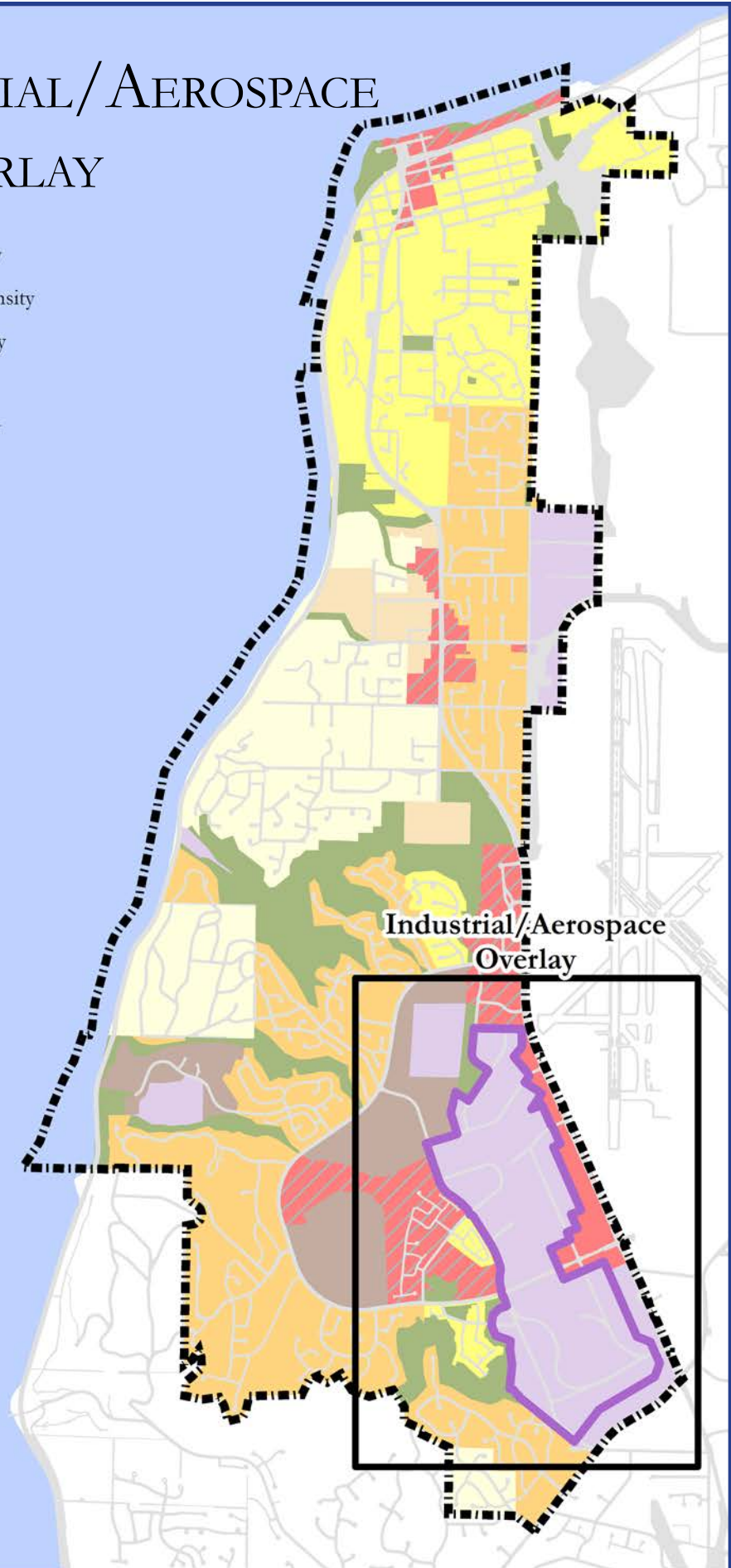
-  City Limits
-  Midtown Commercial - Mixed Use
-  Single-Family Residential - Low Density
-  Single-Family Residential - Medium Density
-  Single-Family Residential - High Density
-  Multi-Family Residential - Low Density
-  Multi-Family Residential - High Density
-  Commercial
-  Commercial - Mixed Use
-  Industrial
-  Parks and Open Space

Midtown Mukilteo
Overlay



MAP 5: INDUSTRIAL/AEROSPACE OVERLAY

-  City Limits
-  Single-Family Residential - Low Density
-  Single-Family Residential - Medium Density
-  Single-Family Residential - High Density
-  Multi-Family Residential - Low Density
-  Multi-Family Residential - High Density
-  Commercial
-  Commercial - Mixed Use
-  Industrial
-  Parks and Open Space



Industrial/Aerospace
Overlay



ESSENTIAL PUBLIC FACILITIES

Essential public facilities are facilities that are typically difficult to site but are necessary and important in the provision of public systems and services for the region. They can include airports, state education facilities and state or regional transportation facilities, correctional facilities, solid waste handling facilities, in-patient substance abuse facilities, mental health facilities, group homes, and secure community transition facilities. As a partner in the region, it is the City of Mukilteo's obligation to be open to hosting essential public facilities. To that end the City has adopted land use regulations to allow this to happen and which create a process by which they can be permitted. While open to siting additional essential public facilities in the City, consideration should be given to the fact the City already hosts numerous facilities which greatly benefit the region but not necessarily city residents. RCW 36.70A.200 requires municipalities to establish a process for identifying, mitigating, and siting essential public facilities within their jurisdiction. In 2006 the City of Mukilteo established Chapter 17.18 Mukilteo Municipal Code to create an essential public facilities siting process.

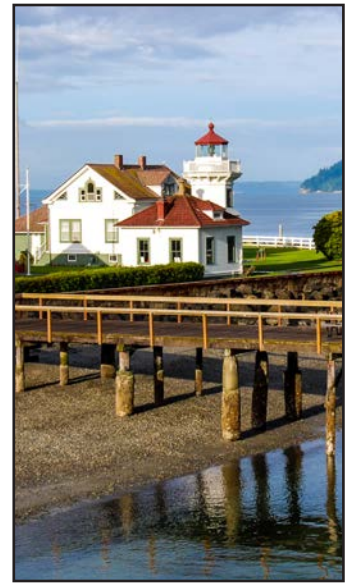
The following essential public facilities are currently located in Mukilteo:

- Mukilteo Lighthouse and Fog Horn;
- Washington State Ferries Mukilteo-Clinton Ferry Terminal;
- Sound Transit Mukilteo Station;
- Snohomish County Mental Health Evaluation Facility;
- Rail Transportation (BNSF railroad tracks);
- State Route 525 (Highway of State-wide Significance);
- State Route 526 (Highway of State-wide Significance).

In addition, the following essential public facilities and transportation facilities of statewide significance are located immediately adjacent to the city limits:

- Port of Everett Mount Baker Terminal; and
- Snohomish County Paine Field Airport.

LU8: THE CODIFIED PROCESS IN MUKILTEO MUNICIPAL CODE FOR THE SITING OF ESSENTIAL PUBLIC FACILITIES SHOULD BE PERIODICALLY EVALUATED AND, IF NECESSARY, BE UPDATED TO ENSURE SUCH FACILITIES CAN BE SITED WITHIN CITY LIMITS.





CRITICAL AREAS & SHORELINE

Critical areas within Mukilteo are those areas which are environmentally sensitive and require protection from potential negative impacts associated with development. Mukilteo’s critical areas include geologic sensitive areas, wetlands, streams and the associated fish and wildlife habitat conservation areas, and flood hazard areas. Mukilteo Municipal Code’s current critical area development regulations are up to date and are based on the best available science.



Shorelines are also environmentally sensitive areas that require protection. In 2011 the City of Mukilteo adopted an updated Shoreline Management Program and shoreline management regulations. The program and regulations are applicable to the waters of Puget Sound extending to the middle of Puget Sound from the Mukilteo shoreline and 200 feet landward of those waters.

As a city that has five miles of Puget Sound shoreline, the health of the Sound has a direct impact on the quality of life enjoyed by Mukilteans. One key indicator of how healthy (or unhealthy) Puget Sound is how well the various salmon populations are doing. With at least two salmon-bearing streams, Big Gulch Stream and Japanese Gulch Stream, Mukilteo has a role to play in aiding the recovery of Puget Sound. The best way to assist salmon populations is to protect and enhance the riparian habitat to promote salmon spawning around these streams, to protect the nearshore environment in a way that helps juvenile survive, and to do whatever is possible to improve the quality of stormwater that flows into the Sound.



LU9: THE CITY SHALL MANAGE AND REGULATE DEVELOPMENT IN CRITICAL AREAS AND THE SHORELINE TO ALLOW REASONABLE AND APPROPRIATE USES IN THOSE AREAS WHILE PROTECTING THEM AGAINST ADVERSE EFFECTS AND SHALL REGULARLY EVALUATE THESE REGULATIONS AND PROGRAMS TO ENSURE THEY CONTINUE TO USE THE BEST AVAILABLE SCIENCE TO PROTECT ENVIRONMENTALLY SENSITIVE AREAS FROM NEGATIVE IMPACTS ASSOCIATED WITH DEVELOPMENT.

The City of Mukilteo’s [Critical Areas Mitigation Program \(CAMP\)](#) is designed to assist in ensuring there is “No Net Loss” of size and functionality of existing

critical areas as a result of new development. This program created a process developers can use to assist the City in its goal to prevent the loss of wetlands to development by protecting, enhancing, expanding, and creating wetlands. **These wetlands and other critical areas which contribute to the City's stormwater management program should be protected by delineating their locations, adopting relevant land use regulations, purchasing of development rights, and other protective techniques (LU9a).**

While watersheds are not a type of critical area, improving water quality and thus freshwater and marine habitats, requires protecting watersheds. **Maintaining the natural hydrological functions of each watershed, and where appropriate and possible, restoring them along with freshwater and marine habitats to a more natural state and ecological functionality should be a consideration of all City of Mukilteo actions (LU9b).**





HISTORICAL IDENTITY & CHARACTER

As an incorporated municipal body, the City of Mukilteo is a relatively young city having been incorporated in 1947. Still, it has a rich history that predates the formal incorporation of the city. Native American tribes called Mukilteo home centuries before 1792 when Captain George Vancouver first landed at what he called Rose Point, near where Mukilteo Light House is located. The first white settlers, J.D. Fowler and Morris Frost, came to Mukilteo in 1860. This history plays a significant role in establishing Mukilteo’s character and helps make it the livable community that it is today.

LU10: MUKILTEO’S HISTORICAL IDENTITY SHALL BE PRESERVED, ENHANCED, AND CELEBRATED.



- | |
|---|
| <p><u>Mukilteo Register of Historic Places</u>
 McNab-Hogland House: 917 Webster Street
 Epps House: 821 - 4th Street
 Boys and Girls Club: 1134 - 2nd Street
 Siemens House: 1013 - 4th Street
 Nelson House: 8216 - 45th Place West</p> <p><u>Washington Heritage Register</u>
 Point Elliott Treaty Site: Mukilteo Lighthouse Park, 609 Front Street
 Mukilteo Pioneer Cemetery: 513 Webster Street
 Fowler Pear Tree: 802 Mukilteo Lane
 Point Elliott Treaty Monument: 304 Lincoln</p> <p><u>National Register of Historic Places</u>
 Mukilteo Light Station: 608 Front Street
 Point Elliott Treaty Monument: 304 Lincoln</p> |
|---|

One way to protect Mukilteo’s historical identity is by having historically significant structures and sites designated as such through local, state, and/or federal registries. **The City shall facilitate the inventorying of historically significant buildings, structures, sites and objects, and assist owners of historic property to obtain city, state and/or national historic designations (LU10a).** There are alternative and simpler ways to enhance Mukilteo’s historic identity beyond obtaining official historic designations. **Public art and the naming of parks, streets and public places after historical figures and events shall be encouraged (LU10b).**

Mukilteo’s historical heart is its north end where the Native Americans gathered and where the city founders first established the community that would become Mukilteo. The area is called both “Old Town” and “Downtown” Mukilteo.

LU11: DEVELOPMENT AND REDEVELOPMENT IN THE DOWNTOWN BUSINESS DISTRICT SHALL BE GUIDED SO AS TO CREATE A UNIQUE IDENTITY FOR THE AREA THAT IS PEDESTRIAN-CENTRIC AS PROVIDED FOR IN THE DOWNTOWN BUSINESS DISTRICT SUBAREA PLAN.

The subarea plan identified issues that affect the vitality of Old Town in both its commercial and residential areas. **Measures should be implemented that would protect residential areas adjacent to and near the Downtown Business District from negative impacts associated with commercial activity (LU11a).**

Existing nonconforming single-family residential uses currently located in the Downtown Business District should be encouraged to be redeveloped into mixed use and commercial uses that reflect the area’s history as a fishing village, port-of-entry and trading post (LU11b).

The city should develop programs in collaboration with downtown property and business owners to identify historical attributes that may be incorporated into new building designs or redesigns (LU11c).





AIRPORT COMPATIBILITY

Comprehensive Plans of cities in which a general aviation airport is operated for the benefit of the general public are required to include policies that discourage the siting of incompatible uses adjacent to the airport (RCW 36.70A.510). Even though Snohomish County Airport/Paine Field is not within the Mukilteo city limits, it is adjacent to the city so it is reasonable for the Mukilteo Comprehensive Plan to include policies promoting compatibility with general aviation airports.

LU12: NEW DEVELOPMENT AND REDEVELOPMENT THAT IS NOT COMPATIBLE WITH THE SAFE OPERATION OF SNOHOMISH COUNTY AIRPORT/PAINÉ FIELD SHALL NOT BE ALLOWED. THE REGULATED AREAS TO IMPLEMENT THIS POLICY SHOULD BE AS SMALL AS POSSIBLE WHILE STILL ACHIEVING THE GOAL.



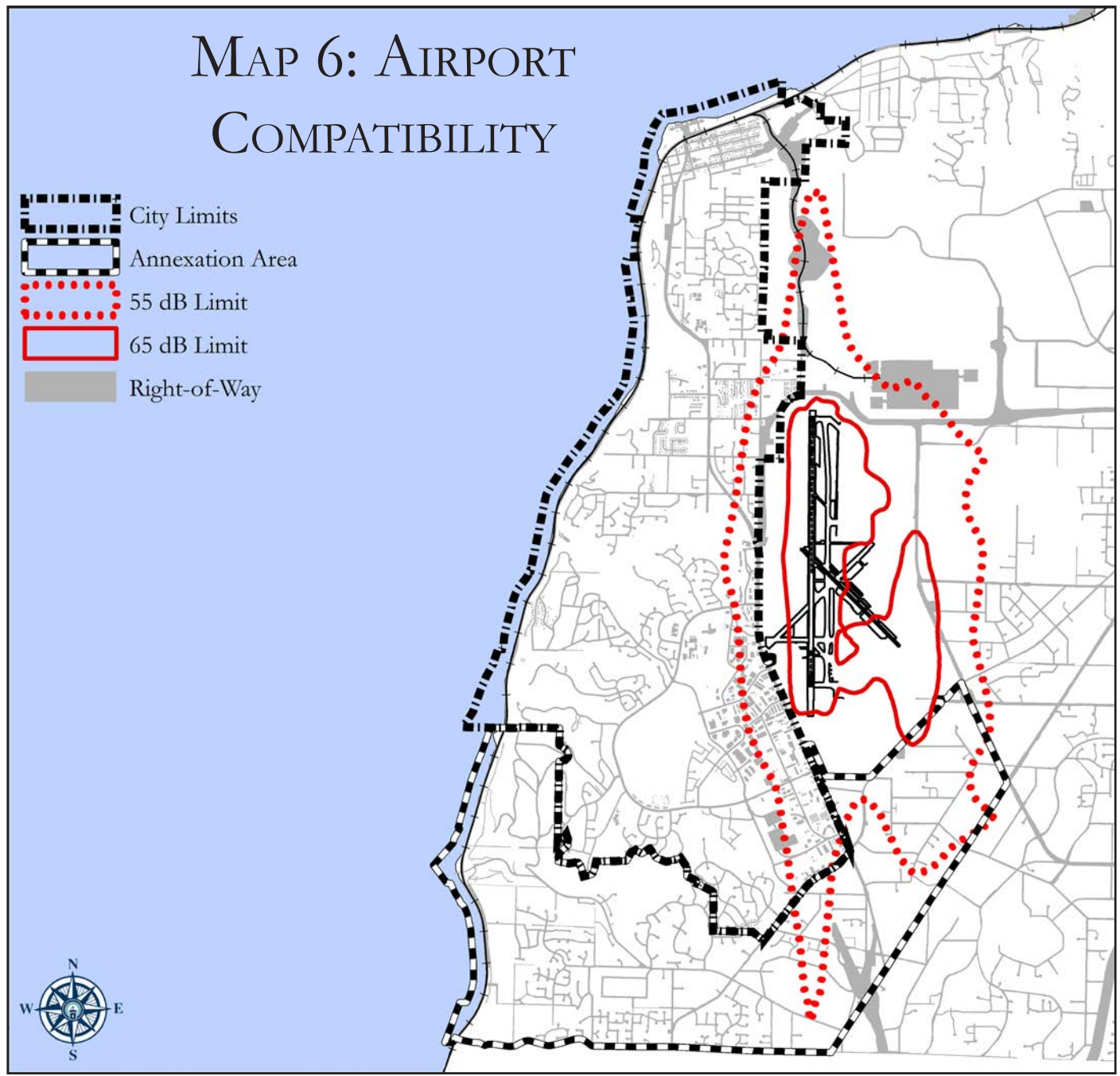
There are many ways development can interfere with the safe operation of a general aviation airport. It is good policy to prevent the conflicts from occurring. Map 6: Airport Compatibility illustrates the 55 dB noise contour as a representation of one development consideration. **Development regulations that limit lighting, radio transmissions, electronic emissions, smoke, steam, dust or other airborne material/emissions that interfere with the safe operation of general aviation aircraft should be adopted (LU12a).** Also, **structure height limitations and requirements related to operation of the Snohomish County Airport/Paine Field, incorporating the airport's FAR (Federal Aviation Regulation) Part 77 structure height limitations, should be incorporated into the city's development regulations (LU12b).**



When conflicts already exist, minimizing their impact is desirable. **The number of structures and occupants near the ends of the two north-south runways at Snohomish County Airport/Paine Field should be limited to the fullest extent possible while still preserving private property development rights (LU12c).** And, **review of development applications or adoption of development regulations should include an evaluation of how the development proposal will be affected by noise generated at Snohomish County Airport/Paine Field (LU12d).**

LU13: NEW DEVELOPMENT AND REDEVELOPMENT, BOTH IN MUKILTEO AND AT SNOHOMISH COUNTY/PAINE FIELD AIRPORT, SHOULD BE COMPLEMENTARY TO EACH OTHER AND SHOULD SUPPORT GENERAL AVIATION AND THE AEROSPACE INDUSTRY OVER ALL OTHER AIRPORT USES.

At the same time, some uses could impede general aviation and aerospace industry. **Commercial passenger service at Snohomish County/Paine Field Airport should not be allowed, but if allowed, appropriate measures shall be imposed to mitigate all negative impacts associated with commercial passenger service, such as excessive noise at inappropriate times of the day and increased vehicular traffic on roadways (LU13a).** TR9 and other policies in the Transportation Element also address airport compatibility issues.





URBAN GROWTH AREA

The designation of Urban Growth Areas (UGAs) is intended to identify where urban growth shall be encouraged and outside of which growth can occur only if it is not urban in nature (RCW36.70A.110). Ultimately, unincorporated areas in an UGA are intended to be annexed by an adjacent city.

In Snohomish County the greatest population densities are in the south part of the county. That area is designated as the Southwest Urban Growth Area (SWUGA) and includes the cities of Mukilteo, Bothell, Brier, Edmonds, Everett, Lynnwood, Mill Creek, Mountlake Terrace and Woodway and the unincorporated areas between the cities. Through [Snohomish County Tomorrow](#) the unincorporated areas in the SWUGA were divided into 14 Municipal Urban Growth Areas (MUGAs). Each city has its own MUGA which leaves five MUGAs not assigned to a city. Pursuant to GMA, the intent is for each of the MUGAs to eventually be annexed by a city.

LU14: THE CITY OF MUKILTEO SHALL SUPPORT THE GROWTH MANAGEMENT ACT'S GOAL TO ENCOURAGE GROWTH IN URBAN AREAS BY CONSIDERING ANNEXATION OF ALL OR PARTS OF ITS MUNICIPAL URBAN GROWTH AREA (MUGA), BUT ONLY IF THE ANNEXATION BENEFITS EXISTING MUKILTEO RESIDENTS, BUSINESSES, AND PROPERTY OWNERS.

In November 2010 the City held an advisory vote regarding annexing Mukilteo's entire MUGA all at once. Annexing the entire MUGA would increase the City's population by approximately 11,000 and would double the City's commercial acreage. With 74% (9,028) of the eligible voters voting, 62.73% (5,663) opposed annexation of the entire MUGA all at once and 32.39% (2,925) supported it.

While the intent is for the SWUGA cities to eventually annex their assigned MUGAs, there is no requirement to do so. Therefore, it is up to the individual cities whether to pursue annexation or not. **Annexations and/or de-annexations should only be considered if they:**

- Enhance, improve, or maintain the quality of life for existing Mukilteo residents, businesses, and property owners; and
- Improve land use compatibility, promote orderly development, and

facilitate traffic circulation (LU14a).

Before the city even considers annexing all or part of its MUGA, fiscal, operational, and planning analysis needs to be done ensuring the annexation would not have a negative impact on city finances and operations. **Potential annexations and de-annexations shall be evaluated for their short-term and long-term financial and operational impacts (LU14b).**

If a decision is made to annex an area, proactive steps can facilitate the annexation process so the transition is as seamless as possible. **Pre-annexation zoning of the Mukilteo MUGA should be considered and implemented if necessary to City of Mukilteo interests (LU14c).**

Procedures to assure that owners of property within an annexed area pay a share of Mukilteo's bonded indebtedness should be analyzed and considered (LU14d). On the following page is Map 7: MUGA Zoning. Map 7 illustrates the existing MUGA Boundaries and the proposed zoning districts should the City of Mukilteo annex the area.

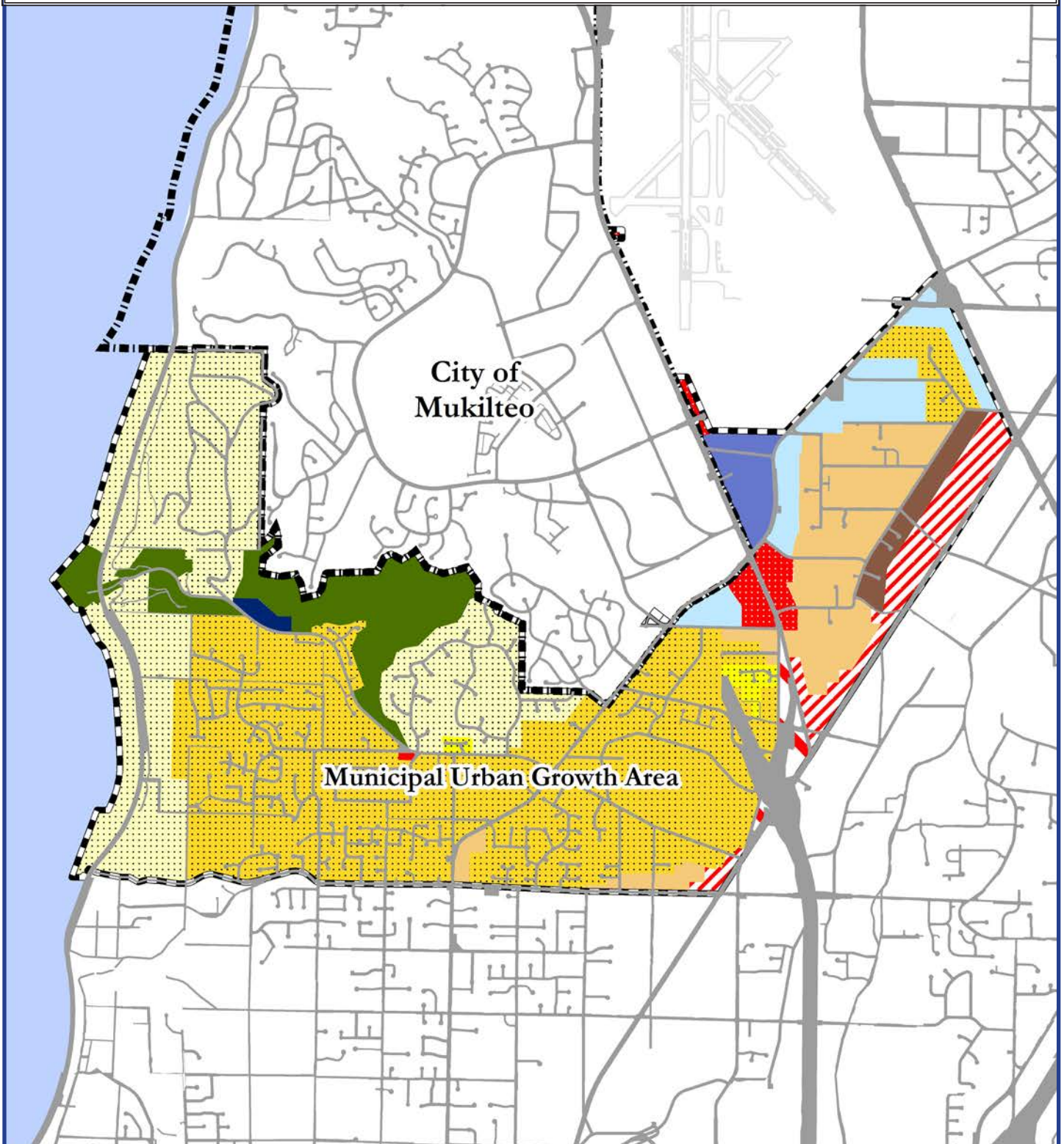
There are other areas where Mukilteo's boundaries could be expanded not related to the MUGA. All of these areas are currently within the City of Everett's municipal boundaries so a deannexation process would be required to adjust the boundaries. These areas include the City of Mukilteo-owned property on the west side of Japanese Gulch, the east end of the old Tank Farm site including Edgewater Beach Park, lots on Lamar Drive that are partially in Mukilteo and partially in Everett, and Mukilteo Lane where the houses are in Mukilteo but portions of the street is in Everett. **The City of Mukilteo should consider entering into an agreement with the City of Everett to revise city boundaries in the areas of Japanese Gulch, Edgewater Beach, Mukilteo Lane, and Lamar Drive so city-owned land is within Mukilteo City limits and lots which are partly in Mukilteo and partly in Everett are entirely within a single city's limits. However, revising these city boundaries should only be considered if it benefits Mukilteo residents, businesses, and property owners (LU14e).** Future partnerships with the City of Everett to apply for grant funding to repair infrastructure deficiencies should be considered with any annexation discussion.

Because Mukilteo city limits abut urban areas regulated by Snohomish County and the City of Everett, development in those areas can impact the quality of life in Mukilteo as well as city operations. At times, it may be necessary for the City of Mukilteo to inform and attempt to influence land use decision-makers regarding development in those areas.

LU15: THE CITY SHOULD CONSIDER ADOPTING POLICIES, TAKING ACTION, AND PARTICIPATING IN THE DECISION-MAKING PROCESS WHEN OTHER JURISDICTIONS CONSIDER DEVELOPMENT ACTIONS FOR AREAS OUTSIDE OF CITY BOUNDARIES THAT COULD IMPACT THE QUALITY OF LIFE IN MUKILTEO.



MAP 7: MUGA ZONING



	City Limits	RD 12.5(S)	MRD	CB	BP
	MUGA	RD 8.4	MR	CB(S)	LI
	Right-of-Way	RD 7.2	OS	CB(S)-2	HI
				TMU	

The House That Fell Over and Lived

R.L. "Bob" Wood married Alzina Gustafson and moved to Mukilteo with Alzina's daughter Gayle in the mid 1930s. Bob was a bulldozer operator and came to Mukilteo to work on the construction of Paine Field and the family bought a house on 6th Street and Church on what is now a triangle also sided by the speedway. At some point, probably due to the construction of the Mukilteo Speedway, the house was moved north, across 6th to its current location. Most of the move was uneventful, but at one point the house slipped on its cribbing causing it to roll onto its north wall. Gayle had a rather rude awakening at that point as she had been in her bed sleeping that morning. Add to that, there was a fire burning for heat in the stove and there were some very stressful moments. The gathered crowd was of the opinion that the house was a total loss, however Bob reasoned that since the ridge line of the roof was still straight, there was little structural damage at that point. The house was righted, the move completed and it was the Wood's family home until the mid 1950s when Bob and Alzina built a new house in the triangle at 6th and Speedway. The home is currently owned by Gayle's son Dr. Gunnar Almgren and his wife Linda.

- Story Provided by Peter Eric Almgren, 2015



HOUSING

The predominant land use in Mukilteo is single-family residential with over 54% of the city zoned for single-family residences. Housing also is provided for within the city’s two multi-family residential zones and in the commercial zones that allow for mixed use developments. Multi-family residential zones make up 7% of the city’s area while another 7% of the city is in a commercial zone where mixed use development is allowed. Any housing units located outside of these zones are nonconforming uses.

Pursuant to RCW 36.70A.070 (2) of the Washington State Growth Management Act (GMA), the city’s Comprehensive Plan’s Housing Element is required to ensure the vitality, character, and distinctiveness of established residential neighborhoods. The element should:

- Include an inventory and analysis of existing and projected housing needs; and
- Include policies and mandatory provisions for the preservation, improvement, and development of housing; and
- Identify sufficient land for housing to accommodate projected population growth; and
- Make adequate provisions for existing and projected housing needs of all economic segments.

Snohomish County’s [Countywide Planning Policies](#) (CPPs) related to housing reflect both GMA requirements and the goals of the regional growth strategy described in [Puget Sound Regional Council’s Vision 2040](#). Housing goals in Vision 2040 include preserving, improving and expanding housing stock to provide a range of housing options affordable to all segments of the population. Every resident should have fair and equal access to healthy and safe housing options.

Mukilteo, Snohomish County, and other county municipalities collaborated in drafting the “[2013 Housing Characteristics and Needs in Snohomish County](#)” report which will be frequently cited in this Housing Element. The municipalities also collaborated in preparing the “[2013-2014 Growth Monitoring Report](#)” which includes population and housing targets for the year 2035.

Addressing housing demand must be done on a regional level, as acknowledged in both the housing CPPs and the housing report, because it is beyond the capacity of local governments to meet on their own the demand for housing by all populations. The regional approach is also necessary because government policies and regulations only play a secondary role in determining housing supply. The supply of housing is primarily determined by complicated interactions between government policies and regional market forces. While government policies can impact housing supply, the impact of regional market forces is much more significant.

Mukilteo’s role in helping meet regional housing needs should include a focus on minimizing regulatory obstacles which impede construction of new housing in general and affordable and special needs housing in particular. As such, Mukilteo has adopted regulations as required by the state to allow accessory dwelling units and manufactured housing to be located in the city. The goal behind all of the City of Mukilteo’s housing policies is to do this while still protecting the vitality and character of established residential neighborhoods.



HOUSING - GENERAL POLICIES

Half of the housing units in Mukilteo, both single- and multi-family, were built in 1990 or later, so it can be assumed most of Mukilteo's housing stock is in relatively good condition. It is sound policy to maintain and retain existing units to minimize the need to build new housing.

HO1: RETENTION OF EXISTING HOUSING STOCK SHOULD BE A CITY PRIORITY.

Market-rate affordable housing units are most likely going to be located in older structures. Unfortunately, development regulations can sometimes indirectly make it more attractive to demolish an older structure and build a new dwelling unit rather than to maintain and remodel the existing unit. **Programs that support the rehabilitation and maintenance of older and/or historical housing stock should be investigated and supported (HO1a).** Similarly, regulations and other factors can force people, especially retirees, to move out of their house even though their preference would be to stay. **Programs that assist residents to age in place and stay in their dwelling units even after retirement should be investigated and supported (HO1b).**

While housing is part of the built environment, care must be taken to ensure impacts on the natural environment are minimized.

HO2: HOUSING POLICIES, PROGRAMS, AND REGULATIONS DESIGNED TO SUPPORT AND PROMOTE SUSTAINABILITY AND WHICH MINIMIZE THE IMPACT ON ENVIRONMENTALLY SENSITIVE AREAS SHOULD BE DEVELOPED.

Providing fair and equal access to housing to the entire population is promoted by the Growth Management Act, Vision 2040, and Snohomish County CPPs.

HO3: THE CITY SHALL SUPPORT FAIR AND EQUAL ACCESS TO HOUSING FOR ALL PERSONS REGARDLESS OF RACE, COLOR, RELIGION, GENDER, SEXUAL ORIENTATION, AGE, NATIONAL ORIGIN, FAMILIAL STATUS, SOURCE OF INCOME, OR DISABILITY.



AFFORDABLE HOUSING

The City of Mukilteo alone cannot ensure there is enough affordable housing to meet the needs of all populations residing in the city. Providing enough housing that is affordable to the lowest economic segments of the population is probably the greatest housing challenge facing the city. In fact, it may not be feasible for such housing to be located within city limits due to Mukilteo’s high land values. This is why a regional approach to meeting housing needs is required.

HO4: THE CITY SHALL ACTIVELY COLLABORATE WITH OTHER MUNICIPALITIES, PUBLIC AGENCIES, AND PRIVATE ENTITIES TO ADDRESS HOUSING ISSUES; INCLUDING THE ISSUE THAT THERE IS AN INADEQUATE SUPPLY OF HOUSING THAT IS AFFORDABLE FOR LOWER INCOME SEGMENTS OF THE POPULATION.

While there is a range of options available to the City on how and what level it participates in addressing regional housing needs, because the City has finite resources it must strategically plan where those resources are used. **The City shall be an active participant with Snohomish County and other county municipalities in compiling the “Housing Characteristics and Needs in Snohomish County” report as required by Countywide Planning Policy (HO4a).**

The Alliance for Housing Affordability (AHA) of Snohomish County was created in 2014 through Snohomish County Tomorrow. Mukilteo played an important role during the entire process that resulted in the AHA formation; from guiding a feasibility study, drafting a Memorandum of Understanding, and ultimately to getting an Inter Local Agreement creating the alliance signed by 13 cities in the county, Snohomish County and the Housing Authority of Snohomish County.



Continuing its past history with AHA, **the City shall be an active participant with the Alliance for Housing Affordability and other inter-jurisdictional efforts to promote and contribute to an adequate and diversified supply of housing countywide (HO4b).**

The vast majority of housing in Mukilteo and the region is constructed by the private sector as driven by the market. As shown on the following page in Chart 4: Mukilteo Household Income, the majority of the households in Mukilteo



exceed the median income of Snohomish County. This fact is reflected in the private market. **Public and private partnerships designed to retain and promote affordable housing options should be formed (HO4c)** to facilitate the construction of affordable housing in the city and region.

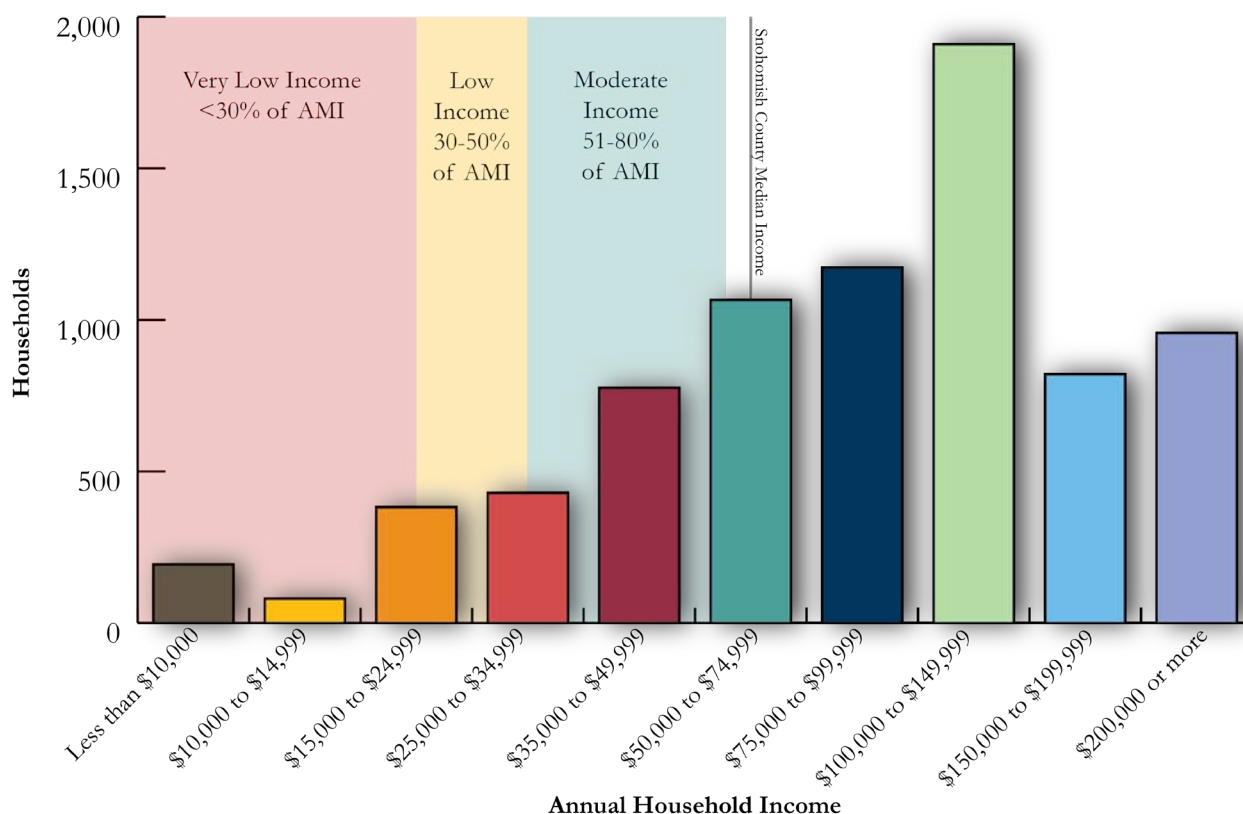
While generally the most effective way to address housing issues is on a regional basis, there are opportunities where the City can act on its own and have an impact on housing supply. Those opportunities could include adoption of flexible development regulations that encourage innovative housing design that can lead to greater efficiency in the use of land for housing. Or, they could include enacting legislation that provides financial incentives to housing developers that encourages them to build more multi-family and affordable housing units. **The City shall pursue programs on its own that will actively preserve existing affordable housing units, facilitate creation of additional affordable housing units, and assist private homeowners in maintaining their houses (HO4d).**

Even though it may be difficult to locate affordable housing within city limits, Mukilteo still has an obligation to ensure its policies and regulations allow for the possibility of the construction of affordable housing units here.

HO5: A WIDE VARIETY OF HOUSING OPTIONS SHOULD BE ENCOURAGED IN THE CITY’S RESIDENTIAL AND MIXED USE ZONING DISTRICTS TO MEET DEMANDS FOR HOUSING, INCLUDING AFFORDABLE HOUSING.

HO6: WHEN ADOPTING NEW REGULATIONS AND FEES THE CITY SHALL CONSIDER THE ECONOMIC IMPLICATIONS THEY WILL HAVE ON THE CREATION OF NEW AFFORDABLE HOUSING.

CHART 4: MUKILTEO HOUSEHOLD INCOME



INVENTORY & ANALYSIS OF HOUSING STOCK

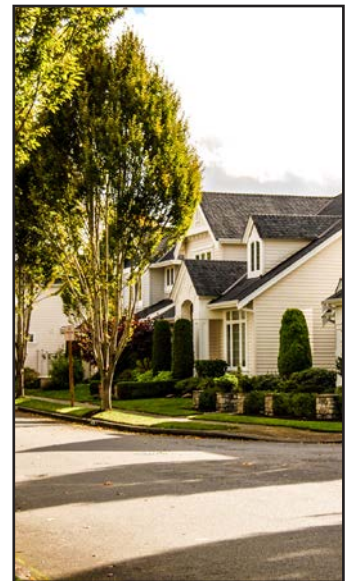
The Washington State Office of Financial Management estimated there were 8,664 housing units in Mukilteo as of April 1, 2015. Detached single-family residences make up 64% of those units. Over the last 20 years, with the development of almost all of the parcels in the city’s multi-family residential zones and through the recent trend of providing housing units in mixed use developments, the proportion of multi-family dwelling units in Mukilteo has increased to its current level of 36%. As Mukilteo approaches its theoretical “built-out” stage, available land for new residential units has dwindled. Currently, there are only two undeveloped parcels zoned multi-family zone and very few single-family parcels large enough to be subdivided, most of which are only large enough to be divided into two lots.

Because 51.6% of the dwelling units in Mukilteo were built in 1990 or later, most are in good condition.

Of the occupied dwelling units, two-thirds are owner-occupied.

Mukilteo’s housing target, as assigned by the Snohomish County Tomorrow 2013-2014 Growth Monitor Report, is 9,211 housing units by the year 2035. This means an additional 570 units need to be built in the next 20 years. Mukilteo has the land use capacity to meet this target as shown in the 2012 Snohomish County Buildable Lands Report, which analyzes the buildable areas of vacant, partially-used, and redevelopable land to estimate their capacity to accommodate construction of new dwelling units. Specifically, the report finds that Mukilteo has the capacity for an additional 563 housing units (313 single-family; 250 multi-family units) under current zoning designations and development regulations.

While the City has the land use capacity to accommodate current and future house demands on the whole, it is not likely the existing and potential housing units will be able to accommodate the housing needs of all populations, especially the “Very Low” and “Low” income sectors of the economy.





To estimate whether housing is affordable the U.S. Department of Housing and Urban Development (HUD) uses household income groupings. These groupings are based on area median income (AMI). The 2015 AMI for Snohomish County is \$67,777 per year. While there are six classifications, the ones of interest are the “Very Low”, “Low” and “Moderate” income groups which are defined as follows:

- Very Low Income = less than 30% of AMI
- Low Income = 30-50% AMI
- Moderate Income = 51-80% AMI

A housing unit is considered to be affordable if no more than 30% of the household’s income is spent on housing. The following table shows the maximum monthly affordable rents and mortgage payments for Very Low Income, Low Income, and Moderate Income households in Mukilteo:

	Monthly Income	Rent	Mortgage Payment
Very Low Income	<\$1,694	\$508	\$443
Low Income	\$1,695-\$2,824	\$847	\$791
Moderate Income	\$2,825-\$4,519	\$1,356	\$1,265



The 2013 Housing Characteristics and Needs Report estimates Mukilteo currently has the following number of existing affordable housing units for each group is as follows:

	Rent	Mortgage Payment	Total
Very Low Income	44	19	63
Low Income	278	59	337
Moderate Income	1,214	360	1,574



There are more Very Low Income and Low Income households in Mukilteo than there are housing units that would be affordable for them. With population growth, the number of households in Mukilteo that earn Moderate Incomes or less will increase further so the current deficient in the number of affordable housing units will only increase if more affordable units aren’t built. The following table, Table 6: Affordable Housing Analysis illustrates the sufficiency/deficiency.

TABLE 6: AFFORDABLE HOUSING ANALYSIS

	Total Households (Current)	Projected Additional Households by 2035	Number of Affordable Housing Units Needed by 2035	Existing Affordable Housing Units	Deficient/ Sufficient of Affordable Housing Units
Very Low Income	423	62	485	63	422 Deficient
Low Income	639	62	701	337	364 Deficient
Moderate Income	1,005	96	1,101	1,574	473 Sufficient

Ideally, the new housing units constructed in the next 20 years will help shrink the deficits of housing units affordable to the two lowest income groups. However, no policy or regulatory changes the city may enact can make that happen. Only regional and national efforts, in the form of providing more money to build affordable housing, can impact this deficit.

While there are not enough affordable units to house the Very Low and Low Income households in Mukilteo, some assistance is available. There are 103 units of assisted housing in the city. Of these, 42 are assisted with Section 8 housing vouchers. The use of vouchers is constrained in the City, as voucher holders must find units whose rents do not exceed the “Fair Market Rents” (FMRs) as established by the U.S. Department of Housing and Urban Development. Generally, FMRs are set at the 40th percentile of rents in Snohomish County. Because of the high land values in Mukilteo rents are also high and typically exceed the FMR level. The remaining 61 units are permanent workforce housing subsidized units. However, the mechanism providing for the workforce subsidized units may expire in 2017.

In addition, Mukilteo’s population is aging which will lead to an increase in the number of retired people and thus may increase the demand for more affordable housing, with the added challenge of providing housing that serves the needs of elderly and disabled people.

	Disabled	Population of Age Group	Percentage of Age Group
Under 18	179	4,679	3.8%
18-64 Years Old	679	13,404	5.1%
65 Years Old & Older	788	2,393	32.9%
Total	1,646	20,477	8.04%

Without funding to build housing units, the City will have to continue to work creatively to address its housing challenges. Over the past years, development regulations have been updated to allow a more diverse mix of housing types. The City has also begun to collaborate with neighboring jurisdictions to develop new and innovative ways to promote creation of more affordable housing units.

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Hawthorne Hall

Hawthorne Hall is testament to the will of the Mukilteo people and the volunteerism that literally built this community. Built through only hours available on Sunday and weekday evenings after the mill closed, the big community house was finally completed in 1925. During construction, sponsors ran out of funds and never did paint the structure for over 30 years. Given the construction of Douglas Fir, the natural characteristics of the old growth wood resisted rot and decay as Hawthorne Hall aged.

Following the Rose Hill School Fire in 1927, Hawthorne Hall served as Mukilteo's school and later would serve as the Town Hall and today as the Boys & Girls Club.

*- Credit to Opal McConnell's
Mukilteo Pictures and Memories*



CAPITAL FACILITIES

Pursuant to RCW36.70A.120 all capital budget decisions the City makes must conform to the Comprehensive Plan. Therefore, the Capital Facilities Element of the Comprehensive Plan plays a significant and unifying role in how the city develops. That's one reason the Washington State Growth Management Act (GMA) makes it a mandatory element.

The Capital Facilities Element provides the guiding policies for the city's Capital Facilities Plan (CFP). While the element is more generalized, the CFP is very specific with lists of capital projects, cost estimates, and funding proposals. Together, the Capital Facilities Element and the CFP serve as reality checks on the goals and objectives described throughout the Comprehensive Plan. The Comprehensive Plan can only include projects that are feasible. If the CFP cannot show how a project would be financed then it should not be included in the Comprehensive Plan.

The GMA requires the Capital Facilities Element to include:

- An inventory of existing capital facilities owned by public entities;
- A forecast of the future needs for such capital facilities;
- Proposed locations and capacities of expanded or new capital facilities; &
- A discussion of how future capital facilities will be paid for.

Also, the element must be consistent with Snohomish County Countywide Planning Policies.

The Capital Facilities and Land Use Elements are intimately related, especially how land use changes to accommodate growth can trigger the need for new or improved capital facilities. The demand for capital facility projects is affected by three factors.

1. The need to accommodate growth;
2. The need to maintain or rehabilitate existing facilities; and
3. The need to address existing deficiencies.

The City of Mukilteo is in a fortunate position as it currently only has one capital facility deficiency, the SR525/Harbour Pointe Boulevard S intersection. However, a project to address that deficiency has already been identified and is financed with construction expected to be completed in 2016.

The table on the following page shows that with that project there will be no deficiencies after 2016. In most cases the city has not adopted a level of service standard so the standard listed is the result of research supporting the city's current Capital Facilities Plan (see page 26 and Appendix F).

Because Mukilteo's current population is 97% of its target population (21,290 vs. 21,812), no land use changes are necessary to accommodate the population target. Thus, reaching that target will not result in any new capital facilities deficiencies with the possible exception of some intersections on SR525. Some intersections on the state route are near capacity and are projected to fall below the City's adopted LOS (Level of Service) E standard. However, if this happens it will not be the result of new growth in Mukilteo. Rather, it will be the result of growth outside of the city that will generate traffic driving through Mukilteo on SR525 which the city has little control over.

Despite these facts, the City still needs a robust CFP that can implement the Comprehensive Plan vision for expanded capital facilities; not to accommodate growth but to further improve the quality of life enjoyed by Mukilteo residents and visitors. This element provides the policies necessary to guide the CFP towards that vision.

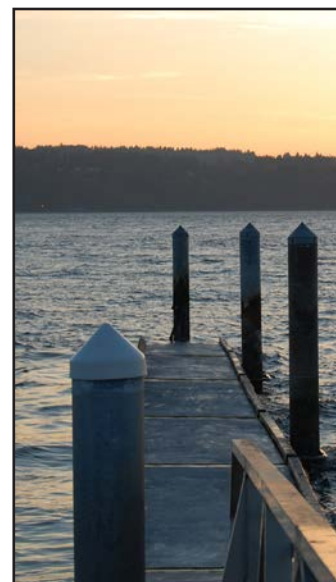


TABLE 7: DEFICIENCY ANALYSIS

FACILITY	STANDARD	NEED	EXISTING
City Hall	1 Building with 324 SF per employee	1 Building of 9,720 SF	1 Building; 16,000 SF Building, <ul style="list-style-type: none"> Built in 2008
Community Center	1 Building of 25,000 SF per 25,000 residents	1 Building of 25,000 SF	1 Building; 29,000 SF Building, <ul style="list-style-type: none"> Built in 2010
Fire Station(s)	1 Station per 11,000 Residents	2 Stations	Fire Station 24: 5,040 SF Building <ul style="list-style-type: none"> Built in 1994 Fire Station 25: 14,148 SF Building <ul style="list-style-type: none"> Built in 1993
Parks			569.04 Acres
Neighborhood Parks	.39 acres per 1,000 Res.	None	8.05 Acres (Neighborhood)
Community Parks	2.00 acres per 1,000 Res.	None	50.35 Acres (Community)
Off-Leash Dog Park	1 acres per 1,000 Res.	None	.69 Acres (Off-Leash)
Conservation Areas	10.00 acres per 1,000 Res.	None	509.95 Acres (Conservation)
Police Station	1 Station Per 40,000 Residents	1 Station	1 Station: 14,000 SF Building, <ul style="list-style-type: none"> Built 2003
Transportation	LOS E	LOS E	All Intersections at LOS e or Better Except SR 525/HP Blvd South**.

*Per PROSA Appendix C. Additional facilities related to Park Amenities, Waterfront Amenities, and Indoor Spaces are listed under PROSA Appendix C as well.

**Project identified and financed will be built in 2016 that will improve the intersection to LOS E or better.



INVENTORY

The following maps and tables describe the capital facilities located within the city. Map 8: City Facilities, shows the facilities and properties that are owned by the City of Mukilteo that are on lots larger than a quarter of an acre. (For graphic clarity, facilities on lots less than a quarter acres are not shown.) For more detailed information about park, recreation and transportation capital facilities refer to the relevant element in this plan. Also, additional information about stormwater facilities can be found in the Stormwater Facilities Atlas on the City of Mukilteo website (www.ci.mukilteo.wa.us).

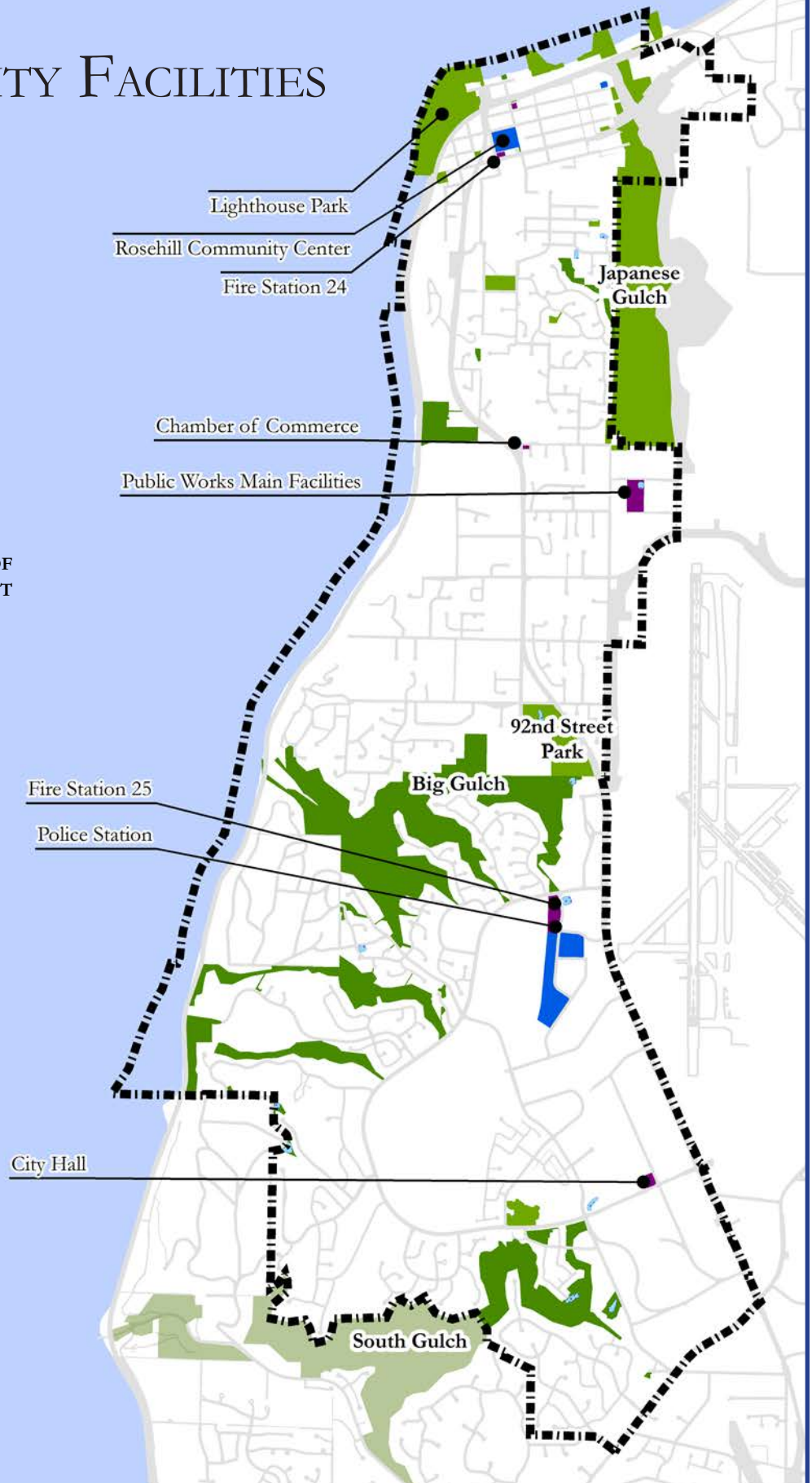
The GMA requires the Capital Facilities Element to account for all capital facilities within city limits that were paid for by public entities, not just city facilities. Therefore, this inventory of capital facilities includes those owned by the City of Mukilteo (Map 8) as well as those owned by the Mukilteo School District and the special utility districts that provide services to Mukilteo. Facilities owned by Mukilteo School District and the special utility districts can be found on Map 9: Outside Public Agencies Facilities.



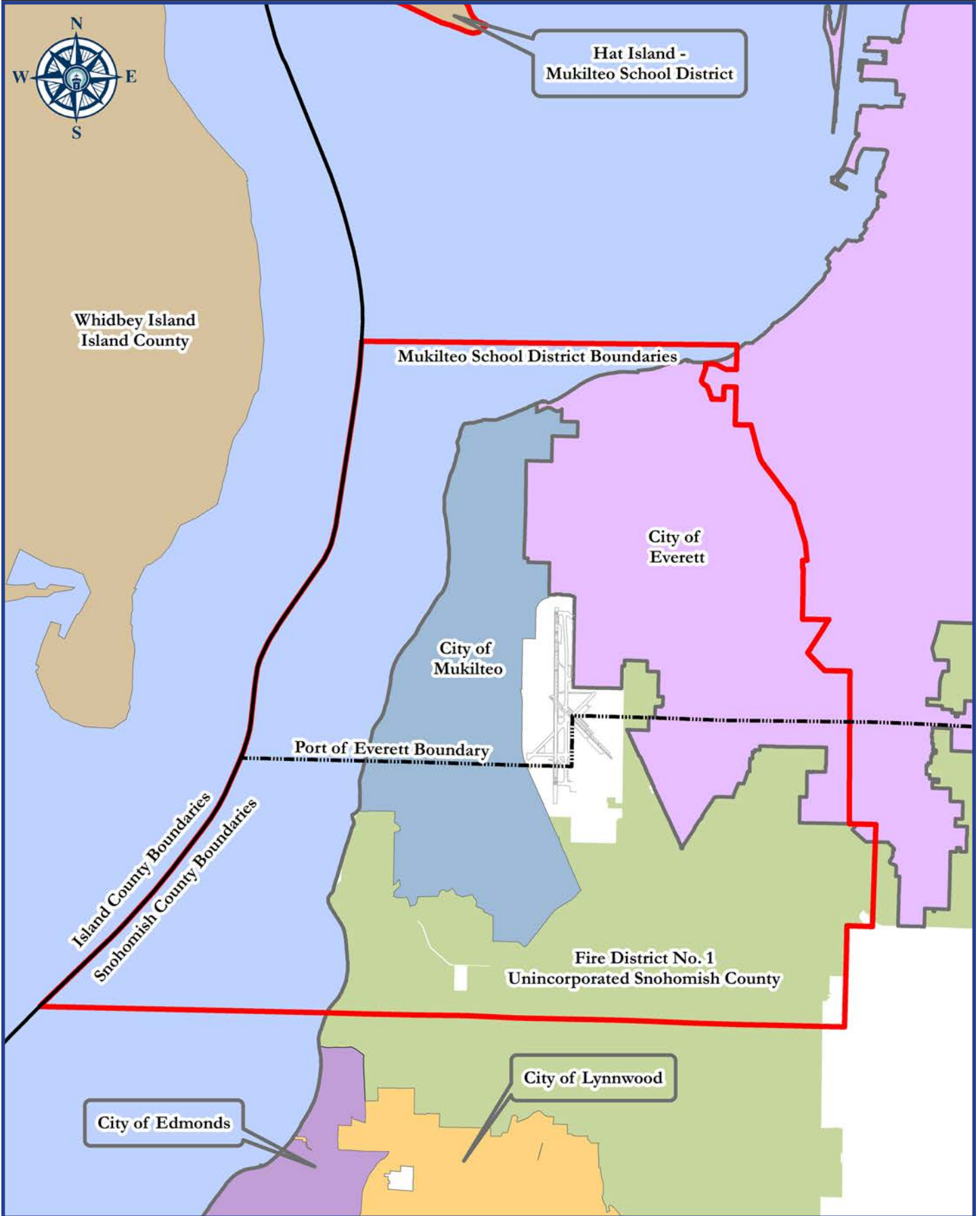
MAP 8: CITY FACILITIES

-  City Limits
-  Government Building
-  Open Space
-  Public Park
-  Recreation
-  Stormwater Facility
-  Right-of-Way

PLEASE NOTE: CITY FACILITIES OF LESS THAN A QUARTER ACRE ARE NOT SHOWN DUE TO GRAPHIC CLARITY.



MAP 9: OUTSIDE PUBLIC AGENCY BOUNDARIES





LEVEL OF SERVICE

Level of Service (LOS) standards are a tool that establishes benchmarks to determine the adequacy of public services provided. LOS is used to gauge whether there are adequate capital facilities to meet the standard and whether new or expanded facilities will be necessary to accommodate growth.

Washington State law establishes that “those public facilities and services necessary to support development shall be adequate to serve that development at the time the development is available for occupancy and use without decreasing current levels below locally established standards.” [RCW 36.70A.020(12)].

LOS standards are typically expressed as a ratio of facility capacity to demand. For example, a park LOS would most likely be stated as number of acres of parks per 1,000 people. However, LOS standards are quantitative and not qualitative. Therefore, they measure the output and not necessarily the outcome of providing public services.

LOS should reflect local values. Because the values and needs of each community differ, the LOS standards they adopt should reflect this uniqueness. When LOS standards are debated and adopted, it is important to acknowledge that sometimes desires have to be modified to reflect fiscal and physical realities.

If funding shortfalls or increases in demand make it difficult or impossible to meet LOS standards then either new revenue sources must be identified or the standard must be lowered.

CF1: THE CITY SHALL ADOPT LEVELS OF SERVICE STANDARDS AND OTHER BENCHMARKS THEN CONTINUOUSLY MONITOR THE ADEQUACY OF ITS CAPITAL FACILITIES TO MEET THOSE STANDARDS.

For details about specific adopted LOS standards refer to the Parks & Open Space and Transportation Elements.



CAPITAL PROJECT LISTS

Many variables can be considered when making decisions about which capital projects to undertake, be they projects to maintain or expand existing facilities or projects to build new facilities. To ensure the decision-making process accurately reflects the values and the needs of the community, the process must be methodical and predictable. It should be noted that because there currently are no deficiencies in the city's infrastructure nor will growth create new deficiencies, all of the projects on Mukilteo's capital project lists are aspirational and not required. All of the projects are intended to build upon the already high quality of life enjoyed in Mukilteo.

CF2: TWO CAPITAL PROJECT LISTS, A 6-YEAR AND A 20-YEAR LIST, SHALL BE ADOPTED ANNUALLY BY CITY COUNCIL RESOLUTION.

Projects on the 6-year list require detailed analysis of construction costs and financing requirements to ensure their feasibility. The 6-year capital project list should only include projects for which revenue sources have been identified. **The 6-year capital project list shall be reviewed annually and, if necessary, revised to accommodate projected demands and revenues (CF2a).** While costs for projects on the 20-year list should be estimated, because they won't be undertaken in the near future, identifying specific revenue sources to pay for them is not required. For the process to be predictable there should be a relationship between the 20-year and 6-year lists. **Projects added to the 6-year list shall always come from the 20-year list except for the rare circumstances where a deficiency arises unexpectedly (CF2b).** The City practice will be to adopt new capital



facilities lists every year by City Council resolution during the annual budget process.

Because there will always be a limit on how much money is available to pay for capital projects it is advisable to prioritize them. **Projects that address a current or projected deficiency are the highest priorities (CF2c).**

Generally, capital projects will be categorized as:

- City Facilities/Buildings
- Transportation (Roadways, Sidewalks, Bikeways)
- Stormwater
- Parks and Recreation
- Shoreline & Habitat Management

Many factors may be considered in compiling the project lists. Those factors could include urgency of the need, the cost, the availability of funds, the size, the length of time to construct, and more. However, to ensure the capital facility project lists reflect the needs and desires of the community, the most relevant factors should be identified. Some factors, independent of need, should be considered when placing a project on the list, especially given the fact there currently are very few existing or predicted capital facility deficiencies. **The following factors not related to addressing a deficiency, which are in priority order, should be considered when placing projects on the 20-year capital project list:**

1. **Protection of public health, safety and welfare.**
2. **Potential to receive grants or outside dollars to help pay for the project.**
3. **The severity and nature of threats the project would address.**
4. **The number of funding sources a project is eligible for.**
5. **Cost to operate and maintain the facility**
6. **Maintenance or redevelopment of existing facilities to extend their useful life**
7. **Conservation of energy and natural resources (CF2d).**

A ranking system shall be developed to determine the process by which projects on the 20-year list are moved to the 6-year list. The system shall be designed so:

- **Projects from each capital project category are on the 6-year list;**
- **The cost for ongoing operations and maintenance of the facility is considered;**
- **Priority is given to projects which:**
 - **fill service gaps;**
 - **serve the greatest number of people;**
 - **address gaps in service;**
 - **equitable distribution, both geographically and social-economically, of capital project dollars spent is considered;**
 - **are intended to meet state and federal requirements (CF2e).**

The following factors may be considered to prioritize the projects (this list is in priority order of importance):

1. **Improvements that increase safety and reduce threats to life and property.**
2. **Fulfill immediate Level of Service standard issues.**
3. **Resolve major infrastructure maintenance needs**
4. **Have financial commitments have in place.**
5. **Identified as having only a minor effect on maintenance or safety but reflect desires of the community (CF2f).**

It is natural to want to take advantage of unexpected opportunities when they present themselves. For capital projects unexpected opportunities can be new funding sources or the sudden availability of land or a facility for purchase. While these opportunities should be considered when determining if a project should be placed on a capital projects list, generally they should not be the only reason a project gets listed. **A project may be placed on a capital projects list solely because an unexpected opportunity presented itself, but not if doing so means reducing the city’s ability to address an inadequacy (CF2g).**

For some projects, volunteerism can lower the cost of the project itself or the cost to operate/maintain the facility built. **Volunteerism should be encouraged to lower costs to build, operate and maintain capital projects (CF2h).**

The physical environment that surrounds and pervades the Mukilteo built environment is the most significant factor in creating the livable and high-quality of life residents and visitors enjoy.

CF3: THROUGH SITE SELECTION AND DESIGN, OPPORTUNITIES TO MINIMIZE THE IMPACT OF CAPITAL FACILITIES ON THE ENVIRONMENT, AND IF POSSIBLE ENHANCE THE NATURAL ENVIRONMENT, SHOULD BE SOUGHT.

The mandatory requirement of the Capital Facilities Element is to ensure capital projects that address deficiencies are identified and funded. In part because the City does not face overwhelming deficiencies that must be addressed, this element can also provide guidance for capital projects that reflect community desires. **Capital projects whose primary objective is to protect the environment and enhance natural habitat should be considered, evaluated and constructed (CF3a).**



FINANCING

CF4: FINANCING PLANS FOR CAPITAL PROJECTS SHALL BE ACHIEVABLE, REASONABLE AND SHALL CONSIDER A VARIETY OF FUNDING SOURCES.

Identifying adequate revenue sources to pay for capital projects requires a broad approach. Revenue to pay for projects come from one or more of the city’s funds, including the city’s general fund, Real Estate Excise Tax (REET) Fund, Surface Water Management Enterprise Fund and other special funds. The revenue that is deposited in these funds has come from the city’s share of sales and property taxes, state and federal grants and loan programs, and impact mitigation fees collected from new development. However, there are other revenue sources available that have not been used. Both traditional and non-traditional funding sources can play a role in providing adequate funding for projects. **All available funding and financing mechanisms which a capital project is eligible to use should be considered when developing a financing plan for that project (CF4a).** The following table lists revenue sources that can be used to help pay for capital projects and describes any limitations on how the funds can be spent.

State Motor Vehicle Fuel Tax	Transportation Projects
Transportation Impact Fees	Transportation Capacity Projects
Transportation Benefit District	Transportation Projects
Local Improvement District	Projects for Specific Geographic Areas
Grants	
<i>Recreation and Conservation Office (State)</i>	Parks, Recreation, and Habitat Projects
<i>Conservation Futures Fund (County)</i>	Parks and Open Space Acquisition
<i>Safe Routes to Schools (State)</i>	Sidewalks
<i>Federal</i>	As Appropriated
<i>Direct State Legislative Funding</i>	Awarded for a specific project and not related to a grant program
<i>General</i>	As Appropriated
Stormwater Management Fees	Surface Water Infrastructure Projects
Park Impact Fees	Park Capacity Projects
<i>Real Estate Excise Tax - REET I</i>	General Purpose Capital Improvement
<i>Real Estate Excise Tax - REET II</i>	Capital Projects Listed in the Comprehensive Plan
Sales Tax & Utility Taxes	Typically Used to Fund Operations
Local Infrastructure Finance Tool	Public Infrastructure Improvements
Public Works Trust Fund	Streets and Surface Water Infrastructure
General Obligation Bonds	

Currently, all new development in Mukilteo is required to pay traffic mitigation fees and all new residential development is required to also pay park mitigation and school mitigation fees. While the City collects all

impact mitigation fees, the school mitigation fees are forwarded to the Mukilteo School District so the district can increase its capacity to accommodate new students as necessary. Impact mitigation fees can help fund capital projects designed to address capacity deficiencies that result from new development but cannot be used to address existing deficiencies. These programs are designed to ensure the costs to expand the capacity of streets, schools and parks to meet the increased demands created by new development is not entirely borne by existing taxpayers. **Impact mitigation fee regulations shall be regularly reviewed to ensure they reflect current information, potential projects, and estimated costs (CF4b).**

The City should continuously monitor new development and how it impacts the ability of existing facilities to meet needs and standards. If additional or improved facilities are necessary to meet the demand generated by new development, the developers are responsible for paying for them and to ensure they are operational at the time the new development is available for occupancy. **The cost of expanding existing or building new capital facilities to meet the demands created by population growth shall be paid by new development. It shall not be borne by existing taxpayers (CF4c).** New development can pay for the capital facilities directly by building them or through payment of impact mitigation fees.

In addition to impact fees, the city can fund capital projects from its own funds and/or use state and federal grant and loan programs. The City also has other potential sources for funds that are not used frequently and may not be the most desirable, but still should always at least be considered. The City should consider selling land assets or facilities that are not needed to meet LOS standards or for the delivery of the services. **Any funds generated by a sale should be used on capital projects designed to meet a level of service standard or to provide a new service (CF4d).**

Virtually no community ever has an adequate revenue flow to fund all of its identified capital projects in its long-term (20-year) vision. Capital planning is a long-term challenge that requires discipline to achieve. That discipline is especially important to fund large very high-cost projects. **Funding for extremely high-cost projects which cannot reasonably be paid for through a single year budget allocation, may be secured by setting aside dollars every year over a period of years to compile the necessary funds or by issuing debt (CF4e).** Extra steps may be necessary to protect the integrity of the city's capital project process when saving for a large capital project that will take several years. **Except for the most extraordinary circumstances, funds designated for a project over multiple years shall not be spent on any other capital project or to fulfill another financial need (CF4f).** Also, **high-cost capital projects for which funding must be accumulated over several years shall not be started until funding for the entire project has either been banked or identified (CF4g).**

FORECAST

The Growth Management Act is intended to not only direct growth to urban areas but also to anticipate the impacts that growth will cause and plan accordingly. This is why a forecast of future needs is a required part of the Capital Facilities Element. The forecast should identify improvements necessary to address existing deficiencies or to preserve the capacities of existing facilities and to identify improvements necessary to accommodate new development. Because Mukilteo is nearly fully developed it is not expected future growth will create any additional deficiencies in capital facilities. However, that doesn't mean the City should not concern itself with analyzing the impacts of growth on capital facilities.

CF5: THE CITY OF MUKILTEO SHALL CONTINUE TO ASSESS THE ADEQUACY OF ITS OWN CAPITAL FACILITIES TO MEET CITY STANDARDS AND SHALL WORK WITH ALL OUTSIDE SERVICE PROVIDERS TO DETERMINE THEIR ABILITY TO CONTINUE TO MEET THEIR SERVICE STANDARDS OVER THE 20-YEAR TIME FRAME OF THE COMPREHENSIVE PLAN.

Coordination between the City and the providers of services to Mukilteo can improve the efficiency of service delivery. **Mukilteo should work with other agencies to coordinate capital infrastructure projects to reduce project costs and the frequency of disruption due to construction activity in the same locations (CF5a).**

The Capital Facilities Plans adopted by public entities that own or operate facilities or programs in Mukilteo are hereby referenced. Capital facility and land use decisions made by the City should be consistent with those plans and if not, efforts shall be made to achieve consistency.

School mitigation impact fees are collected by the City so new development will help pay for the cost to expand school capacities necessary to accommodate that new development. The most recent version of the Capital Facilities Plan of Mukilteo School District No. 6 is expressly incorporated into this Capital Facilities Element of the City of Mukilteo Comprehensive Plan as the basis for imposing school impact mitigation fees as provided for by the GMA.

Capital facilities can become deficient if demand increases, LOS standards are raised, or if deterioration of the facility reduces their capacity or makes their operation inefficient. **The City of Mukilteo should strive to ensure proper maintenance of capital facilities is regularly performed in order to reduce the rate of deterioration of facilities(CF5b). The City of Mukilteo shall identify deficiencies in capital facilities based on adopted levels of service and facility life cycles, and determine the means and timing for correcting these deficiencies (CF5c).**



Mukilteo Water District

The Mukilteo Water District was formed in 1920 and is the oldest active district in the State of Washington, providing service to Mukilteo and South Everett areas. The District was authorized to provide sewer service to its South Everett customers in 1975. In November 2007 voters approved the merger of Olympus Terrace Sewer District and the Mukilteo Water District. In 2008 the name was changed to Mukilteo Water and Wastewater District. Olympus Terrace Sewer District had been created in 1969 to provide sewer service to the subdivision of Olympus Terrace and expanded over time to eventually provide sewer service to the greater Mukilteo area.

- Credit to Mukilteo Water & Wastewater District



UTILITIES

Utilities, which include water, sanitary sewer, electricity, stormwater sewer, natural gas, and telecommunication (telephone, cable, Internet) are the backbone of the Built Environment. The Growth Management Act only allows new development in areas where the utility infrastructure is adequate to provide the necessary services to support the populations that will occupy the new development. When this is the case, the infrastructure is said to be “concurrent”. Adequate utilities are necessary to maintain a community’s livability and to protect the natural environment.

To ensure adequate facilities for the growth and redevelopment of the city, this element identifies the location and capacity of existing and planned utilities. Because the City of Mukilteo only provides one utility (stormwater) the element includes information beyond city limits and includes policies promoting collaboration with the special districts, agencies, and companies that provide the other utilities. To better serve customers in Mukilteo, the City has entered into franchise agreements with both the Mukilteo Water & Wastewater District and with the Alderwood Water & Wastewater District. The franchise agreements allow the City to regulate the use of its right-of-way by utilities in a manner that allows the utilities to operate efficiently but also protects the public’s general welfare.

There are also policies directed towards protecting the natural environment and mitigating the negative aesthetic impacts associated with utilities. These policies are meant to implement the goal of providing cost-effective and efficient levels of public facilities and services which are consistent with the City’s overall goals and policies.

UTILITIES - GENERAL POLICIES

Utilities in the City of Mukilteo tie into the livable and aesthetic pleasures of the community. In order to ensure that a healthy built environment of the City is maintained, the policies below provide direction for programs, development, and redevelopment that will minimize adverse impacts on the community.

UT1: THE LOCATION, CONSTRUCTION, OPERATION, AND MAINTENANCE OF UTILITIES SHALL MINIMIZE IMPACTS TO THE NATURAL AND HUMAN ENVIRONMENT BY USING CURRENT BEST MANAGEMENT PRACTICES TO ENSURE SAFETY AND PROTECTION OF PUBLIC HEALTH, SAFETY, AND WELFARE.

Most of Mukilteo that was developed pre-1980 is serviced by overhead power lines which have a negative impact on aesthetics and the livability of a city. These power lines are maintained and operated by the Snohomish County PUD. The cost to move power lines underground is significant. The question to ask is, should limited city revenues be spent on relocating overhead power lines; something that is desirable but not essential when there are other infrastructure improvements that are necessary. **To minimize the visual impact of power and telecommunication lines, new lines shall be located underground (UT1a).**

At times, despite the negative aesthetic impacts of locating utilities above-ground the only feasible, functional, and practical thing to do is to locate them above ground. Examples of this include electrical substations, stormwater ponds, sewer treatment facilities, water tank reservoirs, and cell telephone antennas. With the exception of stormwater infiltration facilities such as bioswales and rain gardens, when it is necessary to place utilities above ground, they shall be screened, concealed and/or camouflaged. **Where possible, above-ground utilities shall be located within a fully-enclosed building, or surrounded with sight-obscuring fencing or landscaping, or located out of the public and/or private view (UT1b).**





As society becomes more reliant on wireless networks for daily communication and functions, the proliferation of antennas and towers will continue to occur. Methods to limit their visual impact includes requiring them to co-locate on existing facilities when available, not allowing them to be any higher than necessary, and to conceal them using innovative technologies. **The co-location and concealment of utilities should be encouraged when there are opportunities to do so without imposing severe added costs to construct, operate, and/or maintain the utilities (UT1c).** For instances where co-location is not feasible, flexibility and creativity to incorporate utilities into the landscape through the use of camouflaging, interactive artwork, and other innovative means should be considered.

Federal law plays a large role in how a city may regulate the location of telephone cell towers or Wireless Communication Facilities (WCFs). While cities are specifically authorized to enact regulations regarding the placement, construction, and modification of WCFs, those regulations may not discriminate among providers of equivalent services, prohibit or have the effect of prohibiting the provision of personal wireless services, or base siting decisions on the basis of environmental effects of radio frequency emissions. Also, case law has evolved so that local regulations may not impede a provider's ability to fill gaps in service availability. One way to provide the City with the ability to limit the proliferation of WCFs without violating Federal regulations would be to conduct its own citywide analysis to determine the best places to provide cell coverage. With that analysis the City would not have to rely on the expert analysis provided by cell tower applicants and may also be able to require WCFs to be built at specific locations for larger scale towers and recommend coverage options for smaller towers. **The City of Mukilteo should consider adopting a Wireless Communications Facility Master (WCF) Plan based on the evaluation by a qualified consultant to determine ideal locations for WCFs taking into consideration the area's topography and current provider cell coverage areas. The City should then amend its WCF regulations to implement the plan to limit the proliferation of WCFs while remaining consistent with Federal regulations (UT1d).**

UT2: CONSERVATION MEASURES AND PROGRAMS TO REDUCE SOLID WASTE AND INCREASE RECYCLING SHOULD BE CONSIDERED.

While the City doesn't operate a solid waste disposal utility, its residents and businesses certainly contribute to the solid waste stream. Programs that encourage Mukilteans to reuse and recycle will reduce the amount of solid waste generated in the city and will indirectly help enhance the quality of life enjoyed in Mukilteo.

UT3: THE CITY SHOULD COORDINATE WITH OUTSIDE UTILITY PROVIDERS TO ENCOURAGE COST-EFFECTIVE ENERGY CONSERVATION MEASURES, PROMOTE ENERGY EFFICIENCY PROGRAMS, AND CREATE RENEWABLE ENERGY GENERATION RESOURCES.

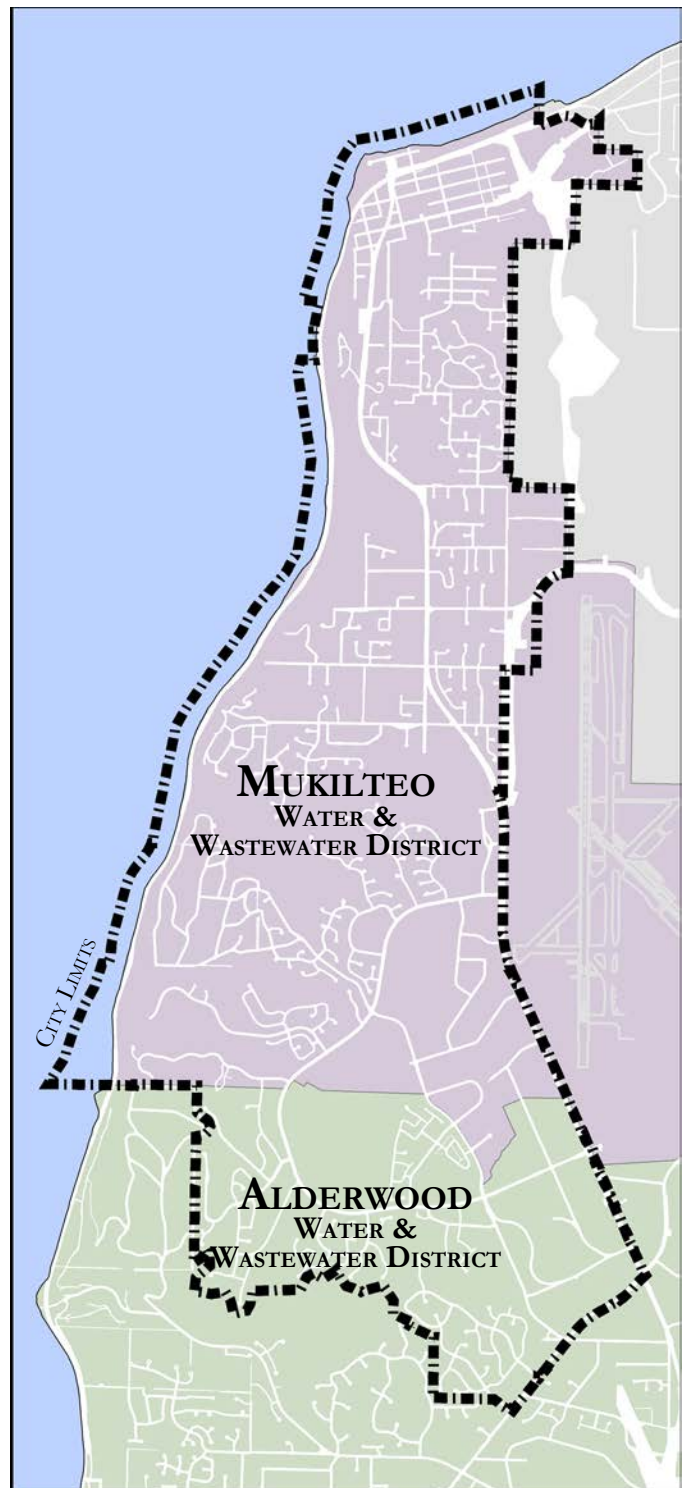
A primary goal of the Snohomish County PUD is to be sensitive to the natural environment in their planning, construction, and operations. Mukilteo can complement this goal with policies such as, **the City should investigate programs that encourage developers and homeowners to install energy-efficient products and services (UT3a)**, like LED lighting for homes and street lights. Supporting this PUD goal can ensure that future demand for electricity within the City of Mukilteo is met in a sustainable manner, including using innovation to arrive at building designs which promote energy efficiency in both the existing and future building and housing stock. Another way to support this is to consider incentive programs which can include retrofit programs, new construction programs, and solar power incentives. The City is committed to preserving and protecting the natural environment and will look at all options when planning for energy conservation and sustainability.



WATER & SEWER UTILITY

Multiple agencies provide utilities to Mukilteo. Unlike electricity and natural gas, where one outside agency is the sole provider for each – Snohomish County PUD for electricity and Puget Sound Energy, for Natural Gas – potable water and sanitary sewer service in the city are provided by both Mukilteo Water & Wastewater District for the north part of the city and Alderwood Water & Wastewater District for the south part. The current configuration of the two Districts is the result of evolution over the years as earlier providers of these services merged and reorganized. In the years before the 1991 annexation of Harbour Pointe into the city, water was provided by the Mukilteo Water District and sanitary sewers and waste treatment were done by the City of Mukilteo and the Olympus Terrace Sewer District. Now the City is out of the sanitary sewer and waste treatment business and the Olympus Terrace Sewer District merged with the Mukilteo Water District in 2007 to create the Mukilteo Water & Wastewater District.

UT4: DEVELOPMENT APPLICATIONS SHALL BE REVIEWED BY THE MUKILTEO WATER & WASTEWATER DISTRICT OR THE ALDERWOOD WATER & WASTEWATER DISTRICT FOR ADHERENCE TO THE DEVELOPER EXTENSION STANDARDS OF THE RELEVANT DISTRICT AS DETERMINED BY THE LOCATION OF THE DEVELOPMENT.



UT5: THE CITY SHALL ENCOURAGE AND WORK WITH THE MUKILTEO WATER & WASTEWATER DISTRICT AND THE ALDERWOOD WATER & WASTEWATER DISTRICT TO HELP IMPROVE THEIR SYSTEMS AND EFFICIENCIES.

Adopted standards which support fire protection efforts, including a **program to replace undersized water lines and improve fire hydrants' location in accordance with the most current National Fire Protection Association (NFPA) standards and Fire Marshal recommendations which will help maintain the City's fire protection rating should be implemented (UT5a). Development standards should also integrate the most cost-effective solutions to upgrade water and sanitary sewer systems as necessary to meet State and Federal requirements while providing the best service to the public (UT5b).** A basic principle required to provide for the efficient operation of water and wastewater utilities is to have a regular inspection and maintenance program. Such programs rely on the utility's ability to access those facilities. **To facilitate inspection and maintenance of water and sanitary sewer lines and to allow water lines to be looped in order to enhance water quality and service reliability, all water and sewer lines should be located in easements (UT5c).**

The use of septic systems for waste disposal in the city has decreased over the years. Developments such as Elliot Pointe extended sanitary sewer service up Goat Trail Road which then provided areas that previously used septic with the opportunity to connect to a sanitary sewage system. However, there are still a few areas in Mukilteo on septic systems. **The extension of sanitary sewer lines to un-sewered areas of the City shall be encouraged subject to availability of treatment capacity (UT5d).** This is also true for new development. **New development shall connect to a sanitary sewer system or be fit with dry sewers in anticipation of connection to the sewer system (UT5e).**

UT6: THE CITY SHOULD SUPPORT THE WATER UTILITIES' WATER CONSERVATION PROGRAMS AND CREATE AND PROMOTE ITS OWN CONSERVATION PROGRAMS.

Because water is a precious and limited resource the State of Washington Legislature passed the 2003 Municipal Water Law which provided municipal water providers flexibility in the use of water rights while at the same time requiring those providers to use water efficiently. The goal is to ensure a safe and reliable supply of drinking water to meet current and future needs. In January 2007, the State Department of Health adopted the Water Use Efficiency (WUE) Rule which requires utilities to publish water savings goals and implement specific water saving measures to achieve those goals. Those measures can include offering its customers low-flow retrofit kits, rain barrels, high-efficiency toilet rebates, leak detector kits, public outreach and education, and conservation pricing. The City should consider ways to support those programs and/or offer its own complementary programs which could include, but are not limited to, promoting the use of reclaimed water, requiring drought tolerant plants to meet landscaping requirements and restricting times and frequency of when lawn and garden sprinklers may be used.

MAP 10: NON-CITY UTILITY FACILITIES



City Limits

Mukilteo Water & Wastewater District

- M Sanitary Sewer Lift Station
- ★ Big Gulch Wastewater Treatment Plant
- Drinking Water Reservoirs

Alderwood Water & Wastewater District

- A Sanitary Sewer Lift Station
- ★ Picnic Point Wastewater Treatment Plant

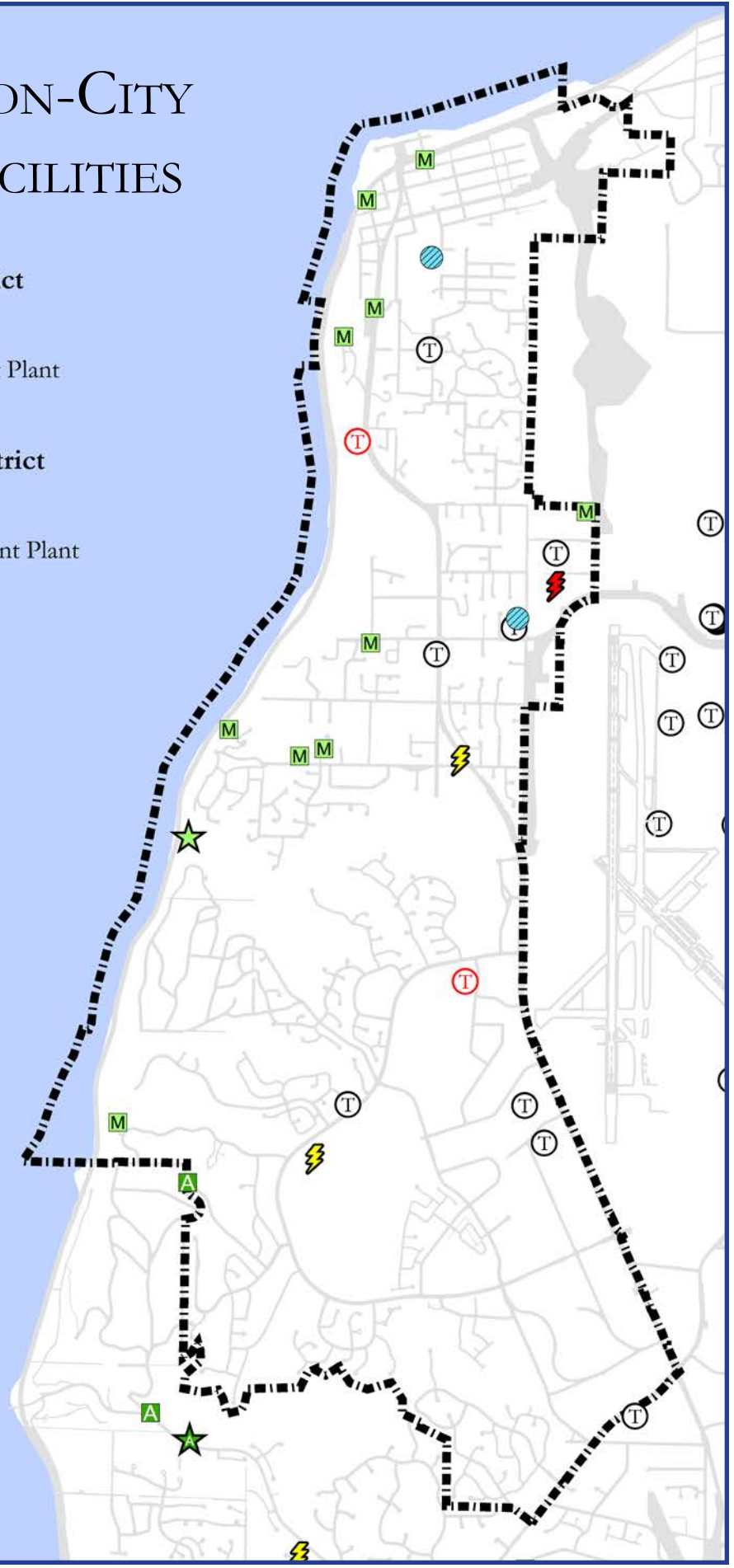
Cellular Towers

- T Active Towers
- T Future Towers

PUD Substations

- ⚡ Existing PUD Facilities
- ⚡ Future PUD Facilities

Right-of-Way



SURFACE WATER DRAINAGE UTILITY

The City of Mukilteo is committed to managing its surface water in ways that support beneficial uses, reduce damage to property, and prevent threats to human health and safety. It is desirable to conserve and, where practical, to enhance the surface water quality in the City through preservation or modification of drainage features.

One source of guidance is the National Pollutant Discharge Elimination System (NPDES) permit program whose intent is to protect and restore the health of water bodies. This program is required under the Federal Clean Water Act through the authority provided to the Federal Environmental Protection Agency (EPA). EPA has delegated its permit authority to Washington State Department of Ecology (DOE). To meet the requirements set by EPA and DOE, the City has identified policies to reach the goals of a natural environment and healthy built environment.

UT7: SURFACE WATER MANAGEMENT PLANNING AND OPERATIONS SHALL COMPLY WITH CITY, STATE, AND FEDERAL SURFACE WATER REGULATIONS AND BE CONSISTENT WITH THE CITY OF MUKILTEO COMPREHENSIVE PLAN.

The City's design standards and development regulations are regularly reviewed so they are up to date and best management practices are required. Future updates shall ensure **new and reconstructed stormwater collection, conveyance, and treatment systems and the construction and reconstruction of streets shall comply with all NPDES requirements and City design standards (UT7a).**

Periodic updates of the City of Mukilteo Surface Water Management Plan (or its equivalent) shall be undertaken as needed to ensure the surface water management utility is effective and rates are adequate to finance the operation of the utility (UT7b). The Stormwater Management Plan and other documents shall provide that:

- **Only stormwater shall be allowed to be discharged into the stormwater system (UT7c).**
- **Drainage, flooding, and stormwater run-off impacts shall be minimized to the maximum extent practical in land use development proposals and City operations (UT7d).**



LOW IMPACT DEVELOPMENT

“Low Impact Development (LID) is a stormwater and land use management strategy that strives to mimic pre-disturbance hydrologic processes of infiltration, filtration, storage, evaporation and transpiration by emphasizing conservation, use of on-site natural features, site planning, and distributed stormwater management practices that are integrated into a project design.” [Stormwater Management Manual for Western Washington; Washington State Department of Ecology, 2014.](#)

As mentioned in the definition above, Low Impact Development best management practices include taking advantage of existing natural features allowing discharging into “waters of the state” such as streams and wetlands.

UT8: STREAMS AND WETLANDS SHOULD BE AN INTEGRAL PART OF THE STORMWATER MANAGEMENT PROGRAM, PROVIDED THEY ARE PROTECTED FROM THE NEGATIVE IMPACTS CREATED BY ALTERED FLOW REGIMES AND POLLUTANT SOURCES.

In order to incorporate wetlands and streams into the stormwater system **a stormwater management program using best management practices should be implemented for flow control and water quality treatment that protects wetlands and streams from impacts generated by upstream development and should include planning at the watershed basin scale (UT8a).** Also, during project review, code amendments, and design, **the preferred development and redevelopment stormwater management alternatives are low impact development strategies and the protection of critical areas, major wetlands, and drainage functions (UT8b).** Techniques that protect wetlands and other critical areas which play a positive role in improving water quality and mitigating peak flows should be considered, including but not limited to, delineating their locations, adopting additional land use regulations to protect them, and purchasing of development rights (UT8c).

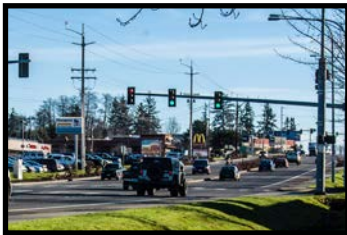




Transportation To Everett

Transportation to Everett was either by boat or train. Fares were 10 cents. The boat was the more convenient. It ran more often. The road to Everett [now 5th Street & Mukilteo Blvd] was started after 1915. At first there were no buses. A few people with private cars used to carry passengers. Sometimes the cars would be so crowded that the people would hang on for dear life! It was really funny. On rainy days, the road would be so muddy that people would have to get out of the cars and walk up Powder Mill Hill.

- Credit to Mrs. Bartle Kane featured in Opal McConnell's
Mukilteo Pictures and Memories



TRANSPORTATION

With a state highway, state ferry terminal, and a Sound Transit commuter rail station all within Mukilteo’s city limits, transportation issues impact how Mukilteans live their lives and conduct their business. Transportation is also a focus of the Growth Management Act (GMA) which is why all Comprehensive Plans must include a Transportation Element. One of the GMA’s goals is to “encourage efficient multimodal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans” (RCW 36.70A.020[3]).

Transportation Elements are required to not conflict with county, regional and statewide transportation plans and policies and should be complementary to transit agencies’ long range plans. Therefore, in drafting this element the following planning documents were accounted for:

- Snohomish County’s Transportation Countywide Planning Policies
- Puget Sound Regional Council’s “Transportation 2040”
- Washington Transportation Plan (2007-2026).
- Community Transit’s Long Range Transit Plan
- Sound Transit’s Long Range Plan

Because a city’s Transportation Element must be consistent with its Land Use Element, the transportation infrastructure described in the Transportation

Element must be able to support the densities and uses envisioned by the Land Use Element. The Transportation Element must also include an inventory of transportation facilities and transit systems, forecast traffic 20 years into the future, have a pedestrian and bicycle component, and address demand management strategies to reduce vehicle miles traveled.

With vacant developable land in the city comprising a mere 1.9% of the total city area and very limited opportunities for the types of redevelopment that might generate significant traffic and transit impacts, in reality the City of Mukilteo's land use policies will have little impact on transportation conditions. The two single largest sources of traffic in Mukilteo are the Mukilteo-Clinton ferry service and The Boeing Company manufacturing plant in Everett. The traffic they generate generally just passes through the city and stays on SR525 but creates most of the congestion issues. The level of service at the various SR525 intersections is significantly lower than would otherwise be without these two traffic generators. However, the City does not have any regulatory authority over the ferry or Boeing facilities. This is not to imply the City is powerless to deal with traffic congestion, but rather to say the solutions will not be simple.

It is estimated 93.7% of the vehicular traffic on SR525 is currently generated by these and other sites outside of city limits. The level of service at the various SR525 intersections is significantly lower than they would otherwise be without these two traffic generators.

The 2040 traffic forecast predicts the most heavily congested portion of SR525 (between the SR525 Spur and Beverly Park Road) will see a 13.4% increase in trips. Nearly 85% of that increase will come from places outside of Mukilteo. However, the City does not have any regulatory authority over any of these traffic generators. Even if no new development or redevelopment occurred in the City of Mukilteo in the next 25 years, the negative impacts associated with increased vehicular traffic congestion will be significant. This is not to imply the City is powerless to deal with traffic congestion, but rather to say the solutions will not be simple and will have to be focused outside of city limits to be effective.

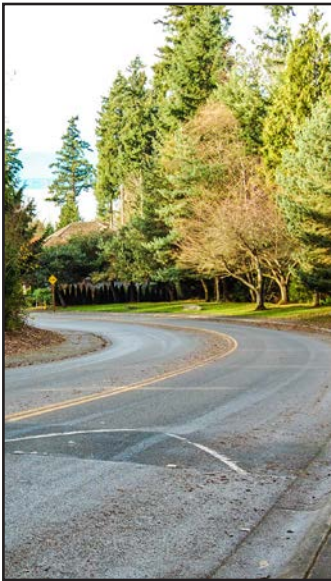




VEHICULAR TRAFFIC

Mukilteo's geography is approximately 5.5 miles long and only 1.9 miles wide at its widest (0.8 miles wide at its narrowest), and there is only one uninterrupted north-south vehicular route through the entire city – SR525 (Mukilteo Speedway). Vehicular entryways into the city are limited by Puget Sound on the west and north and Snohomish County Airport – Paine Field and Japanese Gulch on the east. In effect, there are only five vehicular entryways into Mukilteo:

- From the north: Mukilteo-Clinton ferry and 5th Street
- From the east: SR526, Beverly Park Road
- From the south: SR525.



Further constraining the transportation system are the city's numerous gulches which severely limit the number of optional routes. As a result, Mukilteo's dependence on SR525 to move vehicles cannot be overstated.

TR1: MINIMUM LEVELS OF SERVICE FOR ROADWAYS SHALL BE ADOPTED AND A REVIEW SYSTEM IMPLEMENTED TO ENSURE NEW DEVELOPMENT AND/OR CONDITIONS DO NOT CAUSE LEVELS OF SERVICE TO DROP BELOW THE ADOPTED STANDARDS EXCEPT UNDER EXTRAORDINARY CIRCUMSTANCES.



Levels of Service (LOS) are standards that measure and rates the amount of travel delay at intersections. They provide criteria to help elected officials determine if components of a transportation system are operating consistent with desired levels of performance. Most LOS criteria addresses the delays experienced by drivers and other street system users – usually at intersections. However, accident data can also be a rating consideration. Ratings for intersections are on an A to F basis. An A rating means the intersection is working with virtually no delay, while an F rating indicates there are excessive delays for drivers, bicyclists and pedestrians to get through the intersection.

The following Level of Service (LOS) standards shall be used to evaluate critical road segments, intersections, arterials or local road/streets (TR1a):

Principal and Minor Arterials	E
Intersections at Principal and Minor Arterials	E
Collector Streets and Local Roads/Streets	D

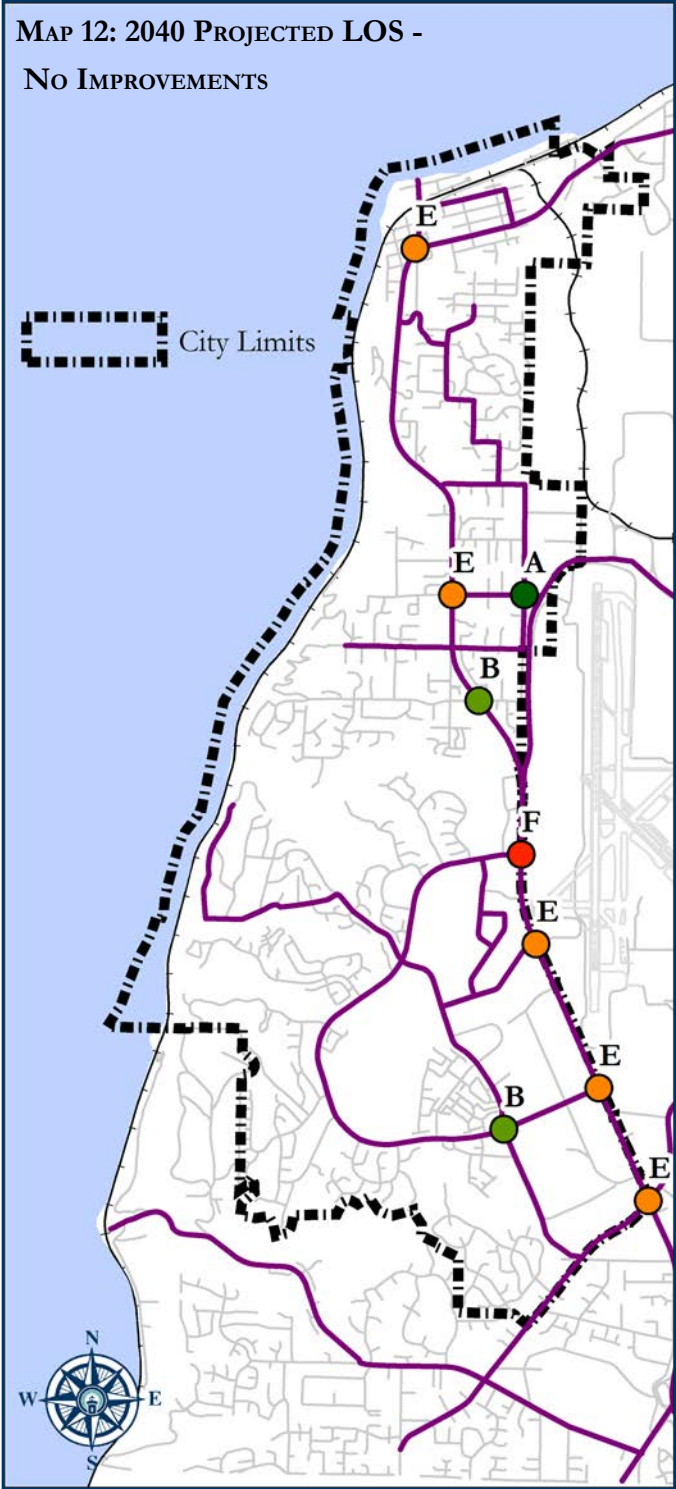
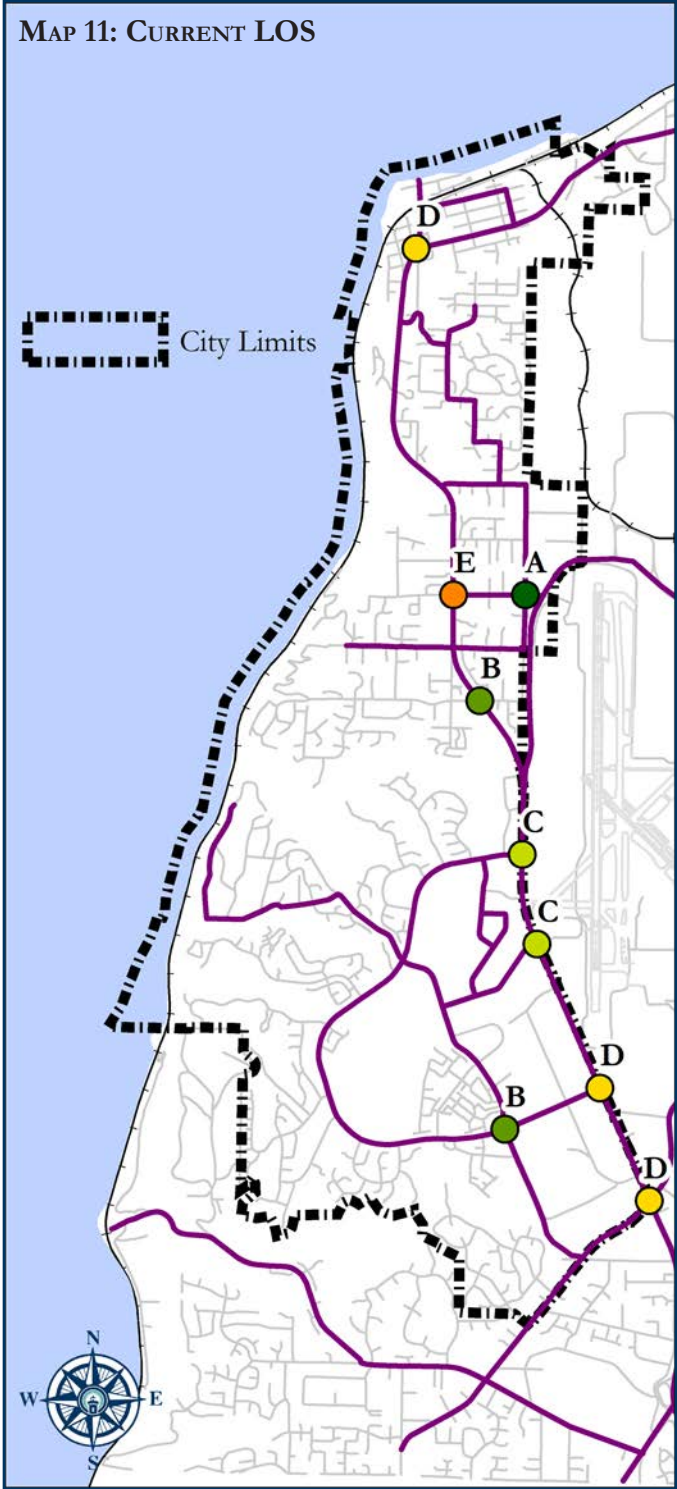
When an intersection falls below the Level of Service (LOS) standard, sometimes a capital improvement project can improve the situation. **LOS ratings should be the primary basis for prioritizing capital transportation projects and allocating city resources. However, documented safety issues should be assigned the highest priority even if the LOS standard is being met when considering resource allocation (TR1b).** Map 11 show the current LOS ratings for key intersections in Mukilteo while Map 12 forecasts how those will change in 20 years given anticipated growth with no capacity improvements projects.

As required by the GMA, the Washington State Department of Transportation (WSDOT) has identified SR525 and SR526 in Mukilteo as Highways of Statewide Significance. Mukilteo is required to include SR525 and SR526 in its inventory of essential facilities. The City cannot deny development based on impacts to SR525 and SR526. In other words, the two state routes in Mukilteo are excluded from local concurrency requirements. The WSDOT standard that applies to Mukilteo’s state routes is LOS “E/mitigated,” meaning that congestion should be mitigated through alternative means of travel such as transit when the PM peak hour LOS is worse than LOS E.

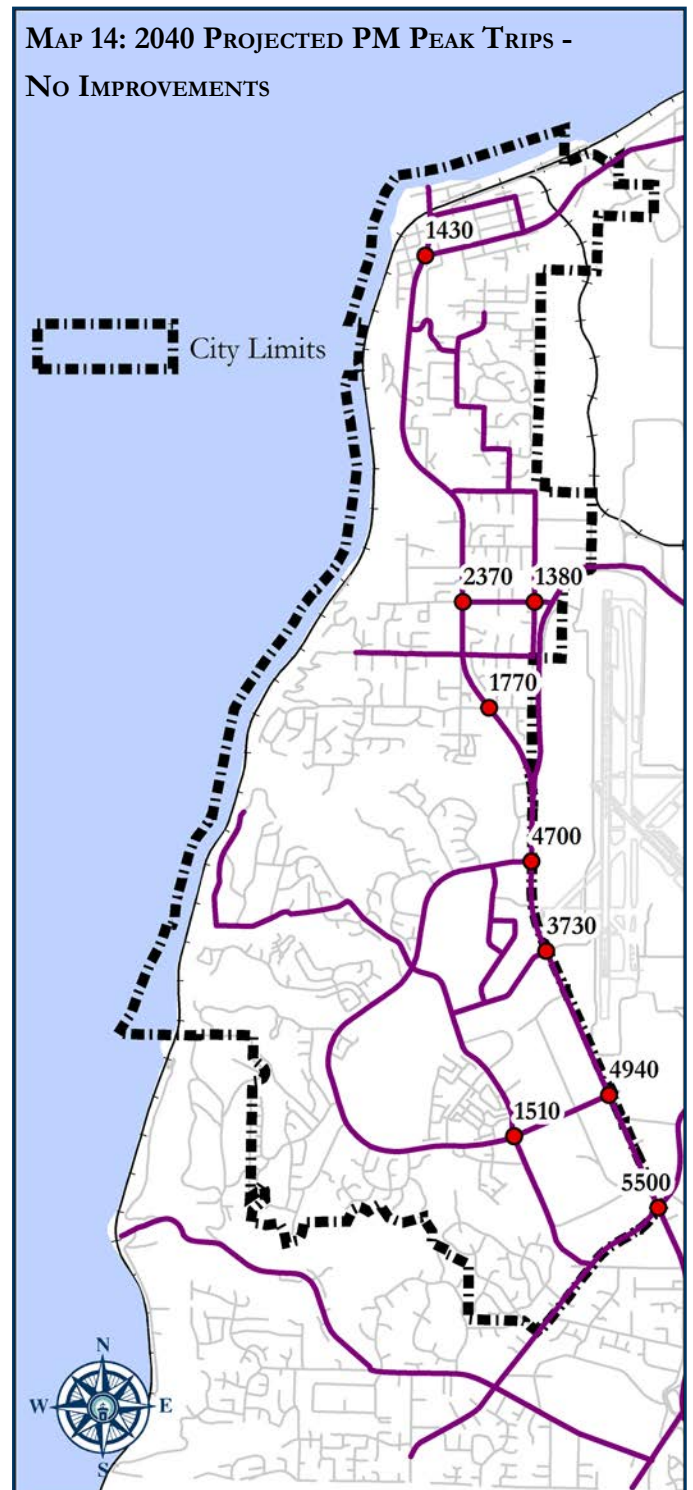
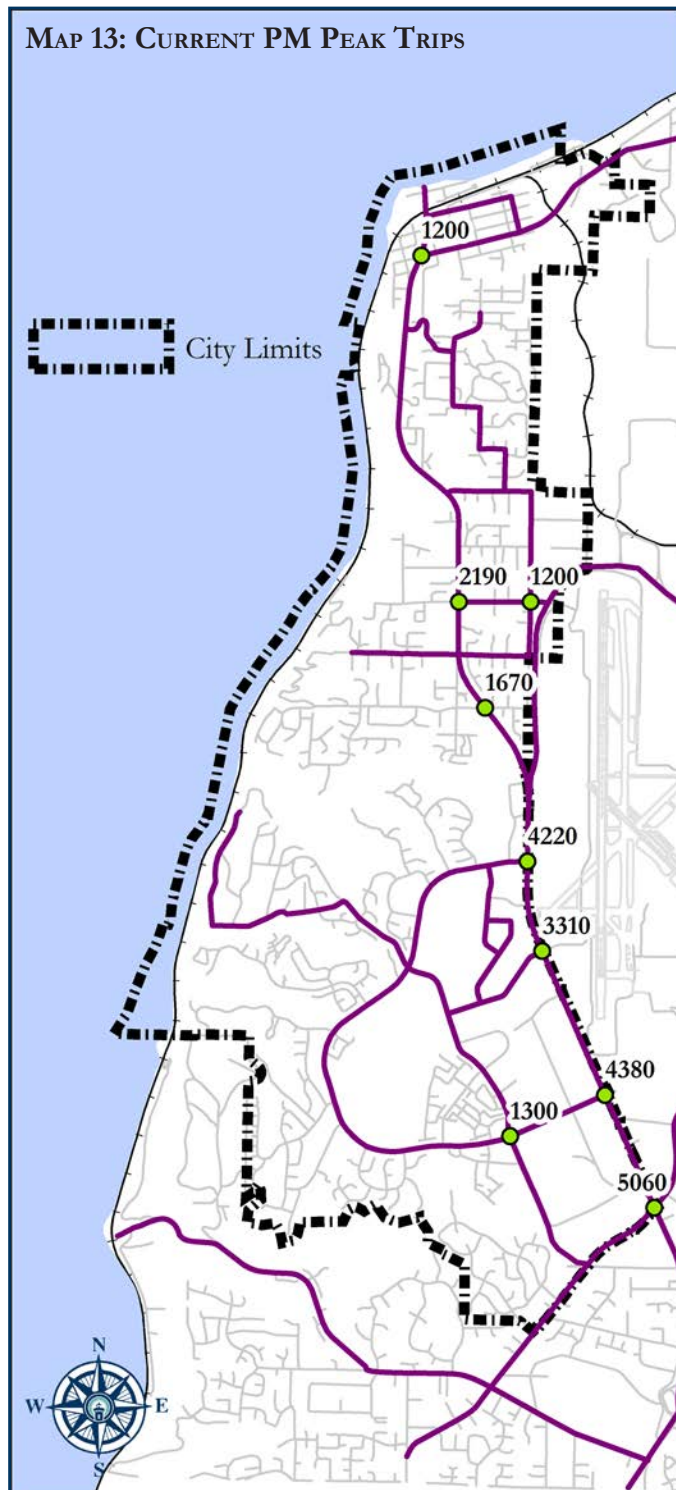
Vehicular congestion on roadways and intersections is expressed as the number of P.M. Peak Hour Trips. Map 13 shows the current P.M. Peak Trips and Map 14 forecasts how those will change in 20 years of growth. In Mukilteo the P.M. Peak Hours are 4-6 P.M. The adequacy of intersections to handle congestion is stated as LOS which is rated during peak trip hours. The number of lanes and other factors determine an intersection’s capacity and thus affect its LOS. While intersections with an LOS A would have free-flowing traffic all the time those with LOS F impose delays, sometimes requiring vehicles to wait through multiple signal cycles before they can make their way through the intersection. The Transportation Element of the comprehensive plan must measure current P.M. Peak Hour Trips and LOS levels and forecast those out 20 years. If LOS levels are projected to fall below adopted standards then projects to increase the capacity of roadway sections and intersections and thus improve the LOS must be identified to prevent LOS levels from dropping to unacceptable levels.



CURRENT AND PROJECTED LEVEL OF SERVICE



CURRENT AND PROJECTED PM PEAK TRIPS

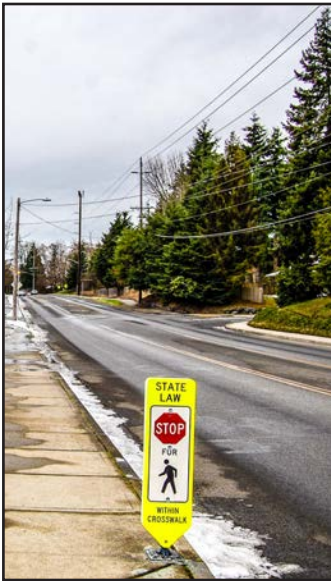




The sustainability of Mukilteo's vibrant economy is dependent on future development and redevelopment of properties. As the community evolves and grows, additional vehicle trips will surely increase traffic congestion and impact the functionality of the City's transportation system.

A core GMA concept is to require new development to pay for its proportionate share of the cost of infrastructure improvements necessary to accommodate growth. The mitigation can be provided through construction of new or improved facilities and/or through payment of a Transportation Impact Fee.

TR2: FUTURE DEVELOPMENT SHALL BE REQUIRED TO PAY ITS PROPORTIONATE SHARE OF THE COST TO INCREASE THE CITY'S TRANSPORTATION SYSTEM'S ABILITY TO HANDLE THE ADDITIONAL TRAFFIC GENERATED BY THE DEVELOPMENT.



There are several ways to ensure future development pays its proportionate share to mitigate the impacts of the traffic it generates. **If a development's traffic impacts cause any part of the City's street system to fall below adopted standards, transportation improvements shall be required to provide added capacity to the system and to ensure its continuing operation (TR2a).**

The City of Mukilteo has adopted a Transportation Impact Fee program as a way to ensure future development pays for a proportionate share of the cost to mitigate impacts to the transportation system associated with new development. Mitigation can also be provided with construction of new or improved facilities.



The Transportation Impact Fee is calculated by estimating the cost to construct identified projects designed to provide increased traffic handling capacity to accommodate traffic generated by new development. Over time both the need for capacity projects and the cost estimates to build them can change. Periodically, the City of Mukilteo will need to analyze and revise, if necessary, its Transportation Impact Fee program. Because the amount of vacant land in the city is so limited, the need to change the list of capacity projects will occur infrequently. **The capacity projects identified on Map 15 to accommodate traffic generated by new development shall be reviewed and revised, at a minimum, every 10 years (T2b).** However, construction costs are always changing so cost estimates for capacity transportation projects need to be reviewed frequently. **At least every 5 years the cost estimates for the capacity projects depicted on Map 15 shall be recalculated (TR2c).** For the Transportation Impact Fee to be effective it

must reflect changes in projects and cost estimates. **Whenever the projects on Map 15 or the associated cost estimates are changed the Transportation Impact Fee shall be amended to reflect the new information (TR2d).**

It should be noted that without the ferry system and Boeing employee traffic passing through Mukilteo, no intersection in Mukilteo would currently operate below LOS D. Similarly, with the limited amount of undeveloped land in the city, if not for the ferry and Boeing traffic impacts, it is unlikely any new development within Mukilteo would cause the LOS level anywhere in the system to drop below adopted standards.



When an existing road segment or intersection is fully built out to accommodate the maximum capacity it is physically capable of accommodating yet does not currently meet the standards in TR1b, the transportation capacity improvements necessary to mitigate the traffic impacts of a development:

- **Shall not be required in order to meet the standards in TR1a if it is not physically feasible to install the improvements, but;**
- **May be required to maintain the existing overall Level of Service in the system as a whole by funding a proportional share or building other capacity improvements (TR2e).**





An Active Transportation Plan was adopted in 2017 known as the By The Way (BTW) Plan for Bike-Walk-Transit. The BTW Plan has identified a list of projects to improve connectivity between origins and destinations to provide a higher level of mobility and enhanced livability within Mukilteo. This also included identifying projects that would be classified as 'capacity projects' to be completed within the next seven years as identified on Map 15. The BTW Plan also identified other projects to improve a network throughout Mukilteo. Map 16 is a summary of the BTW Plan.

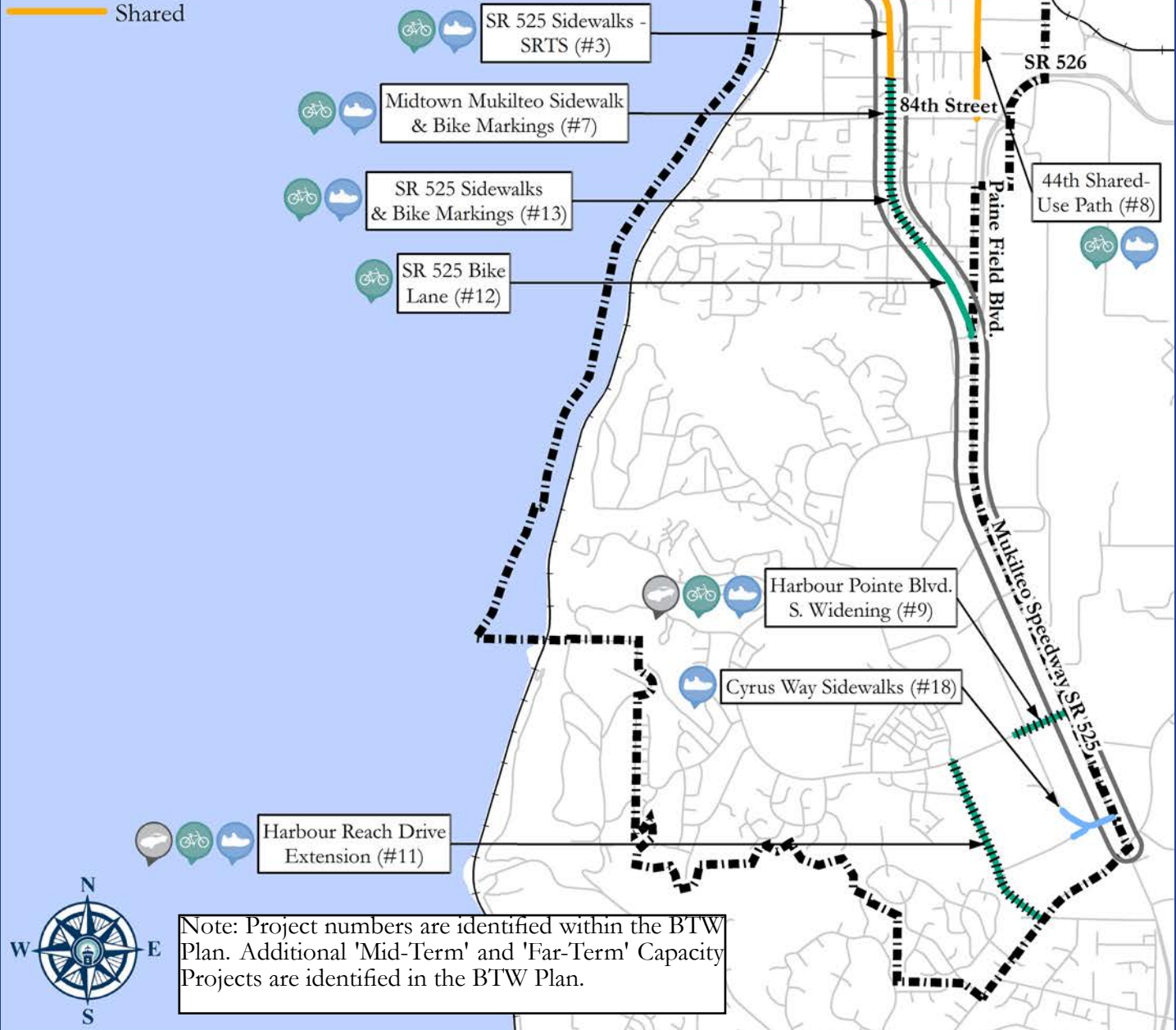


MAP 15: CAPACITY PROJECTS

-  City Limits
-  Mukilteo Speedway Capacity Improvement

Near Term Capacity Projects

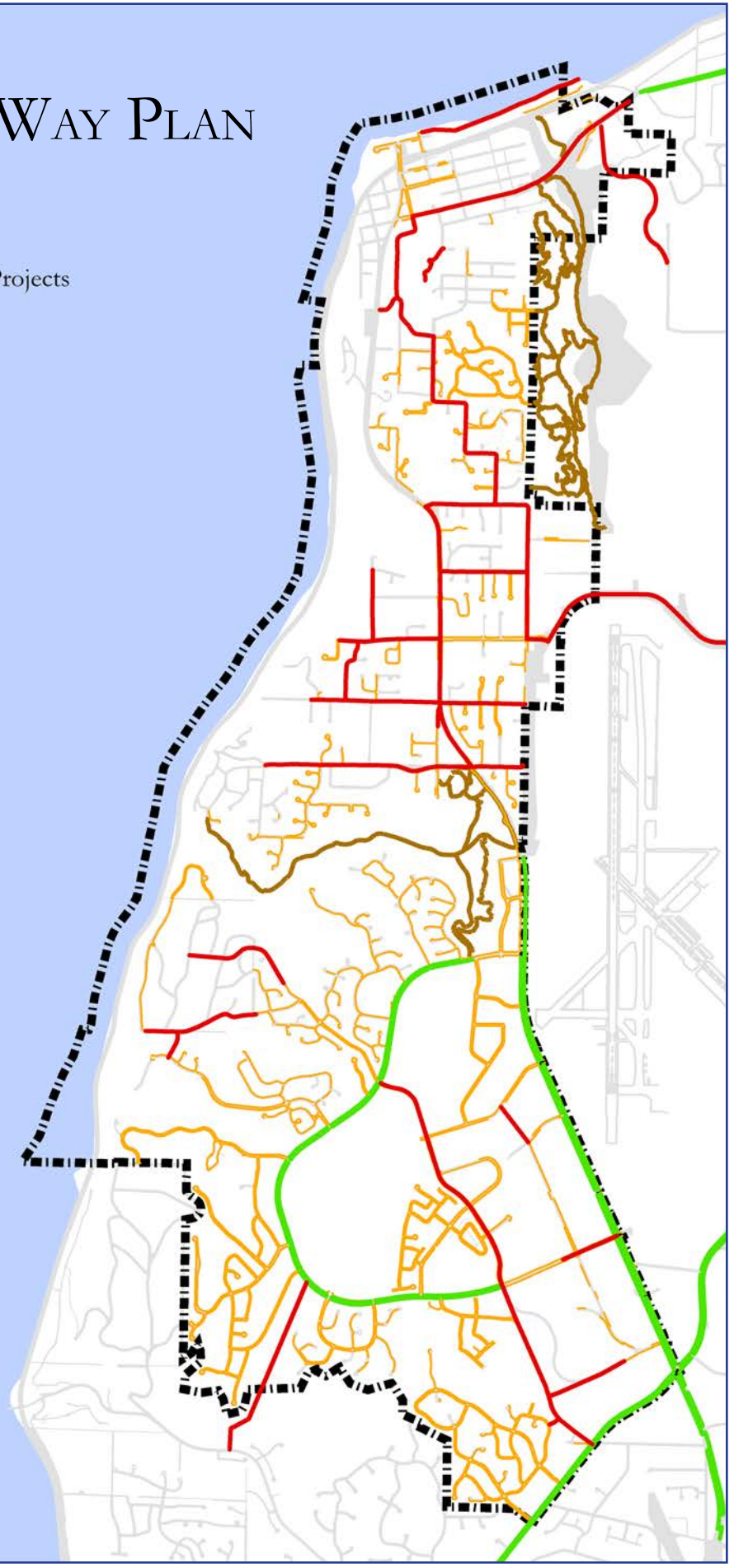
-  Bike
-  Ped
-  Ped & Bike
-  Shared








Note: Project numbers are identified within the BTW Plan. Additional 'Mid-Term' and 'Far-Term' Capacity Projects are identified in the BTW Plan.

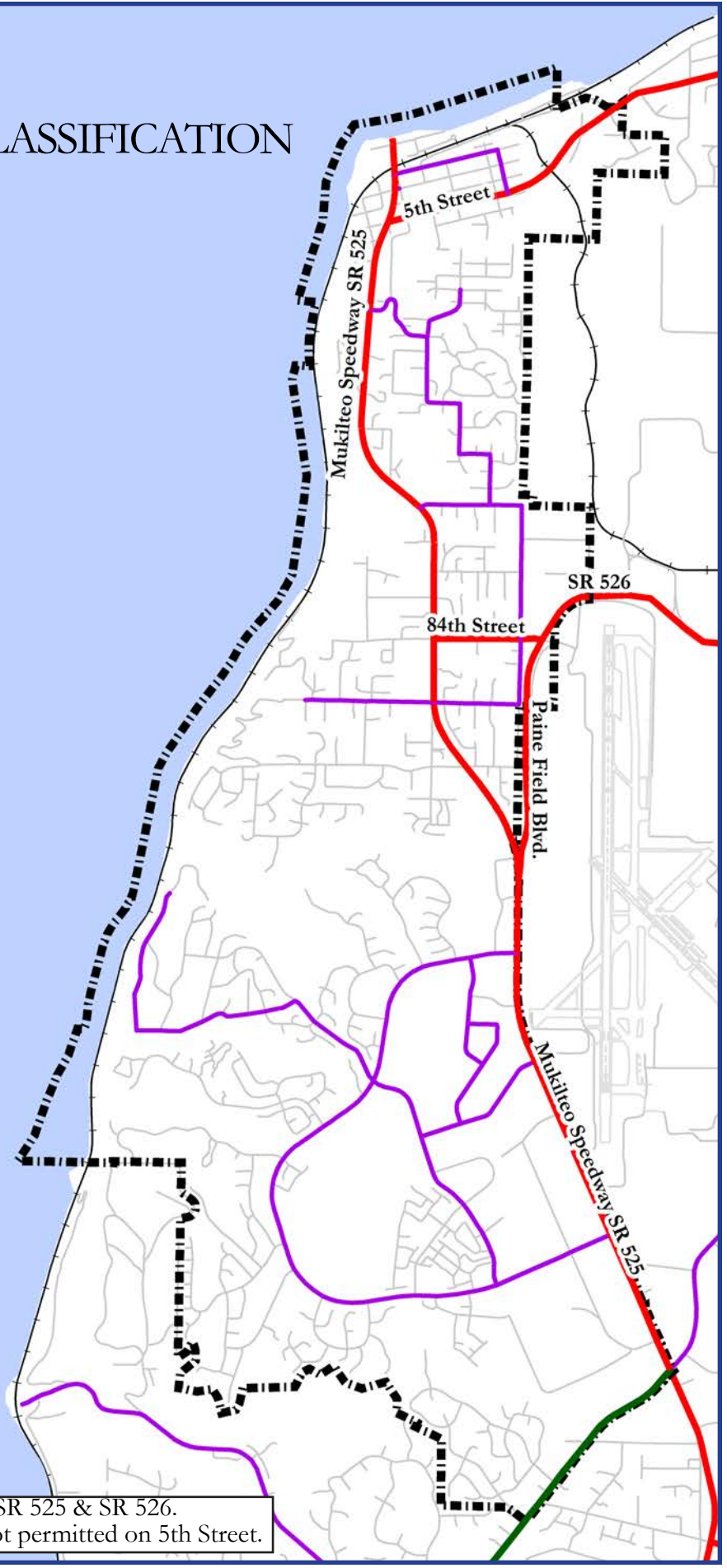
MAP 16: BY THE WAY PLAN

-  City Limits
-  Future Ped/Bike & Shared Use Projects
-  Existing Bike Paths
-  Existing Sidewalks
-  Existing Park Trails
-  Right-of-Way



MAP 17: STREET CLASSIFICATION

-  City Limits
-  Local Access
-  Urban Collector
-  Minor Arterial
-  Principle Arterial



Note: Freight routes exist on SR 525 & SR 526.
Trucks over 10,000 Lbs are not permitted on 5th Street.

AIR QUALITY IMPACTS

Mukilteo has long been a transportation hub for Whidbey Island residents and visitors, making the ferry terminal an essential public facility. This designation means the City's regulatory authority over the ferry terminal and its operations is limited. However, the congestion caused by the vehicle traffic related to ferry operations cannot be ignored. When a new and slightly relocated multimodal ferry terminal is opened in 2019 there may be some congestion relief but the number of vehicles using the ferry will not be diminished. The new facility will not resolve all traffic issues associated with ferry operations.

TR3: THE CITY OF MUKILTEO SHOULD WORK WITH OTHER PUBLIC/PRIVATE AGENCIES THAT GENERATE ADDITIONAL VEHICULAR TRAFFIC IMPACTS OR COSTS TO THE CITY SO THAT THEY WILL PROACTIVELY MITIGATE THE IMPACTS THEY CAUSE AND/OR DEFRAY THE COST TO THE CITY TO DO SO.

There are various ways collaboration between the City and other agencies can be effective. **The City should support continued investigation, analysis and consideration of strategies to mitigate the impact of ferry-related vehicular traffic on City streets (TR3a).** Also, **the City should encourage joint public/private efforts to participate in traffic mitigation strategies with the large trip generating/attracting centers, such as Boeing and other aerospace industries (TR3b).** Public outreach efforts can also be effective in mitigating the impacts caused by vehicular traffic. **The City should work in coordination with other agencies to develop outreach programs so the public can be fully educated about the negative impacts vehicular traffic has on air quality and ways to reduce traffic volumes (TR3c).**

Polluted air can have a significant negative impact on the quality of life Mukilteans enjoy. For the most part, the City enjoys good air quality but continued vigilance is necessary to keep it this way.

TR4: THE CITY OF MUKILTEO TRANSPORTATION SYSTEM SHALL CONFORM TO THE FEDERAL AND STATE CLEAN AIR ACTS BY MAINTAINING ITS CONFORMITY WITH THE METROPOLITAN TRANSPORTATION PLAN OF THE PUGET SOUND REGIONAL COUNCIL AND BY FOLLOWING THE REQUIREMENTS OF CHAPTER 173-420 OF THE WASHINGTON ADMINISTRATIVE CODE.

The City can set a good example for others to follow by adopting procedures that will help reduce the emission of greenhouse gases and consumption of gasoline. **To reduce the emission of greenhouse gases and the amount of gasoline consumed by city vehicles (except for emergency and large utility vehicles), the City should increase the percentage of its vehicle fleet that is comprised of hybrid, all-electric or other non CO2-emitting vehicles (TR4a).**

INFRASTRUCTURE MAINTENANCE & PLANNING

While level-of-service is one characteristic of a transportation system, the condition of roadways and its maintenance is another. Along with traditional methods, the City should consider alternative materials and techniques when making decisions about roadway maintenance. Frequently, the issue is choosing between cost effective methods with a short life span allowing larger areas to be covered or using expensive traditional methods. While the traditional methods are more durable their expense limits the areas that can be covered.

TR5: PRESERVATION OF STREET PAVEMENT AND CONSTRUCTION OF STREET IMPROVEMENTS SHALL BE GUIDED BY A SYSTEMATIC METHODOLOGY THAT PROMOTES EFFICIENCY AND COST-EFFECTIVENESS.

The City will only be able to meet street maintenance demands by using a systematic approach that looks into the near future and with discipline to stick to that approach. **The City's Capital Improvement Plan (CFP) and 6-year Transportation Improvement Plan (TIP) should be used to efficiently and cost-effectively schedule, fund, and construct needed street maintenance and improvements (TR5a).**

It is almost always less expensive to maintain facilities rather than letting them deteriorate to the point where they have to be rebuilt. This is especially true with street pavement. An effective pavement maintenance program needs to be based on a comprehensive understanding of the condition of the street pavement throughout the City. **A Pavement Management System (PMS) program, consisting of a full range of pavement preservation measures including street rebuilds, for all City streets except for SR 525, SR 526 and SR 525 Spur, should be used to protect the infrastructure and be eligible for federal funding assistance (TR5b).**

Frequently, efficiencies can be realized by partnering with other cities and agencies. **When possible, and if in the City's best interests, projects should be coordinated with adjacent jurisdictions and other appropriate agencies (TR5c).** Costs for projects where additional right-of-way must be acquired can be reduced if new development adjacent to the project contributes right-of-way. **Dedication of right-of-way should be required as a development permit condition of approval for projects adjacent to right-of-way where it has been identified that additional right-of-way is needed to meet minimum standards, unless specifically waived by the Director of Public Works (TR5d).**

For the pavement management program to be efficient and effective it needs to be based on reliable data and clear criteria. **The City's pavement preservation program shall be based on:**

1. **A Pavement Management System program (PMS) which assigns a numerical rating of 0-100 to**

defined pavement sections on all City streets, with 100 assigned to newly installed pavement that meets standards and 0 meaning pavement has deteriorated to virtually gravel.

2. **Preservation efforts for all 60 miles of City streets should be on a 7-12 year cycle with variations allowed for the volume of traffic handled by the street and its exposure to pavement-deteriorating sunlight.**
3. **Special conditions such as the need for utility repairs, sidewalk and ADA improvements or some street condition that should be repaired prior to pavement preservation work.**
4. **Application of the “total area” concept where preservation efforts are applied to a whole area rather than individual non-connected street sections, which means some sections may receive preservation efforts when they are still in relatively good condition (TR5e).**

The goal of the PMS program is to preserve pavement so it doesn't have to be replaced, meaning ongoing pavement quality would need to be maintained to be rated at 71 or above. One way to achieve this is to seal coat pavement while it is still in relatively good condition. Even with a proactive pavement preservation program streets will eventually deteriorate to a level where they must be rebuilt. Because rebuilding streets is expensive, securing adequate funding can be an issue. **To ensure adequate funding for street rebuild projects the following processes should be considered:**

- **Accumulate funding over multiple years through the Pavement Management Annual Budget to allow more expensive projects to move forward.**
- **Seek out grants or loans from the Washington State Public Works Account.**
- **Issue bonds to finance the project.**
- **Establish a Transportation Benefit District, as provided for under State law (TR5f).**

Without annexation it is unlikely the population of Mukilteo will exceed 25,000 given the fact the latest Snohomish County Buildable Lands Report projects a maximum population capacity for Mukilteo under current zoning to be less than 22,000. Still, the discussion of street maintenance should acknowledge the current state rule that cities with a population greater than 25,000 are responsible for the maintenance of state routes within their city limits. **If the City of Mukilteo's population begins to approach 25,000, a Traffic Signal Installation, Maintenance and Repair Plan should be created and adopted so that costs associated with SR 525 and 526 signals can be incorporated into the city's operating and capital budgets (TR5g).**

STREETSCAPES

Streetscapes tell a story about an area. Roadways developed with street trees, sidewalks, bike lanes, and on-street parking portray an area as vibrant, active and supportive of neighborhood businesses. Roadways developed with multiple lanes, wide shoulders, and minimal landscaping are typically thoroughfares and leave little interest for a community.

TR6: STANDARDS FOR STREETS, APPROPRIATE FOR EACH STREET CLASSIFICATION, THAT SPECIFY THE DESIGN OF STREET FACILITIES SHALL BE ADOPTED. THE STANDARDS SHOULD INCLUDE MINIMUM PROVISIONS FOR PEDESTRIAN-ORIENTED STREETSCAPE ELEMENTS AND BICYCLE FACILITIES.

In order to promote active pedestrian mobility and maintain attractive roadways, certain pedestrian elements must be included into the design of the streets. As the city transitions to a redevelopment era, **adopted street standards should provide for bike lanes, convenient bus stops, discourage high travel speeds, minimize significant environmental impacts and maintain the character of existing residential neighborhoods (TR6a).** The standards should provide for some flexibility to accommodate unique site characteristics. **Deviations from the street standards shall be subject to the review and approval of the Public Works Director provided the deviations do not negatively impact public safety or create drainage problems. (TR6b)**

Mukilteo Speedway (SR525) occupies a dominant position in the City's transportation system and is the main gateway to Mukilteo. With the installation of amenities such as enhanced landscaping, bike paths, and pedestrian-friendly facilities, it could become Mukilteo's Main Street transforming it from merely being an efficient vehicle thoroughfare for regional transportation into an important city asset. In anticipation of this and to better reflect reality, **consideration should be given to renaming Mukilteo Speedway to Mukilteo Parkway, or something similar, to better reflect the impact and role it plays in city life (TR6c).** While still playing a necessary role in regional transportation and a functional part of the City's transportation system, an improved Mukilteo Speedway can help to ensure that Mukilteo remains a highly desirable community to live and work in which would also help maintain property values. **Working through inter-jurisdictional planning, the Mukilteo Speedway (SR525) right-of-way should be developed to include aesthetic improvements above and beyond existing standards, including increased landscaping, bike paths, and pedestrian-friendly facilities similar to what is described by WSDOT's "Complete Streets" (TR6d).**

PARKING

Parking plays a key role in the City’s vehicular transportation system. While minimum parking requirements are usually necessary to minimize negative impacts on residential living, parking lots and garages built to meet those standards can create negative impacts of their own.

TR7: TO MINIMIZE THE NEGATIVE IMPACTS ON THE QUALITY OF LIFE CREATED BY SURFACE PARKING LOTS, WHILE ENSURING NEW DEVELOPMENT PROVIDES SUFFICIENT PARKING TO MEET THE DEMAND, PARKING REQUIREMENTS SHALL TAKE INTO CONSIDERATION METHODS THAT REDUCE PARKING DEMAND AND SHALL BE SET AT LEVELS THAT REQUIRE NO MORE PARKING CAPACITY THAN IS NECESSARY TO MEET THE REAL DEMAND.

The City of Mukilteo has adopted development regulations that require new development, rezones or changes of use for existing development to provide sufficient off-street parking facilities for resident, employee, and customer needs. Those regulations should be periodically reviewed, including a focus on new mixed-use and redevelopment projects, to ensure the regulations adequately minimize the impacts of on-street parking demand in surrounding neighborhoods. **A periodic review of the City’s off-street parking requirements should be undertaken to ensure that adequate parking is provided for each land use and that it is used efficiently (TR7a).**

In some cases, employee parking causes the most significant negative impacts. **Off-street parking requirements for new development and redevelopment shall consider the need for employee parking spaces in parking regulations (TR7b).**

Creative approaches to meeting parking demand can result in minimizing the negative impacts parking facilities can have on the quality of life enjoyed by Mukilteans. **Joint use or shared parking and other innovative techniques, shall be encouraged to maximize existing parking lots or garages and to reduce the need for additional impervious surface area dedicated to parking without impacting adjacent zoning districts (TR7c).**

Under building or underground parking structures, innovative parking lot design that locates parking behind or to the side of buildings, paving material options, or other alternatives should be considered to balance the need for parking with the desired appearance of parking facilities (TR7d).



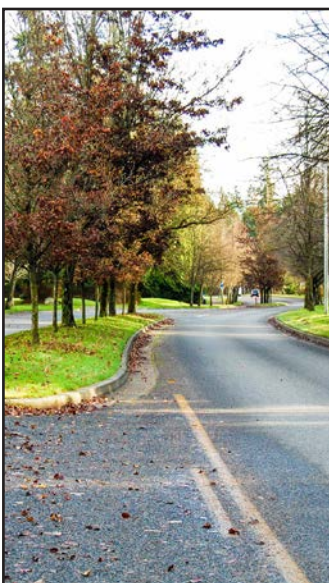
TRAFFIC CALMING

Providing an efficient vehicle transportation system frequently conflicts with creating a high quality of life. While it is difficult, if not impossible, to adopt measures that will keep vehicle traffic adequately separated from bicycles and pedestrians, steps can be undertaken to minimize conflicts.

TR8: NEIGHBORHOOD TRAFFIC CALMING DEVICES AND STRATEGIES SHOULD BE FACILITATED AND ENCOURAGED TO PROTECT LOCAL STREETS AND COLLECTOR ARTERIALS (WHOSE MAIN FUNCTION IS TO PROVIDE LOCAL ACCESS) FROM THROUGH TRAFFIC, HIGH VOLUMES, HIGH SPEEDS, AND PEDESTRIAN/VEHICLE CONFLICTS.



In 2015 the City of Mukilteo adopted a Traffic Calming Program to establish a formalized process to help resolve or minimize these conflicts. The program creates a traffic safety toolkit which provides for a variety of methods to produce traffic calming effects. Methods range from educational programs to capital projects to modify a streetscape. Capital projects can range from relatively inexpensive, such as restriping or trimming sight-obscuring vegetation, to more expensive, such as installing speed humps or medians. **The City of Mukilteo shall monitor its Traffic Calming Program to ensure its priority ranking process and cost sharing program produces equitable results (TR8a).**



For the most part, the beneficiaries of a traffic calming effort are those living in the immediate area so it is reasonable for those residents to bear some or the entire financial burden to implement traffic calming strategies. **The cost of traffic calming implementation should be shared by residents in the neighborhood who will benefit from the implementation (TR8b).** While installing some traffic calming tools can be expensive and unaffordable to a neighborhood's residents, the program is designed to allow residents to choose a tool they can afford if they are going to be required to share the cost.

PEDESTRIAN MOBILITY

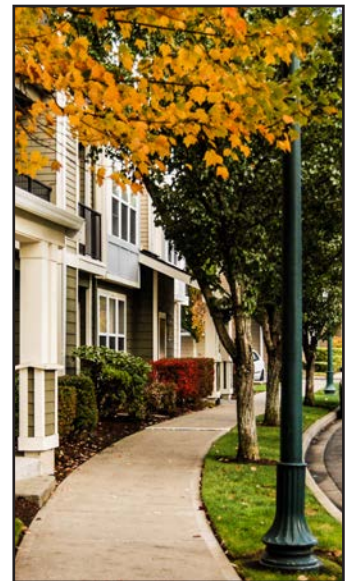
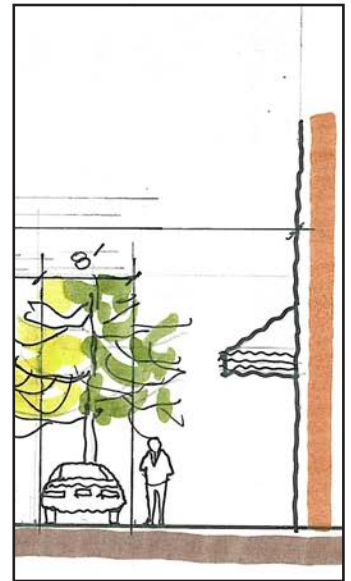
The health of Mukilteo residents, the livability of the built environment, and public safety can be greatly improved with increased opportunities for Pedestrian Mobility. Pedestrian Mobility is more than just about the ability to walk or bike around town. True Pedestrian Mobility focuses on the experience of pedestrians in the built environment. In the 20th century street designs focused on vehicular capacity and speeds of travel at the expense of pedestrian mobility. When Mukilteo was developing, long term planning for pedestrian connectivity and non-motorized movement was minimal. Without a vision of connectivity, and given the constraints imposed by the city's topography, pedestrians are now almost always forced to use Mukilteo Speedway as their main traveling route. Now that Mukilteo is in an era of redevelopment there are opportunities to redesign streets so they can provide an avenue for the pedestrian to thrive while experiencing the streetscape.

TR9: PEDESTRIAN AND BICYCLE FACILITIES, STREETSCAPE STANDARDS, AND TRAFFIC CALMING METHODS SHOULD BE INSTALLED TO IMPROVE CONNECTIVITY BETWEEN PARKS, RETAIL CENTERS, SCHOOLS, AND REGIONAL TRANSPORTATION NODES AND TO PROMOTE A PEDESTRIAN AND BICYCLE FRIENDLY ENVIRONMENT.

One challenge with pedestrian mobility is connectivity. If pedestrian routes are limited to following streets, pedestrian travel time between activity nodes can become too long for the routes to be useful. Also, gaps in the sidewalk system discourage pedestrian activity and increase the potential for vehicle/pedestrian accidents. **To eliminate gaps in pedestrian routes and to promote mobility, new routes (which may or may not be next to a street) should be programmed to, in priority order:**

- Link schools with residential areas
- Connect activity areas together, and
- Link residential areas to bus stops (TR9a).

While not a gap, the pedestrian access on SR525 over the railroad tracks is



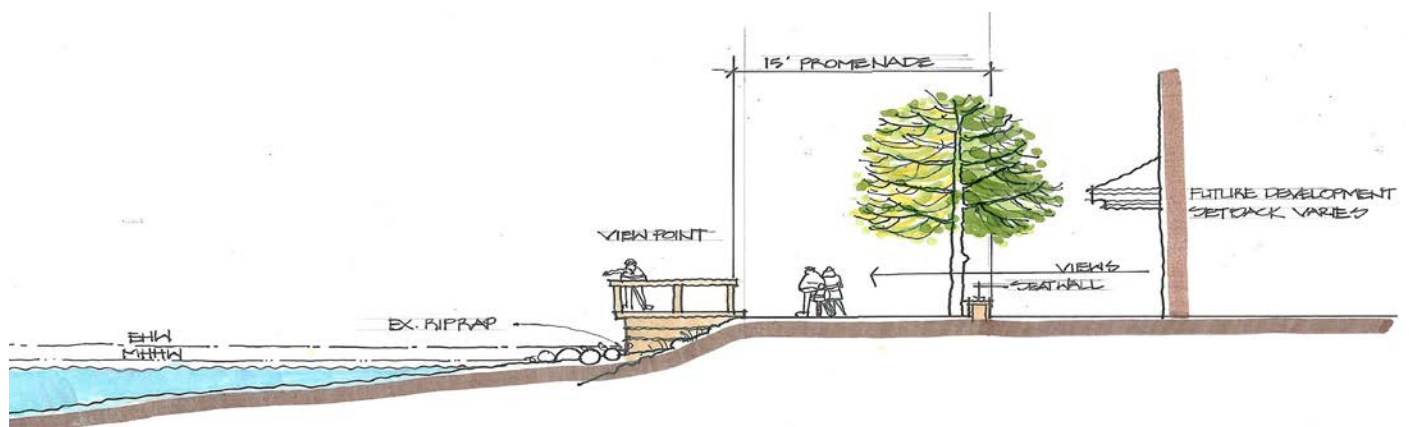
inadequate. To improve pedestrian access to the waterfront, the current configuration of the SR525 bridge deck needs to be improved. The more complete solution would be to replace the entire bridge, which would be a very expensive project and would be up to WSDOT to initiate. **Through inter-jurisdictional planning, funding should be sought to replace/retrofit/modify the SR525 bridge over the railroad tracks so adequate bicycle and pedestrian improvements are added and a new First Street intersection for vehicle access to the multimodal terminal is accommodated (TR9b).**

The Mukilteo waterfront is perhaps the most significant example of limited pedestrian connectivity. This lack of connectivity is due to the areas' terrain and the presence of the railroad and ferry systems. As the relocation of the ferry facilities progresses, there is great opportunity to implement improved pedestrian facilities. **Design of the waterfront multimodal/intermodal terminal shall prioritize the use of public transit, high occupancy vehicles (HOV), and pedestrian and bicycle access over private automobile access (TR9c).** The following policies provide action items for future waterfront projects:

Separated pedestrian connections should be established to link ferry parking, Sound Transit commuter rail and upper Old Town in a seamless safe network. Alternative transportation modes that contribute to healthy life styles should be encouraged (TR9d).

Increased and improved pedestrian and bicycle access to the Mukilteo Multimodal Station and waterfront should be encouraged to:

- provide safer routes and better connectivity over the railroad tracks;
- improve efficiency for loading and unloading of walk-on and bicycle ferry passengers;
- improve efficiency of loading and unloading vehicles on to and off of ferries by removing conflicts with pedestrians and bicycles;
- increase the number of pedestrian and bicycle commuter rail passengers by facilitating their access to the Sounder train platform; and
- improve local and business connectivity between Old Town, the waterfront, future parking facilities, and the public transportation facilities with a seamless safe network (TR9e).



BICYCLE INFRASTRUCTURE

TR10: BICYCLE FACILITIES SHALL BE AN INTEGRAL PART OF THE CITY'S TRANSPORTATION SYSTEM.

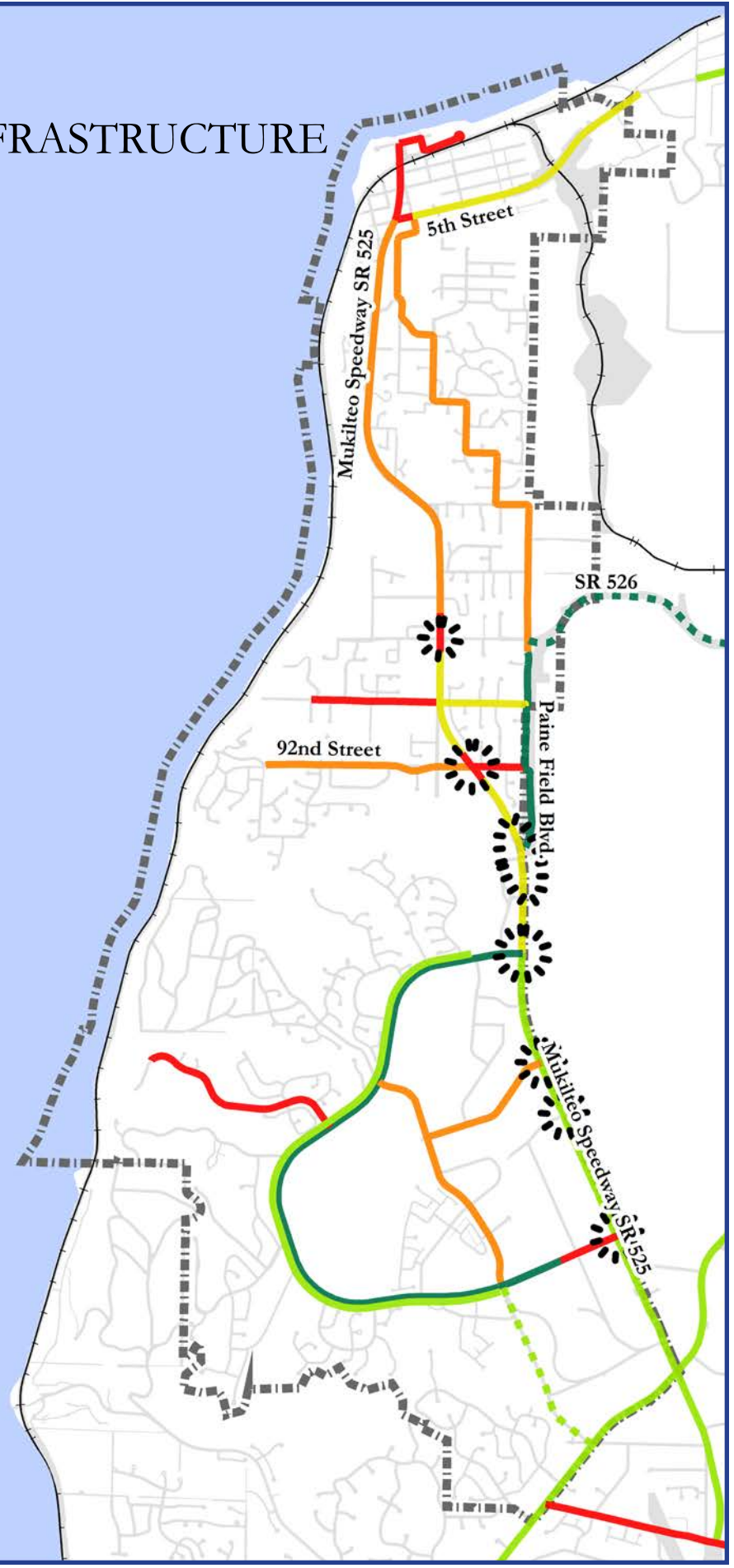
For the most part Mukilteo has been developed without consideration for providing bicycle routes. This deficiency can certainly be addressed as redevelopment occurs but can also be accomplished independent of redevelopment. Bike paths can be installed on some roadways with not much more than paint and signage, while other areas may need infrastructure improvement and/or additional right-of-way to create usable bikeways. Some deficiencies can be addressed with improved signage and lighting. Because Mukilteo is a transportation hub, as well as a bedroom community, the focus of bikeways should be on connecting neighborhoods to transit stops, recreation areas, and commercial and employment centers. **A bicycle master plan should be developed within the context of Mukilteo's Transportation Plan, where bicycle paths are programmed to connect major activity nodes in the city and other regional trails/facilities and provide a safe riding environment when located along highways and streets (TR10a).**

As other modes of transportation become more prevalent, the ability to accommodate these uses in activity and transportation centers must also improve. One common aspect of improved connectivity and increased bicycle ridership is the increased demand for convenient and secure bicycle parking. **Convenient and secure bicycle parking should be provided at transportation hubs and at commercial and employment centers (TR10b).** Certain design aspects must be taken into account to accommodate bicycles including proximity to entrance, bicycle parking design, lighting, signage, and functionality of the bicycle rack.



MAP 18: BIKE INFRASTRUCTURE

-  City Limits
-  Paved Trail
-  Future Paved Trail
-  Bike Lane
-  Future Bike Lane
-  Shoulder
-  Caution - Limited Shoulder
-  Caution - Travel in Lane
-  Caution Intersections



TRANSPORTATION DEMAND MANAGEMENT

Transportation Demand Management (TDM) may be the most significant and impactful way towards maintaining or even improving the Level of Service (LOS) of the city’s transportation system. Mukilteo’s physical constraints force the majority of the vehicle trips onto arterials with limited capacity. Similar to when a belt no longer fits after the winter season, one approach is to buy a larger belt (increase capacity) and the other approach is to lose weight to be within the current constraints. The weight loss approach is Transportation Demand Management.

TR11: THE CITY SHALL PARTICIPATE IN REGIONAL TRANSPORTATION PLANNING AND PROGRAMMING EFFORTS DESIGNED TO IMPROVE THE EFFICIENCY OF FERRY SERVICE, ENCOURAGE USE OF TRANSIT AND OTHER ALTERNATE MODES OF TRANSPORTATION, AND ENCOURAGE TRANSPORTATION DEMAND MANAGEMENT (TDM).

TDM policies and programs not only can decrease the congestion of the roadway, but also reduce parking demand and vehicle emissions. **The City of Mukilteo shall encourage transportation demand management strategies, including but not limited to shared parking plans between adjacent properties, carpooling incentives, flexible hours, staggered work hours, telecommuting, and a ferry reservation system to make the most efficient use of available parking (TR11a).** Through the use of carpooling, transit, pedestrian mobility, and other forms of reduction in travel via single-occupancy vehicle, the City of Mukilteo can continue to meet the standards set by the federal and state government of the Clean Air Act, as well as maintaining consistency with Puget Sound Regional Council’s (PSRC’s) “[Transportation 2040](#)”.



Demand Management is the application of strategies and policies to reduce travel demand, or to redistribute this demand in space or in time.
Nelson, Donna C. Editor (2000).
“Intelligent Transportation Primer.”
Institute of Transportation Engineers,
Washington D.C. pp. 10-11



STRATEGIES FOR TDM

There is a wide range of strategies for reducing the demand on our roadways besides walking or biking. Not only does reducing the number of vehicles on the road improve level-of-service, there is a significant reduction in dependency on one of the largest land uses, parking. **The City of Mukilteo should encourage transportation demand-management strategies at all levels to make the most efficient use of available parking (TR11b).** Those strategies could include shared parking plans between adjacent properties, carpooling incentives, flexible hours, staggered work hours, telecommuting, ferry reservation system, and more.



Another strategy for improving TDM includes working directly with developers and large commercial projects to minimize their impact on the roadways. **Developers and owners of commercial and industrial projects that will employ more than 100 employees should include in their proposals and planned operations Transportation Demand Management (TDM) measures to reduce the demand on the transportation system infrastructure by reducing peak period automobile traffic volumes. TDM measures can include such items as:**

- Non-motorized mode support
- Parking management
- Car sharing
- Ride matching services
- Alternative work schedules
- Guaranteed ride home
- Vanpool services
- Education and promotion
- HOV preferential parking (TR11c).



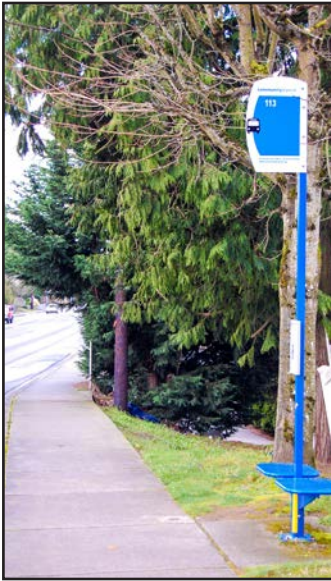
Commuter trip reduction programs are another effective way to decrease the number of vehicles on Mukilteo streets. **The City of Mukilteo should be actively involved with Community Transit's Commute Trip Reduction Program for major employers in the city and should work cooperatively with Community Transit, Everett Transit, Snohomish County and other cities in the Southwest Urban Growth area to fully implement and expand the City's Commute Trip Reduction Plan for employees and residents (TR11d).**

TDM - MULTIMODAL FACILITY

In 2014 the Mukilteo-Clinton ferry route moved 2,151,070 vehicles, making it the busiest vehicle route in the Washington State Ferries system. Because Mukilteo is not the end destination for the vast majority of the ferry vehicles, the city's streets (primarily SR525) are significantly impacted by ferry operations. Methods to reduce their impact can range from minimizing the vehicle queuing that occurs on SR525, as well as reducing the number of single-occupancy vehicles. The SR525 queuing issue will be partially addressed with the relocation of the ferry terminal in 2019 which will have significantly more queuing capacity on site than does the current facility. Some TDM strategies can further reduce SR525 queuing and also reduce the number of vehicles using the Mukilteo-Clinton ferry. **To improve the efficiency of ferry operations in Mukilteo the City should encourage Washington State Ferries to consider adopting transportation demand management and other strategies at their Mukilteo facility including, but not limited to:**

- Ferry reservation system for vehicles
- Funding transfer and transit facilities
- Providing mode shift options and information
- New funding sources for ferry-related traffic improvements such as a ferry fee potentially implemented as a toll through a City of Mukilteo Transportation Benefit District
- Fully staffing the facility during periods of high demand (TR11e).





TDM - TRANSIT

If efforts to reduce the number of single-occupancy vehicles using Mukilteo street are to succeed, the use of alternative modes of transportation must increase. The way to increase usage of alternative modes is to make them easily accessible, cost-effective, efficient, and attractive. By creating partnerships across jurisdictional bounds focused on promoting non-vehicular transportation, the City could contain the current levels of congestion as the numbers of trips continue to increase.



One challenge with transit service is the lack of efficiency that potential riders may experience. People are less likely to use transit when if doing so adds more than 15 minutes of travel time, if a connecting route is required, or if they will have to walk more than a quarter mile. **The City should support and encourage Community Transit, Everett Transit, and Sound Transit to expand bus service to meet growing demand along the City's principal and minor arterial streets and to improve regional transportation linkages for all modes (TR11f).**



While expanding bus service is a crucial route towards decreased auto-dependence, there is also a clear link between mobility and land use. Bus routes, and even bike routes, must focus on connecting activity nodes to each other. Nodes may include shopping centers, recreational facilities, schools, places of employment, and residential subdivisions. The challenge is when connecting nodes wasn't a consideration when the development was designed. Integrating these facilities post construction may either be cost prohibitive or lack the functionality to support ridership. **Public transportation facilities should be integrated into land development where appropriate and into the design and maintenance of public roads (TR11g).** Of course, it is always preferable to be proactive rather than reactive. **The City should encourage mixed-use projects and land use relationships which will decrease dependency on the automobile by locating a variety of land uses in the same area (TR11h).**

Using well-designed incentives, developers can be encouraged to implement programs or build facilities that will promote use of public transit and alternative modes of transportation. **The City of Mukilteo’s traffic impact mitigation fee ordinance should be reviewed to see if a fee reduction in exchange for enhancements to public transit, ride sharing, or construction of transit facilities is feasible (TR11i).**

Public transit ridership can be encouraged when parking facilities are available to serve key transit nodes. **The feasibility of building a remote Park and Ride facility for waterfront visitors should be investigated in coordination with transit agencies, WSDOT, Washington State Ferries, Boeing, Sound Transit, local and regional employers and other agencies/municipalities (TR11j).**

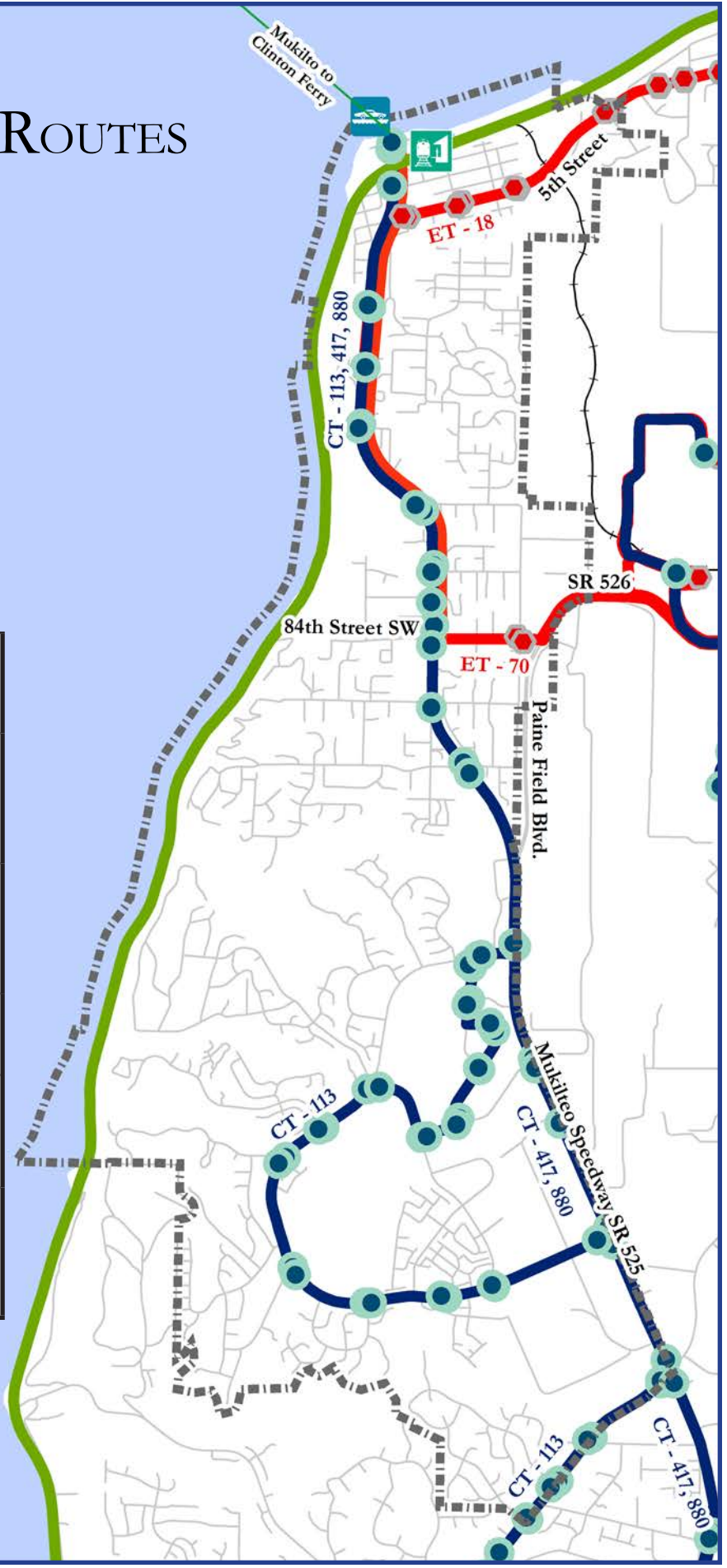
Both Everett Transit and Sound Transit bus systems have a very limited presence in Mukilteo. Therefore, the impacts – both positive and negative – of City of Mukilteo policies and actions on those systems are limited. However, because Community Transit provides the bulk of public transit services in Mukilteo, there is much the City can do to support CT’s efforts. Involving CT during the development review process, completing pedestrian and bicycle side street connections to transit corridors, and establishing transit priority infrastructure are just some of the ways the City can take steps to help increase transit ridership. **When making land use and development decisions the City shall consider how those decisions can support Community Transit’s 6-year Transit Development Plan and Long Range Transit Plan (TR11k).**



MAP 19: TRANSIT ROUTES

-  City Limits
-  Community Transit Stops
-  Community Transit Routes
-  Everett Transit Stops
-  Everett Transit Routes
-  Sounder Station
-  Sounder Route
-  Mukilteo to Clinton Ferry Dock

Community Transit: Lynnwood Transit Center - 113	Monday-Friday Saturday & Sunday
Community Transit: Downtown Seattle - 417	Monday-Friday Mornings - Southbound Evening - Northbound
Community Transit: University District - 880	Monday-Friday Mornings - Southbound Evening - Northbound
Everett Transit: Mukilteo to Everett - 18	Monday-Friday
Everett Transit: Boring Commuter - 70	Monday-Friday
Sounder Train: Everett to Seattle:	Monday-Friday Mornings - Southbound Evening - Northbound



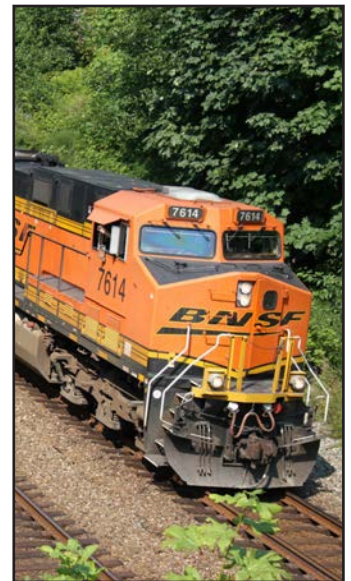
RAILROAD

The presence of railroad tracks on Mukilteo’s waterfront has played a significant role in the city’s history. The railroad allowed Mukilteo’s lumber mills in the early 20th century to thrive. The railroad has also provided necessary services to some of the most significant industries in the region. While there are benefits to having a railroad presence in the city because it is able to efficiently move cargo and passengers throughout the region, there are also significant detrimental aspects related to that presence. The mere location of the railroad tracks in Mukilteo has created a physical barrier for the City. They divide historic Mukilteo into two districts; downtown south of the tracks and the waterfront north of the tracks and they block public access to Puget Sound in most of Mukilteo. Creating and improving pedestrian access past the railroad tracks will minimize the impact of how the railroad tracks divide the city and block access to the water.

TR12: THE CITY SHOULD COLLABORATE WITH BNSF RAILWAY TO PROVIDE IMPROVED RAILROAD CROSSINGS TO ENHANCE THE PUBLIC’S ACCESSIBILITY TO THE CITY’S WATER FRONT AND FOR THE CONTINUATION OF A “TRAIN HORN QUIET ZONE” DESIGNATION IN ORDER TO MINIMIZE IMPACTS OF RAILROAD OPERATIONS ON THE QUALITY OF LIFE OF RESIDENTS.

TR13: THE CITY OF MUKILTEO SHOULD PURSUE DEVELOPMENT OF PUBLIC PEDESTRIAN RAILROAD OVERPASSES AT ONE OR MORE LOCATIONS TO INCREASE ACCESS TO PUGET SOUND THROUGH THE WASHINGTON STATE UTILITIES AND TRANSPORTATION COMMISSION AND OTHER AGENCIES.

While the effect of the railroad infrastructure dividing Old Town Mukilteo into two districts and blocking access to the water can be categorized as an inconvenience, railroad freight operations have the potential to harm the public health, safety, and welfare.





TR14: THE CITY OF MUKILTEO SHOULD ACTIVELY REACH OUT TO BNSF RAILWAY AND WORK TO CREATE STRONG PARTNERSHIPS WITH BNSF AND MUNICIPALITIES IN THE REGION TO ADDRESS ISSUES RELATED TO POTENTIAL HAZARDS FROM RAILROAD FREIGHT MOVEMENT THROUGH THE CITY.

A sustainable Earth is dependent on mankind's transition away from emission producing fuel sources such as oil and coal. The transmission of coal, and other hazardous cargo along the waterfront poses a significant environmental impact. **BNSF is encouraged to notify the City, in advance, of any hazardous cargo being transported within Mukilteo (TR14a).** The City's effectiveness in protecting residents from threats from railroad operations to their quality of life can be multiplied by joining forces with other cities and agencies facing the same types of threats. **The City of Mukilteo should form partnerships and work with other municipalities and entities to create a regional approach to limiting the amount of coal, petroleum products, and other hazardous materials transported on the railways (TR14b).**



Even with the best communications, collaboration, and safety planning, accidents can occur. Simply by the nature of railway transportation, railroad accidents can be catastrophic. Should there be a railroad accident on tracks in or near Mukilteo that significantly impacts residents and others, prior planning is an effective tool for ensuring a quick and effective response. **The City of Mukilteo should collaborate with BNSF and other entities in emergency response planning to potentially dangerous railroad incidents (TR14c).**



AIRPORT POLICIES

Like the railroad, Snohomish County Airport - Paine Field has brought the aerospace industry to the north Puget Sound region and has spurred complementary industries to locate in the area as well. While the airport provides necessary support to the Boeing Company's manufacturing efforts and smaller general aviation aircraft, in recent years there has been support from outside of Mukilteo for expanding commercial passenger service to Paine Field. If commercial service grows at Paine Field there will be increased jet operations there, increased traffic on nearby roadways including those in Mukilteo, and increased air and noise pollution. While the City of Mukilteo does not control operations or development at Snohomish County Airport – Paine Field, it should play a role in affecting airport-related decision-making because of the impacts the airport has on Mukilteo.

TR15: THE CITY SHALL ACTIVELY PARTICIPATE IN PLANNING EFFORTS FOR SNOHOMISH COUNTY AIRPORT - PAINE FIELD IN ORDER TO PRESERVE AND PROTECT QUALITY OF LIFE IN MUKILTEO.

In order to preserve and protect the quality of life in Mukilteo, **the City of Mukilteo opposes physical and operational expansion of Snohomish County - Paine Field General Aviation Airport to accommodate commercial aviation (TR15a).** The City of Mukilteo supports the use of Paine Field for expanding the operational capacity of Boeing, supporting the aerospace industry in general, and sustaining our vibrant economy. Expansion of commercial passenger services at Paine Field will not only interfere with its use by the aerospace industry, the added commercial flights will certainly decrease the livability of Mukilteo for residents. In order to preserve the city's quality of life, **the City of Mukilteo shall actively participate in airport planning, to decrease current noise levels, limit flight paths, limit evening and nighttime landings and limit the number of incoming and outgoing aircraft at the Paine Field General Aviation Airport (TR15b).**

As strongly as the City of Mukilteo opposes expansion of commercial airline passenger service at Snohomish County Airport – Paine Field, it supports efforts to ensure development near the airport is compatible with its operation as a general aviation airport. The city's policy to ensure land use compatibility with the airport is LU12. In addition, LU13 addresses how development in Mukilteo and at Paine Field should be complementary with each other and support the aerospace industry. However, even desirable development/redevelopment at the airport in support of the aerospace industry can negatively impact life in Mukilteo, especially to its streets. **Development at Snohomish County Airport - Paine Field should not decrease the Level of Service at intersections below standards nor negatively impact the City's transportation system (TR15c).**

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Crown Lumber Co.

The chief manufacturing enterprise for many years in Mukilteo was the Crown Lumber Co. It employed about 300 men at its peak. The deep water harbor enabled the concern to load ships direct from the mill and many vessels loaded each year for Pacific Coast and foreign ports.

- Credit to Opal McConnell's Mukilteo Pictures and Memories



ECONOMIC DEVELOPMENT

It is in the City's best interests to encourage and promote economic growth because economic development is a necessary cornerstone on which to build the city's fiscal stability. Without economic growth city finances can become unsustainable and with unsustainable finances it is difficult if not impossible for a city's quality of life to flourish. It is important for the City to encourage economic growth, be responsive to the needs of the business community, and work to strengthen the City's competitive position in attracting and retaining businesses. However, those efforts must be undertaken within the context of protecting what Mukilteo already enjoys – a vital community with a rich history and culture.

One component of economic growth is job growth. The Snohomish County 2012 Buildable Lands Report estimated there were 8,369 jobs in Mukilteo in 2011, which was an increase of only 76 jobs over the 2007 estimate. However, this minimal growth is not surprising given the economic recession experienced nationwide during this time period. Like population, Mukilteo is assigned an employment target. The target assigned to Mukilteo for 2025 in the Buildable Lands Report is 9,450 jobs. Fortunately, the report estimates Mukilteo's employment capacity in 2025, based on land uses, will be 10,782 meaning the City's employment capacity exceeds its target by 1,332. Whether there will be that many jobs in Mukilteo in 2025 will largely be determined by market forces. However, it is the City's responsibility to ensure there is enough land use capacity in its commercial and industrial zones to accommodate projected job growth. The Buildable Lands Report shows Mukilteo has that capacity.

ECONOMIC DEVELOPMENT - GENERAL POLICIES

Robust economic growth correctly managed will play a key role in keeping Mukilteo a desirable and livable community. The following policies are designed to ensure that the City's vibrant economy and healthy built environment are maintained while the business community grows.

ED1: PROGRAMS THAT ATTRACT, SUPPORT, AND ENCOURAGE BUSINESSES THAT WILL COMPLEMENT THE CITY'S VISION AND DIVERSIFY ITS TAX BASE SHALL BE INVESTIGATED AND SHOULD BE IMPLEMENTED IF FEASIBLE.

Some types of businesses are better suited than others in helping the City of Mukilteo attain its vision and thus it is desirable to have them locate in Mukilteo – or if they are already in the city, to stay and grow in Mukilteo. These better suited businesses will offer jobs or services that benefit Mukilteans or will generate more revenue for the city than costs to provide services to them. **Businesses that create family-wage jobs, or provide services to Mukilteo residents, or allow residents to live and work in Mukilteo, or have a positive impact on city finances shall be supported and encouraged (ED1a).**

Generally speaking, businesses in the aerospace sector will provide the positive aspects described above. Also, given the presence of The Boeing Company in the region, businesses that support or complement Boeing have a good chance to thrive.

Actions should be undertaken that:

- **Support aerospace employment and activity; and**
- **Contribute towards making Mukilteo a visitor destination and build on the city's cultural, historic and recreational resources; and**
- **Encourage knowledge-based, arts-based, and creative-based businesses to locate in Mukilteo (ED1b).**

Tourism can play a significant role in diversifying the city's tax base while simultaneously complementing its vision. **Programs that will attract businesses that support tourist activities, including hotels and other types of visitor accommodations, should be supported and encouraged (ED1c).**



Planning processes and tools, such as strategic plans, sub-area plans and master plans can be effective in attracting new industries to the city. **To assist in attracting arts and creative based businesses, adoption of a cultural arts strategic plan should be considered (ED1d).**

One of the more effective ways for making a city more attractive to the business community is to make doing business in the city as simple and easy as possible. **Permitting and licensing processes shall be efficient, clear, and concise so they do not unduly inhibit conducting business in the city (ED1e).**

Creative, non-traditional programs that provide incentives and flexibility for new development and support economic development should be considered (ED1f).

Strategies and regulations that support home-based businesses in a manner that protects the integrity of residential neighborhoods should be identified and implemented (ED1g).

ED2: THE CITY SHOULD FACILITATE AND PROMOTE THE ESTABLISHMENT AND MAINTENANCE OF AN UP-TO-DATE TELECOMMUNICATION AND UTILITY INFRASTRUCTURE AND MAINTAIN AND IMPROVE EXISTING ROADWAYS.

Perhaps the most effective tool for attracting high tech businesses to Mukilteo is taking steps to provide the technical infrastructure that will provide them an advantage over their competitors. That infrastructure can be multi-faceted including fiber optics, publicly accessible/citywide high-speed Internet and Wi-Fi systems, and technologies of the future.

Private sector efforts to implement state-of-the-art technology, including communication technology, that is made available to Mukilteo businesses and residents, should be facilitated and supported by the city (ED2a).

Modern telecommunication systems and roadways that have the capacity to promote the free flow of goods and services are needed to help businesses succeed. **Infrastructure systems that optimize service delivery to and from the business community should be built, maintained, and utilized to their fullest capacity (ED2b).** *See UT2c for more information.*

ED3: TO FOSTER ECONOMIC DEVELOPMENT THE CITY SHOULD WORK IN COLLABORATION WITH OUTSIDE AGENCIES, MUNICIPALITIES AND ORGANIZATIONS, BOTH PUBLIC AND PRIVATE.

The City is fortunate there are numerous partnership opportunities in the region that can be used to assist with its economic development efforts. **The City should work with the Mukilteo School District, technical schools, area colleges and universities to foster a well-trained and educated work force (ED3a).** Partnership opportunities not related to learning institutions also exist. **Public-private partnerships and interagency cooperation should be explored to realize capital infrastructure and operational needs that support economic development (ED3b).** In addition, **the City should support, investigate, and implement high tech apprenticeship and internship programs (ED3c).**

FINANCIAL STEWARDSHIP POLICIES

Businesses are more apt to locate in a city which has sound finances and has implemented strong fiscal policies. They are attracted to such a city because then they know the taxes they pay will be used wisely and efficiently. By implementing the following policies the City will demonstrate good stewardship of tax dollars which will help attract businesses to locate here and thus maintain and develop a vibrant economy.

ED4: THE CITY SHALL MAINTAIN A LONG RANGE FINANCIAL PLAN TO GUIDE THE CITY IN MEETING ITS FINANCIAL GOALS AND ASSIST IN MANAGING FLUCTUATIONS IN THE ECONOMY.

ED5: LEVEL OF SERVICE STANDARDS SHOULD BE USED AS GUIDELINES WHEN MAKING DECISIONS ABOUT ADDING OPERATING SERVICES.

ED6: A MAJOR FACILITY MAINTENANCE AND EQUIPMENT REPLACEMENT PLAN SHALL BE ADOPTED BY THE CITY SO THAT ADEQUATE FUNDS WILL BE AVAILABLE TO MEET FUTURE LONG-TERM FACILITY AND EQUIPMENT NEEDS.



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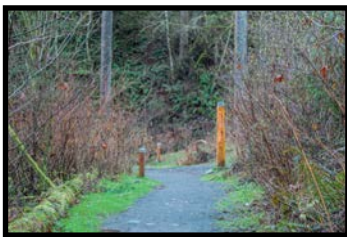
Mukilteo Baseball Team 1921

Their greatest need had been for a playing field. Much work was required to prepare the chosen area. It was located roughly from beneath the present ferry overpass to the parking section of the state park, between the railroad tracks and Front Street....

Members of the Mukilteo Baseball Team developed skills, sportsmanship and a certain camaraderie in their involvement with the game, and, besides their own satisfaction, they provided the town with a great deal of entertainment over a long period of years. My father, Howard Josh, was their only manager. He was devoted to the well being of his baseball teams and a great many young men in Mukilteo probably benefited from his dedication.

- Credit to Leona Josh Kaiser featured in Opal McConnell's
Mukilteo Pictures and Memories

PARKS, OPEN SPACE, & RECREATION



An aerial photographic view of Mukilteo reveals an abundance of green undeveloped open spaces where the city's numerous gulches are located. These open spaces play a large role in establishing the city's character and why Mukilteans enjoy an outstanding quality of life. It is important that these open spaces be maintained and their diversity protected even as the amount of developable land in Mukilteo nears zero.

The Growth Management Act's (GMA) open space and recreation goals are to retain open space, enhance recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks and recreation facilities (RCW70A.020[9]).

Mukilteo's parks, open space and recreational opportunities play vital roles affecting the life of all who live, work and visit Mukilteo. Pursuant to the GMA, the Parks, Open Space, & Recreation Element needs to be consistent with the city's Capital Facilities Element and should include estimates of park and recreation demand for at least a 10-year period. The element should evaluate existing facilities and service needs and intergovernmental coordination opportunities that might provide regional approaches for meeting park and recreation demand (RCW36.70A.070.8).

The policies of this portion of the Comprehensive Plan are aimed at preserving and protecting Mukilteo's open space. In doing so, they also ensure active and passive recreational opportunities are provided for, public access to the shoreline is maximized, and in part tourism is encouraged.

The implementation of the policies in this element will be achieved through the city's Parks, Recreation, Open Space, and Arts Plan (PROSA). That functional plan, last updated in 2017, analyzes parks and recreation supplies and demands. It articulates how the policies in this element are to be implemented and describes a process to budget and allocate funds to complete capital projects.





PARKS, OPEN SPACE, & RECREATION - GENERAL POLICIES

The parks and recreation facilities in the city directly serve residents but also are intended to accommodate tourists and to meet the needs of visitors. An active waterfront will serve residents and visitors alike. The City’s dog park welcomes canines and their owners within and outside of the city. Mukilteo residents could better take advantage of the extensive regional bike trails in the area if the City’s system of bike trails seamlessly connected with the regional trails; as could regional users wanting to visit Mukilteo. In meeting these demands, which frequently are complimentary but sometimes conflict, a balanced approach is required. Before planning for parks, open space, and recreational opportunities, the desires of all users must be understood.



PK1: THE CITY OF MUKILTEO PARKS, OPEN SPACE, RECREATION & ARTS PLAN SHOULD BALANCE THE NEEDS OF RESIDENTS WITH PROVIDING FOR VISITORS AND CONNECTING WITH REGIONAL RECREATIONAL SYSTEMS.

The best way to know what residents and visitors desire is to ask them. However, those desires will change over time. **For the Parks, Open Space, Recreation & Arts Plan to be relevant and effective extensive community involvement is necessary to provide input and it should be updated every five years if possible (PK1a).**



Because parks and open space play such a significant role in creating the city’s character and supporting the high quality of life residents currently enjoy, retaining the amount of parks and open space in the city is a primary strategy.

PK2: THE AMOUNT OF LAND IN THE CITY USED FOR PARKS, OPEN SPACES, AND RECREATIONAL FACILITIES SHOULD BE RETAINED AT LEAST TO THE CURRENT LEVEL. ACTIVITIES THAT MAY RESULT IN THE LOSS OF EXISTING PARKLANDS AND OPEN SPACE SHOULD BE DISCOURAGED.

Secondary to retaining land and facilities, and nearly as important, is to build on what the city already has. Situations can arise that would improve residents’

opportunities to increase their visual enjoyment of the landscape, provide for more land for park use to fill gaps, and protect prominent natural areas from intensive non-recreational uses. **The City shall be open to and should analyze situations that arise that could provide for more and improved active and passive recreation opportunities (PK2a).**

The Lighthouse Park Master Plan envisions an improved park with the relocation of the existing boat launch if possible. Related to that, the 20-year capital facilities list includes a park project (P25) to conduct a boat launch relocation study. **The City shall research the feasibility of relocating the existing boat launch to allow for implementation of the “great lawn” concept described in the Lighthouse Park Master Plan to a site either outside of Lighthouse Park or to another location within the park (PK2b).**

Master plans for specified park and open space areas can ensure they will be used in a way that best meets the needs and desires of city residents. The Lighthouse Park and 92nd Street Park Master Plans are good examples of this concept.

PK3: MASTER PLANS FOR SPECIFIC PARKS AND OPEN SPACE AREAS IN THE CITY SHOULD BE DEVELOPED AND UPDATED AS NECESSARY TO GUIDE HOW THE PARKS AND OPEN SPACE AREAS ARE TO BE USED, DEVELOPED AND MANAGED TO ENSURE THE WAY THE AREAS ARE USED REFLECTS RESIDENTS’ VALUES.

For the plans to be effective, they must reflect resident’s desires. **Programs that require neighborhood involvement in the development of future parks and recreational facilities shall be used (PK3a).** The functionality and benefits provided by parks and recreational facilities are increased and improved when the facilities are interconnected. **A system of community parks connected by a citywide network of pedestrian and bicycle trails should be developed (PK3b).**

The body and the mind must be challenged in order to have a healthy life style. Recreation opportunities are to the body as arts and cultural activities are to the mind. Both types of opportunities should be sought, planned for and delivered efficiently.

PK4: RECREATIONAL, CULTURAL, AND ART SERVICES SHALL BE OFFERED TO MUKILTEO RESIDENTS IN AN EQUITABLE AND EFFICIENT MANNER.

Mukilteo’s demographics are not static so the demand for recreational, cultural, and art services can change over time. **To ensure the right combination of facilities is available to address needs of existing and changing demographics a survey of residents will be conducted every five years as part of the Parks, Open Space, Recreation & Arts Plan update (PK4a).**

One way to ensure all residents enjoy equitable access to the services they desire is to understand which services they consider to be most important and how high of a value they place on it. **Priorities for recreation services and a pricing policy shall be established to guide the investment of public resources in support of**

recreational programs (PK4b).

With the opening of the new Rosehill Community Center the city's ability to meet residents' demands of recreational and cultural arts services were greatly improved. **The full utilization of the Rosehill Community Center and future recreation facilities should be promoted to help build a healthy community through recreation programs, facilities and special events (PK4c).**

Given the built out nature of Mukilteo, there are very few opportunities to build more recreational facilities. Fortunately, public schools in the city have good facilities and fields. Also, the Boy's & Girl's Club and YMCA offer full and various menus of recreational opportunities. These factors can help the City meets its residents' recreational needs. **The City should work with the Mukilteo School District, other government agencies, private businesses, and non-profit organizations to enhance the City's park system and residents' access to recreational facilities (PK4d).**

Mukilteo's culture and art opportunities have been increasing in recent years. This trend should be encouraged. **To invigorate the city's culture of creativity, a Cultural Arts Master Plan should be adopted that identifies Mukilteo's creative assets and deficiencies, establishes goals to promote culture and art opportunities, and recommends ways to reach those goals (PK4e).** This effort should include the development and implementation of specific strategies to create a sustainable and diversified arts and culture environment. **Cultural and artistic offerings that reflect, engage with, and appeal to the full range of Mukilteo's diversified population should be developed (PK4f).**

It is only part of the solution to establish a park and recreation system in the City. Another part of the solution is to take steps to ensure the system is durable.

PK5: FOR THE CITY'S PARK SYSTEM TO BE LONG LASTING IT SHOULD BE OPERATED AND MAINTAINED IN A SUSTAINABLE AND EFFICIENT MANNER.

Investing in parks and recreation facilities greatly impacts the quality of life of Mukilteo residents and visitors. However, without planning for the operations and maintenance of those facilities, the investment could eventually be wasted. **The**



operation and maintenance of existing park and recreation facilities shall be prioritized above acquiring and/or creating new facilities (PK5a).

Sustainability reflects values. For Mukilteo’s parks to be sustainable they need to be established and maintained in a manner that reflects the values of its residents. **Proper maintenance of existing park facilities, including maintaining sufficient maintenance staffing levels, should be prioritized over acquisition and development of new facilities (PK5b).** Also, upkeep of the parks needs to be done in a way that helps protect the natural environment. **In the maintenance of City parks and other city-owned property, environmentally friendly products should be used wherever feasible (PK5c).** The use of pesticides and herbicides should be minimized by prohibiting their use in areas where children play and people gather (lawn areas). The routine use of EPA-registered pesticides and herbicides for park maintenance shall be restricted and allowed only under limited special exemptions where other methods are not feasible or in the removal of dangerous pests (PK5d).

With sufficient funding, Mukilteans’ needs and demands for parks and recreational facilities can be met. The City should explore all opportunities to increase funding for parks and recreational facilities.

PK6: A WIDE RANGE OF LAND ACQUISITION TECHNIQUES AND FUNDING OPTIONS SHOULD BE CONSIDERED AND UTILIZED FOR THE DEVELOPMENT OF FUTURE PARK AND RECREATIONAL FACILITIES.

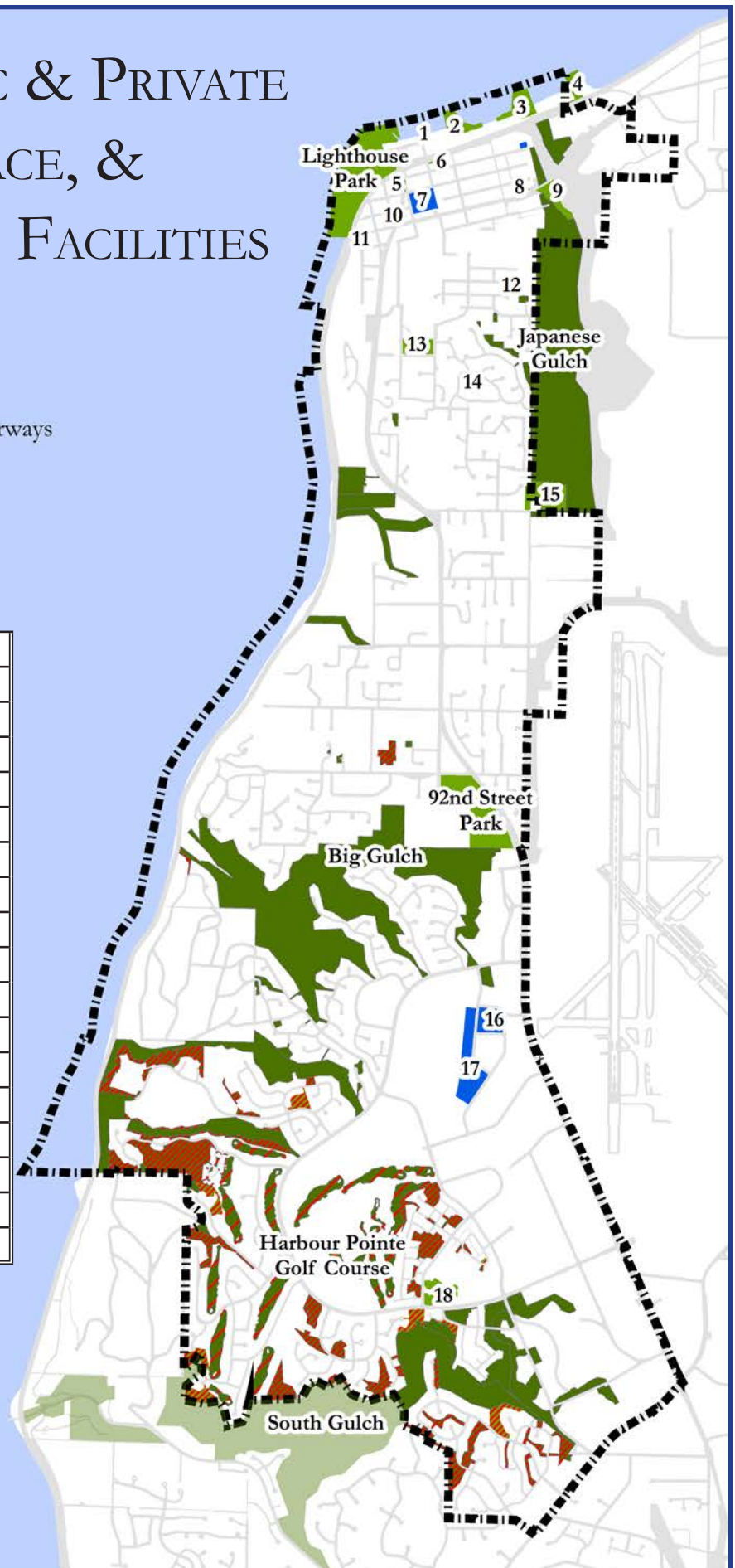
Map 20: Public & Private Open Space & Recreational Facilities is an inventory of developed property and existing property owned by the City of Mukilteo. While the map shows a significant difference in the quantity of private open space in the Harbour Pointe Community compared to the public open space in the area north of 76th Street, the map is an inventory to assist staff in the identification of community nodes to design pedestrian routes to connect our neighborhoods to our parks.



MAP 20: PUBLIC & PRIVATE OPEN SPACE, & RECREATIONAL FACILITIES

-  City Limits
-  Private Open Space
-  Public Open Space
-  Harbour Pointe Golf Course Fairways
-  Recreation Facilities
-  Public Parks
-  Private Parks
-  Right-of-Way

1	Mukilteo Community Beach
2	Central Waterfront Park
3	Japanese Gulch Creek Daylighting
4	Edgewater Beach
5	Totem Park
6	Fowler Pear Tree
7	Rosehill Community Center
8	Centennial Park
9	Tails and Trails Dog Park
10	Byers' Family Park
11	Pioneer Cemetery
12	Mary Lou Morrow Park
13	Goat Trail Park
14	Elliot Pointe Park
15	76th Street Trailhead
16	YMCA
17	Boys & Girls Club
18	Harbour Pointe Village Park





The 'T-Dock', now a part of the NOAA site, was once the docking site for the Island Flyer. The Island Flyer was the water taxi for students who finished the 8th grade at Rose Hill School and then attended Everett High School. The 'T-Dock' is now a popular scuba diving site with access from Park Avenue.

APPENDIX:

I. CAPITAL FACILITIES LISTS

II. POLICY LIST

III. FUNCTION PLANS

IV. HARBOUR POINTE MASTER PLAN

V. SOURCES & REFERENCE MATERIALS

VI. DEFINITIONS & ACRONYMS

APPENDIX I: CAPITAL FACILITIES LISTS

The Capital Facilities Lists include the following tables:

- 6 Year Proposed REET II Fund Capital Project Plan - Revenues
- 6 Year Proposed REET II Fund Capital Project Plan - Expenditures
- 2015-2035 Capital Facilities List - Projects Under \$200,000
- 2015-2035 Capital Facilities List - Projects Over \$200,000
- 2015-2035 Capital Facilities List - MUGA Projects

Both the 6 Year Proposed REET II Fund Capital Project Plan - Revenues & Expenditures are subject to change with the adoption of the annual budget. This is to reflect changes in market costs and changes with revenue opportunities.

REVENUES						
	2015	2016	2017	2018	2019	2020
Estimated Beginning Fund Balance	\$333,753	\$83,478	\$55,919	\$29,760	\$36,746	\$63,107
2014 Carry Forward Projects						
Pavement Preservation	\$300,000					
Street Maintenance & Repair	\$80,000					
Sidewalk Repair	\$10,000					
Annual Sidewalk Construction	\$50,000					
Annual ADA Improvements	\$10,000					
Bike Path Construction	\$25,000					
Projected REET II Taxes	\$511,541	\$504,891	\$530,640	\$548,682	\$567,337	\$567,337
Grant Funds	\$464,443	\$2,089,358	\$2,329,260	\$14,177,700	\$3,000,000	
61st PI Retaining Wall FEMA Grant*	\$75,688	\$662,102				
Interest/Other	\$2,336	\$584	\$391	\$208	\$257	\$442
Total Resources Available	\$1,862,761	\$3,340,413	\$2,916,211	\$14,756,350	\$3,604,340	\$630,886

TABLE I-2: 6 YEAR PROPOSED REET II FUND CAPITAL PROJECT PLAN - EXPENDITURES						
EXPENDITURES						
	2015	2016	2017	2018	2019	2020
Rosehill Bond Payment (LTGO)	(\$69,980)	(\$66,354)	(\$66,256)	(\$66,354)	(\$66,233)	(\$66,269)
2014 Carry Forward Projects						
Pavement Preservation	(\$300,000)					
Street Maintenance & Repair	(\$80,000)					
Sidewalk Repair	(\$10,000)					
Annual Sidewalk Construction	(\$50,000)					
Annual ADA Improvements	(\$10,000)					
Bike Path Construction	(\$25,000)					
SR 526 Shared Use Pathway (1)(2)	(\$211,803)					
2015 Capital Budget Projects						
Facility Renewal (2)	(\$68,000)					
Transportation Comp Plan (2)	(\$42,500)					
ADA Transition Plan (2)	(\$7,500)	(\$20,000)				
Additional Secure Parking	(\$12,000)					
2015 Street Light Retrofit	(\$40,000)					
Annual Capital Projects						
Annual Traffic Calming (2)	(\$25,000)	(\$25,000)	(\$25,000)	(\$25,000)	(\$25,000)	(\$25,000)
Annual Street Preservation (2)	(\$300,000)	***	(\$300,000)	(\$300,000)	(\$300,000)	(\$300,000)
Sidewalk Construction (2)	(\$25,000)	(\$50,000)	(\$50,000)	(\$50,000)	(\$50,000)	(\$50,000)
Bike Path Construction (2)	(\$25,000)	(\$50,000)	(\$50,000)	(\$50,000)	(\$50,000)	(\$50,000)
Annual ADA Improvements	(\$15,000)	(\$15,000)	(\$50,000)	(\$50,000)	(\$50,000)	(\$50,000)
Grant Funded Projects						
HPB & 5th Street Pavement Preservation (1)(2)	(\$50,000)	(\$747,000)				
HPB Widening (1)	(\$75,000)	(\$216,030)	(\$1,265,520)	(\$75,500)		
61st Pl Retaining Wall (1)	(\$87,500)	(\$765,435)				
Ped Bridge (1)(3)		(\$329,675)	(\$329,675)	(\$2,752,750)		
Harbour Reach Drive Extension (1)(3)	(\$250,000)	(\$1,000,000)	(\$750,000)	(\$11,350,000)	(\$3,000,000)	
Total Expenditures	(\$1,779,283)	(\$3,284,494)	(\$2,886,451)	(\$14,719,604)	(\$3,541,233)	(\$541,269)
Total Resources Available	\$1,862,761	\$3,340,413	\$2,916,211	\$14,756,350	\$3,604,340	\$630,886
Ending Fund Balance	\$83,478	\$55,919	\$29,760	\$36,746	\$63,107	\$89,617
(1) Grant Funded Project						
(2) Proposed REET I projects to be moved to REET II						
(3) Anticipated future grants						
Note: WSDOT Mobility Grant for the Pedestrian Bridge is matched \$350,000 from POE and \$300,000 from WSF						
Note: REET II revenue estimates for 2015-2019 are based on the State's forecast						
*** HPB and 5th Street Pavement Preservation substituted for 2016 Annual Street Preservation						

TRANSPORTATION						
ROADWAY	PEDESTRIAN FACILITIES	BIKEWAY	STORMWATER	PARKS	CITY BUILDINGS	SHORELINE & HABITAT MANAGEMENT
TR1: Annual Pavement Preservation Program		TB1: Annual Bikeway Program	SW1: Annual Stormwater Facility Maintenance	P1: Annual Park Improvements		
TR2: Annual PROW Traffic Calming Program				P2: Restoration of the BMX Jump Track Area		
TR3: Annual PROW ADA Improvements				P3: Japanese Gulch Entrance Kiosk and Maps		
				P4: Japanese Gulch - Trail Signage		
				P5: Japanese Gulch - Install Bollards at the Community Garden Entrance		
				P6: Repaint Red Exterior Sections of Rosehill		
				P7: Install Volleyball Sleeves on Grass Area at Rosehill (Poles, Net, Rope for Court Outline)		
				P8: Big Gulch Trail - Plexiglass Maps for Kiosks		
				P9: Re-do all Gates and Hardware at the Dog Park		
				P10: Annual Beach Enhancement & Restoration		

*TR4: Harbour Reach Drive Extension	TS1: Annual Pedestrian Facilities Construction Program	TB2: Harbour Pointe Boulevard Shared-Use Path Reconstruction	SW2: Park Avenue Outfall	P11: Harbour Pointe Village Park	CB2: Fire Station 25 Interior Expansion and Training Tower Renovation	HM1: North Mukilteo Nearshore Habitat/Buffer Replacement
*TR5: Chennault Beach Road Widening	TS2: 53rd Avenue Sidewalks from 84th Street to 81st Place	*TB3: Paine Field Blvd. Shared-Use Path Reconstruction	SW3: 2nd St. Drainage Improvements and Loveland Outfall	P12: Japanese Gulch Trail Phase 3	CB3: Public Works Storage Facility Improvements (2nd Street) (Repave Parking Lot and Replace Stair Well to Loft	HM2: Japanese Gulch Daylighting and Habitat/Buffer Replacement
*TR6: Harbour Pointe Boulevard (South) Widening	*TS3: Pedestrian Bridge Over BNSF Tracks		SW4: Canyon Drive and 62nd Place W. Storm Drainage Improvements	P13: Lighthouse Park Phase 3-4	CB4: Chamber of Commerce Building Parking Lot & Pedestrian Access Renovation	HM3: Big Gulch Estuary Phase 1
*TR7: Cyrus Way Widening	TS4: Loveland Avenue Sidewalks – 2nd Street to 3rd Street		SW5: Smuggler's Gulch Creek Crossing	P14: Entrance Signs/ Community Organization Signs	CB5: City Hall Parking Lot Repair	HM4: Big Gulch Estuary Phase 2
TR8: Cyrus Way (South) Improvements	TS5: SR526 from 84th Street to Airport Road		SW6: 46th Place W. and 45th Place W. Drainage Improvements	P15: Park Renovation and Major Repairs Program	CB6: Station 25 Mezzanine Work Area for Crew	HM5: Big Gulch Estuary Phase 3
*TR9: Bernie Webber Drive Park and Ride Plus	TS6: 53rd Avenue Sidewalks from 88th Street to 92nd Street		SW7: 44th Avenue W	P16: Parks and Open Space Acquisition	CB7: St. 25 Extend Building for More Office Space for Staffing Enhancements	HM6: Big Gulch Estuary Phase 4
*TR10: 47th Ave W/107th St. SW Reconstruction	TS7: 84th Street Sidewalks from SR525 to 53rd Avenue		SW8: 64th Place W Drainage Improvements	P17: Sports Field Development		HM7: Big Gulch Estuary Phase 5

TABLE I-4: 2015-2035 CAPITAL FACILITIES LIST - PROJECTS MORE THAN \$200,000

TRANSPORTATION						
ROADWAY	PEDESTRIAN FACILITIES	BIKEWAY	STORMWATER	PARKS	CITY BUILDINGS	SHORELINE & HABITAT MANAGEMENT
*TR11: Downtown Waterfront Parking Facility	TS8: 5th Street Sidewalks from Lincoln Avenue to City Limits		SW9: Smuggler's Gulch Drainage Analysis	P18: Waterfront Promenade		HM8: Big Gulch Beach Enhancement
TR12: 2nd St. Pedestrian Improvements	TS9: 2nd Street Sidewalks from SR525 to Loveland Avenue		SW10: Marine View Place - Flow Control	P19: Big Gulch Pedestrian Access to Shoreline		HM9: Chennault Beach Tidelands Enhancement
*TR13: SR525 Bridge	TS10: Park Avenue Sidewalks from 2nd Street to 3rd Street		SW11: <u>46th/88th Detention Pond Improvement/Relocation</u>	P20: Shoreline Trail		HM10: Possession View Waterfront Access
	TS11: 88th Street Sidewalks from SR525 to 46th Street		SW12: Naketa Beach improvements	P21: Cascadia Trail		HM11: Forest Management Plan & Reforestation
TR15: Park Ave. Pedestrian Improvements	*TS12: Harbour Pointe Boulevard Southside Sidewalks from Cyrus Way to SR525		SW13: 15th Place Detention Pond Improvements	P22: Harbour Heights to Waterfront Pedestrian Path and Bridge		
TR16: Street Lighting Program	TS13: Cyrus Way Sidewalks from Evergreen Drive to South Road		SW14: Olympic View Middle School Bioretention Swale	P23: Picnic Point Gulch to Harbour Pointe Boulevard Segment		

TABLE I-4: 2015-2035 CAPITAL FACILITIES LIST - PROJECTS MORE THAN \$200,000

TRANSPORTATION						
ROADWAY	PEDESTRIAN FACILITIES	BIKEWAY	STORMWATER	PARKS	CITY BUILDINGS	SHORELINE & HABITAT MANAGEMENT
TR17: Tank Farm Interim Improvements	TS14: Cyrus Way Sidewalks from Harbour Pointe Boulevard to Evergreen Road		SW15: 49th Avenue W. and 44th Avenue W. Bioretention Swales	P24: Possession Way to Beverly Park Road Trail		
TR18: 13124 Beverly Park Road (Peterson Property) Improvements / Sale	TS15: SR525 Totem Park Sidewalk		SW16: Mukilteo Estates Detention Pond Retrofit	P25: Boat Launch Relocation Study		
TR19: SR 525 Pedestrian / Bike Access Feasibility Study	TS16: 76th Street Sidewalks from SR525 to 44th Avenue W.		SW17: 61st Culvert Replacement	P26: Japanese Gulch Master Plan for Phase 3		
TR20: 61st Street Reconstruction (Smugglers Gulch)	TS17: Cyrus Way Sidewalks from Harbour Pointe Boulevard to SR525		SW18: 56th Avenue Bioretention Swale	P27: Lighthouse Park Band Shell Post Covers		
TR21: Left Turn Lane at Goat Trail Road – Turn Lane Pockets on SR525	TS18: Chennault Beach Road Sidewalks 4400 Block		SW19: Naketa Beach Outfall	P28: Tank Farm Lot 3 / Tract 2 Development		
TR22: Russell Road Widening	TS19: SR525 Sidewalks from 92nd Street to 86th Street		SW20: Decant Facility	P29: Replace Rubber Sidewalks at Lighthouse Park & Lighthouse Station		
TR23: 91st Street Reconstruction	TS20: 3rd Street Sidewalks		SW21: Chennault Beach Street Drainage Improvements	P30: Replace Grinder Pumps at Lighthouse Park		

TABLE I-4: 2015-2035 CAPITAL FACILITIES LIST - PROJECTS MORE THAN \$200,000

TRANSPORTATION						
ROADWAY	PEDESTRIAN FACILITIES	BIKEWAY	STORMWATER	PARKS	CITY BUILDINGS	SHORELINE & HABITAT MANAGEMENT
TR24: 84th Street Widening and Grade Reconstruction Alignment 84th Street to 53rd Avenue W. Pedestrian Improvements	TS21: Sidewalks from 73rd Street SW to 48th Avenue W.		SW22: Mukilteo Lane Storm Drainage Improvements	P31: Replace Boat Ramp at Lighthouse Park		
TR25: 53rd Street Improvements	TS22: DB Subarea Plan Sidewalks		SW23: 84th Street SW (West) Storm Drainage Improvements	P32: Repave Commuter Parking Lot		
TR26: Mukilteo Lane Repair	TS23: SR525 Under Bridge Pedestrian Path		SW24: 66th Place W Street Drainage Improvements	P33: Japanese Gulch Trails		
TR27: Lamar Drive Road Reconstruction			SW25: Central Drive Storm Drainage Improvements for Big Gulch Basin	P34: Japanese Gulch Trail Heads and Way Finding Signs		
TR28: 53rd Avenue Traffic Calming Improvements			SW26: 10th Street and Loveland Avenue Storm Drainage Improvements	P35: Japanese Gulch Playground Equipment		
TR29: 92nd Street Slope Stability from Mahalo to 91st Place SW			SW27: Horizon Heights Storm System Extension	P36: Japanese Gulch - 76th Street Parking Lot		
TR30: Harbour Pointe Boulevard North Right Hand Turn Lane			SW28: Lighthouse Park Storm Drainage Improvements	P37: Japanese Gulch - Playfields		
TR31: Cheannault Beach Road Widening from SR525 to Harbour Reach Drive			SW29: Whisper Wood Pond W.	P38: Projects from the Japanese Gulch Master Plan		
			SW30: Upper Chennault Culvert Improvement (access Road)	P39: 92nd Street Park Split Rail Fence Around Pond		

TABLE I-4: 2015-2035 CAPITAL FACILITIES LIST - PROJECTS MORE THAN \$200,000

TRANSPORTATION						
ROADWAY	PEDESTRIAN FACILITIES	BIKEWAY	STORMWATER	PARKS	CITY BUILDINGS	SHORELINE & HABITAT MANAGEMENT
TR33: Beverly Park Road to Harbour Reach Drive Widening			SW31: 88th Street (East) Storm Drainage Improvements	P40: Purchase Property in Big Gulch		
TR34: Cyrus Way new alignment from Chennault Beach Road to Russell Road			SW32: 5th Street Storm Drainage Improvements	P41: Big Gulch Trail and Estuary		
			SW33: Park Avenue Storm Drainage Improvements	P42: Big Gulch – Expand Wetland at SR525		
			SW34: Park Avenue Tidegate	P43: Dive Park		
			SW35: 63rd Place W. Storm Drainage Improvements for Big Gulch Basin	P44: Tank Farm Lot 1 - Mixed Use Building		
			SW36: 63rd Place W. Storm Drainage Improvements for Chennault Beach Basin	P45: Mary Lou Morrow Park Development		
			SW37: Japanese Gulch/Brewery Creek Headwater Wetland Creation/ Enhancement	P46: Projects from the Downtown Waterfront Master Plan		
			SW38: 88th Street (West) Storm Drainage Improvements	P47: Community Garden/ Precht Property Parking Lot		
			SW39: Goat Trail Pipe Restoration	P48: Picnic Shelter at LHP Wedding Shelter		
			SW40: 2nd Street Pipe Restoration	P49: Speedway Park		

TABLE I-4: 2015-2035 CAPITAL FACILITIES LIST - PROJECTS MORE THAN \$200,000

TRANSPORTATION						
ROADWAY	PEDESTRIAN FACILITIES	BIKEWAY	STORMWATER	PARKS	CITY BUILDINGS	SHORELINE & HABITAT MANAGEMENT
			SW41: 64th Place W. Street Drainage Improvements	P50: Mukilteo Dive Park and Beach Access		
			SW41: 64th Place W. Street Drainage Improvements	P51: Central Waterfront Park		
			SW42: Smuggler's Gulch/Big Gulch Basin Analysis	P52: Japanese Gulch Creek Park		
			SW43: Centralized Storm Drainage Facilities for Bluff Properties – Formed Through LID	P53: Edgewater Beach Restoration and Promenade		
			SW44: Cornelia Avenue/3rd Street Storm System Extension	P54: Downtown Waterfront Gateway		
			SW45: 63rd Place W. Slope Stabilization	P55: Interim Waterfront Promenade		
			SW46: Brewery Creek Outfall			
			SW47: 92nd Street Park Wetland Restoration and Expansion			
			SW48: 102nd Street SW Storm Drainage Improvements			
			SW49: Upper Smugglers Gulch Restoration			
			SW50: Upgrade Culverts for Fish Passage (Japanese Gulch, Big Gulch, Picnic Pointe)			
			SW51: North Fork of Big Gulch Stream Restoration and Wetland Creation (Privately Owned)			

TABLE I-4: 2015-2035 CAPITAL FACILITIES LIST - PROJECTS MORE THAN \$200,000

TRANSPORTATION						
ROADWAY	PEDESTRIAN FACILITIES	BIKEWAY	STORMWATER	PARKS	CITY BUILDINGS	SHORELINE & HABITAT MANAGEMENT
			SW52: 44th Ave. Storm Drainage Improvements			
			SW53: 53rd Ave. Storm System Extension			
			SW54: Purchase Vacant Land to Restore Natural Detention Areas (Can Apply to all Basins)			
			SW56: Harbour Pointe Boulevard and 47th Place W. Stream Corridor Enhancement (Privately Owned)			
			SW57: Central Drive Storm Drainage Improvements for Chennault Beach Basin			
			SW58: 92nd Street/ Hargreaves Storm Drain Extension			

TRANSPORTATION						
ROADWAY	SIDEWALK	BIKEWAY	STORMWATER	PARKS	CITY BUILDINGS	SHORELINE & HABITAT MANAGEMENT
				P48: Picnic Point Elementary School to Harbour Pointe Boulevard Trail		HM12: Lund's Gulch Estuary Habitat
				P49: Lake Serene Loop Pedestrian Path		HM13: Shipwreck Point
				P50: Lincoln Way Pedestrian Pathway		HM14: Picnic Point Creek Restoration
				P51: SR99 Pedestrian Connections		HM15: Norma Beach Boathouse
				P52: St. Andrews Rd. to Wind and Tide Drive Pedestrian Paths		
				P53: Norma Beach Rd. to Shoreline Trail		
				P54: 148th Pedestrian Paths		

APPENDIX II: POLICY LIST

LAND USE ELEMENT

LU1: THE POPULATION GROWTH OF MUKILTEO SHALL BE MANAGED IN COLLABORATION WITH SNOHOMISH COUNTY, PUGET SOUND REGIONAL COUNCIL AND WASHINGTON STATE OFFICE OF FINANCIAL MANAGEMENT.

LU1a. The city shall participate in the Snohomish County Buildable Lands Process to monitor lands available for development to accommodate projected growth in population and employment.

LU1b. The city shall support a steady rate of growth which will allow the population to reach the target of 22,0000 within the current city boundaries.

LU2: DEVELOPMENT REGULATIONS AND STANDARDS THAT IMPROVE THE QUALITY OF LIFE OF MUKILTEO RESIDENTS AND PROMOTE THE CITY'S SINGLE-FAMILY RESIDENTIAL CHARACTER SHOULD BE ADOPTED.

LU2a. The land area designated for each land use category shall support both maintaining the city's single-family residential character and providing a diversified tax base.

LU2b. The identity of unique residential neighborhoods should be promoted by creating defined boundaries, creating identifiable boundaries, identification signage and designating built and natural landmarks.

LU2c. The City should reconsider neighborhood based planning methods and establish regulations to preserve the distinct neighborhood qualities.

LU2d. New development and redevelopment shall provide housing, increased opportunities for employment, services, retail options, recreational activities, and enjoyment of the arts compatible with and complementary to the residential character of the neighborhoods.

LU2e. Development regulations that provide for smooth and compatible transitions between areas of different land use intensity should be adopted.

LU2f. Lighting regulations for development shall protect adjacent properties and public areas by allowing only non-glare shielded lighting at an intensity level that is no higher than necessary to meet safety standards.

LU2g. Development regulations and standards that maximize on-site landscaping, planting of street trees and use of native planting shall be adopted.

LU2h. Retention of significant trees with special consideration given to coniferous trees, tree

groupings, and use of forested areas as wildlife corridors, should be encouraged.

LU2i. The City should consider and adopt design guidelines/standards/regulations that support the full range of transportation modes and mitigate the negative impacts generated by automobiles.

LU2j. A program to develop attractive entry gateways into the city from arterial streets, railways, and Puget Sound should be considered.

LU3: PROPERTY RIGHTS OF LANDOWNERS SHALL BE RESPECTED BY PROTECTING THOSE RIGHTS FROM ARBITRARY AND DISCRIMINATORY ACTIONS BY THE CITY.

LU4: THE INTEGRATION OF ARTS AND CULTURAL OPPORTUNITIES INTO PUBLIC PLACES SHALL BE ENCOURAGED.

LU5: MUKILTEO'S WATERFRONT SHALL BE DEVELOPED IN A MANNER THAT MAXIMIZES THE PUBLIC'S ACCESS TO THE WATER.

LU5a. A Waterfront Master Plan shall be developed that reflects the direction of the Shoreline Master Program, accommodates the preferred alternative for the relocated Washington State Ferry facility, and addresses the operations and maintenance of city facilities envisioned for the waterfront. Subsequent land use decisions for the waterfront shall conform to the recommendations in the adopted Waterfront Master Plan.

LU5b. Public and semi-public spaces that attract people of all generations and allow for public access to the waterfront, should be developed.

LU5c. Redevelopment of Mukilteo's waterfront should include exceptional pedestrian and recreation facilities that include a waterfront promenade and a chain of waterfront parks, and a visitor dock, all with pedestrian-oriented amenities.

LU6: A MIDTOWN MUKILTEO OVERLAY SHOULD BE INVESTIGATED AND CONSIDERED FOR ADOPTION FOR THE AREA THAT INCLUDES THE CB AND PCB ZONING DISTRICTS AND ADJACENT AREAS (AS GENERALLY SHOWN IN MAP 4) TO ENCOURAGE AND FACILITATE COMMERCIAL MIXED USE REDEVELOPMENT WHILE INCLUDING PROTECTION FOR THE SURROUNDING RESIDENTIAL AREAS FROM POTENTIAL NEGATIVE IMPACTS.

LU7: A SUB-AREA PLAN OR OVERLAY ZONE SHOULD BE CONSIDERED FOR THE INDUSTRIAL AREA AS GENERALLY SHOWN IN MAP 5 WHICH COULD PROVIDE SPECIALIZED DEVELOPMENT REGULATIONS AND INCENTIVES TO ENCOURAGE AND FACILITATE INDUSTRIAL MANUFACTURING WHILE INCLUDING PROTECTION FOR THE SURROUNDING RESIDENTIAL AREAS FROM POTENTIAL NEGATIVE IMPACTS.

LU8: THE CODIFIED PROCESS IN MUKILTEO MUNICIPAL CODE FOR THE SITING OF ESSENTIAL PUBLIC FACILITIES SHOULD BE PERIODICALLY EVALUATED AND, IF NECESSARY, BE UPDATED TO

ENSURE SUCH FACILITIES CAN BE SITED WITHIN CITY LIMITS.

LU9: THE CITY SHALL MANAGE AND REGULATE DEVELOPMENT IN CRITICAL AREAS AND THE SHORELINE TO ALLOW REASONABLE AND APPROPRIATE USES IN THOSE AREAS WHILE PROTECTING THEM AGAINST ADVERSE EFFECTS AND SHALL REGULARLY EVALUATE THESE REGULATIONS AND PROGRAMS TO ENSURE THEY CONTINUE TO USE THE BEST AVAILABLE SCIENCE TO PROTECT ENVIRONMENTALLY SENSITIVE AREAS FROM NEGATIVE IMPACTS ASSOCIATED WITH DEVELOPMENT.

LU10: MUKILTEO'S HISTORICAL IDENTITY SHALL BE PRESERVED, ENHANCED, AND CELEBRATED.

LU10a. The City shall facilitate the inventorying of historically significant buildings, structures, sites and objects, and assist owners of historic property to obtain city, state and/or national historic designations.

LU10b. Public art and the naming of parks, streets and public places after historical figures and events shall be encouraged.

LU11: DEVELOPMENT AND REDEVELOPMENT IN THE DOWNTOWN BUSINESS DISTRICT SHALL BE GUIDED SO AS TO CREATE A UNIQUE IDENTITY FOR THE AREA THAT IS PEDESTRIAN-CENTRIC AS PROVIDED FOR IN THE DOWNTOWN BUSINESS DISTRICT SUBAREA PLAN.

LU11a. Measures should be implemented that would protect residential areas adjacent to and near the Downtown Business District from negative impacts associated with commercial activity.

LU11b. Existing nonconforming single-family residential uses currently located in the Downtown Business District should be encouraged to be redeveloped into mixed use and commercial uses that reflect the area's history as a fishing village, port-of-entry and trading post.

LU11c. The city should develop programs in collaboration with downtown property and business owners to identify historical attributes that may be incorporated into new building designs or redesigns.

LU12: NEW DEVELOPMENT AND REDEVELOPMENT THAT IS NOT COMPATIBLE WITH THE SAFE OPERATION OF SNOHOMISH COUNTY AIRPORT/PAINE FIELD SHALL NOT BE ALLOWED. THE REGULATED AREAS TO IMPLEMENT THIS POLICY SHOULD BE AS SMALL AS POSSIBLE WHILE STILL ACHIEVING THE GOAL.

LU12a. Development regulations that limit lighting, radio transmissions, electronic emissions, smoke, steam, dust or other airborne material/emissions that interfere with the safe operation of general aviation aircraft should be adopted.

LU12b. Structure height limitations and requirements related to operation of the Snohomish County Airport/Paine Field, incorporating the airport's FAR (Federal Aviation Regulation) Part 77 structure height limitations, should be incorporated into the city's development regulations.

LU12c. The number of structures and occupants near the ends of the two north-south runways

at Snohomish County Airport/Paine Field should be limited to the fullest extent possible while still preserving private property development rights.

LU12d. Review of development applications or adoption of development regulations should include an evaluation of how the development proposal will be affected by noise generated at Snohomish County Airport/Paine Field.

LU13: NEW DEVELOPMENT AND REDEVELOPMENT, BOTH IN MUKILTEO AND AT SNOHOMISH COUNTY/PAINE FIELD AIRPORT, SHOULD BE COMPLEMENTARY TO EACH OTHER AND SHOULD SUPPORT GENERAL AVIATION AND THE AEROSPACE INDUSTRY OVER ALL OTHER AIRPORT USES.

LU13a. Commercial passenger service at Snohomish County/Paine Field Airport should not be allowed, but if allowed, appropriate measures shall be imposed to mitigate all negative impacts associated with commercial passenger service, such as excessive noise at inappropriate times of the day and increased vehicular traffic on roadways.

LU14: THE CITY OF MUKILTEO SHALL SUPPORT THE GROWTH MANAGEMENT ACT'S GOAL TO ENCOURAGE GROWTH IN URBAN AREAS BY CONSIDERING ANNEXATION OF ALL OR PARTS OF ITS MUNICIPAL URBAN GROWTH AREA (MUGA), BUT ONLY IF THE ANNEXATION BENEFITS EXISTING MUKILTEO RESIDENTS, BUSINESSES, AND PROPERTY OWNERS.

LU14a. Annexations and/or de-annexations should only be considered if they:

- Enhance, improve, or maintain the quality of life for existing Mukilteo residents, businesses, and property owners; and
- Improve land use compatibility, promote orderly development, and facilitate traffic circulation.

LU14b. Potential annexations and de-annexations shall be evaluated for their short-term and long-term financial and operational impacts.

LU14c. Pre-annexation zoning of the Mukilteo MUGA should be considered and implemented if necessary to City of Mukilteo interests.

LU14d. Procedures to assure that owners of property within an annexed area pay a share of Mukilteo's bonded indebtedness should be analyzed and considered.

LU14e. The City of Mukilteo should consider entering into an agreement with the City of Everett to revise city boundaries in the areas of Japanese Gulch, Edgewater Beach, Mukilteo Lane, and Lamar Drive so city-owned land is within Mukilteo City limits and lots which are partly in Mukilteo and partly in Everett are entirely within a single city's limits. However, revising these city boundaries should only be considered if it benefits Mukilteo residents, businesses, and property owners.

LU15: THE CITY SHOULD CONSIDER ADOPTING POLICIES, TAKING ACTION, AND PARTICIPATING IN THE DECISION-MAKING PROCESS WHEN OTHER JURISDICTIONS CONSIDER DEVELOPMENT ACTIONS FOR AREAS OUTSIDE OF CITY BOUNDARIES THAT COULD IMPACT THE QUALITY OF LIFE IN MUKILTEO.

HOUSING ELEMENT

HO1: RETENTION OF EXISTING HOUSING STOCK SHOULD BE A CITY PRIORITY.

HO1a. Programs that support the rehabilitation and maintenance of older and/or historical housing stock should be investigated and supported.

HO1b. Programs that assist residents to age in place and stay in their dwelling units even after retirement should be investigated and supported.

HO2: HOUSING POLICIES, PROGRAMS, AND REGULATIONS DESIGNED TO SUPPORT AND PROMOTE SUSTAINABILITY AND WHICH MINIMIZE THE IMPACT ON ENVIRONMENTALLY SENSITIVE AREAS SHOULD BE DEVELOPED.

HO3: THE CITY SHALL SUPPORT FAIR AND EQUAL ACCESS TO HOUSING FOR ALL PERSONS REGARDLESS OF RACE, COLOR, RELIGION, GENDER, SEXUAL ORIENTATION, AGE, NATIONAL ORIGIN, FAMILIAL STATUS, SOURCE OF INCOME, OR DISABILITY.

HO4: THE CITY SHALL ACTIVELY COLLABORATE WITH OTHER MUNICIPALITIES, PUBLIC AGENCIES, AND PRIVATE ENTITIES TO ADDRESS HOUSING ISSUES; INCLUDING THE ISSUE THAT THERE IS AN INADEQUATE SUPPLY OF HOUSING THAT IS AFFORDABLE FOR LOWER INCOME SEGMENTS OF THE POPULATION.

HO4a. The City shall be an active participant with Snohomish County and other county municipalities in compiling the “Housing Characteristics and Needs in Snohomish County” report as required by Countywide Planning Policy.

HO4b. The City shall be an active participant with the Alliance for Housing Affordability and other inter-jurisdictional efforts to promote and contribute to an adequate and diversified supply of housing countywide.

HO4c. Public and private partnerships designed to retain and promote affordable housing options should be formed.

HO4d. The City shall pursue programs on its own that will actively preserve existing affordable housing units, facilitate creation of additional affordable housing units, and assist private homeowners in maintaining their houses.

HO5: A WIDE VARIETY OF HOUSING OPTIONS SHOULD BE ENCOURAGED IN THE CITY’S RESIDENTIAL AND MIXED USE ZONING DISTRICTS TO MEET DEMANDS FOR HOUSING, INCLUDING AFFORDABLE HOUSING.

HO6: WHEN ADOPTING NEW REGULATIONS AND FEES THE CITY SHALL CONSIDER THE ECONOMIC IMPLICATIONS THEY WILL HAVE ON THE CREATION OF NEW AFFORDABLE HOUSING.

CAPITAL FACILITIES ELEMENT

CF1: THE CITY SHALL ADOPT LEVELS OF SERVICE STANDARDS AND OTHER BENCHMARKS THEN CONTINUOUSLY MONITOR THE ADEQUACY OF ITS CAPITAL FACILITIES TO MEET THOSE STANDARDS.

CF2: TWO CAPITAL PROJECT LISTS, A 6-YEAR AND A 20-YEAR LIST, SHALL BE ADOPTED ANNUALLY BY CITY COUNCIL RESOLUTION.

CF2a. The 6-year capital project list shall be reviewed annually and, if necessary, revised to accommodate projected demands and revenues.

CF2b. Projects added to the 6-year list shall always come from the 20-year list except for the rare circumstances where a deficiency arises unexpectedly.

CF2c. Projects that address a current or projected deficiency are the highest priorities.

CF2d. The following factors not related to addressing a deficiency, which are in priority order, should be considered when placing projects on the 20-year capital project list:

1. Protection of public health, safety and welfare.
2. Potential to receive grants or outside dollars to help pay for the project.
3. The severity and nature of threats the project would address.
4. The number of funding sources a project is eligible for.
5. Cost to operate and maintain the facility
6. Maintenance or redevelopment of existing facilities to extend their useful life
7. Conservation of energy and natural resources.

CF2e. A ranking system shall be developed to determine the process by which projects on the 20-year list are moved to the 6-year list. The system shall be designed so:

- Projects from each capital project category are on the 6-year list;
- The cost for ongoing operations and maintenance of the facility is considered;
- Priority is given to projects which:
 - fill service gaps;
 - serve the greatest number of people;
 - address gaps in service;
 - equitable distribution, both geographically and social-economically, of capital project dollars spent is considered;
 - are intended to meet state and federal requirements.

CF2f. The following factors may be considered to prioritize the projects (this list is in priority order of importance):

1. Improvements that increase safety and reduce threats to life and property.
2. Fulfill immediate Level of Service standard issues.
3. Resolve major infrastructure maintenance needs
4. Have financial commitments have in place.

5. Identified as having only a minor effect on maintenance or safety but reflect desires of the community.

CF2g. A project may be placed on a capital projects list solely because an unexpected opportunity presented itself, but not if doing so means reducing the city's ability to address an inadequacy.

CF2h. Volunteerism should be encouraged to lower costs to build, operate and maintain capital projects.

CF3: THROUGH SITE SELECTION AND DESIGN, OPPORTUNITIES TO MINIMIZE THE IMPACT OF CAPITAL FACILITIES ON THE ENVIRONMENT, AND IF POSSIBLE ENHANCE THE NATURAL ENVIRONMENT, SHOULD BE SOUGHT.

CF3a. Capital projects whose primary objective is to protect the environment and enhance natural habitat should be considered, evaluated and constructed.

CF4: FINANCING PLANS FOR CAPITAL PROJECTS SHALL BE ACHIEVABLE, REASONABLE AND SHALL CONSIDER A VARIETY OF FUNDING SOURCES.

CF4a. All available funding and financing mechanisms which a capital project is eligible to use should be considered when developing a financing plan for that project.

CF4b. Impact mitigation fee regulations shall be regularly reviewed to ensure they reflect current information, potential projects, and estimated costs.

CF4c. The cost of expanding existing or building new capital facilities to meet the demands created by population growth shall be paid by new development. It shall not be borne by existing taxpayers.

CF4d. Any funds generated by a sale should be used on capital projects designed to meet a level of service standard or to provide a new service.

CF4e. Funding for extremely high-cost projects which cannot reasonably be paid for through a single year budget allocation, may be secured by setting aside dollars every year over a period of years to compile the necessary funds or by issuing debt.

CF4f. Except for the most extraordinary circumstances, funds designated for a project over multiple years shall not be spent on any other capital project or to fulfill another financial need.

CF4g. High-cost capital projects for which funding must be accumulated over several years shall not be started until funding for the entire project has either been banked or identified.

CF5: THE CITY OF MUKILTEO SHALL CONTINUE TO ASSESS THE ADEQUACY OF ITS OWN CAPITAL FACILITIES TO MEET CITY STANDARDS AND SHALL WORK WITH ALL OUTSIDE SERVICE PROVIDERS TO DETERMINE THEIR ABILITY TO CONTINUE TO MEET THEIR SERVICE STANDARDS OVER THE 20-YEAR TIMEFRAME OF THE COMPREHENSIVE PLAN.

CF5a. Mukilteo should work with other agencies to coordinate capital infrastructure projects to reduce project costs and the frequency of disruption due to construction activity in the same locations.

CF5b. The City of Mukilteo should strive to ensure proper maintenance of capital facilities is regularly performed in order to reduce the rate of deterioration of facilities.

CF5c. The City of Mukilteo shall identify deficiencies in capital facilities based on adopted levels of service and facility life cycles, and determine the means and timing for correcting these deficiencies.

UTILITIES ELEMENT

UT1: THE LOCATION, CONSTRUCTION, OPERATION, AND MAINTENANCE OF UTILITIES SHALL MINIMIZE IMPACTS TO THE NATURAL AND HUMAN ENVIRONMENT BY USING CURRENT BEST MANAGEMENT PRACTICES TO ENSURE SAFETY AND PROTECTION OF PUBLIC HEALTH, SAFETY, AND WELFARE.

UT1a. To minimize the visual impact of power and telecommunication lines, new lines shall be located underground.

UT1b. Where possible, above-ground utilities shall be located within a fully-enclosed building, or surrounded with sight-obscuring fencing or landscaping, or located out of the public and/or private view.

UT1c. The co-location and concealment of utilities should be encouraged when there are opportunities to do so without imposing severe added costs to construct, operate, and/or maintain the utilities.

UT1d. The City of Mukilteo should adopt a Wireless Communications Facility Master (WCF) Plan based on the evaluation by a qualified consultant to determine ideal locations for WCFs taking into consideration the area's topography and current provider cell telephone coverage areas. Based on the adopted plan the City should then amend its WCF regulations to implement the plan to limit the proliferation of WCFs while remaining consistent with Federal regulations.

UT2: CONSERVATION MEASURES AND PROGRAMS TO REDUCE SOLID WASTE AND INCREASE RECYCLING SHOULD BE CONSIDERED.

UT3: THE CITY SHOULD COORDINATE WITH OUTSIDE UTILITY PROVIDERS TO ENCOURAGE COST-EFFECTIVE ENERGY CONSERVATION MEASURES, PROMOTE ENERGY EFFICIENCY PROGRAMS, AND CREATE RENEWABLE ENERGY GENERATION RESOURCES.

UT3a. The City should investigate programs that encourage developers and homeowners to install energy-efficient products and services.

UT4: DEVELOPMENT APPLICATIONS SHALL BE REVIEWED BY THE MUKILTEO WATER & WASTEWATER DISTRICT OR THE ALDERWOOD WATER & WASTEWATER DISTRICT FOR ADHERENCE TO THE DEVELOPER EXTENSION STANDARDS OF THE RELEVANT DISTRICT AS DETERMINED BY THE LOCATION OF THE DEVELOPMENT.

UT5: THE CITY SHALL ENCOURAGE AND WORK WITH THE MUKILTEO WATER & WASTEWATER DISTRICT AND THE ALDERWOOD WATER & WASTEWATER DISTRICT TO HELP IMPROVE THEIR SYSTEMS AND EFFICIENCIES.

UT5a. A program to replace undersized water lines and improve fire hydrants' location in accordance with the most current National Fire Protection Association (NFPA) standards and Fire Marshal recommendations which will help maintain the City's fire protection rating should be implemented.

UT5b. Development standards should also integrate the most cost-effective solutions to upgrade

water and sanitary sewer systems as necessary to meet State and Federal requirements while providing the best service to the public.

UT5c. To facilitate inspection and maintenance of water and sanitary sewer lines and to allow water lines to be looped in order to enhance water quality and service reliability, all water and sewer lines should be located in easements.

UT5d. The extension of sanitary sewer lines to un-sewered areas of the City shall be encouraged subject to availability of treatment capacity.

UT5e. New development shall connect to a sanitary sewer system or be fit with dry sewers in anticipation of connection to the sewer system.

UT6: THE CITY SHOULD SUPPORT THE WATER UTILITIES' WATER CONSERVATION PROGRAMS AND CREATE AND PROMOTE ITS OWN CONSERVATION PROGRAMS.

UT7: SURFACE WATER MANAGEMENT PLANNING AND OPERATIONS SHALL COMPLY WITH CITY, STATE, AND FEDERAL SURFACE WATER REGULATIONS AND BE CONSISTENT WITH THE CITY OF MUKILTEO COMPREHENSIVE PLAN.

UT7a. New and reconstructed stormwater collection, conveyance, and treatment systems and the construction and reconstruction of streets shall comply with all NPDES requirements and City design standards.

UT7b. Periodic updates of the City of Mukilteo Surface Water Management Plan (or its equivalent) shall be undertaken as needed to ensure the surface water management utility is effective and rates are adequate to finance the operation of the utility.

UT7c. Only stormwater shall be allowed to be discharged into the stormwater system.

UT7d. Drainage, flooding, and stormwater run-off impacts shall be minimized to the maximum extent practical in land use development proposals and City operations.

UT8: STREAMS AND WETLANDS SHOULD BE AN INTEGRAL PART OF THE STORMWATER MANAGEMENT, PROVIDED THEY ARE PROTECTED FROM THE NEGATIVE IMPACTS CREATED BY ALTERED FLOW REGIMES AND POLLUTANT SOURCES.

UT8a. A stormwater management program using best management practices should be implemented for flow control and water quality treatment that protects wetlands and streams from impacts generated by upstream development and should include planning at the watershed basin scale.

UT8b. The preferred development and redevelopment stormwater management alternatives are low impact development strategies and the protection of critical areas, major wetlands, and drainage functions.

UT8c. Techniques that protect wetlands and other critical areas which play a positive role in improving water quality and mitigating peak flows should be considered, including but not limited to, delineating their locations, adopting additional land use regulations to protect them, and purchasing of development rights.

TRANSPORTATION ELEMENT

TR1: MINIMUM LEVELS OF SERVICE FOR ROADWAYS SHALL BE ADOPTED AND A REVIEW SYSTEM IMPLEMENTED TO ENSURE NEW DEVELOPMENT AND/OR CONDITIONS DO NOT CAUSE LEVELS OF SERVICE TO DROP BELOW THE ADOPTED STANDARDS EXCEPT UNDER EXTRAORDINARY CIRCUMSTANCES.

TR1a. The following Level of Service (LOS) standards shall be used to evaluate critical road segments, intersections, arterials or local road/streets:

Principal and Minor Arterials	E
Intersections at Principal and Minor Arterials	E
Collector Streets and Local Roads/Streets	D

TR1b. LOS ratings should be the primary basis for prioritizing capital transportation projects and allocating city resources. However, documented safety issues should be assigned the highest priority even if the LOS standard is being met when considering resource allocation.

TR2: FUTURE DEVELOPMENT SHALL BE REQUIRED TO PAY ITS PROPORTIONATE SHARE OF THE COST TO INCREASE THE CITY'S TRANSPORTATION SYSTEM'S ABILITY TO HANDLE THE ADDITIONAL TRAFFIC GENERATED BY THE DEVELOPMENT.

TR2a. If a development's traffic impacts cause any part of the City's street system to fall below adopted standards, transportation improvements shall be required to provide added capacity to the system and to ensure its continuing operation.

TR2b. The capacity projects identified on Map 15 to accommodate traffic generated by new development shall be reviewed and revised, at a minimum, every 10 years.

TR2c. At least every 5 years the cost estimates for the capacity projects depicted on Map 15 shall be recalculated.

TR2d. Whenever the projects on Map 15 or the associated cost estimates are changed the Transportation Impact Fee shall be amended to reflect the new information.

TR2e. When an existing road segment or intersection is fully built out to accommodate the maximum capacity it is physically capable of accommodating yet does not currently meet the standards in TR1b, the transportation capacity improvements necessary to mitigate the traffic impacts of a development:

- Shall not be required in order to meet the standards in TR1a if it is not physically feasible to install the improvements, but;
- May be required to maintain the existing overall Level of Service in the system as a whole by funding a proportional share or building other capacity improvements.

TR3: THE CITY OF MUKILTEO SHOULD WORK WITH OTHER PUBLIC/PRIVATE AGENCIES THAT GENERATE ADDITIONAL VEHICULAR TRAFFIC IMPACTS OR COSTS TO THE CITY SO THAT THEY WILL PROACTIVELY MITIGATE THE IMPACTS THEY CAUSE AND/OR DEFRAY THE COST TO THE CITY TO DO SO.

TR3a. The City should support continued investigation, analysis and consideration of strategies to mitigate the impact of ferry-related vehicular traffic on City streets.

TR3b. The City should encourage joint public/private efforts to participate in traffic mitigation strategies with the large trip generating/attracting centers, such as Boeing and other aerospace industries.

TR4: THE CITY OF MUKILTEO TRANSPORTATION SYSTEM SHALL CONFORM TO THE FEDERAL AND STATE CLEAN AIR ACTS BY MAINTAINING ITS CONFORMITY WITH THE METROPOLITAN TRANSPORTATION PLAN OF THE PUGET SOUND REGIONAL COUNCIL AND BY FOLLOWING THE REQUIREMENTS OF CHAPTER 173-420 OF THE WASHINGTON ADMINISTRATIVE CODE.

TR4a. To reduce the emission of greenhouse gases and the amount of gasoline consumed by city vehicles (except for emergency and large utility vehicles), the City should increase the percentage of its vehicle fleet that is comprised of hybrid, all-electric or other non CO2-emitting vehicles.

TR5: PRESERVATION OF STREET PAVEMENT AND CONSTRUCTION OF STREET IMPROVEMENTS SHALL BE GUIDED BY A SYSTEMATIC METHODOLOGY THAT PROMOTES EFFICIENCY AND COST-EFFECTIVENESS.

TR5a. The City's Capital Improvement Plan (CFP) and 6-year Transportation Improvement Plan (TIP) should be used to efficiently and cost-effectively schedule, fund, and construct needed street maintenance and improvements.

TR5b. A Pavement Management System (PMS) program, consisting of a full range of pavement preservation measures including street rebuilds, for all City streets except for SR 525, SR 526 and SR 525 Spur, should be used to protect the infrastructure and be eligible for federal funding assistance.

TR5c. When possible, and if in the City's best interests, projects should be coordinated with adjacent jurisdictions and other appropriate agencies.

TR5d. Dedication of right-of-way should be required as a development permit condition of approval for projects adjacent to right-of-way where it has been identified that additional right-of-way is needed to meet minimum standards, unless specifically waived by the Director of Public Works.

TR5e. The City's pavement preservation program shall be based on:

1. A Pavement Management System program (PMS) which assigns a numerical rating of 0-100 to defined pavement sections on all City streets, with 100 assigned to newly installed pavement that meets standards and 0 meaning pavement has deteriorated to virtually gravel.
2. Preservation efforts for all 60 miles of City streets should be on a 7-12 year cycle with variations allowed for the volume of traffic handled by the street and its exposure to pavement-deteriorating sunlight.
3. Special conditions such as the need for utility repairs, sidewalk and ADA improvements or

some street condition that should be repaired prior to pavement preservation work.

4. Application of the “total area” concept where preservation efforts are applied to a whole area rather than individual non-connected street sections, which means some sections may receive preservation efforts when they are still in relatively good condition.

TR5f. To ensure adequate funding for street rebuild projects the following processes should be considered:

- Accumulate funding over multiple years through the Pavement Management Annual Budget to allow more expensive projects to move forward.
- Seek out grants or loans from the Washington State Public Works Account.
- Issue bonds to finance the project.
- Establish a Transportation Benefit District, as provided for under State law.

TR5g. If the City of Mukilteo’s population begins to approach 25,000, a Traffic Signal Installation, Maintenance and Repair Plan should be created and adopted so that costs associated with SR 525 and 526 signals can be incorporated into the city’s operating and capital budgets.

TR6: STANDARDS FOR STREETS, APPROPRIATE FOR EACH STREET CLASSIFICATION, THAT SPECIFY THE DESIGN OF STREET FACILITIES SHALL BE ADOPTED. THE STANDARDS SHOULD INCLUDE MINIMUM PROVISIONS FOR PEDESTRIAN-ORIENTED STREETScape ELEMENTS AND BICYCLE FACILITIES.

TR6a. Adopted street standards should provide for bike lanes, convenient bus stops, discourage high travel speeds, minimize significant environmental impacts and maintain the character of existing residential neighborhoods.

TR6b. Deviations from the street standards shall be subject to the review and approval of the Public Works Director provided the deviations do not negatively impact public safety or create drainage problems.

TR6c. Consideration should be given to renaming Mukilteo Speedway to Mukilteo Parkway, or something similar, to better reflect the impact and role it plays in city life.

TR6d. Working through inter-jurisdictional planning, the Mukilteo Speedway (SR525) right-of-way should be developed to include aesthetic improvements above and beyond existing standards, including increased landscaping, bike paths, and pedestrian-friendly facilities similar to what is described by WSDOT’s “Complete Streets”.

TR7: TO MINIMIZE THE NEGATIVE IMPACTS ON THE QUALITY OF LIFE CREATED BY SURFACE PARKING LOTS, WHILE ENSURING NEW DEVELOPMENT PROVIDES SUFFICIENT PARKING TO MEET THE DEMAND, PARKING REQUIREMENTS SHALL TAKE INTO CONSIDERATION METHODS THAT REDUCE PARKING DEMAND AND SHALL BE SET AT LEVELS THAT REQUIRE NO MORE PARKING CAPACITY THAN IS NECESSARY TO MEET THE REAL DEMAND.

TR7a. A periodic review of the City’s off-street parking requirements should be undertaken to ensure that adequate parking is provided for each land use and that it is used efficiently.

TR7b. Off-street parking requirements for new development and redevelopment shall consider the need for employee parking spaces in parking regulations.

TR7c. Joint use or shared parking and other innovative techniques, shall be encouraged to maximize existing parking lots or garages and to reduce the need for additional impervious surface area dedicated to parking without impacting adjacent zoning districts.

TR7d. Under building or underground parking structures, innovative parking lot design that locates parking behind or to the side of buildings, paving material options, or other alternatives should be considered to balance the need for parking with the desired appearance of parking facilities.

TR8: NEIGHBORHOOD TRAFFIC CALMING DEVICES AND STRATEGIES SHOULD BE FACILITATED AND ENCOURAGED TO PROTECT LOCAL STREETS AND COLLECTOR ARTERIALS (WHOSE MAIN FUNCTION IS TO PROVIDE LOCAL ACCESS) FROM THROUGH TRAFFIC, HIGH VOLUMES, HIGH SPEEDS, AND PEDESTRIAN/VEHICLE CONFLICTS.

TR8a. The City of Mukilteo shall monitor its Traffic Calming Program to ensure its priority ranking process and cost sharing program produces equitable results.

TR8b. The cost of traffic calming implementation should be shared by residents in the neighborhood who will benefit from the implementation.

TR9: PEDESTRIAN AND BICYCLE FACILITIES, STREETScape STANDARDS, AND TRAFFIC CALMING METHODS SHOULD BE INSTALLED TO IMPROVE CONNECTIVITY BETWEEN PARKS, RETAIL CENTERS, SCHOOLS, AND REGIONAL TRANSPORTATION NODES AND TO PROMOTE A PEDESTRIAN AND BICYCLE FRIENDLY ENVIRONMENT.

TR9a. To eliminate gaps in pedestrian routes and to promote mobility, new routes (which may or may not be next to a street) should be programmed to, in priority order:

- Link schools with residential areas
- Connect activity areas together, and
- Link residential areas to bus stops.

TR9b. Through inter-jurisdictional planning, funding should be sought to replace/retrofit/modify the SR525 bridge over the railroad tracks so adequate bicycle and pedestrian improvements are added and a new First Street intersection for vehicle access to the multimodal terminal is accommodated.

TR9c. Design of the waterfront multimodal/intermodal terminal shall prioritize the use of public transit, high occupancy vehicles (HOV), and pedestrian and bicycle access over private automobile access.

TR9d. Separated pedestrian connections should be established to link ferry parking, Sound Transit commuter rail and upper Old Town in a seamless safe network. Alternative transportation modes that contribute to healthy life styles should be encouraged.

TR9e. Increased and improved pedestrian and bicycle access to the Mukilteo Multimodal Station and waterfront should be encouraged to:

- provide safer routes and better connectivity over the railroad tracks;
- improve efficiency for loading and unloading of walk-on and bicycle ferry passengers;
- improve efficiency of loading and unloading vehicles on to and off of ferries by removing conflicts with pedestrians and bicycles;
- increase the number of pedestrian and bicycle commuter rail passengers by facilitating their access to the Sounder train platform; and
- improve local and business connectivity between Old Town, the waterfront, future parking facilities, and the public transportation facilities with a seamless safe network.

TR10: BICYCLE FACILITIES SHALL BE AN INTEGRAL PART OF THE CITY'S TRANSPORTATION SYSTEM.

TR10a. A bicycle master plan should be developed within the context of Mukilteo's Transportation Plan, where bicycle paths are programmed to connect major activity nodes in the city and other regional trails/facilities and provide a safe riding environment when located along highways and streets.

TR10b. Convenient and secure bicycle parking should be provided at transportation hubs and at commercial and employment centers.

TR11: THE CITY SHALL PARTICIPATE IN REGIONAL TRANSPORTATION PLANNING AND PROGRAMMING EFFORTS DESIGNED TO IMPROVE THE EFFICIENCY OF FERRY SERVICE, ENCOURAGE USE OF TRANSIT AND OTHER ALTERNATE MODES OF TRANSPORTATION, AND ENCOURAGE TRANSPORTATION DEMAND MANAGEMENT (TDM).

TR11a. The City of Mukilteo shall encourage transportation demand management strategies, including but not limited to shared parking plans between adjacent properties, carpooling incentives, flexible hours, staggered work hours, telecommuting, and a ferry reservation system to make the most efficient use of available parking.

TR11b. The City of Mukilteo should encourage transportation demand-management strategies at all levels to make the most efficient use of available parking (TR11b).

TR11c. Developers and owners of commercial and industrial projects that will employ more than 100 employees should include in their proposals and planned operations Transportation Demand Management (TDM) measures to reduce the demand on the transportation system infrastructure by reducing peak period automobile traffic volumes. TDM measures can include such items as:

- Non-motorized mode support
- Parking management
- Car sharing
- Ride matching services
- Alternative work schedules

- Guaranteed ride home
- Vanpool services
- Education and promotion
- HOV preferential parking.

TR11d. The City of Mukilteo should be actively involved with Community Transit's Commute Trip Reduction Program for major employers in the city and should work cooperatively with Community Transit, Everett Transit, Snohomish County and other cities in the Southwest Urban Growth area to fully implement and expand the City's Commute Trip Reduction Plan for employees and residents.

TR11e. To improve the efficiency of ferry operations in Mukilteo the City should encourage Washington State Ferries to consider adopting transportation demand management and other strategies at their Mukilteo facility including, but not limited to:

- Ferry reservation system for vehicles
- Funding transfer and transit facilities
- Providing mode shift options and information
- New funding sources for ferry-related traffic improvements such as a ferry fee potentially implemented as a toll through a City of Mukilteo Transportation Benefit District
- Fully staffing the facility during periods of high demand.

TR11f. The City should support and encourage Community Transit, Everett Transit, and Sound Transit to expand bus service to meet growing demand along the City's principal and minor arterial streets and to improve regional transportation linkages for all modes.

TR11g. Public transportation facilities should be integrated into land development where appropriate and into the design and maintenance of public roads.

TR11h. The City should encourage mixed-use projects and land use relationships which will decrease dependency on the automobile by locating a variety of land uses in the same area.

TR11i. The City of Mukilteo's traffic impact mitigation fee ordinance should be reviewed to see if a fee reduction in exchange for enhancements to public transit, ride sharing, or construction of transit facilities is feasible.

TR11j. The feasibility of building a remote Park and Ride facility for waterfront visitors should be investigated in coordination with transit agencies, WSDOT, Washington State Ferries, Boeing, Sound Transit, local and regional employers and other agencies/municipalities.

TR11k. When making land use and development decisions the City shall consider how those decisions can support Community Transit's 6-year Transit Development Plan and Long Range Transit Plan.

TR12: THE CITY SHOULD COLLABORATE WITH BNSF RAILWAY TO PROVIDE IMPROVED RAILROAD CROSSINGS TO ENHANCE THE PUBLIC'S ACCESSIBILITY TO THE CITY'S WATER FRONT AND FOR THE

CONTINUATION OF A “TRAIN HORN QUIET ZONE” DESIGNATION IN ORDER TO MINIMIZE IMPACTS OF RAILROAD OPERATIONS ON THE QUALITY OF LIFE OF RESIDENTS.

TR13: THE CITY OF MUKILTEO SHOULD PURSUE DEVELOPMENT OF PUBLIC PEDESTRIAN RAILROAD OVERPASSES AT ONE OR MORE LOCATIONS TO INCREASE ACCESS TO PUGET SOUND THROUGH THE WASHINGTON STATE UTILITIES AND TRANSPORTATION COMMISSION AND OTHER AGENCIES.

TR14: THE CITY OF MUKILTEO SHOULD ACTIVELY REACH OUT TO BNSF RAILWAY AND WORK TO CREATE STRONG PARTNERSHIPS WITH BNSF AND MUNICIPALITIES IN THE REGION TO ADDRESS ISSUES RELATED TO POTENTIAL HAZARDS FROM RAILROAD FREIGHT MOVEMENT THROUGH THE CITY.

TR14a. BNSF is encouraged to notify the City, in advance, of any hazardous cargo being transported within Mukilteo.

TR14b. The City of Mukilteo should form partnerships and work with other municipalities and entities to create a regional approach to limiting the amount of coal, petroleum products, and other hazardous materials transported on the railways.

TR14c. The City of Mukilteo should collaborate with BNSF and other entities in emergency response planning to potentially dangerous railroad incidents.

TR15: THE CITY SHALL ACTIVELY PARTICIPATE IN PLANNING EFFORTS FOR SNOHOMISH COUNTY AIRPORT - PAINE FIELD IN ORDER TO PRESERVE AND PROTECT QUALITY OF LIFE IN MUKILTEO.

TR15a. The City of Mukilteo opposes physical and operational expansion of Snohomish County - Paine Field General Aviation Airport to accommodate commercial aviation.

TR15b. The City of Mukilteo shall actively participate in airport planning, to decrease current noise levels, limit flight paths, limit evening and nighttime landings and limit the number of incoming and outgoing aircraft at the Paine Field General Aviation Airport.

TR15c. Development at Snohomish County Airport - Paine Field should not decrease the Level of Service at intersections below standards nor negatively impact the City’s transportation system.

ECONOMIC DEVELOPMENT ELEMENT

ED1: PROGRAMS THAT ATTRACT, SUPPORT, AND ENCOURAGE BUSINESSES THAT WILL COMPLEMENT THE CITY'S VISION AND DIVERSIFY ITS TAX BASE SHALL BE INVESTIGATED AND SHOULD BE IMPLEMENTED IF FEASIBLE.

ED1a. Businesses that create family-wage jobs, or provide services to Mukilteo residents, or allow residents to live and work in Mukilteo, or have a positive impact on city finances shall be supported and encouraged.

ED1b. Actions should be undertaken that:

- Support aerospace employment and activity; and
- Contribute towards making Mukilteo a visitor destination and build on the city's cultural, historic and recreational resources; and
- Encourage knowledge-based, arts-based, and creative-based businesses to locate in Mukilteo.

ED1c. Programs that will attract businesses that support tourist activities, including hotels and other types of visitor accommodations, should be supported and encouraged.

ED1d. To assist in attracting arts and creative based businesses, adoption of a cultural arts strategic plan should be considered.

ED1e. Permitting and licensing processes shall be efficient, clear, and concise so they do not unduly inhibit conducting business in the city.

ED1f. Creative, non-traditional programs that provide incentives and flexibility for new development and support economic development should be considered.

ED1g. Strategies and regulations that support home-based businesses in a manner that protects the integrity of residential neighborhoods should be identified and implemented.

ED2: THE CITY SHOULD FACILITATE AND PROMOTE THE ESTABLISHMENT AND MAINTENANCE OF AN UP-TO-DATE TELECOMMUNICATION AND UTILITY INFRASTRUCTURE AND MAINTAIN AND IMPROVE EXISTING ROADWAYS.

ED2a. Private sector efforts to implement state-of-the-art technology, including communication technology, that is made available to Mukilteo businesses and residents, should be facilitated and supported by the city.

ED2b. Infrastructure systems that optimize service delivery to and from the business community should be built, maintained, and utilized to their fullest capacity.

ED3: TO FOSTER ECONOMIC DEVELOPMENT THE CITY SHOULD WORK IN COLLABORATION WITH OUTSIDE AGENCIES, MUNICIPALITIES AND ORGANIZATIONS, BOTH PUBLIC AND PRIVATE.

ED3a. The City should work with the Mukilteo School District, technical schools, area colleges and universities to foster a well-trained and educated work force. Partnership opportunities not

related to learning institutions also exist.

ED3b. Public-private partnerships and interagency cooperation should be explored to realize capital infrastructure and operational needs that support economic development.

ED3c. The City should support, investigate, and implement high tech apprenticeship and internship programs.

ED4: THE CITY SHALL MAINTAIN A LONG RANGE FINANCIAL PLAN TO GUIDE THE CITY IN MEETING ITS FINANCIAL GOALS AND ASSIST IN MANAGING FLUCTUATIONS IN THE ECONOMY.

ED5: LEVEL OF SERVICE STANDARDS SHOULD BE USED AS GUIDELINES WHEN MAKING DECISIONS ABOUT ADDING OPERATING SERVICES.

ED6: A MAJOR FACILITY MAINTENANCE AND EQUIPMENT REPLACEMENT PLAN SHALL BE ADOPTED BY THE CITY SO THAT ADEQUATE FUNDS WILL BE AVAILABLE TO MEET FUTURE LONG-TERM FACILITY AND EQUIPMENT NEEDS.

PARKS, OPEN SPACE, & RECREATION ELEMENT

PK1: THE CITY OF MUKILTEO PARKS, OPEN SPACE, RECREATION & ARTS PLAN SHOULD BALANCE THE NEEDS OF RESIDENTS WITH PROVIDING FOR VISITORS AND CONNECTING WITH REGIONAL RECREATIONAL SYSTEMS.

PK1a. For the Parks, Open Space, Recreation & Arts Plan to be relevant and effective extensive community involvement is necessary to provide input and it should be updated every five years if possible.

PK2: THE AMOUNT OF LAND IN THE CITY USED FOR PARKS, OPEN SPACES, AND RECREATIONAL FACILITIES SHOULD BE RETAINED AT LEAST TO THE CURRENT LEVEL. ACTIVITIES THAT MAY RESULT IN THE LOSS OF EXISTING PARKLANDS AND OPEN SPACE SHOULD BE DISCOURAGED.

PK2a. The City shall be open to and should analyze situations that arise that could provide for more and improved active and passive recreation opportunities.

PK2b. The City shall research the feasibility of relocating the existing boat launch to allow for implementation of the “great lawn” concept described in the Lighthouse Park Master Plan to a site either outside of Lighthouse Park or to another location within the park.

PK3: MASTER PLANS FOR SPECIFIC PARKS AND OPEN SPACE AREAS IN THE CITY SHOULD BE DEVELOPED AND UPDATED AS NECESSARY TO GUIDE HOW THE PARKS AND OPEN SPACE AREAS ARE TO BE USED, DEVELOPED AND MANAGED TO ENSURE THE WAY THE AREAS ARE USED REFLECTS RESIDENTS’ VALUES.

PK3a. Programs that require neighborhood involvement in the development of future parks and recreational facilities shall be used.

PK3b. A system of community parks connected by a citywide network of pedestrian and bicycle trails should be developed.

PK4: RECREATIONAL, CULTURAL, AND ART SERVICES SHALL BE OFFERED TO MUKILTEO RESIDENTS IN AN EQUITABLE AND EFFICIENT MANNER.

PK4a. To ensure the right combination of facilities is available to address needs of existing and changing demographics a survey of residents will be conducted every five years as part of the Parks, Open Space, Recreation & Arts Plan update.

PK4b. Priorities for recreation services and a pricing policy shall be established to guide the investment of public resources in support of recreational programs.

PK4c. The full utilization of the Rosehill Community Center and future recreation facilities should be promoted to help build a healthy community through recreation programs, facilities and special events.

PK4d. The City should work with the Mukilteo School District, other government agencies, private businesses, and non-profit organizations to enhance the City’s park system and residents’ access to recreational facilities .

PK4e. To invigorate the city’s culture of creativity, a Cultural Arts Master Plan should be adopted that identifies Mukilteo’s creative assets and deficiencies, establishes goals to promote culture and art opportunities, and recommends ways to reach those goals.

PK4f. Cultural and artistic offerings that reflect, engage with, and appeal to the full range of Mukilteo’s diversified population should be developed.

PK5: FOR THE CITY’S PARK SYSTEM TO BE LONG LASTING IT SHOULD BE OPERATED AND MAINTAINED IN A SUSTAINABLE AND EFFICIENT MANNER.

PK5a. The operation and maintenance of existing park and recreation facilities shall be prioritized above acquiring and/or creating new facilities.

PK5b. Proper maintenance of existing park facilities, including maintaining sufficient maintenance staffing levels, should be prioritized over acquisition and development of new facilities.

PK5c. In the maintenance of City parks and other city-owned property, environmentally friendly products should be used wherever feasible.

PK5d. The use of pesticides and herbicides should be minimized by prohibiting their use in areas where children play and people gather (lawn areas). The routine use of EPA-registered pesticides and herbicides for park maintenance shall be restricted and allowed only under limited special exemptions where other methods are not feasible or in the removal of dangerous pests.

PK6: A WIDE RANGE OF LAND ACQUISITION TECHNIQUES AND FUNDING OPTIONS SHOULD BE CONSIDERED AND UTILIZED FOR THE DEVELOPMENT OF FUTURE PARK AND RECREATIONAL FACILITIES.

APPENDIX III: FUNCTIONAL PLANS

The following is a list of Functional Plans that are incorporated by reference:

- Comprehensive Surface Water Management Plan (2001)
- Lighthouse Park Master Plan (2004)
- 92nd Street Park Master Plan (2008 amended)
- Bicycle, Pedestrian & Trails Plan (2009)
- Downtown Business District Subarea Plan (2009)
- Habitat Management Plan (2009)
- Transportation Plan (2009)
- Capital Facilities Plan (2010-2015)
- Critical Area Mitigation Program (CAMP) (2011)
- Parks, Open Space, Arts & Recreation Plan (2012)
- Downtown Waterfront Master Plan (2016)
- Japanese Gulch Master Plan (2016)
- By The Way (BTW) Plan (2017)
- Parks, Recreation, Open Space, and Arts (PROSA) Plan (2017)

The following is a list of Functional Plans that are designated for future adoption. Some of these plans will revise, consolidate, and/or replace the functional plans listed above. This list below is not a restricted list. Additional Functional Plans may be needed over time to meet the unforeseen needs of the community.

- Cultural Arts Master Plan
- Mid-Mukilteo Economic Development Plan

APPENDIX IV: HARBOUR POINTE MASTER PLAN

Please see the following pages for the incorporation of the Harbour Pointe Master Plan.

History

Harbour Pointe is a master planned community developed under the 1978 “Possession Shores Master Plan” also commonly referred to as the Harbour Pointe Master Plan. Harbour Pointe is a 2,341 acre tract lying west of Paine Field Airport and the Mukilteo Speedway in Mukilteo, Washington.

Originally the Master Plan and subsequent Sector Plans were approved by Snohomish County. Harbour Pointe was divided into twenty-three (23) Sectors which laid out the allowed land uses, road network, maximum vehicle trips, parks and open space, wetlands, and public services. The Master Plan land uses were established through a public hearing process by Snohomish County.

In 1991 the City of Mukilteo annexed a portion of Harbour Pointe commonly referred to as Sectors 2 through 20. The annexation included a variety of land uses including: single-family residential, multi-family residential, commercial, industrial, and park and open space.

To provide predictability during the annexation transition period, the City of Mukilteo agreed to accept the designated land uses and zoning for a period of at least three (3) years after the annexation. With the annexation, the City also adopted the Snohomish County zoning regulations. In several cases Sectors were given multiple zoning designations to allow for flexibility in development over the course of the next fifteen years.

Since the annexation of Harbour Pointe, several land use actions and Comprehensive Plan Amendments have resulted in the need to update the Master Plan. The City has striven to rezone Sectors and parcels that are fully developed to reflect the actual land use and zoning. This will provide more stability in uses over the long term now that the majority of Harbour Pointe is built out.

This document is a compilation of the original Harbour Pointe Master Plan and all subsequent land use amendments since the City’s annexation in 1991. The Master Plan is also being included as an appendix to the City’s 2003 Comprehensive Plan update.

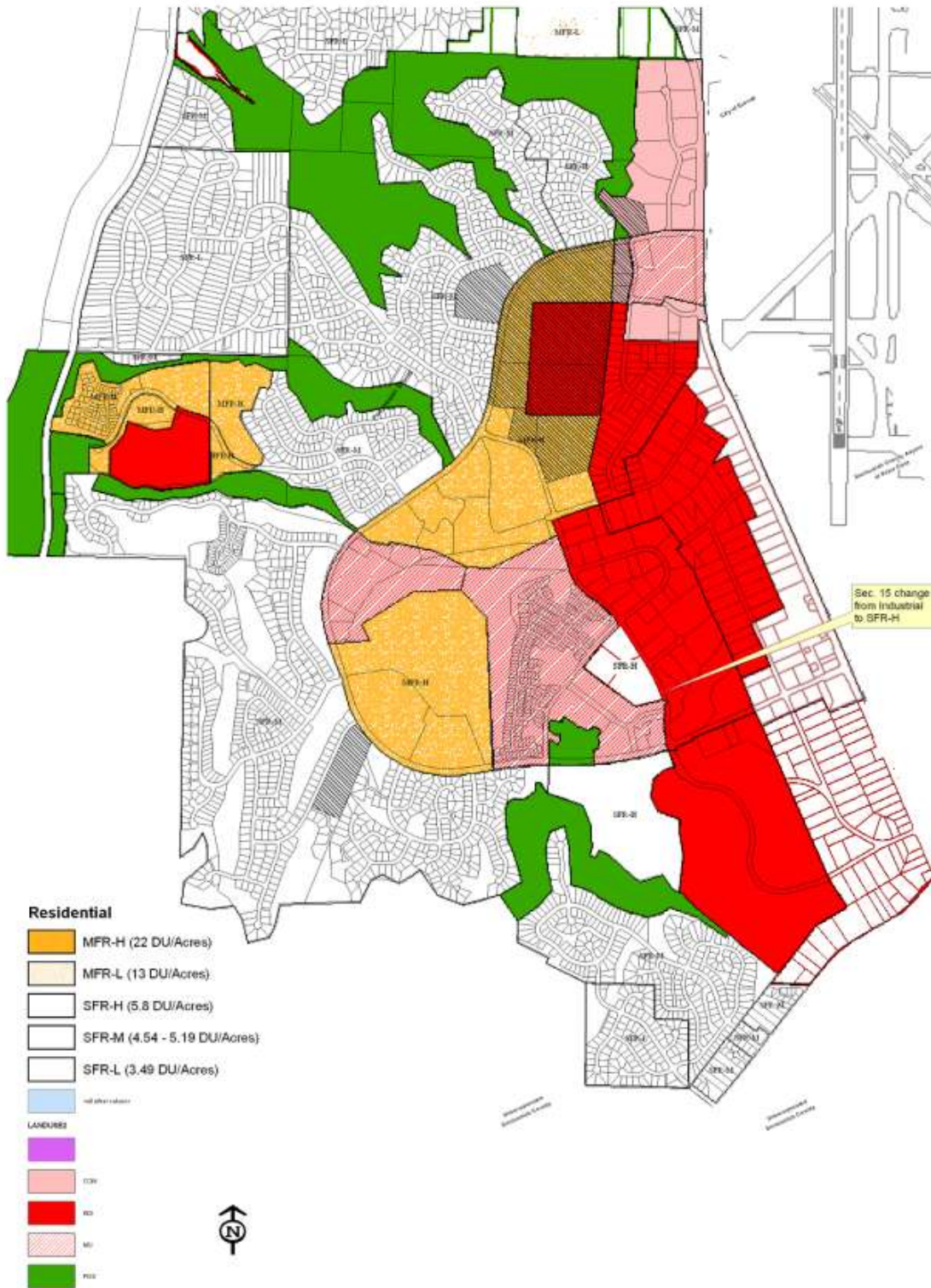
Land Use Development

There are a variety of housing types in Harbour Pointe ranging from the standard detached single family residential home (with lots approximating 5,000 square feet) to typical multi-family residential developments. However, mixed within these common land uses are zero lot line residential developments, high end townhomes, and small lot neo-traditional residential developments.

In general the single family residential development is located along the exterior loop of Harbour Pointe Boulevard and adjacent to City Parklands or the Harbour Pointe Golf Course. Many neighborhoods have views of Possession Bay and the islands beyond. The multi-family residential development is typically located on the interior loop of Harbour Pointe Boulevard and is a mix of owner occupied townhomes and rental apartments. Commercial and industrial land is typically located along the Mukilteo Speedway with the exception of the Village Center which is a mixed use community developed to create a sense of destination for Harbour Pointe.

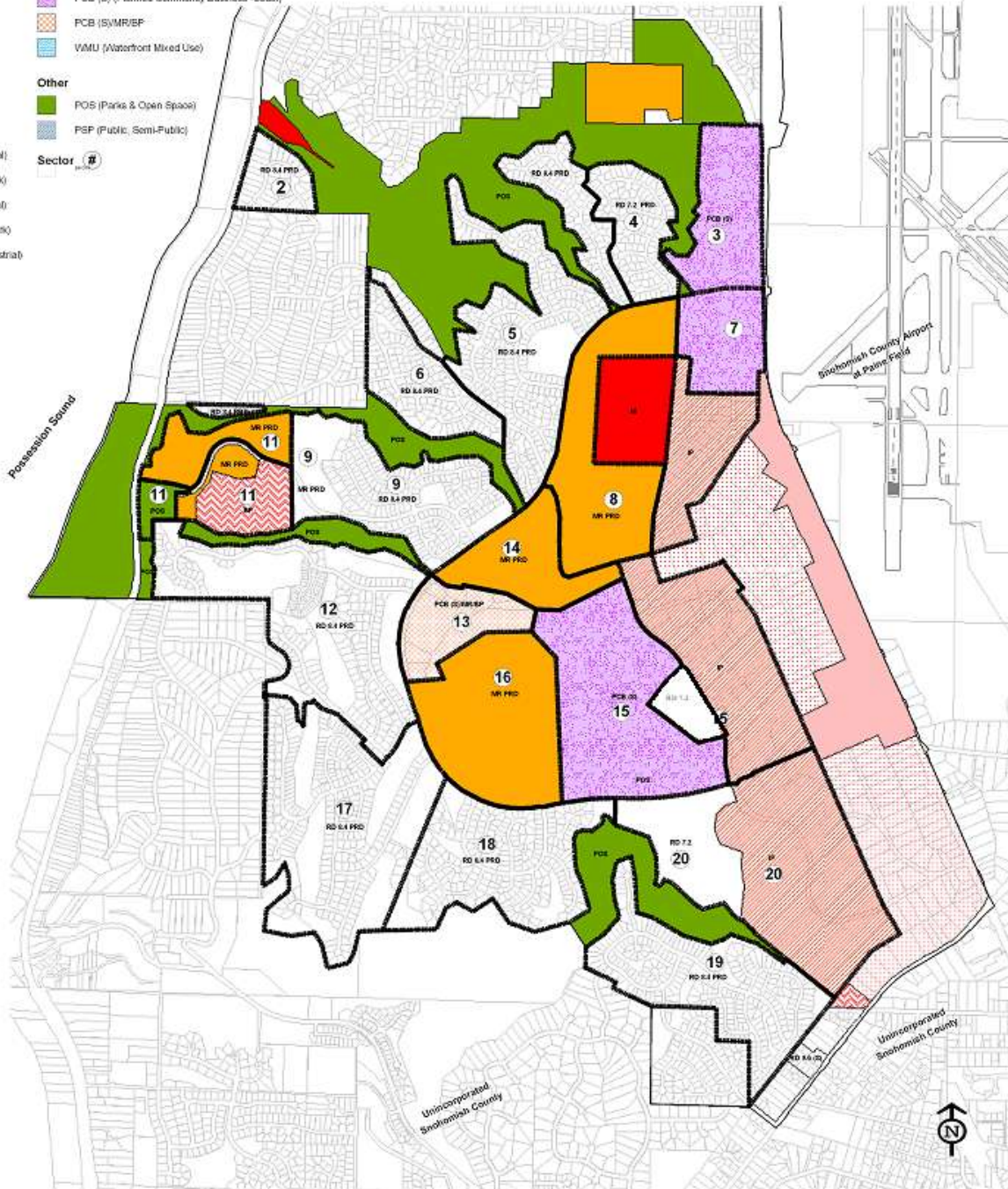
Development shall comply with the zoning designations shown on the Zoning Map and the underlying requirements of the Sector Plans. In some circumstances the Sector Plans restrict development beyond the City’s adopted zoning standards therefore the Master Plan and Sector Plan requirements need to be reviewed along with the Mukilteo Municipal Code to ensure that all land use regulations are met.

2005 Comprehensive Plan Map Harbour Pointe Master Plan Amendment Area



City of Mukilteo, Washington 2005 Zoning Map Harbour Pointe Master Plan Amendment Area

- | | |
|-------------------------|---|
| Residential | Commercial |
| MR PRD (Multi-family) | CB (Community Business) |
| MRD (Multi-family) | CB (S) (Community Business -South) |
| RD 12.5 | CB (Downtown Business) |
| RD 12.5 (S) | PCB (Planned Community Business) |
| RD 7.2 PRD | PCB (S) (Planned Community Business -South) |
| RD 7.5 | PCB (S) (S) (Planned Community Business -South) |
| RD 8.4 PRD | PCB (S) (S) (S) (Planned Community Business -South) |
| RD 9.6 | PCB (S) (S) (S) (S) (Planned Community Business -South) |
| RD 9.5 (S) | PCB (S) (S) (S) (S) (S) (Planned Community Business -South) |
| Industrial | Other |
| HI (High Industrial) | POS (Parks & Open Space) |
| IP (Industrial Park) | PSP (Public, Semi-Public) |
| LI (Light Industrial) | Sector # |
| BP (Business Park) | |
| PI (Planned Industrial) | |



Land Use Zoning and Designations

The original 1978 Harbour Pointe Master Plan planned for 5,183 housing units to be built in Harbour Pointe. As shown below, development of Harbour Pointe has significantly changed since the adoption of the original Master Plan. Along with 272 acres of Park and Open Space land, the Harbour Pointe annexation area contains 1,545 acres of land with the following land use and zoning designations:

Sector	Land Use Designation	Zoning Designation	Acres	Units
2	SFR – Medium Density	SFR – RD 8.4 PRD	17	38
3	Commercial	Planned Community Business - South	45	0
4	SFR – High Density SFR – Medium Density	SFR – RD 7.2 PRD SFR – RD 8.4 PRD	66	212
5	SFR – Medium Density	SFR – RD 8.4 PRD	93	276
6	SFR – Medium Density	SFR – RD 8.4 PRD	50	148
7	Mixed – Use Commercial Industrial	Planned Community Business-South Industrial Park	71	229
8	Industrial MF – High Density	Heavy Industrial MF – 22 Units/Acre - PRD	102	220
9	SFR – Medium Density MF – High Density	SFR – RD 8.4 PRD MF – 22 Units/Acre - PRD	92	313
10	SFR – Medium Density	SFR – RD 8.4 PRD	7	7
11	MF – High Density Industrial	MF- 22 Units/Acre – PRD Business Park	70	175
12	SFR – Medium Density	SFR – RD 8.4 PRD	129	219
13	Mixed – Use	Planned Community Business – South MF – 22 Units/Acre – PRD Business Park	31	98
14	MF – High Density	MF – 22 Units/Acre – PRD	40	525
15	Mixed – Use Industrial Parks and Open Space	Planned Community Business – South Industrial Park Parks and Open Space	194	629
16	MF – High Density	MF – 22 Units/Acre – PRD	73	558
17	SFR – Medium Density	SFR – RD 8.4 PRD	132	276
18	SFR – Medium Density	SFR – RD 8.4 PRD	88	231
19	SFR – Medium Density	SFR – RD 8.4 PRD	101	260
20	Industrial SFR – High Density	Industrial Park SFR – RD 7.2 PRD	144	150
Total:			1,545	4,564

Development Standards

Land Use Controls:

Development of Harbour Pointe shall occur in accordance with the following documents and sequencing:

1. Mukilteo Comprehensive Plan and Shoreline Master Plan
2. Harbour Pointe Master Plan
3. Mukilteo Municipal Code
4. Harbour Pointe Sector Plans
5. Mukilteo Development Standards

All development applications shall be processed in accordance with Mukilteo Municipal Code Chapter 17.13, project permit review process.

Buffers:

Because Harbour Pointe was designed as a fully contained community, there is a need to separate industrial, commercial, and residential uses. This is being accomplished through the dedication of parklands and applying the following buffer separation standards:

- 100 foot green belt buffer along the boundaries of any industrially zoned sector contiguous to any residential zoned sector. This buffer separation distance can include street right-of-way if the landscaping between the uses creates a sight obscuring visual screen.
- 50 foot green belt buffer along the common boundaries of any industrial lot along Harbour Pointe Boulevard and Chennault Beach Road.
- 25 foot green belt buffer along the common boundaries of any residential (single family and multi-family) and commercial lots along Harbour Pointe Boulevard and Harbour Heights Parkway.

Open Space Requirements:

Development of the residential, commercial and industrial zoned lands will be subject to the various open space requirements of the Mukilteo Municipal Code and the provisions specified herein.

Development of Harbour Pointe has been mostly developed under either the Planned Residential Development standards (MMC Chapter 17.51) or the Planned Community Business – South or Industrial Park/Business Park standards which requires developments to set a side land area in active and passive open space. It is also recognized that open space and recreational needs have been and will continue to be provided in varying degrees by the City parklands, school facilities, and private development. In many cases, the residential Sectors have been developed with mini-pocket parks that are held and maintained in private ownership under the control of the neighborhoods homeowners association.

- A. For residential sectors (single family and multi-family) contiguous to the City Park Lands, the twenty (20) percent open space requirement may be modified as follows:
 1. One-half of the open space requirement shall be deemed satisfied by the City Park Lands abutting the Sector.
 2. The remaining ten (10) percent of the open space requirement shall be comprised of lands usable for recreational facilities such as play grounds, mini-parks – and may be provided individually or in combination by:

- a. Land with the City Parklands development for active recreational use in proximity to the Sector to the extent that such lands are deemed by the City to satisfy the recreational open space needs of the particular Sector.
 - b. Usable ground(s) with the Sector to be deeded to the City, if acceptable to the City.
 - c. Trail easements and open space tracts used for trails serving the particular sector.
 - d. Development mini-parks and trail head areas within, or immediately adjacent to the Sector.
 - e. School site playgrounds within or immediately adjacent to the particular Sector.
 - f. Privately owned usable ground within or adjacent to the Sector meeting active open space needs of the Sector’s home-owners and having adequate provisions for maintenance and access.
- B. For the purpose of computing the amount of open space required in any industrial designated Sector, the applicant shall receive credit for the 100-foot wide “Industrial / Residential” buffer strip area and the for the 50-foot wide “Industrial / Major Access Road” buffer strip area.

Critical Areas:

Much of Harbour Pointe was developed under Snohomish County’s guidelines for protection of critical areas such as wetlands, streams, and steep slopes. Because the majority of the Sector Plans were in place at the time of the City’s annexation, most of the critical areas in Harbour Pointe were already identified and delineated. As such, the City agreed as part of the Harbour Pointe Annexation to adopt all previous Sector Plans and land use decisions.

Therefore, any future development in Harbour Pointe is required to protect critical areas as follows:

- a. Previously approved critical area delineation’s and buffers shall be accepted so long as the functions of the critical area is maintained and protected.
- b. All other critical areas shall be subject to the City’s adopted Critical Area Policies and Regulations as provided in the City’s most current Comprehensive Plan and Zoning code.

Schools:

Four School sites have been provided in the Harbour Pointe area: 2 - Elementary, 1 - Middle, and 1 - High School.

Sector	School	Acres
5	Columbia Elementary	10
8	Harbour Pointe Middle School	19
8	Kamiak High School	35
17	Endeavor Elementary	10

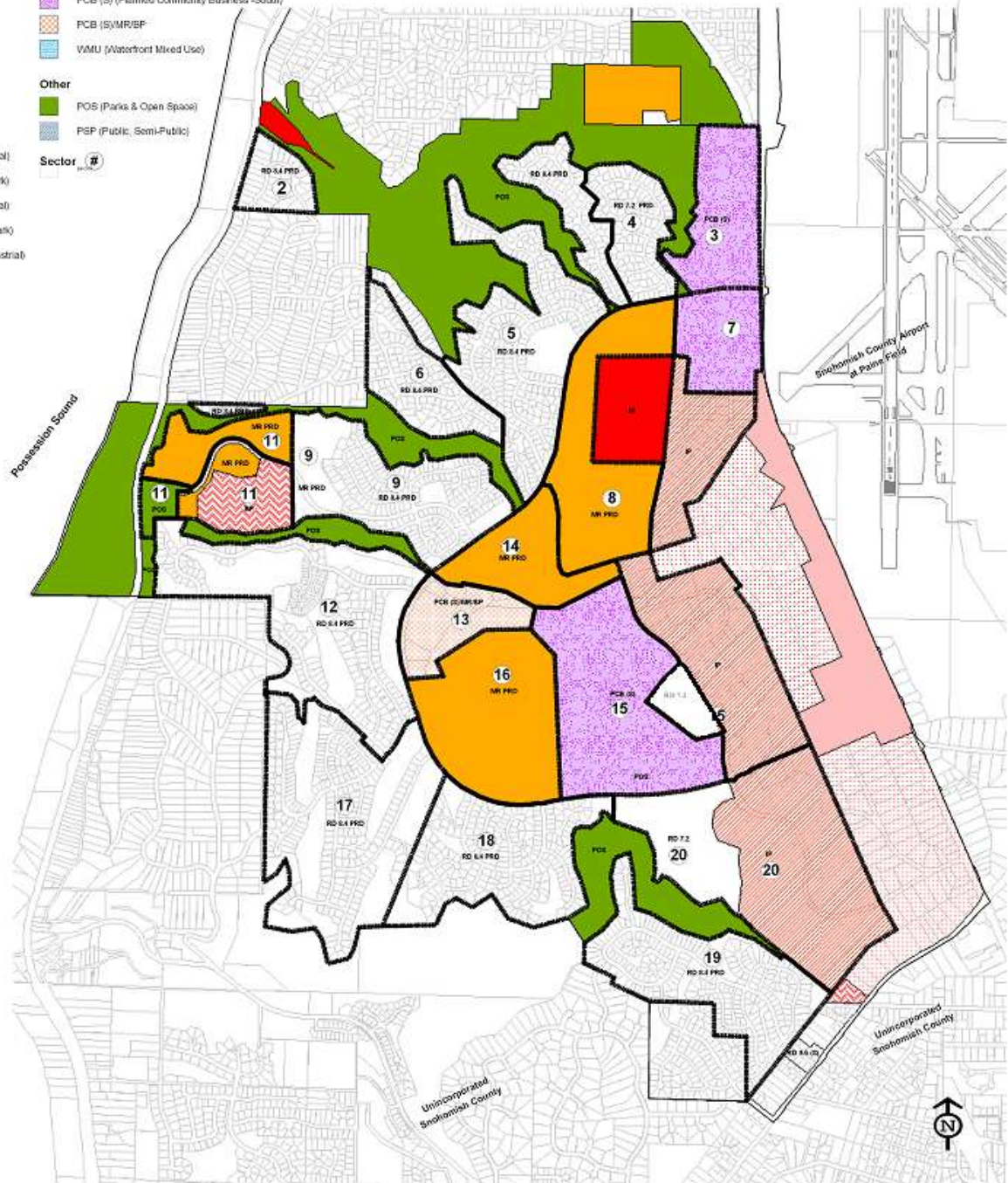
According to the Mukilteo School Districts 2002-2007 Capital Facilities Plan, the District provides class room facilities in both permanent and portable structures. The ideal capacity is listed as 27 students per class room with a maximum of 33 students per class room.

City of Mukilteo, Washington 2005 Zoning Map Harbour Pointe Master Plan Amendment Area

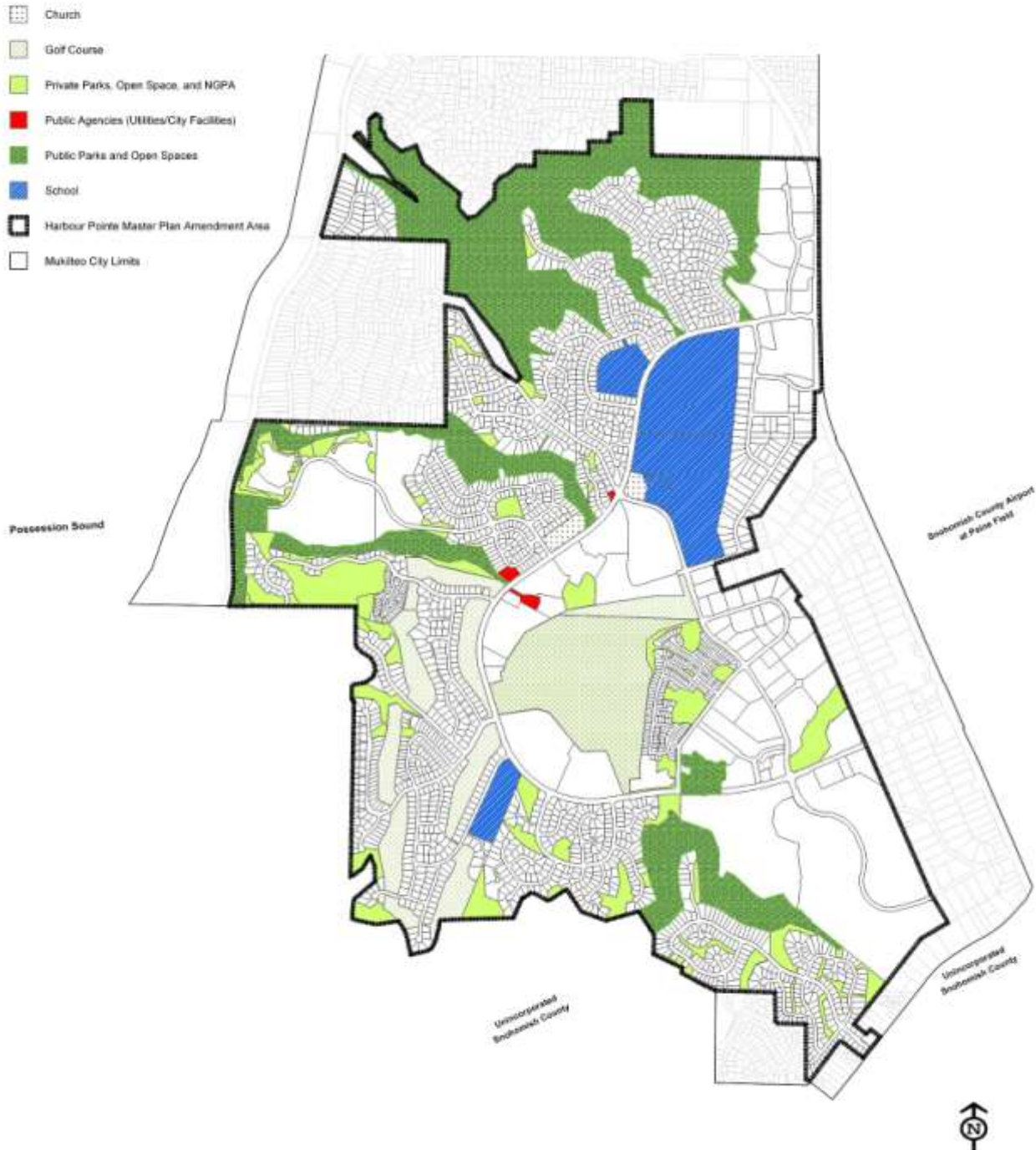
- Residential**
- MR PRD (Multi-family)
 - MRD (Multi-family)
 - RD 12.5
 - RD 12.5 (S)
 - RD 7.2 PRD
 - RD 7.5
 - RD 8.4 PRD
 - RD 9.6
 - RD 9.6 (S)
- Industrial**
- HI (High Industrial)
 - IP (Industrial Park)
 - LI (Light Industrial)
 - BP (Business Park)
 - PI (Planned Industrial)

- Commercial**
- CB (Community Business)
 - CB (S) (Community Business -South)
 - DB (Downtown Business)
 - PCB (Planned Community Business)
 - PCB (S) (Planned Community Business -South)
 - PCB (S)/MR/BP
 - WMU (Waterfront Mixed Use)
- Other**
- POS (Parks & Open Space)
 - PSP (Public, Semi-Public)

Sector #



City of Mukilteo, Washington
2005 Parks, Schools, Churches, and Utilities Map
Harbour Pointe Master Plan Amendment Area



Drainage / Storm Water:

The City of Mukilteo maintains and operates the City’s public storm water collection facilities. Storm water run off from Harbour Pointe flows into several drainage basins including: Big Gulch, Upper Chennault Ravine, Lower Chennault Ravine, and Picnic Point Gulch.

A Comprehensive Storm Water Drainage Plan was prepared in 2000 for the City of Mukilteo as a whole which includes all of Harbour Pointe. Therefore, development in Harbour Pointe should follow the adopted Sector Plans and the City’s Comprehensive Storm Water Plan.

Storm water collection systems shall be designed according to the City’s most recently adopted version of the Department of Ecology’s Storm Water Manual for the Puget Sound Basin.

Utilities:

With the exception of Storm water facilities, the City of Mukilteo does not provide utility services. Listed below are the utility purveyors providing service to the Harbour Pointe area. Development’s must meet the standards and requirements of each of the individual utility companies prior to obtaining final building permit occupancies from the City of Mukilteo.

<u>Utility</u>	<u>Provider</u>
Water:	Mukilteo Water District & Alderwood Water & Sewer District
Sewer:	Olympus Terrace Sewer District & Alderwood Water & Sewer District
Power:	Snohomish County Public Utility District No. 1
Gas:	Puget Sound Energy
Solid Waste:	Northwest Waste Management

Traffic

Along with identifying the land use allocations and development standards for development within the Harbour Pointe Master Plan, traffic impacts and mitigation were also determined. Under the original Master Plan and as updated in 1988, each Sector was allocated a finite number of Average Weekly Daily Trips (AWDT) and PM Peak Hour Trips (PM Peak).

This Master Plan update includes a comparison of the actual development versus the proposed development under the original 1978 Master Plan. The overall actual transportation impacts are within the adopted ranges of the original Master Plan as described in a study prepared by Transportation Engineering Northwest.

Trip Generation:

Using the latest trip generation rates, methodologies, and procedures, standard vehicle trip generation rates published in 1997 were applied to the total buildout levels currently being considered in the Harbour Pointe Master Plan area. Two separate approaches were used in estimating trips by individual Sector Area and for the area as a whole. PM Peak Hour Trips is the standard practice when evaluating trip generations for such a large development. Based upon this analysis, currently proposed updates of the Harbour Pointe Master Plan would result in an estimated 75,200 Average Daily Trips (ADT) and 8,040 PM Peak Hour Trips when estimating on an individual Sector basis, and an estimated 67,100 ADT and 6,670 PM Peak Hour Trips were used for the entire buildout as a whole. Please see attached tables for detailed results of the analysis.

These estimated levels are lower than previous trip generation estimates given both the update in trip generation rates from the mid 1980's, as well as the application of a correlative trip generation equation rather than average rates (used where statistically valid). The application of a fitted curve equation rather than an average rate is based upon thousands of trip generation studies that show as the size of individual uses get larger, the trip rate per unit of measure decreases. In a practical sense, this indicates a measure of internalization that occurs within individual land uses (not between uses) as the size of uses achieve certain levels. Overall, these estimates range between 4 and 13 percent less than previous estimates of buildout using 1988 trip generation rates or average rates of recent publications. No internalization adjustments between uses (i.e., trips from homes to school or other commercial/retail uses within the Master Plan area were not applied) were assumed in these estimates.

Level of Service Impacts:

As a sensitivity analysis, 600 p.m. Peak Hour Trips were added to 2020 traffic forecasts prepared as part of the 2003 Mukilteo Comprehensive Plan Amendment and 2003 Transportation Plan. Level of service impacts of these additional trips were evaluated at the following three key intersections along SR 525 using conservative assumptions on assignment to major access points into and out of the Harbour Pointe area, and also assumes that the following recommended roadway extensions in the Comprehensive Plan Update are completed:

SR 525/Harbour Pt Blvd N

With All Extensions - LOS D, 38 sec delay

With All Extensions and 600 New Trips - LOS D, 46 sec delay

SR 525/Harbour Pt Blvd S

With All Extensions - LOS D, 54 sec delay

With All Extensions and 600 New Trips - LOS D, 68 sec delay

SR 525/Beverly Park Rd

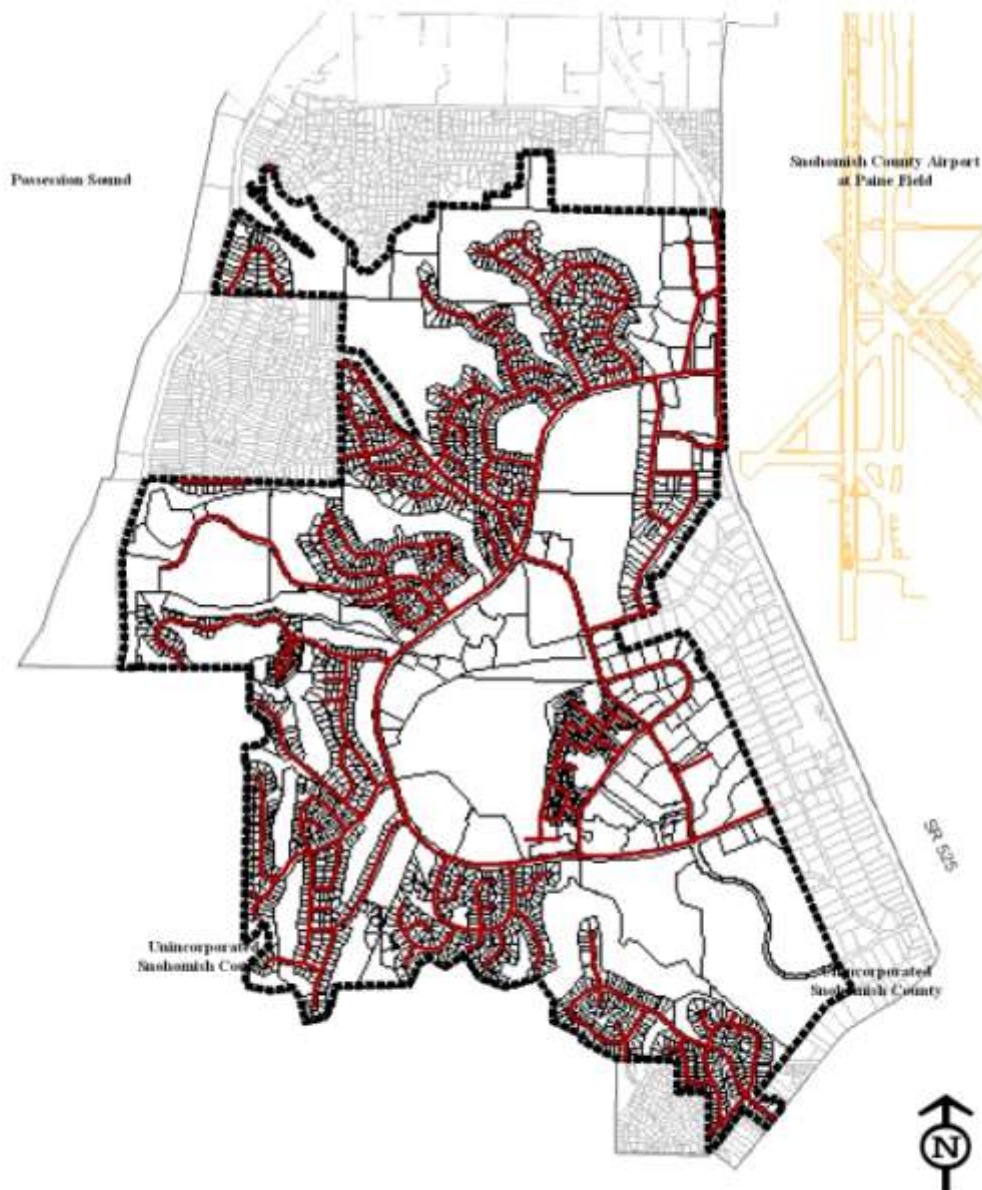
With All Extensions - LOS D, 37 sec delay

With All Extensions and 600 New Trips - LOS E, 54 sec delay

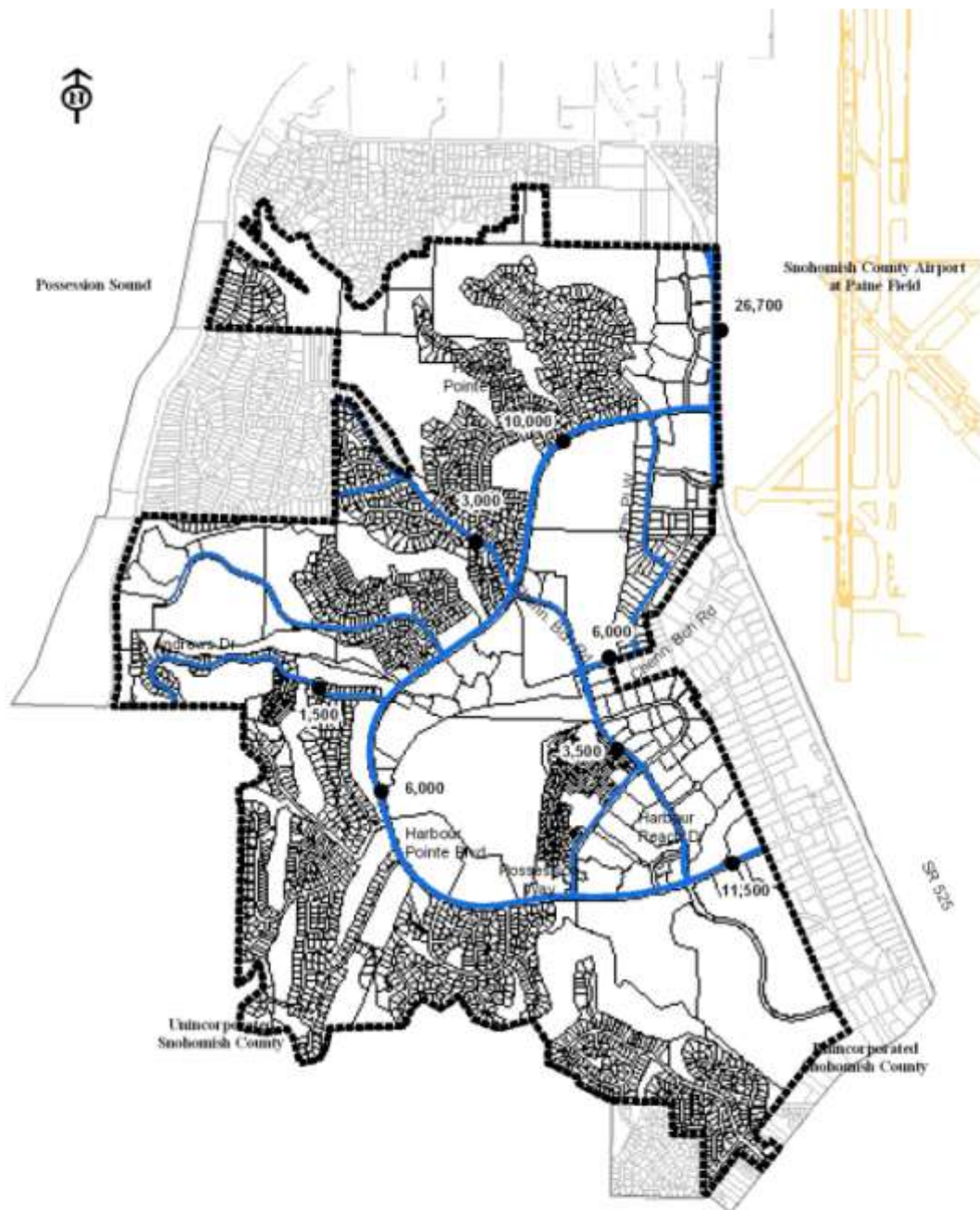
Summary of Traffic Impacts:

Based upon the analysis, it appears that the trip generation assumptions and rates previously applied have been conservative (lower than what has actually occurred). This is consistent with recent traffic counts and the existing built conditions of Harbour Pointe Master Plan area. Considering an additional 600 p.m. peak hour trips conservatively applied to 2020 traffic forecasts to/from the Harbour Pointe Master Plan area, acceptable levels of service and delay (LOS D or E) would continue at three key intersections on SR 525 serving the site area. Therefore, consideration of increasing allowable buildout of an additional 300,000 square-feet of commercial uses within the City of Mukilteo on vacant land would not create future level of service deficiencies or exceed previous estimates and allowances for trip generation by the Harbour Pointe Master Plan area.

Harbour Pointe Master Plan Area Exiting Street Network



2002 Average Daily Traffic Volumes (ADT) Harbour Pointe Master Plan Area



2007 Harbour Pointe Trip Allocation Summary

Sector	Land Use	Trip Generation Criteria		ITE Trip Generation Rate						Trip Generation		
				AWDT		A.M. Peak		P.M. Peak		AWDT	A.M. Peak	P.M. Peak
2	SFR	38	Units	9.6000	/Unit	0.7600	/Unit	1.0000	/Unit	364.80	28.88	38.00
3	MFR - Asst. Living	116	Units	2.5000	/Unit	0.0600	/Unit	0.1700	/Unit	290.00	6.96	19.72
	Retail	108900	GSF	0.0429	/GSF	0.0025	/GSF	0.0028	/Unit	4671.81	272.25	304.92
	Retail - undeveloped	150600	GSF	0.0429	/GSF	0.0025	/GSF	0.0028	/GSF	6460.74	376.50	421.68
	Hotel - undeveloped	180	Room	6.8800	/Room	0.4700	/Room	0.5900	/Room	1238.40	84.60	106.20
	Library	15000	GSF	0.0540	/GSF	0.0160	/GSF	0.0710	/GSF	810.00	240.00	1065.00
	Subtotal									12232.55	895.71	1811.32
4	SFR*	212	Units	9.6000	/Unit	0.7600	/Unit	1.0000	/Unit	2035.20	161.12	212.00
5	SFR	34	Units	9.6000	/Unit	0.7600	/Unit	1.0000	/Unit	326.40	25.84	34.00
	SFR*	242	Units	9.6000	/Unit	0.7600	/Unit	1.0000	/Unit	2323.20	183.92	242.00
	Ele. School	663	Std's	1.0000	/Std's	0.3000	/Std's	0.3000	/Std's	663.00	198.90	198.90
	Subtotal									3312.60	408.66	474.90
6	SFR	59	Units	9.6000	/Unit	0.7600	/Unit	1.0000	/Unit	566.40	44.84	59.00
	SFR*	89	Units	9.6000	/Unit	0.7600	/Unit	1.0000	/Unit	854.40	67.64	89.00
										1420.80	112.48	148.00
7	MFR	229	Units	6.6000	/Unit	0.5000	/Unit	0.6000	/Unit	1511.40	114.50	137.40
	Industrial - Existing	462777	GSF	0.0070	/GSF	0.0009	/GSF	0.0009	/GSF	3239.44	416.50	416.50
	Industrial - Undev	214593	GSF	0.0070	/GSF	0.0009	/GSF	0.0009	/GSF	1502.15	193.13	193.13
	Subtotal									6252.99	724.13	747.03
8	MFR	220	Units	6.6000	/Unit	0.5000	/Unit	0.6000	/Unit	1452.00	110.00	132.00
	High School	2034	Std's	1.8000	/Std's	0.5000	/Std's	0.2000	/Std's	3661.20	1017.00	406.80
	Middle School	903	Std's	1.5000	/Std's	0.5000	/Std's	0.1600	/Std's	1354.50	451.50	144.48
	Subtotal									6467.70	1578.50	683.28
9	SFR	200	Units	9.6000	/Unit	0.7600	/Unit	1.0000	/Unit	1920.00	152.00	200.00
	MFR - Condo's	113	Units	5.8000	/Unit	0.4000	/Unit	0.5000	/Unit	655.40	45.20	56.50
	Subtotal									2575.40	197.20	256.50

Sector	Land Use	Trip Generation Criteria		ITE Trip Generation Rate						Trip Generation		
				AWDT		A.M. Peak		P.M. Peak		AWDT	A.M. Peak	P.M. Peak
10	SFR	7	Units	9.6000	/Unit	0.7600	/Unit	1.0000	/Unit	67.20	5.32	7.00
11	SFR	75	Units	9.6000	/Unit	0.7600	/Unit	1.0000	/Unit	720.00	57.00	75.00
	MFR- Apt's - undev	80	Units	6.6000	/Unit	0.5000	/Unit	0.6000	/Unit	528.00	40.00	48.00
	Industrial- Existing*	330300	GSF	0.0070	/GSF	0.0009	/GSF	0.0009	/GSF	2312.10	297.27	297.27
	Industrial - Undev	100000	GSF	0.0070	/GSF	0.0009	/GSF	0.0009	/GSF	700.00	90.00	90.00
	Parkland	7	Acre							50.00		5.00
	Subtotal									4310.10	484.27	515.27
12	SFR	219	Units	9.6000	/Unit	0.7600	/Unit	1.0000	/Unit	2102.40	166.44	219.00
13	MFR - Condo's	146	Units	5.8000	/Unit	0.4000	/Unit	0.5000	/Unit	846.80	58.40	73.00
	MFR - undvlpd	4	Units	5.8000	/Unit	0.4000	/Unit	0.5000	/Unit	23.20	1.60	2.00
	Commercial - Existing	16396	GSF	0.0110	/GSF	0.0016	/GSF	0.0015	/GSF	180.36	26.23	24.59
	Commercial - undev	16804	GSF	0.0110	/GSF	0.0016	/GSF	0.0015	/GSF	184.84	26.89	25.21
	Subtotal									1235.20	86.89	124.80
14	MFR-Condo's	525	Units	5.8000	/Unit	0.4000	/Unit	0.5000	/Unit	3045.00	210.00	262.50
15	SFR	302	Units	9.6000	/Unit	0.7600	/Unit	1.0000	/Unit	2899.20	229.52	302.00
	SFR - (unallocated)	0	Units	9.6000	/Unit	0.7600	/Unit	1.0000	/Unit	0.00	0.00	0.00
	MFR- Existing	338	Units	6.6000	/Unit	0.5000	/Unit	0.6000	/Unit	2230.80	169.00	202.80
	MFR- (Unallocated)	63	Units	6.6000	/Unit	0.5000	/Unit	0.6000	/Unit	415.80	31.50	37.80
	Commercial - Existing	39000	GSF	0.0429	/GSF	0.0025	/GSF	0.0028	/GSF	1673.10	97.50	109.98
	Commercial - Undev	61000	GSF	0.0429	/GSF	0.0025	/GSF	0.0028	/GSF	2616.90	152.50	170.80
	Industrial - Existing	776512	GSF	0.0070	/GSF	0.0009	/GSF	0.0009	/GSF	5435.58	698.86	698.86
	Industrial - Undev	26578	GSF	0.0070	/GSF	0.0009	/GSF	0.0009	/GSF	186.05	23.92	23.92
	Subtotal									15457.43	1402.80	1546.16
				ITE Trip Generation Rate						Trip Generation		

Sector	Land Use	Trip Generation Criteria		AWDT			A.M. Peak			P.M. Peak			AWDT	A.M. Peak	P.M. Peak
16	MFR	558	Units	6.6000	/Unit	0.5000	/Unit	0.6000	/Unit				3682.80	279.00	334.80
	Golf Course	150	Acre	6.9000	/Acre	0.2700	/Acre	0.3900	/Acre				1035.00	40.50	58.50
	Subtotal												4717.80	319.50	394.00
17	SFR	276	Units	9.6000	/Unit	0.7600	/Unit	1.0000	/Unit				2649.60	209.76	276.00
	Ele. School	456	Std's	1.0000	/Std's	0.3000	/Std's	0.3000	/Std's				456.00	136.80	136.80
	Subtotal												3105.60	346.56	412.80
18	SFR	231	Units	9.6000	/Unit	0.7600	/Unit	0.7000	/Unit				2217.60	175.56	161.70
19	SFR*	260	Units	9.6000	/Unit	0.7600	/Unit	0.7000	/Unit				2496.00	197.60	182.00
20	SFR	108	Units	9.6000	/Unit	0.7600	/Unit	1.0000	/Unit				1036.80	82.08	108.00
	SFR (unallocated)	42	Units	9.6000	/Unit	0.7000	/Unit	1.0000	/Unit				403.20	29.40	42.00
	Industrial - Existing	825850	GSF	0.0070	/GSF	0.0009	/GSF	0.0009	/GSF				5780.95	743.27	743.27
	Industrial - Undev	300000	GSF	0.0070	/GSF	0.0009	/GSF	0.0009	/GSF				2100.00	270.00	270.00
	Subtotal												9320.95	1124.75	1163.27
Total:												82,737	8,626	9,360	
* Subtract portions of Sectors 4, 5, 6, 11, & 19 as these Sectors were built prior to the 1988 Entranco Traffic Study.												10,021	908	1,022	
2007 Harbour Pointe Master Plan Total:												72,716	7,719	8,337	
Harbour Pointe Master Plan Max. Allocation:												75,146		8,589	

Notes:

- 1) The 1997 ITE Manual was used for the trip generation rates
- 2) 255,000 square feet was added to Sector 7 and 20,100 square was added to Sector 15 to match zoning build-out conditions.

2007 Undeveloped Land Harbour Pointe Trip Allocation

Sector	Land Use	Trip Generation Criteria		ITE Trip Generation Rate						Trip Generation		
				AWDT		A.M. Peak		P.M. Peak		AWDT	A.M. Peak	P.M. Peak
3	Hotel - undeveloped	180	rm's	6.8800	/Rm	0.4700	/Rm	0.5900	/Rm	1238.40	84.60	106.20
	Retail - undeveloped	150600	GSF	0.0429	/GSF	0.0025	/GSF	0.0028	/GSF	6460.74	376.50	421.68
	Sub Total									7699.14	461.10	527.88
7	Industrial - Undev	214593	GSF	0.0070	/GSF	0.0009	/GSF	0.0009	/GSF	1502.15	193.13	193.13
11	MFR- Apt's - undev	80	Units	6.6000	/Unit	0.5000	/Unit	0.6000	/Unit	528.00	40.00	48.00
	Industrial - Undev	100000	GSF	0.0070	/GSF	0.0009	/GSF	0.0009	/GSF	700.00	90.00	90.00
	Sub Total									1228.00	130.00	138.00
13	MFR - undvlpd	4	Units	5.8000	/Unit	0.4000	/Unit	0.5000	/Unit	23.20	1.60	2.00
	Commercial - undev	16804	GSF	0.0110	/GSF	0.0016	/GSF	0.0015	/GSF	184.84	26.89	25.21
	Sub Total									208.04	28.49	27.21
15	MFR- (Unallocated)	63	Units	6.6000	/Unit	0.5000	/Unit	0.6000	/Unit	415.80	31.50	37.80
	Commercial - Undev	61000	GSF	0.0429	/GSF	0.0025	/GSF	0.0028	/GSF	2616.90	152.50	170.80
	Industrial - Undev	26578	GSF	0.0070	/GSF	0.0009	/GSF	0.0009	/GSF	186.05	23.92	23.92
	Sub Total									3218.75	207.92	232.52
20	SFR (unallocated)	42	Units	9.6000	/Unit	0.7000	/Unit	1.0000	/Unit	403.20	29.40	42.00
	Industrial - Undev	300000	GSF	0.0070	/GSF	0.0009	/GSF	0.0009	/GSF	2100.00	270.00	270.00
	Sub Total									2503.20	299.40	312.00
Total										16,359.28	1,320.04	1,430.74

APPENDIX V: SOURCES & REFERENCE MATERIALS

- "5-Year American Community Survey", U.S. Census Bureau, 2009-2013
- "2012 Buildable Lands Report", Snohomish County, 2013
- "2012 Stormwater Management Manual for Western Washington", Department of Ecology, 2012, Amended 2014
- "Buildable Lands Map", Snohomish County, 2012
- "City of Mukilteo Critical Areas Mitigation Program", City of Mukilteo & Environmental Science Associates, 2011
- "City of Mukilteo Comprehensive Plan", City of Mukilteo, 1970, 1989, 1998, 1999, 2000, 2004, 2005, 2011, & 2012
- "City of Mukilteo Noteworthy Dates and Events", Mukilteo Historical Society, mukilteohistorical.org, 2008
- "Countywide Planning Policies for Snohomish County", Snohomish County, 2011
- "Housing Characteristics and Needs in Snohomish County", Snohomish County, 2013
- Interview of Peter Almgren, April 6, 2015 conducted by Karl Almgren.
- "Lushootseed Keyboard", Tulalip Tribes, TulalipLushootseed.com
- "Mukilteo Pictures and Memories", Opal McConnell, 1977
- "Mukilteo - Thumbnail History", Margaret Riddle, HistoryLink.org Essay 8422, 2007
- "Postcensal Estimates of Housing Units, April 1, 2010 to April 1, 2015", Washington State Office of Financial Management June 25, 2015
- "Snohomish County Demographic Trends & Initial Growth Targets", Snohomish County, 2014
- "Snohomish County Tomorrow 2013-2014 Growth Monitoring Report", Snohomish County, 2014
- "Transportation 2040", Puget Sound Regional Council, 2010, Amended 2012
- "Vision 2040", Puget Sound Regional Council, 2009

Photos Provided by Mukilteo Historical Society, City of Mukilteo, Snohomish County, University of Washington Libraries, Everett Public Library, King County, Crystal Almgren, Karl Almgren, Glen Pickus, Linda Ritter, & Snohomish County.

APPENDIX VI: DEFINITIONS & ACRONYMS

- **ADA – AMERICANS WITH DISABILITIES ACT** references the 1990 Americans with Disabilities Act that was passed by US Congress, though also commonly used to reference design standards.
- **AFFORDABLE HOUSING** means housing for a household to pay no more than 30% of its annual income on housing.
- **AHA - ALLIANCE FOR HOUSING AFFORDABILITY** was created through an inter-local agreement signed by 13 cities in Snohomish County as well as Snohomish County and the Housing Authority of Snohomish County.
- **AMI – AREA MEDIAN INCOME** is a housing affordability index used by the U.S. Department of Housing and Urban Development.
- **ANNEXATION** is the process by which a city expands its municipal boundaries by adding unincorporated area within their designated urban growth area. A city can also expand its municipal boundaries by a joint agreement within an adjacent city through an annexation/de-annexation process where one city’s boundaries increase and another city’s boundaries equally decrease.

- **BMPs -BEST MANAGEMENT PRACTICES** means schedules of activities, prohibitions of practices, maintenance procedures, pollution prevention and educational practices, and structural and/or managerial practices
- **BNSF – BURLINGTON NORTHERN SANTÉ FE RAILROAD COMPANY**
- **BUILDABLE** means a vacant lot of land that may be developed.
- **BUILT-OUT** means the point where the growth of Mukilteo has met the buildable land capacity.

- **CAMP – CRITICAL AREAS MITIGATION PROGRAM** means Mukilteo’s critical areas mitigation program, which identifies potential sites for offsite wetland, stream, and buffer mitigation following a watershed approach.
- **CFP – CAPITAL FACILITIES PROGRAM** means a six-year program approved by the city council describing the capital projects the city will undertake and how those projects will be financed.
- **COLOCATION** means when more than one wireless communications provider mounts equipment on a single support structure (e.g., structure, monopole, lattice tower).
- **COMPREHENSIVE PLAN** is mandated by the Growth Management Act of 1990, a methodology of planning to assess future growth of the area to ensure capital facilities are adequate as well as provide policy regulations for future actions.
- **CONCEALMENT** is the technique to reduce the visual impact of a wireless communication facility. Techniques can include everything from what color the facility is painted, to where it is located, to adding faux branches so it resembles a tree to locating it within a structure.

- **CONSENSUS** means the decision-making technique to identify an alternative that does not generate objections or dissents from the decision makers.
- **CPP – COUNTYWIDE PLANNING POLICIES** means an established framework for developing and adopting county and city comprehensive plans. The city’s comprehensive plan may not contradict any of the CPPs. The CPPs, in turn, must not contradict the Multicounty Planning Policies of Vision 2040, the Puget Sound Regional Council’s integrated growth management, environmental, economic, and transportation for the region (Snohomish, King, Pierce and Kitsap Counties).
- **CRITICAL AREA** means ecologically sensitive areas due to geology (slopes greater than 40%, unstable soil, or other geologic hazards), proximity to wetland, streams and/or significant wildlife habitat, natural drainage ways, flood hazard areas, and shorelines of Mukilteo, the state, or of statewide significance.
- **CT – COMMUNITY TRANSIT** is the transit organization that services most of Snohomish County with bus service.
- **DE-ANNEXATION** – See annexation.
- **DEVELOPMENT REGULATIONS OR “REGULATION”** means the controls placed on development or land use activities by the city, including, but not limited to, zoning ordinances, critical areas ordinances, shoreline master programs, planned unit development ordinances, subdivision ordinances, and binding site plan ordinances together with any amendments thereto. A development regulation does not include a decision to approve a development permit application even though the decision may be expressed in a resolution or ordinance of the legislative body of the city.
- **DEVELOPMENT RIGHTS** means the rights for an individual to make an economic gain or utilize their property as provided for in the Mukilteo Municipal Code.
- **DIVERSE ECONOMY** means an economy with a broad tax base whereby tax revenues are generated by multiple types of business and land uses. The more diverse an economy is the broader the tax base is the more stable tax revenues are. The larger the number of business types that make up the local economy the more stable the tax revenues will be.
- **DOE – DEPARTMENT OF ECOLOGY** means the Washington State Department of Ecology created to protect, preserve and enhance Washington’s environment for current and future generations.
- **EPA – ENVIRONMENTAL PROTECTION AGENCY** means United States Environmental Protection Agency created for the purpose of protecting human health and the environment by writing and enforcing regulations based on laws passed by Congress.
- **ESSENTIAL PUBLIC FACILITIES OR “EPF”** means a facility that is typically difficult to site, such as an airport, a state education facility, a state or regional transportation facility as defined in RCW 47.06.140, a state or local correctional facility, a solid waste handling facility, or an inpatient facility, including substance abuse facilities, mental health facilities, group homes, and secure community transition facilities as defined in RCW 71.09.020. The term “essential public facility” includes all facilities listed in RCW 36.70A.200, all facilities that appear

on the list maintained by the State Office of Financial Management pursuant to RCW 36.70A.200(4), and all facilities listed as essential public facilities in the Mukilteo comprehensive plan.

- **FAR – FEDERAL AVIATION REGULATION**
- **FMR – FAIR MARKET RENT** means rent available to individuals or households without subsidies.

- **GHGs – GREENHOUSE GAS** means includes carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride.
- **GOAL** means an identified ideal or status that is attained by the implementation of policies and tasks.
- **GMA – GROWTH MANAGEMENT ACT OF 1990** refers to state legislation under RCW 36.70A.

- **HOV – HIGH OCCUPANCY VEHICLES** means vehicles that travel with a minimum of two passengers in recognition of reduction vehicle trips made by SOV or Single-Occupancy Vehicles.
- **HUD – UNITED STATES DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT** is a cabinet department in the Executive Branch of the US federal government to develop and execute policies on housing and metropolises.

- **LOCAL ROAD OR STREET** means the lowest federal classification of roadway that typically directly serves single-family residential or other low intensity development.
- **LOS – LEVEL OF SERVICE** is a rating system for the capacity or ability to provide a service.
 - A. **LOS – Capital Facilities** is the amount of capacity that one facility may provide for. Typically, a capital facility LOS is expressed in square footage which translates into how many people or how much equipment the facility can accommodate.
 - B. **LOS – Vehicle Congestion** is a rating system of the amount of delay (if any) either on a roadway or at an intersection that one (motorist or pedestrian) may experience. With the classifications:
 - LOS A – Free Flow
 - LOS B – Reasonably Free Flow
 - LOS C – Stable Flow
 - LOS D – Approaching Unstable Flow
 - LOS E – Unstable Flow, Operating at Capacity
 - LOS F – Forced or Breakdown Flow; at intersections where it takes several traffic light cycles to be able to more through the intersection.

- **LID – LOW IMPACT DEVELOPMENT** means a stormwater management strategy that emphasizes conservation and use of existing natural site features integrated with distributed, small-scale stormwater controls to more closely mimic natural hydrologic patterns in residential, commercial, and industrial settings.
- **LOW INCOME** means 30%-50% of the area median income (AMI)

- **“MAY”** means the actions described in the policy are allowed. May gives permission and implies an acceptance. Because may does not have a directive meaning, there is no expectation the described action will be implemented.
- **MINOR ARTERIALS** means a roadway that serves trips of moderate length at a somewhat lower level of travel mobility than principal arterials.

- **MMC – MUKILTEO MUNICIPAL CODE**
- **MODERATE INCOME** means 51%-80% of the area median income (AMI)
- **MUGA – MUNICIPAL URBAN GROWTH AREAS** are the divisions of Snohomish County’s Southwestern Urban Growth Area as assigned to its fourteen (14) cities/towns.
- **NFPA – NATIONAL FIRE PROTECTION ASSOCIATION** is the association that publishes the Fire Code as well as develops standards for fire protection.
- **NPDES – NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM** is a program means a permit issued by the Environmental Protection Agency (EPA) (or by the Washington Department of Ecology under authority delegated pursuant to 33 USC Section 1342(b)) that authorizes the discharge of pollutants to waters of the United States, whether the permit is applicable on an individual, group, or general area-wide basis.
- **QUALITY OF LIFE** means the pleasure and enjoyment people experience as they interact within the built and natural environment surrounding them.
- **PEDESTRIAN-CENTRIC, PEDESTRIAN-FRIENDLY, PEDESTRIAN-ORIENTED** means areas designed to focus on nonvehicle movement to enhance the experience of people walking through the area. Techniques to create a pedestrian-friendly area may include wide sidewalks buffered from the street with landscaping, public art, large windows and human scale architecture to create visual interest for pedestrians.
- **P.M. PEAK HOUR TRIPS** means the total number of vehicles traveling to or from a site during a consecutive sixty-minute period occurring sometime between the hours of 2:30 p.m. and 6:30 p.m.
- **POLICY** means an action that is identified in order to achieve a goal.
- **PRINCIPAL ARTERIALS** provides the highest level of mobility with limited direct access to properties.
- **PSRC – PUGET SOUND REGIONAL COUNCIL** is the Metropolitan Planning Organization for the Puget Sound region that encompasses Snohomish, King, Pierce and Kitsap Counties. The PSRC develops a regional growth strategy through the collaboration of the jurisdictions within the 4-county area. It is also responsible for managing and allocating federal transportation dollars and certifying its municipalities’ Transportation Plans.
- **OFM – WASHINGTON STATE OFFICE OF FINANCIAL MANAGEMENT**
- **OVERLAY** means an area with specialized development regulations that supercede the underlying zoning district’s regulations. Overlays are designed to provide additional regulations within an area (that can either include multiple zoning districts or a specified area within a zoning district) to achieve a specific character or quality for the area.
- **RCW - REVISED CODE OF WASHINGTON**
- **REDEVELOPMENT** means converting developed properties that are underutilized into a more intense use of

the property or to replace obsolete structures with modern structures.

- **REET I – REAL ESTATE EXCISE TAX I** means the first quarter percent of the real estate excise tax per RCW 82.46.010
- **REET II – REAL ESTATE EXCISE TAX II** means the second quarter percent of the real estate excise tax per RCW 82.46.035
- **PMS – PAVEMENT MANAGEMENT SYSTEM** means a system to rate the quality of pavement in order to best plan the maintenance of the pavement within the City.
- **ROW – RIGHT OF WAY** means an area that is dedicated to the use for the public including utilities, roadways, sidewalks, and other public goods.
- **“SHALL”** means implementation of the policy is mandatory and imparts a higher degree of substantive direction than should. Shall is used for policies that repeat State of Washington and Snohomish County requirements or where the intent is to mandate action. However, shall cannot be used when it is largely a subjective determination whether a policy’s objective has been met.
- **“SHOULD”** means implementation of the policy is expected but its completion is not mandatory. The policy is directive with substantive meaning, although to a lesser degree than shall, because shall policies are subjective; hence, it is not possible to demonstrate that they have been implemented it.
- **SNOHOMISH COUNTY PUD – Snohomish County Public Utility District**
- **SWUGA – SOUTHWESTERN URBAN GROWTH AREA** means the area in Snohomish County with the greatest population densities that include Mukilteo, Bothell, Brier, Edmonds, Everett, Lynnwood, Mill Creek, Mountlake Terrace, Woodway, and the unincorporated areas in between.
- **TDM – TRANSPORTATION DEMAND MANAGEMENT** means the application strategies and policies to reduce travel demand, or to redistribute this demand in space or in time.
- **TIP – TRANSPORTATION IMPROVEMENT PLAN** area designated in order to respond to special transportation needs and economic opportunities resulting from private sector development for the public good.
- **TRAFFIC CALMING** means the ability to slow a vehicle through either physical or psychological constraints on the roadway.
- **UGA – URBAN GROWTH AREA** means an area identified where urban growth shall be encouraged and outside of which growth can occur only if it not urban in nature.
- **URBAN COLLECTOR** means a roadway that has less access than local access roads but will still often provide traffic circulation within residential neighborhoods as well as commercial, industrial or civic districts.
- **VERY LOW INCOME –** less than 30% of the area median income (AMI)

- **WAC – WASHINGTON ADMINISTRATIVE CODE**
- **WILL** (see shall)
- **WSDOT – WASHINGTON STATE DEPARTMENT OF TRANSPORTATION**
- **WUE – WATER USE EFFICIENCY** means increasing water supply efficiency and water demand efficiency to minimize water withdrawals and water use.

- **ZONING CLASSIFICATIONS:**

SFR – Single Family Residential

- RD 7.2 – Residential Single Family with minimum lot size of 7,200 square feet
- RD 7.5 – Residential Single Family with minimum lot size of 7,500 square feet
- RD 8.4 – Residential Single Family with minimum lot size of 8,400 square feet
- RD 9.6 – Residential Single Family with minimum lot size of 9,600 square feet
- RD 9.6(S) – Residential Single Family with minimum lot size of 9,600 square feet (South)
- RD 12.5 – Residential Single Family with minimum lot size of 12,500 square feet
- RD 12.5(S) – Residential Single Family with minimum lot size of 12,500 square feet (South)

MFR – Multi-Family Residential – Land Use Designation that encompasses the following zoning districts

- MR – Multi-Family Residential with a density of 22 dwelling units per acre
- MRD – Multi-Family Residential with a density of 13 dwelling units per acre

Commercial zoning districts:

- CB – Community Business
- CB(S) – Community Business South
- DB – Downtown Business
- PCB- Planned Community Business
- PCB(S) – Planned Community Business South
- PSP – Public – Semi-Public
- WMU – Waterfront Mixed Use

Industrial Zoning Districts:

- BP – Business Park: Industrial Zoning District
- IP – Industrial Park
- LI – Light Industrial
- HI – Heavy Industrial
- PI – Planned Industrial

Parks and Open Space Zoning District

- OS – Open Space

Zoning Overlays

- PRD – Planned Residential Development



THANK YOU TO OUR PLANNING STAFF, WHO HAVE CREATED AN INNOVATIVE DOCUMENT THAT WILL HELP SHAPE THE FUTURE OF OUR COMMUNITY AND THAT REFLECTS OUR COMMUNITY VALUES. I APPRECIATE THEIR HARD WORK AND DEDICATION.

SINCERELY,

A handwritten signature in blue ink that reads "Jennifer Gregerson".

JENNIFER GREGERSON, MAYOR

