Flourishing Natural Environment

Healthy Built Environment

Vibrant Economy

Authentic Public Participation

Arts & Cultural Awareness

Healthy Community

Innovation

Charming • Safe • Beautiful

DRAFT CITY OF MUKILTEO

Comprehensive Plan 2035

Adopted by City Council on October 5, 2015
Ordinance 1369

Amended by City Council on Month Day, Year
Ordinance XXXX

Acknowledgments:

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

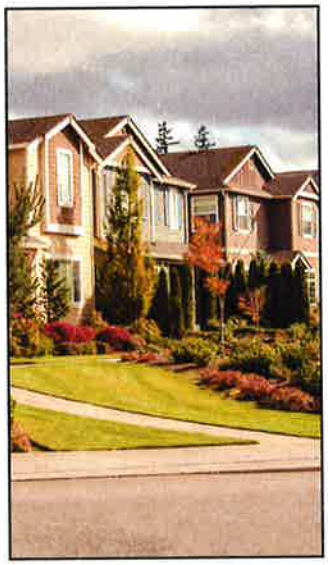
2015 Elected Officials:		2018 Elected Officials:
Mayor:	Jennifer Gregerson	Jennifer Gregerson
City Council:	Bob Champion, Council President	Steve Schmalz, Council President
	Randy Lord, Council Vice President	Christine Cook, Council Vice President
	Christine Cook	Bob Champion
	Linda Grafer	Richard Emery
	Steve Schmalz	Sarah Kneller
	Emily Vanderwielen	Anna Rohrbough
	Ted Wheeler	Scott Whelpley

2015 Planning Commission:	2018 Planning Commission:
Jerry Bush, Chair	Arnie Hammerman, Chair
Norman Webb, Vice Chair	Melanie Field, Vice Chair
Melanie Field	Jerry Bush
Nick Gottuso	Diane Cooper
Arnie Hammerman	Tim Krivanek
Dennis Konopinski	Nicole Thomsen
Nicole Thomsen	Norman Webb

2018 City Staff:

Steve Edin, Management Service Director
Patricia Love, Community Development Director
Mick Matheson, PE, Public Works Director
Andrea Swisstack, PE, Assistant City Engineer
Jeff Price, Recreation & Cultural Services Director
Dave Osaki, AICP, Planning Manager
Linda Ritter, Senior Planner
Karl Almgren, AICP, Associate Planner
Garrett Jensen, Assistant Planner
Jacob Milner, GISP, GIS Coordinator

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	16.9	0.9%
Multi-family Residential	4.8	1.9%
Commercial	20.7	6.2%
Industrial	37.5	7.1%
Total	79.7	2.6%

Additional information available in Table 3: Land Use & Zoning/ Distribution on pg. 16.

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 several parcels. However, these changes resulted in negligible changes to Table 1 as only one parcel was a vacant buildable lot when the 2012 Buildable Lands Report was written.

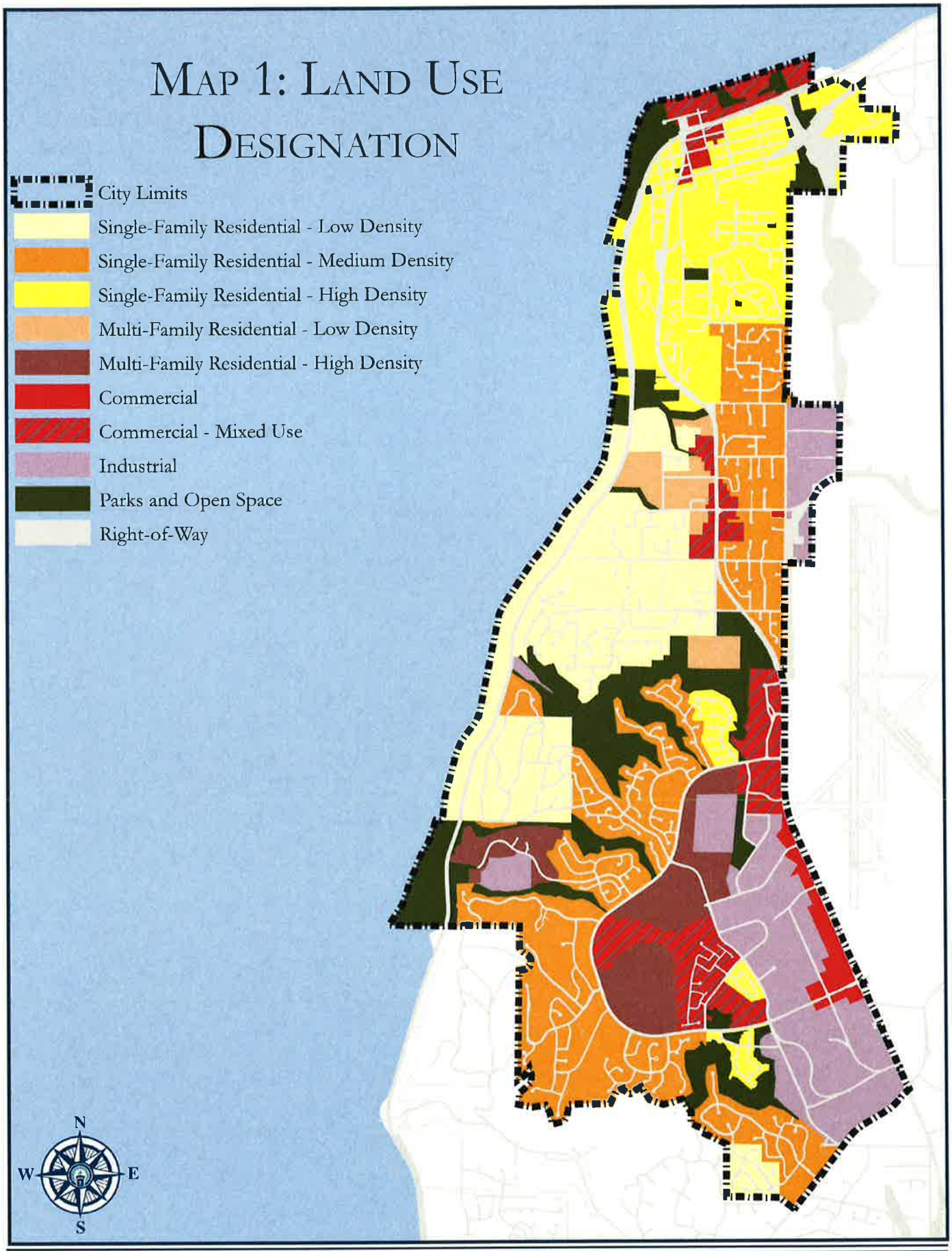
Land Use & Zoning/Distribution

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%
PCB(S)/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	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%
Parks & Open Space	**500.9**	**11.8%**						
ROW	**643.0**	**15.2%**						
Total	**4,232.6**	**100%**	**79.7**	**1.9%**	**45.2**	**1.1%**	**81.2**	**1.9%**

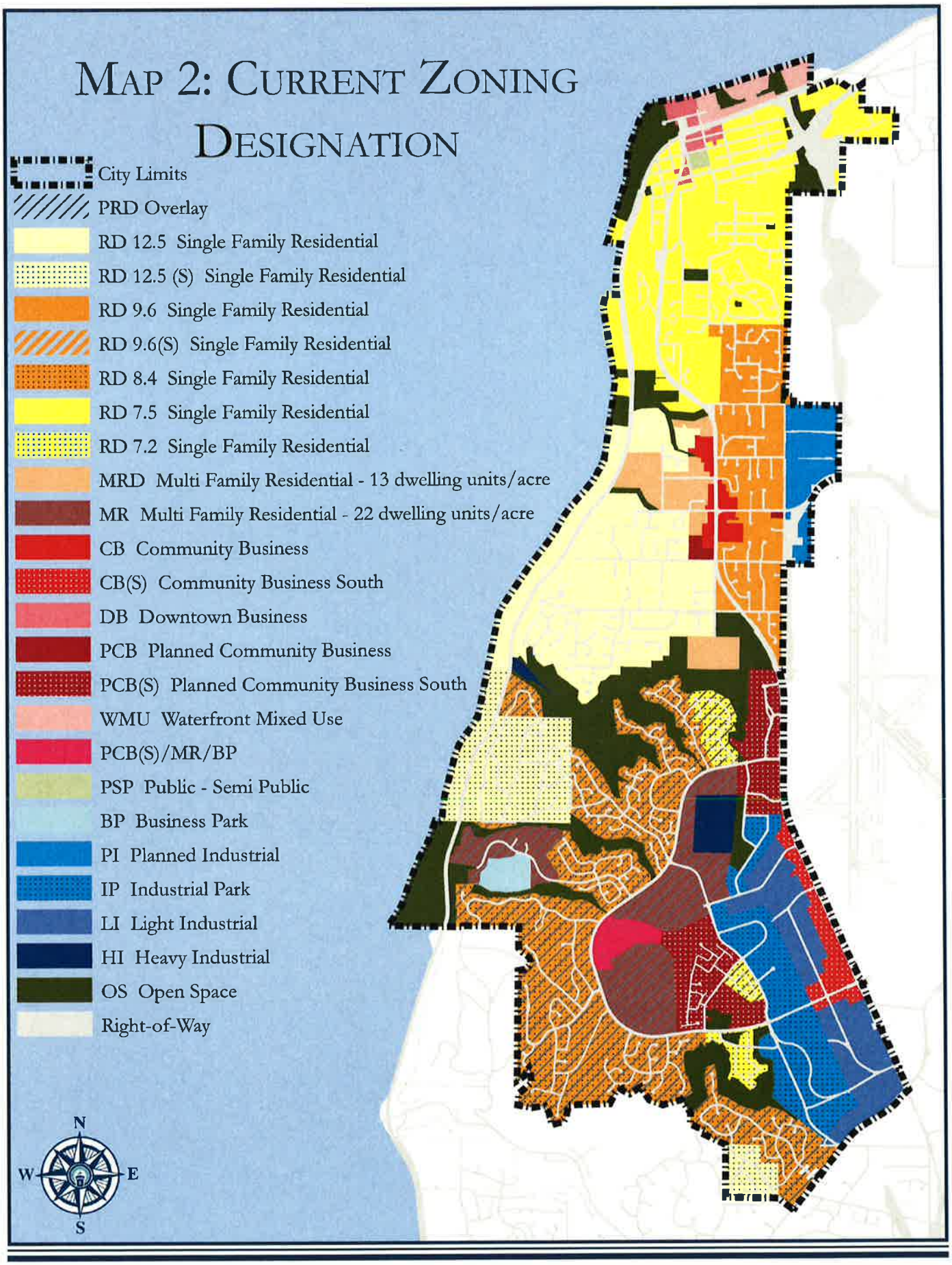
*Result of subtotal is through ratio analysis not addition of subgroups

**Changes in Table 1 from 2015 Comprehensive Plan are due to GIS advancements in zoning analysis, and 2018 Rezone requests.

Map 1: Land Use Designation



Map 2: Current Zoning Designation



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

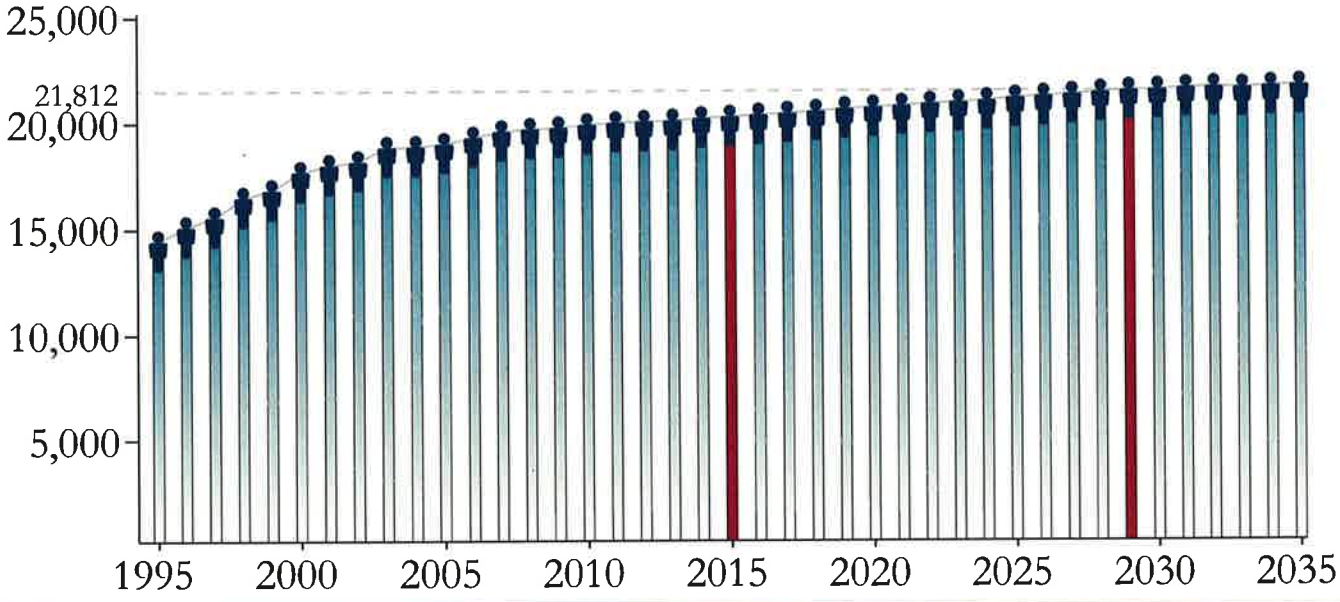


Chart 2: Mukilteo's Age Distribution

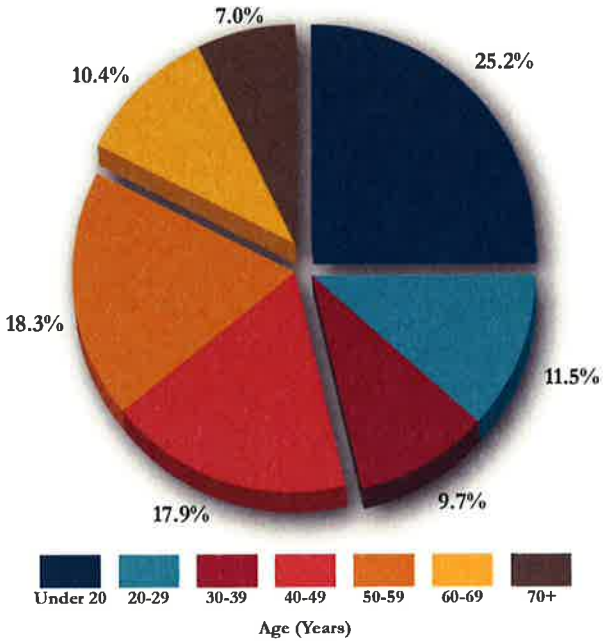
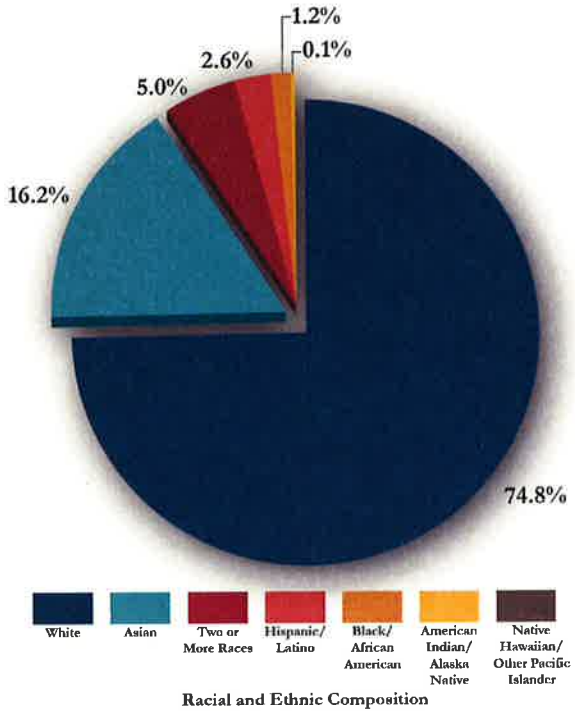


Chart 3: Mukilteo's Racial & Ethnic Composition



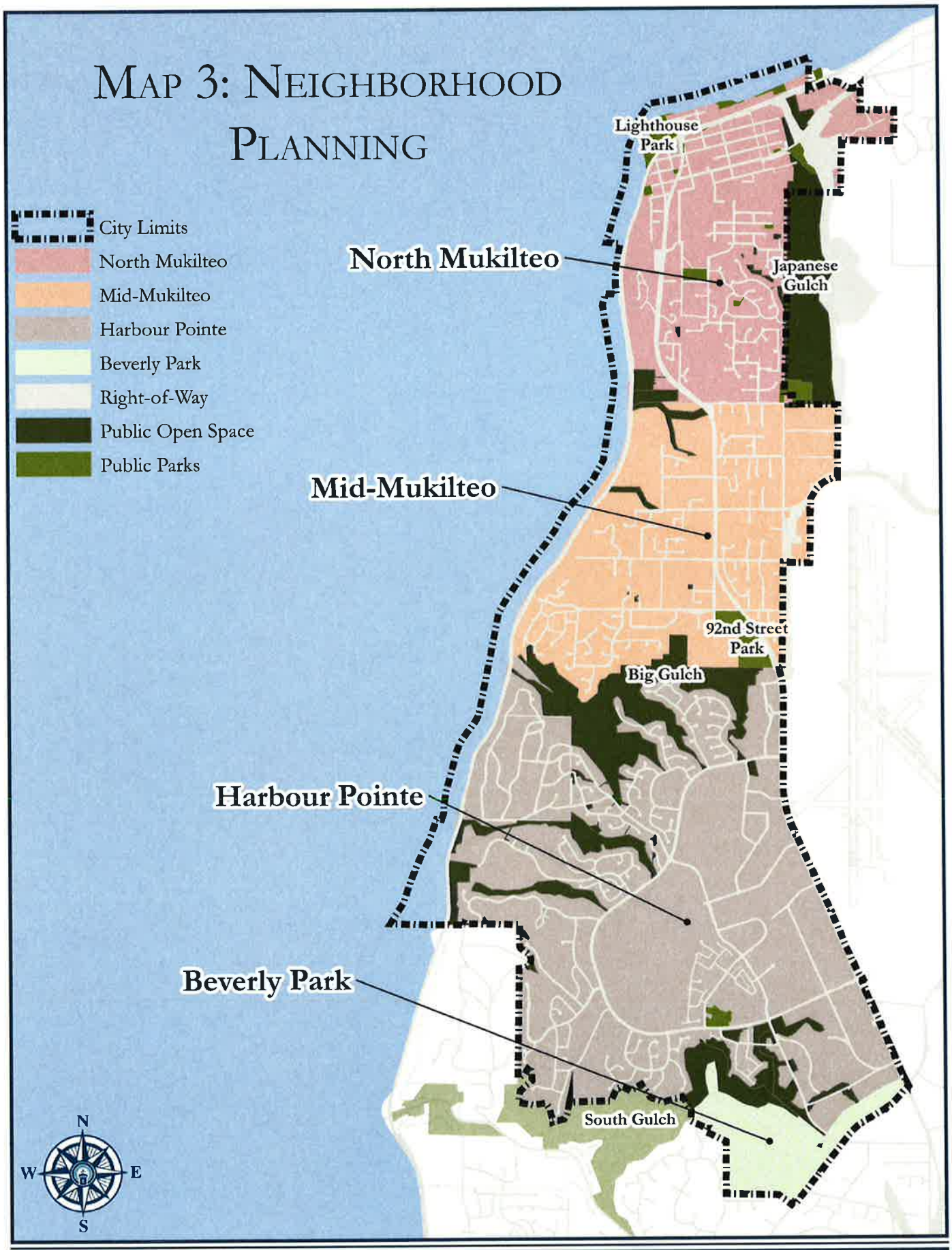
LU1: The population growth of Mukilteo shall be managed in collaboration with Snohomish County, Puget Sound Regional Council and Washington State Office of Financial Management.

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~~0~~ within the current city boundaries (LU1b).**

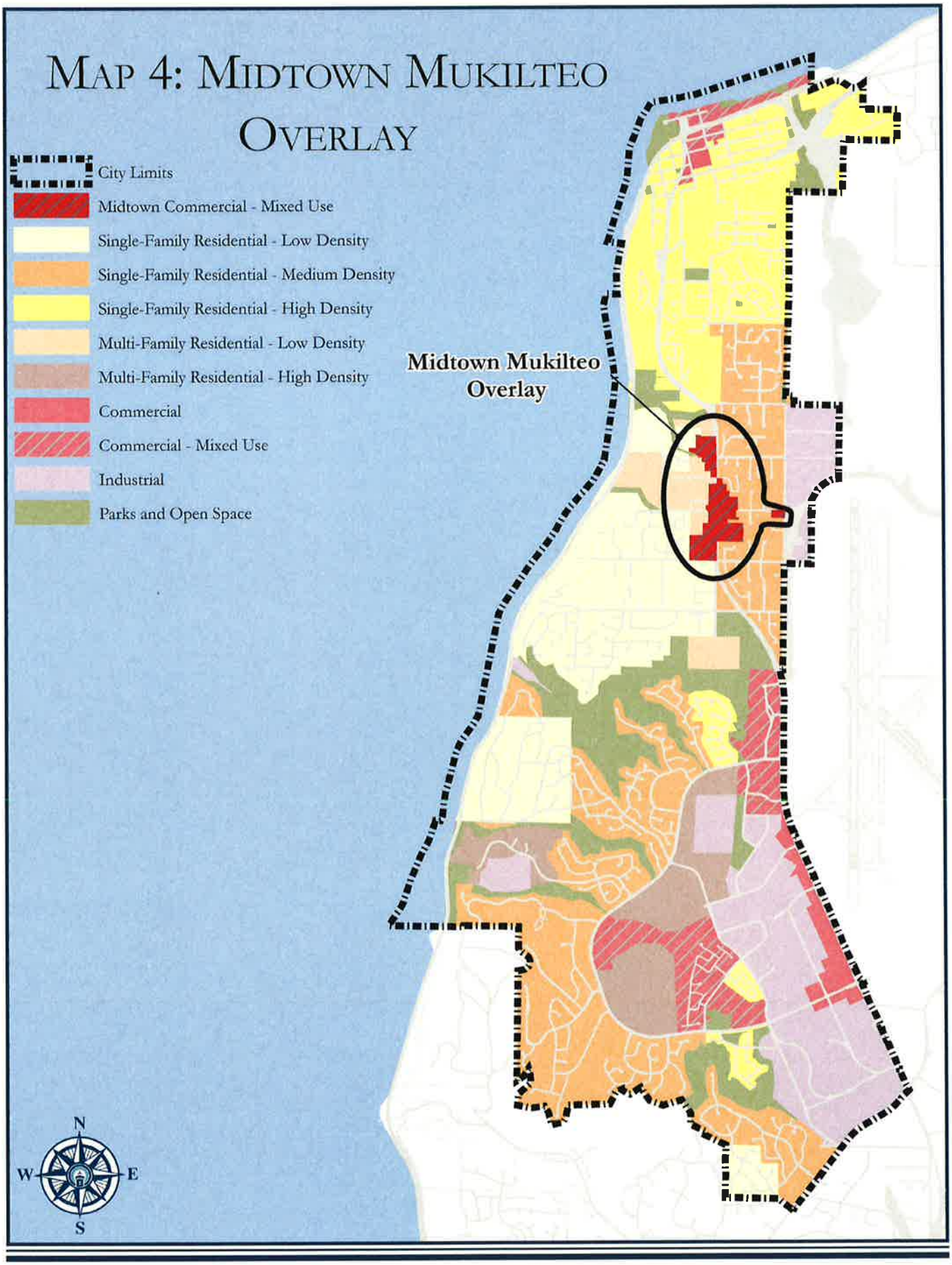
Chart 2: Mukilteo Age Distribution showcases not only a large group of individuals under the age of 20, but also a large group of individuals between the ages of 20-39. This large group demonstrates the 'young family' demographic or 'echo boomers'. This group could be explained by the popularity of the 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.

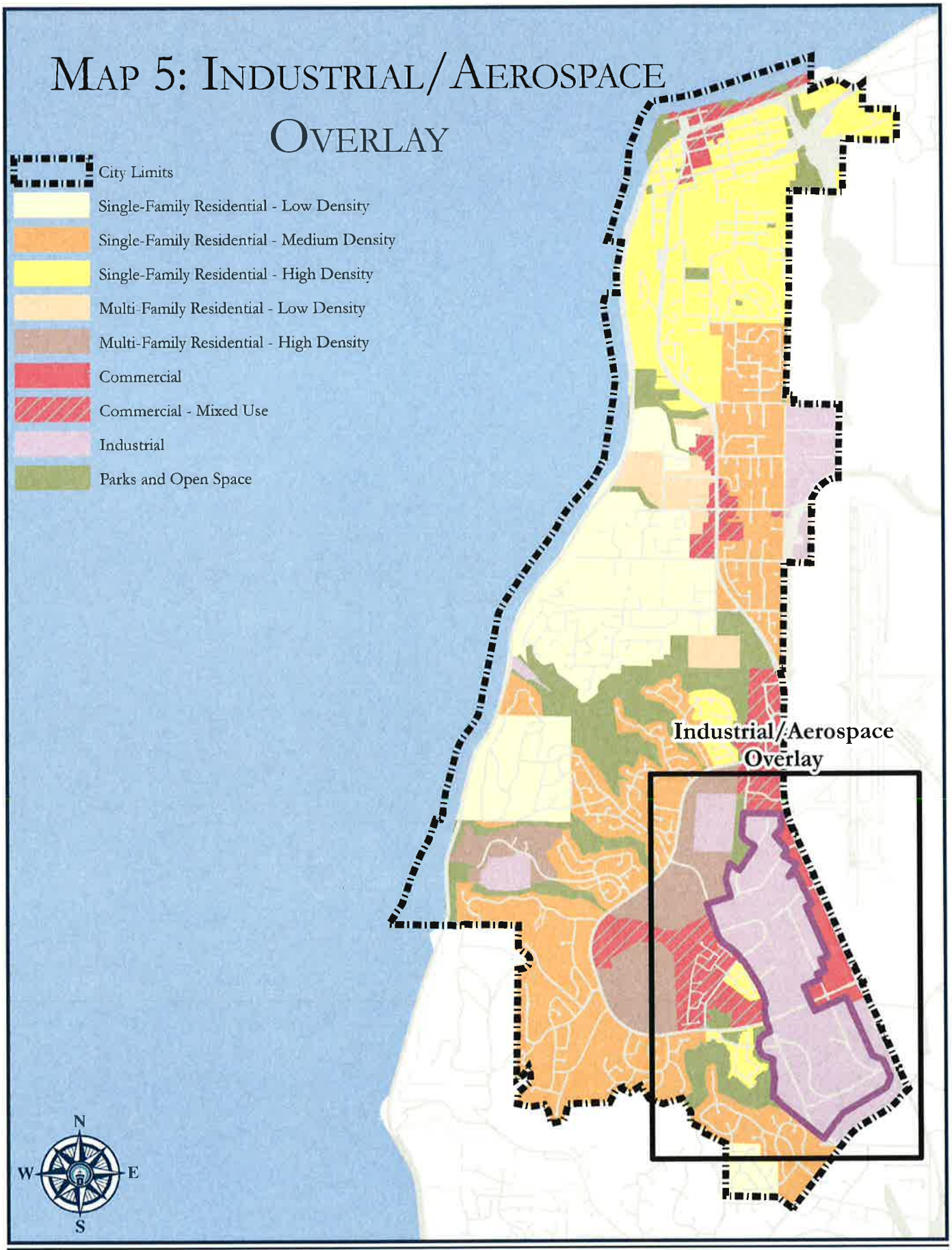
Map 3: Neighborhood Planning



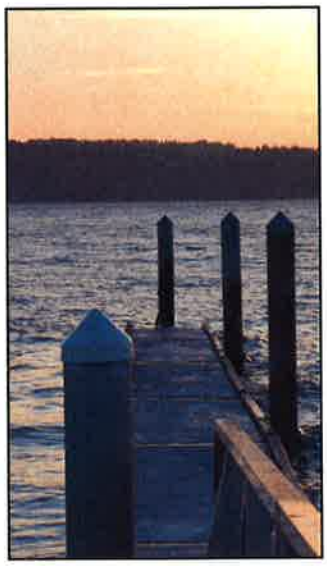
Map 4: Midtown Mukilteo Overlay



Map 5: Industrial/Aerospace Overlay



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, and 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.

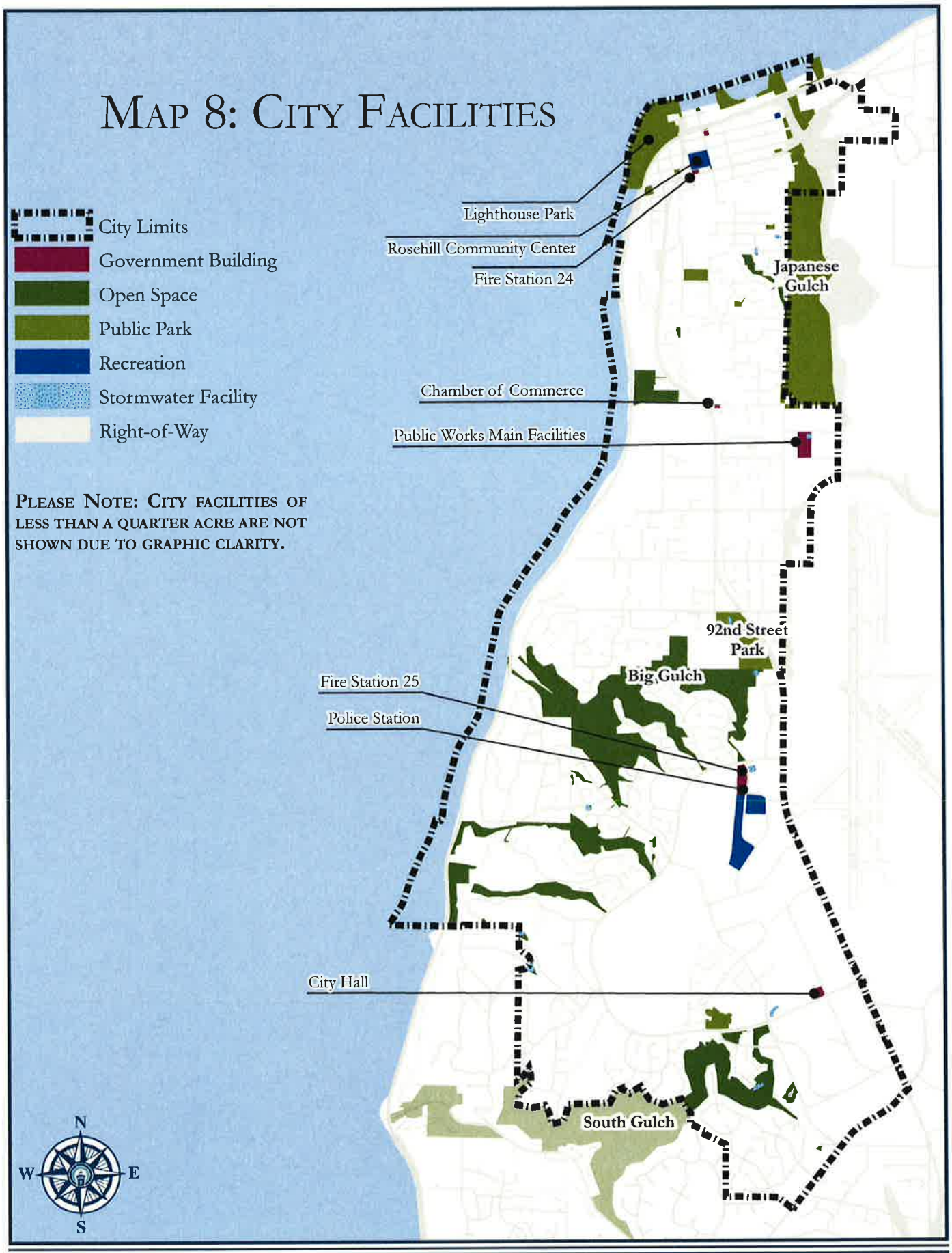
Table 7: Deficiency Analysis			
Facility	Level of Service (LOS) Standard	Need	Existing
City Hall	1 Building with 324 SF per employee	1 Building of 9.720 SF	1 Building; 16,000 SF Building, • Built in 2008
Community Center	1 Building of 25,000 SF per 25,000 residents	1 Building of 25,000 SF	1 Building: 29,000 SF Building, • Built in 2010
Fire Station(s)	1 Station per 11,000 Residents	2 Stations	Fire Station 24: 5,040 SF Building • Built in 1994 Fire Station 25: 14,148 SF Building • Built in 1993
Parks **Neighborhood Parks** **Community Parks** **Off-Leash Dog Park** **Conservation Areas**	~~3.5 Acres per 1,000 Residents~~ **.39 acres per 1,000 Res.** **2.00 acres per 1,000 Res.** **1 acres per 1,000 Res.** **10.00 acres per 1,000 Res.**	~~77 Acres~~ **None** **None** **None** **None**	~~620~~ **569.04** Total Acres*: • ~~Open Space: 200 Acres~~ • ~~Passive Park: 320 Acres~~ • ~~Private Park: 19 Acres~~ • ~~Public Park: 81 Acres~~ • **8.05 Acres (Neighborhiood)** • **50.35 Acres (Community)** • **.69 Acres (Off-Leash)** • **509.95 Acres (Conservation)**
Police Station	1 Station Per 40,000 Residents	1 Station	1 Station: 14,000 SF Building, • Built 2003
Transportation	LOS E	LOS E	All Intersections at LOS e or Better Except SR 525/HP Blvd South**.

*~~Open Space areas include Naketa Ravine, and similar areas. Passive Parks include Big Gulch & Japanese Gulch, Private Parks are parks that have restricted access, and Public Parks include parks such as Lighthouse Park.~~

***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.

Map 8: City Facilities



Please Note: City facilities of less than a quarter acre are not shown due to graphic clarity.

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).**

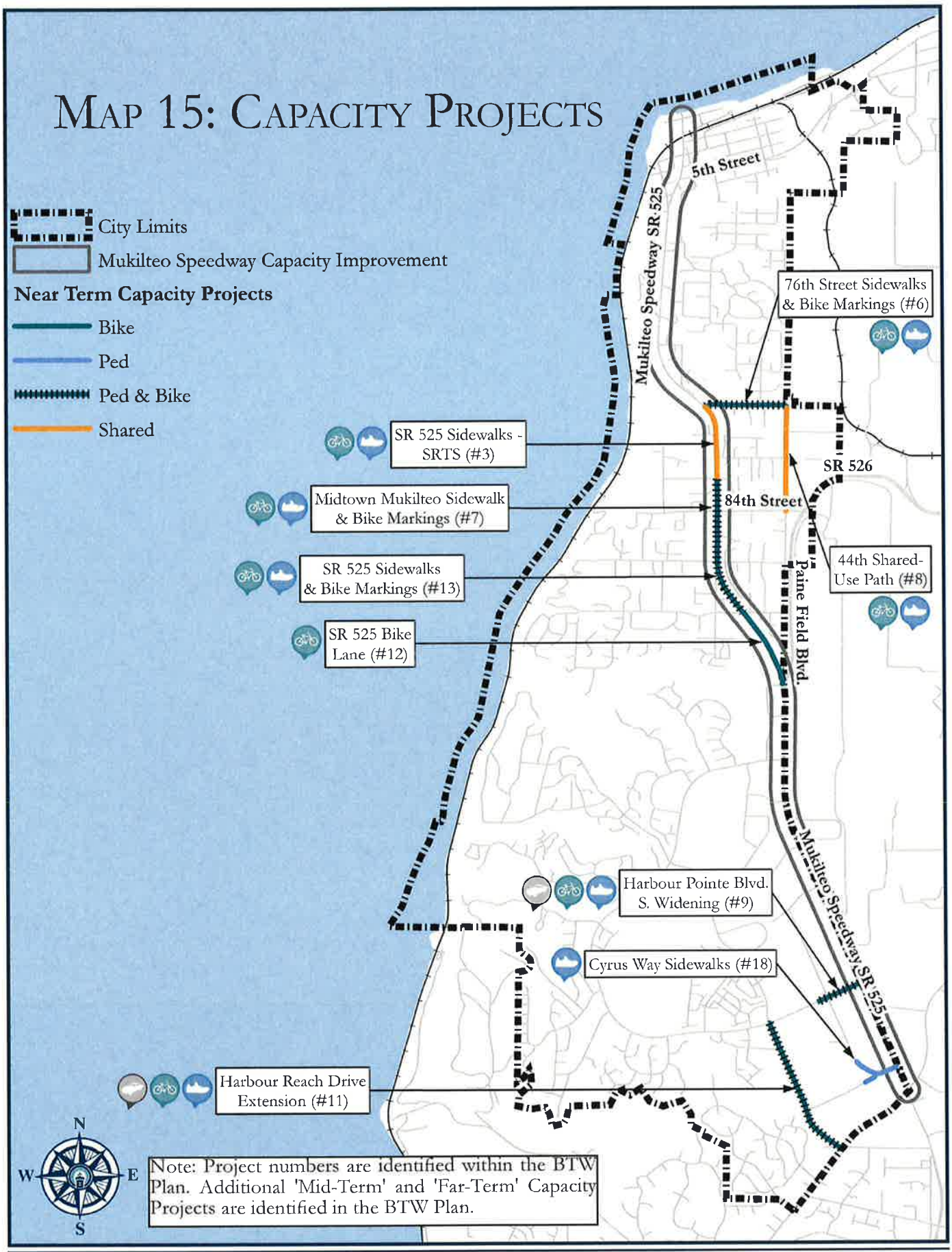
It should be noted that without the ferry system and Boeing employee traffic passing through Mukilteo, no intersection in Mukilteo would currently operate below LOS D. Similarily, with the limited amount of undeveloped land in the city, if not for the ferry and Boeing traffic impacts, it is unlikely 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:

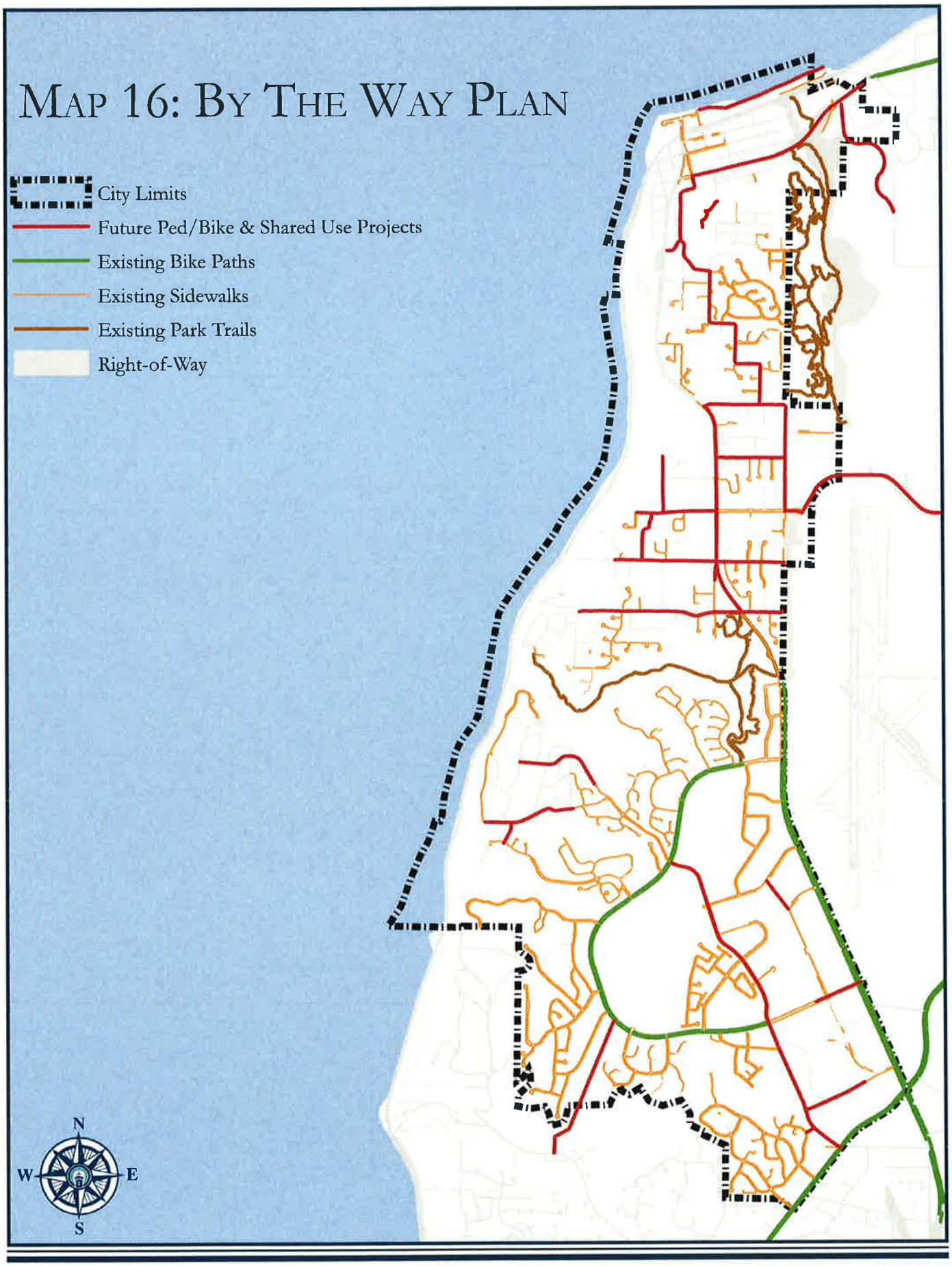
- **Shall not be required in order to meet the standards in TR1a if it is not physically feasible to install the improvements, but;**
- **May be required to maintain the existing overall Level of Service in the system as a whole by funding a proportional share or building other capacity improvements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

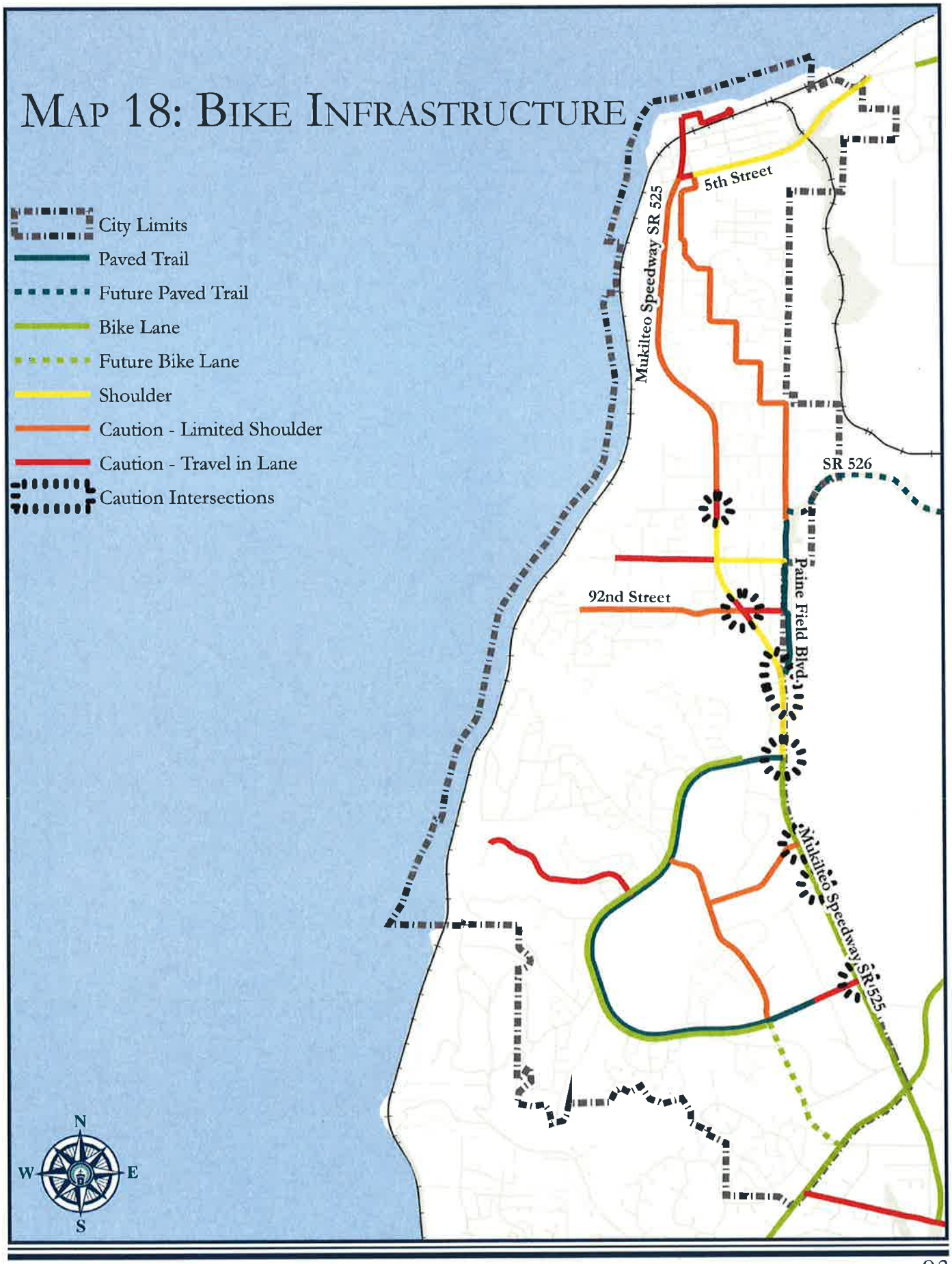
Map 15: Capacity Projects



Map 16: By The Way Plan

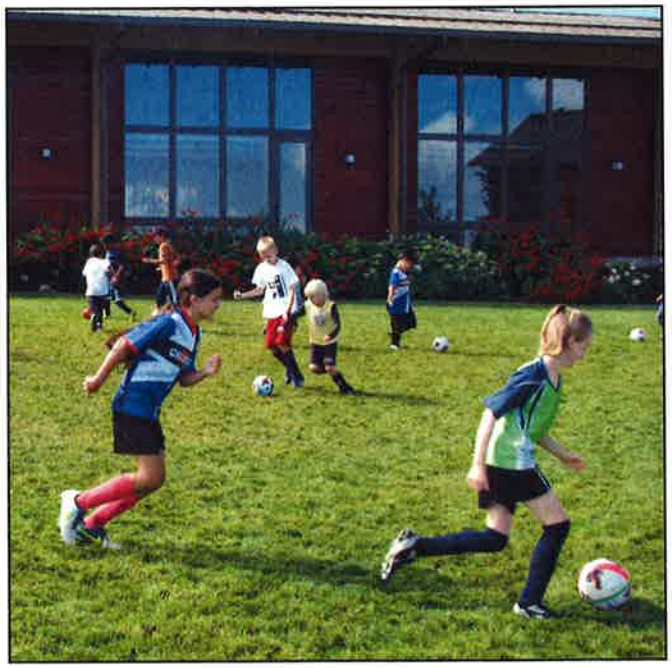


Map 18: Bike Infrastructure



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 201~~2~~7, 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.



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).**

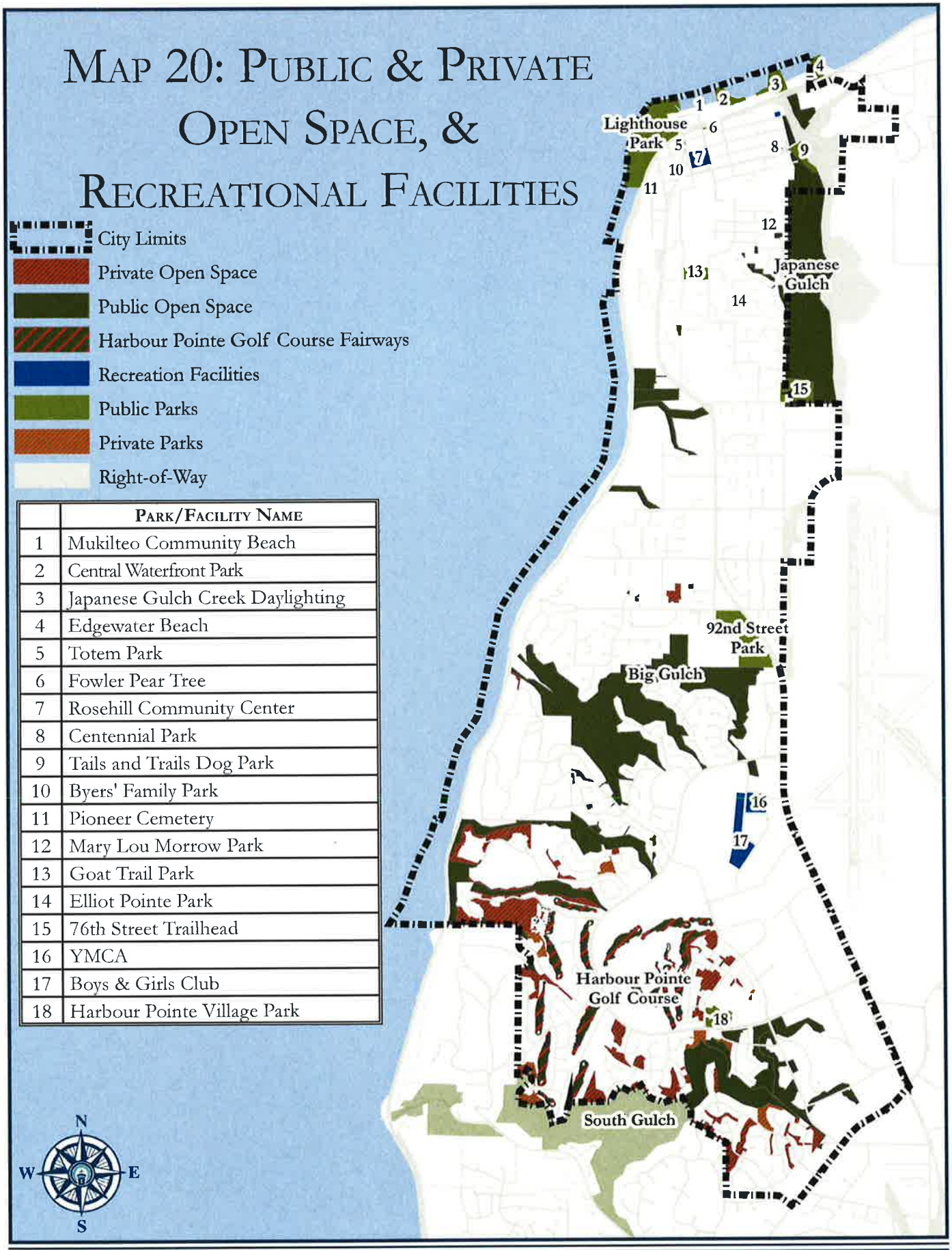
With sufficient funding, Mukilteans' needs and demands for parks and recreational facilities can be met. The City should explore all opportunities to increase funding for parks and recreational facilities.

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.

~~A Preliminary Pedestrian & Bike Routes Map (see Map 16 in the Transportation Element) is an inventory of existing and preferred routes to connect neighborhoods to parks and other activity nodes. These connections can provide both recreational benefits and traffic congestion reduction. Further analysis of implementing a joint-system of recreational trails and commuter routes may be identified as an Active Transportation Plan is developed later in 2015 and into 2016.~~

Map 20: Public & Private Open Space, & Recreational Facilities



	Park/Facility Name
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

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.

- ~~Downtown Waterfront Master Plan~~
- ~~Japanese Gulch Master Plan~~
- ~~Active Transportation Plan~~
- Cultural Arts Master Plan
- Mid-Mukilteo Economic Development Plan