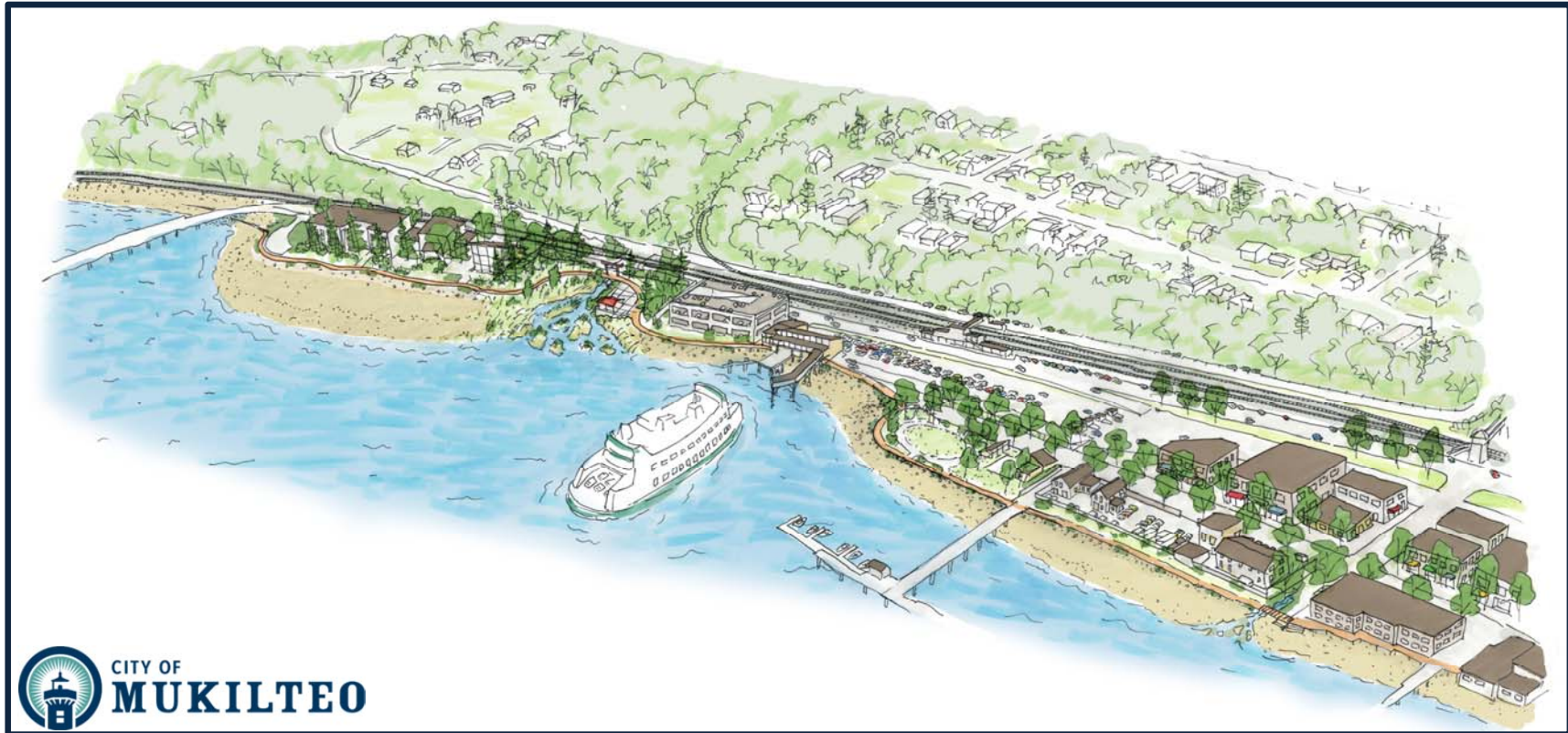


# City of Mukilteo Downtown Waterfront Master Plan



***A Waterfront Vision***  
Adopted January 4, 2016

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## Acknowledgements

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John Collier	Mukilteo Historical Society
Christine Cook	City Council
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Chris Hill	Losvar Condominium
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Mark Lee	Silver Cloud Inn
Christine Awad Schmalz	Arts
Steve Schmalz	City Council
Sharan Smith	Scuba Divers
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Jeanmarie Trapp	Chamber of Commerce

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## Introduction

The Mukilteo waterfront is an ever changing place. The waves, currents, tides, wildlife, boats and ferries all add to the richness of this special place. The City of Mukilteo sits on the shores of Possession Sound and is home to the Mukilteo / Clinton Ferry terminal served by State Route 525. This busy waterfront includes Lighthouse Park, Losvar Condominiums, the ferry terminal, restaurants, a hotel, National Oceanic and Atmospheric Administration (NOAA) facilities, the recently transferred Tank Farm site, Edgewater Beach, and the Port of Everett's Mount Baker Barge Rail Facility. The Downtown Waterfront Master Plan describes a revitalized waterfront which includes: urban street front with local businesses, looped pedestrian promenade, bike lanes and playful waterfront uses. This allows you to experience the waterfront from an urban environment to a natural shoreline while focusing on connecting people both physically and thematically to the intrinsic natural, cultural and urban qualities that compose the past, present and future of the Mukilteo waterfront.



Figure 1: Aerial of Mukilteo Waterfront

## History

The Mukilteo Tank Farm was built in 1950 to provide fuel for the fighter squadron stationed at Paine Field during the Korean War. A total of 10 tanks were constructed for fuel storage. The massive tanks took up approximately 3,200 linear feet of prime waterfront property.



Figure 2: 1958 Aerial of the Tank Farm (courtesy of the Mukilteo Historical Society)

## **Decommission of the Mukilteo Tank Farm**

For many years nearly 20 acres of prime downtown waterfront property was owned by the U.S. Department of Defense (DOD) and was known as the Defense Fuel Support Point (DFSP) facility, or more commonly, the fuel "tank farm". In 1988/1989, the DOD announced that it was abandoning its operation of this fuel tank farm. On February 24, 1997, the Army Corps of Engineers issued an order to tear down the 10 massive military fuel-storage tanks. The tanks, which dominated the Mukilteo waterfront for more than four decades, were removed and the community once again had views of the waterfront.

On November 9, 1999 a Memorandum of Understanding (MOU) was signed by the City of Mukilteo, the Port of Everett (POE), the City of Everett, Washington State Department of Transportation (WSDOT) and Sound Transit committing to cooperatively participate in the Department of Defense and federal surplus property process. This Memorandum of Understanding was intended to provide a mutual commitment of the parties to cooperatively pursue the surplus and redevelopment of the Mukilteo Tank Farm site for a multimodal transportation facility.


Washington State Ferries (WSF), Port of Everett, Sound Transit, Department of Defense / US Air Force, National Oceanic and Atmospheric Administration (NOAA), City of Mukilteo and others have been meeting regularly over the past five years to issue an Environmental Impact Statement to relocate the Mukilteo / Clinton Ferry Terminal facilities and establish a smooth transition for the transfer and re-development of the Mukilteo Tank Farm property.



## Tank Farm Transfer

The United States Air Force (USAF) transferred the 18.85 acres of the Tank Farm to the Port of Everett and 1.1 acres to NOAA on October 7, 2013. On February 2, 2015 the City Council authorized the Mayor to finalize negotiations to accept the transfer of approximately 7.33 acres of the Tank Farm and other waterfront properties from the Port of Everett to the City. Mukilteo residents have been waiting for nearly 60 years to regain access to the downtown waterfront. These properties form the basis for the Downtown Waterfront Master Plan. This agreement facilitates the transfer of several key sites that will play a role in improving the waterfront for pedestrian access and enjoyment. These land parcels are listed in the table below.

**Table 1: Property Transferred to the City of Mukilteo**

 <p>Figure 3: Aerial showing acreage transferred to the City</p>	<p><b>Lighthouse Park:</b> The Port of Everett owns a 0.09 acre parcel within Lighthouse Park just south of the boat launch. This parcel has been integrated into the Lighthouse Park development plans and been used for public park purposes for at least 30 years.</p>
	<p><b>Existing Ferry Terminal Site:</b> The ferry terminal building and access road to the ferry transfer span sits on little over 1/3 of an acre parcel owned by the Port of Everett. When the Ferry is relocated to the Tank Farm site, this property is no longer needed by the Port or WSF.</p>
	<p><b>Tank Farm Property:</b> 5.37 acres of tank farm property will be transferred to the City of Mukilteo; these properties include Lot 1, Lot 3, Tract 1, Tract 2 and Tract 3. See Figure 4.</p>
	<p><b>Edgewater Beach:</b> Edgewater Beach (lot 9 of the Binding Site Plan) is approximately 22 acres including tidelands; the upland park area is roughly 2 acres. Transfer of this property requires a permanent access and parking easement to serve the Mt. Baker Barge Rail Facility.</p>

## Tank Farm Binding Site Plan

The Binding Site Plan divided approximately 18 acres of the Mukilteo Tank Farm into nine (9) lots.

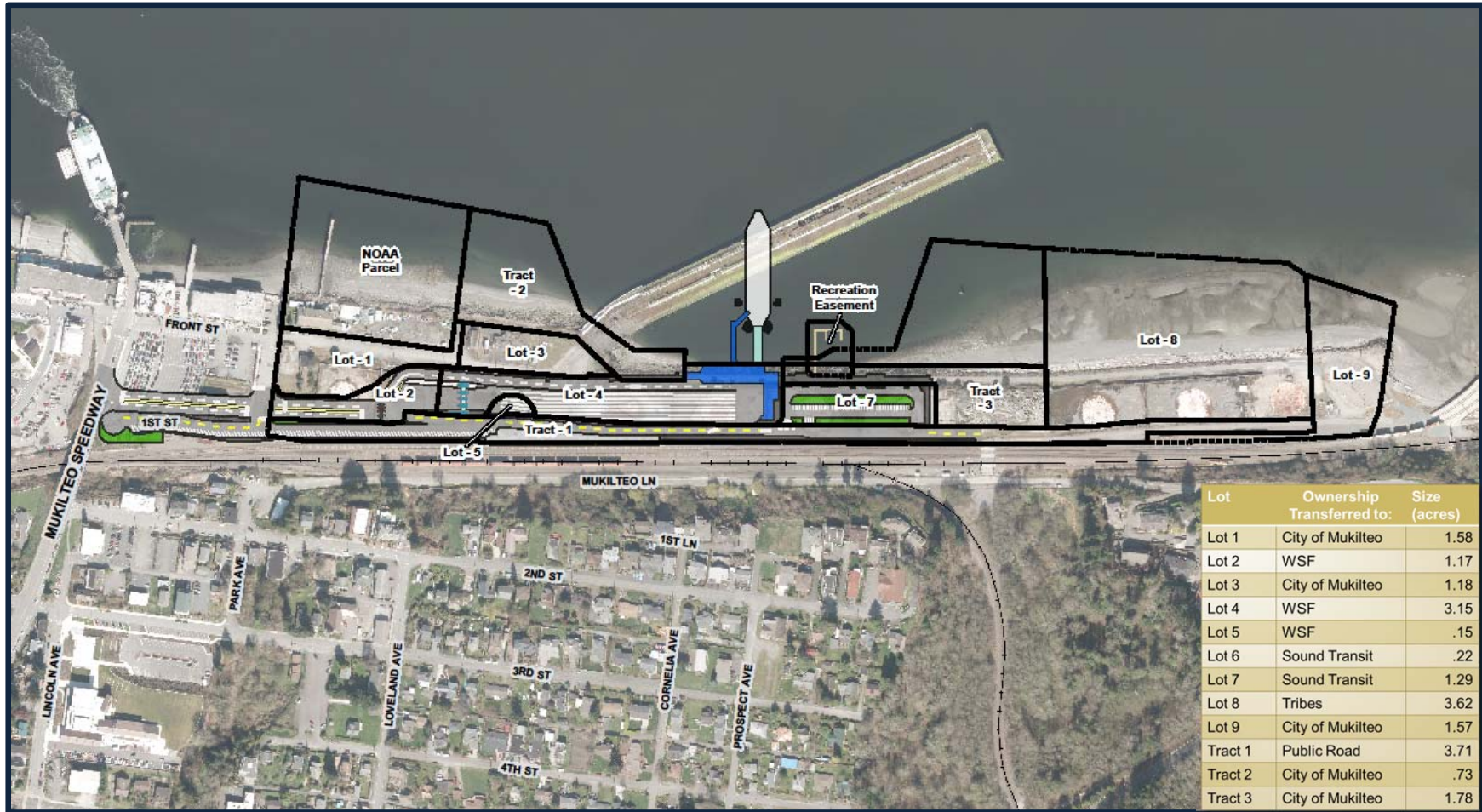


Figure 4: Sketch of the Properties to be transferred



## Floodplain Map

Below is the floodplain map that outlines portions of the areas within the Downtown Waterfront Master Plan that are within the floodplain. The areas within the Tank Farm do not add habitat value based on the fact that it has been previously disturbed and consist of concrete or pavement.



Figure 5: Floodplain Map



## Washington State Ferries Multimodal Project

The transfer of land allowed Washington State Ferries (WSF) to move forward with the Mukilteo Multimodal Project which includes moving the Ferry Terminal facility eastward from its existing location. An Essential Public Facility and Shoreline Conditional Use permit was approved by both the City of Mukilteo and the Department of Ecology. Below is a preliminary diagram of what the new terminal facility could look like. The design reflects northwest native tribal architecture by including a shed-roof, exposed peeled logs and art concepts.



Figure 6: WSF Multimodal Terminal Building

### Formation of Waterfront Advisory Committee

With the approval of the ferry terminal relocation and the pending transfer of the Tank Farm property from the Port of Everett to the City, the City began working on a new Master Plan. In August of 2014 a Waterfront Community Advisory Committee was created with various individuals representing different community interest groups. The committee was developed to create a vision of the waterfront for future generations.

Waterfront Advisory Subcommittee	
Jennifer Baxter	Parks & Arts Commission
John Collier	Mukilteo Historical Society
Christine Cook	City Council
Bob Donegan	Ivars Restaurant
Chris Hill	Losvar Condominium
Elaine Knapp	Citizen-at-Large
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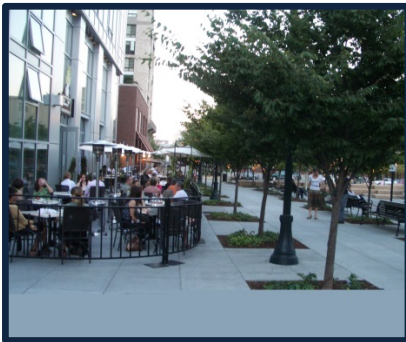


## Master Plan Overview

At the start of the Master Plan Update, two concepts were presented with the intent of obtaining ideas and promoting discussion; these two concepts were: 1) Alternative A – Playful Waterfront = active waterfront use; and 2) Alternative B – Evolving Waterfront = passive, quiet waterfront. Through the entire process there was a trend towards liking the “Playful” waterfront design west of the new ferry terminal and to liking the “Evolving” concept east of the ferry terminal. The preferred alternative merged the two concepts by expanding recreational uses west of the ferry terminal and improving natural habitats east of the ferry into a wild or natural shoreline.

This Preferred Master Plan addresses the following objectives:

- Pedestrian oriented urban street front with local businesses.
- Looped pedestrian promenade and bike lanes.
- Playful waterfront uses.
- Allows you to experience the waterfront from an urban environment to a natural shoreline.
- Connects people to the natural, cultural, and urban qualities that compose the past, present and future Mukilteo waterfront.
- Cohesive new waterfront park system from Lighthouse Park to Edgewater Beach.
- Chain of public parks to help soften the development impact of the multimodal station and commercial development.



## Preferred Alternative – West

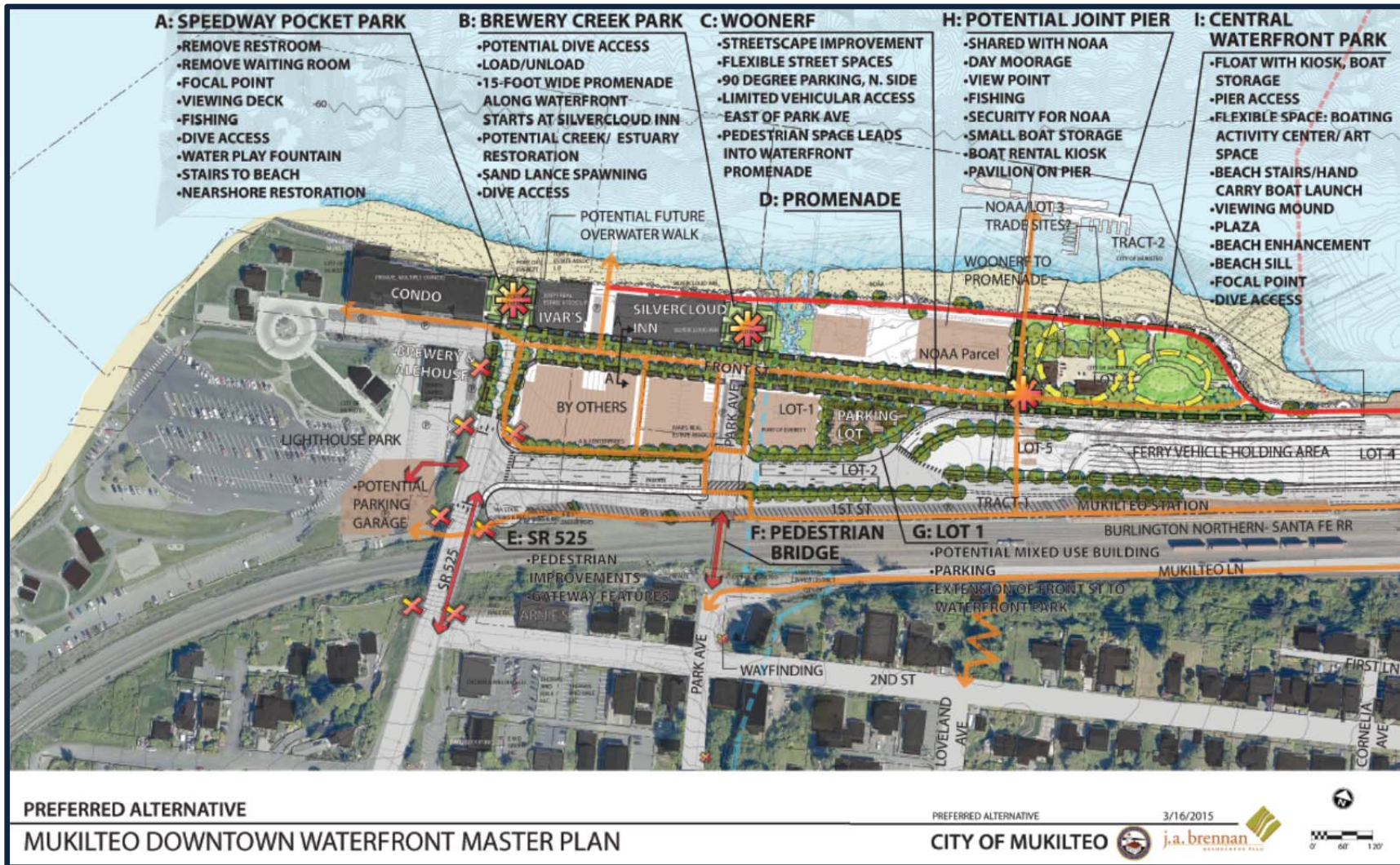


Figure 7A: Preferred Alternative - West



## Preferred Alternative – East

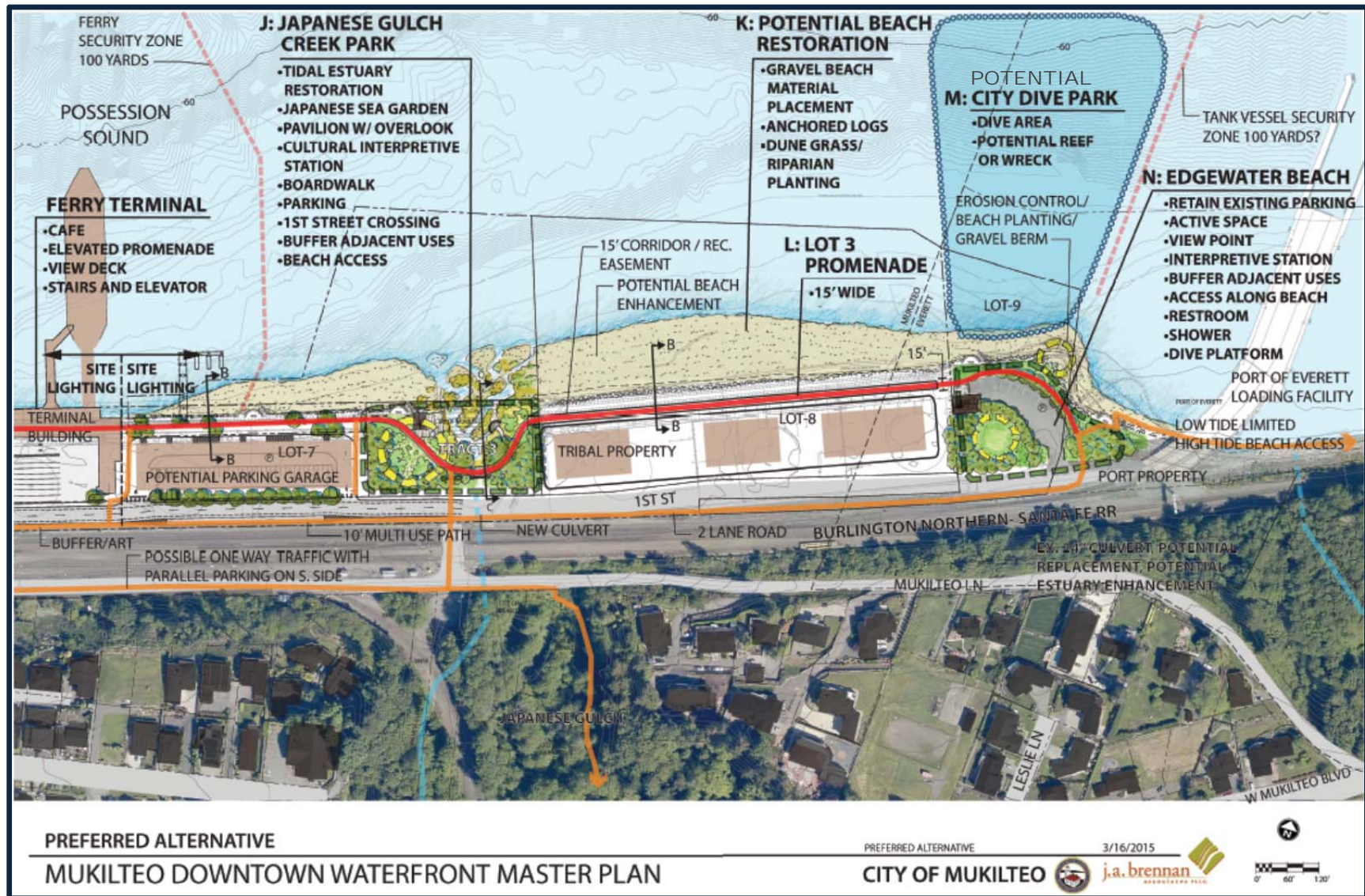


Figure 7B: Preferred Alternative - East



## Master Plan Elements

The Downtown Waterfront Master Plan was broken down into four major project elements: Interim Improvements; Streetscape; Park; and Environmental. From these elements, the Advisory Committee grouped projects as shown in the list below. From this list, the projects were then prioritized based on short term and long term priorities.

- **Interim Improvements**
  - Site Clean Up
  - Temporary Parking
- **Streetscape**
  - Gateway Concepts
  - SR 525 Pedestrian Bridge
  - SR 525 Underpass
  - 2nd Street Stairs
  - Front Street East
  - Front Street West
- **Parks**
  - Interim Promenade
  - Final Promenade
  - Speedway Park
  - Park Avenue
  - Central Waterfront
  - Boat Dock/Joint Pier
  - Japanese Gulch
  - Edgewater Beach
  - Potential Relocation of the Boat Launch
- **Environmental**
  - Japanese Gulch Daylighting
  - Beach Enhancement



### **Interim Improvements**

The development of all elements of this Master Plan depend heavily upon the availability of the City to apply for and receive grant funding. The City may apply for various funding grants from multiple state resources such as the Washington Recreation and Conservation Office (RCO) to develop the parks, daylighting Japanese Gulch, beach enhancement and restorations. As part of the interim improvements, site clean up and interim parking are a priority for Phase I development of the Master Plan.

**Site Clean Up:** The City requested and was approved for a Targeted Brownfields Assessment of the Mukilteo Tank by the United States Environmental Protection Agency (EPA). EPA's contractor, Ecology and Environment, Inc. (E&E) will be conducting the assessment under EPA's oversight. A site clean up Remediation Plan has been prepared with recommendations on how to move forward. The following recommendations are all preliminary and may change if additional information becomes available:

- Complete an immediate survey of hazardous materials (asbestos, lead paint, etc.).
- Prepare an Operations and Maintenance plan to manage risk of hazard materials in buildings and structures prior to demolition to protect city employees and to fulfill hazard communication requirements as necessary per federal and state law (e.g., signage).
- Collect surface samples to document conditions on redeveloped areas that will not be covered with imported fill or paved.
- If contaminated surface soils are encountered, dispose of them off-site or, alternatively, consider importing clean fill material to cover them. Ideally, the type and thickness of any cover would be worked out in agreement with Ecology; otherwise such action may not be considered Model Toxics Control Act (MTCA) compliant.
- Develop an environmental media management plan to implement during redevelopment. This will primarily address the management of contaminated soil and groundwater during redevelopment. For example, this plan would apply during Japanese Gulch Creek daylighting activities in case grading activities encounter contaminated soil. It may also involve further testing ahead of development as many areas of the parcels are untested.
- Inventory monitoring wells on City-owned property after the transfer. Wells should be inspected and repaired, and new locking caps put in place until a decision is made (with Ecology concurrence) that they either can be abandoned or are necessary for further monitoring.



**Temporary Parking:** Limited parking in the downtown area is a recurring issue for the businesses, their patrons and the residents of Mukilteo. During Phase I, the City will create temporary parking in an effort to provide relief in the area.

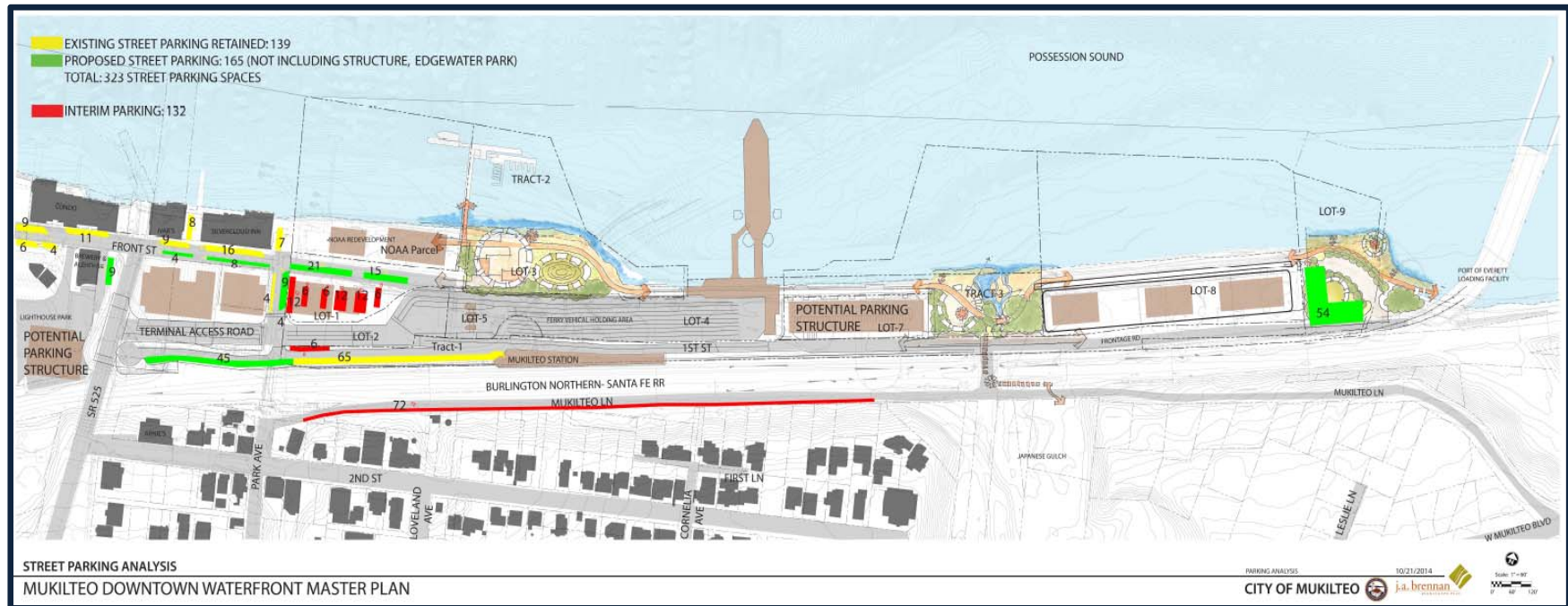


Figure 8: Proposed Interim Parking

### Project Concept

- Place fencing around the old fire station building on Lot 1 of the Tank Farm Binding Site Plan to secure the site and then adding interim parking.
- Potentially reconfiguring Mukilteo Lane to a one-way, eastbound street from Park Avenue to the Mount Baker Crossing. This would allow parking and pedestrian/bicycle lanes along the street.
- Evaluate options to add additional parking along Park Avenue and in the Sound Transit parking lot.

## Streetscape

Streetscape concepts will make the downtown waterfront area more aesthetically pleasing to the eye. Streetscape may include but is not limited to gateway features, landscaping, artwork and water features. Front Street and Park Avenue will be improved and pedestrians will have more access to the waterfront.

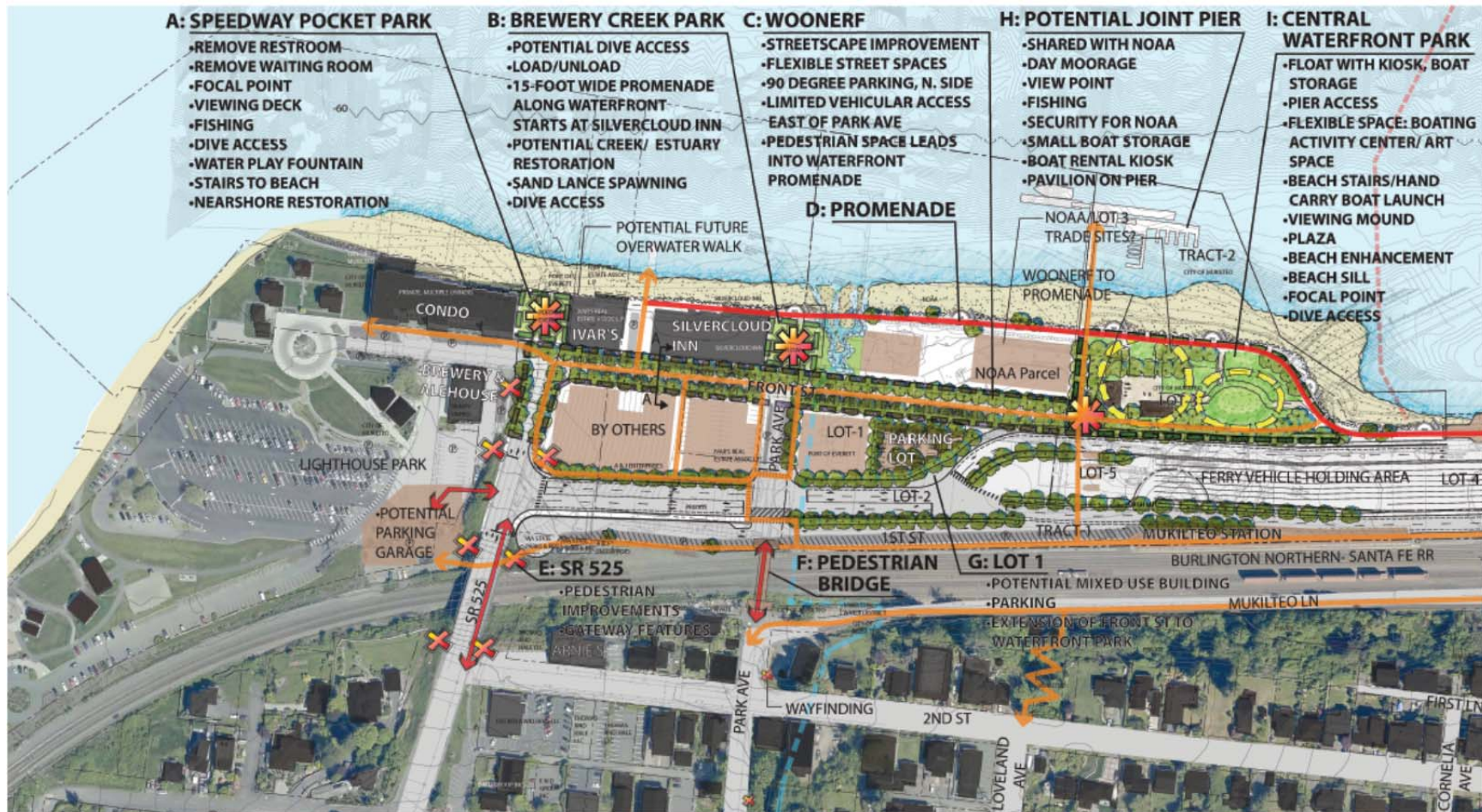


Figure 9: Streetscape Improvement Concepts



**Gateway Concepts:** The City should adopt a gateway concept for the downtown waterfront after consulting with local artists and the Parks and Arts Commission.



Figure 10: Gateway Concepts

## Gateway Concept



Figure 11: Gateway Concept Looking North Along Mukilteo Speedway

### Project Concepts

- Visual entrance into downtown
- Improved pedestrian and bike access
- Connect SR 525 to Lighthouse Park using pedestrian underpass
- Connect upland neighborhood to Mukilteo Lane and Waterfront
- Defines a cohesive brand for the downtown waterfront area and Mukilteo
- Use the gateway as an anchor for Mukilteo brand

**Front Street between SR 525 and Lighthouse Park:** Front Street, a major pedestrian corridor, will be reconfigured to focus on pedestrian access and connecting Lighthouse Park to SR 525. The reconfiguration is designed to remove and relocate parking in front of Diamond Knot Brewery, add sidewalk on the south side of Front Street and widen the sidewalk on the north side of Front Street.

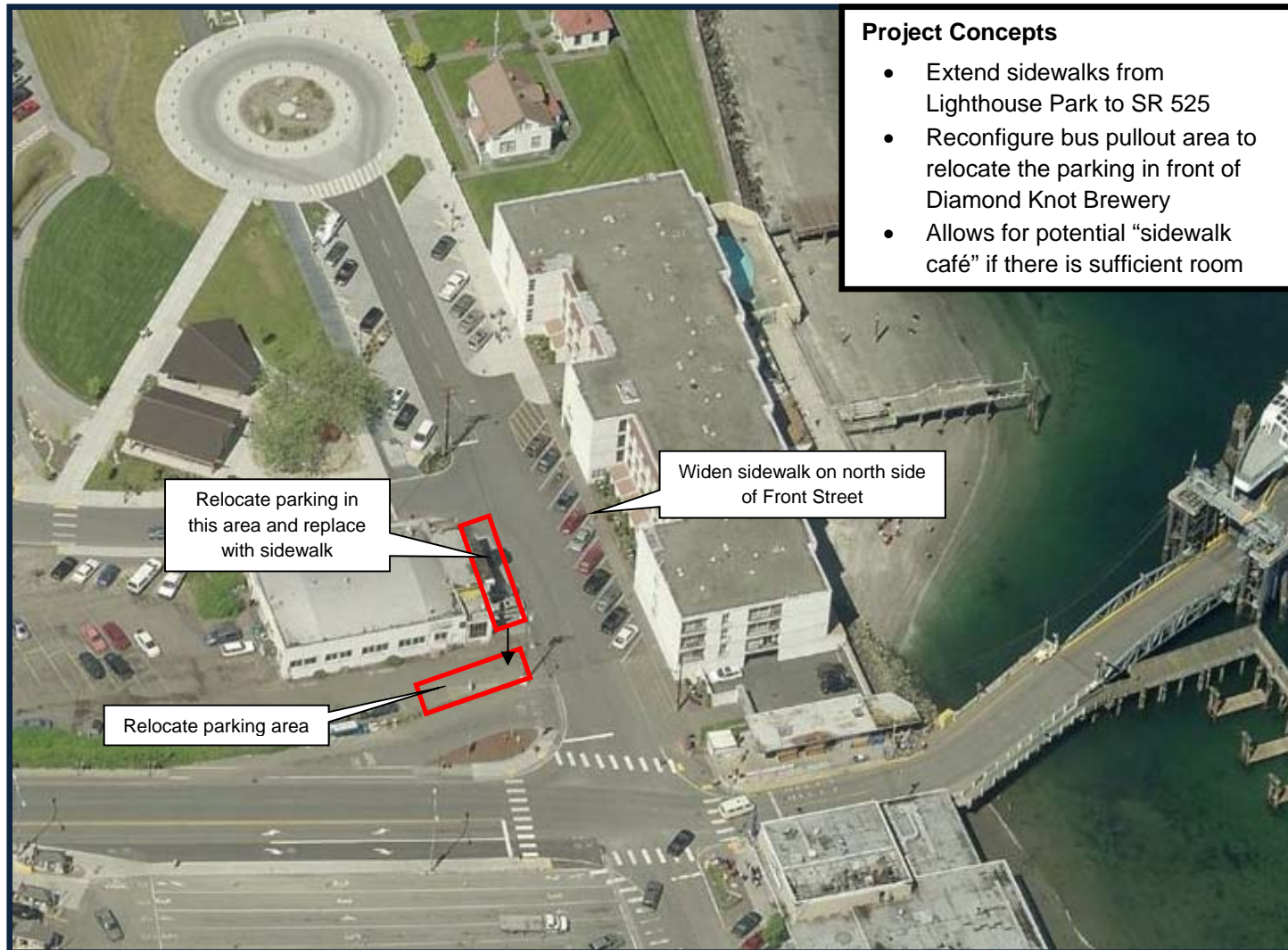
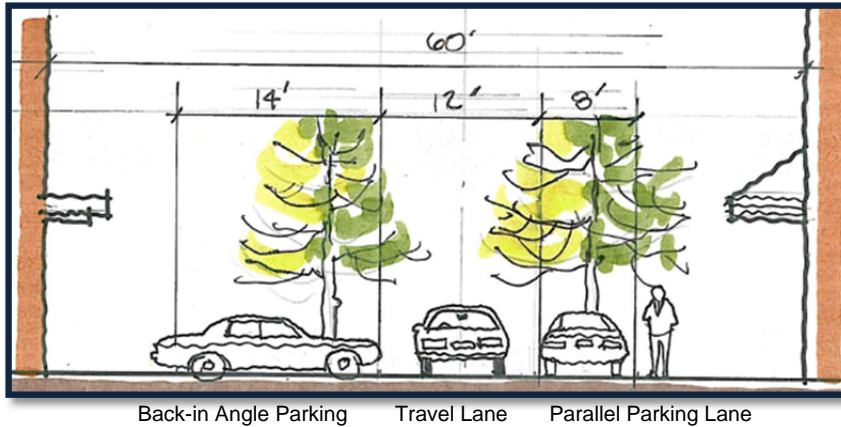


Figure 12: Intersection of SR525 and Front Street



**Front Street and Park Avenue:** Front Street, east of SR 525, will be transformed from a car oriented street to a pedestrian oriented street with safe access and pedestrian oriented businesses creating a lively Main Street for the waterfront. Front Street and Park Avenue east of SR 525 will be redesigned as a one way woonerf with streetscape improvements, parking, and widen sidewalks. A woonerf is a road in which devices for reducing or slowing the flow of traffic have been installed.



Current Conditions

#### Project Concepts

- One way heading east on Front Street
- One way heading south on Park Avenue
- Wide sidewalks
- Pavement - texture to create woonerf
- Street trees
- Decorative lighting
- Parking
- Outdoor seating/cafe



Figure 13: One Way Woonerf Concepts

## Speedway Park and Woonerf Detail Plan



Figure 14: Speedway Park and Woonerf Detail Plan

## Brewery Creek Park and Woonerf Detail Plan

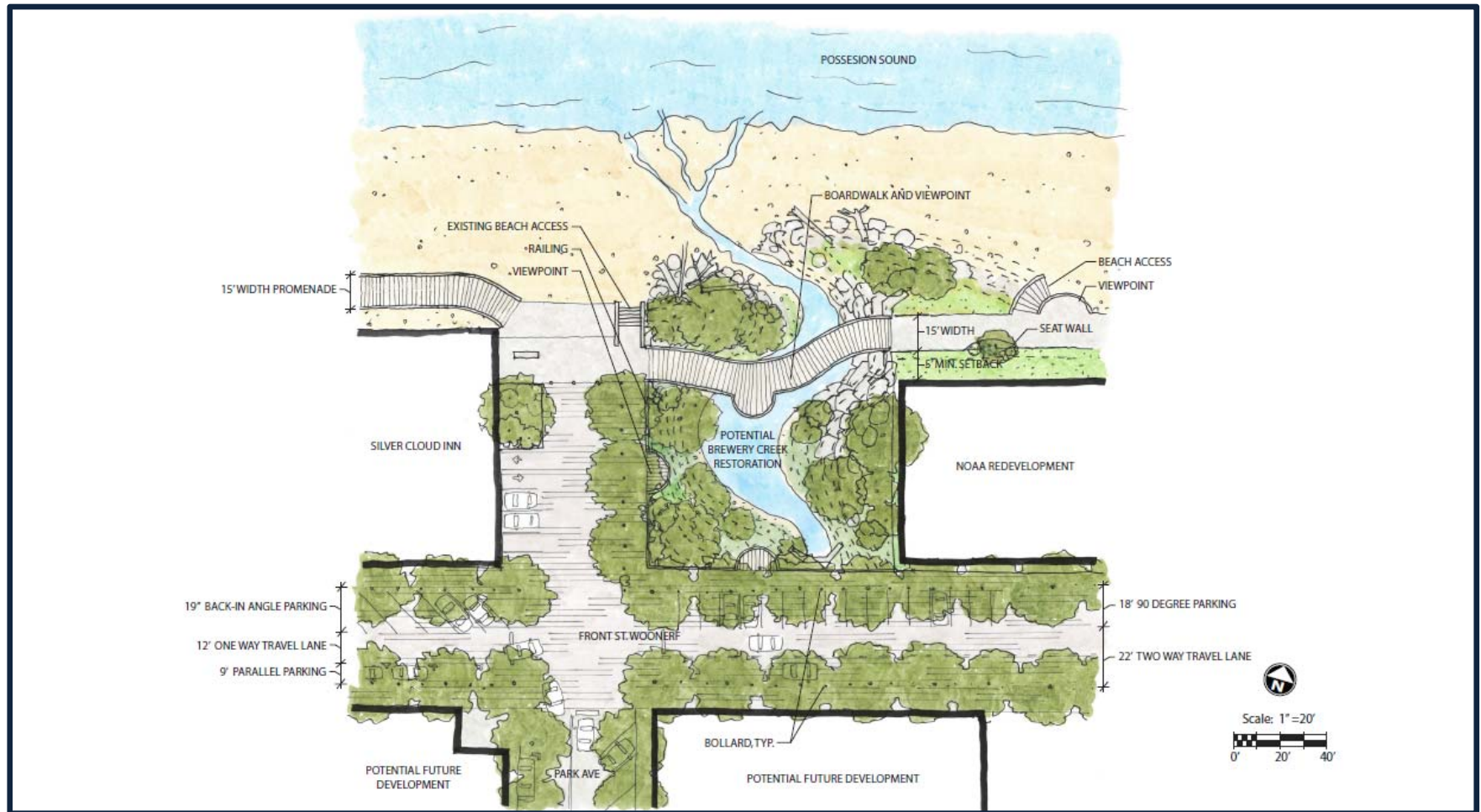


Figure 15: Brewery Creek Park and Woonerf Detail Plan



## Parks and Commercial Development

**Interim Promenade:** There has been limited public access to this portion of the waterfront for many years. In an effort to increase this access as soon as possible, a temporary promenade will be built to provide access to the waterfront using suitable material until all the lots on the Tank Farm Binding Site Plan have been developed.

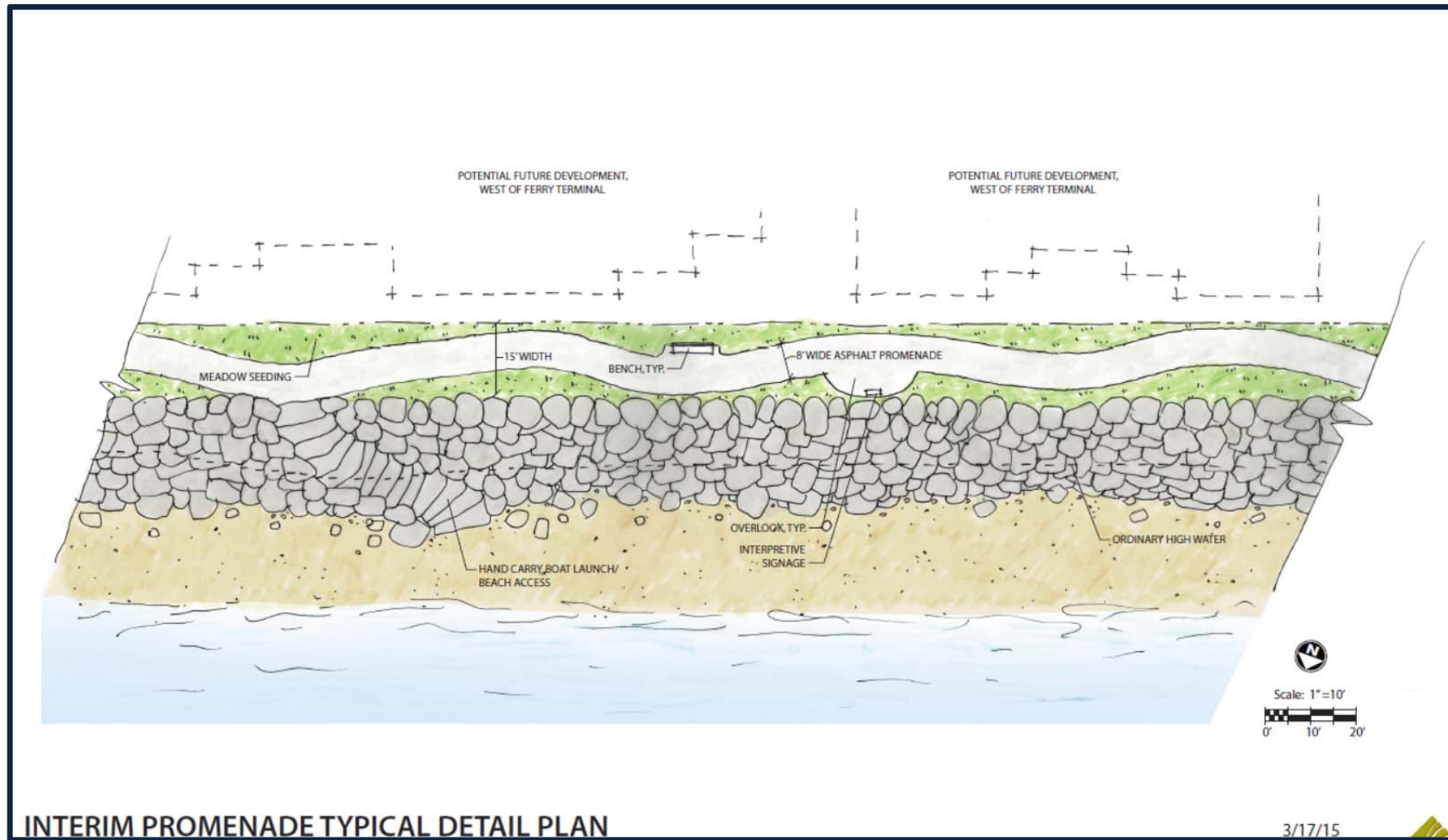


Figure 16: Interim Promenade Detail Plan

**Final Waterfront Promenade:** The City's Shoreline Development Regulations require that a 15 foot wide pedestrian promenade be constructed along the waterfront edge from Park Avenue eastward to the Port of Everett Mount Baker Barge Rail Facility. The promenade will be located just upland of the existing riprap along the entire length of the waterfront. The Master Plan will provide the design concepts for future development projects to ensure a cohesive look along the entire waterfront. Cohesive does not mean all portions of the promenade need to be the same; variations which accentuate the adjacent upland land uses are encouraged. Planning elements should include: design themes, complimentary materials, resting places, viewpoints, lighting, beach access, landscaping, and public art concepts.



#### Project Concepts

- 15' wide promenade
- Resting places
- View points
- Landscaping
- Complementary materials
- Beach enhancement

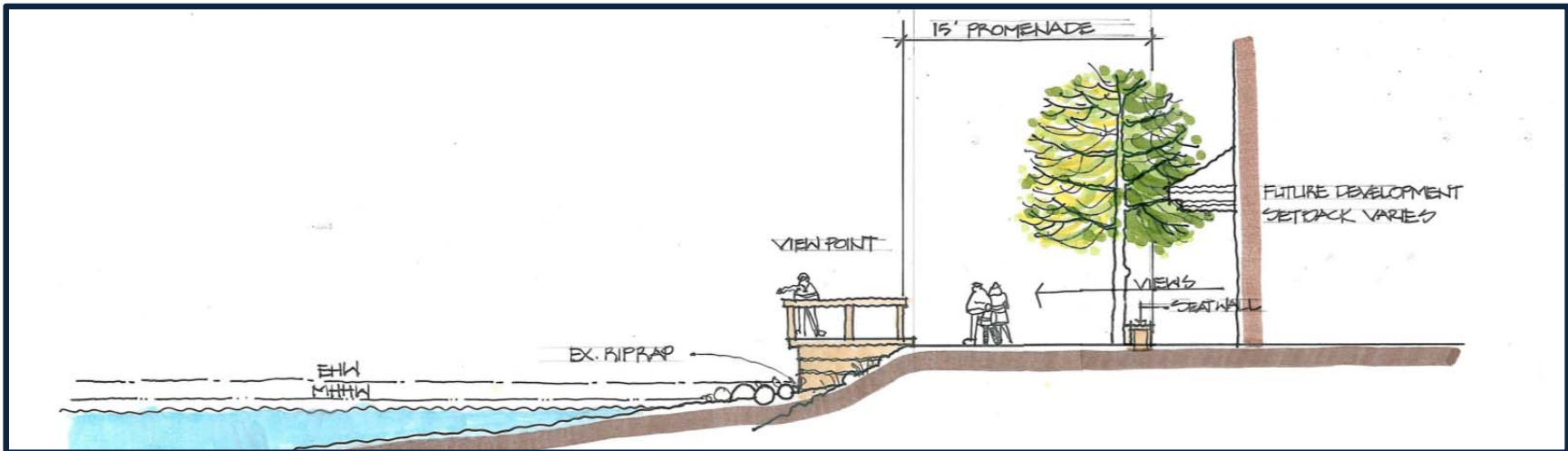


Figure 17: Sketch of Promenade View Point

## Promenade Detail Plan

The final promenade shall include visual interest details such as planting islands, view overlooks, seating areas, and beach access. This diagram represents how the final promenade incorporates all of these concepts to create a continuous walkway along the waterfront.

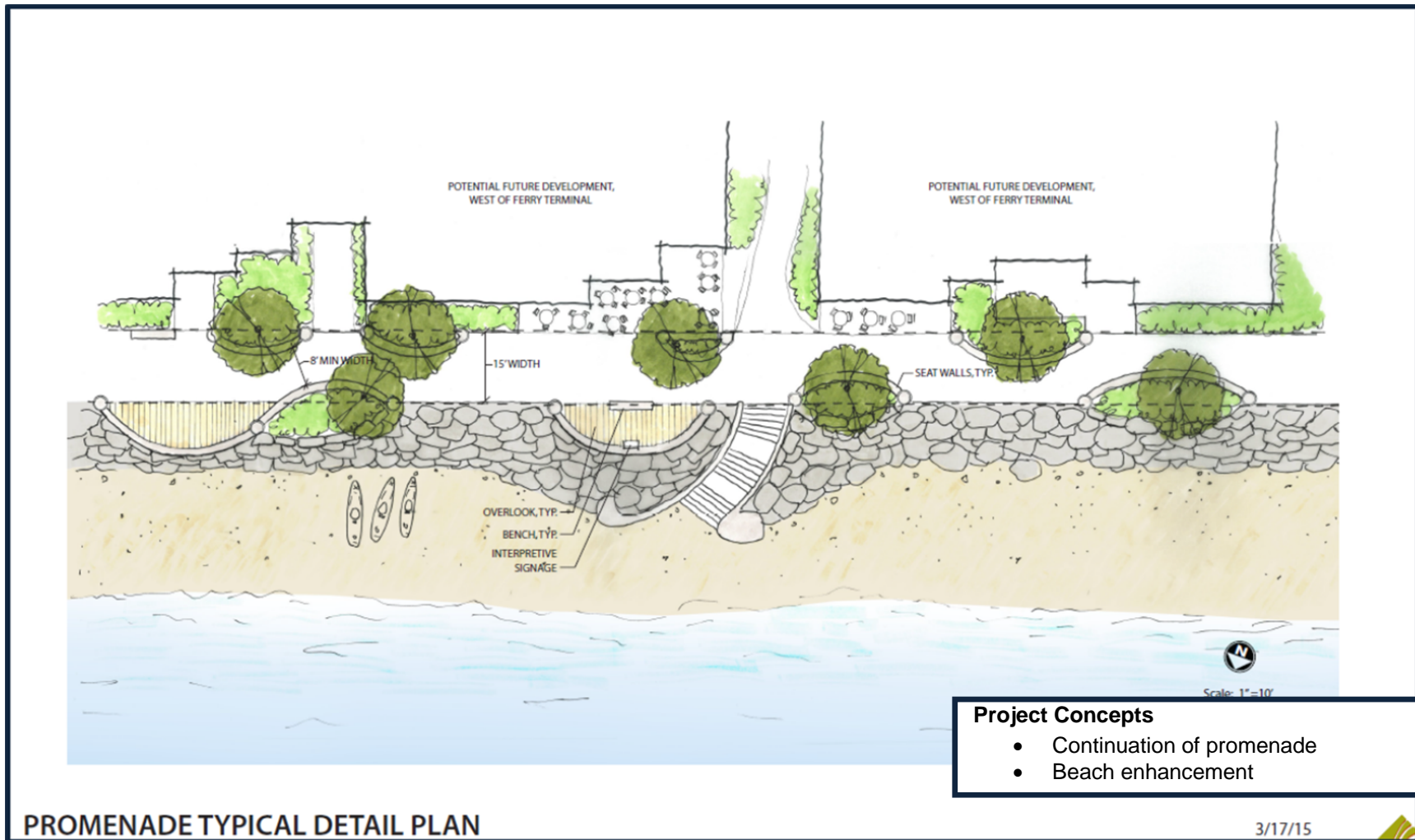


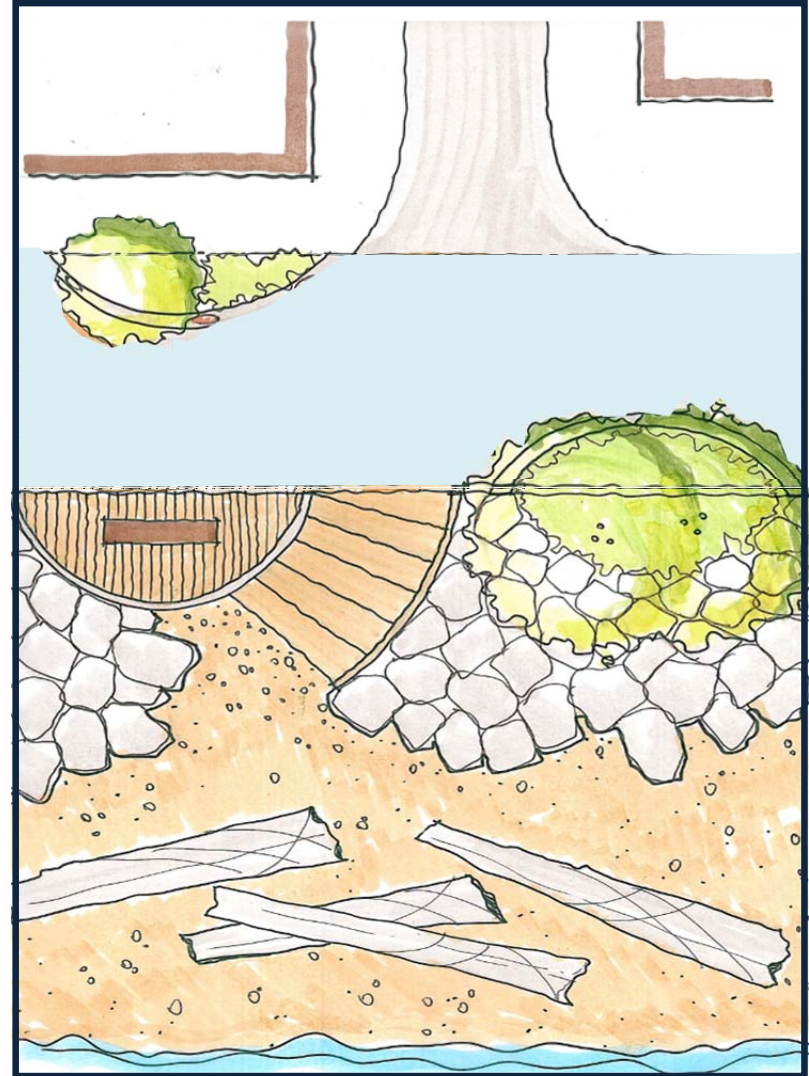
Figure 18: Promenade Detail Plan



## Conceptual Materials for a Promenade



Figure 19: Potential materials used for promenades



**Speedway Park:** The relocation of the existing ferry terminal allows the City to utilize the vacated space to provide access to the waterfront by creating a park setting. This begins with removing the existing ferry terminal building and creating a plaza that provides views, resting places, art/sculptures and public access to the beach. A view corridor should be maintained from SR 525 to the Sound.

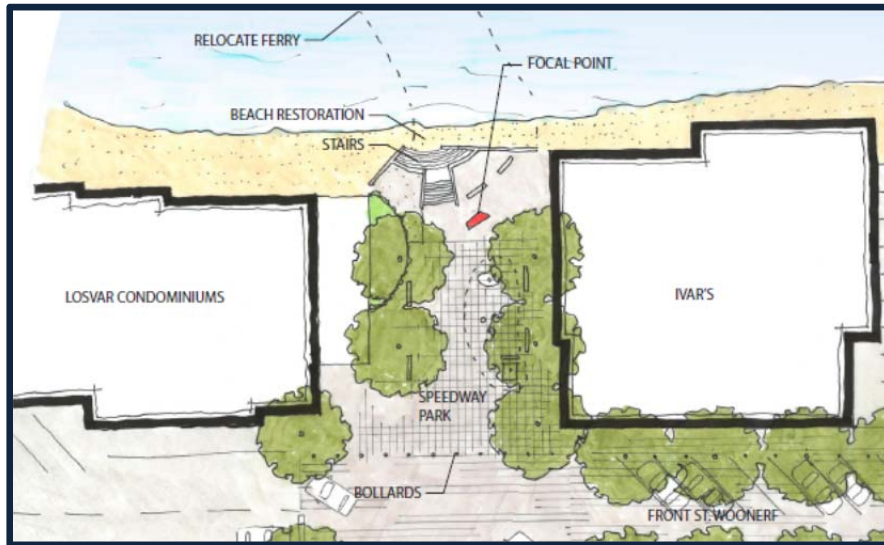


Figure 20: Speedway Park concept with plaza and beach access

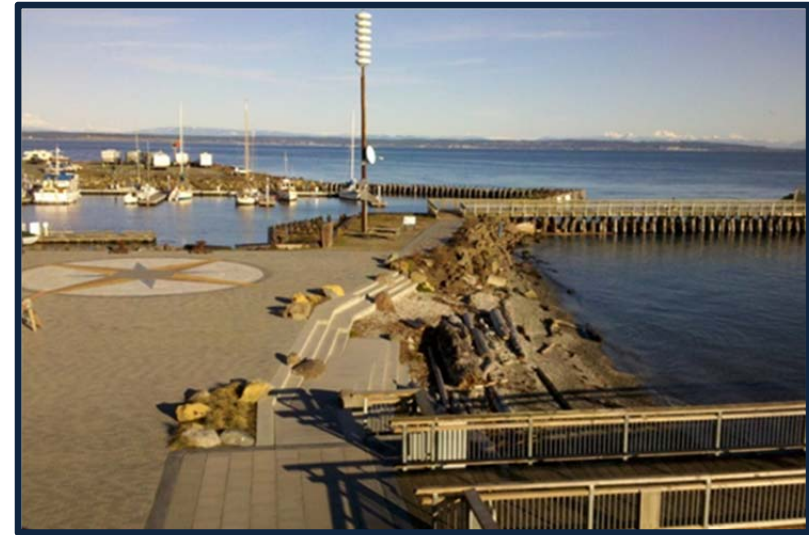


Figure 21: Beach Access Concepts





**Brewery Creek Park:** The end of Park Avenue currently acts as a small pocket park with access to a sandy beach. Historically the beach and the end of Park Avenue was a place where kids and families came to swim and picnic. Now this area is heavily used by the dive community to access deep water and an informal Dive Park. This Master Plan envisions enhancing this area with gateway concepts and pedestrian friendly amenities, as well as potentially daylighting Brewery Creek. Due to limited parking, diver amenities should be shifted to Edgewater Beach. There is no commitment on the City's part or NOAA to daylight Brewery Creek. This is an opportunity to investigate the feasibility and cost benefits of potentially daylighting the creek. Any permanent land exchange between NOAA and the City would require congressional language if desired.

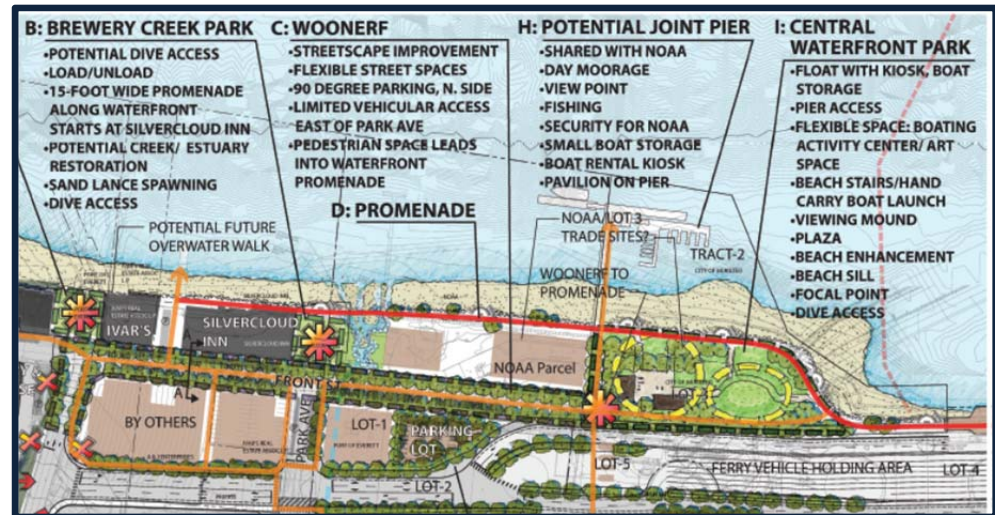
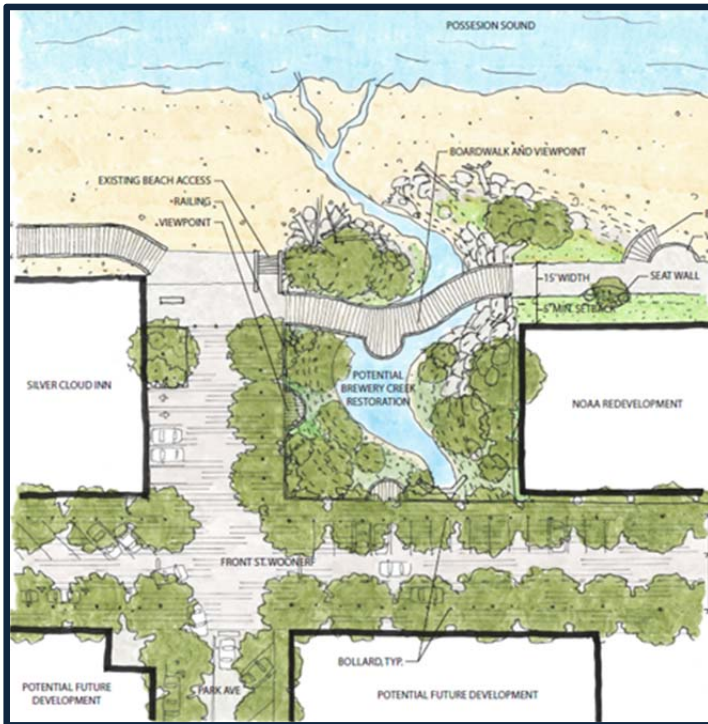


Figure 22: Brewery Creek Park

### Project Concepts

- Art/Gateway
- Beach enhancement
- Improved beach access
- Daylighting of Brewery Creek



**Lot 1:** This refers to Lot 1 of the Tank Farm Binding Site Plan at the intersection of Front Street and Park Avenue. This 1.68 acre site is zoned Waterfront Mixed Use (WMU) and allows for mixed use development which consists of commercial on the bottom and residential on the upper floors. The development of this lot will enhance the street frontage on Park Avenue to become pedestrian friendly. This has the potential to be subdivided to add needed off street parking in the downtown area.



Figure 23: Sketch of Mixed Use Development for Lot 1

#### Project Concepts

- Mixed use building site
- Potential to subdivide to add needed off street parking to support downtown businesses and parks
- Building faces Park Avenue
- Vehicle access off of Front Street only



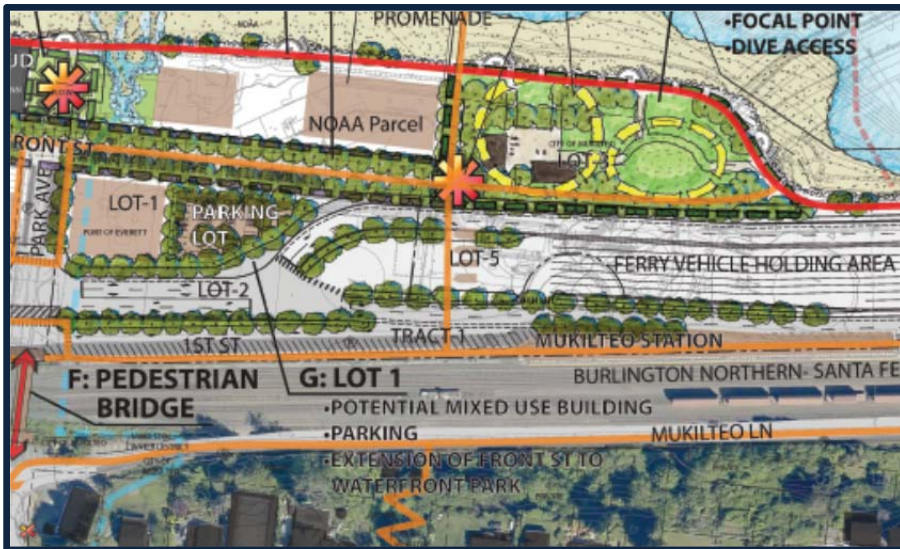


Figure 24: NOAA Parcel

NOAA shares a common east and west boundary with the City owned land; this plan allows flexibility for a potential partnership between the City and NOAA to reconfigure property boundaries to meet future development needs and/or consolidate the park areas together.

**NOAA:** The National Oceanic and Atmospheric Administration (NOAA) has operated a Northwest Fisheries Science Center (NWFSC) field research station in Mukilteo for the last 40 years. The current field station is housed in military barracks that are more than 60 years old, located on the decommissioned Air Force Tank Farm.

The Mukilteo Research Station provides the NWFSC with critical data about the lifecycle of marine species and the impacts of pollution on fish and invertebrates, and one of the longest running studies on the health of Puget Sound is based on research out of Mukilteo.

A new NOAA facility is an integral part of a revitalized Mukilteo waterfront. Elementary, middle school, high school and college students all access the current facility now, and an improved facility would only benefit those programs and improve access to educational opportunities. In addition, greater public access to the science conducted at the NOAA facility would engage the public in efforts to maintain the overall health of the Puget Sound, and would spur tourism in downtown Mukilteo.

#### Project Concepts

- NOAA is integral to the City's redevelopment and revitalization concepts
- 15' wide promenade
- Provide the opportunity to swap site or adjust lot sizes and locations



**Central Waterfront Park:** The Central Waterfront Park is designed for active uses that could include: kayaking, paddle boats, fishing, open space, day moorage, and a promenade. Small rental spaces would be available for art and recreational classes that can be enhanced by their proximity to the water. A green lawn area in the center of the park allows for kite flying, frisbee or other pickup games. It also allows for small tourist venues such as “Art in the Park” concepts. To maintain the cohesiveness of the waterfront, the City reserves the right to construct Lot 1 and the Central Waterfront Park as whole or separate projects if the City swaps property with NOAA.

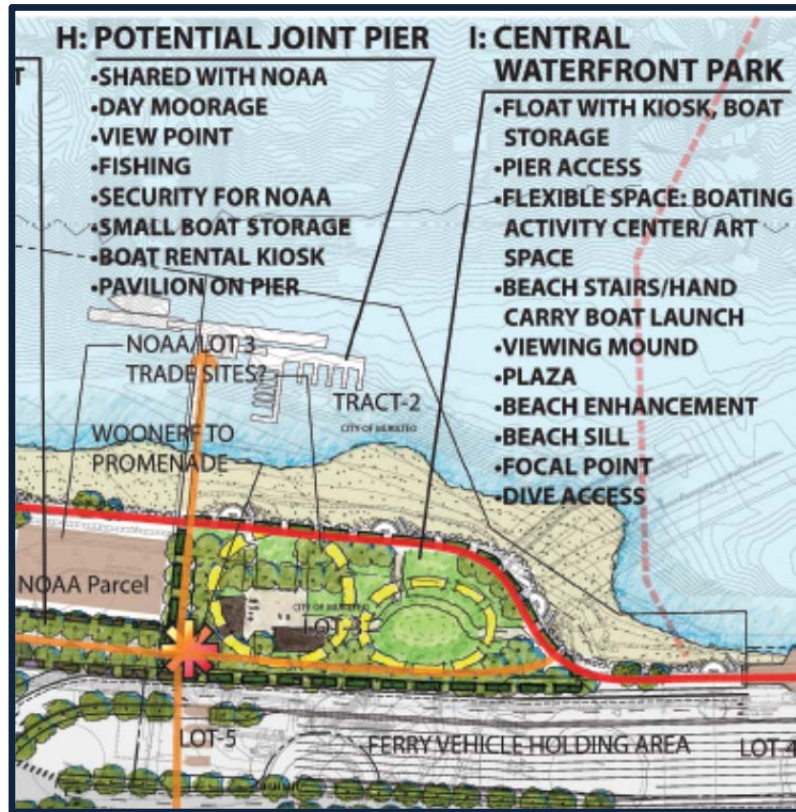


Figure 25: Conceptual uses in the Central Waterfront Park



### Project Concepts

- 15' wide promenade
- Active uses
- Flex space in building for rentals/classes/art lofts
- Beach enhancement and access

**Fishing Pier:** Washington State Ferries will be removing the existing fishing pier located next to Ivar's as part of the ferry relocation project. The new pier is tentatively planned to be located on the east side of the new terminal. However, the City, NOAA, WSF and the Port of Everett are interested in potentially combining the NOAA pier with the fishing pier to create one joint pier to reduce over water structures. A joint pier would accommodate day moorage, recreational paddle boats or kayaks, docking of NOAA ship, tribal fishing boats, and pedestrian fishing and crabbing. A joint pier would require additional environmental review, permitting and tribal consultation because it was not part of the WSF Environmental Impact Statement and Record of Decision.

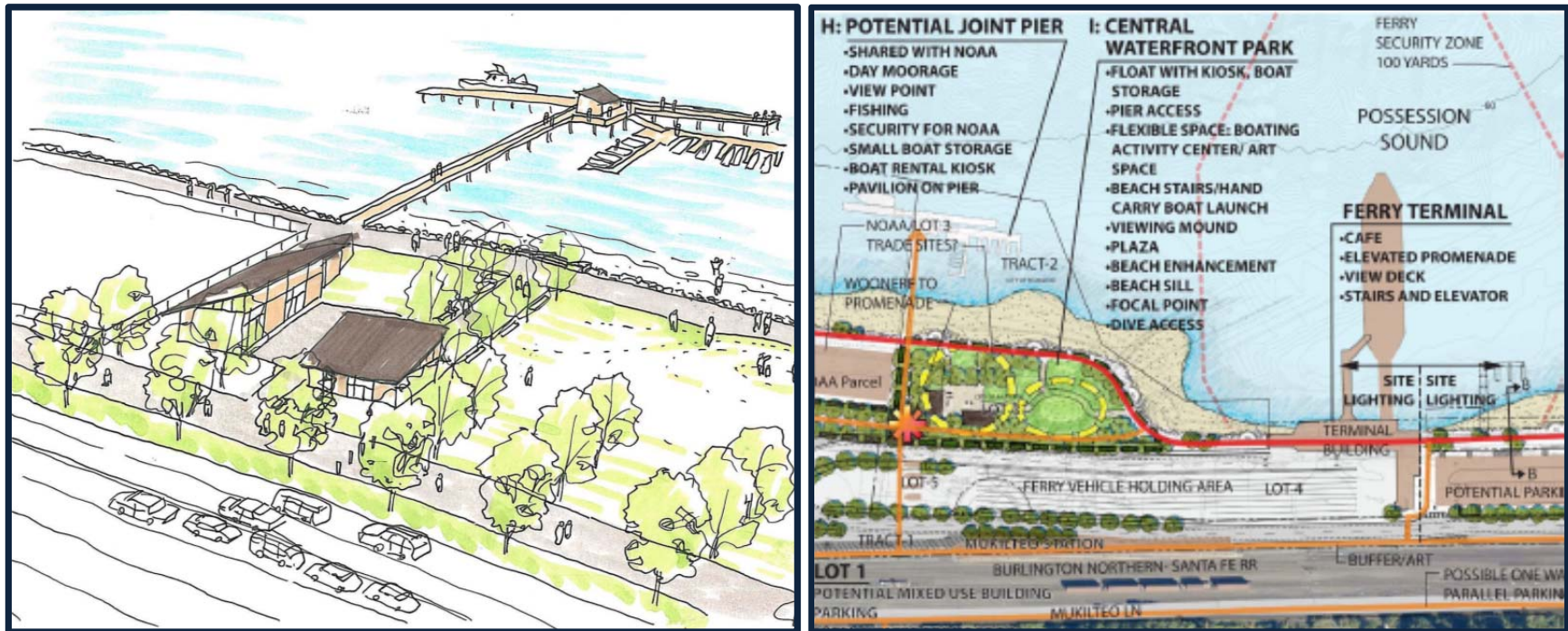


Figure 26: Sketch of the Proposed Joint Pier and Day Moorage



**Mukilteo Ferry Terminal:** The new ferry terminal building will provide a pedestrian walkway all the way from Park Avenue and connect to the waterfront promenade allowing continuous pedestrian access along the waterfront. The terminal building will be designed with a public walkway and viewing points on the second floor connecting the east and west ends of the site. The general public will have access to the promenade within the terminal building during operating hours. Stairs and elevators will connect to the ground level promenade to the second floor promenade providing continuous public access along the shoreline with covered view points within the building.



Figure 27: WSF Multimodal Terminal Building Pedestrian Promenade



### Transit Center:

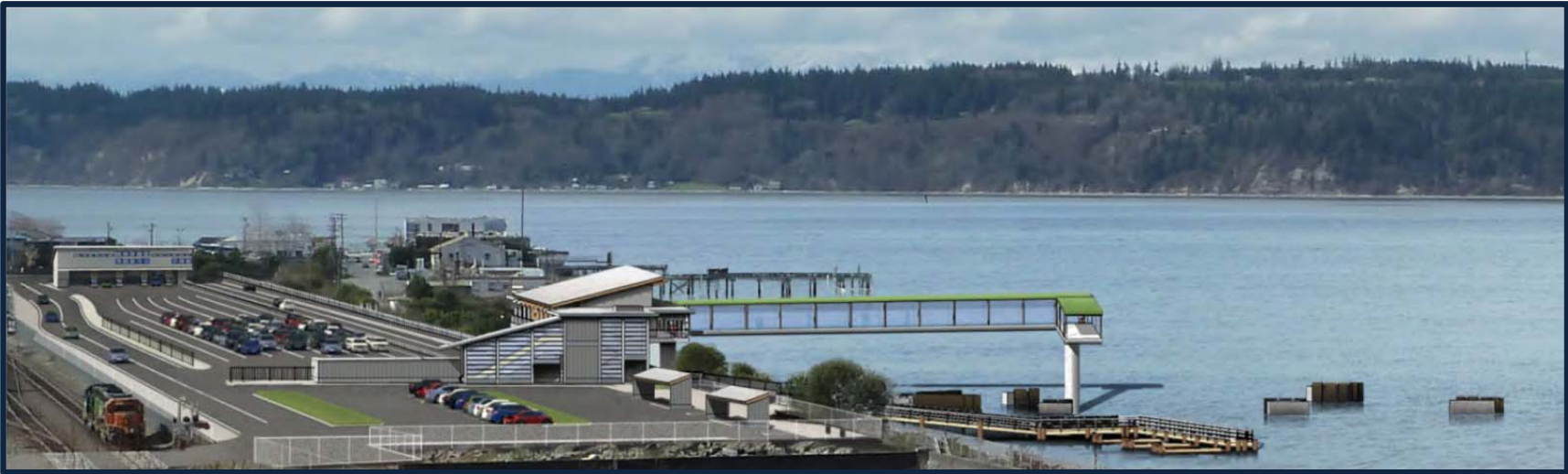


Figure 28: Illustration of the proposed Washington State Ferries Multimodal Community Transit Center



Figure 29: Illustration of the Mukilteo Sound Transit Station Platforms

A transit center with six new bus bays serving scheduled routes and paratransit would be constructed east of the new terminal, with an area near the transit facility for ferry passenger drop-off and pick-up. This is the planned location of the proposed Sound Transit parking garage. However, the City, Sound Transit, Island County and the Port of South Whidbey have agreed to prepare a feasibility study to identify other potential locations or whether a garage is needed at all.

The Mukilteo Commuter Rail Station will consist of two 560 foot long platforms, a pedestrian bridge, two elevators, and several pedestrian shelters located on a double track mainline railway with service to Seattle/Everett. These facilities are connected by sidewalks to the promenade and public spaces.

#### **Project Concepts**

- Potential for parking garage over transit center
- 15' wide promenade

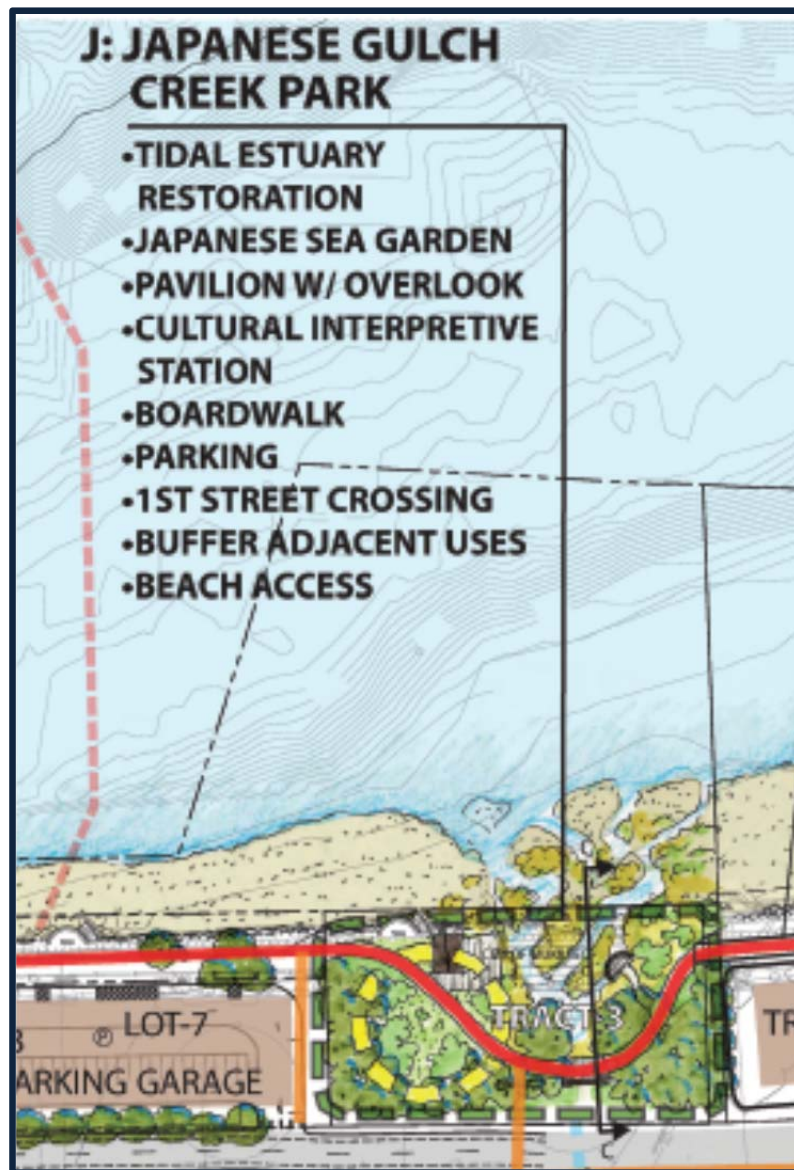


Figure 30: Japanese Gulch Creek Park

**Japanese Gulch Creek Park:** Tract 3 of the Binding Site Plan is designated as Open Space. This is the planned location of the Japanese Gulch Creek Daylighting project. This project will include removing a portion of the existing rip-rap and stabilizing the upland bank to create an open creek channel from Possession Sound to the new First Street. Restoration would include creating the creek channel and estuary, buffer plantings, pedestrian trail, and a pedestrian bridge spanning the creek that will connect to either side of the promenade. The intent of this Master Plan is not to design or evaluate the environmental components of this project; it only illustrates the project concept.



**Project Concepts**

- 15' wide promenade with softer natural materials
- Beach access
- Daylight Japanese Gulch Creek
- Cultural themed viewpoint
- Estuary
- Beach enhancement



## Japanese Gulch Creek Park Sketches

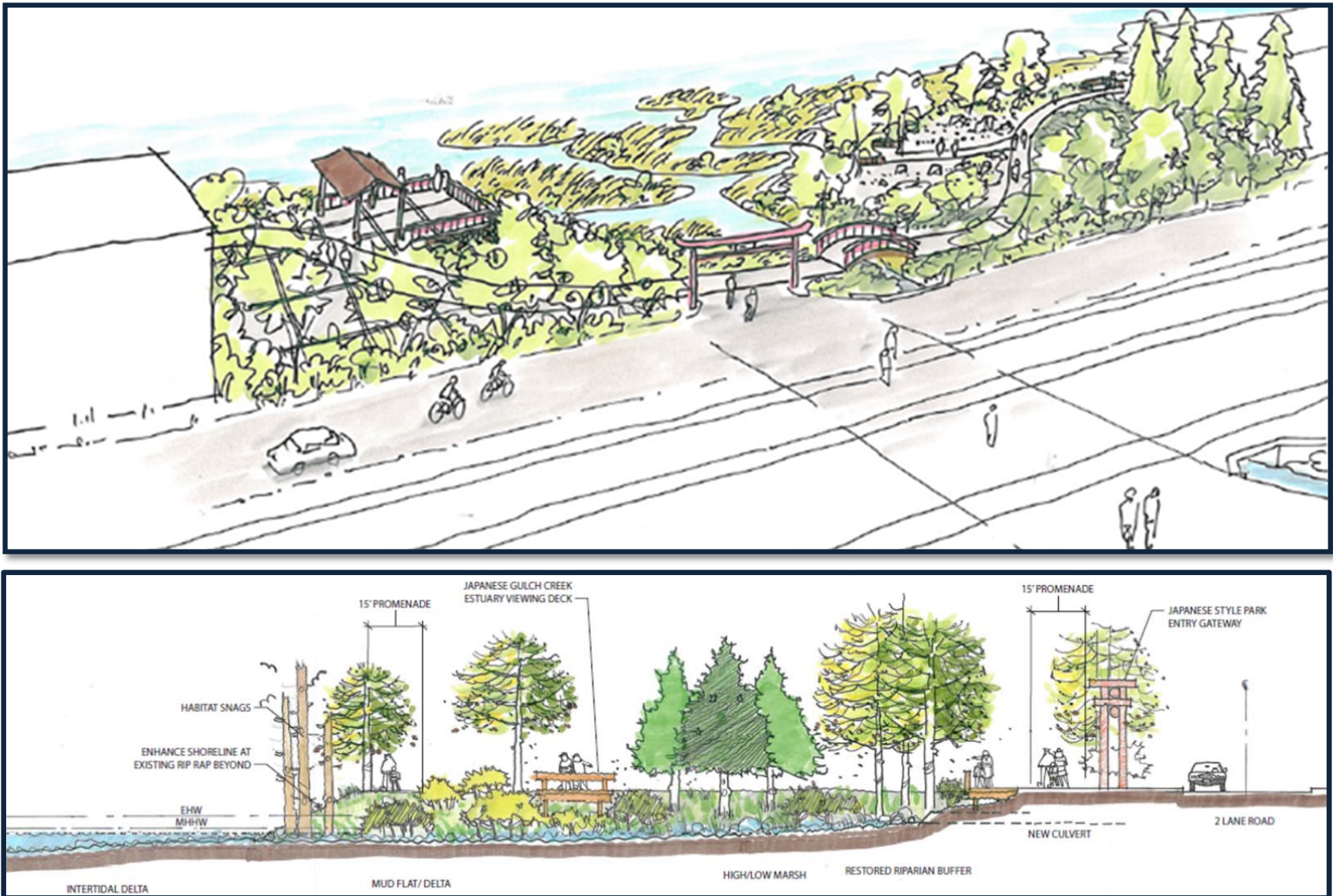


Figure 31: Sketches of the proposed development for the Japanese Creek Park



**Commercial Development Area:** This refers to Lot 8 of the Tank Farm Binding Site Plan owned by the Tulalip Tribes. The 15' wide waterfront promenade will follow the rip-rap line of the commercial property and future development will be required to setback five feet from the promenade for a total of 20 feet from the landward side of the rip-rap. It is not known at this time how these properties will be developed. All future development will be subject to the City of Mukilteo Shoreline Regulations.



Figure 32: Mixed-use commercial development concept for Lot 8

#### Project Concepts

- 15' wide promenade
- Beach enhancement
- Mixed use building site
- Potential beach access if allowed by property owners



**Edgewater Beach:** A passive recreation park for the enjoyment of walking on the beach or enjoying the view while picnicking.

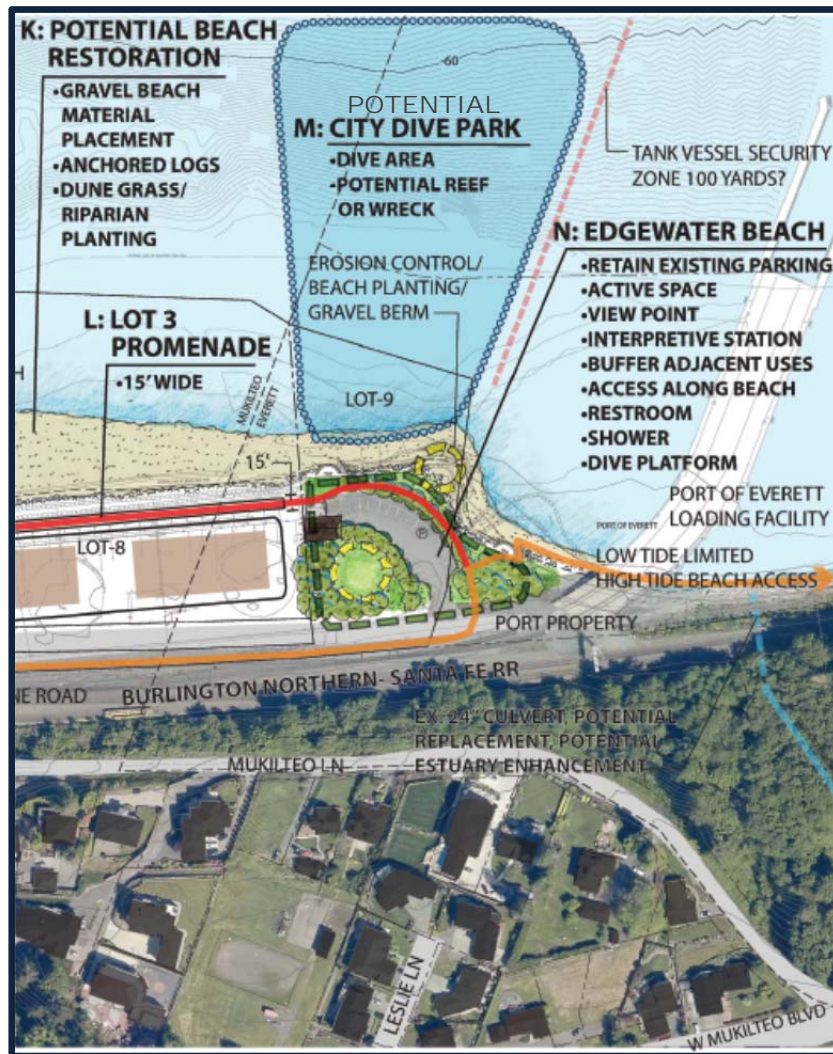


Figure 33: Edgewater Beach Park proposed and existing



Edgewater Beach park was constructed by the Port of Everett for habitat mitigation and enhanced public access alongside its Mount Baker Terminal shipping facility. The beach restoration added 1,100 lineal feet of beach material on the east side of the facility, while also enhancing beach access with paths, benches, picnic tables and a parking lot. With these improvements, the beach is now accessible at all tide levels. The Port of Everett transferred this property to the City of Mukilteo. However, the Port will remain responsible for the barge rail facilities and compliance with its shoreline permit conditions. While the majority of this park is already developed, this Master Plan envisions adding a few amenities to support park users such as: bathrooms, diver amenities, City Dive Park, and beach enhancements.

#### Project Concepts

- Beach access
- Parking
- Diver amenities: shower and cubbies
- Beach enhancement
- Bathrooms



**Potential Relocation of the Boat Launch:** In the event that during the course of planning and developing the waterfront area previously occupied by the ferry and the tank farm, an opportunity arises that would allow for the re-location of the public boat launch, this opportunity should be explored to the fullest extent possible to allow the creation of the large green open space in the center of the Park as envisioned in the Lighthouse Park Master Plan. The preferred master plan assumes that the existing boat launch will be relocated in the future. The option shown below (Phase 4 with boat launch) was prepared to demonstrate how the park could be developed should the boat launch remain in the park. Trailer parking is consolidated adjacent to the main park driveway. An extension driveway with a turnaround for ease of drop off connects this parking area to the boat launch parking area.



Figure 34: Phase 4 Lighthouse Park Master Plan Boat Launch Options



## Interim Phasing Plan

Table 2: Short-Term Project Priority during Ferry Terminal Construction

Priority	Project	Construction Year
1	SR 525 Gateway, Pedestrian Bridge and Underpass	2017-2018
2	Interim Parking	2017-2019
3	Beach Enhancement	On-Going

**Funding:** Appendix A of the Master Plan itemizes the cost associated with implementing the proposed concepts in this plan. The City will rely heavily on grant sources to develop the waterfront including: Recreation Conservation Office (RCO) recreation boating and water enjoyment funds, ecology and salmon restoration funds, beach enhancement funds and proceeds from the Downtown Waterfront Parking Program. City Real Estate Excise Tax (REET) funds are also available.

Full build out of this Master Plan may take up to 20 years. As such a phasing plan showing prioritized implementation schedule is necessary (see table 3).

**Permitting:** All projects shall adhere to the rules and regulations of the governing body in which the project resides:

**City of Everett** – Property within the City of limits of Everett shall adhere to their development regulations, Shoreline Master Plan and Comprehensive Plan.

**Mukilteo Water and Wastewater District** - Any water or sewer improvements for Public facilities constructed within parks, potential parking garages, or other developable areas will need to adhere to the most current Mukilteo Water and Wastewater District Developer Extension Standards.

**Table 3: Tentative Phasing Plan & Implementation Schedule**

RCO Grant Cycle		2015	2016	2017	2018	2019	2020	2022+
	Even Year Applications							
WSF Project Elements		2015	2016	2017	2018	2019	2020	2022+
Phase 1	WSF Pier Removal							
Phase 2 A	WSF Upland Construction							
Phase 2 B	WSF Open New Facility & Remove Old Terminal							
Downtown Waterfront Master Plan Project Elements		2015	2016	2017	2018	2019	2020	2022+
<b>Short-Term Priority</b>	<b>Interim Improvements</b>							
	<b>Priority Project</b>							
	1 Site Clean Up							
2	2 Interim Parking							
	<b>Street Scape</b>							
	<b>Priority Project</b>							
1	1 SR 525 Gateway, Pedestrian Bridge, and Underpass							
3	2 2nd Street Stairs							
	3 Front Street East							
	3 Front Street West							
	<b>Park Elements</b>							
	<b>Priority Project</b>							
4	1 Interim Promenade: Japanese Gulch to Edgewater Beach							
	1 Edgewater Beach							
	2 Park Avenue							
	3 Interim Promenade: Park Avenue to Ferry Terminal							
	3 Speedway Park							
	4 Final Promenade							
	4 Central Waterfront Park (Pending NOAA Use Decision)							
	Pending Boat Dock / Joint Pier							
	<b>Environmental</b>							
	<b>Priority Project</b>							
	1 JG Creek Daylighting							
3/4	On Going Beach Enhancement							

## Short Term Priorities

### Priority 1

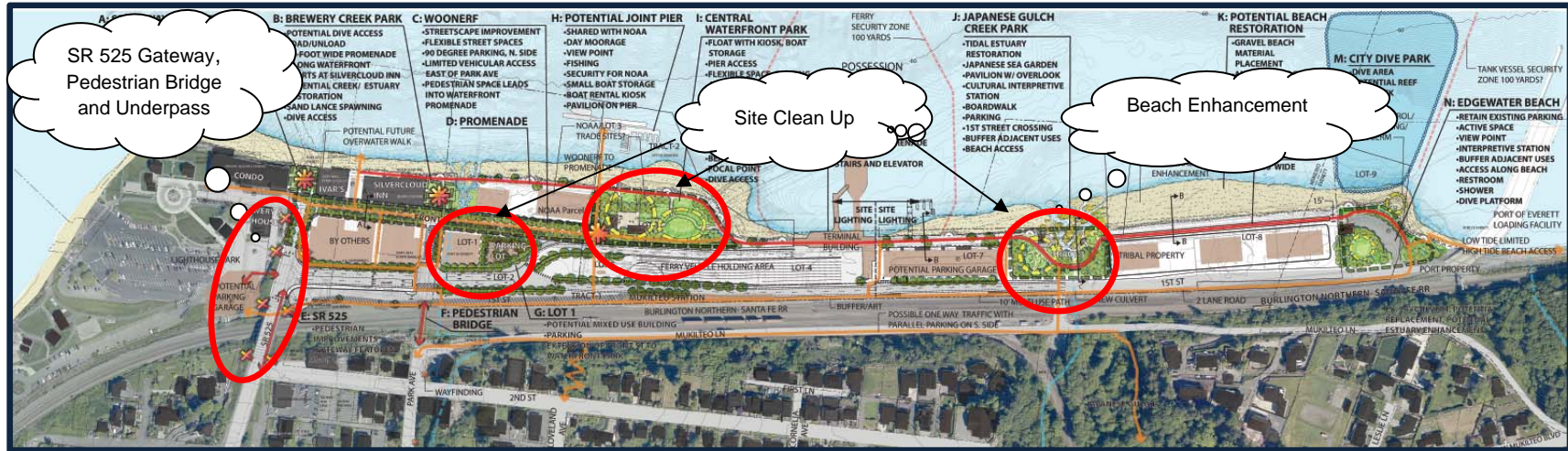


Figure 35: Short Term Priorities – Priority 1

### Priority 2, 3 and 4

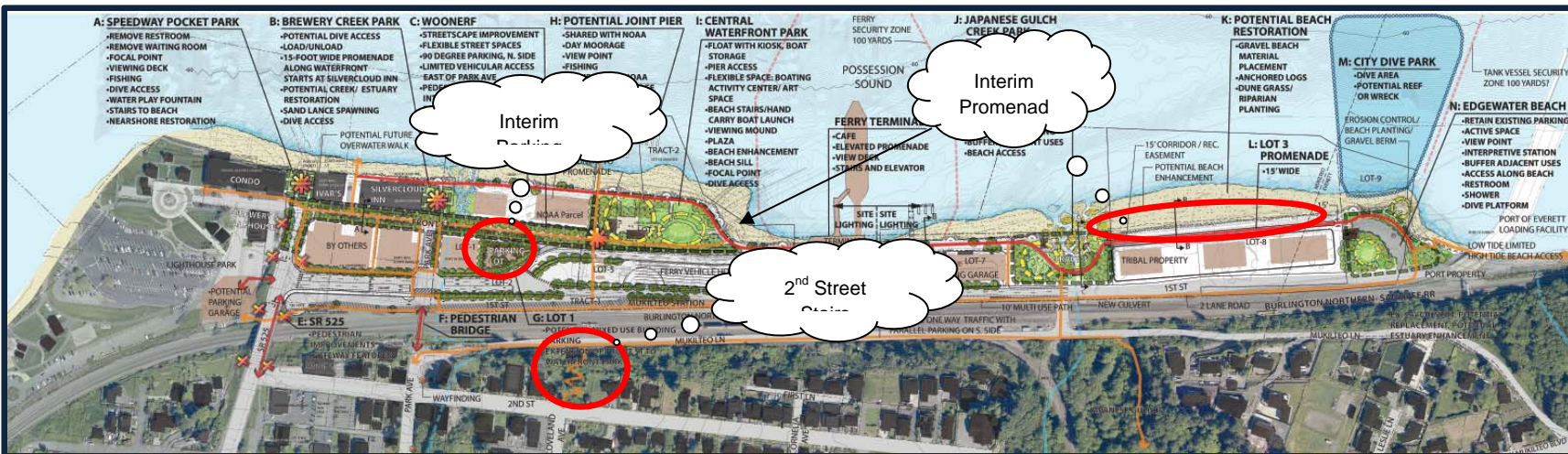


Figure 36: Short Term Priorities – Priority 2, 3 and 4



## Long Term Priorities

### Priority 1

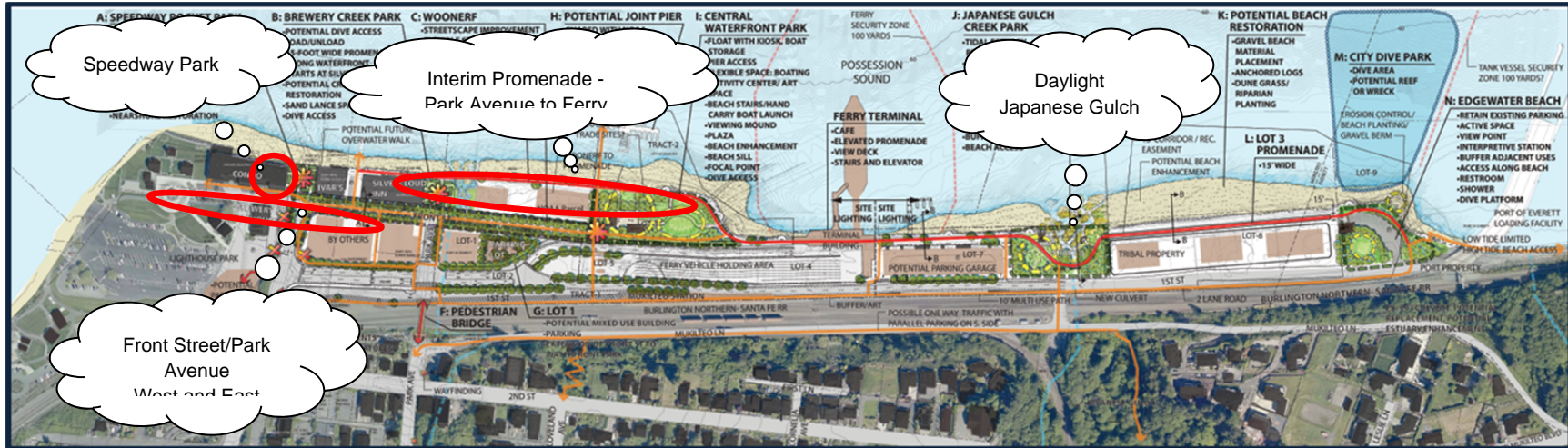


Figure 37: Long Term Priorities – Priority 1

### Priority 2

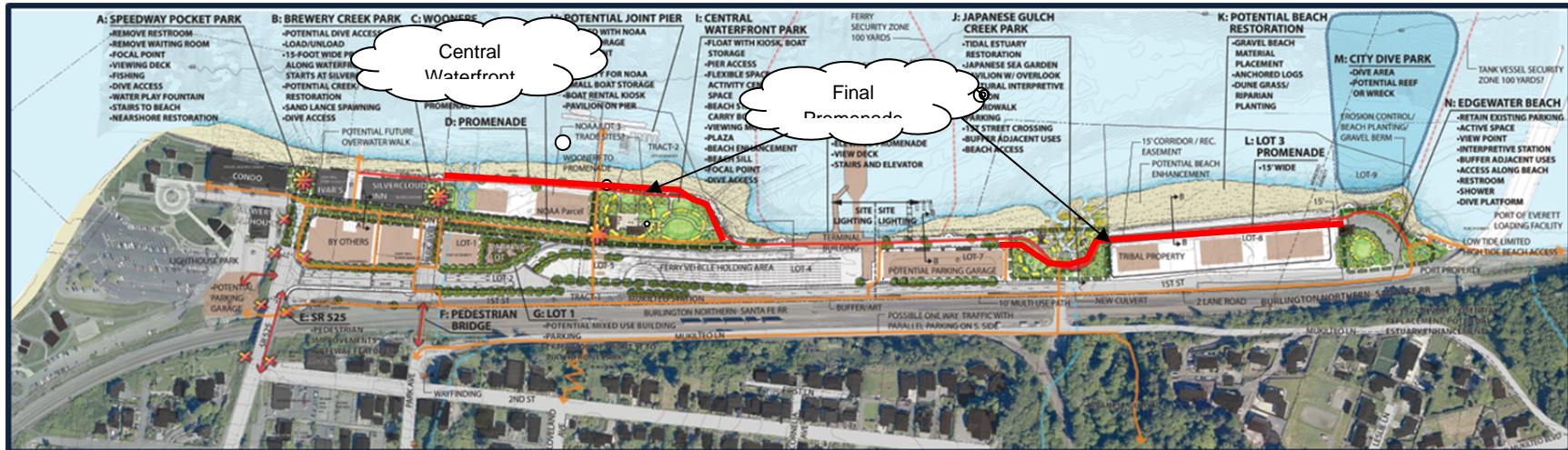


Figure 38: Long Term Priorities – Priority 2

# Appendices

## Appendix A -Cost Estimates



# Mukilteo Waterfront Master Plan

PLANNING LEVEL - CONCEPTUAL DESIGN

## PRELIMINARY BUDGET ESTIMATE

Date: 31-Dec-14

J.A. Brennan Associates, PLLC

Landscape Architects & Planners

100 S. King Street, Suite 200

Seattle, WA 98104

(206) 583-0620

### SUMMARY ALL WATERFRONT PARK ZONES

Item	Description	Quantity	Unit	Unit Costs	Subtotal	Total
1	Entry Gateway Element	1	LS	\$ 120,735.83	\$ 120,735.83	
	Interim Promenade	1	LS	\$ 319,309.48	\$ 319,309.48	
					\$ -	
2	Speedway Pocket park	1	LS	1,165,364.14	\$ 1,165,364.14	
3	Brewery Creek Park	1	LS	493,243.21	\$ 493,243.21	
4	Front Street Woonerf and Streetscape	1	LS	\$ 10,928,100.62	\$ 10,928,100.62	
5	Central Waterfront Park	1	LS	\$ 4,984,328.80	\$ 4,984,328.80	
6	Edgewater Beach Park	1	LS	\$ 1,749,065.08	\$ 1,749,065.08	
7	Japanese Gulch Creek Park	1	LS	\$ 2,493,600.31	\$ 2,493,600.31	
8	Potential Beach Restoration and Lot 8	1	LS	1,662,465.01	\$ 1,662,465.01	
9	NOAA Promenade (No Cost-NIC)	1	LS			
10	Ferry Terminal Promenade (No Cost-NIC)	1	LS			
11	Potential Joint Pier	1	LS	3,803,471.81	\$ 3,803,471.81	
12	Frontage Road Improvements	1	LS	\$ 646,672.99	\$ 646,672.99	
13	Loveland Avenue Path Stairs	1	LS	\$ 328,710.85	\$ 328,710.85	
14	Mukilteo Lane Parking and Signage	1	LS	\$ 258,745.92	\$ 258,745.92	
15	Path Under SR 525 Bridge	1	LS	\$ 243,042.06	\$ 243,042.06	
<b>Total Waterfront Master Plan Design and Construction Cost</b>				<b>0.00</b>	<b>\$29,196,856.10</b>	

PLANNING LEVEL - CONCEPTUAL DESIGN  
**PRELIMINARY BUDGET ESTIMATE**

Date: 31-Dec-14

Landscape Architects & Planners  
 100 S. King Street, Suite 200  
 Seattle, WA 98104  
 (206) 583-0620

**INTERIM PROMENADE**

1 10' Promenade and 15' Corridor						
Item	Description	Quantity	Unit	Unit Costs	Subtotal	Total
1	Mobilization	0.075	%	158,983.25	11,923.74	
2	Demo/TESC/Protection of Plants, Facilities	1	LS	10,000.00	10,000.00	
3	Clear, Grub, Haul, & Dump	1	LS	8,000.00	8,000.00	
4	Rough Grade	1	LS	\$ 4,500.00	\$ 4,500.00	
5	Asphalt Promenade (10') Park Ave to WSDOT (not NOAA)	6110	SF	\$ 4.50	\$27,495.00	
6	Asphalt Promenade (10') NOAA	5130	SF	\$ 4.50	\$23,085.00	
7	Existing Asphalt Promenade Improvement	1	LS	\$10,000.00	\$10,000.00	
8	Cobble Mulch / Erosion Control	1	LS	\$ 8,000.00	\$ 8,000.00	
9	Park Entry Sign	2	LS	3,000.00	6,000.00	
10	Seed / Planting Bed Preparation / Fine Grading	902	SY	\$ 1.30	\$ 1,172.60	
11	Meadow Seeding (5') Park Ave to WSDOT (not NOAA)	3055	SF	0.70	2,138.50	
12	Meadow Seeding (5') NOAA Promenade	2565	SF	0.70	1,795.50	
13	Misc. Seeding	1	LS	5,000.00	5,000.00	
14	Riparian Restoration	2500	SF	8.00	20,000.00	
<b>Total Construction Cost</b>					<b>127,186.60</b>	
	Construction Contingency	15%	%	127,186.60	19,077.99	
	Design Contingency	25%	%	127,186.60	31,796.65	
	Sales Tax	9.5%	%	178,061.24	16,915.82	
	Design Fees	20%	%	158,983.25	31,796.65	
	Permitting Fees	1	LS	5,000.00	5,000.00	
<b>Total Contingencies, Tax, Design, and Permitting Fees</b>					<b>104,587.11</b>	
<b>Subtotal (2014 U.S.D.)</b>						<b>231,773.71</b>
	Inflation over 5 years	3.0%	YR	5.00		34,766.06
<b>TOTAL (Projected 2019 U.S.D.)</b>						<b>266,539.76</b>
	City Staff PE/CE	30%	%	175,899.07		52,769.72
<b>GRAND TOTAL</b>						<b>319,309.48</b>



# Mukilteo Waterfront Master Plan

PLANNING LEVEL - CONCEPTUAL DESIGN

## PRELIMINARY BUDGET ESTIMATE

Date: 31-Dec-14

J.A. Brennan Associates, PLLC

Landscape Architects & Planners

100 S. King Street, Suite 200

Seattle, WA 98104

(206) 583-0620

### SPEEDWAY POCKET PARK

1 SPEEDWAY POCKET PARK (AC = .23 Ac +/- 10,000sf)						
Item	Description	Quantity	Unit	Unit Costs	Subtotal	Total
1	Mobilization	0.075	%	586,206.90	43,965.52	
2	Demo/TESC/Protection of Plants, Facilities	1	LS	2,000.00	2,000.00	
3	Clear, Grub, Haul, & Dump	1	LS	1,000.00	1,000.00	
4	Remove Restroom with Waiting Room	1	LS	\$ 25,000.00	\$ 25,000.00	
5	Focal Point	1	LS	\$ 30,000.00	\$ 30,000.00	
6	Over Water Viewing Deck	400	SF	\$ 140.00	\$ 56,000.00	
7	Fishing Amenities	1	LS	\$ 3,000.00	\$ 3,000.00	
8	Dive Access / Stairs to Beach	1	EA	\$ 15,000.00	\$ 15,000.00	
9	Water Play Fountain	1	EA	\$ 200,000.00	\$ 200,000.00	
10	Interpretive Signage	1	LS	\$ 10,000.00	\$ 10,000.00	
11	Pedestrian Entry Sign	1	EA	3,000.00	3,000.00	
12	Hardscape Plaza	2000	SF	16.00	32,000.00	
13	Site Furniture	1	LS	8,000.00	8,000.00	
14	Site Restoration-Intensive Planting	4000	SF	10.00	40,000.00	
<b>Total Construction Cost</b>					<b>468,965.52</b>	
	Construction Contingency	15%	%	468,965.52	70,344.83	
	Design Contingency	25%	%	468,965.52	117,241.38	
	Sales Tax	9.5%	%	656,551.72	62,372.41	
	Design Fees	20%	%	586,206.90	117,241.38	
	Permitting Fees	1	LS	8,000.00	8,000.00	
<b>Total Contingencies, Tax, Design, and Permitting Fees</b>					<b>375,200.00</b>	
<b>Subtotal (2014 U.S.D.)</b>						<b>844,165.52</b>
	Inflation over 5 years	3.0%	YR	5.00		126,624.83
<b>TOTAL (Projected 2019 U.S.D.)</b>						<b>970,790.34</b>
	City Staff PE/CE	30%	%	648,579.31		194,573.79
<b>GRAND TOTAL</b>						<b>1,165,364.14</b>

# Mukilteo Waterfront Master Plan

PLANNING LEVEL - CONCEPTUAL DESIGN  
PRELIMINARY BUDGET ESTIMATE

Date: 31-Dec-14

J.A. Brennan Associates, PLLC  
Landscape Architects & Planners  
100 S. King Street, Suite 200  
Seattle, WA 98104  
(206) 583-0620

## BREWERY CREEK PARK

1 BREWERY CREEK PARK (AC.= 0.17 7800 sf)						
Item	Description	Quantity	Unit	Unit Costs	Subtotal	Total
1	Mobilization	0.075	%	247,172.41	18,537.93	
2	Demo/TESC/Protection of Plants, Facilities	1	LS	2,000.00	2,000.00	
3	Clear, Grub, Haul, & Dump	1	LS	1,000.00	1,000.00	
4	Waterfront Promenade (15' wide )	3000	SF	\$ 12.00	\$ 36,000.00	
5	Creek/Estuary Restoration	3800	SF	\$ 16.00	\$ 60,800.00	
6	Interpretive Signage	1	LS	\$ 3,000.00	\$ 3,000.00	
7	Site Furniture	1	LS	5,000.00	5,000.00	
8	Entry Sign	1	EA	1,000.00	1,000.00	
9	Hardscape Paving Plaza (pavers)	800	SF	18.00	14,400.00	
10	Site Restoration Intensive Planting	5600	SF	10.00	56,000.00	
<b>Total Construction Cost</b>					<b>197,737.93</b>	
	Construction Contingency	15%	%	197,737.93	29,660.69	
	Design Contingency	25%	%	197,737.93	49,434.48	
	Sales Tax	9.5%	%	276,833.10	26,299.14	
	Design Fees	20%	%	247,172.41	49,434.48	
	Permitting Fees	1	LS	5,000.00	5,000.00	
<b>Total Contingencies, Tax, Design, and Permitting Fees</b>					<b>159,828.80</b>	
<b>Subtotal (2014 U.S.D.)</b>						<b>357,566.73</b>
	Inflation over 5 years	3.0%	YR	5.00		53,635.01
<b>TOTAL (Projected 2019 U.S.D.)</b>						<b>411,201.74</b>
	City Staff PE/CE	30%	%	273,471.56		82,041.47
<b>GRAND TOTAL</b>						<b>493,243.21</b>

# Mukilteo Waterfront Master Plan

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PRELIMINARY BUDGET ESTIMATE

Date: 31-Dec-14

J.A. Brennan Associates, PLLC  
Landscape Architects & Planners  
100 S. King Street, Suite 200  
Seattle, WA 98104  
(206) 583-0620

## FRONT STREET WOONERF AND STREETSCAPE

1 Woonerf Streetscape (+/-1400 lf or 91,250 sf)						
Item	Description	Quantity	Unit	Unit Costs		Subtotal
	Mobilization	0.075	%	5,537,931.03		415,344.83
	Woonerf Curbless Street Improvements	91250	SF	\$	44.00	\$ 4,015,000.00
	<b>Total Construction Cost</b>					<b>4,430,344.83</b>
	Construction Contingency	15%	%	4,430,344.83		664,551.72
	Design Contingency	25%	%	4,430,344.83		1,107,586.21
	Sales Tax	9.5%	%	6,202,482.76		589,235.86
	Design Fees	20%	%	5,537,931.03		1,107,586.21
	Permitting Fees	1	LS	5,000.00		5,000.00
	<b>Total Contingencies, Tax, Design, and Permitting Fees</b>					<b>3,473,960.00</b>
	<b>Subtotal (2014 U.S.D.)</b>					<b>7,904,304.83</b>
	Inflation over 5 years	3.0%	YR	5.00		1,185,645.72
	<b>TOTAL (Projected 2019 U.S.D.)</b>					<b>9,089,950.55</b>
	City Staff PE/CE	30%	%	6,127,166.90		1,838,150.07
	<b>GRAND TOTAL</b>					<b>10,928,100.62</b>



# Mukilteo Waterfront Master Plan

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100 S. King Street, Suite 200  
Seattle, WA 98104  
(206) 583-0620

## CENTRAL WATERFRONT PARK

1 CENTRAL WATERFRONT PARK (1.95 Ac. Or 83,300 sf ) Phased						
Item	Description	Quantity	Unit	Unit Costs	Subtotal	Total
1	Mobilization	0.075	%	2,524,275.86	189,320.69	
2	Demo/TESC/Protection of Plants, Facilities	1	LS	20,000.00	20,000.00	
3	Clear, Grub, Haul, & Dump	1	LS	6,000.00	6,000.00	
4	Site Utilities (Water, Electric, Sewer)	1	LS	\$ 45,000.00	\$ 45,000.00	
5	Stormwater Improvements	1	LS	\$ 80,000.00	\$ 80,000.00	
6	Boat Storage Facility	1	LS	\$ 250,000.00	\$ 250,000.00	
7	Boating Activity Center	1	LS	\$ 400,000.00	\$ 400,000.00	
8	Beach Stairs/ Hand Carry Boat Launch	1	LS	\$ 25,000.00	\$ 25,000.00	
9	Viewing Mound	22000	SF	\$ 16.00	\$ 352,000.00	
10	Maritime Plaza (Pavers Flatwork, Paving Band, Seatwall, Lighting)	5570	SF	\$ 20.00	\$ 111,400.00	
11	Waterfront Promenade	9000	SF	\$ 15.00	\$ 135,000.00	
12	Park Site Circulation (Concrete Path)	1100	SF	\$ 11.00	\$ 12,100.00	
13	Beach Enhancement (Cobble, Pea Gravel Beach, Shore Plantings)	120	LF	\$ 750.00	\$ 90,000.00	
14	Beach Sill (Angular Internal Core with Sounded Boulder Surface)	1	LS	\$ 65,000.00	\$ 65,000.00	
15	Focal Point	1	LS	\$ 35,000.00	\$ 35,000.00	
16	Site Furniture	1	LS	12,000.00	12,000.00	
17	Interpretive and Educational Elements	1	LS	\$ 25,000.00	\$ 25,000.00	
18	Park Entry Sign	1	EA	3,000.00	3,000.00	
19	Site Restoration Intensive Planting	13455	SF	10.00	134,550.00	
20	Site Restoration Moderate Shoreline Planting	4150	SF	7.00	29,050.00	
<b>Total Construction Cost</b>					<b>2,019,420.69</b>	
	Construction Contingency	15%	%	2,019,420.69	302,913.10	
	Design Contingency	25%	%	2,019,420.69	504,855.17	
	Sales Tax	9.5%	%	2,827,188.97	268,582.95	
	Design Fees	20%	%	2,524,275.86	504,855.17	
	Permitting Fees	1	LS	5,000.00	5,000.00	
<b>Total Contingencies, Tax, Design, and Permitting Fees</b>					<b>1,586,206.40</b>	
<b>Subtotal (2014 U.S.D.)</b>						<b>3,605,627.09</b>
	Inflation over 5 years	3.0%	YR	5.00		540,844.06
<b>TOTAL (Projected 2019 U.S.D.)</b>						<b>4,146,471.15</b>
	City Staff PE/CE	30%	%	2,792,858.81		837,857.64
<b>GRAND TOTAL</b>						<b>4,984,328.80</b>

# Mukilteo Waterfront Master Plan

PLANNING LEVEL - CONCEPTUAL DESIGN

## PRELIMINARY BUDGET ESTIMATE

Date: 31-Dec-14

J.A. Brennan Associates, PLLC  
Landscape Architects & Planners  
100 S. King Street, Suite 200  
Seattle, WA 98104  
(206) 583-0620

### EDGEWATER BEACH PARK

1 EDGEWATER BEACH PARK ( 1.80 AC. Or +/- 78223 sf)						
Item	Description	Quantity	Unit	Unit Costs	Subtotal	Total
1	Mobilization	0.075	%	880,993.10	66,074.48	
2	Demo/TESC/Protection of Plants, Facilities	1	LS	7,000.00	7,000.00	
3	Clear, Grub, Haul, & Dump	1	LS	4,000.00	4,000.00	
4	Beach Restoration (Minimal Enhancement - Habitat Logs Additional Boulders)	1	LS	\$ 12,000.00	\$ 12,000.00	
5	Waterfront Promenade (15' wide)	7500	SF	\$ 12.00	\$ 90,000.00	
6	Seal Coat Existing Parking	13100	SF	\$ 2.50	\$ 32,750.00	
7	Play Ground/ Active Play Area	1	LS	\$ 140,000.00	\$ 140,000.00	
8	View Point w/ Plaza and Small Gathering Area	1300	SF	\$ 16.00	\$ 20,800.00	
9	Beach Access	2	EA	\$ 8,000.00	\$ 16,000.00	
10	Interpretive Signage	1	LS	\$ 7,500.00	\$ 7,500.00	
11	Site Furniture	1	LS	8,000.00	8,000.00	
12	Restroom	1	LS	\$ 150,000.00	\$ 150,000.00	
13	Outdoor Recreation Shower	1	LS	\$ 6,000.00	\$ 6,000.00	
14	Pedestrian Entry Sign	1	EA	3,000.00	3,000.00	
15	Site Restoration - Intensive Planting	4500	SF	10.00	45,000.00	
16	Site Restoration - Moderate Planting	13810	SF	7.00	96,670.00	
<b>Total Construction Cost</b>					<b>704,794.48</b>	
	Construction Contingency	15%	%	704,794.48	105,719.17	
	Design Contingency	25%	%	704,794.48	176,198.62	
	Sales Tax	9.5%	%	986,712.28	93,737.67	
	Design Fees	20%	%	880,993.10	176,198.62	
	Permitting Fees	1	LS	10,000.00	10,000.00	
<b>Total Contingencies, Tax, Design, and Permitting Fees</b>					<b>561,854.08</b>	
<b>Subtotal (2014 U.S.D.)</b>						<b>1,266,648.56</b>
	Inflation over 5 years	3.0%	YR	5.00		189,997.28
<b>TOTAL (Projected 2019 U.S.D.)</b>						<b>1,456,645.85</b>
	City Staff PE/CE	30%	%	974,730.77		292,419.23
<b>GRAND TOTAL</b>						<b>1,749,065.08</b>

# Mukilteo Waterfront Master Plan

PLANNING LEVEL - CONCEPTUAL DESIGN  
PRELIMINARY BUDGET ESTIMATE

Date: 31-Dec-14

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## JAPANESE GULCH CREEK PARK

1 Japanese Gulch Park (1.5 Ac. Or 63,303 sf)						
Item	Description	Quantity	Unit	Unit Costs	Subtotal	Total
1	Mobilization	0.075	%	1,261,408.28	94,605.62	
2	Demo/TESC/Protection of Plants, Facilities	1	LS	25,000.00	25,000.00	
3	Clear, Grub, Haul, & Dump	1	LS	7,000.00	7,000.00	
4	Tidal Estuary Restoration (Channel Grading)	11500	SF	\$ 16.00	\$ 184,000.00	
5	Japanese Sea Garden Interpretive Features	1	LS	\$ 35,000.00	\$ 35,000.00	
6	Waterfront Promenade	7500	SF	\$ 12.00	\$ 90,000.00	
7	Internal Circulation	3600	SF	\$ 8.00	\$ 28,800.00	
8	Pavilion w/ Overlook	1	LS	\$ 200,000.00	\$ 200,000.00	
9	Cultural Interpretive Station	1	EA	\$ 12,000.00	\$ 12,000.00	
10	Boardwalk	50	LF	\$ 300.00	\$ 15,000.00	
11	Parking (Asphalt with Curb, Striping)	14	EA	\$ 1,500.00	\$ 21,000.00	
12	1st Street Crossing	1	LS	\$ 5,000.00	\$ 5,000.00	
13	Beach Access	1	LS	\$ 10,000.00	\$ 10,000.00	
14	Site Furniture	1	LS	8,000.00	8,000.00	
15	Interpretive Signage	1	LS	\$ 12,000.00	\$ 12,000.00	
16	Park Entry Sign	2	LS	3,000.00	6,000.00	
17	Site Restoration - Intensive Landscape	19816	SF	10.00	198,160.00	
18	Site Restoration - Moderate Shoreline Landscape	8223	SF	7.00	57,561.00	
<b>Total Construction Cost</b>					<b>1,009,126.62</b>	
	Construction Contingency	15%	%	1,009,126.62	151,368.99	
	Design Contingency	25%	%	1,009,126.62	252,281.66	
	Sales Tax	9.5%	%	1,412,777.27	134,213.84	
	Design Fees	20%	%	1,261,408.28	252,281.66	
	Permitting Fees	1	LS	5,000.00	5,000.00	
<b>Total Contingencies, Tax, Design, and Permitting Fees</b>					<b>795,146.14</b>	
<b>Subtotal (2014 U.S.D.)</b>						<b>1,804,272.76</b>
	Inflation over 5 years	3.0%	YR	5.00		270,640.91
<b>TOTAL (Projected 2019 U.S.D.)</b>						<b>2,074,913.68</b>
	City Staff PE/CE	30%	%	1,395,622.12		418,686.63
<b>GRAND TOTAL</b>						<b>2,493,600.31</b>



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## POTENTIAL JOINT PIER

1 POTENTIAL JOINT PIER						
Item	Description	Quantity	Unit	Unit Costs	Subtotal	Total
	Mobilization	0.075	%	1,899,310.34	142,448.28	
	Demo/TESC/Protection of Plants, Facilities	1	LS	2,000.00	2,000.00	
	Clear, Grub, Haul, & Dump	1	LS	1,000.00	1,000.00	
	Pier Shared with NOAA	6500	SF	\$ 180.00	\$ 1,170,000.00	
	Floats	1450	SF	\$ 100.00	\$ 145,000.00	
	Fishing Ameniites	1	LS	\$ 15,000.00	\$ 15,000.00	
	Security Improvements	1	LS	\$ 8,000.00	\$ 8,000.00	
	Boat Rental Kiosk	1	LS	\$ 15,000.00	\$ 15,000.00	
	Interpretive Signage	2	LS	\$ 10,000.00	\$ 20,000.00	
	Pedestrian Entry Sign	1	EA	1,000.00	1,000.00	
	<b>Total Construction Cost</b>				<b>1,519,448.28</b>	
	Construction Contingency	15%	%	1,519,448.28	227,917.24	
	Design Contingency	25%	%	1,519,448.28	379,862.07	
	Sales Tax	9.5%	%	2,127,227.59	202,086.62	
	Design Fees	20%	%	1,899,310.34	379,862.07	
	Permitting Fees	1	LS	50,000.00	50,000.00	
	<b>Total Contingencies, Tax, Design, and Permitting Fees</b>				<b>1,239,728.00</b>	
	<b>Subtotal (2014 U.S.D.)</b>					<b>2,759,176.28</b>
	Inflation over 5 years	3.0%	YR	5.00		413,876.44
	<b>TOTAL (Projected 2019 U.S.D.)</b>					<b>3,173,052.72</b>
	City Staff PE/CE	30%	%	2,101,396.97		630,419.09
	<b>GRAND TOTAL</b>					<b>3,803,471.81</b>

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## POTENTIAL BEACH RESTORATION LOT 8

1 POTENTIAL BEACH RESTORATION						
Item	Description	Quantity	Unit	Unit Costs	Subtotal	Total
	Mobilization	0.075	%	839,998.96	62,999.92	
	Beach Enhancement (Cobble, Pea Gravel Beach, Shore Plantings)	500	LF	\$ 750.00	\$ 375,000.00	
	Waterfront Promenade	12000	SF	\$ 12.00	\$ 144,000.00	
	View Deck	2	LS	\$ 15,000.00	\$ 30,000.00	
	Beach Access	2	LS	\$ 15,000.00	\$ 30,000.00	
	Interpretive Signage	1	LS	\$ 15,000.00	\$ 15,000.00	
	Site Restoration	1	LS	15,000.00	15,000.00	
<b>Total Construction Cost</b>					<b>671,999.92</b>	
	Construction Contingency	15%	%	671,999.92	100,799.99	
	Design Contingency	25%	%	671,999.92	167,999.98	
	Sales Tax	9.5%	%	940,799.89	89,375.99	
	Design Fees	20%	%	839,999.90	167,999.98	
	Permitting Fees	1	LS	5,000.00	5,000.00	
<b>Total Contingencies, Tax, Design, and Permitting Fees</b>					<b>531,175.94</b>	
<b>Subtotal (2014 U.S.D.)</b>						<b>1,203,175.86</b>
	Inflation over 5 years	3.0%	YR	5.00		180,476.38
<b>TOTAL (Projected 2019 U.S.D.)</b>						<b>1,383,652.24</b>
	City Staff PE/CE	30%	%	929,375.89		278,812.77
<b>GRAND TOTAL</b>						<b>1,662,465.01</b>

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### FRONTAGE RAOD IMPROVEMENTS

1 FRONTAGE ROAD IMPROVEMENTS						
Item	Description	Quantity	Unit	Unit Costs	Subtotal	Total
	Mobilization	0.075	%	324,965.52	24,372.41	
	Demo/TESC/Protection of Plants, Facilities	1	LS	2,000.00	\$ 2,000.00	
	Clear, Grub, Haul, & Dump	1	LS	1,000.00	\$ 1,000.00	
	Street Trees	95	EA	\$ 400.00	\$ 38,000.00	
	Site Restoration - Moderate Landscape	11400	SF	\$ 9.00	\$ 102,600.00	
	Site furniture	1	LS	\$ 25,000.00	\$ 25,000.00	
	Public Art	1	LS	\$ 20,000.00	\$ 20,000.00	
	Interpretive Signage	1	LS	\$ 3,000.00	\$ 3,000.00	
	Pedestrian Entry Sign	3	EA	3,000.00	\$ 9,000.00	
	Vehicular Park Name Sign	1	EA	30,000.00	\$ 30,000.00	
	Site Restoration	1	LS	5,000.00	\$ 5,000.00	
	<b>Total Construction Cost</b>				<b>259,972.41</b>	
	Construction Contingency	15%	%	259,972.41	38,995.86	
	Design Contingency	25%	%	259,972.41	64,993.10	
	Sales Tax	9.5%	%	363,961.38	34,576.33	
	Design Fees	20%	%	324,965.52	64,993.10	
	Permitting Fees	1	LS	5,000.00	5,000.00	
	<b>Total Contingencies, Tax, Design, and Permitting Fees</b>				<b>208,558.40</b>	
	<b>Subtotal (2014 U.S.D.)</b>					<b>468,530.81</b>
	Inflation over 5 years	3.0%	YR	5.00		70,279.62
	<b>TOTAL (Projected 2019 U.S.D.)</b>					<b>538,810.44</b>
	City Staff PE/CE	30%	%	359,541.85		107,862.55
	<b>GRAND TOTAL</b>					<b>646,672.99</b>



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## LOVELAND AVENUE PATH STAIRS

1 LOVELAND AVE. PATH STAIRS						
Item	Description	Quantity	Unit	Unit Costs	Subtotal	Total
	Mobilization	0.075	%	163,750.00	15,000.00	
	Demo/TESC/Protection of Plants, Facilities	1	LS	2,000.00	2,000.00	
	Clear, Grub, Haul, & Dump	1	LS	4,000.00	4,000.00	
	Path and stairs	1	LS	\$ 100,000.00	\$ 50,000.00	
	Buffer Adjacent Uses	1	LS	\$ 15,000.00	\$ 15,000.00	
	Interpretive Signage	0	LS	\$ 15,000.00	\$ -	
	Vehicular Park Name Sign	1	EA	30,000.00	30,000.00	
	Site restoration	1	LS	15,000.00	15,000.00	
	<b>Total Construction Cost</b>				<b>131,000.00</b>	
	Construction Contingency	15%	%	131,000.00	19,650.00	
	Design Contingency	25%	%	131,000.00	32,750.00	
	Sales Tax	9.5%	%	183,400.00	17,423.00	
	Design Fees	20%	%	163,750.00	32,750.00	
	Permitting Fees	1	LS	5,000.00	5,000.00	
	<b>Total Contingencies, Tax, Design, and Permitting Fees</b>				<b>107,573.00</b>	
	<b>Subtotal (2014 U.S.D.)</b>					<b>238,573.00</b>
	Inflation over 5 years	3.0%	YR	5.00		35,785.95
	<b>TOTAL (Projected 2019 U.S.D.)</b>					<b>274,358.95</b>
	City Staff PE/CE	30%	%	181,173.00		54,351.90
	<b>GRAND TOTAL</b>					<b>328,710.85</b>

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## MUKILTEO LANE PARKING & SIGNAGE

1 MUKILTEO LANE PARKING & SIGNAGE						
Item	Description	Quantity	Unit	Unit Costs	Subtotal	Total
	Mobilization	0.075	%	128,275.86	9,620.69	
	Demo/TESC/Protection of Plants, Facilities	1	LS	2,000.00	2,000.00	
	Clear, Grub, Haul, & Dump	2	LS	4,000.00	8,000.00	
	Path and Stairs		LS	\$ 100,000.00	\$ -	
	Japanese Sea Garden		LS	\$ 15,000.00	\$ -	
	Pavilion w/ Overlook		LS	\$ 25,000.00	\$ -	
	Cultural Interpretive Station		EA	\$ 8,000.00	\$ -	
	Boardwalk		LS	\$ 15,000.00	\$ -	
	Parking	2	LS	\$ 15,000.00	\$ 30,000.00	
	1st Street Crossing		LS	\$ 15,000.00	\$ -	
	Buffer Adjacent Uses		LS	\$ 15,000.00	\$ -	
	Landscaping	1	LS	\$ 15,000.00	\$ 15,000.00	
	Interpretive Signage		LS	\$ 15,000.00	\$ -	
	Pedestrian Entry Sign Instead of Gate	1	EA	8,000.00	8,000.00	
	Signage	1	LS	30,000.00	30,000.00	
	Site Restoration		LS	15,000.00	-	
<b>Total Construction Cost</b>					<b>102,620.69</b>	
	Construction Contingency	15%	%	102,620.69	15,393.10	
	Design Contingency	25%	%	102,620.69	25,655.17	
	Sales Tax	9.5%	%	143,668.97	13,648.55	
	Design Fees	20%	%	128,275.86	25,655.17	
	Permitting Fees	1	LS	5,000.00	5,000.00	
<b>Total Contingencies, Tax, Design, and Permitting Fees</b>					<b>85,352.00</b>	
<b>Subtotal (2014 U.S.D.)</b>						<b>187,972.69</b>
	Inflation over 5 years	3.0%	YR	5.00		28,195.90
<b>TOTAL (Projected 2019 U.S.D.)</b>						<b>216,168.59</b>
	City Staff PE/CE	30%	%	141,924.41		42,577.32
<b>GRAND TOTAL</b>						<b>258,745.92</b>

# Mukilteo Waterfront Master Plan

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### PATH UNDER SR 525 BRIDGE

1 PATH UNDER SR 525 BRIDGE						
Item	Description	Quantity	Unit	Unit Costs	Subtotal	Total
	Mobilization	0.075	%	114,482.76	8,586.21	
	Demo/TESC/Protection of Plants, Facilities	1	LS	2,000.00	2,000.00	
	Clear, Grub, Haul, & Dump	2	LS	4,000.00	8,000.00	
	Path and stairs	1	LS	\$ 50,000.00	\$ 50,000.00	
	Pedestrian Entry Sign	2	EA	4,000.00	8,000.00	
	Site restoration	1	LS	15,000.00	15,000.00	
<b>Total Construction Cost</b>					<b>91,586.21</b>	
	Construction Contingency	15%	%	91,586.21	13,737.93	
	Design Contingency	25%	%	91,586.21	22,896.55	
	Sales Tax	9.5%	%	128,220.69	12,180.97	
	Design Fees	20%	%	114,482.76	22,896.55	
	Permitting Fees	1	LS	15,000.00	15,000.00	
<b>Total Contingencies, Tax, Design, and Permitting Fees</b>					<b>86,712.00</b>	
<b>Subtotal (2014 U.S.D.)</b>						<b>178,298.21</b>
	Inflation over 5 years	3.0%	YR	5.00		26,744.73
<b>TOTAL (Projected 2019 U.S.D.)</b>						<b>205,042.94</b>
	City Staff PE/CE	30%	%	126,663.72		37,999.12
<b>GRAND TOTAL</b>						<b>243,042.06</b>



## Appendix B

### Public Involvement Process

City staff, in coordination with our consultant team from JA Brennan, held a series of meetings with the Waterfront Advisory Committee to create a concept for the Downtown Waterfront Master Plan. The Advisory Committee approved a concept that merged several of the alternatives presented to form the “Preferred Alternative”. The preferred alternative selected by the Advisory Committee was presented to the Parks and Arts Commission on October 2, 2014. On October 21, 2014 a public meeting was held in which approximately 50 plus people attended. The consensus of the individuals who attended the meeting was that they liked the “preferred alternative” chosen by the Advisory Committee.

