



City of Mukilteo Land Use Permit Application

11930 Cyrus Way
Mukilteo, WA 98275
(425) 263-8000
www.mukilteowa.gov

FEB 07 2020

GENERAL INFORMATION

ADDRESS/LOCATION: 4407 76th Street PARCEL NO: 00591100000507
DESCRIPTION OF WORK: Rezone to PSP from OS

COMP PLAN DESIGNATION: Parks & Open Space ZONING: Open Space

DATE OF PREAPPLICATION MEETING (if held): _____

APPLICANT INFORMATION

NAME: Linda Ritter PHONE: 425-263-8043 EMAIL: lritter@mukilteowa.gov

ADDRESS: 11930 Cyrus Way CITY: Mukilteo STATE: WA ZIP: 98275

PROPERTY OWNER INFORMATION ☐ Same as Above

NAME: City of Mukilteo PHONE: 425-263-8000 EMAIL: mukilteowa.gov

ADDRESS: 11930 Cyrus Way CITY: Mukilteo STATE: WA ZIP: 98275

CONTACT INFORMATION ☒ Same as Above

NAME: _____ PHONE: _____ EMAIL: _____

ADDRESS: _____ CITY: _____ STATE: _____ ZIP: _____

Project Type (check all that apply):

- | | |
|---|---|
| <input type="checkbox"/> Accessory Dwelling Unit* | <input type="checkbox"/> Reasonable Use* |
| <input type="checkbox"/> Binding Site Plan | <input checked="" type="checkbox"/> Rezone* |
| <input checked="" type="checkbox"/> Comprehensive Plan Amendment* | <input type="checkbox"/> Shoreline: |
| <input type="checkbox"/> Conditional Use* | <input type="checkbox"/> Conditional Use* |
| <input type="checkbox"/> Lot Line Adjustment* | <input type="checkbox"/> Exemption |
| | <input type="checkbox"/> Substantial Development* |
| | <input type="checkbox"/> Variance* |

- | |
|--|
| <input type="checkbox"/> Special Use* |
| <input type="checkbox"/> Subdivision*: |
| <input type="checkbox"/> Preliminary Short |
| <input type="checkbox"/> Preliminary Long |
| <input type="checkbox"/> Final Short |
| <input type="checkbox"/> Final Long |
| <input type="checkbox"/> Amendment |

*Supplemental Application Required

- | |
|--|
| <input type="checkbox"/> Variance* |
| <input type="checkbox"/> Wireless Communication Facility |
| <input type="checkbox"/> Other*: _____ |
| _____ |
| <input type="checkbox"/> SEPA |

SIGNATURE:

I/We certify that the information provided in this application, including all submittals and attachments, is true and correct under penalty of perjury by the laws of the State of Washington.

Linda Ritter
Applicant / Authorized Agent Signature

2/7/2020
Date

Owner Signature (required)

Date

RECEIVED
FEE \$1.00
CITY OF MOBILE

SUPPLEMENTAL COMPREHENSIVE PLAN / REZONE APPLICATION

Once each year, Washington State law allows cities to amend their comprehensive plans. During this time, residents and interested parties may submit proposals to change:

- Language in the comprehensive plan and supporting documents;
- The comprehensive plan land use designation for a specific property or properties. This action may also require a concurrent rezone, which is a change to the zoning designation for a specific property or properties. Rezone requests that do not require a change to the comprehensive plan can be applied for at any time; or
- Development regulations (e.g. zoning, environmental, and construction codes).

The comprehensive plan is available online at:

<https://mukilteowa.gov/departments/planning-development/planning-long-range/comprehensive-plan/>

Potential applicants are strongly encouraged to meet with staff prior to the application deadline to discuss their proposal and the docket process. In order to submit a proposal, please submit a complete land use application and the items on this form to the **Permit Center by 4:30 PM on February 11, 2020.**

TYPE OF REQUEST (CHECK ALL THAT APPLY)

- | | |
|---|--|
| <input checked="" type="checkbox"/> Comprehensive Plan Text Amendment | <input checked="" type="checkbox"/> Concurrent Zoning Map Amendment (Rezone) |
| <input checked="" type="checkbox"/> Comprehensive Plan Map Amendment | <input type="checkbox"/> Development Regulation Amendment |

ADDITIONAL INFORMATION REQUIRED

- ☐ Adjacent Comprehensive Plan Map Designations (all sides)
- ☐ Adjacent Zoning Map Designations (all sides)
- ☐ Adjacent Uses (all sides – i.e. vacant, retail, residential, etc.)
- ☐ A written description of the request that also includes:
 1. The requested comprehensive plan map designation, if different;
 2. The requested zoning map designation, if different;
 3. The specific policy, regulation, or map affected by the proposal;
 4. An explanation of how the proposal is consistent with the Washington State Growth Management Act; and
 5. An explanation of how the proposal specifically meets the goals, objectives and policies of the currently adopted City of Mukilteo Comprehensive Plan.
- ☐ If requesting a rezone, an original property owner affidavit.
- ☐ **Fee: Applications for the preliminary docket are at no charge (\$0).**

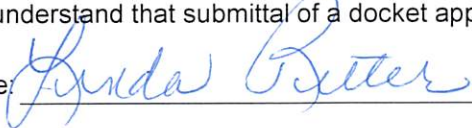
If the proposal is placed on the final docket by City Council, formal application(s) will be required, including any applicable fees and studies. The application and submittal requirements can be found on the City's website at:

<https://ci-mukilteo-wa.smartgovcommunity.com/Public/DocumentsView>.

SIGNATURE

I certify under penalty of perjury that the foregoing is true and correct. By signing this application, I authorize employees / agents of the City of Mukilteo to enter onto the property that is the subject of this application during regular business hours. I understand that submittal of a docket application is not a guarantee that the proposal will be approved.

Signature: _____



Date: _____

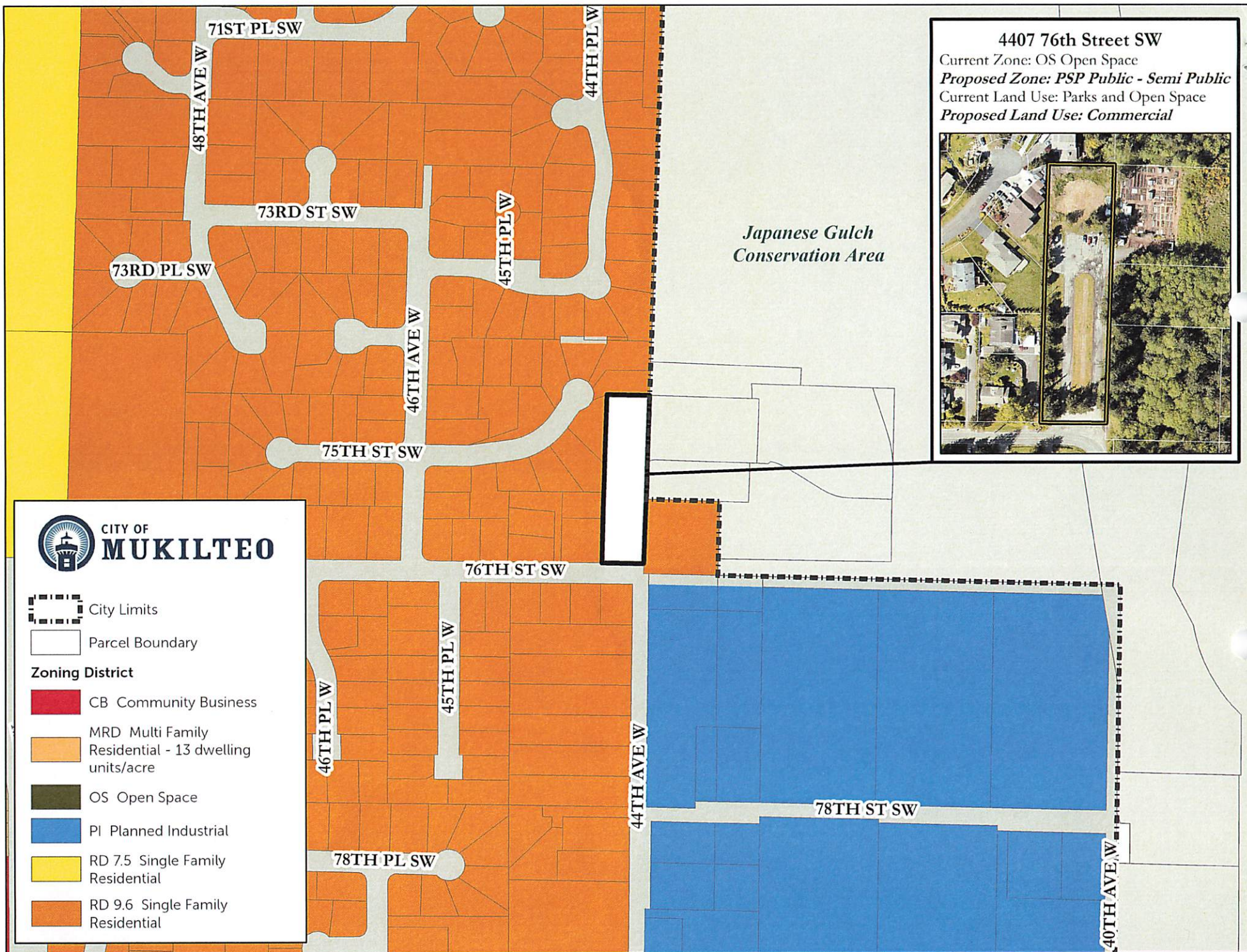
2/7/2020



11930 Cyrus Way • Mukilteo, Washington 98275 • www.mukilteowa.gov

Proposed 4407 76th Street SW Rezone

The City Council is requesting a potential change in land use designation and zoning for the 76th Street Trail Head property located at 4407 76th Street SW. This request will the zoning and comprehensive plan designation from Open Space/Parks and Open Space to Public-Semi Public/Commercial to allow the possibility for locating a Community Senior Center on the property at the request. This would require an amendment to the Japanese Gulch Master Plan.



**Flourishing
Natural
Environment**

**Authentic Public
Participation**

**Arts & Cultural
Awareness**

Healthy Community

Innovation

Welcome to All Ages

**Gateway to Sea,
Gateway to Land**

**Protect & Preserve the
Natural Integrity**

Adopted: June 20, 2016
Resolution No. 2016-02



**CITY OF
MUKILTEO**

Japanese Gulch Master Plan

Acknowledgments:

Special thanks to all those who have helped and participated in the Japanese Gulch Master Plan.

2016 Elected Officials:

Mayor: Jennifer Gregerson
City Council: Bob Champion, Council President
Steve Schmalz, Council Vice President
Christine Cook
Richard Emery
Randy Lord
Ted Wheeler
Scott Whelpley

Japanese Gulch Subcommittee:

Carolyn (Dode) Carlson, Community Garden Representative
Demaree Clay, Mukilteo Dog Park Representative
Christine Cook, City Council Alternate
John Costello, Evergreen Mountain Bike Alliance
Richard Emery, Japanese Gulch Group
Susan Gearheard, Avid Japanese Gulch Hiker
Kristin Kohorst, Neighborhood Representative
Thomas Little, Parks & Arts Commission Representative
Randy Lord, City Council Representative
Chris Mueller, Senior Parks Planner
Tyler Thompson, Japanese Gulch Group
Ely Klem, Mukilteo Youth Advisory Committee Representative
Dustin Weller, Citizen-at-Large

Parks & Arts Commission:

Jeffrey Nicholson, Chair
Liza Patchen-Short, Vice-Chair
Jennifer Baxter
Janet Hammerman
Thomas W. Little
Robert Stockton
Cyndi Thomsen

City Staff:

Chris Phillips, Management Services Director
Jennifer Berner, Recreation & Cultural Services Director
Patricia Love, Community Development Director
Chris Alexander, Fire Chief
Charles Macklin, Police Chief
Rob McGaughey, PE, Public Works Director
Rick Hill, Public Works Superintendent
Colt Davis, Crime Prevention Officer
Jacob Milner, GISP, GIS/CAD Technician
Karl Almgren, AICP, Assistant Planner

Consulting Firm:

Barker Landscape Architects
John Barker, Principle Landscape Architect
Nic Morin, Senior Landscape Architect
Peter Cromwell, Landscape Designer & Project Manager

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JAPANESE GULCH



JAPANESE GULCH

NOTE TO READER

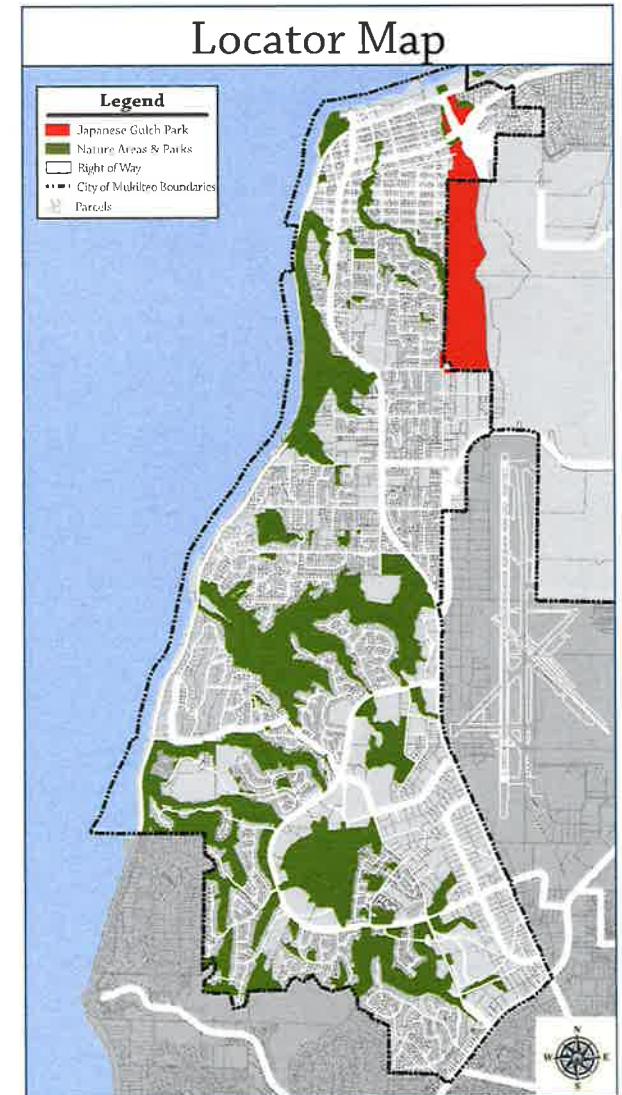
Like many entrances to Japanese Gulch, individuals have the opportunity to tailor their journey throughout the park. This document is no different. It is designed to provide readers a 'choose your own adventure' with direct access to the years of hard work by residents, elected officials, city staff, and countless others to preserve Japanese Gulch. Divided into three elements, this document incorporates a park master plan, an implementation & volunteer plan, and an inventory of natural, physical, and public outreach data regarding Japanese Gulch in an appendix. The three elements provide future direction for implementation of the vision established in this process.

The Japanese Gulch Master Plan introduces the preferred alternative immediately within the Executive Summary of Part I located on page 2. The Executive Summary identifies page numbers to further explain the decision making within the subareas. Subarea planning is identified at the beginning of the master planning process to better visualize the variety of characteristics within niche areas of Japanese Gulch. The subareas include the following:

- Tank Farm/Japanese Gulch Creek pg. 14
- Lower Japanese Gulch pg. 15
- 5th Street pg. 16
- Dog Park pg. 17
- Upper Japanese Gulch pg. 18
- 76th Street Trailhead pg. 19
- Mukilteo School District Property pg. 20
- Overall Trail Layout pg. 21 (Not a Subarea)

The subareas unite to form the area to be called Japanese Gulch Park. As the reader, you are able to tailor your reading of this master plan by focusing on the subareas that interest you most. Enjoy!

Japanese Gulch Park is located in northeastern Mukilteo at 76th Street SW and connects to the waterfront. The map to the right illustrates Japanese Gulch Park in red in relationship to the rest of Mukilteo.





Japanese Gulch Master Plan

76th Street Trailhead Park

Barker
Landscape
Architects, P.S.



IV. DESIGN ALTERNATIVES

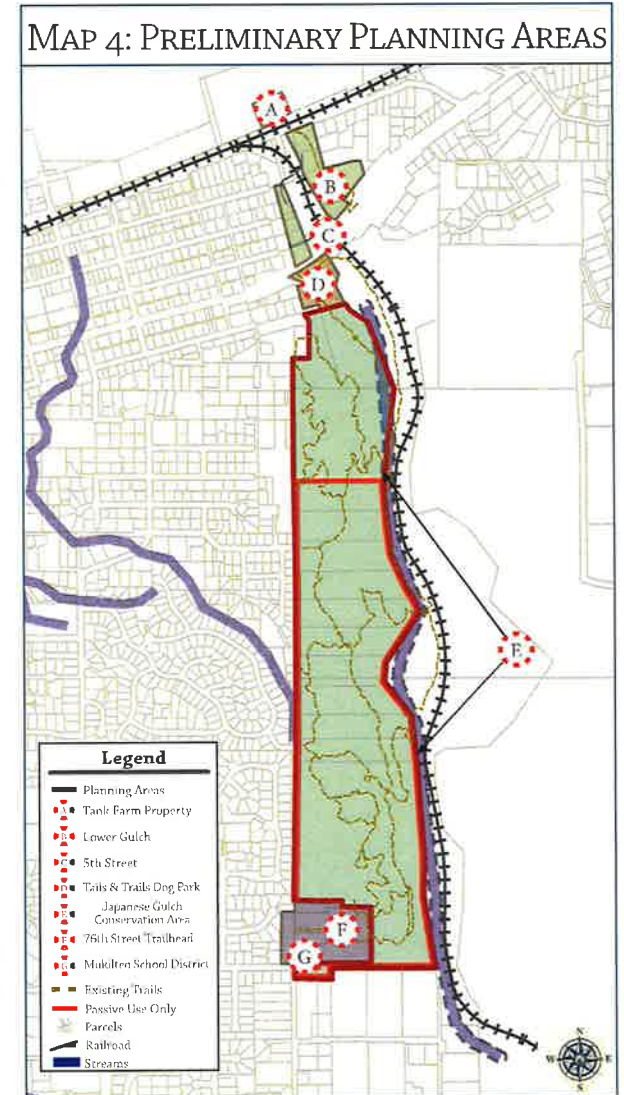
Design Development

One common practice in the planning process is to search for any and all alternatives and understand the community's reactions. In order to proceed with this process, Barker Landscape P.S. led the Subcommittee through a design game that allowed the Subcommittee to identify what activities should be included in Japanese Gulch. The Subcommittee constructed collaborative plans based on options such as bridges, amphitheaters, community gardens, promenades, daylighting, and many other features. Through this activity, the Subcommittee identified that some game pieces such as Frisbee Golf, were not characteristic of the gulch and shouldn't be included as an alternative. The Design Game was repeated with the general public at the first Open House in December, 2014.

Concurrent with the first Open House, an online survey was conducted to further define the desired outcomes of the Japanese Gulch Master Plan. This online survey showcased that the majority of users were most interested in the trails for hiking and biking with most respondents concerned about mud and erosion (additional information on public outreach available in Appendix XI). Through the Design Game's results and online survey, two concepts were created for the 76th Street Trailhead with single concepts for the Lower Gulch & Upper Gulch.

These design concepts were then tested in a second online survey where many respondents noted that the designs were 'too developed' at the 76th Street Trailhead. In order to ensure that the preferred alternative would correctly match the public opinion, an intensive set of work sessions were organized with the Subcommittee. Over the course of five work sessions, the Subcommittee identified the project concepts that must be included within the preferred alternative. This section presents the findings of these work sessions as well as the survey responses from the public regarding the topics. The section elements include:

- A. Tank Farm Property - Japanese Gulch Creek Park
- B. Lower Japanese Gulch
- C. 5th Street
- D. Trails & Trails Dog Park
- E. Japanese Gulch Conservation Area
- F. 76th Street Trailhead
- G. Mulholland School District Property
- H. Overall Trail Layout



76th Street Trailhead

The 76th Street Trailhead was originally purchased by the City of Mukilteo for use as ball fields. A few years later with the latest purchase of the 98 acres, the 76th Street Trailhead became consolidated within the Japanese Gulch Master Plan as opposed to a separate park master plan. Through this consolidation and public outreach, the vision of the 76th Street Trailhead transitioned from active ball fields to a transitional passive park. The passive park will provide park users the experience of entering a nature park, and then transitioning the vast forest of the Japanese Gulch Conservation Area.

DECISION MAKING PROCESS

This property witnessed some of the largest differences in public opinion. Some expressed that the property should remain untouched, whereas some viewed the property as a prime location for typical active city park development. One of the findings of the Natural Inventory indicated that the invasive plants that are located at the 76th Street Trailhead threaten the overall integrity. In order to eliminate the invasive species, some form of change must occur.

Following the design game and the initial online survey of December, 2014, two design concepts were drafted in reflection of the various opinions. These two drafts were an attempt to hone in on a generally accepted vision. While providing subtle differences, both plans focused on the variety of community users including a community garden expansion, a basketball court, a dirt jump bike course, play area, an area of open space, and a multi-use center.

As these two plans were reviewed by the public, Parks & Arts Commission, and City Council, a third design concept was required to meet the public opinion. Uses such as the Amphitheater (35% Like It) and Basketball Court (24.5% Like It) scored low approval ratings and many decision makers believed that the site was not conducive to those uses. Another use that was determined to be inconsistent with the vision was a multi-use center or a senior center. The April Survey indicated a less than supportive opinion of a Senior Center (14% Like It) or a Multi-Use Center (24% Like It). While

the Subcommittee determined that a Senior Center was not suitable at this site, the Subcommittee identified that alternative recreation options were suitable and included an area for a dirt jump bike course.

Prior to purchase of the Upper Japanese Gulch portion of property, a dirt jump bike course was built in an area which is now part of the Conservation Easement. The dirt jump bike course was removed and habitat restoration projects began to rehabilitate the area back to a natural state. The City Council, Parks & Arts Commission, as well as the Subcommittee stated that while the previous site was inappropriate for the pump track, the use was a value to the community. This was confirmed in the April Survey with the public opinion of 'Like It' ranging from 55% to 66% (average 60.5%) depending on the size of the course. The Subcommittee decided that the location of a dirt jump bike course in the south portion of the 76th Street Trailhead was appropriate. This location was based on the lack of conifer vegetation, slope, visibility and easy access to the road for emergency response.

Consistent with providing opportunity for many forms of biking, the goal of this Master Plan is to engage users to arrive by foot or bike, not by car. This area is a regional destination however, and some users will drive to Japanese Gulch. Currently, the 76th Street Trailhead provides the highest volume of parking spaces and is conveniently accessible from SR 526. The Subcommittee identified that parking is necessary, but too much unused parking takes away from the beauty of the area. The Subcommittee identified that number of parking spaces should be prioritized over landscaping to make the most efficient use of the area for parking. In order to ensure that parking demand is flexible, and available, the Subcommittee also suggested parking expansion opportunities as well as future partnerships with neighboring properties should be identified (see Neighboring Property Alternatives on page 20).

To the right is an estimated parking demand based on current future improvements. Due to the lack of information related to certain uses, parking studies may be necessary to better understand the parking demand associated with individual park use.

The results of April, 2015 Survey of the initial two design concepts provided the necessary feedback to create a third concept. This third concept represented a softer approach to the 76th Street Trailhead to better represent the conservation focus and low maintenance design. This concept incorporates

**CHART 1: 76TH STREET TRAILHEAD
PARKING REQUIREMENTS**

Project Parking Requirement	Low Implementation	Medium Implementation	Fully Implemented
Community Garden & Expansion <i>15 plots per Parking Space*</i>	7 Spaces	8 Spaces	10 Spaces
Trailhead Access <i>25 spaces per Primary Trailhead</i>	10 Spaces	25 Spaces	25 Spaces
76th Street Passive Area & Arboretum <i>1 Space for first two acres plus 1 space per acre following</i>	6 Spaces	5 Spaces	4 Spaces
Picnic Tables in Natural Meadow <i>1 Space per Table</i>	0 Spaces	2 Spaces	3 Spaces
Dirt Jump Bike Course <i>10 Spaces per Acre*</i>	0 Spaces	5 Spaces	10 Spaces
Total	23 Spaces	47 Spaces	52 Spaces

Sources: Parking demand calculations are based on adopted codes from City of Mukilteo, City of Houston, as well as park standards from the California Public Outdoor Recreation Plan. Standards for other uses not defined were identified by City Staff as estimates noted as *.

PART ONE - IV. DESIGN ALTERNATIVES

76th Street Trailhead Continued

a Natural Play Area, Natural Meadow, Picnic Areas and an expansion of the Community Garden into a low maintenance park that exhibits conservation and preservation. This park area also acts as a buffer for park users to experience moving from an urban environment into a conservation area, Upper Japanese Gulch.

The project concept shown to the right provides multi-generational interactions throughout the park. The opportunities for these interactions are enhanced to promote community development through the close proximities of the community garden, natural play area, and dirt jump bike course.

PROJECT CONCEPTS:

The Preferred Design Alternative for the 76th Street Trailhead should include the following Project Concepts:

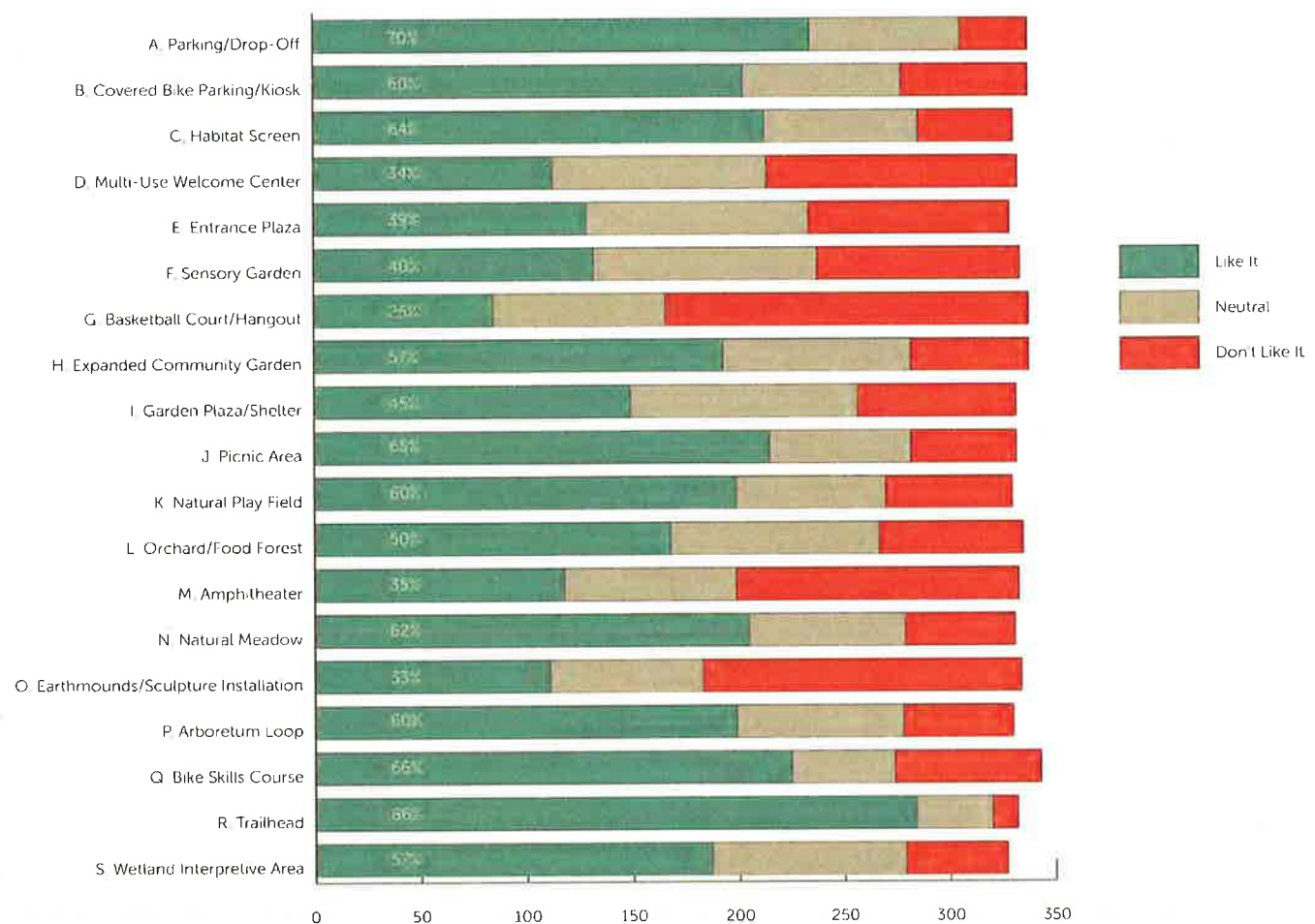
1. Culturally, the history of the site should be recognized as the orchard, community hall, cemetery, police station, and now the park. 76th Street Trailhead should be an area that expresses conservation within design elements.
2. Flexible Space should be identified for future community needs such as parking or new park features.
3. The 76th Street Trailhead should incorporate low maintenance park design features such as a Natural Play Area and Natural Meadow which focus on native plant species and interaction with nature.
4. The Community Garden is identified as a permanent use and should be expanded.
5. A permanent restroom facility with tool storage should be provided for daily users and park volunteers.
6. A Dirt Jump Bike Course should be included within the design at an area that is easily accessed from the parking lot.
7. Partnerships with neighboring properties including the Slavic Church and Mukilteo School District should be further explored for mutually beneficial projects and collaboration.



April, 2015 Survey

Option A: Precht Property (76th Street Trailhead):

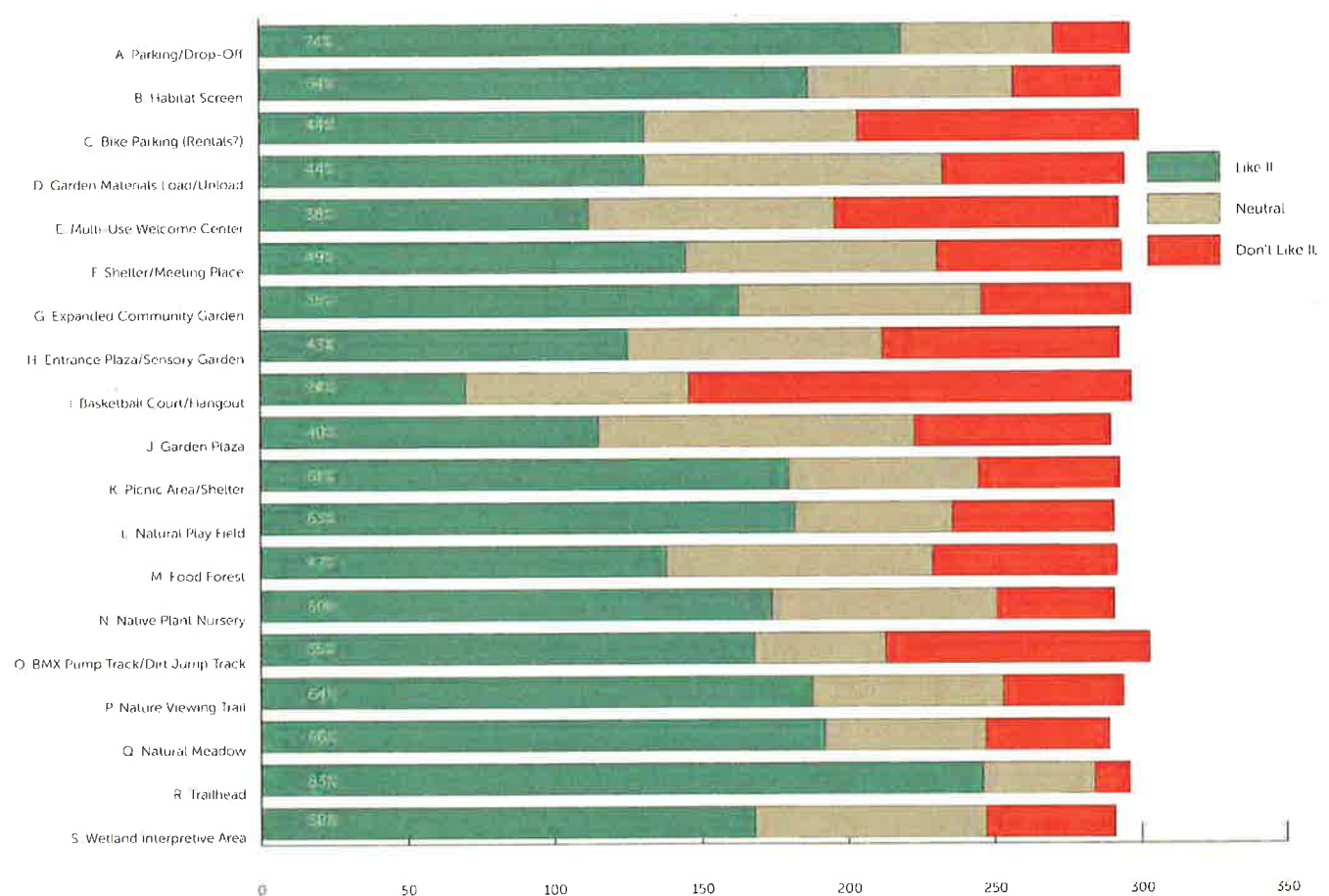
The following is a chart illustrating the 'Like It' vs. 'Don't Like It' regarding the design of Option A. Additional comments on the 'what is missing or should be different' is shown in the appendix. After reviewing the additional comments, it should be noted that there may have been a miscommunication on the relationship between Japanese Gulch and the 76th Street Trailhead. Specifically, some respondents may have viewed the 76th Street Trailhead as the plan for the entire Japanese Gulch area.



April, 2015 Survey Cont.

Option B: Precht Property (76th Street Trailhead):

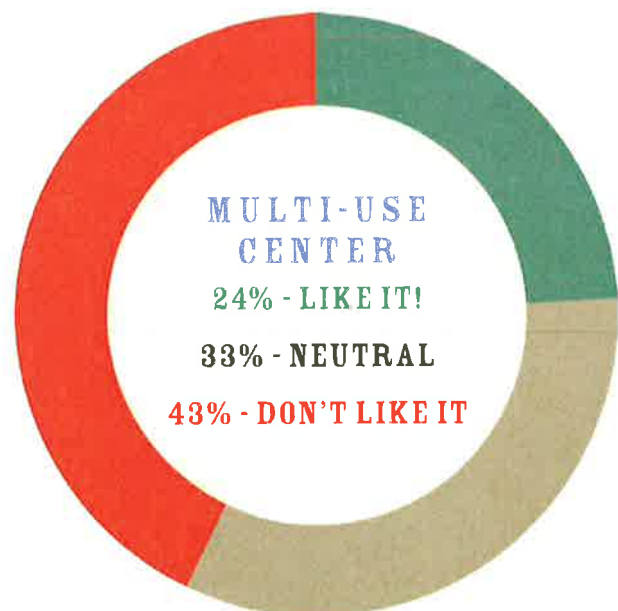
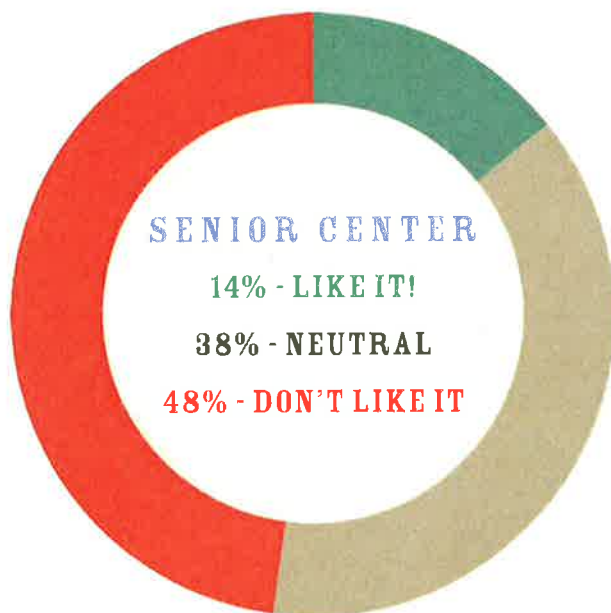
The following is a chart illustrating the 'Like It' vs. 'Don't Like It' regarding the design of Option A. Additional comments on the 'what is missing or should be different' is shown in the appendix. After reviewing the additional comments, it should be noted that there may have been a miscommunication on the relationship between Japanese Gulch and the 76th Street Trailhead. Specifically, some respondents may have viewed the 76th Street Trailhead as the plan for the entire Japanese Gulch area.



April, 2015 Survey Cont.

Senior Center/Multi-use Center: There had been some conversation brought to City Staff by residents related to if the Japanese Gulch Master Plan could address the need for a senior center. After discussing the concept with Barker Landscape, there are some opportunities available not only for seniors, but by other groups that may use Japanese Gulch as well. The public feedback is below:

What are your thoughts on a:



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



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.

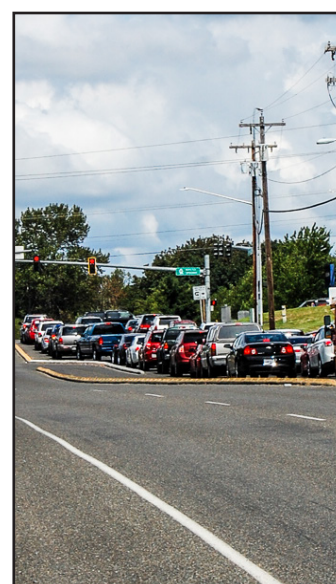
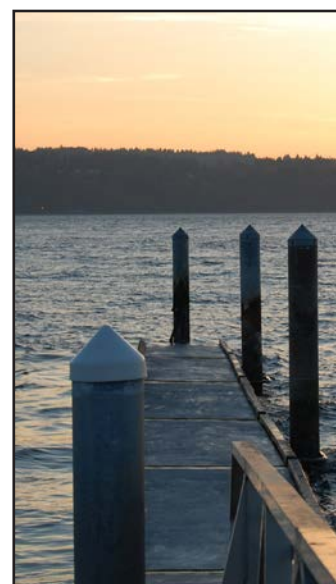


TABLE 7: DEFICIENCY ANALYSIS

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, • 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			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, • 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).

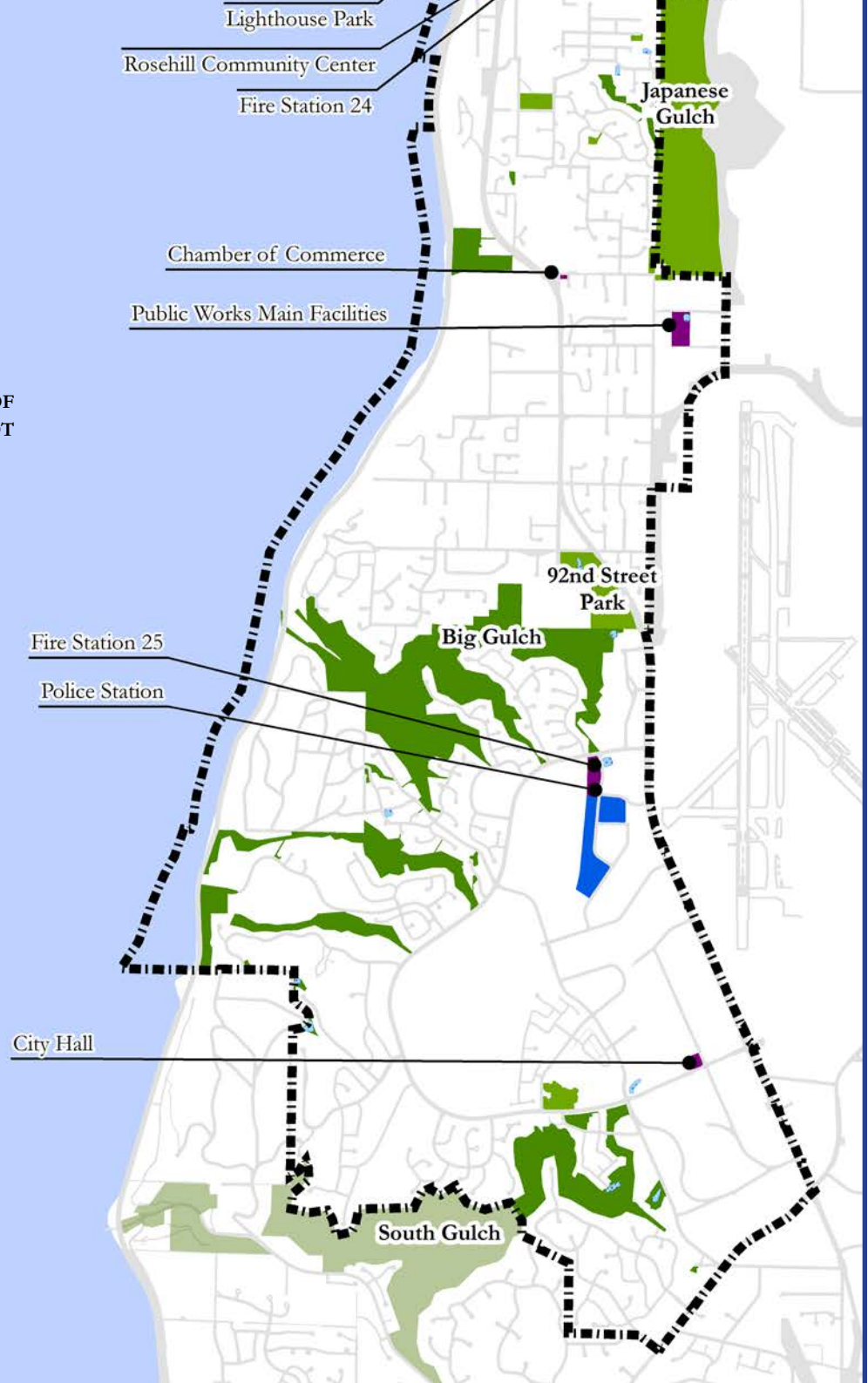
The GMA requires the Capital Facilities Element to account for all capital facilities within city limits that were paid for by public entities, not just city facilities. Therefore, this inventory of capital facilities includes those owned by the City of Mukilteo (Map 8) as well as those owned by the 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.



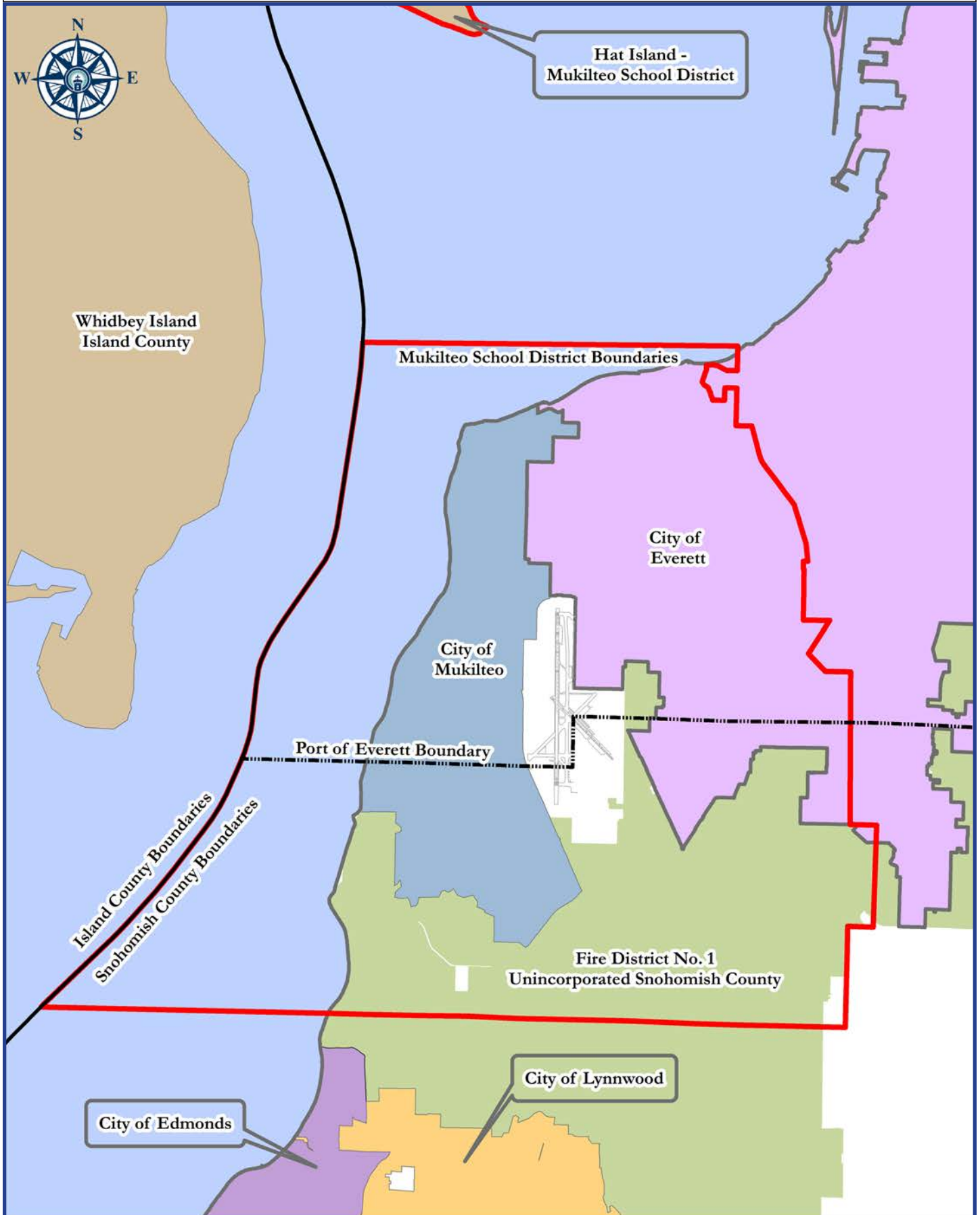
MAP 8: CITY FACILITIES

-  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

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.

TABLE I-1: 6 YEAR PROPOSED REET II FUND CAPITAL PROJECT PLAN - REVENUES						
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		