



Mukilteo Lighthouse Park

Master Plan

Adopted February 2004

Mukilteo Lighthouse Park Master Plan

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City of Mukilteo
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EXECUTIVE SUMMARY

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Mukilteo Lighthouse Park is located on Elliot Point in the Puget Sound. The site is comprised of the former Mukilteo State Park, the former U.S. Coast Guard Light Station property, and adjacent Front Street right-of-way, totaling 14.4 acres. The planned transfer of the State Park to the City of Mukilteo was the impetus for a conceptual planning study completed in January 2001. Prior to making physical improvements to the Park, the City was required by code to complete a full master plan, documented in this report. Design options for the park arose from and are intended to coordinate with previous studies and plans for other parts of the Mukilteo Waterfront, including the Mukilteo Multi-modal Terminal & Access Study (March 1995) and the Mukilteo Landing Conceptual Development Plan (1999).

Among the objectives of the City, was an interest in improved pedestrian connections between the park and the business districts to the southeast and east, highlighting the lighthouse complex and integrating it with the rest of the park, providing a venue for city sponsored events and festivals, and improving access to and facilities along the waterfront.

This master planning effort began with a study of four alternative park concepts, which suggested a range of approaches for improvements to the park. These plans were presented to the public, the Parks and Arts Commission and the City Council in the Summer and Fall of 2002. Based on public surveys that were conducted, the Parks and Arts Commission made recommendations to the City Council on a preferred park alternative. Two preliminary plans were then generated based on the comments received. The consultant team worked with staff, the Parks and Arts Commission and the City Council to meld these alternatives into one preferred plan. This final plan includes options for additional elements and expansion of the park, including the redevelopment of an adjacent commercial property, the addition of a parking garage, a new park building in the lighthouse area, and an additional turn around at the south end of the park. A final option addresses the possibility that the boat launch in the park will not be relocated. The master plan also includes phasing recommendations to address ongoing issues and potential budget constraints.

The preferred plan (Figure 1) includes a great central lawn with open views to the lighthouse and the Sound, a pedestrian loop path system that connects with a planned pedestrian promenade along the waterfront to the east, shoreline restoration, viewpoints, a pedestrian pier, streetscape improvements, new picnic, play and restroom facilities, and more efficient and less intrusive vehicular circulation and parking. It is envisioned as a site for festivals and community gatherings, for passive and informal active recreation, and environmental and historical education. The following sections of this report describe in more detail the site's existing conditions, planning objectives and design recommendations. Included in the appendix are preliminary cost estimates for park improvements, a summary of anticipated utilities, a critical areas inventory, a review of anticipated permits for development, documentation of public comments and SEPA review comments, and a summary of preliminary plan studies.



View of the park from the SR 525 bridge.



Figure 1. Mukilteo Lighthouse Park Master Plan.

EXISTING CONDITIONS

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Mukilteo Lighthouse Park is accessed from Front Street and lies between SR 525 to the east and Puget Sound's Possession Sound to the west. The Burlington Northern & Santa Fe Railroad Line forms its south boundary. The Losvar Condominiums occupy the waterfront just to the east of the lighthouse complex and a restaurant sits just east of the entrance to the park on Front Street. When the lighthouse was originally constructed in 1906, it sat on a spit of land bounded on the south by a large estuary. Washington State Parks filled the estuary to develop it as a park with recreation facilities, including a boat launch, parking, a volleyball court, picnic tables and restrooms. In addition, the State developed some of the land to serve as pay parking for Ferry commuters. As a result of this combination of park, commuter and boat launch parking, 6.6 acres out of a total of 13.2 acres is paved vehicle parking. Currently the main attractions at the site are the lighthouse complex, the shoreline and the boat launch.

Mukilteo Lighthouse

The lighthouse complex consists of three buildings listed on the National Register of Historic Places, the lighthouse and two crews quarters buildings. In addition, there is also a foghorn and three outbuildings. The foghorn was added in the 1970's to replace the original one. The lighthouse is fully functional and has been automated since 1979, no longer requiring a resident keeper. One of the crews quarters buildings is currently used for historical exhibits and as a gift shop. Tours of these buildings are arranged by the Mukilteo Historical Society. The other buildings on the lighthouse property are used by the Society for interpretive displays, storage and restrooms.

Boat Launch

The boat launch was located at this point mainly to take advantage of the salmon runs that pass along the shoreline. It is considered one of the poorer sites along the Sound from which to launch due to conditions (wave, current, winds) at the Point. The 1995 Mukilteo Multi-Modal Terminal & Access Study relocates the boat launch east of the old terminal dock, which would provide a safer and preferable launching location.

Shoreline

Development along the shoreline consists of a paved pathway, turn around, parking, picnic tables and a restroom. These facilities are located in close proximity to the beach within 25-50' from the edge of vegetation. In addition, a stormwater outfall is located on the beach slightly south of the boat launch. The tidegate at this outfall is in need of replacement.



Aerial photograph of the site taken in 1947.



Aerial photograph of the site taken in 2000.

MASTER PLAN OBJECTIVES

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Based on the previous conceptual master plan study, a number of objectives were outlined at the beginning of this planning process. The overall vision was for a community focused waterfront park that would blend together and unify the former State Park, the Mukilteo Light Station property, adjacent streets and pedestrian ways. In addition, there was a desire to integrate this park with other City plans for the waterfront including the Mukilteo Landing Development plan, which proposes redevelopment of the former USAF Fuel Depot (Tank Farm).

USAF Fuel Depot/Tank Farm

Current plans for the former USAF Fuel Depot include a new Washington State Ferry terminal, a Sound Transit commuter rail platform, a marina, boat launch, waterfront promenade and mixed commercial uses. Design studies assumed the boat launch, its associated parking and commuter parking could be eliminated from the Lighthouse Park when the Mukilteo Landing Development Plan is implemented.

Parking & Circulation

There was a desire to improve overall site circulation, to minimize paved parking while retaining some view parking near the shoreline, and to plan for green overflow parking. In terms of pedestrian facilities, there was interest in a promenade along the beach, a looped pedestrian trail system with access to the south end of the park and a connection to SR 525 via a staircase entry, promoting pedestrian movement between the park and downtown.

Street Improvements

As part of the park master plan another objective was to make streetscape improvements along Front Street and SR 525 that would enhance pedestrian access to the site.

Facilities

The community was interested in having the following facilities in the park: picnic areas with a shelter, fire pits, seating, restrooms, a play area, volleyball court, and un-programmed open space for kite flying, pick-up games and community festivals.

Future Options

There was a need to consider future alternatives to the master plan that would take into account the possible acquisition of the neighboring commercial property, the possible need for a parking structure to serve the larger community, and the possibility that the boat launch may not be relocated.



Aerial view of the Western Mukilteo Waterfront.

MASTER PLAN

MASTER PLAN

The preferred plan is described in detail on the following pages. Following this, a number of options for particular areas of the park are included to address issues that are as of yet unresolved. These options include recommendations for development of the adjacent commercial property if it is acquired in the future, design of a parking garage to be located in the park, design of a possible gift shop for lighthouse visitors, design of a second turn-around at the south end of the park, and design of an alternative parking and driveway layout in case the boat launch is not relocated. Following these options is a recommended phasing plan for implementation of the master plan.



Figure 2. Access point to the beach.



MUKILTEO LIGHTHOUSE PARK
MASTER PLAN

PREFERRED PLAN

Preferred Plan

Access & Circulation

Vehicular circulation and parking are designed to provide access to major facilities at the north and south ends of the park without intruding into the center of the park. The park driveway would enter the site from Front Street just west of the existing restaurant, curve towards the railroad tracks and then follow this back edge of the site, ending at a turn around at the south end of the park. Parking spaces are located along the park driveway adjacent to the railroad right-of-way and in a lot in the southeast corner of the site (Figure 3). The parking lot provides 46 parking spaces, an additional 58 spaces are along the driveway, 14 spaces are around the turn around at the south end of the park and 35 angled parking stalls are along Front Street, totaling 153 stalls. The parking spaces at the south turn around are oriented towards the water and designed for enjoying water views during inclement weather.

Overflow parking for 60-120 cars would be provided for in the stabilized lawn area adjacent to the park driveway. The lawn section in this area would be stabilized to accommodate parking on peak use days for up to 273 cars in total, including the 153 paved parking stalls.

A turn around with drop-off area is located at the end of Front Street on axis with the lighthouse (Figures 5, 7). This turn-around would be graded flush with adjacent pedestrian areas, creating a fluid multi-use space with a ring of bollards defining the edge of vehicular circulation. The turn around could be closed to traffic and would serve as a location for events and festivals. The pedestrian entry (Figures 3,4) to the site from SR 525 is on axis with the center of the turn around, providing a visual and physical connection from this access point to the lighthouse area. It is envisioned that this pedestrian link would extend to the future Mukilteo Civic Center (City Hall and Community Center).



Figure 3. Plan view showing the pedestrian entry to the park, parking area and streetscape improvements along SR 525.

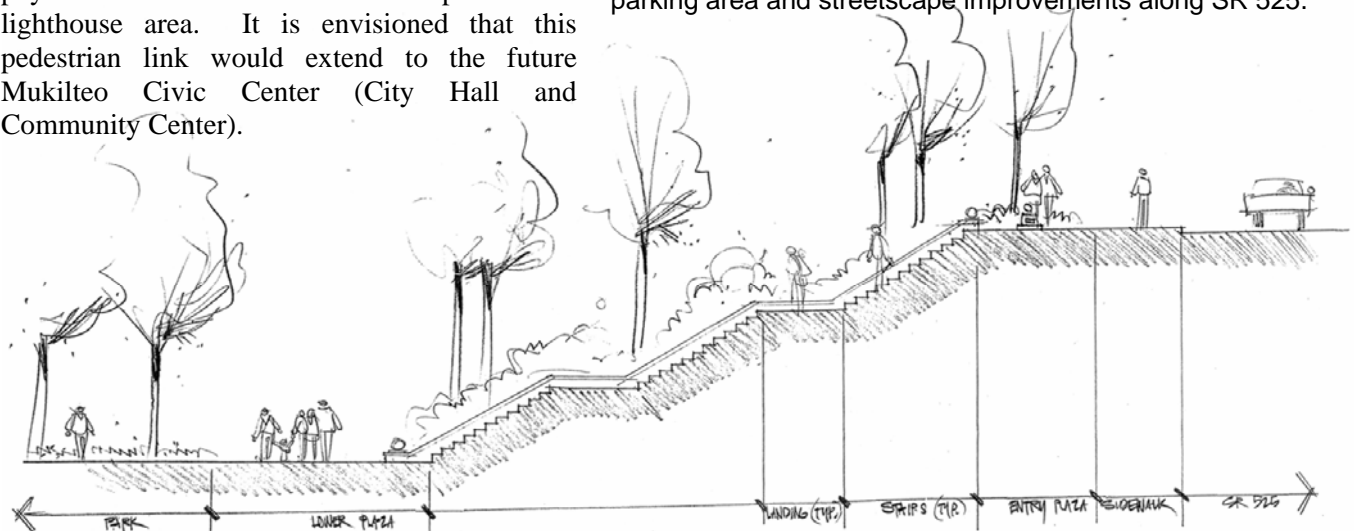


Figure 4. Section taken at the pedestrian entry to the park from SR 525.

Street Improvements

Streetscape improvements adjacent to the park along Front Street and SR 525 right-of-way are proposed to enhance access to the site for both pedestrians and motorists. A redesign of the Front Street cross section (Figure 6) would cluster angled parking, create bulb out areas for street trees, and widen the sidewalk adjacent to the park. Intersection improvements are recommended at both the Front Street/SR 525 intersection and at the intersection of SR 525 with the proposed ferry access road just north of the SR 525 bridge. Improvements would include paving treatments that complement patterns used in the park at the staircase entry and at the lighthouse turn around. Along SR 525, it is recommended that a bus stop and waiting shelter be located to provide transit access for park users, replacing the existing bus turn around. This bus turn-around will no longer be needed when the WSF dock is relocated. Additional recommended improvements along SR 525 include street tree planting and sidewalk widening.



Figure 5. Bird's eye view of improvements in the lighthouse area and along Front Street.

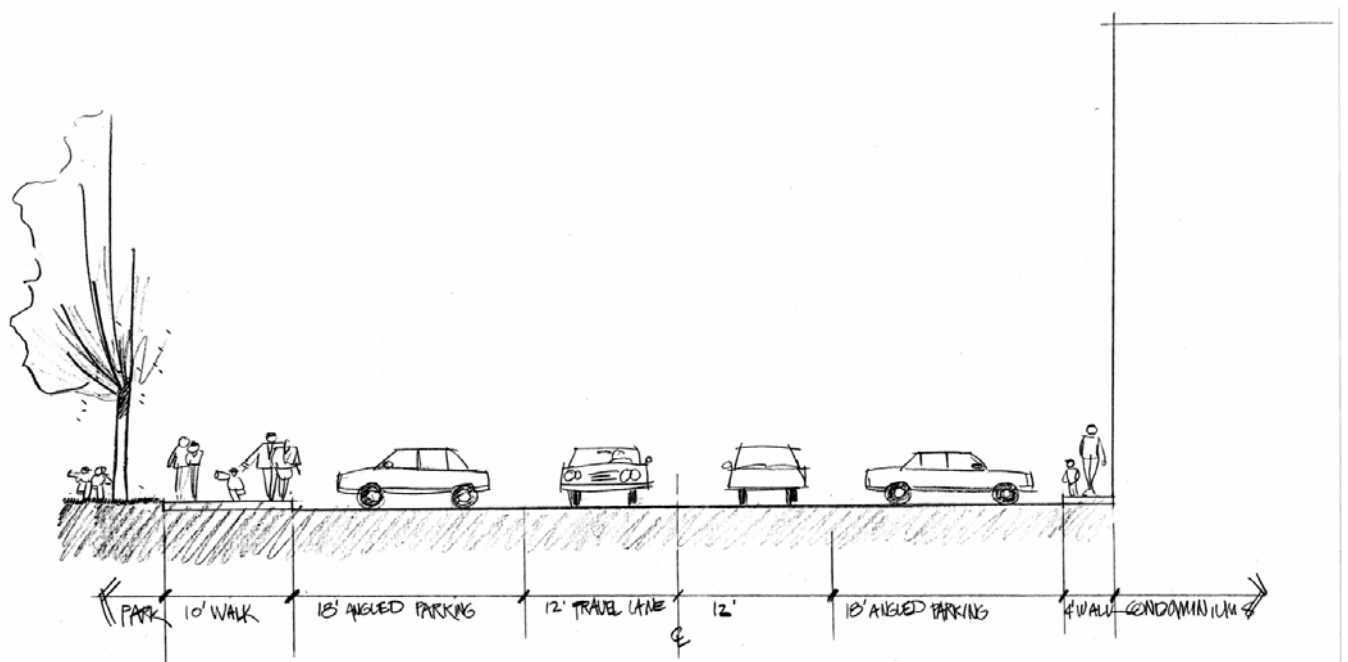


Figure 6. Section taken at Front Street.

Mukilteo Lighthouse

Recommended improvements in the lighthouse grounds, including new pathways, the axial pedestrian entry and Front Street turn around (Figures 6,7), are designed to highlight the lighthouse complex and integrate it into the larger park. A new multi-use building is located outside of the historic grouping so as not to detract from the character of this part of the site. This building would include restrooms and could also serve as a band shell/pavilion. All new buildings in the park would be designed to complement the architecture of the lighthouse and crews quarters. Character defining elements, including the existing white picket fence would be incorporated into redesign of the pathways. In order to insure that changes within the lighthouse grounds are sensitive to the historic nature of the site, the Mukilteo Historical Society would be consulted regarding proposed improvements during the design. As part of Phase 2 improvements in the park, parking for the lighthouse volunteers would be incorporated into the lighthouse complex.

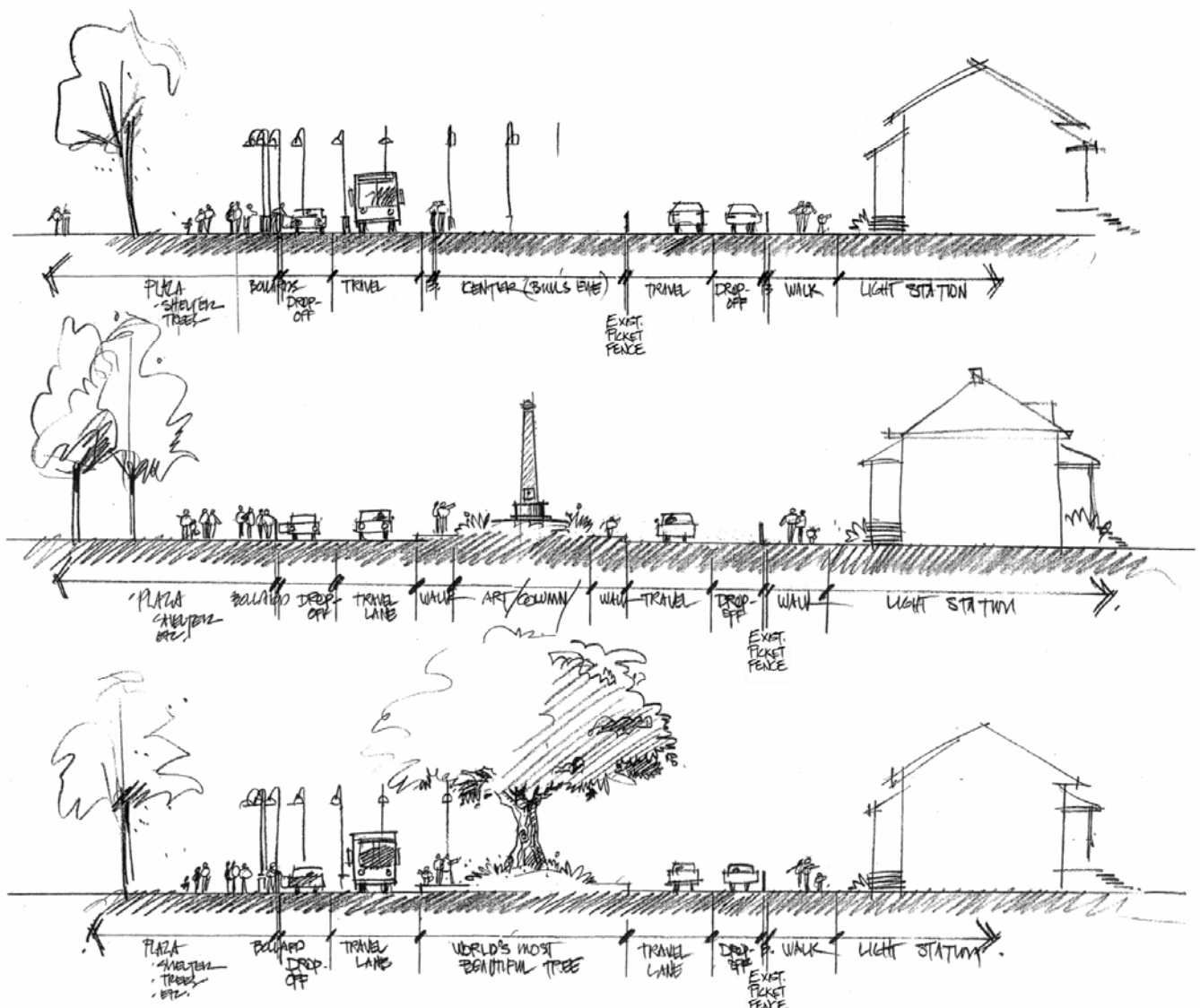


Figure 7. Sections taken at the Front Street turn around showing design options for a central feature.

Open Space

At the core of the park, a great lawn (Figure 8) is proposed to serve as the grounds for large events, concerts and festivals, and for day to day recreational use, such as pick-up field games, frisbee, kite flying, sun bathing and picnicking. Currently the site slopes down from the beach to a low point in the southeast corner of the site. Grading is proposed that would raise up the lawn area, creating a generally flat area at the same level as the top of the beach. This central open space is defined by a loop path (8'-10' wide) that would encircle the lawn. Trees in the existing parking area would be saved where possible. Additional trees would be planted along the loop path.



Figure 8. Perspective view of the open lawn with views of the restroom and picnic shelter in the distance.

Shoreline

Proposed shoreline improvements (Figures 2, 9, 10) would establish a wide zone of beach restoration just above the Ordinary High Water Mark. Restoration efforts would add sand to the beach, establish native shoreline planting areas (20'-50' wide), and add drift logs for erosion control and informal seating. A 10' wide paved promenade would follow the outside edge of this restoration zone and provide access to the beach at a series of viewpoints. The viewpoints are paved areas adjacent to the promenade that will have seating and interpretive information highlighting both the cultural and natural history of the site. A pedestrian pier, accessed from the promenade, would replace the boat launch and allow park users to connect more closely with the water.



Figure 9. The promenade and a viewpoint with restoration plantings in the foreground.

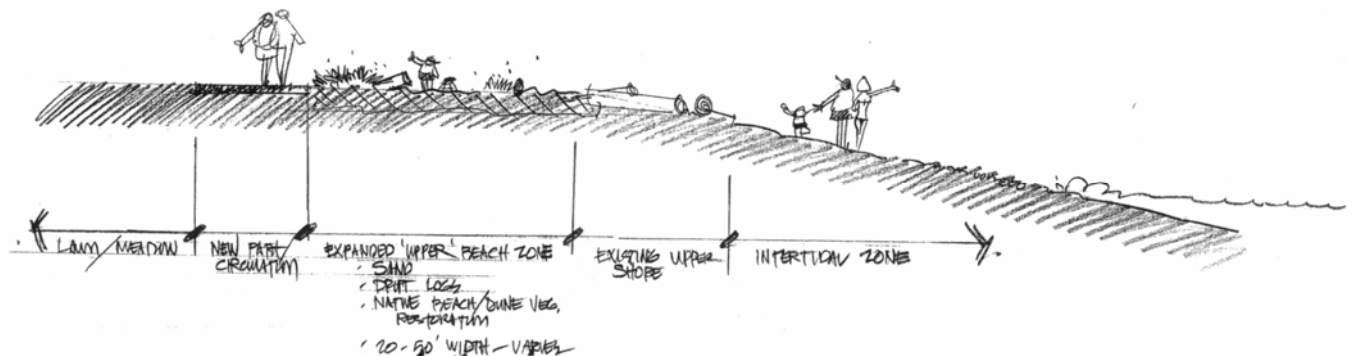


Figure 10. Section taken at beach.

South Cluster

A cluster of facilities is proposed at the south end of the park (Figure 12) to activate this far corner of the site. Facilities include a picnic area with shelter and picnic tables, fire pits along the beach, a play area, volleyball court and restroom (Figure 11). Pathways are designed to link together these activity points and to connect with the promenade along the shoreline and the loop pathway around the central lawn. Parking areas along the driveway and at the turn around provide vehicular access to these facilities. Designated ADA parking will provide accessible access to the south cluster area.

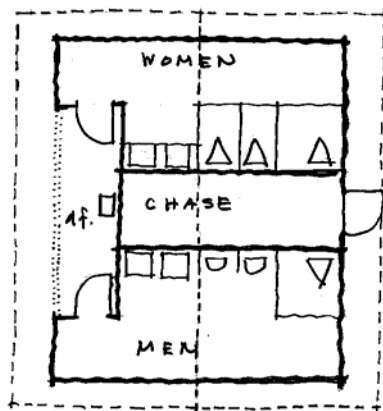


Figure 11. Typical floor plan for new restroom buildings.

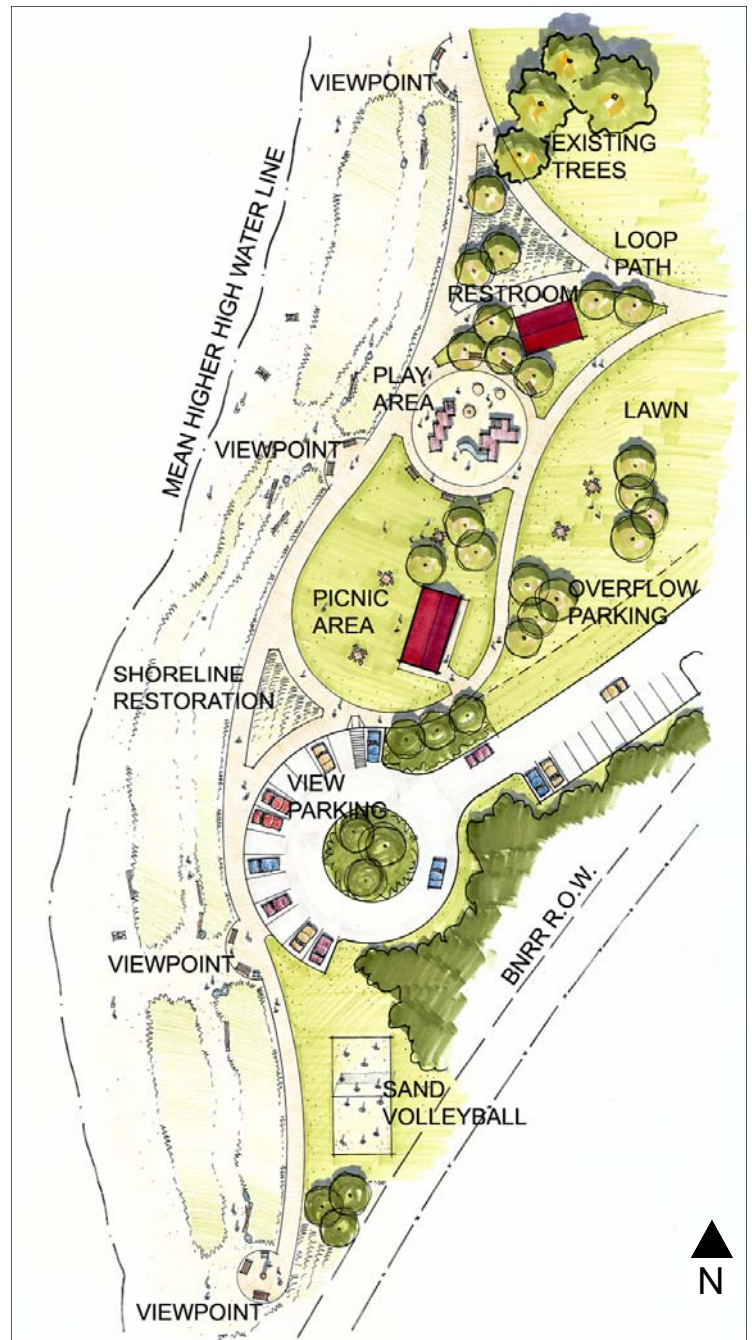


Figure 12. Plan view of improvements in the southwest portion of the site.

OPTIONS

Options

Following are potential options to the final plan which should be considered further as the Master Plan is implemented.

Option 1: Park Building

There is an opportunity to add a new park building (Figures 13-14) near the lighthouse that could serve as a visitor information center, park office or lighthouse gift shop and would include restrooms accessible to park users. It could replace the three outbuildings in the lighthouse area that are too small to accommodate program needs. The building would be designed to fit the character of the historic buildings. The Mukilteo Historical Society would be consulted on the design of this building. It is recommended that it be located north of the view corridor from Front Street to the Sound and west of the light station buildings so as not to detract from the historic grouping. Pathways would link the new building with Front Street, the lighthouse and crews quarters, and the shoreline promenade.

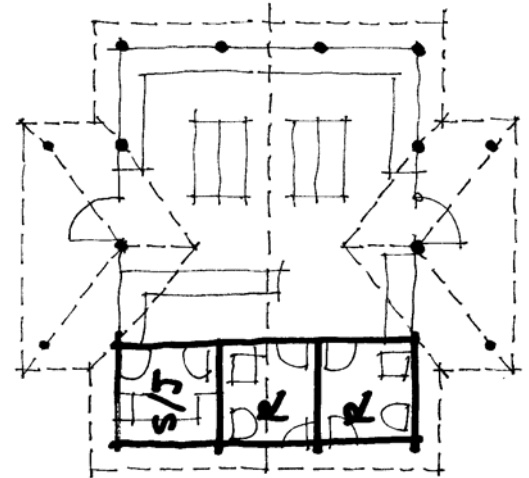


Figure 13. Schematic plan for a new park building with restrooms.

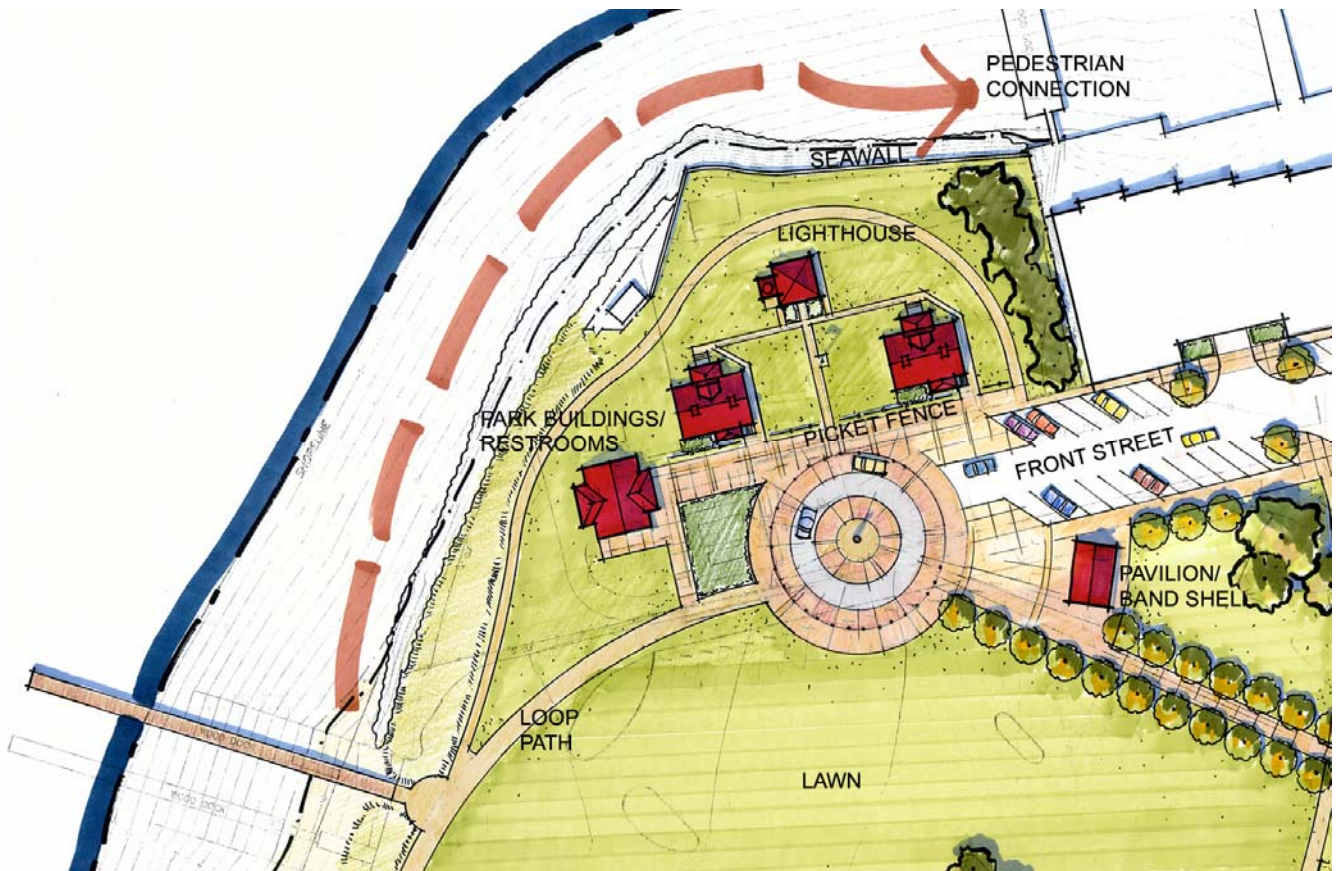


Figure 14. Plan view of lighthouse area with new park building option and turn around on axis with the lighthouse

Option 2: Commercial Property Acquisition

At some point in the future, the City may have the opportunity to acquire the commercial property at the southwest corner of the Front Street and SR 525 intersection. The site could be redeveloped to add 31 additional parking spaces (Figure 15). This lot would provide more convenient access for visitors to the lighthouse area and for planned events at the lighthouse turn around. Removing the existing building also allows for a widening of the Front Street cross section to include wider sidewalks (10' each side) and a continuous row of street trees.

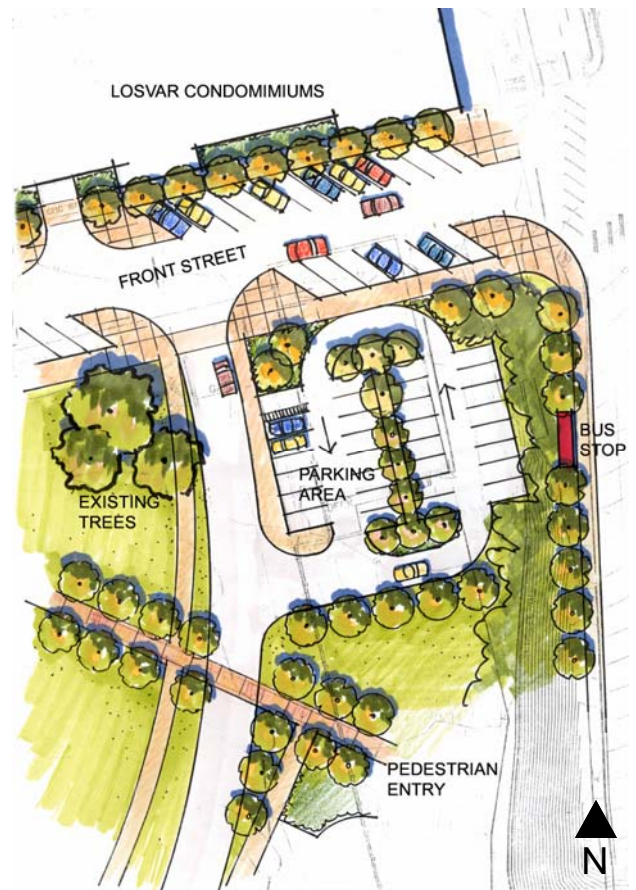


Figure 15. Plan showing the commercial property redeveloped as a parking area

Option 3: Parking Garage

The possibility of locating a parking garage along SR 525, in place of the existing pay parking area, was considered as a way to minimize the amount of land dedicated to parking. A 3-story parking garage in the southeast corner of the site with entries from SR 525 and the park driveway could accommodate 150-160 cars. In this option, the parking garage is sized for one-way circulation with sloping floors. If the parking garage is constructed in this location, it would effect plans for a pedestrian entry and staircase from SR 525 into the park.



Figure 16.

Option 4: South Drop-Off/Parking

During the planning process, Council expressed interest in adding a second turn around at the south end of the park to provide additional view parking spaces. The second turn around could fit in the site, but it would compromise the design of picnic and play facilities and diminish the pedestrian experience at the south end of the park.

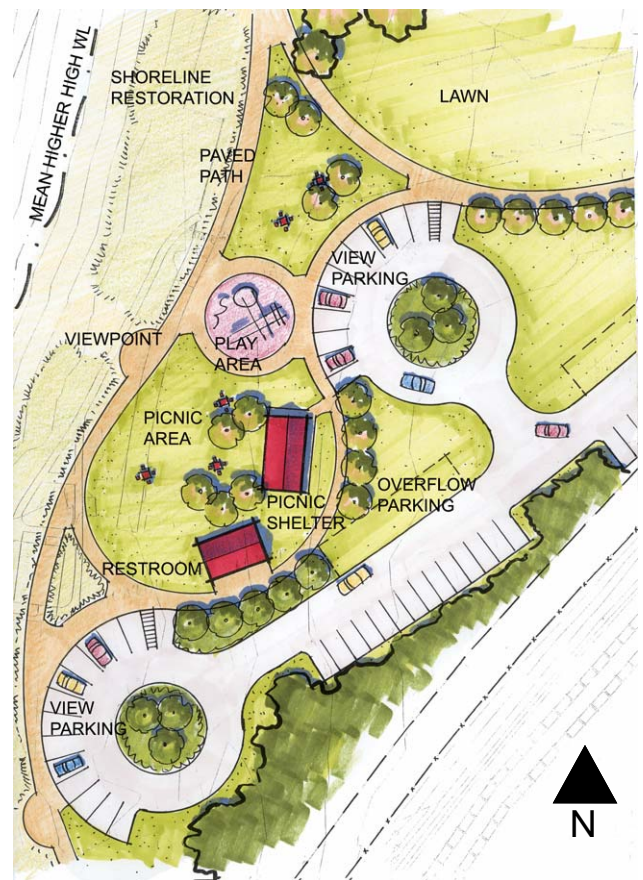


Figure 17.

Option 5: Boat Launch

The preferred master plan assumes that the existing boat launch will be relocated in the future. This option 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 turn around for ease of drop-off connects this parking area to the boat launch area.



Figure 18. Final plan with alternative fourth phase that would retain the boat launch in the park.

PHASING

Phasing

While it is preferable to develop the plan in a single project, it will most likely need to be developed in 4 phases (Figure 19) to accommodate budget constraints and in order to coordinate with the planned relocation of the Washington State Ferry terminal, commuter parking and boat launch. These are suggested phases only and if conditions are amenable, it is recommended that the park be developed in fewer phases for design and construction efficiency.



Figure 19. Final plan showing 4 proposed phases.

Phase 1

Phase 1 (Figure 20) includes all improvements at the south end of the park, construction of part of the promenade and loop path system, adjacent shoreline restoration, construction of the south turn around, view parking and part of the driveway and associated parking.

Phase 2

Phase 2 (Figure 21) encompasses all improvements in the lighthouse area, including the multi-use turn around, new pathways and planting.

Phase 3

Phase 3 (Figure 22) includes improvements to Front Street, the entry staircase and overlook from SR 525, completion of the park driveway and construction of the parking area in the southeast corner of the site.



Figure 20. Phase 1.

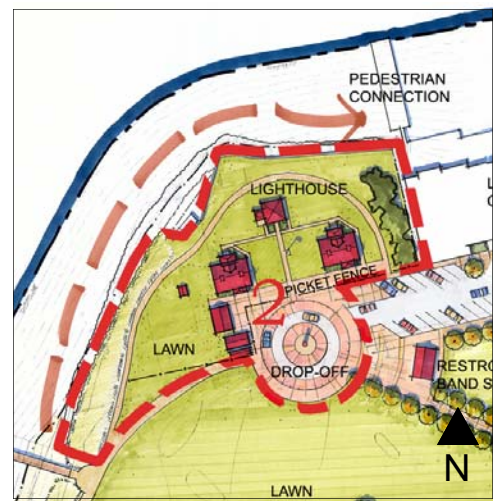


Figure 21. Phase 2.

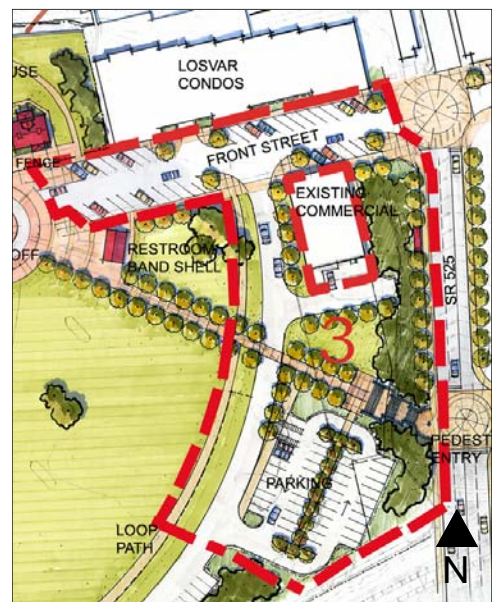


Figure 22. Phase 3.

Phase 4

Phase 4 (Figure 23) would complete the pathway system, add the pedestrian pier, create the central lawn/festival area and add the restroom building near the lighthouse area.

Cost Estimate

Projected cost estimates for phased development of the park were prepared as part of this master plan. The detailed estimates are included in Appendix A of this report. Following is a summary of projected costs for phased development of the park:

Phase 1:	\$2,005,149
Phase 2:	\$1,041,284
Phase 3:	\$1,537,925
Phase 4:	\$2,424,259

Total Cost: \$7,008,618

(Note: Cost estimate includes Washington State sales tax.)



Figure 23. Phase 4 of the preferred plan.