

Chapter 4: Description of Planning Area

4.1 PURPOSE OF THIS CHAPTER

This chapter gives a description of the planning area, including existing political, physical, and social conditions. It provides the backdrop against which current information, future forecasts and future plans are compared as we grow toward Year 2035. Describing the setting is the starting point for developing any short or long-range plans. Additionally, it is essential (as well as required by SEPA) as a basis for environmental impact analysis. Future plans will relate back to the 2017 so that the reader will get a sense of how things will change and how long range planning decisions were made. The information will also be useful to future drafters of project-level environmental documents.

4.2 PLANNING AREA BOUNDARIES

In this plan the City treats the city limits and the Urban Growth Area (UGA as one, since under the GMA it is assumed that all area with the final UGA will be annexed at some point to become a part of the City. All analyses include the entirety of these areas, except where noted.

4.3 CITY OF ARLINGTON

The city limits cover an area of approximately 9.7 square miles (see Figure 2-1). The Arlington Urban Growth Area includes 10.3 square miles. The City has planning jurisdiction within its city limits; the City Council creates the development policies and regulations and the City processes all permits for land development. There are several interlocal agreements with neighboring jurisdictions to address mutual interests and cross-boundary impacts, including reciprocal mitigation for traffic. Additionally, any agency affected by a particular development or which has responsibility for managing a particular resource also has rights to comment and recommend conditions and/or mitigation measures for projects within the city limits. The City also controls growth outside of the City by its policies regarding water utility extensions.

4.4 ARLINGTON URBAN GROWTH AREA

The GMA requires counties planning under the Act to designate an Urban Growth Area (UGA) around each of its cities "within which urban growth shall be encouraged and outside of which growth can occur only if it is not urban in nature." The Act provides, "Each city that is located in such a county shall be included within a UGA. A UGA may include territory that is located outside of a city only if such territory already is characterized by urban growth or is adjacent to territory already characterized by urban growth." Unincorporated areas within the City's UGA will eventually

be annexed into the City.

The location of the boundary for this area is based on land supply needs to meet expected 2035 development demands, natural geologic formations, topography, environmental constraints, existing development beyond the city limits, and the availability of existing infrastructure and services. Public sewer and water lines, drainage facilities, electricity and telecommunication lines, and roadways can be extended to serve existing and future development over 20 years in the planning area. Arlington's airport has also played a major role in the establishment of this area because of the City's need to control land outside the current city limits to avoid future land use conflicts with the City's municipal airport. Discussions need to occur with other adjacent jurisdictions regarding the protection of the Arlington Municipal Airport.

Within the UGA but outside of the city limits, Snohomish County has planning jurisdiction. The City Council, however, has adopted regulations that require annexation into the City prior to obtaining sewer service. This ensures that development within the City's Urban Growth Areas conform to City standards and development regulations.

4.5 2015 URBAN GROWTH AREA

The Arlington UGA, first adopted in 1995 and subsequently amended several times encompasses approximately 10.3 square miles inclusive of the City of Arlington (see Figure 2-1). As part of the State's 1990 Growth Management Act (GMA), Urban Growth Area boundaries were placed around municipalities for the purpose of concentrating urban growth in urban areas and protecting resource and open space lands, and ensuring the provision of urban services to urban and urbanizing areas.

The size and boundaries of the UGA must be consistent with the Buildable Lands Report developed by Snohomish County Tomorrow (SCT). The Buildable Lands policy states that cities will ensure that sufficient *usable* residential, commercial and industrial lands exist within the UGA to accommodate the population, housing and jobs.

Available buildable lands are shown on Figures 4-1 and 4-2.

In 2016, the County Council amended its Countywide Planning Policies and added GPP 10, which updated population and employment figures for Snohomish County jurisdictions, including Arlington. It reconciled these figures with the buildable lands inventory for the City.

	2011	2035	Capacity
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Among its findings, GPP10 confirms that the City and its unincorporated UGA (Figure 2-1) can accommodate the 2035 population, employment and housing targets shown to the right. The finding assumes use of “reasonable measures” to increase capacity within the City. (Employment targets do not yet consider a full buildout of a proposed Manufacturing Industrial Center currently under consideration.)

Population	18,489	26,002	34,514
Housing	7,128	10,018	
Employment	8,660	20,884	

Once these targets were confirmed, policies, regulations and reasonable measures to maximize use of these lands were developed, consistent with local, County and regional growth policies, including Vision 2040. These were adopted in 2017 as part of the City’s docket process and as part of the PSRC final plan certification process.

Brekhus-Beach

In 2005, one planning subarea — Brekhus/Beach (Burn Hill) — was designated as a "TDR Receiving Area." This subarea was permitted to come into the UGA as part of the 2005 update of the Snohomish County Comprehensive Plan with the condition that the area was to be designated as a TDR receiving area in the County's Transfer of Development Rights (TDR) program. The intent was that if the property owners or developers bought development rights from “sending areas” in the Stillaguamish Valley, they would be eligible to come into the UGA and develop using the units transferred from the sending areas. The primary intent was that farming and agricultural open space would be preserved in the Stillaguamish Valley.

The Brekhus/Beach subarea was annexed into Arlington in 2007 and was designated for future “master planned community” status in 2008. Zoning was adopted that would initially allow Suburban Residential development (9600 square foot lots), but permit a much higher density once TDR credits were purchased and applied, a master plan was approved, and infrastructure installed.

The TDR approach stalled and Brekhus/Beach has yet to develop according to expectations. The market was unable to produce both sellers and willing buyers of TDR certificates. Also, the topography and geology of the area make the installation of infrastructure such as roads and sewers very costly. The City has withdrawn from the TDR program. Zoning remains that allows for a Master Planned Neighborhood (MPN).

As noted in the table above, the Comprehensive Plan will provide the buildable land density necessary to accommodate the projected 2035 population. The area will remain in low-density Suburban Residential zoning with a high-level Master Plan put together by the City in consultation with local residents.

The only other Master Plan Neighborhood overlay besides Brekhus/Beach is the future Lindsey Annexation south of 172nd Street NE and just west of Highway 9. The City also plans to work with these land owners in developing a high-level master plan so that development can occur here as well.

Figure 4-1
Additional Housing Unit Capacity

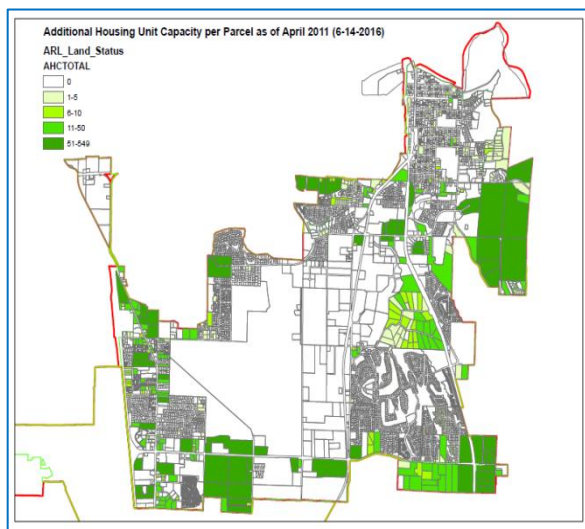
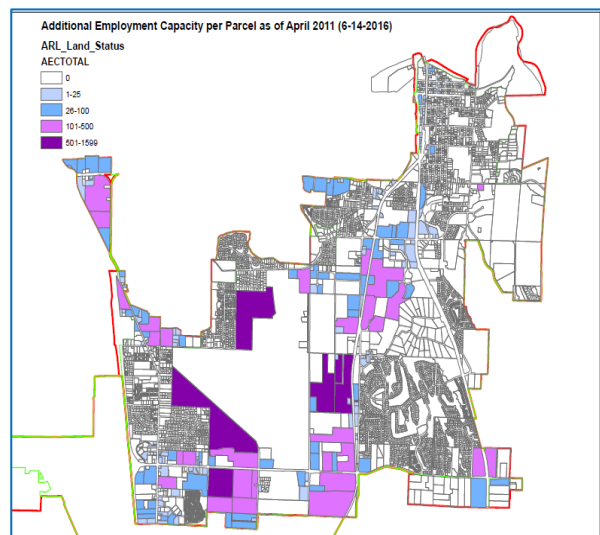


Figure 4-2
Additional Employment Capacity



4.6 COORDINATED WATER SERVICE PLAN AREA

Another planning boundary not referenced in the GMA is the Coordinated Water Service Plan (CWSP) area.¹ It is larger than the City’s UGA (see Figure 2.9) at roughly 22.5 square miles. This is an area within which Arlington has the first right to provide water service. However, certain conditions may be placed those services. Such conditions differ depending on where the project is located and what type of development it is. Please refer to the City code (AMC 13.04) for these conditions.

4.7 FUTURE GROWTH AREAS

The following section includes a description and analysis of each neighborhood subarea. The City

¹ RCW Chapter 70.116 -- Public Water System Coordination Act of 1977

has worked with the County and Vision 2040 to ensure that the overall community can accommodate 2035 population, housing and jobs. This more detailed review was carried out in order to provide an analysis of planning issues unique to each subarea as each contributes to the total. For the 2015 update, City staff and the Planning Commission reviewed the 2005 planning issues and policies, compared them against current information and revised the issues and policies accordingly. All areas were analyzed to ensure (1) that the 2015 UGA boundaries encompassed an area that would accommodate the projected 2035 population and employment, (2) in an area with sufficient buildable lands and (3) which can be served with adequate urban infrastructure. With the adoption of Countywide Planning Policy GPP 10 in November 2016, buildable lands within the Arlington UGA were successfully reconciled with the 2035 population, housing and employment forecasts.

NEIGHBORHOOD PLANNING SUBAREAS

Old-Town Residential

Location: At 609 acres, the Old-Town Subarea makes up 8.9% of the 2015 planning area. It is roughly bordered by the OTBD to the west, the Stillaguamish River valley to the east, Highland Street and Kona Crest neighborhood to the south, and Gilman Street and the former Country Charm dairy to the north. This older, more established neighborhood is the heart of old Arlington's residential character.

Existing Uses: The predominant use is single-family residential, but there are a fair number of duplexes, row-houses, and older apartments interspersed throughout. There are also four large tracts that contain schools (two elementary and two middle schools), school administration, a hospital, and associated medical services adjacent to the hospital. Its development pattern is that of a traditional, alley-and-grid-system neighborhood, with many houses having front porches and garages on the alley.

Houses vary in size and many of them sit on two or three small lots, typical of late 19th-early 20th century town subdivisions. There are no large tracts of undeveloped land, but there are many existing lots that can be made buildable through boundary line adjustments. Thus, there is the potential to increase densities through in-fill development, redevelopment, and accessory dwelling units.

Infrastructure: Infrastructure (streets, sewer, water, and storm drainage pipes) exists throughout the subarea, but it is old, approaching the end of its useful life, and is in need of repair,

replacement, or upgrading. The storm system has been improved, having once drained directly into the Stillaguamish River with no detention or treatment. Old-Town now drains into a constructed wetland, (Old-Town Stormwater Wetland). The wetland was constructed in 2013.

Parks: There is one community park in the Old-Town: Terrace Park. In addition, there are four school yards, some of which have play equipment, some of which have developed play fields, and all which have unstructured play fields. Additional parks are still deemed necessary for this area. See Chapter 7 for a thorough description of these recreation facilities.

Critical Areas: With the exception of a few steep slopes there are no Environmentally Critical Areas on the upper plateau (essentially, the built area) since most were obliterated 100 years ago. The steep slopes are currently forested and provide screening between the OTBD and the residential uses of Old-Town and contribute environmentally in terms of habitat, climate control, and stormwater infiltration.

There is one area of note that does contain critical areas, that being the Graafstra Farm. This area was annexed to the City since the last Plan update. Most of the farm's structures are set on an upland hill that juts out into the floodplain. There are steep slopes here, as within other parts of town. Additionally, most of the farmed land sits in the Stillaguamish Southfork floodplain and is adjacent to the river. The lowlands are zoned Public/Semi-Public and the uplands are zoned High Density Residential.

2015 Planning Issues: The Old-Town area is an area that could absorb higher densities through in-fill, mixed use, cottage housing or similar mechanisms. Doing so, however, will require that regulatory or other tools be put in place to preserve the historical architectural character that helps to define Arlington's community image.

Old-Town Business Districts

Location: At 198 acres, the Old-Town Business District (OTBD) subarea makes up 2.9% of the planning area. The OTBD is generally bordered by the Stillaguamish River on the north, Highway 9 on the west, and the Old-Town subarea to the south and east. The Arlington Old-Town Business District is comprised of three subdistricts: OTBD-1, OTBD-2, and OTBD-3. As described below, there are land use and development distinctions between all three subdistricts that should be considered in formulating the blueprint for downtown. However, there are also some overall issues that need to be addressed for the downtown as a whole.

OTBD-1 Existing Uses: This district represents the heart of Arlington and includes the City's

historic “Main Street” (Olympic Avenue, which was formerly named Railroad Avenue). The design of both its public realm (publicly owned spaces such as rights-of-way and parks) and private realm (properties developed under private ownership), work together to create a strong sense of place and identity. Olympic Avenue was upgraded in 2007 to include new wide sidewalks, street furniture, unique street lighting and crosswalk design. The historic buildings along Olympic Avenue are adjacent to the street and to each other, forming a contiguous street wall that actively engages the street.

The OTBD-1 has historically held a variety of uses: national retail chains, small mom-&-pop specialty stores, restaurants, mixed uses (residences on upper floors), civic and cultural uses, entertainment, etc. In the last several decades, however, most of the larger, national chains have relocated to the suburban commercial areas. Though there is little land available for development, there is opportunity for redevelopment and improvement to existing buildings. The City owns about four (4) acres of undeveloped land fronting on about two blocks of Olympic Avenue.

OTBD 2 Existing Uses: OTBD-2 basically runs along West Avenue, SR-9, and Division Street. It is characterized by commercial buildings from the 1960s and 70s, older single-family houses (some of which have been converted to commercial uses), and a few vacant parcels (though on the west side of SR-9 there are some larger parcels currently housing farm and single-family residential uses). Most commercial buildings accommodate parking off-street as opposed to on-street like in OTBD-1.

OTBD-3 Existing Uses: OTBD-3 is generally that area between Division Street (or Burke Avenue east of Broadway Street) and the Stillaguamish River. Uses include a mix of older single-family residential homes, apartment buildings, mid-sized commercial buildings, a district court, and other small businesses. The City’s water, sewer, and stormwater facilities are located here.

There isn’t much vacant land available; however, there is a lot of opportunity for infill and redevelopment.

Infrastructure: Much of the infrastructure in the Old-Town Business District is in need of repair, replacement, or upgrading. Olympic Avenue was remodeled in 2007 and other piecemeal infrastructure improvements have occurred as funding becomes available.

Parks: There are two community parks in the OTBD: Haller Park and Legion Park. See Chapter 7 for a thorough description of these recreation facilities.

Critical Areas: With the exception of steep slopes, there are no Environmentally Critical Areas in

the Old-Town Business District. The steep slopes are forested and provide screening between the OTBD and the residential uses of Old-Town and contribute environmentally in terms of habitat, climate control, and stormwater infiltration.

2015 Planning Issues: The City will continue to pursue an economic development strategy for OTBD-1. This will involve review of existing regulations and amendments to achieve the economic and community vision. Topics of discussion include:

OTBD-1

1. Appropriate types of uses in OTBD-1, including the extent of civic and municipal functions.
2. Remodeling, redevelopment, or new development that furthers the goals of our economic development strategy.
3. Enforcement of existing rules, including building and property maintenance.
4. Attraction of more people to the downtown during more hours of the day.
5. More mixed uses (first floor commercial, upper floors residential) in OTBD-1.
6. Public infrastructure improvements, added or improved.
7. Availability of parking-both on-site and on-street.
8. Economic opportunities with Centennial Trail.

OTBD-2

1. Appropriate types of uses in OTBD-2.
2. District theme and building appearance (OTBD-1 may be the model).
3. Surface parking lots.
4. Mixed use development.
5. Riverfront commercial development.
6. Buffering the treatment plant from conflicting activities while providing for future expansion.

OTBD-3

1. Stillaguamish Tribe claims that one of its largest ancestral villages lay where Haller Park now is. Care will need to be taken in planning or developing this area, with appropriate archaeological studies being conducted and consideration given to any findings.
2. Frontage on the river. Possible redevelopment into a riverfront commercial use.
3. Aesthetic improvements to public parking lots, making them more desirable to use.
4. Enforcement of existing rules, including building and property maintenance. Incentives to get property owners to fix up their buildings.
5. Opportunities to provide more or better trails, sidewalks, and paths to connect parking, shopping, jobs, schools, and the adjacent neighborhoods.
6. Bike trails to other areas of the City.

Arlington Bluff Subarea

Location: With 451 acres, the Arlington Bluff Subarea makes up 7.9% of the 2015 planning area. Bordered on the north by steep slopes and the floodplain, and on the south by the industrial area and airport, this scenic residential district meanders along the bluff overlooking the Stillaguamish Valley.

Existing Uses: Some of the best view property in Arlington is found here. It contains predominately single-family residential uses (some older, some newer), though there are some undeveloped commercial properties along SR-530 and 211th Street. There are still some unannexed areas that are developed and undeveloped.

Infrastructure: Due to recent development, sewer, water, and other utilities are available in most of this subarea. One exception is the area north of 188th Street, though it is anticipated development will soon extend utilities to this area as well. There are still quite a few homes on wells and septic systems in the area between the cemetery and SR-530 west of 67th Avenue.

Streets in the newer areas are generally up to standards, but there are several older County subdivisions that have substandard roads, with no sidewalks or other frontage improvements. Additionally, substantial portions of Cemetery Road/188th Street still need to be widened and improved to bring it up to its Local Collector standard.

Parks: There is one community park in the Arlington Bluff subarea: High Clover Park. (See Chapter 7).

Critical Areas: Environmentally, the biggest issues are the steep slopes and drainage on the lower valley properties. The steep slopes are currently forested and provide screening between the urbanizing area and the Stillaguamish Valley and contribute environmentally in terms of habitat, climate control, and stormwater infiltration.

2015 Planning Issues: In the 2005 Plan, there was concern over future growth conflicting with airport clear zone operations. These have been resolved and compatibility regulations are in place.

As with other subareas, a major challenge is how to connect neighborhoods and road systems in an effective and economical manner. There are numerous dead-end streets that should be connected. Also, the City has developed trails in several locations and there should be a continuous effort to link people with the commercial, park, school and other destinations.

Among other issues:

1. Annexing those portions of the subarea that haven't been annexed into the City.
2. Minimize drainage impacts on valley properties.

3. Septic system failures in Pioneer Estates and elsewhere.

Kent Prairie Area Subarea

Location: At 353 acres, the Kent Prairie Subarea makes up 5.2% of the 2015 planning area. This subarea is bordered by the top of the valley slope on the north, the city limits/UGA on the east, the bottom of the valley slope on the south, and boundaries of the General Commercial zone just west of SR-9 on the west. It basically includes the low-lying valley floor (once a working farm) as well as some of the slopes surrounding it.

Existing Uses: This subarea has some unique strengths as well as challenges. One of its strengths is its topography: Being in a small valley and surrounded on most sides by hills, it has the appearance of being a neighborhood unto itself. It also has good access because it is located at the intersection of a State highway and an arterial that serves a large rural area to the east. It has an elementary school, a large park (though mostly undeveloped), and a commercial center. There is also a good mix of residential types, including single-family residences, apartments, mobile homes, and assisted care facilities. There are still a large number undeveloped parcels, both commercial and high density residential.

Infrastructure: Utilities, streets, and other infrastructure are in good shape, being relatively new. The City does have a water reservoir on the eastern slopes.

Parks: There is one community park in the Kent Prairie subarea: Jensen Park. In addition, there is a schoolyard which has play equipment and unstructured play fields. (See Chapter 7).

Critical Areas: A strength that is also a challenge is that there are several important salmon-bearing creeks and large wetlands throughout the area. These include Portage, Prairie, and Kruger Creeks.

Since the 2014 Oso disaster, there has been increased attention to potential hazardous slide areas. In 1994, a fairly large landslide occurred on property that was being developed east of Burn/Stillaguamish Roads. There have been several discussions since 1994 on what could be done with it, but as yet it seems infeasible (or too costly) to stabilize the slopes. This is indicative of the need to identify where slide prone areas exist and what the regulatory response should be. In the post-Oso period, Arlington will participate in efforts to protect these areas, including the Burn Road property in the Kent Prairie subarea.

2015 Planning Issues: In the 2005 Plan, there was concern over future residential and commercial growth conflicting with each other. The City is satisfied that protections exist for this.

Protections for creeks and wetlands have also been put in place. A mix of housing types – a goal in 2005 – is meeting with success.

Again, a major challenge is how to connect neighborhoods and road systems. Physical connections in the Kent Prairie area may be an insurmountable challenge because of past development trends and the topography of the area. Additional development of the City's trail system may provide more bicycle and pedestrian links however. Special attention must be paid to clean up and maintenance of the Zimmerman Hill Trail in the subarea.

West Arlington Subarea

To better organize growth and infill development west of the Arlington Municipal Airport, a West Arlington Subarea Plan (WASA) was developed and adopted in 2011. The 1057 acre Subarea combined four former subareas—Smokey Point, SR 532 Corridor, West Bluff, and Island Crossing. The 2011 Plan described the overall area as a “segregated mix of agriculture, commercial and residential with most of the area zoned for highway commercial and moderate residential density”. It envisioned a future with emphasis on “human place” and livable places in harmony with the natural environment. It also described West Arlington as a future TDR receiving area for higher density, mixed use development next to stable single-family neighborhoods.

The overall subarea plan has now reverted back to the four prior subarea plans. Many of the tools and concepts of the 2011 WASA Plan have been made a part of those smaller area plans, however each smaller area has been planned in a manner that recognizes the unique characteristics and needs for each.

The key planning issues identified for the area were generally as described below in the original subareas:

1. Wetlands and floodplain within Island Crossing and West Bluff.
2. Steep slopes the eastern periphery.
3. Transportation infrastructure not up to urban standards.
4. Unsafe pedestrian “realm”.

And the need for:

5. Community focus and connectivity with rest of Arlington.
6. Sprawl “repair”.
7. Limited arterials.

8. Parks and trails.

The 2016 Plan update considered these challenges and characteristics as well as the following aspirations:

The WASA Plan lists several initiatives for the future, but without a specific implementation strategy. Components would include:

1. Principles of new urbanism:
 - a. Walkability.
 - b. Connectivity.
 - c. Mixing land uses.
 - d. Variety.
 - e. Quality architecture & urban design.
 - f. Traditional neighborhood.
 - g. Compact design.
 - h. Sustainability.
 - i. Preservation.
2. Form-based codes:
 - a. Regulating plan (zoning map).
 - b. Civic space standards.
 - c. Building configuration standards.
 - d. Building type standards.
3. "Public Realm" Improvements:
 - a. Roads
 - i. Road plan (See Figure 2-5).
 - ii. Roundabouts.
 - iii. I-5 interchange at 188th Street.
 - iv. Bicycle lanes.
 - v. Streetscape standards.
 - vi. Prohibition of dead-end or gated streets.
 - vii. Landscape medians and street trees on arterials.
 - viii. Unique street lamp design.
 - ix. Traffic calming.
 - x. Underground utilities on arterials.

4. Block standards:
 - i. Different standards for different locations (“transects”).
 - ii. Intersection spacing to encourage pedestrian use.
 - iii. On-street parking.
 - iv. Bicycle Lanes.
 - v. Landscape strips.
5. Gateways signing and other features for neighborhoods and major arterials.
6. Civic spaces:
 - a. Parks.
 - i. Plazas.

The 2005 Comprehensive Plan: In the City’s 2005 Plan, the following neighborhood goals for each West Arlington subarea were identified:

Smokey Point/SR-531 Corridor

1. Enhance the area as an entrance to the City.
2. Better road and trail connections.
3. Transportation links to Marysville.
4. Widening of SR-531.
5. Corridor design and streetscape.
6. Improve access to bus service.
7. Coordinated services with Marysville.
8. Fire flow.
9. Protection of the Quilceda-Allen Creek.
10. Buffers between residential and commercial/industrial development.

Smokey Point Neighborhood

1. Mix of older and newer homes.
2. Variety of densities and building types.
3. Higher density housing potential.
4. Areas available for development.
5. Rural infrastructure.
6. Low water pressure.

7. Lack of street frontage.
8. One park. More needed.
9. No community focal point.
10. Connections to rest of community needed.
11. Noise mitigation needed along I-5.
12. Drainage facilities in neighborhoods and Smokey Point Boulevard.
13. Smokey Point Boulevard improvements needed: streetscape, widening, drainage.

West Bluff

1. Undeveloped or underdeveloped.
2. Older homes on large lots.
3. Sewer not extended to all of area.
4. Many homes are still on wells.
5. Roads not developed to City standards.
6. No curb, gutter, sidewalks, and planter strips.
7. No community parks.
8. Steep slopes.
9. Trails, bike trails and sidewalks.

Island Crossing

1. Relatively undeveloped agricultural land,
2. A few older farmhouses and barns.
3. Several highway oriented businesses.
4. Roads not up to urban standards.
5. Served by sewer and water with significant upgrades needed for development.
6. 100-year floodplain. Frequent flooding.
7. No drainage facilities.
8. Fish bearing creeks and critical areas.
9. The Stillaguamish Tribe property desires City sewer and water services and intersection improvements.

The City's Capital Improvements Plan and development regulations were updated in 2017 to prioritize improvements and present a more organized development pattern in these four neighborhoods and citywide. The City will adopt a more specific implementation plan as part of

this 2017 Plan amendments, although these will occur over time on a prioritized basis.

Hilltop

Location: At 1,305 acres, the Hilltop Subarea makes up 19% of the 2015 planning area. This subarea is roughly bordered by Portage Creek and SR-9 on the east, 168th Street on the south, 67th Avenue on the west, and Kent Prairie subarea on the north.

Existing Uses: This subarea basically includes all the residential areas up on the plateau, including Gleneagle, Crown Ridge, the Magnolias, etc. There is also undeveloped commercial land at the intersection of SR-9 and SR-531, and a residential area and commercial/mixed use area being brought into the UGA to the south and east of SR-531. Two schools (high and elementary) are also located in this subarea.

Infrastructure: For the most part infrastructure is in good shape, as this is one of the newer developed areas in Arlington. However, the whole area of Arlington Terrace, developed as 5-acre lots, is on a private water system, septic systems, and private roads. This area could never develop to its planned densities unless additional urban infrastructure is installed. Also, it is anticipated that both State highways will be widened in the future.

Parks: There are 14 neighborhood parks in the Hilltop subarea: Gleneagle IVE Park, Gleneagle 1-3 Parks, Wedgwood Park, Crown Ridge 1-5 Parks, Highland View Estates Park, Eagle Heights Park, Zimmerman Trail, and Pioneer Park. In addition, there is Pioneer Elementary, which has play equipment and developed and unstructured play fields. (See Chapter 7)

Critical Areas: There are quite a few streams that run through this area, as well as wetlands. Prairie and Portage Creeks both have their headwaters here. There are also some steep slopes along some of the creeks' ravines.

2015 Planning Issues: The key planning issue in the Hilltop Subarea is to complete a "high-level" master plan for the future Lindsay annexation. This represents an opportunity for mixed use or mixed density housing. In 2004, the City Council voted to support the roughly 100 acres south of 172nd being included in the UGA, with the following condition:

"The area should be planned using the Planned Neighborhood Development tool found in the Land Use Code. Additionally, the City should develop a new land use designation and zone with a minimum parcel size of 9,600 square foot for use in these areas. We should consider a mix of densities in these new areas, including some multi-family residential areas as well as these new larger lots. We should also pre-plan

the transportation system, areas for community parks, utilities, and other necessary infrastructure and land uses. The City should enter into some sort of development contract with the property owners to implement this goal.”

The City plans to work with property owners in developing a “high-level” master plan in order to help the annexation and development process of this unincorporated area.

Towards the north end of the subarea in the Arlington Terrace Neighborhood, there is no pressing need to resolve density increases or infrastructure improvements in the area, although these could be considered density reserve area for the future.

Trail connections are also a priority for the Hilltop Subarea, particularly along 172nd Street where pedestrians and vehicles co-exist in close proximity to one another.

Southfork

Location: At 72 acres, the Southfork Subarea makes up 1% of the planning area. This subarea is located on the eastern edge of the City, just north of the Brekhus/Beach Subarea and Tveit Road, and just east of the Old-Town Residential Subarea. At this time, the subarea is completely outside of city limits but within the City’s Urban Growth Area.

Existing Uses: This area is comprised solely of single-family residential dwellings on relatively large lots (half-acre plus).

Infrastructure: The majority of roads within this subarea are below urban standards as they lack curb, gutter and sidewalk. The majority of lots are on septic as sewer lines don’t extend through the subarea.

Parks: There are no parks within this subarea however Eagle Creek Elementary lies directly to the north and has recreational facilities.

Critical Areas: There are steep slopes toward the eastern edge of the subarea that run north to south. A portion of the subarea lies within the floodplain of the south fork of Stillaguamish River.

2015 Planning Issues: The key planning issues for this subarea are annexation and the extension of sewer lines. Attempts are being made to annex the area into the City; however, if residents are unable to agree to annexation, it may warrant further discussion of removal of this subarea from the City’s Urban Growth Area. The extension of sewer lines throughout the area will be costly and existing lots that are subdividable will only be able to yield a few lots because of their relatively small size (for rural lots).

Brekhus/Beach (formerly Burn Hill and portion of Southfork)

Location: At 337 acres, the Brekhus/Beach Subarea makes up 5% of the planning area. This subarea is located on the eastern edge of the City, roughly bordered by Portage Creek on the west (the chasm as it climbs the hill), 190th Street NE on the south, and Tveit Loop Road on the north. In the 2005 Plan, this area was referred to as Burn-Hill and part of Southfork. This area annexed in 2007 (see Ord. 1415) as part of the City and County's TDR² program (see discussion below and Page 3-4).

Existing Uses: This subarea is comprised solely of single-family residential uses on large lots (5 to 40 acres).

Infrastructure: Currently the infrastructure in this area is developed to Snohomish County rural standards and is maintained by the City. As a condition of annexation, a master development plan was to be prepared by the owners, which would have included an infrastructure plan including a financial element. The City assisted land-owners in developing a "high-level" master plan (Figure 2-22) to help guide development of the subarea. Until then the subarea will remain rural in character. One neighborhood, Quall Ridge, has been developed at the south end of the subarea because it was platted under the County's jurisdiction prior to annexation by the City.

Parks: There are currently no parks in the Brekhus/Beach subarea. Open space will be planned at such time as a master development plan is presented by owners.

Critical Areas: There are two fish-bearing streams (Portage Creek and Eagle Creek) that run through this area, along with their associated wetlands. There are also some steep slopes along some of the creeks' ravines which will require sensitive design of roads as part of the master development plan.

2015 Planning Issues: There are numerous planning issues with the Brekhus/Beach Subarea as a result of a failed TDR program for the Stillaguamish Valley. The Brekhus/Beach Subarea was not originally slated to be included in the City's UGA during the County's 2005 Plan update, but was designated as a Transfer of Development Rights (TDR) Receiving Area. The TDR plan was to allow the property owners to purchase development rights from the TDR Sending Area (Stillaguamish Valley), which would allow the property to come into the UGA sooner than the next 10-year (2015) update. The community would benefit from having agricultural uses preserved in the Sending Area.

² Transfer of Development Rights

As noted before, in 2015 the TDR effort did not have the intended effect. Developers in the Brekhus/Beach Receiving Area, who would purchase the development rights from agricultural landowners in the Sending Area, failed to reach agreement on the value (price) of the TDR credits resulting in an inability of the Brekhus/Beach subarea to attract a master plan sponsor. Without a sponsor or a plan, higher density urban development and the infrastructure needed to serve it was not feasible.

In the meantime, the area was annexed to the City and is now assumed to be a part of the buildable lands inventory. The City faces a paradox where the Growth Management Act requires that lands within Urban Growth Areas be developed at urban densities (4+ houses per acre), but there is no market or infrastructure financing available to achieve that level of development. Only a density of 20,000 square feet per parcel is permissible without sewer or other facilities.

This conundrum was one of the major planning issues for the City during the 2015 update and is certainly the major issue for the Brekhus/Beach Subarea. The solution is to retain the long term objective of urban densities in the Subarea and to develop a “high-level” infrastructure and development plan, so that when a master plan under the Master Planned Neighborhood zoning is brought forward by a developer, the area is ready for development in a cohesive cost-effective manner. The City will work with owners and future developers to achieve this buildable lands goal.

Manufacturing Industrial Center (MIC)

The Manufacturing Industrial Center extends from the southern edge of downtown, beyond the airport and 172nd into Marysville’s planning area. The Arlington portion of the MIC is comprised of 2287 acres (31% of the UGA). The Marysville portion contains 1732 acres. The MIC is the center of activity not only in Arlington, but the whole north County area. It is in fact a part of the North Puget Sound Manufacturing Corridor which potentially targets the MIC area for up to 77,000 jobs.