2015 COMPREHENSIVE PLAN

Adopted 7.06.15

City of Arlington

"A city is not an accident but the result of coherent visions and aims."

— Leon Krier, *The Architecture of Community*

2015 COMPREHENSIVE PLAN

City of Arlington, Washington

Adopted by the Arlington City Council
July 6, 2015

Prepared in accordance with the Washington Growth Management Act – RCW 36.70A – and the State Environmental Policy Act – RCW 43.21C. The Plan was also prepared with Washington Department Guidelines for updating comprehensive Plan. See Appendix D.

Cover Photo: *An old trestle bridge (now Centennial Trail) spans the Stillaguamish River enroute to the City. Photo taken by local resident Connie Hoge. Used with permission.*

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Acknowledgements

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Vision Statement

The principal theme of the Vision Statement is that the City of Arlington would like to maintain its character and identity - the "small town" atmosphere. The overall goals listed in Chapter 3 are essential for maintaining a satisfactory quality of life for Arlington. These goals will endure as the Comprehensive Plan is implemented. As the Comprehensive Plan is updated to account for changing conditions the goals in the Vision Statement will provide direction for such revisions.

The City of Arlington will meet its challenge to accommodate regional growth by preserving the best a small city has to offer and by extending this "best" into new development and growth plans. The City will strive to balance growth by safeguarding our standards and values as we encourage economic growth to safeguard our future.

Even as the City evolves into a stronger commercial center, it will continue to retain the feel of its small town rural heritage. To this end, our vision focuses on the City's setting, its economy, social fabric, mobility and housing.

The Setting: Arlington is located where the north and south forks of the Stillaguamish River join. The City's northern/northwestern edge overlooks the Stillaguamish River Valley; its eastern side looks toward the Cascade foothills; and we border I-5 on the west and Marysville on the south.

The Economy: Arlington's future depends on its economic base keeping pace with other development. Citizens thrive when jobs are available and the necessary amenities are in place to improve their quality of life. To pay for this quality of life, our retail base must be secure and growing. It must also be able to pay for the infrastructure needed to fuel industrial growth.

The Social Fabric: Citizens establish the City's values, sense of place, and quality of life. In return they need cultural opportunities, recreational activities, educational resources, and entertainment for a full life.

Mobility: Our goal must be to provide mobility within the City and access to our county, state and federal transportation systems.

Housing: Arlington values its neighborhoods and hopes to pass on these values as new developments are built. We recognize the need to provide housing for all income ranges.

Summary: Because of Arlington's proximity to population centers and the freeway, growth is inevitable, but not necessarily as a bedroom community. Arlington will strive to maintain a small city identity, a high jobs-to-housing ratio, thriving commercial districts, safe neighborhoods, an expanding airport, a healthy hospital, a beautiful environment, great services, ample recreational opportunities, and a pride that most cities seldom experience. We want our citizens to continue to see Arlington as a caring community.

Chapter 1: Introduction

1 Introduction

1.1 LAYOUT OF THIS PLAN

The chapters following this introduction contain the 2015 Comprehensive Plan for the City of Arlington.

For ease of use, it is broken into three main components. The first component is comprised of Chapters One through Three. These three chapters contain the City's Vision Statements, Maps, and Policies.

The second component is comprised of Chapters Four through Ten which contain the background information behind the goals and policies.

The third component is Appendices A through E inclusive of a glossary of terms, the procedures for the siting of essential public facilities, plan consistency with countywide planning policies, the Department of Commerce Checklist, information about Arlington's natural environment, and the environmental review of this plan (SEPA).

1.2 VISION STATEMENT

The City of Arlington will meet its challenge to accommodate regional growth by preserving the best a small city has to offer and by extending this "best" into new development and growth plans. The City will strive to balance growth by safeguarding our standards and values as we encourage economic growth to safeguard our future.

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The principal theme of the Vision Statement is that the City of Arlington would like to maintain its character and identity - the "small town" atmosphere. The overall goals listed in Section 3.2 are essential in maintaining a satisfactory quality of life for Arlington. These goals will endure as the Comprehensive Plan is implemented. As the Comprehensive Plan is updated to account for changing conditions the goals in the Vision Statement will provide direction for such revisions.

1.3 PLAN OBJECTIVES

In the 1995 Comprehensive Plan the City Council adopted a vision statement as presented by the Select Committee established to write the plan. The Vision Statement, above, is still as appropriate today as it was when it was first adopted. The principal theme of the Statement is that the City of Arlington would like to maintain its character and identity, or simply put, a "small town" atmosphere. The overall goals found in the third chapter of the plan are essential in maintaining this atmosphere and a fine quality of life for our citizens. As the Plan is implemented the goals will provide direction and guidance.

We would, as a City, like to remain the same, but on a larger scale with the same amenities now treasured by our present citizens. We want to preserve our community-oriented character. We want our citizens to be able to find the type of housing they want and can afford and insure that they be able to work and shop locally. Excellent municipal services, facilities, and infrastructure need to be provided without overtaxing our citizens.

To the West and North of our city limits lies the Stillaguamish Valley. It is fertile farmland within the flood plain of the Stillaguamish River. As an awe inspiring entrance to our City, it is unequalled.

We will be tested at times during the next twenty years as we fit more citizens into less space. But the rewards will be great as we look westward at a preserved Stillaguamish Valley and inward to a balanced residential and job-creating community. Safe, well-kept neighborhoods

and commercial areas are the ultimate goal of this plan and will continue to be so as we step forward into a bright future.

1.4 IMPLEMENTATION PROGRAM

The following chapters outline how well the City is positioned to achieve its goals and targets by 2035. The Growth Management Act requires that where targets are achievable, an implementation strategy be presented, including proposed code revisions, projects, specific policies and programs. Where targets (population, employment, housing, buildable lands, etc.) are in some jeopardy, a set of "reasonable measures" should be developed. These may be the same as implementation measures. The objective is to make the community's plan workable.

In 2015 the following Plan implementation strategies are adopted as part of the GMA update. The list will be updated annually.

City Land-Use Code Changes (Title 20)

1. Reform the City's entire Land-Use Code. Specifically:
   - Revise existing regulations to incentivize Cottage Housing.
   - Combine RMD and RMLD land use designations/regulations into one RMD land use designation.
   - Develop and adopt a Design-Based Code to implement the adopted West Arlington Subarea Plan.
   - Revise the permissible-use table to add clarity and consistency.

These code changes are not required for compliance with GMA requirements. They will be developed after Plan adoption in June, 2015.

UGA Boundaries

1. Expand the City's UGA boundary to include the King-Thompson area west of Interstate-5.

Land Use Map

1. Remove the TDR overlay designation from the Brekhus/Beach Subarea.
2. Combine the RLMD and RMD land-use designations into one RMD designation.

Neighborhood Plans

1. Develop design standards for the Old Town Business District and the Old Town Residential District.
2. Develop "high-level" master plans for Brekhus/Beach Subarea and future Lindsay Annexation area within the Hilltop Subarea.
3. Complete annexation in the Hilltop Subarea.
4. Review the following "emphasis areas" for further planning strategies:
   a. West of I-5 in the proposed UGA expansion area.
   b. SR9/172nd St, in the Lindsay annexation area.
   c. Airport Business Park.
   d. Arlington-Marysville Manufacturing Industrial Center.

e. Island Crossing and Stillaguamish property.
   Adopt Amend the West Arlington Subarea Plan (WASA) to include an implementation plan.

Environmental Protection

1. Identify areas of potential slide hazards (e.g. Burn Road/Stillaguamish Avenue) and determine regulatory or other protections.

Economic Development

1. Participate in Stillaguamish Valley Economic Development Plan.
2. Participate in PSRC regional centers study.
3. Pursue conceptual master plan of Manufacturing Industrial Center with Marysville, EASC and property owners.
4. Review zoning in underdeveloped commercial centers (e.g. Kent Prairie, Hilltop) to find incentives for development.

Transportation

1. Develop street networks within the Brekhus/Beach Subarea, the future Lindsay Annexation Area, and the King-Thomspon UGA expansion area.

Plan and Project Review

1. Reports, plans, project reviews or other actions by the City will contain an analysis of the GMA Plan and policies to ensure consistency or describe variations.
2. Reports, plans, project reviews or other actions by adjacent jurisdictions will be reviewed against the Comprehensive Plan, with comment being provided to the decision-makers.

1.5 DOCUMENTS ADOPTED BY REFERENCE

The City of Arlington Comprehensive Plan incorporates by reference the following documents:

- 2005 Arlington GMA Comprehensive Plan, except as otherwise amended by the 2015 Update.
- West Arlington Subarea Plan.
- Arlington Water Systems Plan.
- Arlington Sewer Systems Plan.
- Arlington Transportation Plan.
- Stillaguamish Valley Economic Development Plan.
- Snohomish County Countywide Planning Policies, June 2013.
- Multi-County Planning Policies.
- PSRC Vision 2040.
- PSRC Transportation 2040.
- PSRC Industrial Lands Analysis, 2015.
- Updated Regional Transportation Demand Management Action Plan.
- Updated Transportation 2040 financial strategy.
- Coordination with planned Community Transit services.

- Coordination with Sound Transit planning.
- Puget Sound Cleans Air Agency Growth Management Policies.
- Regional Open Space Strategy.
- International Building Codes, including Fire Code.
- Puget Sound Water Quality Management Plan.
- NPDES Phase II Stormwater permit.
- 2012 Stormwater Management Manual for Western Washington.
- Lakewood School District Capital Facilities Plan.
- Arlington School District Capital Facilities Plan.

The documents listed will have direct influence on decision-making where provisions are prescriptive. Where advisory only, the documents will be balanced with other policies, regulations and priorities.

1.6 RE-ASSESSMENT PROCESS

The Comprehensive Plan includes a Capital Facilities Element (Chapter 9) and Transportation Element (Chapter 8), each describing how infrastructure will be developed concurrently with growth. The City may not be able to finance all proposed capital facility projects. This will be assessed annually. Where capital facility shortfalls affect concurrency, the following are the options available:

- Increase Revenue
- Decrease Level of Service Standards
- Decrease the Cost of the Facility or Reduce the Scope of the Project
- Decrease the Demand for the Public Service or Facility
- Reassess the Land Use Element

In deciding how to address a particular shortfall, the City will balance the equity and efficiency considerations associated with each of these options.

1.7 Growth Management Act

In 1990, the Legislature enacted the Growth Management Act (GMA) to guide and coordinate local planning. The GMA recognizes the diversity of growth management challenges facing Washington's large, urban, small, and rural cities/counties and establishes distinct planning requirements for all cities/counties that vary depending upon population and growth rates. Local plans must be consistent with and supportive of the planning goals outlined in State law:

1. ***Urban Growth*** - Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.
2. ***Reduce Sprawl*** - Reduce the inappropriate conversion of undeveloped land into sprawling, low density development.
3. ***Transportation*** - Encourage efficient multi-modal transportation systems that are based on regional priorities and coordinated with county and city Comprehensive Plans.
4. ***Housing*** - Encourage the availability of affordable housing to all economic segments of the population of this State; promote a variety of residential densities and housing types; and encourage preservation of existing housing.
5. ***Economic Development*** - Encourage economic development throughout the State that is consistent with adopted Comprehensive Plans; promote economic opportunity for all citizens of this State, especially for unemployed and for disadvantaged persons; and encourage growth -- all within the capacities of the State's natural resources, public services, and public facilities.
6. ***Property Rights*** - Private property shall not be taken for public use without just compensation having been made. The property rights of landowners shall be protected from arbitrary and discriminatory actions.
7. ***Permits*** - Applications for both State and local government permits should be processed in a timely and fair manner to ensure predictability.
8. ***Natural Resource Industries*** - Maintain and enhance natural resource-based industries, including productive timber, agricultural, and fisheries industries.
9. ***Open Space and Recreation*** - Encourage the retention of open space and development of recreational opportunities; conserve fish and wildlife habitat; increase access to natural resource lands and water; and develop parks.
10. ***Environment*** - Protect the environment and enhance the state's high quality of life, including air and water quality, and the availability of water.
11. ***Citizen Participation and Coordination*** - Encourage the involvement of citizens in the planning process and ensure coordination between communities and jurisdictions to reconcile conflicts.
12. ***Public Facilities and Services*** - Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards.
13. ***Historic Preservation*** - Identify and encourage the preservation of lands, sites, and structures that have historical or archaeological significance.

Against this policy backdrop, the GMA invests local government with significant decision-making power. The City of Arlington strongly endorses the thrust of the GMA as an essential and responsible series of planning and interlocal coordination measures that, when implemented, will help direct community, regional, and statewide efforts to enhance Washington's quality of life, environmental protection, and economic vitality. The City of Arlington continually works to maintain a Comprehensive Plan that establishes a clear intent and policy base that can be used to develop and interpret local regulations consistent with the GMA.

This Comprehensive Plan was developed in accordance with RCW 36.70A.070 -- the Growth Management Act -- to address growth issues in the City of Arlington, the adjacent Urban Growth Area (UGA), and what is shown as our future growth areas. It represents the community's policy plan for growth over the next 20 years, through 2035. The City of Arlington is interdependent with many other communities. In such circumstances, the long-term planning for the City needs to be adapted to unexpected or rapid changes. Therefore, rather than simply prioritizing actions, this plan assists the management of the City by providing policies to guide decision-making. The plan includes the following Elements:

- Housing
- Land Use
- Transportation
- Park, Recreation, and Open Space
- Economic Development
- Public Services and Capital Facilities

All of the planning elements have been integrated into a single, internally consistent plan, updated to reflect changes since its last review in 2005. The City of Arlington believes the Comprehensive Plan, as a whole, will be effective in working toward the community goals in an economically feasible manner.

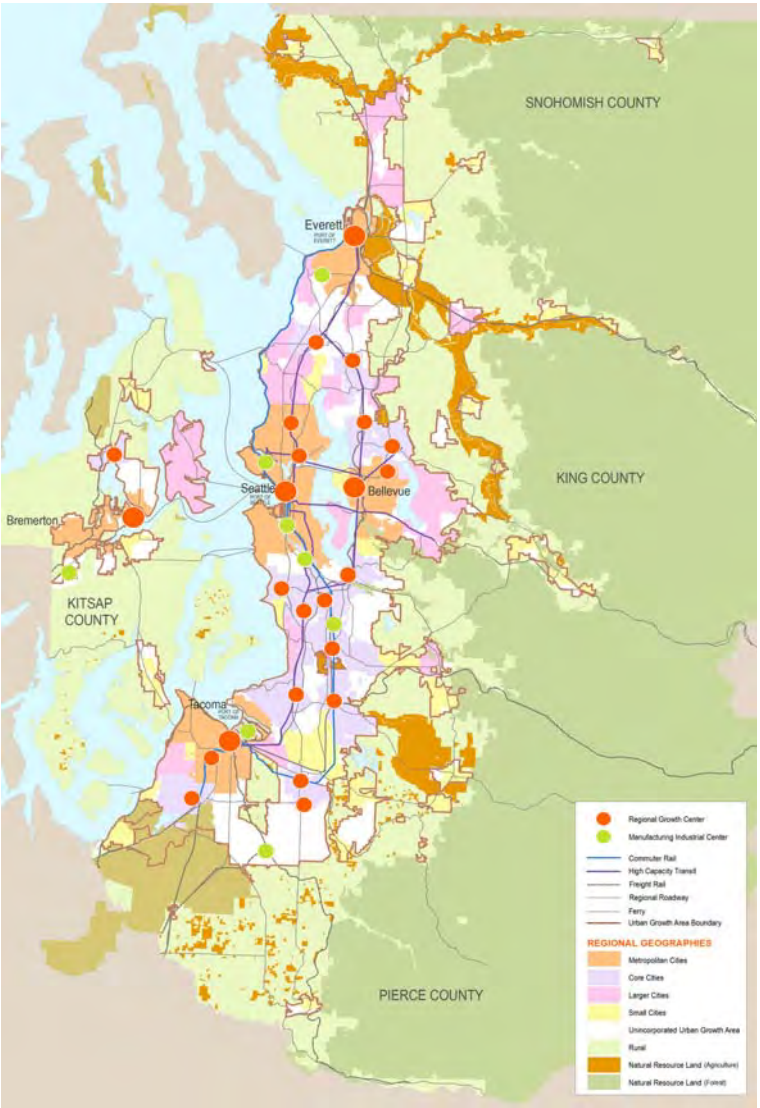
1.8 CONSISTENCY WITH OTHER PLANS

State law requires, and Arlington supports coordination of its Plan with those of neighboring communities and with regional and countywide planning policies.

1. Countywide Planning Policies

The GMA requires that each county planning under the act adopt countywide planning policies to which all comprehensive plans developed within that county must conform. The Snohomish County Countywide Planning Policies have provided guidance in the planning process and this Comprehensive Plan is consistent with them; in fact, those policies are adopted as Appendix C to this Comprehensive Plan.

2. County Comprehensive Plan



Snohomish County, like Arlington, must update its comprehensive plan every ten years. These processes took place concurrently. Arlington was an active participant in the work of the Planning Advisory Committee (PAC), Infrastructure Coordinating Committee (ICC) and Snohomish County Tomorrow (SCT) committees. Each is a component of the County's GMA planning effort. Arlington also participated in the review of the County's Comprehensive Plan update and provided comment to the Draft Plan and environmental impact statement. The updated Arlington Plan is consistent with the County document.

3. Puget Sound Regional Council's Vision 2040

In October of 1990, the Puget Sound Council of Government (PSRC) developed and adopted a growth and transportation strategy for the Central Puget Sound Region known as *Vision 2020*. It was eventually update as Vision 2040 and Transportation 2040. This strategy is aimed at reducing sprawl, air pollution, and traffic congestion by calling for the containment and densification of growth within designated growth centers, thus limiting the extent of sprawl into surrounding farmlands, forests, and open spaces. It concentrates new employment into about fifteen centers and connects the centers with a regional transit system. The vision emphasizes the movement of people through increased transit and ridesharing investments.

Through a collaborative process among jurisdictions in Snohomish County known as Snohomish County Tomorrow, Arlington was given the designation of "Urban Small City". Subsequent to the 2005 Plan adoption it was re-classified to "Larger" cities along with Marysville, Mill Creek,

Mountlake Terrace, Mukilteo and Monroe. Larger cities are intended to absorb significant population and job growth, with "Small" cities absorbing growth in a less intensive manner.

1.9 HOW TO USE THIS DOCUMENT

The Arlington Plan serves many purposes: to outline a vision for the community through 2035, to outline specific actions to accomplish the vision, to assist in the review of land use or capital investment decisions and to assist discussions by the City with neighboring communities on issues of mutual interest.

Future public or private projects and decisions will require an analysis of this Plan to measure consistency with the City's vision and policies. To use this document as the City's Comprehensive Plan, for the basic plan elements the reader is directed to the Chapter 1, the Figures and Maps (Chapter 2), and the Goals and Policies (Chapter 3). This is all that is needed to know what our future plans are. If one wishes to see the background supporting data and analyses on how these plans, goals and policies were developed, he/she is directed to the appropriate Element addressing the item being proposed.

The Plan is also an "integrated SEPA/GMA document" meaning that it serves both as a Plan and an environmental impact statement. Future actions that are consistent with the Plan policies and environmental findings will have reduced analysis needs and faster permit processing. To use this document in its capacity as a supplemental EIS for the Comprehensive Plan, the reader is directed to the project description (Chapter 1, Introduction), the description of existing conditions (Chapter 4, Description of Planning Area), the goals and policies (Chapter 3, Goals and Policies), the analyses of the plan and its environmental impact and the environmental findings (Appendix F, Environmental Impact Statement).

Over time, it is possible that some of the information will have become outdated. Such information may be updated during annual or eight-year periodic, Comprehensive Plan updates. Persons preparing an environmental checklist or other application document will be directed to the description of existing conditions (Chapter 4, Description of Planning Area), and the environmental impact analyses and environmental findings (Appendix F).

1.10 THE PAST AND PRESENT

Before looking forward to 2035, a brief look back will set the stage. The City of Arlington had last updated its Plan in 2008 because the City had changed dramatically since the previous plan was adopted in 2005. Recognition of the type of changes that are occurring and readiness to make decisions in light of such changes will allow the City to take advantage of positive opportunities and to address the effects on the quality of life.

In 2005, the population in the City has shifted away from the large single-family unit to include many smaller family units. The balance between the number of jobs and the number of housing units has shifted as the number of two-income families has increased. Concerns about environmental quality had also created a change in traditional land use practices as well as a preference for alternatives to the automobile. And, prior to the Great Recession, the economy was shifting away from land-intensive industries to light manufacturing and service industries. The end of the Recession will see those trends re-emerge.

In 2005, the City undertook an extensive public participation process to ensure the vision of the community expressed in the Comprehensive Plan reflected the needs and desires of the local population. In 2005, the City of Arlington was experiencing pressures from growth within its boundaries as well as from the more urbanized areas in the County, State, and other states. There was increasing demand for public facilities such as traffic improvements, police, utilities, and fire protection.

In 2015, growth pressures continue. The City has chosen to take a proactive role in attracting developments to meet the needs of the citizens, prioritizing alternative uses of land and public resources, and identifying in explicit terms the impact proposed developments will have on the community. This 2015 update continues the themes called out by the public in 2005 and adds those facts and figures that keep it current with 2015 trends. The 2005 Vision remains.

Population is expected to grow to almost 25,000 people by 2035, an almost 40% increase. Jobs are forecasted to grow to 12,224, although if the proposed Manufacturing Industrial Center (See Chapter 5) develops to its potential, up to 80,000 jobs will exist between Arlington's airport and central Marysville.

Where new residents will live is a significant issue in 2015. In 2005 and 2008, because of plans by the City and County to promote Transfer of Development Rights (TDR) as a tool for agricultural preservation and more compact urban growth inside the City, the eastern City limits (Burn Hill) were expanded and a master planned community was proposed. In 2015, those plans are still under discussion because of infrastructure issues. In its effort to show that sufficient buildable lands exist to handle population and job needs (a GMA requirement), the City is processing a UGA expansion west of I-5. This is discussed in greater detail in Chapter 5.

The City has updated it capital facility plans for water, wastewater and stormwater in the past few years and the City's ability to serve its customer (citizens, business and are contracted service areas) seems secure through 2035 (See Chapter 9). Road funding will present a challenge as the Burn Hill TDR area and future Manufacturing Industrial Center (MIC) rely on future funding sources for SR 531 and local arterial streets serving future development. The City is cooperating with the Stillaguamish Tribe in road and other improvements to accommodate each's land use planning along SR 530.

1.11 PUBLIC PARTICIPATION

The Public Participation Plan is included as Appendix H.

In developing the 10-Year update in 2005, the Planning Commission and City Council held numerous public workshops and hearings to take testimony from the public. Public notices and articles were printed in the Arlington Times and Everett Herald for all meetings as well as quarterly updates and announcements in the City's newsletter and on the City's website.

Through the visioning process the City identified the following opportunities that provide a basis for planning and the 2005 Plan:

- Maintain quality of life;
- Reduce land use conflicts and haphazard development;
- Maintain infrastructure;
- Determine what public services the City wants to provide and decide at what level of service it is willing to provide these services;
- Determine how to finance and pay for these public services;
- Determine how to acquire and spend public resources;
- Anticipate future expenditures;
- Build on current stewardship of land;
- Build on and take full advantage of existing assets.

Because the 10-Year update for 2015 was intended to update information while adhering to the 1995 and 2005 Vision, a less extensive public outreach program was used. It was assumed that the public was comfortable with the Vision and the greatest need was to ensure that current trends and information supported it. Once the technical analysis (population, buildable lands, employment forecasts, etc.) were confirmed and updated in the Plan, the Plan was taken to the public for discussion.

The City employed several means of involving the public and other stakeholders. These included use of the City's website to post updates, the City's Facebook and newsletter, posting copies at the Arlington library and City Hall; and direct communication with inquiries via e-mail.

The City Planning Commission is the ongoing steward of the Comprehensive Plan. In this role they provide advice and recommendations to the Mayor, Council, and City staff on planning goals, policies and future plans. Throughout the update process, the Planning Commission provided input to City staff with input regarding the Plan drafts, public participation, the preliminary and final environmental review documents.

City staff was available to answer specific questions by the public on a day-to-day basis. Audio recording of Commission and Council meetings were available to the public. Public hearings

were held by the Planning Commission in May and by the City Council in June. Each meeting was preceded by a workshop to allow informal discussion of the Plan with citizens.

The data used to develop this Comprehensive Plan are to the greatest extent possible the best available data. The City has also coordinated its plan with that of adjacent jurisdictions and agencies and the Puget Sound Regional Council (PSRC) (which also acts as the Regional Transportation Planning Organization (RTPO) and Master Planning Organization (MPO)] in order to achieve compatibility and consistency. In addition, the Comprehensive Plan has considered, and incorporated where applicable, the Growth Management Act's thirteen goals, listed below.

1.12 PLAN IMPLEMENTATION AND MONITORING

Adopted plans must contain implementation and monitoring procedures developed in order to establish a system for measuring progress in implementing the goals and policies. This process also prepares the City for updates in the future. These procedures address:

- Citizen participation in the process;
- Updating appropriate base-line data and measurable objectives to be accomplished in the first six-year period of the plan, and for the long-term period;
- Accomplishments in the first ten-year period, describing the degree to which the goals and policies have been successively reached;
- Obstacles or problems which resulted in the under achievement of goals and policies;
- New or modified goals and policies needed to address and correct discovered problems; and
- A means of ensuring a continuous monitoring and evaluation of the plan during the ten-year period.

Although adopted by ordinance, a Comprehensive Plan has traditionally been a policy document with the implementation carried through by land development regulations and other ordinances. However, the Growth Management Act has authorized action in a variety of innovative regulatory and non-regulatory implementation methods that should be considered. The City will continue its public education program following plan adoption in order to inform the entire community about the rationale and goals of the plan as well as the changes that will take place in the City because of the plan's implementation. Arlington believes that broad support for the plan is crucial for effective implementation.

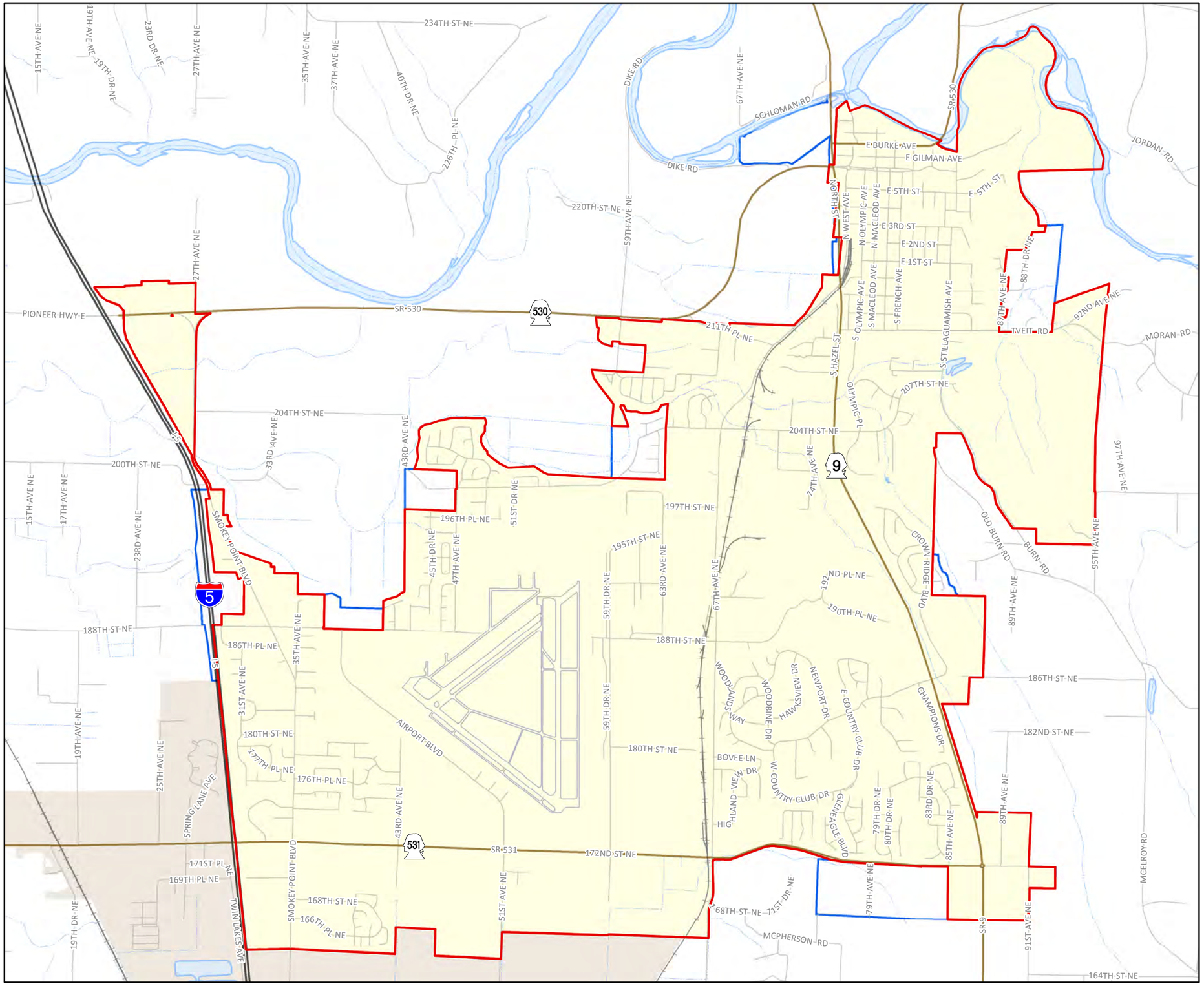
Development regulations must be updated to be consistent with the plan shortly after its adoption. In reviewing regulations for consistency, the City should ensure that the development patterns suggested in the plan are encouraged. In addition to the new development regulations identified in the land use plan other regulations will be enacted as necessary to implement the land use plan.

Planning is an on-going process, and improved data or changing circumstances will require amendments to the Comprehensive Plan. In particular, the plan will be updated once every ten years to reflect revisions to the Office of Financial Management population estimates and revisions to the Capital Facilities Plan. The update will also address any specific concerns, clarify inconsistencies that were identified during the decade, review the adequacy of the adopted level of service standards, and update any environmental information. In addition, every ten years the City will review the densities permitted and the usage of the land with the Urban Growth Area.

The City of Arlington is committed to following its adopted Comprehensive Plan and will allow for an adequate period of time for policies and actions to take effect prior to considering changes to it. The City is also committed to working with the County and other jurisdictions to coordinate and resolve problems. As with other communities, Arlington allows the public to submit requests for plan amendments once a year. The "docket process" ensures that changing circumstances that warrant changes to policies, zoning or projects are adequately considered to keep the Plan vibrant.

The City, through its monitoring and annual review process, will ensure that the Plan remains concurrent with State, regional and local policies. If a concurrency issue arises, the re-assessment process (See 1.6 above) will be initiated.

Chapter 2: Maps and Figures



City of Arlington

Figure 2.1
Arlington UGA and Muncipal Boundaries (Pre-2015 Update)

Legend

- Arlington City Limits
- Arlington UGA
- State Highway
- State Route
- Streets
- Airport
- Rail line
- Rest area
- City of Marysville

N
W E
S

Waterbodies and streams provided by Snohomish County FTP site, downloaded February 2015.

Scale: 0 0.25 0.5 1 Miles

Date: 5/28/2015

File: Figure2.1_11x17_15

Cartographer: kdh

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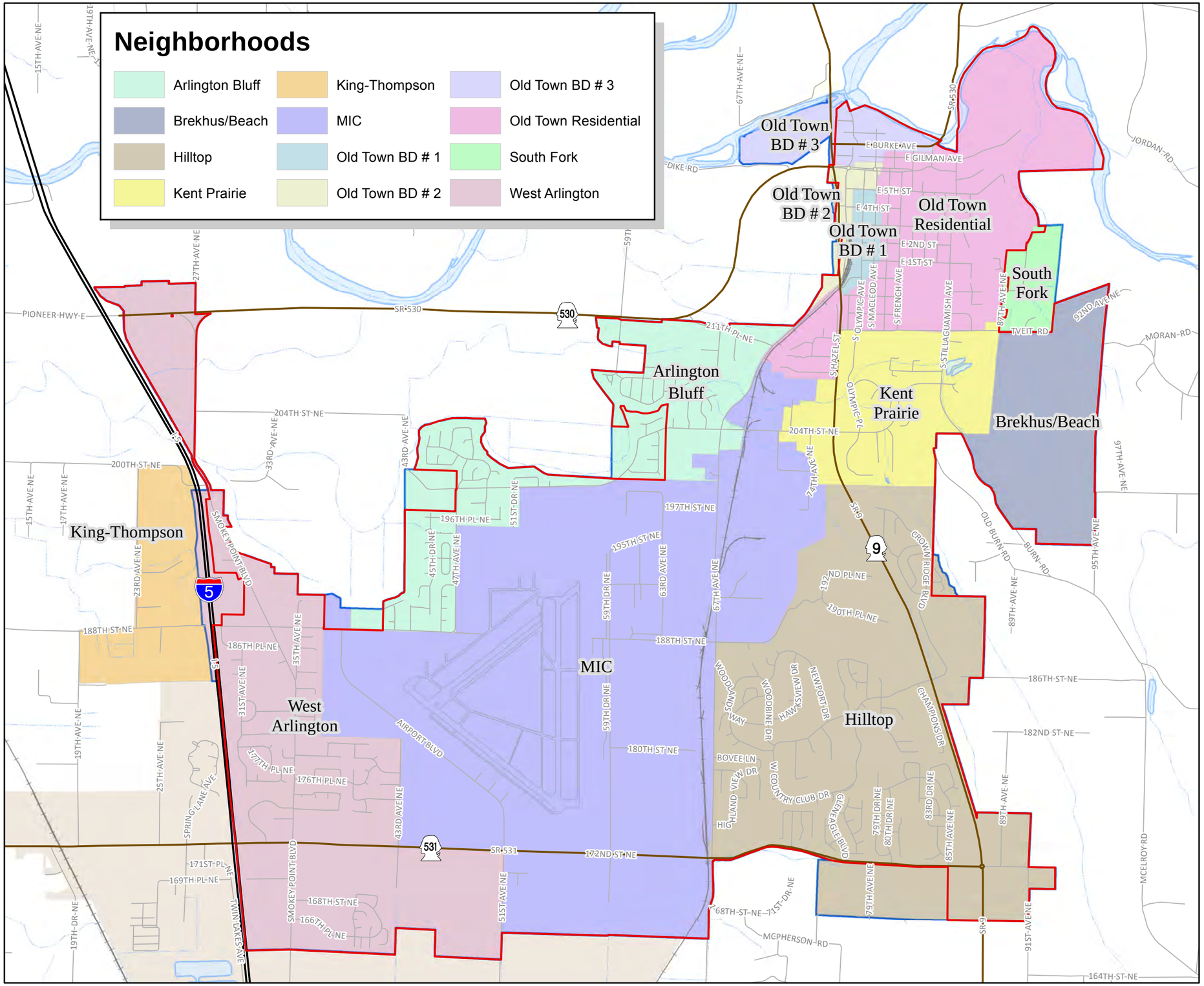

City of Arlington

Figure 2.2 Neighborhood Planning Subareas

Legend

- Arlington City Limits
- Arlington UGA
- State Highway
- State Route
- Streets
- Airport
- Rail line
- Rest area
- City of Marysville

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S

Waterbodies and streams provided by Snohomish County FTP site, downloaded February 2015.

Scale: 0 0.25 0.5 1 Miles

Date: 5/28/2015

File: Figure2.2_11x17_15

Cartographer: kdh

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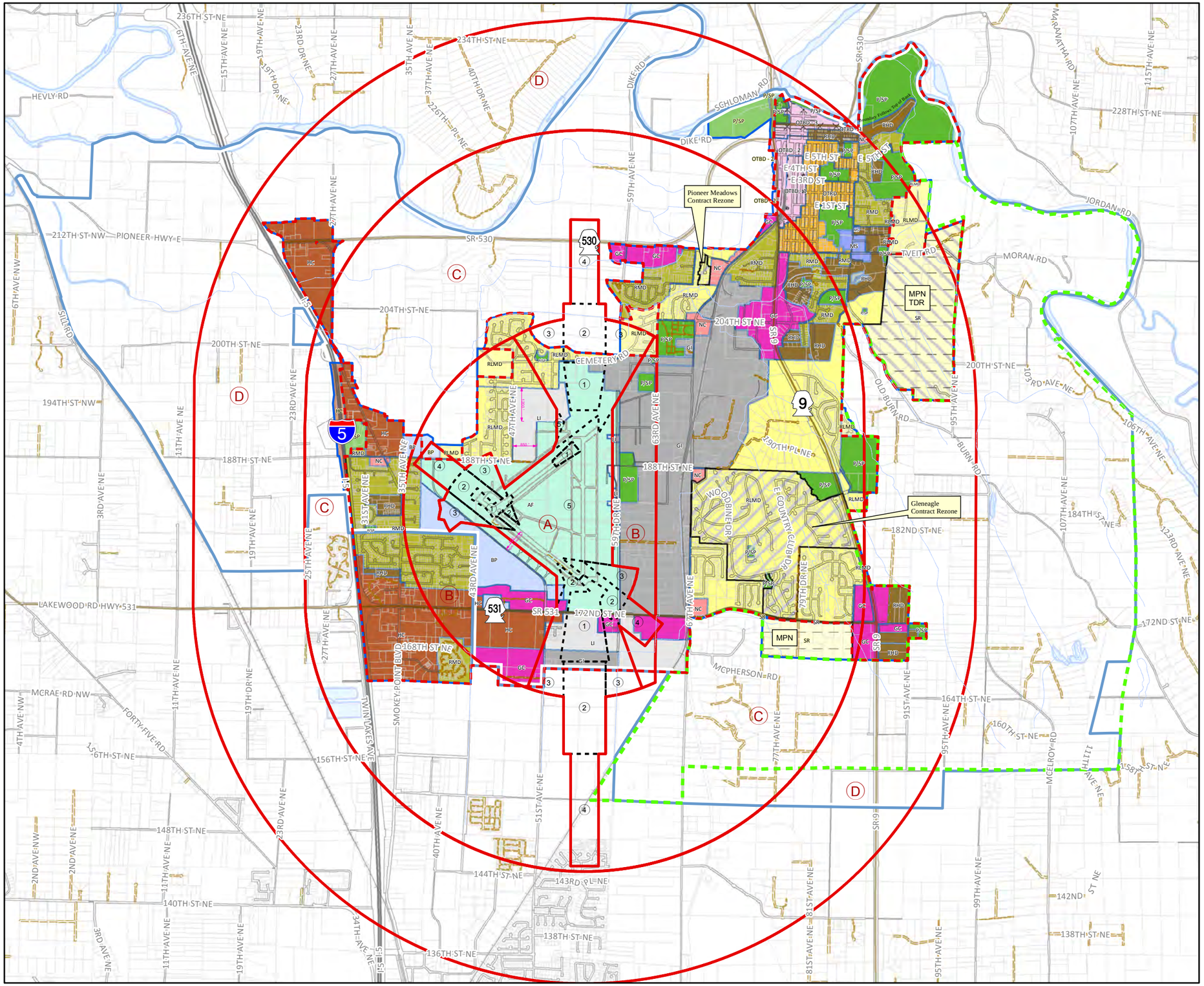

Arlington City Limits
Arlington UGA
Public ROW
Private ROW
Rail line
APD Subdistricts
APD Safety Zones
A B C D

Land Use

- SR = Surburban Residential
- RLMD = Low to Moderate Density Residential
- RMD = Moderate Density Residential
- RHD = High Density Residential
- OTRD = Old Town Residential District
- NC = Neighborhood Commercial
- OTBD - 1 = Old Town Business District 1
- OTBD - 2 = Old Town Business District 2
- OTBD - 3 = Old Town Business District 3
- GC = General Commercial
- HC = Highway Commercial
- BP = Business Park
- LI = Light Industrial
- GI = General Industrial
- P/SP = Public/Semi-Public
- MS = Medical Services
- AF = Aviation Flightline
- ExpansionArea
- Coordinated Water Service Area
- Contract Rezone
- TDR Overlay Zone
- MPN - Master Planned Neighborhood Overlay Zone

THIS IS A COPY OF THE OFFICIAL LAND USE MAP OF THE CITY OF ARLINGTON, WHICH WAS ADOPTED AS PART OF THE COMPREHENSIVE PLAN BY THE CITY COUNCIL ON 5 DECEMBER 2005 PURSUANT TO ORDINANCE NO. 1375.

Barbara Tolbert
Mayor

Kristin Banfield
City Clerk

Figure 2.3 City of Arlington Future Land Use Map

Scale: 1 inch = 3,500 feet

Date: 7/16/2015

File: Figure2.3_11x17_15

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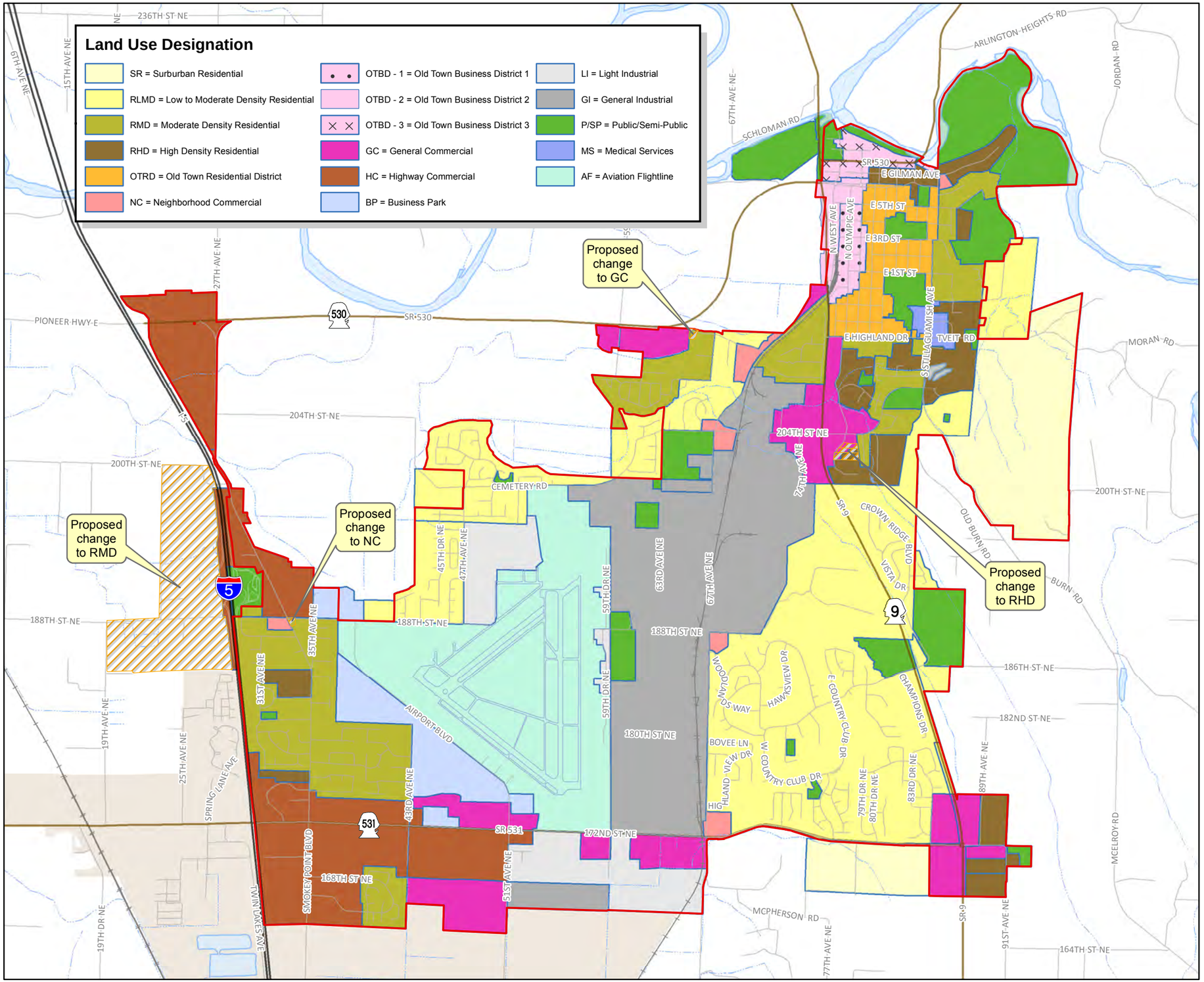

City of Arlington

Figure 2.3b Proposed Land Use Changes

Legend

- Proposed land use changes
- Arlington City Limits
- State Highway
- State Route
- Streets
- Airport
- Rail line
- Rest area

N W E S

Waterbodies provided by Snohomish County FTP site, downloaded February 2015.

Scale: 0 0.25 0.5 1 Miles

Date: 3/18/2015

File: Figure 2.3b 11x17_15

Cartographer: kdh

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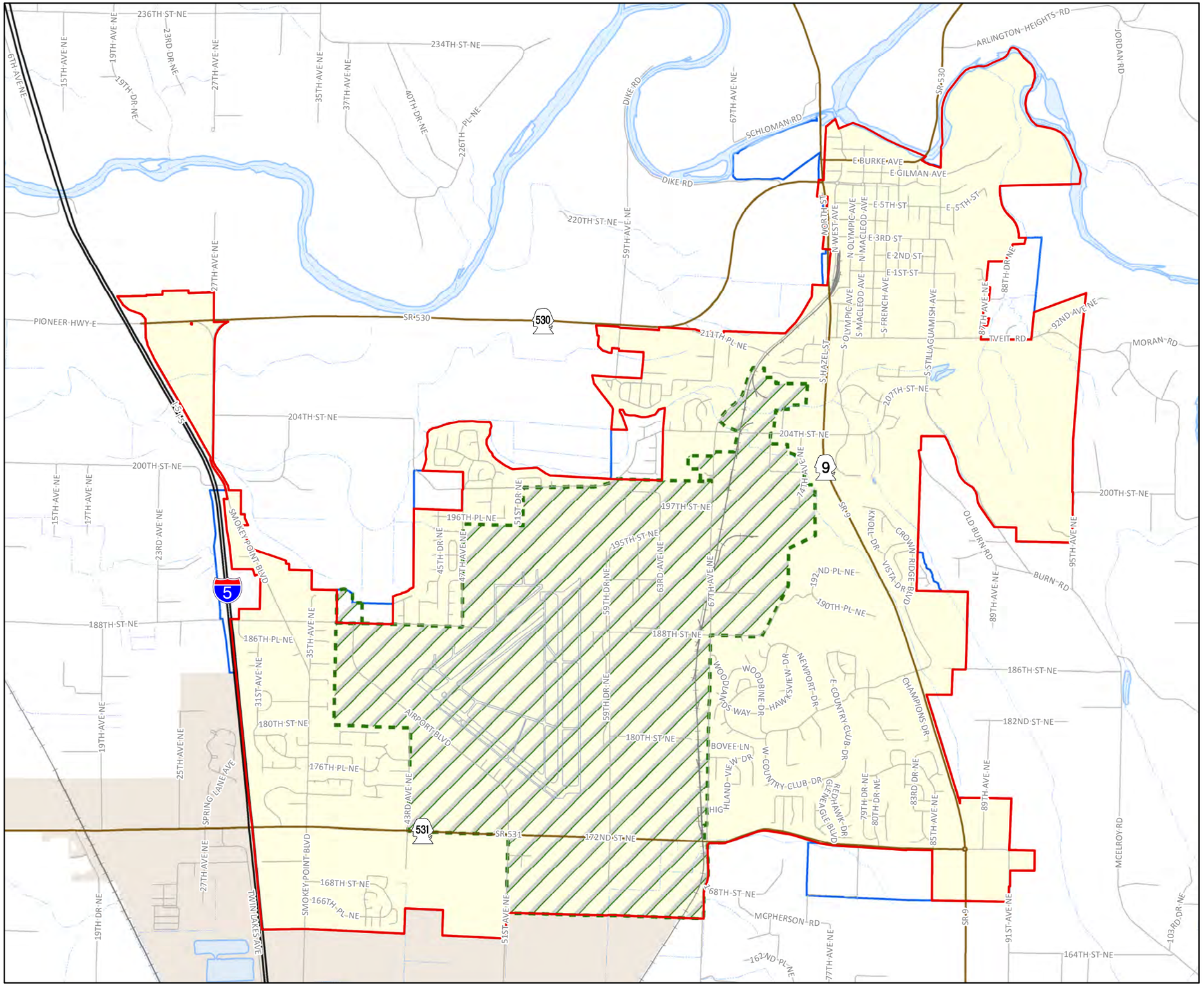

City of Arlington

Figure 2.4 Proposed Arlington MIC

Legend

- Proposed Manufacturing and Industrial Center
- Arlington City Limits
- Arlington UGA
- State Highway
- State Route
- Streets
- Airport
- Rail line
- Rest area
- City of Marysville

N W E S

Waterbodies and streams provided by Snohomish County FTP site, downloaded February 2015.

Scale: 0 0.25 0.5 1 Miles

Date: 5/27/2015

File: Figure2.4_11x17_15

Cartographer: kdh

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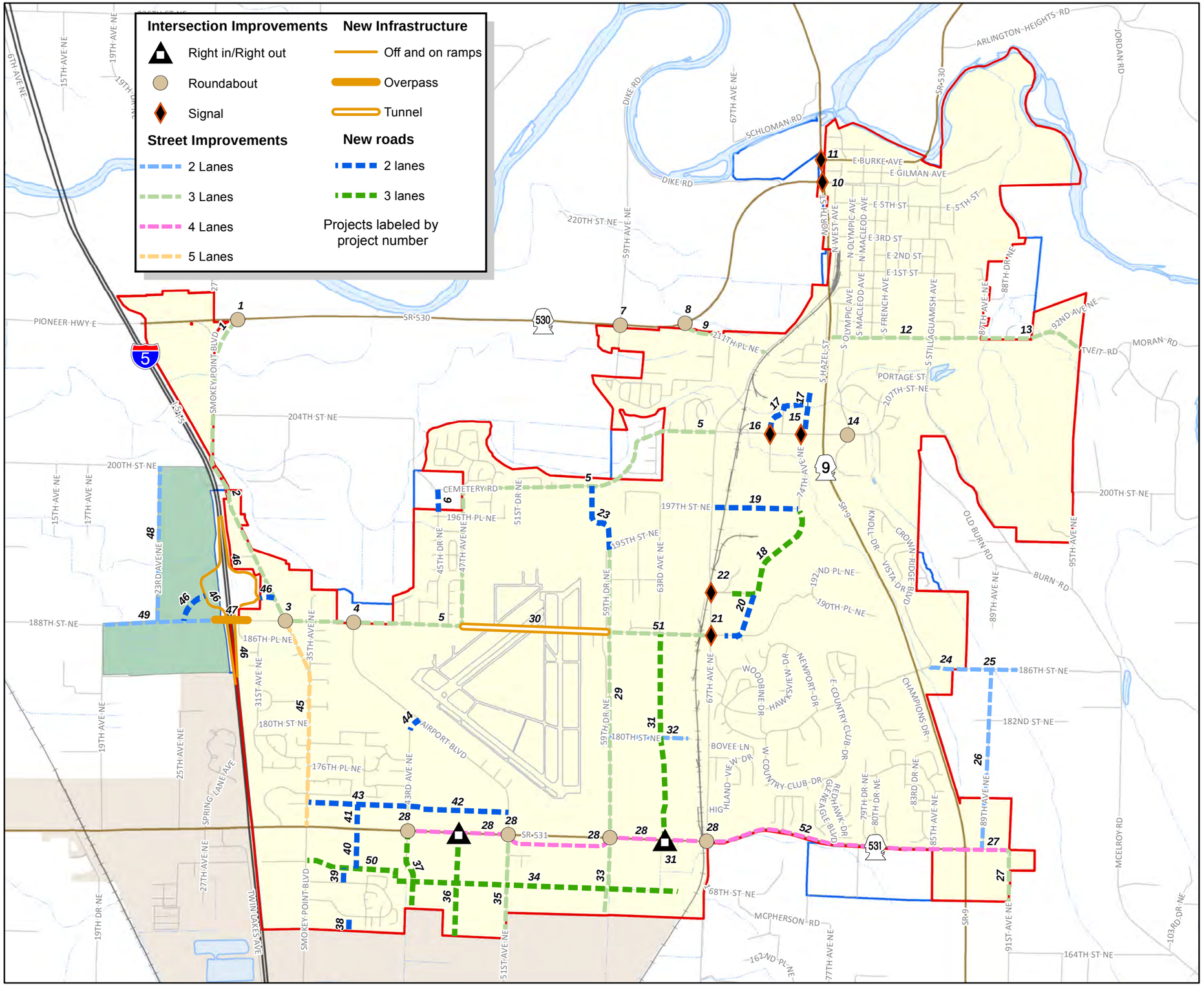

City of Arlington

Figure 2.5 Proposed Official Street Plan

Legend

- King-Thompson Neighborhood
- Arlington City Limits
- Arlington UGA
- State Highway
- State Route
- Streets
- Airport
- Rail line
- Rest area
- City of Marysville

N W E S

Waterbodies and streams provided by Snohomish County FTP site, downloaded February 2015.

Scale: 0 0.25 0.5 1 Miles

Date: 5/27/2015

File: Figure2.5_11x17_15

Cartographer: kdh

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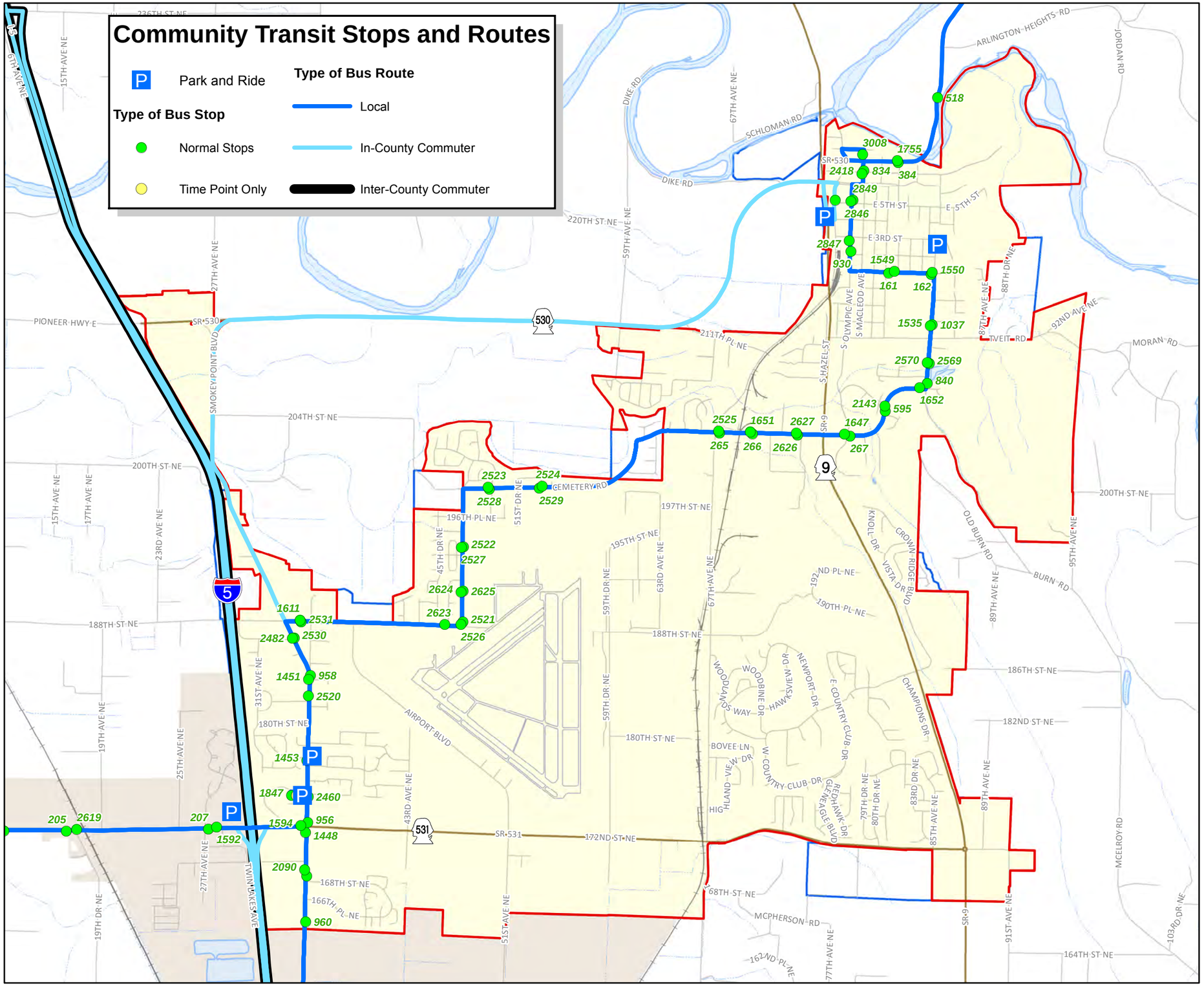

City of Arlington

Figure 2.6
Community Transit Stops and Routes

Legend

- Arlington City Limits
- Arlington UGA
- State Highway
- State Route
- Streets
- Airport
- Rail line
- Rest area
- City of Marysville

N
W E
S

Transit data provided by Community Transit.
CT_Routes&Stops_GISData_Feb2015.zip [computer file].
Community Transi,. Everett WA, via email. [February 2015]

Waterbodies provided by Snohomish County
FTP site, downloaded February 2015.

Scale: 0 0.25 0.5 1 Miles

Date: 5/28/2015

File: Figure2.6_11x17_15

Cartographer: kdh

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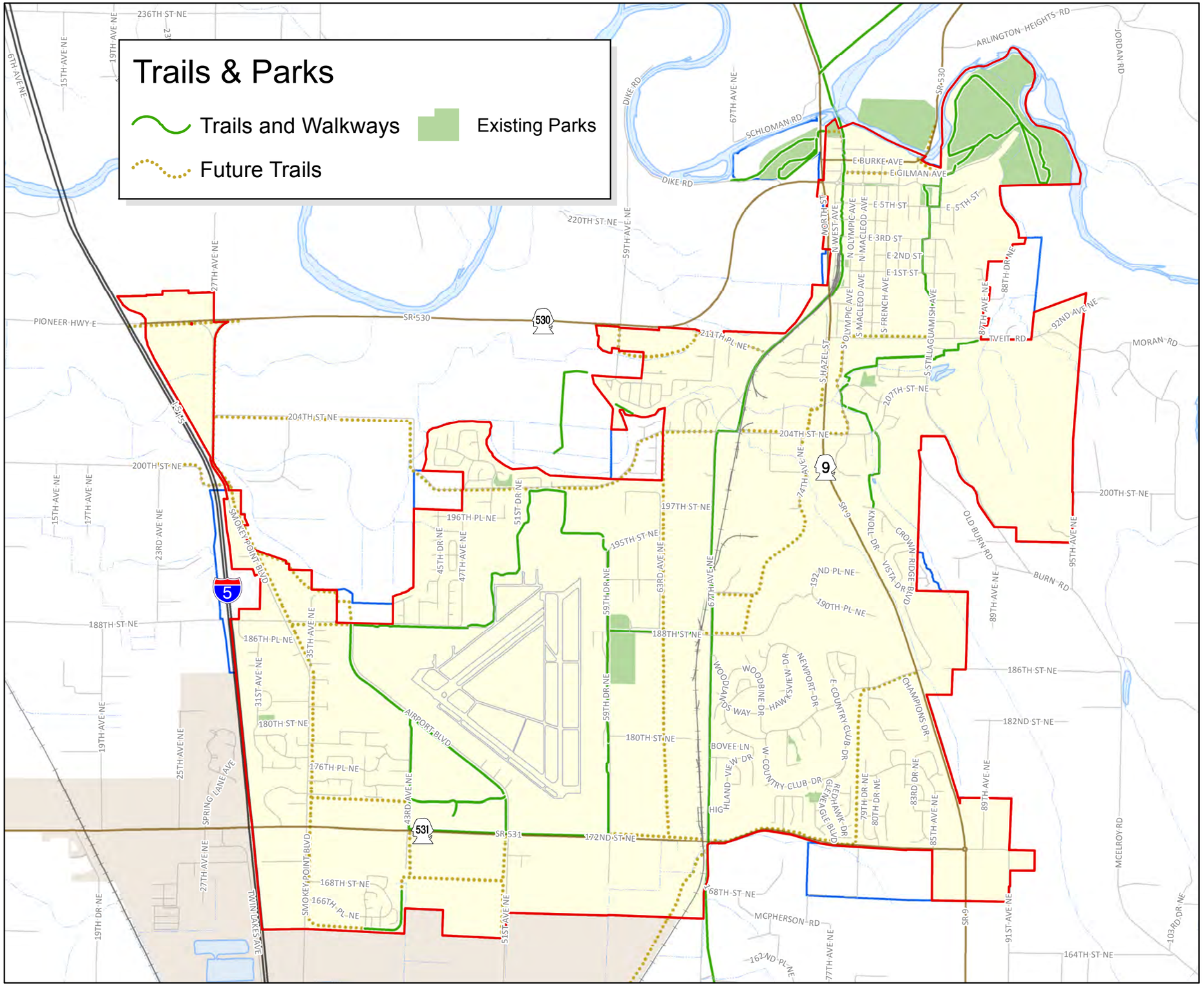

City of Arlington

Figure 2.7
Trail & Walkway Plan

Legend

- Arlington City Limits
- Arlington UGA
- State Highway
- State Route
- Streets
- Airport
- Rail line
- Rest area
- City of Marysville

N
W E
S

Waterbodies and streams provided by Snohomish County FTP site, downloaded February 2015.

Scale: 0 0.25 0.5 1 Miles

Date: 5/28/2015

File: Figure2.7_11x17_15

Cartographer: kdh

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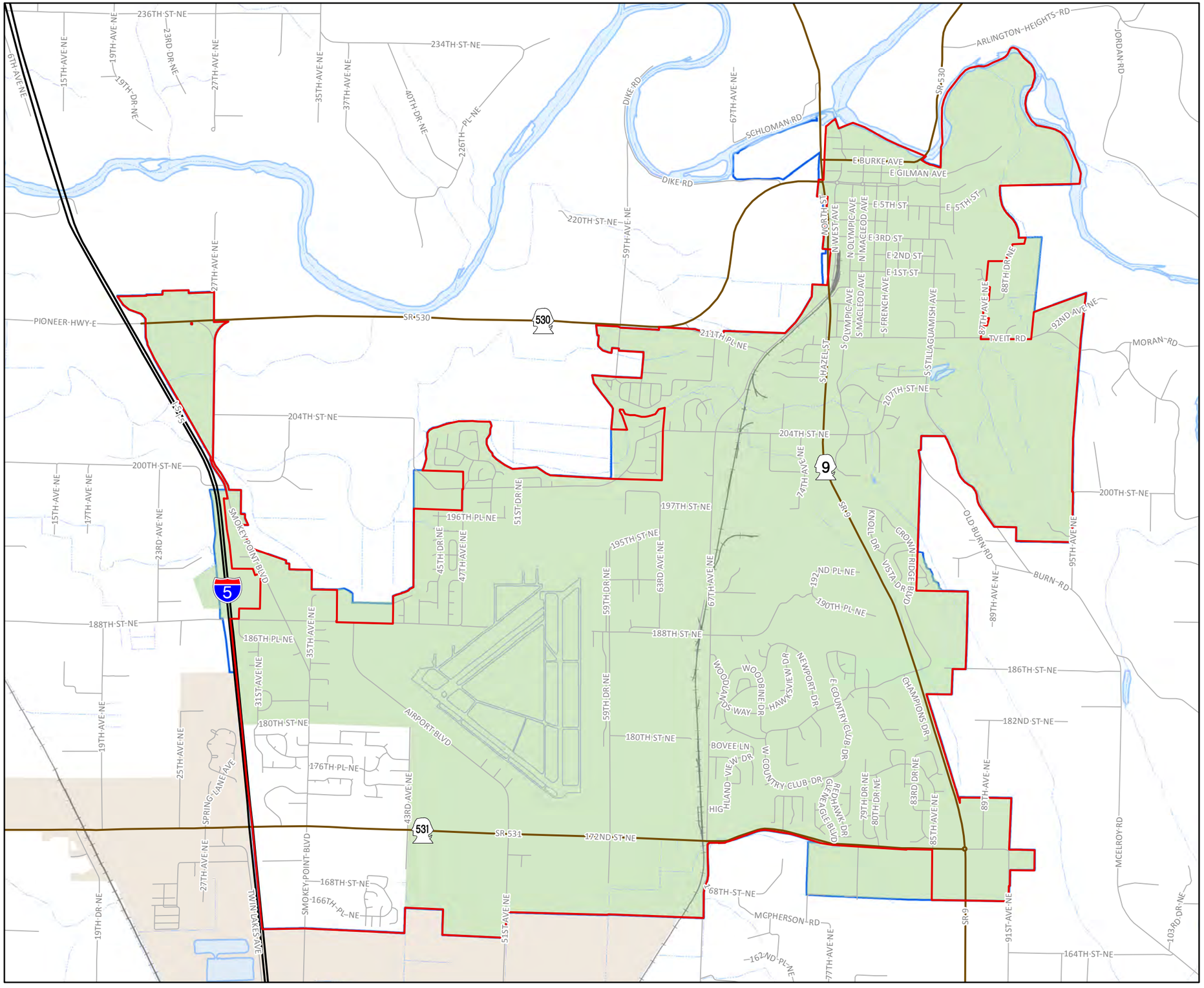

City of Arlington

Figure 2.8
Sewer Service Area

Legend

- Service Area
- Arlington City Limits
- Arlington UGA
- State Highway
- State Route
- Streets
- Airport
- Rail line
- Rest area
- City of Marysville

N
W E
S

Waterbodies and streams provided by Snohomish County FTP site, downloaded February 2015.

Scale: 0 0.25 0.5 1 Miles

Date: 5/28/2015

File: Figure2.8_11x17_15

Cartographer: kdh

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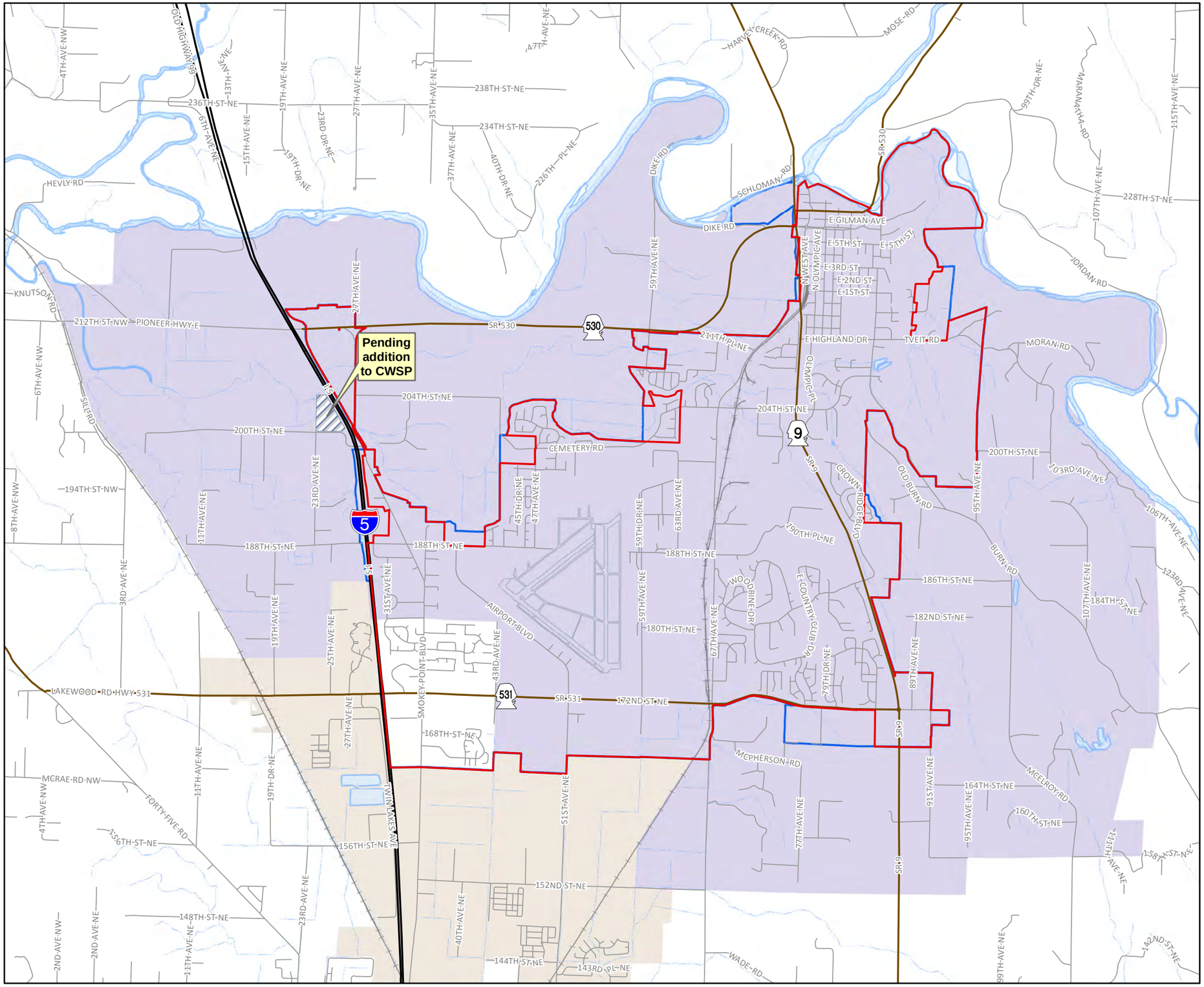

City of Arlington

Figure 2.9
Coordinated Water System Plan and Water Service Area

Legend

- CWSP and Service Area
- Arlington City Limits
- Arlington UGA
- State Highway
- State Route
- Streets
- Airport
- Rail line
- Rest area
- City of Marysville

N
W E
S

Waterbodies and streams provided by Snohomish County FTP site, downloaded February 2015.

Scale: 0 0.35 0.7 1.4 Miles

Date: 5/28/2015

File: Figure2.9_11x17_15

Cartographer: kdh

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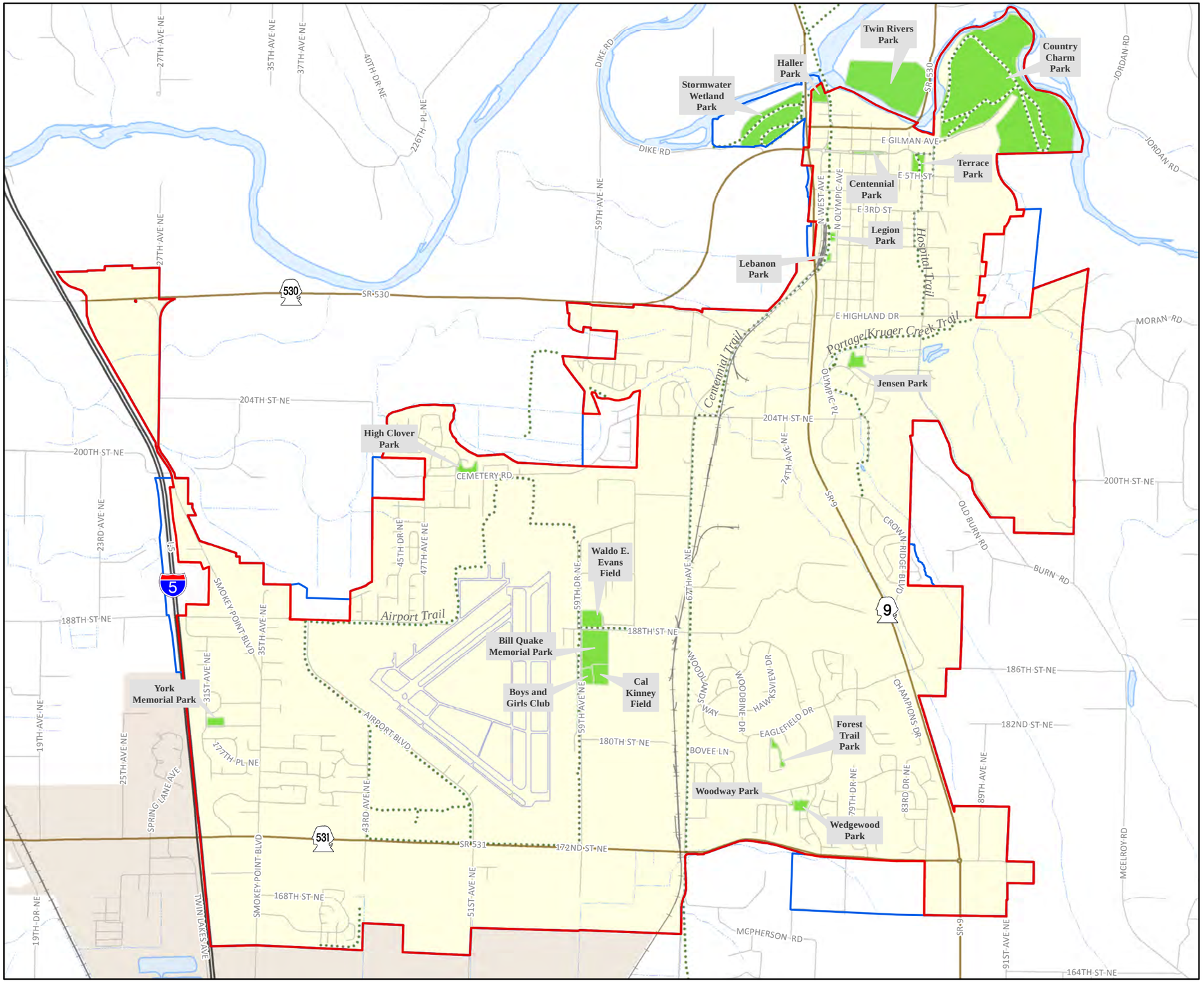

City of Arlington

Figure 2.10
Parks and Recreation Facilities

Legend

- Trails
- Parks
- Arlington City Limits
- Arlington UGA
- State Highway
- State Route
- Streets
- Airport
- Rail line
- Rest area

N
W E
S

Waterbodies provided by Snohomish County FTP site, downloaded February 2015.

Scale:
0 0.25 0.5 1 Miles

Date:
5/28/2015

File:
Figure2.10_11x17_15

Cartographer:
kdh

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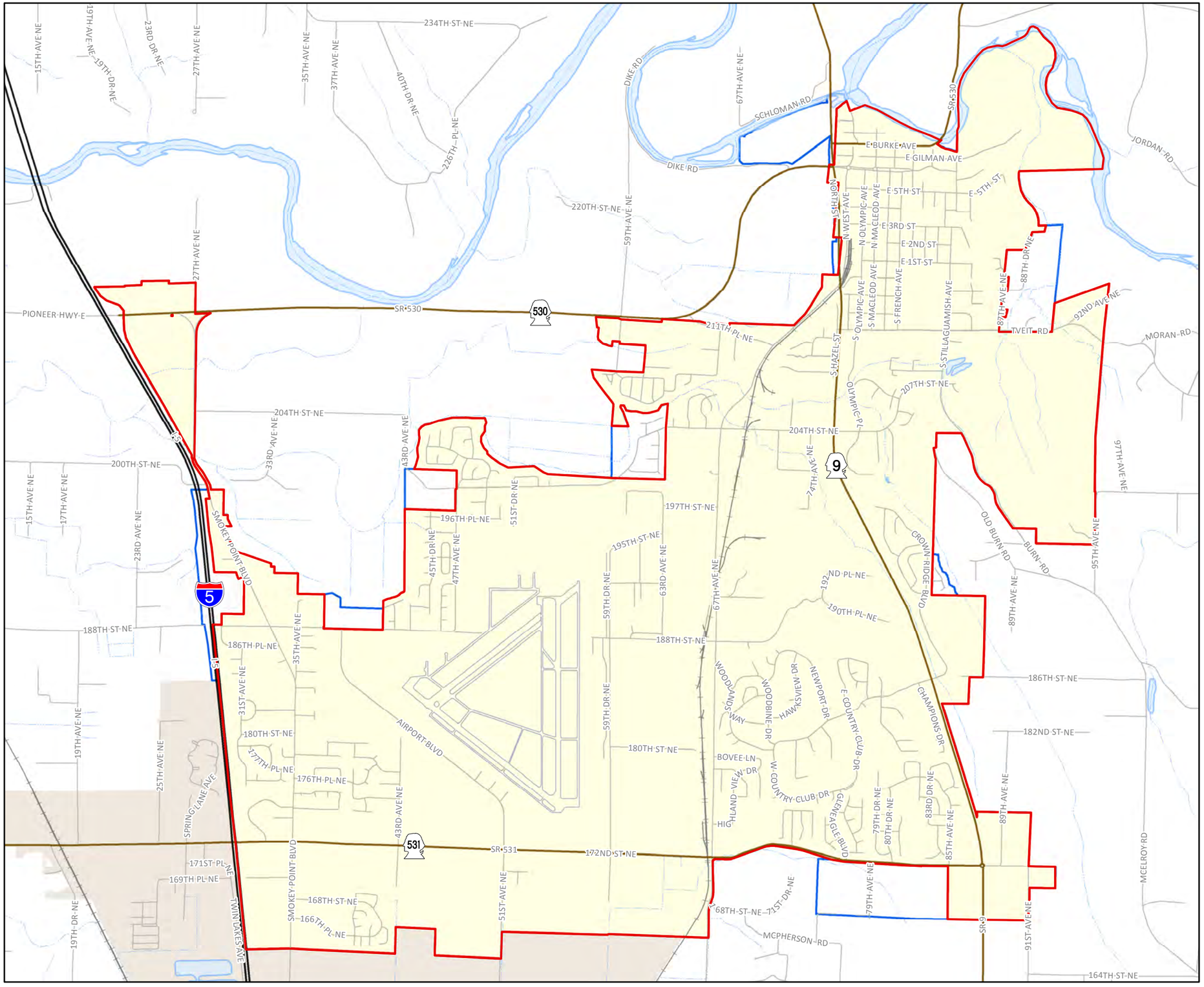

City of Arlington

Figure 2.11
Fire Service Area

Legend

- Fire Service Area *Also City limits*
- Arlington UGA
- State Highway
- State Route
- Streets
- Airport
- Rail line
- Rest area
- City of Marysville

N
W E
S

Waterbodies and streams provided by Snohomish County FTP site, downloaded February 2015.

Scale: 0 0.25 0.5 1 Miles

Date: 5/28/2015

File: Figure2.11_11x17_15

Cartographer: kdh

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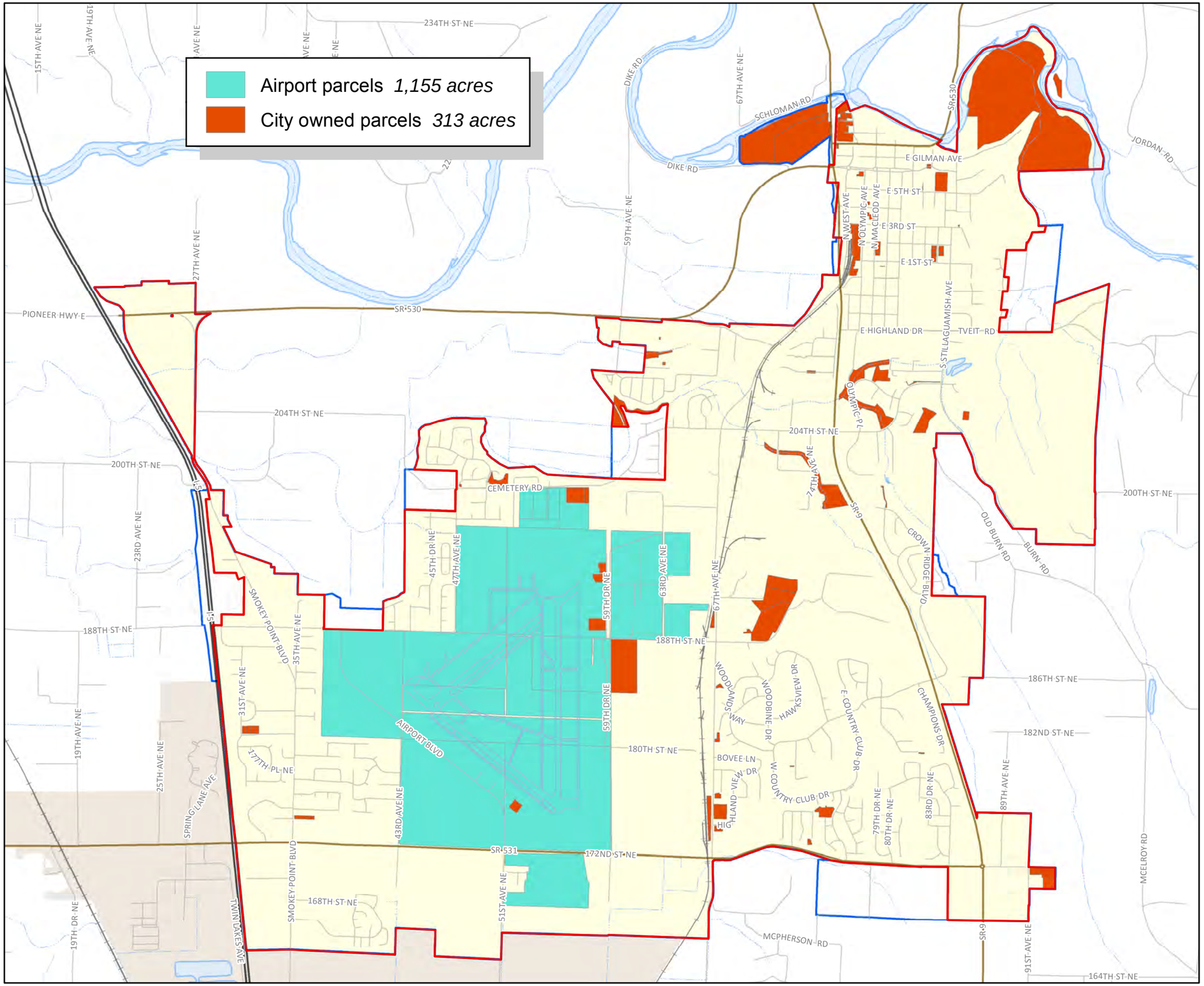

City of Arlington

Figure 2.12
City Owned Properties

Legend

- Arlington City Limits
- Arlington UGA
- State Highway
- State Route
- Streets
- Airport
- Rail line
- Rest area

N
W E
S

Waterbodies and streams provided by Snohomish County FTP site, downloaded February 2015.

Scale: 0 0.25 0.5 1 Miles

Date: 5/28/2015

File: Figure2.12_11x17_15

Cartographer: kdh

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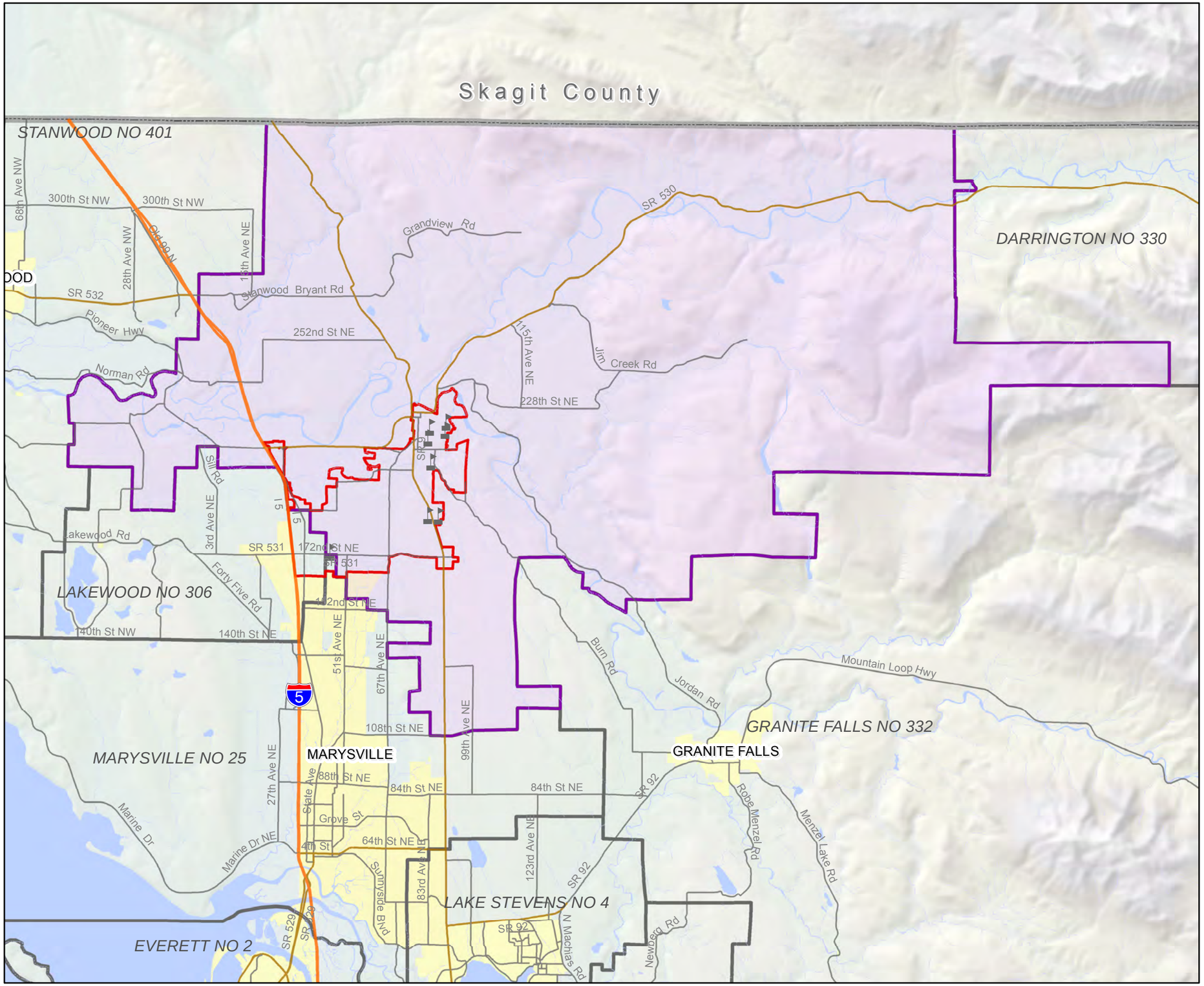

City of Arlington

Figure 2.13
School District Boundaries

Legend

- Public Schools
- Arlington City Limits
- Arlington School District
- Surrounding School Districts
- Interstate
- State Routes
- Major Roads
- Cities

N
W E
S

Waterbodies and streams provided by Snohomish County FTP site, downloaded February 2015.

Scale: 0 1.25 2.5 5 Miles

Date: 5/28/2015

File: Figure2.13_11x17_15

Cartographer: kdh

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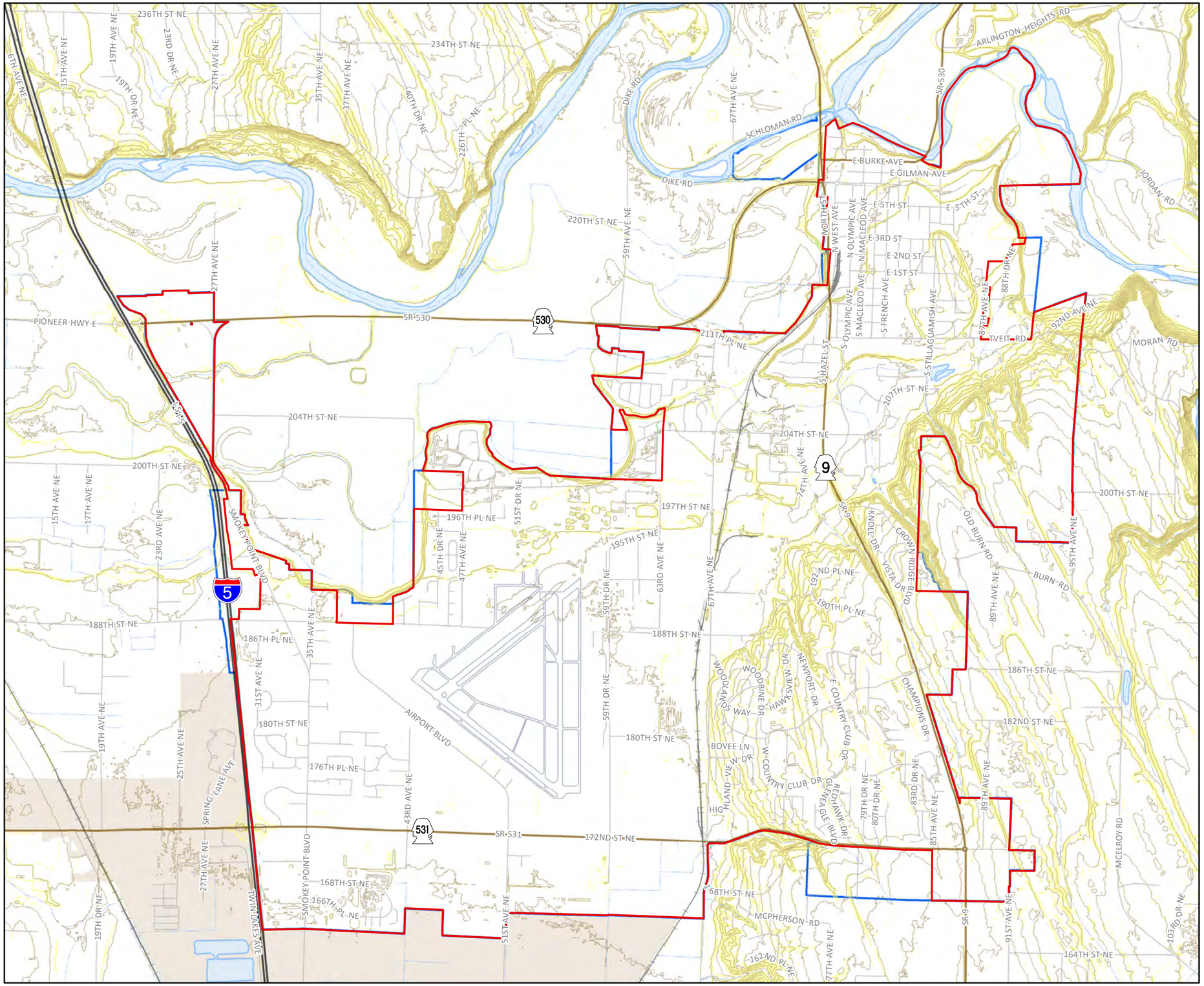

City of Arlington

Figure 2.14
Topography

Legend

- 20' contours
- Moderate to steep slopes
- Arlington City Limits
- Arlington UGA
- State Highway
- State Route
- Streets
- Airport
- Rail line
- Rest area
- City of Marysville

N
W E
S

Waterbodies and streams provided by Snohomish County FTP site, downloaded February 2015.

Scale: 0 0.25 0.5 1 Miles

Date: 5/28/2015

File: Figure2.14_11x17_15

Cartographer: kdh

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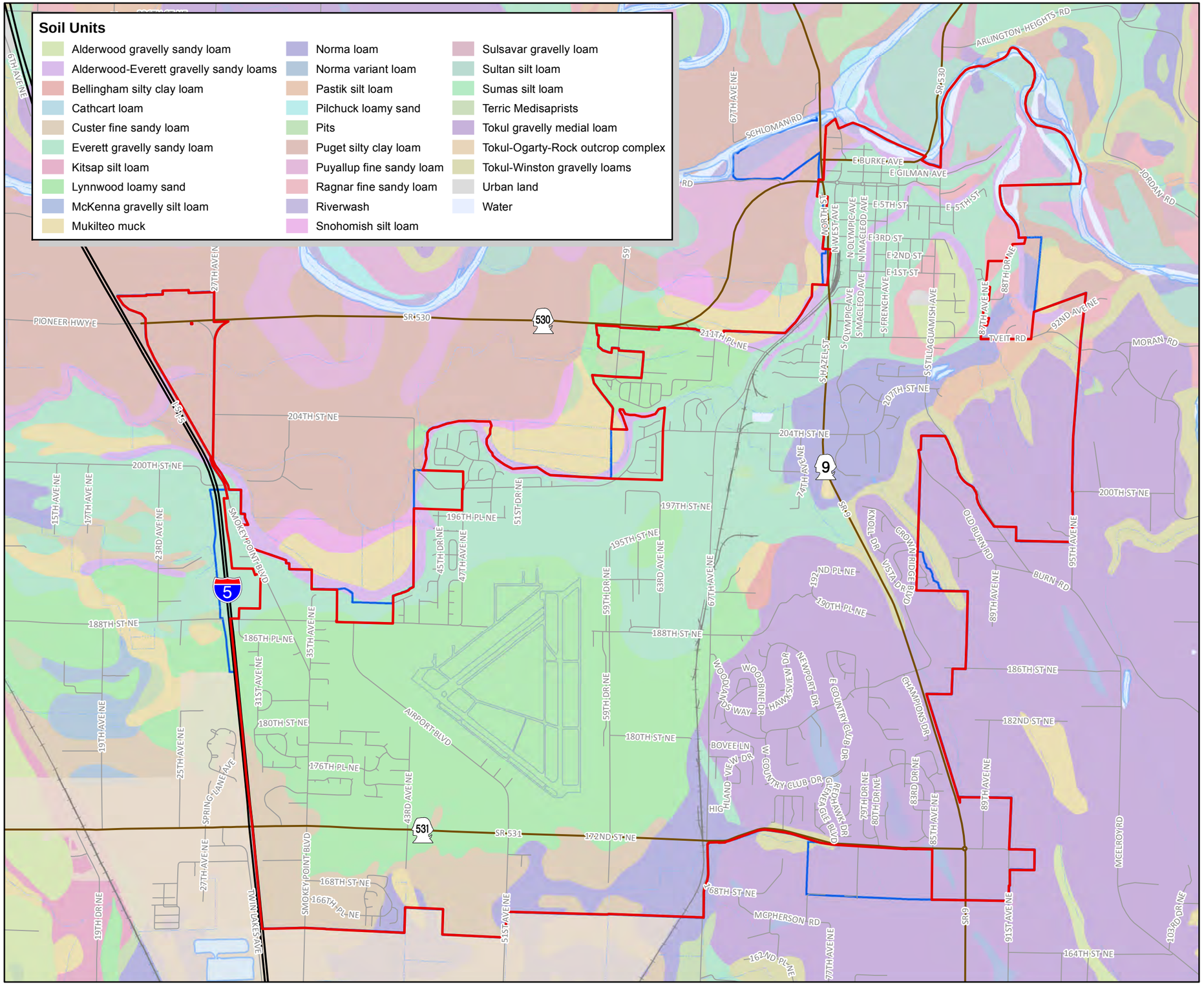

City of Arlington

Figure 2.15
U.S. Soil Conservation Soil Survey

Legend

- Arlington City Limits
- Arlington UGA
- State Highway
- State Route
- Streets
- Airport
- Rail line
- Rest area
- City of Marysville

N
W E
S

Waterbodies and streams provided by Snohomish County FTP site, downloaded February 2015.

Scale: 0 0.25 0.5 1 Miles

Date: 5/28/2015

File: Figure2.15_11x17_15

Cartographer: kdh

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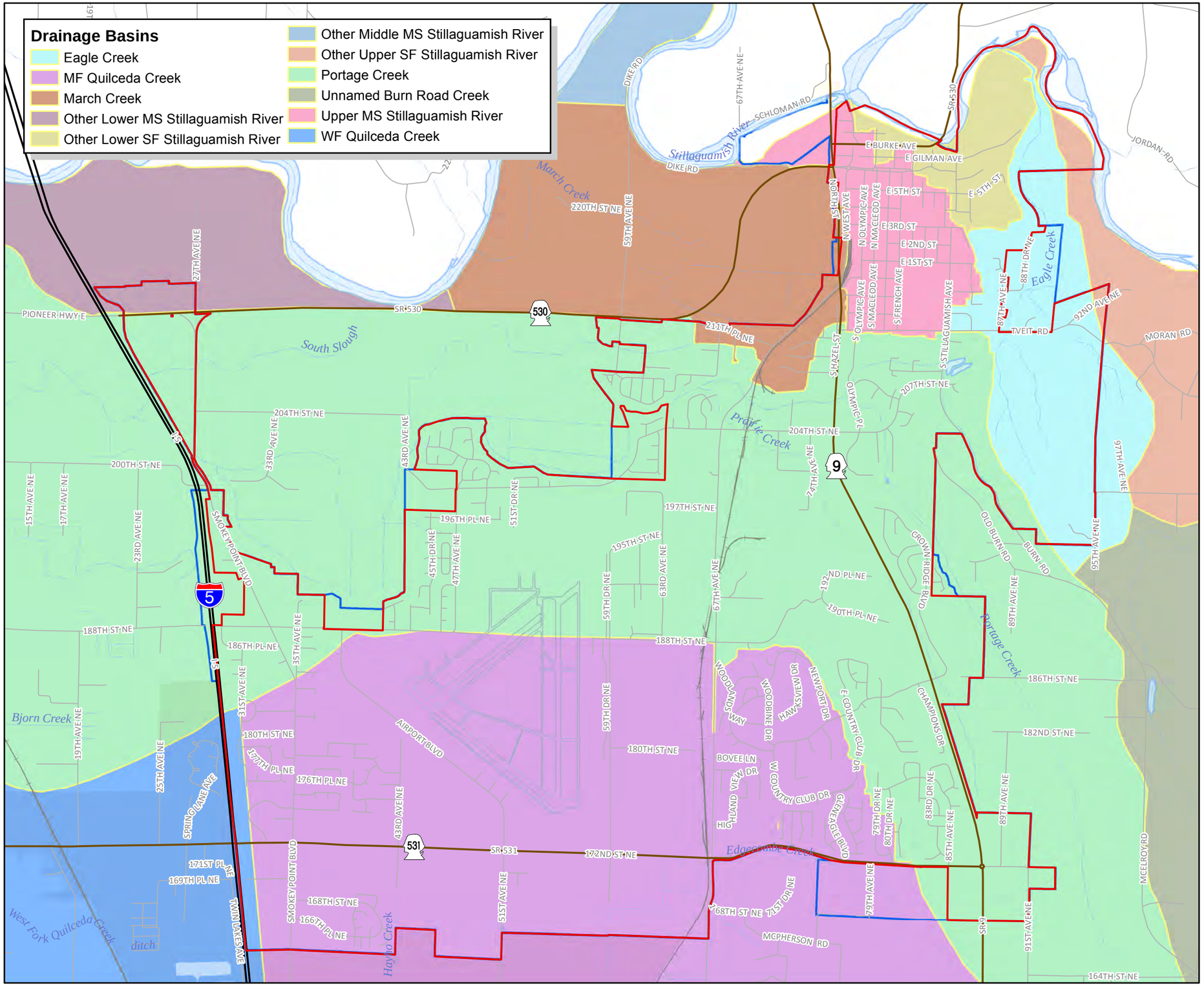

City of Arlington

Figure 2.16
Major Waterbodies and Drainage Basins

Legend

- Arlington City Limits
- Arlington UGA
- State Highway
- State Route
- Streets
- Airport
- Rail line
- Rest area
- City of Marysville

N
W E
S

Waterbodies and streams provided by Snohomish County FTP site, downloaded February 2015.

Scale: 0 0.25 0.5 1 Miles

Date: 5/28/2015

File: Figure2.16_11x17_15

Cartographer: kdh

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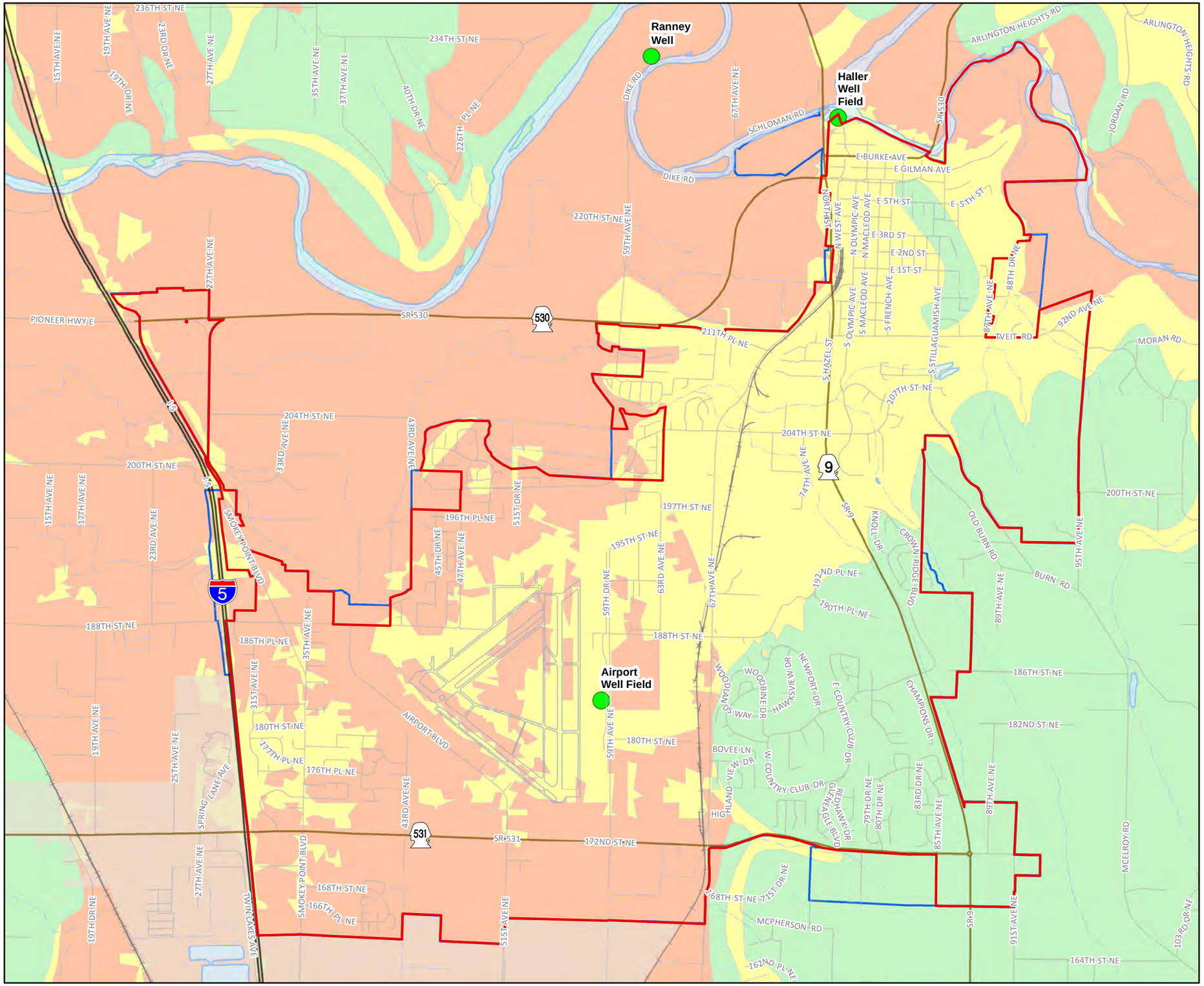

City of Arlington

Figure 2.17
Aquifer Recharge Areas and City Wells

Legend

- City Wells
- Low aquifer sensitivity
- Medium aquifer sensitivity
- High aquifer sensitivity
- Arlington City Limits
- Arlington UGA
- State Highway
- State Route
- Streets
- Airport
- Rail line
- Rest area
- City of Marysville

N W E S

Waterbodies and streams provided by Snohomish County FTP site, downloaded February 2015.

Scale: 0 0.25 0.5 1 Miles

Date: 5/28/2015

File: Figure2.17_11x17_15

Cartographer: kdh

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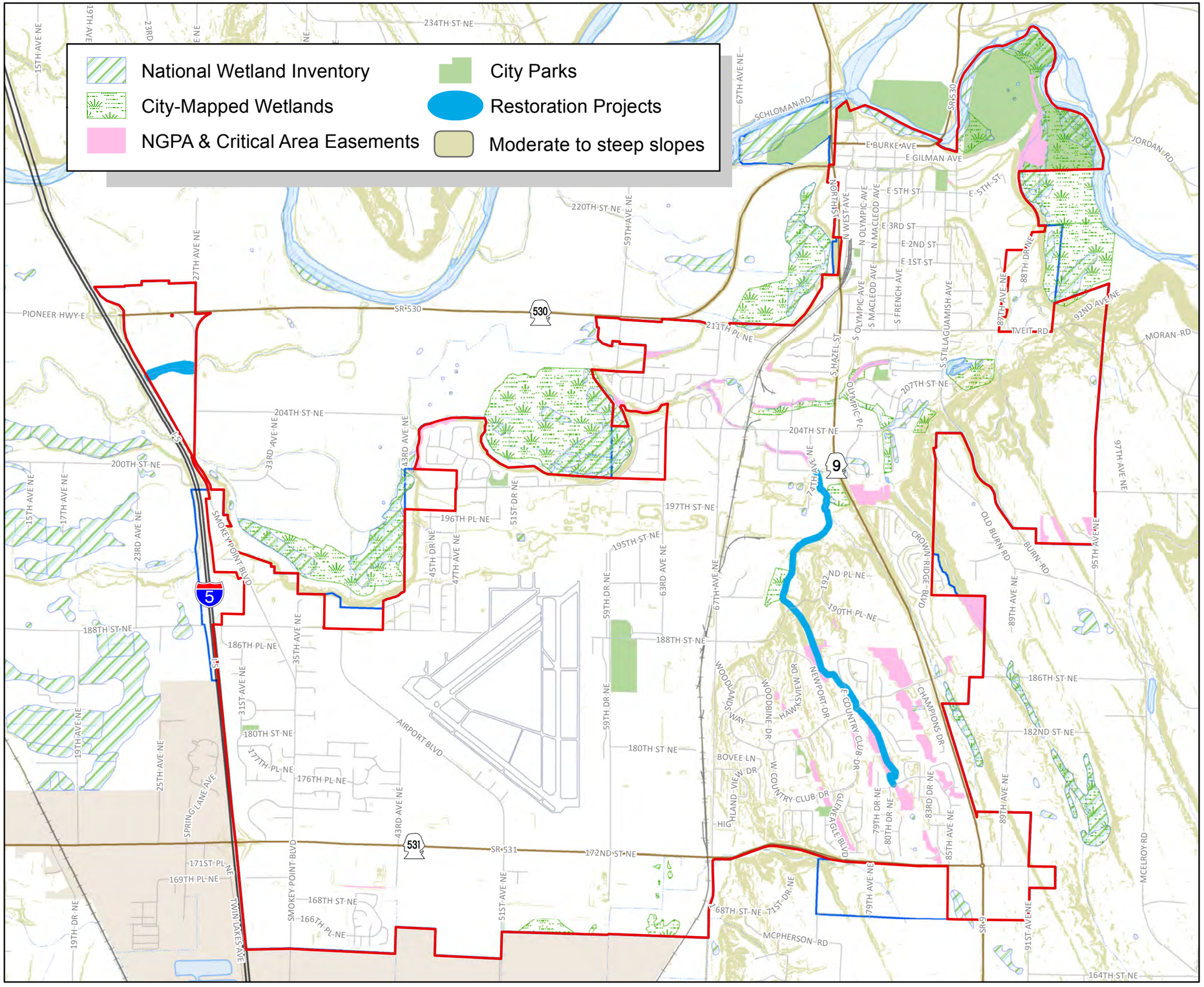

City of Arlington

Figure 2.18
Critical Areas, Open Space & Restoration Projects

Legend

- Arlington City Limits
- Arlington UGA
- State Highway
- State Route
- Streets
- Airport
- Rail line
- Rest area
- City of Marysville

N
W E
S

Waterbodies and streams provided by Snohomish County FTP site, downloaded February 2015.

Scale: 0 0.25 0.5 1 Miles

Date: 5/28/2015

File: Figure2.18_11x17_15

Cartographer: kdh

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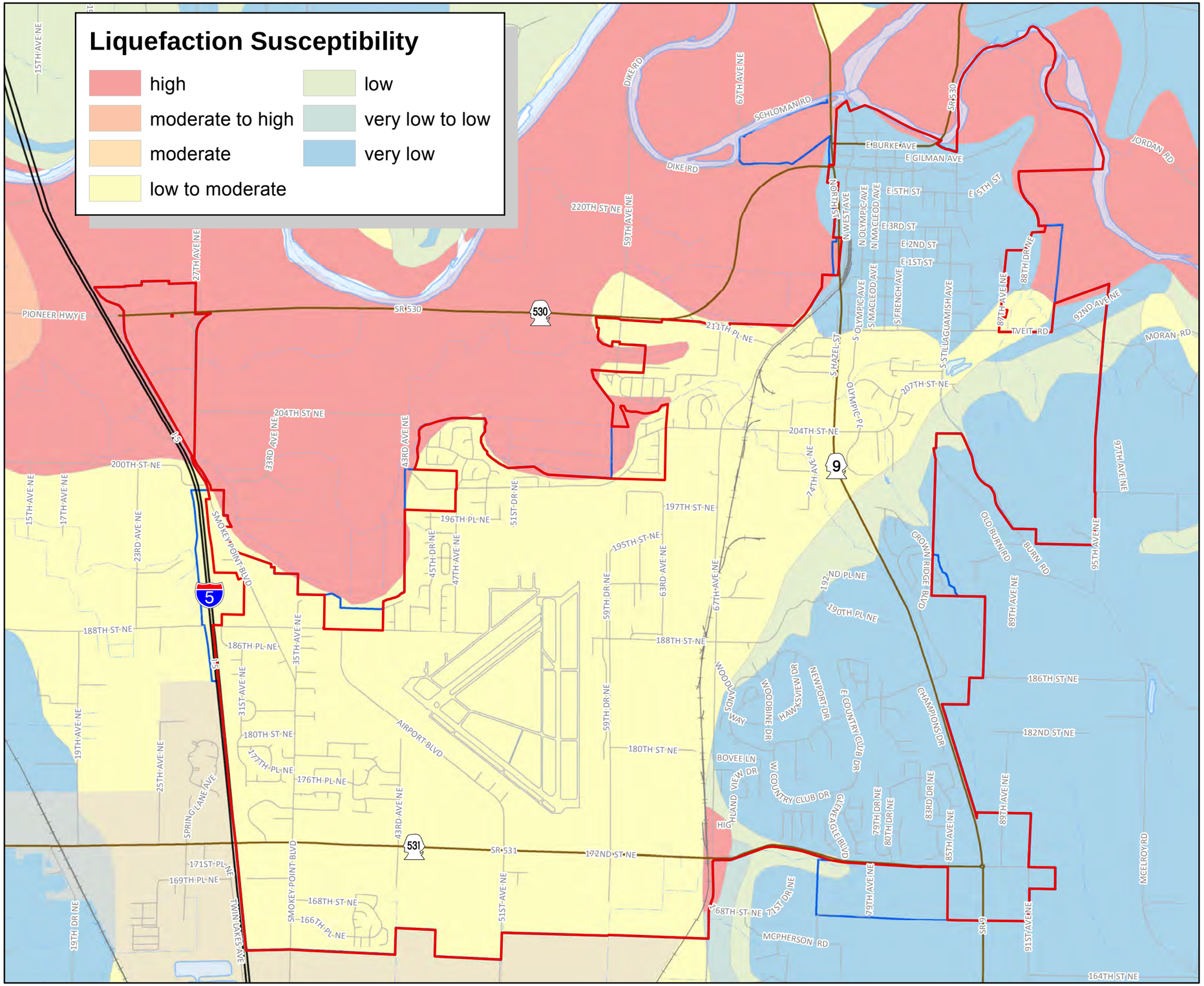

City of Arlington

Figure 2.19
Geologic Hazards

Legend

- Arlington City Limits
- Arlington UGA
- State Highway
- State Route
- Streets
- Airport
- Rail line
- Rest area
- City of Marysville

N
W E
S

Waterbodies and streams provided by Snohomish County FTP site, downloaded February 2015.

Scale: 0 0.25 0.5 1 Miles

Date: 5/28/2015

File: Figure2.19_11x17_15

Cartographer: kdh

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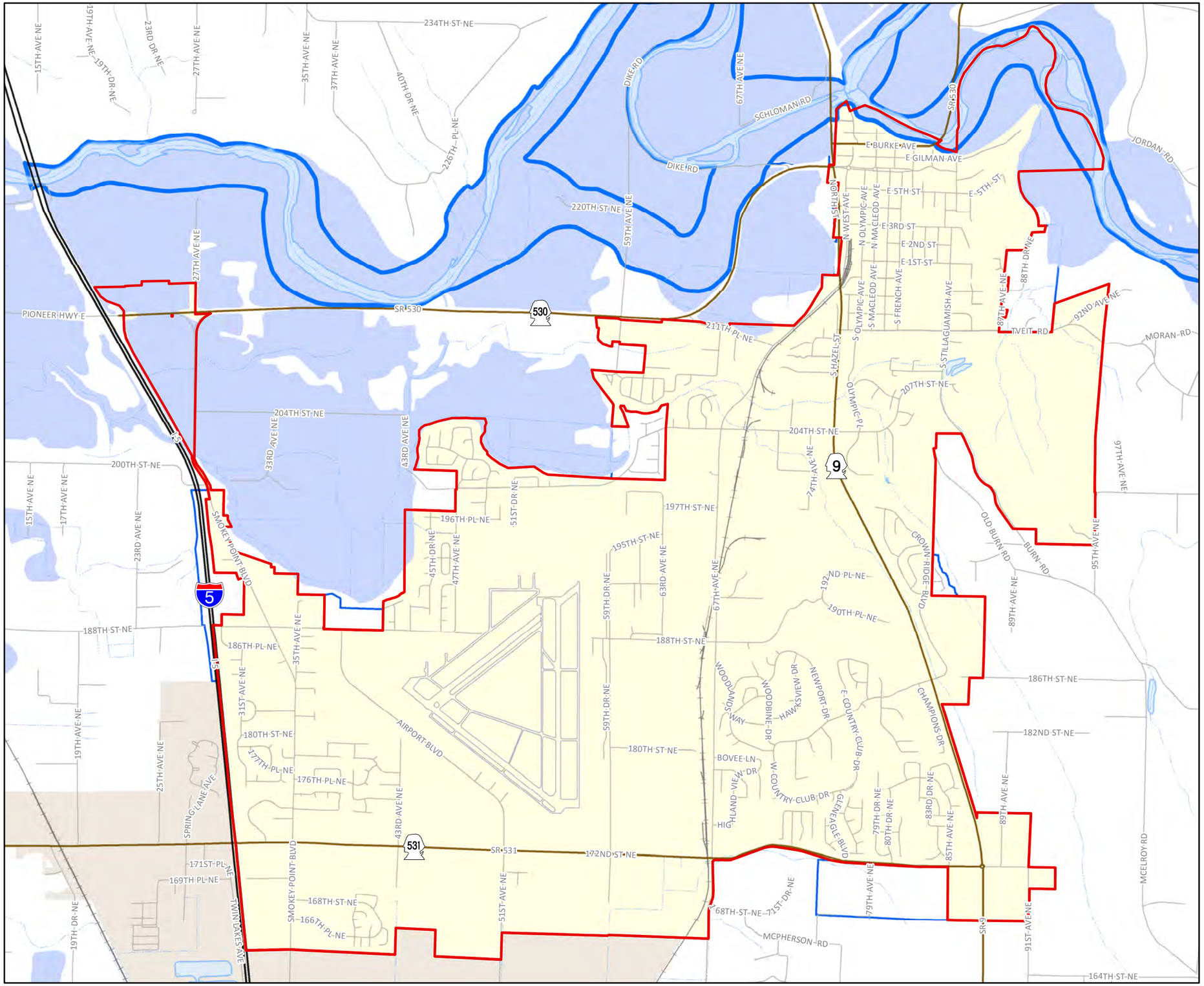

City of Arlington

Figure 2.20 Adopted Floodway and Floodplain

Legend

- 2011 Adopted Floodway
- 2011 Adopted Floodplain

100 year floodplain as mapped by FEMA

- Arlington City Limits
- Arlington UGA
- State Highway
- State Route
- Streets
- Airport
- Rail line
- Rest area
- City of Marysville

N W E S

Waterbodies and streams provided by Snohomish County FTP site, downloaded February 2015.

Scale: 0 0.25 0.5 1 Miles

Date: 5/28/2015

File: Figure2.20_11x17_15

Cartographer: kdh

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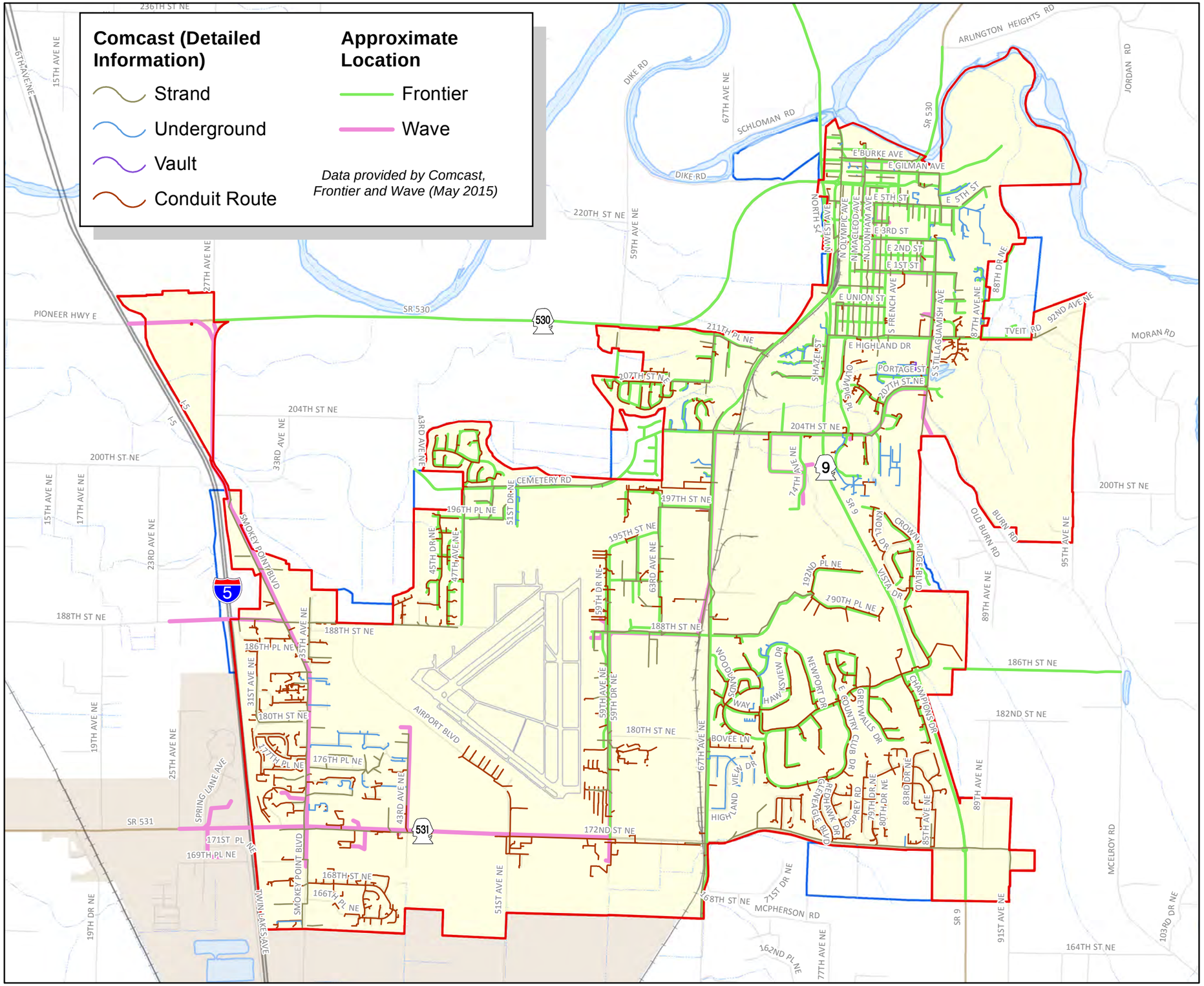

City of Arlington

Figure 2.21
Broadband In Arlington Area

Legend

- Arlington City Limits
- Arlington UGA
- State Highway
- State Route
- Streets
- Airport
- Rail line
- Rest area
- City of Marysville

N
W E
S

Waterbodies and streams provided by Snohomish County FTP site, downloaded February 2015.

Scale: 0 0.25 0.5 1 Miles

Date: 5/28/2015

File: Figure2.21_11x17_15

Cartographer: kdh

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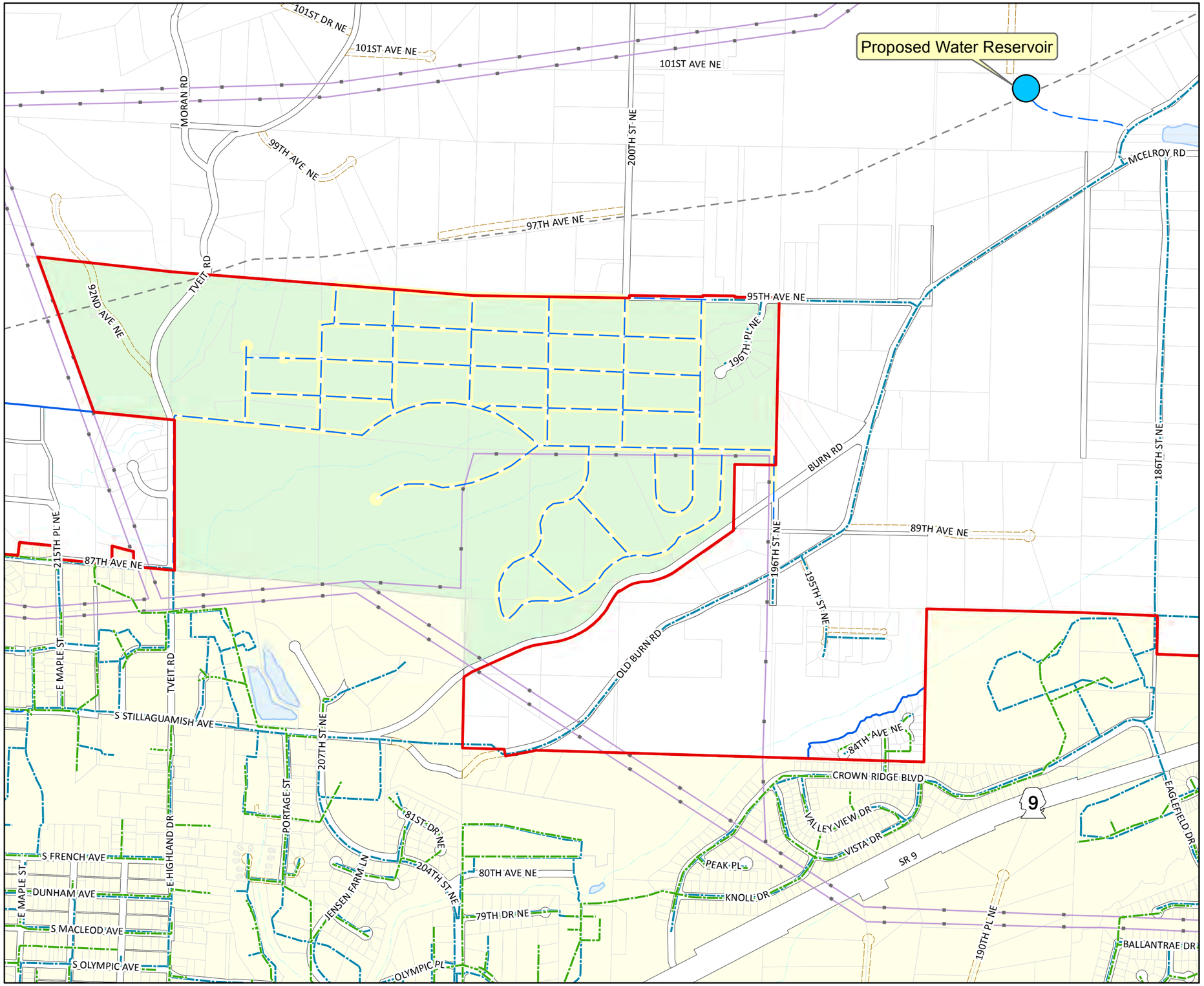

City of Arlington

Figure 2.22
Brekhus Beach Proposed Infrastructure

Planning Level Data

Legend

- Proposed Water Mains
- Proposed ROW
- Underground Gas Line
- Sewer Mains
- Water Mains
- Power lines
- Public Right of Way
- Private Roads*
- Assessor parcels
- Brekhus/Beach Neighborhood
- Arlington City Limits
- Arlington UGA

N E S W

*Not all private roads shown

Waterbodies and streams provided by Snohomish County FTP site, downloaded February 2015.

Scale: 0 0.075 0.15 0.3 Miles

Date: 7/24/2015

File: Figure2.22_11x17_15

Cartographer: kdh

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Chapter 3: Goals and Policies

3 Goals and Policies

OVERALL GOALS AND POLICIES

GO-1 Ensure City Goals and Policies are consistent with the Growth Management Act.

GO-2 Continue to provide effective stewardship over the natural and built environments within the City, ensuring harmony between both environments through application of best practice techniques.

GO-3 Work towards promoting and maintaining an urban environment within the City that enhances livability for its residents.

GO-4 Continue to use local resources and encourage local involvement in community actions. This should include continued encouragement of public and private involvement in community traditions, as well as encouragement of volunteerism.

GO-5 Diversify recreational opportunities and cultural activities within the City.

GO-6 Preserve and promote Arlington's "small town" character.

Policies:

PO-6.1 Site design and building architecture in residential and commercial developments should be human-scaled (i.e., pedestrian friendly) and conducive to social interaction.

PO-6.2 Residential plats (subdivisions) should be designed to encourage pedestrian activity through incorporation of amenities such as, but not limited to, sidewalks on both sides of the street, street furniture, street trees, and pedestrian paths connecting the plat to adjacent residential, commercial, educational, or recreational facilities.

PO-6.3 Mini Parks should be required in new residential developments or a fee-in-lieu of paid to the City.

PO-6.4 Land-use developments should be conducive to social interaction.

PO-6.5 Both publicly and privately owned civic spaces should be included in both commercial and residential neighborhoods to ensure adequate gathering places for residents.

PO-6.6 Design Guidelines/Standards should be established, maintained, and enforced, in order to ensure that all new development both within the Private and Public Realms are in harmony with the desired character of each respective neighborhood subarea.

PO-6.7 All land use decisions and other relevant City decisions will be reviewed against these planning goals and policies -- including Countywide Planning Policies and Multi-County Planning Policies – to ensure internal and external consistency.

HOUSING GOALS AND POLICIES

GH-1 Diversify the City's housing stock.

Policies:

PH-1.1 A variety of housing types and densities should be encouraged on lands with a residential land-use designation.

PH-1.2 Detached Accessory Dwelling Units should be permissible in residential zones.

PH-1.3 Mobile and manufactured home parks should be permissible in the City subject to specific site plan requirements.

PH-1.4 Adequate housing opportunities for residents with special housing needs should be provided within the City.

PH-1.5 Different classes of group homes should be permissible in residential neighborhoods.

PH-1.6 Pre-zoning designations within the City's unincorporated Urban Growth Area greater than fifty acres and slated for residential development should provide for a mix of housing types and densities.

GH-2 Ensure the development of new multi-family housing and small single-family units occur within close proximity to commercial areas within the City.

Policies:

PH-2.1 Multi-family housing should be located close to commercial and employment centers, transportation facilities, public services, schools, and park and recreation areas.

PH-2.2 Cottage Housing should be incentivized in moderate and high density residential areas within the City.

GH-3 Ensure stable residential neighborhoods through public investment in infrastructure and by preserving existing housing stock.

Policies:

PH-3.1 Funds should be adequately budgeted for periodic maintenance of existing infrastructure in residential neighborhoods throughout the City.

PH-3.2 A long-term plan should be developed for bringing neighborhoods that lack adequate infrastructure up to the City's current streetscape standards.

GH-4 Encourage the development of special needs housing within the City.

Policies:

PH-4.1 The City should support the development of housing for the elderly, handicapped, and other special needs populations through the allowance of mixed-use housing, group housing, and other housing types.

PH-4.2 Senior housing should be located in close proximity to hospitals, public transportation routes, retail/service centers, and parks.

GH-5 Encourage a quality housing stock within the City.

Policies:

PH-5.1 The City should develop and maintain Development Design Guidelines/Standards that address aesthetic and environmental design issues for single-family and multi-family residential development.

PH-5.2 The City should coordinate with willing neighborhood-based groups and other volunteer organizations to promote housing rehabilitation efforts.

PH-5.3 The City should promote the conservation of housing through investment in the infrastructure serving residential areas (storm drainage, street paving, and recreation).

PH-5.4 The City should maintain code enforcement programs to catch problems early, avoid extensive deterioration of housing units, and to motivate owners to repair and improve maintenance of their structures.

PH-5.5 The "Old-Town" residential area of the City should be protected as a traditional, single-family neighborhood by allowing only single-family, accessory dwellings, and duplexes that are compatible with the neighborhood in terms of use, design, and setback.

PH-5.6 The City should encourage weatherization of housing units and disseminate information regarding assistance available from the electric and gas utility companies, charitable organizations, and public agencies.

GH-6 Establish and maintain a streamlined permitting processing to help create predictability for customers.

Policies:

PH-6.1 The City should maintain streamlined permit processing procedures, centralized counter services, pre-application conferences, printed information summarizing permit approval requirements, standards and specifications, area-wide environmental assessments, concurrent permit and approval processing, permit and approval deadlines, and single hearings.

GH-7 Increase the opportunity for all residents to purchase or rent safe, and sanitary housing through incentives and other programs.

Policies:

PH-7.1 The Planning Commission should review State and federal housing programs and make recommendations to City Council regarding future grant applications.

PL-7.2 The City should coordinate with willing neighborhood-based groups or other volunteer organizations to promote rehabilitation and community revitalization efforts.

PL-7.3 The City should support agency and nonprofit organizations in the creation of housing opportunities to accommodate the homeless, elderly, physically or mentally challenged, and other segments of the population who have special needs.

GH-8 Promote and facilitate the provision of affordable housing in all areas and zoning districts of the City.

Policies:

PH-8.1 The City should work to ensure that housing options for low- and moderate-income households are:

a) dispersed throughout the City to discourage a disproportionate concentration of such housing in any one geographical area of the City;
b) are located near amenities such as commercial and employment areas, transportation facilities, and recreational opportunities and;
c) are inclusive of a variety of housing types.

PH-8.2 The City should continue to support and participate in regional housing cooperatives such as Snohomish County's Alliance for Affordable Housing and other regional organizations that promote affordable housing.

PH-8.3 The City should support and encourage private developers and organizations who seek to provide below-market housing units by utilizing various tools such as a) allowing alternative development types (e.g. ADUs, Clusters, Cottage Housing, Small Lots, Zero-Lot Lines, Bungalow Courts), b) implementing regulatory tools (e.g. Inclusionary Zoning, SEPA Exemption, Flexible Development Standards, Performance Standards), c) providing general incentives (e.g. density bonuses, parking reductions, permitting priority), d) financial help (e.g. reduced permit and utility connection fees), e) encouraging project level actions that help with affordability (affordability covenants). The City should provide criteria and process for ensuring that those units remain affordable over time.

PH-8.4 As part of any rezone that increases residential capacity, the City should consider requiring a portion of units to be affordable to low- and moderate-income households.

LAND USE GOALS AND POLICIES

General:

GL-1 Work to ensure that the character and location of land uses optimize the economic benefit, enjoyment by residents, and protection of natural resources while minimizing the threat to health, safety and welfare posed by hazards, nuisances, incompatible land uses and environmental degradation through implementation of the following:

a) Growth Management: Manage growth so that the delivery of public facilities and services will occur in a fiscally responsible manner to support development and redevelopment within the City.

b) Economic Development: Attain the highest level of economic well-being possible for all citizens in Arlington through the achievement of a stable and diversified economy offering a wide variety of employment opportunities.

c) Neighborhood Conservation: Achieve a well-balanced and well-organized combination of open space, commercial, industrial, recreation and public uses that are served by an efficient transportation network while protecting the fabric and character of residential neighborhoods.

d) Environmental Preservation and Conservation: Through both preservation and conservation ensure the proper management of the natural environment and resources.

Policies:

PL-1.1 Suburban Residential (SR) – This designation should primarily provide for single-family residential development, at a density of four (4) dwelling units per acre, and compatible uses where the full range of public facilities and services to support suburban development exists. This designation may be implemented by more than one zoning classification. Determination of the appropriate zoning classification shall take into account the density of nearby existing development and the capacity of existing and projected public facilities.

PL-1.15 Gateway Overlay Zone (GOZ) – This land use designation overlay should be applied to properties (lots) that are adjacent to, or abutting right-of-ways classified as Arterial or greater and that are at least partially within a quarter mile of City limits. Development regulations specific to the Gateway Overlay Zone should be established to address architecture, site design, screening, landscaping, and appropriate land uses.

PL-1.2 Residential Moderate Density (RMD) – This designation should primarily provide for single-family residential development (including duplexes), at a density of six (6) dwelling units per acre, and compatible uses where the full range of public facilities and services to support moderate density development exists. This designation may be implemented by more than one zoning classification (such as Low/Moderate Density). Generally, this designation is appropriate for land located convenient to

principle arterials and/or business and commercial activity centers where a transition between higher densities and lower densities are warranted or where critical areas, transportation systems, or other public facilities preclude higher density. Determination of the appropriate zoning classification shall take into account the density of nearby existing development and the capacity of existing and projected public facilities.

PL-1.3 Old-Town Residential (OTR) – This designation should primarily provide for single-family residential development (including duplexes), at a density of ten dwelling units per acre, and compatible uses where the full range of public facilities and services to support urban development exists. This designation may be implemented by more than one zoning classification. This designation is to be used for the older residential part of Arlington, which is mostly developed in a traditional, small-lot grid pattern. Any new development in this designation should be compatible and consistent with this older-style development pattern. Design standards or other special regulations aimed at preserving the historic quality of the traditional residential may be applied in this designation.

PL-1.4 Residential High Density (RHD) – This designation should provide for multi-family and other high-density residential development, with density limited only by development parameters such as-but not limited to-building height, setbacks, parking requirements, screening, open space and compatible uses where a full range of public facilities and services that support urban development exist or can be provided. Generally, this designation is appropriate for land that is located convenient to principle arterials and commercial areas.

PL-1.5 Neighborhood Commercial (NC) – This designation should provide for retail and service businesses that serve the limited convenience shopping and personal service needs to the immediate surrounding neighborhood. Generally this designation is appropriate for lots that are located on the corner of an intersection where at least one adjacent road is classified as an arterial or greater.

PL-1.6 Old-Town Business District (OTBD) – This designation is intended for the traditional commercial center of old downtown Arlington, and should be used to promote a dense, active, pedestrian-oriented commercial/service center. It should provide for pedestrian-oriented commercial or business uses that attract large numbers of customers and that are conducted primarily indoors, multi-family residential uses upstairs from commercial uses (mixed use), and civic uses. This designation may be implemented by more than one zoning classification. In particular, there is a noticeable difference in the existing land use patterns between N. Olympic and the other commercial parts of downtown, and special policies and regulations may be implemented to enhance the historic nature of the former as a way to increase commercial activities therein. In areas of the OTBD not directly on N. Olympic, such policies and regulations may also be implemented, but should allow for slightly more automobile-oriented design.

PL-1.7 General Commercial (GC) – The General Commercial designation is intended to provide areas for a wide range of small to large footprint commercial uses, but typically in areas that would be used predominantly by local users. Such uses typically are conducted in individual buildings with large parking lots that are located toward the block or site interior and have adequate landscaping and screening. Mixed-use development (both vertical and horizontal) should be permissible.

PL-1.8 Highway Commercial (HC) – This designation is intended to provide areas for a wide range of large-scale, auto-oriented commercial and business uses that may attract users from outside the Arlington area and that require highway access, larger sites, and separation from residential uses.

PL-1.9 Business Park (BP) – The Business Park designation is intended to promote office, high technology research and development, and related uses in a master-planned, park-like setting.

PL-1.10 Light Industrial (LI) – This designation is intended to allow those types of industrial, wholesale, or service uses that have minimal impacts on surrounding properties. This is accomplished by having all activities done in completely enclosed structures. Due to the proximity of this zone to the Arlington Airport, care should be taken to ensure that uses are compatible with it, and that they will not impact airborne aircraft because of the height of structures, smoke, glare, lights which shine upwards, radio interferences from transmissions, nor any water impoundments or sanitary landfills which would create potential hazards from waterfowl to airborne aircraft.

PL-1.11 General Industrial (GI) – This land use designation is intended to allow a full range of industrial, wholesale, or service uses that traditionally may have impacts to surrounding properties, as they involve a great deal of activity and storage outside the building; large doors are open; and there may be more noise, light, heat, smoke, dust, and odors detected beyond the property lines than in other zones.

PL-1.12 Aviation Flightline (AF) – This designation is intended to allow only aviation related uses proximate to airport runways and taxiways. Aviation related uses include any uses related to supporting aviation that require direct taxi-way access as a necessary part of their business operations, such as aviation services, manufacturing of aviation-related goods, general services whose primary customers would be those engaged in aviation-related activities (e.g., restaurants primarily catering to pilots, employees, or passengers), or other uses that are clearly related to aviation.

PL-1.13 Civic Space (CS) – This category is intended for use on all land that is publicly owned and will in all likelihood remain publicly owned. It allows public buildings and services, recreational uses, utilities, and transportation facilities.

PL-1.14 Master Planned Neighborhood (MPN) This land use designation overlay should be permissible on large tracts of land (25 acres or more) that are proposed to be brought into the City's Urban Growth Area where detailed planning would benefit the public

as well as all property owners involved by allowing them to proportionately share infrastructure planning and financing. It achieves this by requiring that a Master Plan be developed for all parcels within a particular overlay and approved by Council. The Master Plan should address how the roads, sewer, water, and other services and utilities would be provided and paid for, determine the types of uses would be allowed and at what densities (including at least 50% of the lots in Low Density Residential (4 du/ac), and whatever other issues need to be worked out prior to development.

GL-2 Preserve and promote a safe, clean and aesthetically pleasing living environment.

Policies:

PL-2.1 Storage of soil, yard waste, refuse, machines and other equipment in rights-of-way and building setbacks should be prohibited.

PL-2.2 Installation of curbs, gutters, sidewalks, landscape strips, and vegetated LID facilities for all developments should be installed unless the permit-issuing authority makes specific findings that such improvements would not be consistent with these or other goals or policies. Curb cuts are permitted at bio-retention facilities to allow stormwater runoff to enter the facility.

Inter-Jurisdictional Coordination

GL-3 Work with affected jurisdictions to address cross-jurisdictional growth issues.

Policies:

PL-3.1 The City should coordinate growth and development with adjacent jurisdictions to promote and protect inter-jurisdictional interests.

PL-3.2 The City should enter into and maintain Interlocal Agreements with adjacent jurisdictions that address joint planning, reciprocal mitigation and impact fees, and other mutually beneficial issues.

PL-3.3 The City should enter into and maintain Interlocal Agreements with neighboring municipalities regarding the future expansion of respective Urban Growth Area boundaries. Such boundaries should take into consideration respective water service areas and other special district boundaries in order to prevent future conflicts.

Growth and Growth Management

GL-4 Accommodate new development in a manner that supports a growth rate consistent with the goals of the State Growth Management Act but also preserves and enhances Arlington's quality of life, its natural environment, and its historical and cultural amenities.

Policies:

PL-4.1 The City's Urban Growth Area should be sufficiently sized to accommodate projected 20-year population and employment forecasts.

PL-4.2 The City should ensure that growth and development is consistent with the City's Capital Facilities Plan for providing public facilities including streets, sidewalks, lighting systems, traffic signals, water, storm and sanitary sewer, parks and recreational facilities, and schools.

PL-4.3 The City should adopt and maintain development regulations that ensure that growth is consistent with State laws and the Community Vision.

PL-4.4 When proposing Urban Growth Area expansions, the City should only seek land to be included within the City's Urban Growth Area that is suitable for urban development consistent with the Growth Management Act and where utilities and infrastructure can be provided at reasonable costs.

PL-4.5 All new commercial, industrial, and residential plat developments should provide additional transportation infrastructure consistent with the City's comprehensive transportation plan and development regulations through installation, dedication, fee-in-lieu or some other acceptable form of mitigation.

PL-4.6 Development patterns should be responsive to environmental critical areas with resulting fragmentation of the built environment minimized to the greatest extent feasible.

PL-4.7 The City should use Snohomish County Tomorrow's Growth Monitoring Report as a basis for monitoring growth.

PL-4.8 The City should plan for a balanced mix of land uses based on land availability and the capacity to provide public services.

PL-4.9 The City should strive to equitably allocate the cost of growth. Such tools as mitigation and impact fees can provide funds for necessary infrastructure improvements.

GL-5 Ensure that Neighborhood or Subarea Plans for unincorporated Urban Growth Areas are established prior to annexation in order to ensure coordinated growth and development patterns occur as the City expands.

Policies:

PL-5.1 The City should prepare neighborhood or subarea plans for unincorporated Urban Growth Areas that address and coordinate future: land uses and development standards, utility lines and other infrastructure, roads and road improvements, protected open spaces, potential park space, trails, etc., prior to allowing annexation. The City should enter into an Interlocal Agreement with Snohomish County to ensure any development within the City's unincorporated Urban Growth Area is consistent with and coordinated with City plans for that area.

PL-5.2 City sewer lines should not be extended outside City limits into the City's unincorporated Urban Growth Area.

GL-6 Annex all unincorporated Urban Growth Areas within the City's Urban Growth Area.

Policies:

PL-6.1 Annexations should include all land within the respective unincorporated Urban Growth Area enclave.

PL-6.2 Unincorporated areas within the City's Urban Growth Area should be pre-designated on the City's Future Land Use Map and pre-zoned on the City's Official Zoning Map.

PL-6.3 City utilities and services should be planned and made available for extension within reasonable time after annexing land to the City.

PL-6.4 In considering annexations, the following criteria should be used to evaluate the feasibility of the proposed annexation:

a) The existing levels (quantity and quality) of urban services and facilities in the area to be annexed; and
b) The proximity to City utility lines; and
c) The quantity and quality of services that will be required after annexation; and
d) The costs of furnishing needed services; and
e) Any potential revenue generation that could be used to offset existing and future service and infrastructure needs.

PL-6.5 After annexation, the City should honor pre-existing mitigation agreements, conditions on permits, appropriate inter-jurisdictional studies, and agreed-upon standards.

PL-6.6 Entire rights-of-way adjacent to the annexation areas should also be included within the total area to be annexed unless there is an existing agreement between the City and the County requiring otherwise.

Residential Land Use

GL-7 Encourage a mix of residential densities throughout the City.

Policies:

PL-7.1 All recommended changes in residential densities should be based on the following:

a) The overall impact to surrounding properties; and
b) The general impact to the existing transportation network; and
c) The feasibility of the site and its situation for the proposed density; and
d) The availability/capacity of urban services such as water and sewer to serve the area; and
e) The vacant land supply within the City at the proposed density.

PL-7.2 Higher density residential uses should be located around commercial areas.

PL-7.3 Vertical and horizontal mixed use developments with a residential component should be permissible in commercial zones within the City.

GL-8 Preserve and promote the character, scale, and quality of existing neighborhoods as new development occurs.

Policies:

PL-8.1 The City should develop design standards to ensure the orderly transition and compatibility of adjacent residential densities.

Commercial Land Use

GL-9 Create pedestrian links between commercial and residential developments.

Policies:

PL-9.1 Where commercial and residential areas abut, new development proposals should include the design and construction of walkways and/or sidewalks to integrate and link commercial activities and other neighborhoods within the City.

GL-10 Promote Neighborhood Commercial uses in appropriate places.

Policies:

PL-10.1 A re-designation and rezoning of lots to neighborhood commercial may be approved by the City (at the City's discretion) when a lot meets all of the following criteria and any others as listed in Title 20 of the AMC:

1. The lot is located at the intersection of two public rights-of-way, where at least one right-of-way has a roadway classification (whether existing or proposed) of arterial or greater OR is adjacent to another Neighborhood Commercial zoned lot and has direct access to an arterial roadway and is within 660 feet of an intersection.
2. The lot has existing and legal direct access to at least one arterial right-of-way prior to the reclassification and rezone request. The lot is adjacent to or abutting on at least one side to another lot zoned Neighborhood Commercial and/or residential (RLD, RMD, RHD).

Industrial Land Use

GL-12 Maintain a sufficient industrial land base in order to support a high ratio of jobs to households.

Policies:

PL-12.1 Industrial land uses should be located in the vicinity of Arlington Airport in order to take advantage of existing and anticipated transportation systems.

PL-12.2 The amount of land planned and allocated for industrial use should be reasonably scaled to meet the demonstrated demand.

PL-12.3 Industrial uses should be encouraged to share facilities such as internal roadways, parking facilities, and rail access.

PL-12.4 Industries with high job numbers that support the local resource processing needs should be encouraged.

PL-12.5 The City should pursue the designation of the Arlington-Marysville Manufacturing Industrial Center (MIC) in the Snohomish County Countywide Planning Policies and regional designation by Puget Sound Regional Council (PSRC).

PL-12.6 The City should support the development and growth of the Arlington-Marysville MIC by supporting a concentrated manufacturing and industrial base and by planning for future growth and infrastructure improvements.

PL-12.7 The City should develop appropriate zoning, design review and landscaping regulations so that manufacturing uses within the Arlington portion of the MIC are buffered from adjacent or abutting residential uses.

PL-12.8 The City should ensure that at least 80% of the property within the MIC is planned and zoned for industrial and manufacturing uses. Compatible non-industrial uses shall be conditioned to mitigate for potential conflicts with current and future industrial uses.

GL-13 Minimize the adverse impacts of industrial uses to adjacent and abutting residential properties.

Policies:

PL-13.1 Additional setbacks should be required for industrial buildings and uses that are adjacent to or abut non-industrial zoned land in order to minimize impacts. Vegetated LID facilities may be located within these setbacks

PL-13.2 Full screen landscape buffers (which may consist of vegetated LID facilities) should be required along industrial zoned property and non-industrial zoned properties

GL-14 Maintain a healthy, clean industrial district through the use of design standards and adherence to environmental standards.

Policies:

PL-14.1 Outdoor storage areas should be screened from public rights-of-way through use of both fencing and native vegetation.

PL-14.2 Landscape buffers should be installed and maintained along property lines adjacent to rights-of-way.

PL-14.3 Landscape buffers should include the use or retention of native vegetation adequate to serve as visual screens between rights-of-way and industrial uses. Landscape buffers may also consist of vegetated LID facilities.

PL-14.4 Pollutants should be managed as much as possible through site design engineering and source control. Site disturbance and soil compaction should be minimized during

construction. Implement source control best management practices (BMPs) to prevent soil and stormwater runoff contamination from operation and storage of heavy equipment.

PL-14.5 Development Design Guidelines should be established for the Industrial Zone.

PL-14.6 Open space and recreation opportunities such as parks and non-motorized trails should be incorporated in industrial areas.

SUBAREA SPECIFIC GOALS AND POLICIES

GL-15 Protect and enhance our various neighborhoods as follows:

Policies:

Old-Town Residential District

PL-15.1 The Old-Town Residential District should be protected as a traditional, single-family neighborhood.

PL-15.2 Only single-family residential, accessory dwelling units, and duplexes that are compatible with neighborhood in terms of use and design should be allowed in the Old-Town Residential District.

PL-15.3 Design standards for new development in the Old-Town Residential District should be established to ensure compatibility with the existing historical character.

PL-15.4 Improvements to the streetscapes (pedestrian ways, planter strips with approved vegetation, vegetated LID facilities) should be made throughout the Old-Town Residential District. Maintenance responsibilities should be assigned to encourage ownership of the LID facilities.

Old-Town Business District

PL-15.8 The City should support continued revitalization of both the private and public realms within the Old-Town Business District.

PL-15.9 The Old-Town Business District should be a vibrant, people-oriented district so as to encourage civic engagement and support local business.

PL-15.10 Vertical mixed use with a residential component on upper floors should be allowed and encouraged.

PL-15.11 Design Standards for both the public and private realms should be established in order to promote a unified historic character among the three sub-districts within the Old-Town Business District.

PL-15.12 The City should capitalize on its position along the Stillaguamish River by developing a Riverfront Master Plan that addresses future land uses, motorized and non-motorized transportation networks, and recreational opportunities.

PL-15.13 The City should develop and implement a plan (including funding) to improve Haller Park.

PL-15.14 Public parking lots should incorporate historic design features.

PL-15.15 The City should provide incentives for commercial property owners to renovate and/or improve their building facades consistent with their historic character.

PL-15.16 An active, diverse, and integrated "main street"-style central business district should be encouraged in order to promote economic growth by attracting residents, visitors, and businesses.

PL-15.17 A compact commercial district that facilitates easy pedestrian access between shops and buildings should be encouraged.

.PL-15.18 A diverse array of commercial business types should be permissible in the Old-Town Business District.

PL-15.19 Any on-site parking should be located to the side or rear of buildings.

PL-15.20 Additional public parking lots should be provided in the Old-Town Business District to better accommodate motor-vehicles.

PL-15.21 The City should promote design elements in Old-Town Business District that reflect the City's history, scale, and character by establishing Development Design Standards specific to the Old-Town Business District.

PL-15.22 New commercial and multi-family developments in Old-Town Business Districts 1 and 2 should be required to provide bicycle racks.

PL-15.23 Commercial signage should be primarily pedestrian scaled and oriented.

PL-15.24 Street trees should be incorporated into the streetscape for newly renovated streets.

PL-15.25 Pedestrian facilities in adjacent residential neighborhoods should be connected to those in the commercial district (and vice-versa) so that there is an integrated pedestrian/alternative transportation network throughout the Old-Town Business District.

PL-15.26 Building design and architecture should be human-scaled.

PL-15.27 The City should undertake efforts to beautify the Old-Town Business District with street plantings, street furniture, pedestrian paths, decorative lighting and signing, brick or textured streets, historical markers, etc.

PL-15.28 The City should encourage cooperative downtown improvement planning and implementation efforts between the City, the Downtown Arlington Business Association and the downtown merchants.

PL-15.29 The City should encourage businesses to improve deteriorating facades, poor signs, and their general outside appearance in accordance with historical design character.

PL-15.30 The City should require new development to augment the historic look of downtown by maintaining the existing building pattern (i.e., the continuous street wall,

permanent awnings, ground floor shops with many windows and large glass areas, second floor professional services and/or apartments).

PL-15.31 Pedestrian-scaled commercial businesses should be encouraged in Old-Town Business District 1 along Olympic Avenue in to Old-Town Business District 2 and 3.

PL-15.32 City Hall and other civic functions should be located within Old-Town Business District 1.

PL-15.33 The City should encourage new indoor recreation facilities, restaurants and entertainment functions in the Old-Town Business District.

PL-15.34 Street parking should be permissible along all streets within the OTBD to the extent feasible, particularly along Olympic Avenue.

Arlington Bluff

PL-15.38 The City should encourage annexation of existing urban growth areas outside City limits.

PL-15.39 In the Transportation 6-Year TIP, consideration should be given to improving Cemetery Road, 47th Avenue, and 188th Street to their Local Collector standards.

PL-15.40 The forested steep slopes along the bluff should be protected for both environmental and aesthetic purposes by prohibiting development within steep slope buffers and requiring a minimum percentage of forest cover to be retained.

PL-15.41 Care should be taken to not increase discharge of stormwater runoff onto the farmlands below.

Kent Prairie

PL-15.43 Kent Prairie has a very diverse range of uses and housing types; such diversity should be protected.

PL-15.44 Through design, screening, and setbacks, impacts should be minimized between residential and non-residential uses.

West Arlington (see also West Arlington Subarea Plan)

PL-15.45 The City should work to upgrade the streets in the West Arlington Subarea to City standards. Where stormwater improvements are needed, encourage evaluation of LID facilities.

PL-15.46 As much of the area is within the 100-year floodplain and floods rather frequently, a drainage plan should be developed and implemented to alleviate this problem. Stormwater improvements should be prioritized in the Island Crossing neighborhood based on flood modeling and aligned with the South Slough and Portage Creek stream channels. There is potential for a regional system that also functions as flood conveyance and compensatory storage during major events.

South Fork

PL-15.47 The City should work with interested residents in annexing this subarea.

Brekhus-Beach

PL-15.48 A "high-level" Master Plan for the Brekhus-Beach Subarea should be developed by the City in consultation with subarea property owners and adopted by the City Council prior to the subdivision of any land within the subarea. With regards to this policy, "high-level" means the layout of arterial and collector roads (including streetscape design standards), layout of water and sewer lines and their associated facilities, and land-use designation.

PL-15.49 Prior to the adoption of a "high-level" Master Plan for the Brekhus-Beach Subarea by the City Council, one single-family dwelling unit and one accessory dwelling unit should be permitted by the City to be constructed on any existing legal lot within the subarea.

PL-15.50 After the adoption of a "high-level" Master Plan for the Brekhus-Beach Subarea, "large-lot" subdivisions should be permissible in those portions of the subarea where the extreme cost or difficulty in extending sewer exists. With regards to this policy, "large-lot" means the minimum lot size required by the Snohomish County Health District for on-site sewage disposal systems. After the adoption of a "high-level" Master Plan for the Brekhus-Beach Subarea, shadow platting should be permissible in those areas where sewer is not yet available so as not to preclude the allowed underlying density at such a time when sewer becomes available. When sewer becomes available to serve the shadow plat, all lots within the plat will be required to connect to sewer.

Hilltop

PL-15.51 The properties around the SR-9 and SR-531 intersection should be planned to become an urban village, with mixed commercial and high-density residential uses.

PL-15.52 The City should encourage the development of the Boyden 5-acre tract to urban densities. This would probably take the formation of an LID to fund the installation of sewer, water, and transportation systems. The City should also help find a secondary access point.

Manufacturing Industrial Center Subarea

PL-15.53 As this is the predominant location for future employment in Arlington, the City should actively seek appropriate development of this area.

PL-15.54 A road network should be developed that makes properties more accessible and usable.

The Airport

GL-16 As an Essential Public Facility, protect the Arlington Municipal Airport from encroaching non-compatible land uses so as to maintain its long-term viability.

Policies:

PL-16.1 Promote a compatible relationship between the airport industrial zone and surrounding land uses.

PL-16.2 Secure airport approach zones through either land purchase, avigation easements, or disclosure statements so that the City can enforce regulatory controls in those areas.

PL-16.3 Secure avigation easements from new developments that are proposed within the Airport Protection District.

PL-16.4 The Arlington Airport is designated as an "Essential Transportation Facility." This designation provides leverage to maintain compatible zoning and land use options and helps protect its airspace in the approach and transitional surface areas.

PL-16.5 Maintain an Airport Protection District to protect aviation interests by applying FAA and WSDOT policies and land use restrictions.

PL-16.6 Obtain and maintain interlocal agreements with adjacent jurisdictions to help implement airport protection policies.

PL-16.7 Protect and control land critical to the future expansion of the airport as depicted in the Airport Master Plan.

PL-16.8 Prohibit buildings, structures, or other objects from being constructed or altered so as to project or otherwise penetrate the airspace surfaces (as defined in FAA Part 77), except as necessary and incidental to airport operations.

PL-16.9 At the time of land use approval (i.e. subdivision of land) property disclosure notices--notices on the face of the plat map and avigation easements dedicated to the City of Arlington--should be recorded on areas within the Airport Protection District.

PL-16.10 Require that submittal requirements for proposed land use actions disclose potential conflicts with airspace.

PL-16.11 Within the Airport Protection District require disclosure notice for potential negative impacts from aviation operations and noise, unless mitigated by other measures.

PL-16.12 Residential use shall be prohibited on Airport property and within the Runway Protection Zone 1. Residential use and/or density should be limited, within the Inner Safety Zones 2, Inner Turning Zone 3, and Outer Safety Zone 4, and Runway Sideline Zone 5 to reduce negative impacts on residents from aviation operations and noise.

PL-16.13 Non-residential use and/or intensity may be limited, if such uses are deemed to be noise sensitive, to reduce negative impacts on users from aviation operation noise.

PL-16.14 Prohibit the location of noise-sensitive land uses from areas of high noise levels, defined by the 65 DNL (or higher) noise contour of Arlington Municipal Airport.

PL-16.15 All detention, retention and wetland construction in the Airport Protection District needs to be planned to minimize attracting wildlife that is a hazard to aviation.

PL-16.16 To better ensure compatibility between the airport and surrounding land uses:

Risks to surrounding people and property shall be minimized by applying more stringent land use controls to geographic areas with greater potential risk.

Risks to people on the ground shall be minimized by restricting land uses so as to limit the number of people likely to gather in areas most susceptible to aircraft accidents and/or by reducing risks through special features of building design.

Discourage land uses that are of particular safety concern because of the reduced mobility of occupants or their inability to respond to emergency situations in areas most susceptible to aircraft accidents. Such uses include children's schools, day care centers, hospitals, nursing homes and/or other uses where the majority of occupants are children, elderly or handicapped.

Discourage land uses in the vicinity of the airport that may cause visual, electronic or bird strike hazards to aircraft in flight.

PL-16.17 The City and the airport shall make available to prospective purchasers of property in the vicinity of the airport information about airport activity impacts so that they can take this information into account in making purchase decisions.

PL-16.18 Any expansion of airport facilities that would result in a significant increase in noise, hazard or glare shall include measures to reduce impacts to surrounding neighborhoods.

GL-17 Development Airport Properties in an orderly fashion.

Policies:

PL-17.1 Develop and maintain airport property as depicted within the Airport Master Plan.

PL-17.2 Create conceptual development site plans for Airport properties that are not already shown in the Master Plan.

PL-17.3 The Airport should maintain a green belt along residential portions of the perimeter of the Airport property, subject to Part 77 restrictions and the possible requirement for low-growing vegetation.

Resource Protection

GL-18 To safeguard communitywide environmental conditions and resources the City will encourage the effective stewardship of the environment and protect critical areas and conserve land, air, water, and energy resources.

Policies:

PL-18.1 The City should continue to amend and adopt land development regulations that ensure the protection of the attributes, functions and amenities of the natural environment under all projected growth scenarios.

PL-18.2 Through the land planning and development review processes, the City should require the provision of fish and wildlife habitat corridors, and restrict the

fragmentation of large natural plant communities that provide essential and significant wildlife habitat.

PL-18.4 The City should work to ensure compatibility of land uses with topography, geology, soil suitability, surface water, groundwater & aquifers, frequently flooded areas wetlands, climate, and vegetation and wildlife.

PL-18.5 The City should utilize local resources whenever possible to encourage local involvement in community actions and to enhance community pride.

PL-18.6 The City should promote reducing air pollution emissions associated with land uses and transportation in accordance with national, State, regional, and local policies and standards.

PL-18.7 The City should work to protect and enhance the natural environment while planning for and accommodating growth.

PL-18.8 The City should maintain or restore aquatic ecosystems and associated habitats and aquifers through the development and implementation of a comprehensive protection program.

PL-18.9 The City should protect and maintain elements of the environment including clean water, natural vegetation, and habitat corridors through adopted development regulations and a variety of educational, voluntary and incentive programs.

PL-18.10 The City should work to help preserve agriculture and agricultural land outside the City's Urban Growth Area through a variety of planning techniques, regulations, incentive, and acquisition methods.

PL-18.11 The City should identify and protect open space natural and scenic resources, and shoreline areas.

GL-19 Require site-sensitive development to protect environmental resources.

Policies:

PL-19.1 Significant Trees within the City should be preserved to the extent feasible. In instances where it is not feasible to preserve Significant Trees, any Significant Tree cut down should be mitigated for either through re-planting or payment of a fee-in-lieu.

PL-19.2 Existing and native vegetation should be preserved as much as possible due to its vital role in the groundwater and wildlife systems of Arlington in order to prevent additional storm water runoff or soil erosion from new developments and to provide a habitat for wildlife. In new developed and re-developed areas, site disturbance should be minimized and native vegetation and duff should be retained.

PL-19.3 Salmonid streams, drainage ways, wetlands, and their buffers should be protected from adverse impacts of land development that might decrease low flows or increase high peak flows, reduce recharge areas for streams, increase bank or bed erosion, or increase turbidity of the water.

PL-19.4 The City should work to protect, the following sensitive resources: wetlands, streams and creeks, lakes and ponds, aquifer recharge areas, steep slopes, significant trees, fish and wildlife habitat and corridors, archaeological and historical sites and artifacts, geologically hazardous areas, and frequently flooded areas. Other resources may be included by amending the City's critical areas regulations.

PL-19.5 Since the Airport and surrounding property is located above an aquifer that provides the City of Arlington water, measures to protect that resource should be established.

GL-20 Minimize storm water runoff and urban drainage impacts by utilizing the natural drainage system where it is possible to do so without significantly altering the natural drainage ways.

Policies:

PL-20.1 The City should encourage the design of developments to use natural drainage patterns and incorporate means to entrap storm water and water pollutants before they are carried down slope or before they enter wetlands and/or other bodies of water.

PL-20.2 The City should work with residents and other jurisdictions to improve storm drainage in and around Arlington.

PL-20.3 The City should adopt and keep current a stormwater comprehensive plan and control ordinance requiring best management practices for stormwater control, addressing such issues as detention, release, erosion and siltation, nutrients and toxic pollutants, etc.

PL-20.4 To minimize impacts on natural resources, the evaluation of Low Impact Development techniques should be evaluated as the preferred approach prior to implementing traditional stormwater treatment and flow control facilities.

GL-21 Promote energy conservation by developing incentives and/or requirements for energy-saving transportation, land development patterns and practices, and building construction and operation methods and materials.

Policies:

PL-21.1 The City should encourage the development of paths and easements for non-motorized transportation to encourage pedestrian and bicycle use throughout the City.

PL-21.3 Encourage development patterns that are based on a grid system to increase connectivity and reduce utility and transportation costs as well as energy consumption.

PL-21.4 Encourage energy-saving construction and building operation practices and the use of energy-conserving materials in all new construction and rehabilitation of buildings.

GL-22 Encourage the protection of special historic, architectural, aesthetic or cultural resources through the designation of historic landmarks and districts and the adoption of appropriate incentives.

Policies:

PL-22.1 The City should encourage the rehabilitation and revitalize of the downtown by using adaptive reuse of existing commercial structures, preservation of historic sites and structures, and restoration of prominent places and features to ensure economic viability and community stability. Many of the older structures in the downtown area represent 90 years of the City's character and heritage. Consider adapting existing structures identified in the 1980 Snohomish County Cultural Resource Inventory to other appropriate uses for continued economic vitality of the historical structures. This list can be expanded at any time.

American Legion Hall

Arlington State Bank

Arlington Times Building

Citizens State Bank

Eagan House/Weller Funeral Home

Masonic Hall

Methodist Church

Robertson Building

Royal Hotel

World War II Navy Hangar

PL-22.2 The City should work with the Stillaguamish Tribe to develop rules and procedures for protecting significant cultural and archaeological resources.

GL-23 Promote the identification, maintenance, and preservation of possible geographical areas or structures that have special significance because of historical, archaeological, architectural, recreational, social, cultural, and/or scenic importance.

Policies:

PL-23.1 The City should work with other public agencies and/or a local historical society to determine priorities and establish methods for public and private funding to develop and operate such significant areas

PL-23.2 The City should encourage the development of written narratives and maps for self-guided tours of significant areas and the provision for site markers to identify significant sites.

PL-23.3 The City should encourage additions and alterations to significant architectural buildings to conform to the style and period of the initial construction as much as possible.

PL-23.4 The Arlington Airport is listed on the National Register of Historic Places. This designation should be used to promote aviation-related tourism activities.

PL-23.5 The City should work to protect those structures that led to the Airport being listed on the Register.

PL-23.6 The City should prepare a documentation of the history of Arlington Naval Air Station in a format that can be distributed to local schools, other organizations and placed on the City of Arlington website.

PL-23.7 The City should actively seek grant funding for the rehabilitation of historic buildings and other historic preservation opportunities on Airport property.

Public/Semi-Public Land Use

GL-25 Promote equality in development regulations between private and public lands.

Policies:

PL-25.1 Public and semi-public development should be held to the same development standards as private development.

PL-25.2 New public/semi-public development proposals should include the design and construction of walkways and/or sidewalks to integrate and link commercial activities and other neighborhoods within the Urban Growth Area.

Minimizing Risk of Natural Disasters

GL-26 Prepare for and be able to respond to natural disasters.

Policies:

PL-26.1 Arlington should maintain a current comprehensive emergency management plan which shall be based on a hazard analysis and as a minimum include a basic document with the elements listed in WAC 118-30-060 (1)-(8). Said plan shall address all natural and man-made emergencies and disasters to which Arlington is vulnerable, and shall specify the purpose, organization, responsibilities and facilities of agencies and officials of the political subdivision in the mitigation of, preparation for, response to, and recovery from emergencies and disasters (Paraphrased from WAC 118-30-030 (9)).

PL-26.3 Geologically hazardous areas, especially forested steep slopes, should be protected.

PL-26.4 Soil stability and the use of the natural drainage systems should be promoted by retaining existing native vegetation in critical areas.

PL-26.5 The City should prohibit development on unstable land and restrict development on potentially unstable land to ensure public safety and conformity with natural constraints.

TRANSPORTATION GOALS AND POLICIES

The Transportation System

GT-1 Plan, develop, and maintain a balanced transportation system for the efficient movement of people, goods, and services within the City and between the community and other activity centers in the region.

Policies:

PT-1.1 The City's motorized and non-motorized transportation network should be designed to distribute traffic evenly throughout the City.

PT-1.2 The City should establish labeled Truck Route(s).

PT-1.3 Encourage the use and growth of the Arlington Airport by ensuring easy access to the Airport via City streets by both automobiles and trucks.

PT-1.4 New development and existing developments that are expanded should be required to mitigate for impacts to the transportation network.

GT-2 Ensure that new road development meets the goals of the transportation element and land-use element of the comprehensive plan.

Policies:

PT-2.1 A motorized and non-motorized transportation plan should be developed by the City to ensure adequate transportation routes are created concurrent with new development. Evaluate minimizing impervious surfaces and incorporating LID facilities into these plans where feasible.

GT-3 Ensure concurrency by providing an effective roadway network with adequate capacity to meet the demand for travel within the City at the adopted Level of Service (LOS) standard.

Policies:

PT-3.1 The City should periodically review and revise, if necessary, existing levels of service and the concurrency management system as part of the Comprehensive Plan update.

PT-3.2 All development proposals should be reviewed to ensure coordination with the Transportation Element.

PT-3.3 Ensure that all development permits that are approved require transportation improvements that are in accordance with Arlington's ability to provide and/or maintain the adopted Levels of Service.

PT-3.4 Traffic impacts of proposed projects should be determined through project-provided impact assessment reports, which should be required of every project for which the concurrency test must be applied. The City may waive this requirement where such impacts may be determined administratively and/or the project applicant agrees to mitigate any administratively determined impacts.

PT-3.5 Permits should not be issued for the development of any property until and unless the transportation facilities identified in this plan are in place. This includes roads (including curb, gutter, sidewalks, and planter strips), trails, or other transportation facilities described in this Transportation Plan within the confines of that property.

GT-4 Consider the special needs of subarea transportation facilities including appearance and safety.

Policies:

PT-4.1 Improving the appearance of existing corridors should be a primary objective in designing and maintaining the street system in Arlington. Appropriate design standards, including landscape requirements, for the construction of new streets shall be maintained.

PT-4.2 Existing street trees should be preserved to the extent they don't become a safety hazard or disrupt the structural integrity of the roadway.

PT-4.3 Private streets should be prohibited in residential areas with private streets in commercial areas allowed on a case-by-case basis upon approval of the City Engineer. The City should only accept ownership and maintenance of existing private streets if they are consistent with adopted design standards and their acceptance will result in a benefit to Arlington.

PT-4.4 Residential lots should only take vehicular access from an Alley, Local Access Street or Collector Street. Only in instances where the City Engineer determines there is no other feasible alternative should a residential lot take access from an arterial (or higher classified) street.

PT-4.5 Block standards should be developed to ensure that the development and subdivision of land results in greater connectivity both within the new development/subdivision and to the existing street network.

PT-4.6 Culs-de-sac should be prohibited to the extent feasible. Streets that must terminate in a cul-de-sac should be limited to one block in length (330ft.).Where culs-de-sac are used, evaluate the installation of LID facilities in the center of the cul-de-sac.

PT-4.7 Whenever a cul-de-sac is utilized, pedestrian connectivity should be maintained by providing a pathway that connects from the bulb of a cul-de-sac to the nearest roadway (whether existing or proposed) outside the development.

PT-4.8 Design standards should be established to consolidate the number and location of curb cuts on arterial streets. Curb cuts are permitted at bioretention facilities to allow stormwater runoff to enter the facility.

PT-4.9 On-site parking requirements should be established to ensure land-uses can adequately accommodate parking demand.

PT-4.10 Streets should be designed to accommodate multi-modal transportation options such as motor-vehicles (including buses), bicycles, and pedestrians.

PT-4.11 New construction should include the construction of sidewalks, bicycle storage/parking facilities, and access to mass transit where possible and in proportion to the need generated by the proposal. Sidewalks should be included on at least one side of a street and wide enough to meet American's with Disabilities Act (ADA) requirements.

PT-4.12 New residential developments should provide pedestrian access between the development and adjacent schools, parks, playgrounds, commercial areas or other roads or facilities if such access is not conveniently provided by sidewalks adjacent to the streets as required above. In such as case, the developer may be required to reserve an unobstructed easement of at least ten feet in width to provide this access.

PT-4.13 All streetscapes should be designed and constructed to include at a minimum the following: curbs, gutters, sidewalks or trail, and landscape strips with street trees.

Non-Motorized Transportation

GT-5 Develop transportation strategies that encourage the use of pedestrian, bicycle, and mass transit facilities that will, among other things, conserve non-renewable energy sources.

Policies:

PT-5.1 The City should develop a paved non-motorized transportation network that results in connectivity between all subareas within the City.

PT-5.2 Bicycle lanes should be included with motor-vehicle lanes on all streets with a speed-limit greater than 25mph unless a paved, non-motorized trail exists or is planned within the right-of-way.

PT-5.3 Traffic safety design techniques should be integrated into the street design to assist in safeguarding pedestrians, and cyclists, particularly near schools, playgrounds, and at crosswalks.

PT-5.4 Sidewalk improvements should be prioritized to first facilitate safe movement for elderly and handicapped persons between residences and shopping/social activity centers, and facilitate safe movement for children to and from school facilities and school bus stops.

PT-5.5 Existing sidewalks, including curb cuts and ramps, should be brought into compliance with the American's with Disabilities Act if not already so.

PT-5.6 Street lighting should be designed to take into consideration the needs of motorists, cyclists, and pedestrians.

PT-5.7 The City’s non-motorized transportation network should connect with regional networks and with the networks of neighboring jurisdictions.

PT-5.8 Multi-Family Residential, Commercial, and Industrial developments should provide bike racks to accommodate bicycle use by residents, employees, and customers.

PT-5.9 Parking lots should include stalls specifically designed for compact cars and motorcycles.

GT-6 Support the use of transit and work with transit agencies to improve service in order to help reduce traffic.

Policies:

PT-6.1 Coordinate with surrounding communities to support public education programs and land use strategies to encourage the use of public transportation.

PT-6.2 Encourage and plan for "pedestrian-scale" neighborhoods and centers to enhance access and mobility for public transportation users.

Safety and Maintenance

GT-7 Maintain and enhance the safety of the transportation system.

Policies:

PT-7.1 Traffic data such as traffic counts and accident data should be collected and analyzed to support planning of traffic safety improvements.

PT-7.2 Design criteria should be established for the signing of streets, including uniform lettering, colors, and placement of all new street signs.

PT-7.3 The City should adopt appropriate guidelines from the Manual on Uniform Traffic Control Devices (MUTCD) regarding maintenance of traffic control devices and perform regular and requested maintenance activities related to traffic control devices and roadway material within those guidelines.

PT-7.4 The City should identify specific high accident intersections on both the collector and arterial system and develop and implement appropriate plans to effectively lower the accident rate.

GT-8 Develop transportation and safety policies that encourage the use of non-motorized transportation (i.e., walking and biking).

Policies:

PT-8.1 Streetscapes for new and improved roads should be designed to accommodate multi-modal transportation options such as motor-vehicles (including bus), bicycles, and foot-traffic (pedestrians).

PT-8.2 Priority should be given to sidewalk and shoulder improvements in areas of high traffic volumes or pedestrian activity to improve safety of pedestrians and drivers.

PT-8.3 Under special circumstances, the City Engineer should be permitted to install temporary safety improvements (such as widened asphalt shoulders, etc.) in lieu of full improvements where they are able to make at least the following findings:

a) There is a significant overwhelming public need to improve pedestrian safety along the road on which the project is proposed, and the project will substantially do so.

b) The project is intended to be a temporary solution until a full street improvement project can be funded.

c) The project is designed in such a way as to not preclude eventual full-standard development.

d) If the full street improvement project is listed on the City's 6-year Transportation Improvement Plan, it will not be removed from the TIP because of the temporary improvements.

Transportation and the Environment

GT-9 Design and build roads that minimize negative impacts to protected critical areas.

Policies:

PT-9.1 The adverse impacts of transportation facilities and services on designated critical areas, resource lands, cultural resources, and parks should be minimized and mitigated through the implementation of performance standards.

PT-9.2 Proposed roads should avoid being located in Critical Areas except in those instances where it is necessary to cross through Critical Areas in order preserve or enhance connectivity in the City's motorized and non-motorized transportation networks.

PT-9.3 Proposed roads should result in the creation of a more connected transportation network within the City in order to reduce the length of vehicular trips.

PT-9.4 All culverts, bridges, or other road crossings over or through critical areas should incorporate Best Available Science in both design and construction.

PT-9.5 Proposed roads should avoid being located in areas prone to natural hazards.

GT-10 Allow for alternative design standards and/or materials to reduce impervious surfaces and improve more natural forms of drainage.

Policies:

PT-10.1 Explore the feasibility of reducing the amount of total impervious surface used in right-of-ways, sidewalks, parking lots and roads by using new pervious materials (e.g., grasscrete, Essential Soil, etc.). Applications of these technologies will be approved on a case-by-case basis by the City Engineer.

PT-10.2 Investigate modifications to detention requirements, including the use of new designs and/or materials that improve drainage.

Inter-jurisdictional Coordination

GT-11 Ensure transportation planning is coordinated with adjacent and regional jurisdictions.

Policies:

PT-11.1 The City should coordinate with Snohomish County and the City of Marysville in planning intra-jurisdictional roads and transportation facilities.

PT-11.2 The City should enter into Inter-Local Agreements with other government agencies and special districts with regards to traffic mitigation and franchise agreements.

PT-11.3 The City's transportation plans should be coordinated with County and regional plans.

PT-11.4 The City should actively lobby the State of Washington and Snohomish County to implement those improvements necessary to their respective transportation facilities in order to maintain the level of service standards adopted by the City.

6-Year TIP/Financing

GT-12 Prioritize and finance transportation improvements consistently with the capital facilities estimate, and investigate all possible avenues of paying for the improvements for availability and fairness.

Policies:

PT-12.1 The City should adopt a 6-Year Transportation Improvement Program (TIP),that is coordinated with the Transportation and Capital Facility Elements. The City should update the TIP annually as projects are completed and re-prioritized on an annual basis as part of the Transportation Element Update.

PT-12.2 New developments should be required to pay for improvements related to the development, including upgrading of existing facilities, on a proportionate share basis and according to calculated impacts to existing LOS.

PT-12.3 Transportation improvement cost estimates should be updated annually to determine appropriate shares from developers and users as established.

PT-12.4 The City should consider alternative methods of obtaining financing for transportation improvements, including: local option taxes, bonding, Local Improvement Districts, combining efforts with other agencies, investigate all possible grant and loan opportunities such as the Public Works Trust Fund, Intermodal Surface Transportation Efficiency Act funding, and inter-local agreements for mitigation costs with Snohomish County.

PT-12.5 If funding is unavailable, or if development is progressing beyond the ability to provide and maintain sufficient transportation facilities, the City should consider development moratoriums, as necessary, until the transportation facilities can be brought into alignment with approved LOS.

PT-12.6 Adequate resources should be provided to ensure that the existing transportation system is properly maintained.

Air Quality

Minimize air quality impacts caused by the transportation system

Policies:

PT-13.1 The City commits to meeting federal and State air quality requirements and work with the State, region and local agencies or jurisdictions to develop transportation control measures and/or similar mobile source emission reduction programs that may be warranted to attain or maintain air quality requirements.

PT-13.2 The City's transportation system will conform to the federal and State Clear Air Acts by maintaining its conformity with the Metropolitan Transportation Plan of the Puget Sound Regional Council and by following the requirements of Chapter 173-420 of the Washington Administrative Code, which may include development of transportation

Manufacturing/Industrial Center

GT-14 Ensure that development of the MIC supports the movement of goods is compatible with adjacent neighborhoods and promotes a multi-modal transportation network.

Policies:

PT-14.1 The City should identify and implement short-term and long-range infrastructure improvements that supports existing infrastructure and helps stimulate the development of new manufacturing and industrial uses in the MIC.

PT-14.2 The City should work collaboratively with the City of Marysville to develop a seamless and compatible road network in order to efficiently move goods and services within and outside the MIC.

PT-14.3 A street design should be developed that incorporates low-impact development standards which reduces surface water and enhances aesthetics of the area.

PT-14.4 A non-motorized network should be developed throughout the area that allows pedestrians and cyclists to safely access places of employment.

PT-14.5 Landscaping along roadways and between properties that are adjacent to neighborhoods should be required to reduce noise and visual impacts.

PT-14.6 The City should utilize available State and federal transportation infrastructure funding in the MIC once MIC designation is obtained from PSRC.

PT-14.7 Roadway designs within the MIC should be sensitive to the needs and movement of large trucks that will frequent the MIC, including the installation of cueing areas for trucks delivering/receiving goods.

PT-14.8 The City should encourage existing and new businesses to utilize the BNSF railroad spur as useful resource to move goods and services within and outside the MIC.

PARKS AND RECREATION GOALS AND POLICIES

GP-1 Maintain and support existing and future recreational and cultural activities.

Policies:

PP-1.1 The following Level of Service Standards for parks, trails, and opens space should be established throughout the City:

a) Regional Parks = 0 ac/1,000 people
b) Community Parks = 3.9 ac/1,000 people
--1.55 acres/1,000 people should be allocated to ball fields, and
--2.35 used for the remainder of the community park needs.
c) Neighborhood/Mini-Parks = 1.7 ac/1,000 people
d) Trails = 1.4 mi/1,000 people
e) Open Space = 3 ac/1,000 people, or 0.008319 acres per dwelling unit, to be applied to all new residential development of 25 dwelling units or more.

PP-1.2 The development of existing parks, trails, and open spaces should be prioritized based on need and available funding.

PP-1.3 The City should pursue short-term financing mechanisms (such as grants) and establish long-term financing mechanisms (such as the creation of a Parks District) to ensure that adequate parks, open space, and recreation facilities are funded and available within the City.

PP-1.4 New residential development should be required to mitigate impacts to park, recreation, and open space through the dedication and improvement of properties for park and recreation uses, or where dedication is not feasible, payment of a fee-in-lieu.

PP-1.5 Any required park, trail, and open space mitigation should be based on the City's adopted Level of Service Standard for the particular facility being impacted.

PP-1.6 All park land to be dedicated to the City should have all infrastructure improvements in place concurrently with the implementation of a project or be bonded for completion prior to acceptance by the City. For the purposes of this policy, "concurrent" means at the time of final plat approval (for residential projects) or at the time of final building inspection for multi-family.

PP-1.7 All existing park and recreation facilities owned and operated by the City that are not in compliance with ADA accessibility requirements, should be upgraded to ensure compliance with current ADA accessibility requirements.

PP-1.8 The City should identify desirable lands within its Urban Growth Area for parks, trails, or open space and pursue their acquisition through dedication and purchase.

PP-1.9 The City should evaluate and begin implementation of mechanisms that will enhance its ability to acquire properties and provide services including inter-jurisdictional/inter-agency relationships, district designations, or other appropriate mechanisms.

PP-1.10 The City should maintain its existing volunteer program for the maintenance of parks, trails, and open spaces within the City.

PP-1.11 Each community park should have restroom facilities.

PP-1.12 New residential developments should provide adequate on-site park space or pay a fee-in-lieu.

PP-1.13 The City should seek grants as a way to pay for and provide park and recreation facilities at City-owned parks, trails, and open spaces.

GP-2 Provide a diverse range of recreational, cultural, and educational opportunities.

Policies:

PP-2.1 Multi-purpose use of public lands, facilities, and personnel services should be encouraged.

PP-2.2 Each community park should be developed with activities and facilities for every age group.

PP-2.3 City park facilities and services should provide an appropriate range of recreational opportunities. Such facilities and services should be designed in a manner that responds to the needs of the intended users.

PP-2.4 The City should continue to support the recreational, cultural, and educational opportunities provided at the Byrnes Performing Arts Center.

PP-2.5 The City should encourage the provision of art, interpretive, and educational facilities in parks and public buildings and spaces.

PP-2.6 Capital Funds should be used primarily to improve existing parks and provide for new parks in newly annexed areas of the City's Urban Growth Area.

PP-2.7 All parks, trails, and open spaces within the City should be well maintained.

PP-2.8 Only activities consistent with the original intent and/or conditions of acquisition of respective park, trail, or open spaces should be allowed.

GP-3 Continue to work with other jurisdictions and/or agencies to establish joint use agreements, thus increasing available parkland and facilities at minimum cost.

Policies:

PP-3.1 The City should continue to work with the County, Arlington School District, the Lakewood School District, the Arlington Boys and Girls Club, the Little League, and other public or private providers of recreation services and facilities, to cooperatively provide joint facilities, meeting and classrooms, athletic fields, and other facilities.

PP-3.2 The City should continue to support continued cooperation between the City, non-profit organizations, the Arlington School District, the Lakewood School District and other agencies for continuation and development of recreation programming for youth, senior citizens, and other segments of the population.

PP-3.3 Support and continue to work closely with the County Parks and Recreation Department in their efforts to complete the Whitehorse Trail.

PP-3.4 The City should work with foundations, organizations, associations, trusts, developers, landowners, others from the private sector and neighboring and regional governments to develop and/or preserve parks, trails, and open space by encouraging donations and dedications, conservation easements, innovative land use contractual agreements and other methods.

GP-4 Strive for geographic and demographic equity in the provision of parks and recreation facilities.

Policies:

PP-4.1 Each subarea within the City should have at least one community park. A neighborhood center park should be located within the Smokey Point neighborhood. The City should identify and pursue opportunities for new parks within areas that are added to the City's Urban Growth Area.

GP-5 Preserve and enhance open space, natural, and cultural resources.

Policies:

PP-5.1 Leash scoop and running-at-large laws should be enacted and enforced by the City in order to protect the health, safety, and welfare of City residents and visitors.

PP-5.2 Land development should be designed in such a way as to prevent or minimize impacts on natural open spaces.

PP-5.3 Park and recreation facilities should be located, planned and managed so that they enhance wildlife habitat, minimize erosional impacts, and complement natural site features.

PP-5.4 Scenic view sheds should be enhanced and preserved for public enjoyment when siting park and recreation facilities.

PP-5.5 The City should strive to connect all City parks and open spaces by way of a trail network.

PP-5.6 Passive recreational activities should be encouraged on non-critical area (usable) open space lands.

PP-5.7 The City should inventory and protect significant non-tribal historical and cultural resources.

PP-5.8 The City should establish criteria for accepting dedications and gifts of open space and associated facilities and placement of artwork within them. Until such criteria is

formally established, the City may, at its discretion, accept dedication and gift of open space and/or natural areas lands.

PP-5.9 Open space lands comprised of critical areas should be managed as native growth areas and kept in a natural state to maintain existing habitat value. In the case of degraded or impacted lands, these areas may be enhanced to provide a higher value.

GP-6 Provide for a trail system through the City and connecting to regional trails.

Policies:

PP-6.1 The City should try to achieve a continuous, connected system of parks and open space via trails.

PP-6.2 Trails should be developed for the purpose of providing opportunity for non-motorized transportation, recreation, and education.

PP-6.3 The City should develop a strategy for marketing the Centennial Trail so as to attract more people to the downtown business district.

GP-7 Develop park and trail design and development standards.

Policies:

PP-7.1 The City should establish park, trail, and open space design standards.

PP-7.2 The City should develop a thematic signage program for City parks, trails, and open space.

PP-7.3 Maintain an up to date map of the local trail system that is easily accessible to the public to help encourage trail use.

GP-8 Remain a Tree City

Policies:

PP-8.1 The City should maintain at minimum those requirements necessary for qualifying to be a Tree City under the National Arbor Day Foundation, including:

a) Maintain a tree board or department.
b) Maintain tree protection rules, regulating the removal of trees and requiring appropriate replacement.
c) Maintain a Community Forestry Program with an annual budget of at least $2 per capita.
d) Annually hold an Arbor Day observance and proclamation.

PP-8.2 The City should develop a voluntary neighborhood tree planting program.

ECONOMIC DEVELOPMENT GOALS AND POLICIES

General

GE-1 Promote a strong, diversified, and sustainable local and regional economy, while respecting the natural environment and preserving and enhancing the quality of life in the City.

Policies:

PE-1.1 The City should encourage a diversified and vibrant economy in order to facilitate high and stable rates of employment within the City.

PE-1.15 The City should enter into agreements with Broadband service providers so that they may utilize City rights-of-way for installation of infrastructure.

PE-1.2 The City should maintain a favorable business climate through consistent implementation of City regulations, a streamlined permit process, excellent customer service, and through other available means and mechanisms.

PE-1.3 The City should work to ensure there is always a more than adequate employment land base (both commercial and industrial) in order to maintain the City's desired high jobs/to household ratio.

PE-1.4 The City should work to ensure that there is always an adequate retail sales base (i.e., commercial land base) in order to provide financial support to the services the City provides.

PE-1.5 The City should work to attract living wage job providers to locate in Arlington.

PE-1.6 The City should identify ways to improve current services and/or provide new services that will improve the quality of life for its residents.

PE-1.7 The City should provide a predictable development atmosphere through consistent application and interpretation of City regulations, and permit processing.

PE-1.8 The City should encourage economic development activities that take into consideration the capacities of the area's natural resources, public services and facilities.

PE-1.9 The City should promote a fair balance in the tax base to adequately serve needs of residents and businesses.

PE-1.10 The amount and rate of land consumption for business, commercial and industrial uses should be monitored by the City.

PE-1.11 The City should use the analysis in the Economic Development Plan to provide a technical foundation upon which economic strategies and decision-making can be based.

PE-1.12 The City should promote the viability of downtown as a commercial and social center with the goal of having other commercial areas dispersed amongst our neighborhoods so as to reduce traffic and air pollution.

PE-1.13 The City should develop a strategy for Smokey Point so as to better compete with the potential commercial areas west of Interstate-5.

PE-1.14 The City should encourage business that process and sell locally-produced resources.

Employment

GE-2 Provide an adequate job-producing land base to ensure an adequate number of jobs for citizens within the community and to aid the community in paying for infrastructure and services.

Policies:

PE-2.1 The City should work to ensure that the amount of land zoned for business and industrial use is adequate to meet 20-year employment forecast within the planning area boundaries.

PE-2.2 The City should strive to maintain a high jobs to housing ratio.

PE-2.3 The City should identify sectors of the economy within Arlington where opportunity might exist to create additional jobs and identify potential strategies for attracting employment. In particular, provide a supportive business environment for start-up, light manufacturing and assembly businesses in the airport/industrial area.

Utilities

GE-3 Ensure adequate utility and transportation services to accommodate businesses providing jobs.

Policies:

PE-3.1 The City should work to ensure adequate utilities (sewer, water, stormwater, solid waste, electricity, gas, telecommunications, etc.) and transportation access (rail, road, air) exist within the City to accommodate economic activity and growth.

Capital Facilities

GE-4 Encourage active cooperation between the City and local businesses concerning economic development issues, particularly of those businesses that have specialized infrastructure, building design, transportation or other needs.

Policies:

PE-4.1 The City should provide sufficient and proactive investment in public infrastructure – to improve the economic base and accommodate overall growth.

PE-4.2 The City should consider resources, service and infrastructure limitations before reviewing applications for new commercial and industrial development.

PE-4.3 Ensure that new commercial development incorporates site and building design features that accommodate alternate modes of transportation.

PE-4.4 The City should work with the Arlington/Smokey Point Chamber of Commerce, and the Downtown Arlington Business Association to identify ways in which the City

and local businesses can cooperate on economic development issues and strategies for addressing those issues.

PE-4.5 The City should plan transportation system improvements that ensure efficient transport of goods and convenient access for employees and customers to and from places of business.

PE-4.6 The City should promote commercial development that facilitates pedestrian activity and is architecturally distinctive.

PE-4.7 Where appropriate, the City should participate or otherwise assist in business sponsored activities to increase local awareness of goods and services available in Arlington.

PE-4.8 The City should work to ensure that City licensing and permitting practices and procedures are coherent, fair and expeditious. Where specialized industry requirements call for the inspection by government agencies, coordinate with those agencies to eliminate duplication of efforts.

Subarea Specific Policies

GE-5 Foster economic development throughout the City's many economic subareas.

Policies:

Old-Town Business District

PE-5.1 The City should encourage and promote the development or enhancement of retail, service, civic, and mixed uses to achieve a vibrant shopping, dining and/or entertaining experience in the Old-Town Business District.

PE-5.2 The City should promote the redevelopment of the Old-Town Business District by developing a Master Plan for the central business district including urban design standards, the identification of a central commons area near the Burlington Northern Railroad tracks and the promotion of new retail and commercial businesses that provide a diversity of goods and services.

PE-5.3 The City should explore ways in which the downtown retail shopping area might be further enhanced and linked to the Stillaguamish River.

PE-5.4 When appropriate, the City should site new civic and cultural facilities in the Old-Town Business District.

PE-5.5 The City should assist businesses within the Old-Town Business District in developing a specific, in-depth economic development plan for the downtown.

PE-5.6 The City should involve merchants in ongoing economic development strategies for the Old-Town Business District.

PE-5.7 The City should also become an active sponsor and promoter of new retail businesses that offer a mix of goods and services that people in the area want and need, focusing

on the balance of factors that will result in an economically successful retail center with the prospects for long-term economic health.

Airport

GE-6 Ensure that the airport remains a viable employment and economic engine for the City of Arlington.

Policies:

PE-6.1 The City should encourage the growth of the airport as an employment center by considering innovative public/private partnerships, tax incentives, and economic development planning to promote this growth.

PE-6.2 The City should promote the Arlington Municipal Airport as Washington's Premier General Aviation Airport. Encourage development of the Flight Line property.

PE-6.3 The City should develop a strategy to market the Airport to encourage aviation economic development.

PE-6.4 The City should utilize the Airport to bring recognition to Arlington by encouraging special events such as the NWEAA Fly-In and others.

Tourism

PE-7.1 The City should support the development of the Whitehorse Trail to Darrington and promote Arlington as the hub for trail users.

PE-7.2 The City should capitalize on its Stillaguamish riverfront, riverfront parks (existing and potential), and trail systems and develop and promote Arlington as an outdoor recreation area.

PE-7.3 The City should implement other action items in the Economic Development plan aimed at achieving this goal.

Manufacturing/Industrial Center (MIC)

GE-8.0 Obtain regional PSRC designation of the Arlington-Marysville Manufacturing/Industrial Center (MIC), jointly with the City of Marysville.

Policies:

PE-8.1 The City should work to ensure there is adequate infrastructure to support existing industrial/manufacturing uses and protect the MIC area from encroachment by incompatible uses in order to attract new manufacturing and industrial businesses.

PE-8.2 The City should develop policies and regulations that are coordinated with economic development strategies to encourage growth and sustain manufacturing and industrial businesses within the MIC.

PE-8.3 The City should make every effort to provide up-front economic information, site development data, and a streamlined permit process in order to assist existing and new manufacturing and industrial businesses in the MIC.

PE-8.4 The City should work to obtain a joint Arlington/Marysville Manufacturing Industrial Center (AMMIC) designation from the PSRC through collaboration with the City of Marysville, Snohomish County, and the PSRC.

PE-8.5 The City should adopt a joint resolution with the City of Marysville that requests the PSRC designate the AMMIC as a regional manufacturing industrial center and authorizes staff to submit a joint application requesting designation to the PSRC.

PE-8.6 Work to ensure that the AMMIC is in harmony with the goals and expectations established in the PSRC's VISION 2040 and multi-county planning policies.

PE-8.7 Work to ensure the boundaries of the AMMIC are within Arlington's and Marysville's respective Urban Growth Boundaries.

PE-8.8 The City should adopt an inter-local agreement with the City of Marysville that establishes the mechanism by which both jurisdictions will jointly plan for the long-term development of the AMMIC including a minimum employment capacity of 20,000 jobs.

PE-8.9 The City should develop a subarea plan for the Arlington portion of the AMMIC within two years after receiving MIC designation from the PSRC. The subarea plan should address the topics described in the Manufacturing Industrial Center Plan Checklist in PSRC's Plan Review Manual.

PE-8.10 The City should ensure that at least 80% of the land located within the Arlington portion of the AMMIC boundaries have planned future land uses and current zoning designations for industrial and manufacturing uses.

PE-8.11 The City should work to ensure that a minimum employment level of 10,000 jobs exist within the proposed AMMIC boundaries in order to receive initial designation.

PE-8.12 Ensure that there is sufficient zoned development capacity within the AMMIC to adequately accommodate the adopted target employment level.

PUBLIC SERVICES AND CAPITAL FACILITIES GOALS & POLICIES

GS-1 Develop and adopt a concurrency management system in order to coordinate the orderly provision of public facilities with public and private development activities in a manner that is compatible with the fiscal resources of the City.

Policies:

PS-1.1 All development permits should be conditioned on facilities being in place as the impacts of the development occur, or within six years (or sooner, depending on the facility), whichever is to the greatest benefit to the City. A development permit includes any official City action that effects the permitting of land and which the City is not obligated to approve per City regulations. The City should take into account the variation in the different types of development permits and be flexible in adherence.

PS-1.2 The City should not preclude the siting of essential public facilities; however, it should enforce its comprehensive plan and development regulations to ensure reasonable compatibility with other land uses.

PS-1.3 The City should allow a variety of uses for public facilities or develop a centrally located community center that could be used for day care, youth facilities, senior activities, meetings and other functions.

PS-1.4 Public facilities and utilities should be located to: a) achieve a high level of public accessibility; b) maximize the efficiency of services provided; c) minimize their costs; and d) minimize their impacts upon the natural environment.

PS-1.5 The City of Arlington should not issue any development permits that result in a reduction of the transportation Level of Service standard for the public facilities identified in the Capital Facilities Element without mitigation.

PS-1.6 The location and construction of public facilities should be permitted in any land use plan category.

PS-1.7 The City should require that new developments mitigate traffic impacts through at least two of the following methods as deemed acceptable by the City: dedication of right-of-way, frontage improvements, or traffic mitigation fees.

PS-1.8 Any infrastructure improvements needed to serve a proposed development should be installed prior to the issuance of any building permit.

PS-1.9 City sewer service should not be provided to any property outside City limits except where Council grants an exception to prevent or remedy significant environmental impacts

PS-1.10 Any costs associated with water extensions or system requirements necessary to provide that water shall be borne by the person(s) requesting such service.

GS-2 Site essential public facilities in a manner consistent with RCW 36.70A.200 and Countywide Planning Policies.

Policies:

PS-2.1 Arlington shall develop regulations for the siting of essential public facilities consistent with RCW 36.70A.200, the Countywide Planning Policies, and the SCT Common Siting Process.

GS-3 Ensure Utility service provisions are consistent with the Growth Management Act.

Policies:

PS-3.1 The City should not extend utility lines outside the City's Urban Growth Area, except in cases of emergencies, where it solves a grave environmental issue, or when it would not contribute to urban growth.

PS-3.2 The City should avoid placing utilities within critical areas or their buffers except when absolutely necessary. And then, they should only be allowed to cross perpendicular to the critical areas in a manner requiring the least lineal impact to the resource. Utilities should never run parallel with the critical area unless it is outside of the buffer. LID facilities, however, are permissible in critical area buffers per the land-use code.

GS-4 Coordinate service and facility provision with other jurisdictions.

Policies:

PS-4.1 The City should work with Marysville to adjust water and sewer service area boundaries so that all properties within Arlington are served by Arlington water and sewer.

PS-4.2 Work with Snohomish County and the developer(s) of the Brekhus/Beach area to jointly plan, fund, and construct 172nd Street from 91st Avenue NE to McElroy Road.

GS-5 Manage stormwater pursuant to current standards, preserving and supplementing, as necessary, the natural drainage ways and other natural hydrologic systems to minimize runoff impacts from development.

Policies:

PS-5.1 The City should maintain an up-to-date Stormwater Comprehensive Plan.

PS-5.2 The City should seek grants, loans, and other low-cost funding opportunities for capital improvement projects.

PS-5.3 The City should ensure that monitoring requirements, treatment techniques, and studies required by the State such as Total Maximum Daily Load, In-stream Flow Rule, or other State and federal regulations are followed.

PS-5.5 The City should preform GIS and stormwater modeling activities to provide an accurate analysis of our stormwater collection, conveyance and treatment system as well as related facilities in order to provide information quickly to customers and during emergency situations.

PS-5.6 The City should develop and maintain a stormwater strategy that reduces the negative impacts to natural drainages and aquatic habitats that can occur during the early stages of a development.

PS-5.7 The City should include Best Available Science/Best Management Practices in its stormwater strategy.

PS-5.8 The City should utilize Low Impact Design standards that provide stormwater benefits and support naturally occurring functions simultaneously.

PS-5.9 The City should develop programs to educate the public about illicit discharge detection and elimination, controlling stormwater runoff, pollution prevention, and operation and maintenance.

PS-5.10 The City should work to ensure stormwater standards and specifications reflect current industry standards and to meet regulatory requirements.

PS-5.11 The City should work to increase residential and business awareness of harmful discharges to the stormwater system and the resulting damages to infrastructure and natural resources.

PS-5.12 The City should enforce stormwater utility regulations.

PS-5.13 The City should work to increase the frequency of maintenance for the City's stormwater collection, conveyance and treatment systems.

PS-5.14 Groundwater management should follow a strategy for facilities that protects groundwater resources from development and uses.

PS-5.15 The City should obtain stream corridor dedications where reasonable.

GS-6 Provide excellent sewer service to our customers.

Policies:

PS-6.1 The City should continue the wastewater pretreatment program to assist in the reduction of plant upsets, collection system troubles, and NPDES permit violations.

PS-6.2 The City should implement new stormwater monitoring requirements and treatment techniques and conduct studies for compliance with Total Maximum Daily Load, In-stream Flow Rule, and other State and federal regulations.

GS-7 Provide excellent water service to our customers.

Policies:

PS-7.1 The City should meet or exceed the minimum levels of service for water system maintenance as identified in the Water Comprehensive Plan.

PS-7.2 The City should encourage water conservation, water reclamation and reuse among its residents through education and by providing water conservation kits.

PS-7.3 The City should implement new monitoring requirements and treatment techniques as well as conduct studies required by the Safe Drinking Water Act.

PS-7.4 Cross Connection Control Program site surveys should be completed annually as required by the Department of Health. Demonstrate program progress in the annual cross connection control report that we are required to submit to Department of Health.

GS-8 Provide excellent solid waste service to our customers.

Policies:

PS-8.1 The City should work closely with Snohomish County and local haulers to expand the type of recyclable materials that can be collected from homes and businesses.

PS-8.2 The City should continue its award-winning outreach and public education program to improve solid waste and recycling practices at businesses by teaching them about best management practices and providing technical support and resources.

PS-8.3 The City should provide recycling opportunities at public events such as the Fly-In and Street Fair.

PS-8.4 The City should provide recycling opportunities in City-owned buildings.

PS-8.5 The City should partner with other municipalities and government agencies to combine resources that benefit the solid-waste customers of Arlington.

Chapter 4: Description of Planning Area

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. The gathering, inventorying, and analysis of such information are 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. Throughout, this document will reference this chapter, directing the reader to turn to particular sections for information they may need to make informed analyses, conclusions, and decisions. Much of 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, the 2008 Urban Growth Area (UGA), and the expanded 2015 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.

4.3 CITY OF ARLINGTON

The City limits cover an area of approximately 9.7 square miles (see Figure 2-1). The City has planning jurisdiction within its City limits; therefore, 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 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.

As part of this 2015 periodic update the City is proposing an expansion of the Arlington UGA as shown in Figure 2-3b to accommodate growth in our next 20-year planning cycle, 2015 - 2035. This would add another 236 acres, for a total City/UGA size of 6,838 acres or 10.7 square miles.

In 2005, one planning subarea — Brekhus/Beach — was designated as "TDR Receiving Area." This area 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. The primary intent, though, 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 has been 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. In 2015, discussions continue regarding the status of the Brekhus/Beach subarea and the TDR program. The Comprehensive Plan assumes that this area will not 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.

4.6 FUTURE GROWTH AREAS

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 West Arlington Subarea combines four former subareas—Smokey Point, SR 532 Corridor, West Bluff, and Island Crossing. The West Arlington Subarea Plan provides for more innovative development types through application of Form-Based Codes and more coordinated urban design patterns. The Plan will become active once the implementing development regulations are established.

There is one area the City Council wishes to add to the City's UGA to provide adequate buildable lands for 2035. Currently under review by the County as part of its annual amendment process, is the King-Thompson UGA proposal (County file "ARL3") which would add 236 acres at a density permitting up to 1800 residents. The area lies west of I-5 and shares a common border with Marysville. Because of its adjacency to an urban utilities and its relatively flat geography, the King-Thompson UGA can be served with new roads and utilities. As discussed elsewhere in this comprehensive plan, this addition will balance the loss of buildable lands in the Brekhus/Beach Subarea brought on by the unsuccessful TDR program.

4.7 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 2-5) at roughly 22.5 square miles. This is an area within which Arlington has the first right to provide water service. However, certain conditions on service may be placed. Such conditions differ depending on where the project is located and what type of development it is. Please refer to the AMC for these conditions.

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

4.8 NEIGHBORHOOD PLANNING SUBAREAS

The following subarea analysis includes a description and analysis of each subarea. This detailed review was carried out in order to provide an analysis of planning issues unique to each subarea. 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.

Four subareas were combined, one was added and one changed significantly. These are discussed in more detail below. All were analyzed to ensure that the 2015 UGA boundaries encompassed an area that would accommodate the projected 2035 population and employment, within an area with sufficient buildable lands and which can be served with adequate urban infrastructure. The detailed analysis of each of those factors can be found in other portions of the Plan.

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. But 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 un-annexed 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 it 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:

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

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. Comprised of 2135 acres (31% of the UGA), 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.

West Arlington Subarea

The *West Arlington Subarea Plan (WASA)* was developed in 2011, combining three 2005 subareas: Smokey Point Neighborhood, West Bluff and Island Crossing. A portion of the 2005 SR-531 Corridor Subarea is also considered a part of the WASA area (to 51st Avenue NE) because of its relationship to the other three. The total WASA area comprises 1057 acres.

The newer West Arlington Subarea (WASA) Plan describes 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 envisions a future with emphasis on "human place" and livable places in harmony with the natural environment. It describes West Arlington as a future TDR receiving area for higher density, mixed use development next to stable single-family neighborhoods.

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

- Wetlands and floodplain within Island Crossing and West Bluff.
- Steep slopes the eastern periphery.
- Transportation infrastructure not up to urban standards.
- Unsafe pedestrian "realm".

And the need for:

- Community focus and connectivity with rest of Arlington.
- Sprawl "repair".
- Limited arterials.
- Parks and trails.

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

- Principles of new urbanism:
  - Walkability.
  - Connectivity.
  - Mixing land uses.
  - Variety.
  - Quality architecture & urban design.
  - Traditional neighborhood.
  - Compact design.
  - Sustainability.
  - Preservation.

- Form-based codes
  - Regulating plan (zoning map).
  - Civic space standards.
  - Building configuration standards.
  - Building type standards.
  - Architectural standards.

- "Public Realm" Improvements
  - Roads
    - Road plan (See Figure 2-5).
    - Roundabouts.
    - I-5 interchange at 188th Street.
    - Bicycle lanes.
    - Streetscape standards.
    - Prohibition of dead-end or gated streets.
    - Landscape medians and street trees on arterials.
    - Unique street lamp design.
    - Traffic calming.
    - Underground utilities on arterials.

  - Block standards
    - Different standards for different locations ("transects").
    - Intersection spacing to encourage pedestrian use.
    - On-street parking.
    - Bicycle Lanes.
    - Landscape strips.

  - Gateways signing and other features for neighborhoods and major arterials.

  - Civic spaces
    - Parks.
    - Plazas.

- "Private Realm" Standards
  - Density.
  - Lot configuration.
  - Building placement.
  - Building configurations and design.
  - Land use types.

Again, no specific code amendments or other implementation measures were recommended. The City will adopt a more specific implementation as part of this 2015 Plan to be carried out over the coming months, following Plan adoption. The Plan's Implementation section recommends that the WASA Plan be refined further into a specific action plan, involving codes, projects, public improvements and development policies.

The 2005 Comprehensive Plan: In 2005, characteristics and issues in each subarea now comprised of the West Arlington Subarea were identified. In 2015 they exist as follows:

Smokey Point/SR-531 Corridor

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

Smokey Point Neighborhood

- Mix of older and newer homes.
- Variety of densities and building types.
- Higher density housing potential.
- Areas available for development.
- Rural infrastructure.
- Low water pressure.
- Lack of street frontage.
- One park. More needed.
- No community focal point.
- Connections to rest of community needed.
- Noise mitigation needed along I-5.
- Drainage facilities in neighborhoods and Smokey Point Boulevard.
- Smokey Point Boulevard improvements needed: streetscape, widening, drainage.

West Bluff

- Undeveloped or underdeveloped.
- Older homes on large lots.
- Sewer not extended to all of area.

- Many homes are still on wells.
- Roads not developed to City standards.
- No curb, gutter, sidewalks, and planter strips.
- No community parks.
- Steep slopes.
- Trails, bike trails and sidewalks.

Island Crossing

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

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 public 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 vehicle 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 TDR[2] program (see discussion below).

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 plans to assist land-owners in developing a "high-level" master plan 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 thus far 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

[2] Transfer of Development Rights

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.

In 2015, the TDR Plan has yet to work. Developers in the Brekhus/Beach Receiving Area, who would purchase the development rights from agricultural landowners in the Sending Area, have 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 is 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.

Until urban densities are feasible in this subarea, the City cannot meet its standards for available buildable lands, a requirement of the Growth Management Act. As discussed in Chapter 5 (Land Use) and Chapter 9 (Public Services and Facilities Element), an alternative area presently outside the City's UGA – located west of I-5 – will provide the land necessary to meet the standard and the City has asked the County to approve an expansion[3] as part of "Docket XVII" (the annual amendment process). The area is within the Rural Urban Transition Area (RUTA). The County has opposed this request until now based on its belief that an expansion is unnecessary, given lands available in the Brekhus/Beach Subarea.

This conundrum is one of the major planning issues for the City 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, but to add the UGA expansion west of I-5 to provide adequate area of urban development with urban services.

King-Thompson

Location: The King-Thompson UGA proposal (County Docket XVII file "Arl3") would add 239 acres with a residential density permitting up to 1800 residents. The area lies west of I-5 and shares a common border with Marysville. The area can be served with new roads and utilities, which will occur upon annexation by new development. As discussed elsewhere in this Plan, this addition will balance the loss of buildable lands in the Brekhus/Beach (Brekhus/Beach) subarea.

[3] Docket File No. ARL3

The property lies within the Rural/Urban Transition Area (RUTA) and, once annexed to Arlington would be zoned for medium density single-family residential.

Infrastructure: The proposal site is within Arlington's water service system and would be served with City sewer. Access from Arlington will be from 200th Street NE which crosses over I-5 from the City into the north portion of the proposal site. Access from the south will be on 19th Avenue NE, and will connect to the Marysville street system to 172nd Street NE (SR-531). Again, roads and utilities will be improved concurrent with development according to City standards and master capital facilities planning.

Critical Areas: The subarea contains streams and associated wetlands, although these have not been rated. There are large areas of upland which are developable.

In 2014, the County's review of the King Thompson addition argued that expansion is not supported by a land capacity analysis. It stated that the expansion area would support an additional population of 2,193 which exceeds any projected capacity shortfall for 2035. The City disagrees and, as discussed elsewhere, the addition is needed to offset lowered expectations for the TDR program in the Brekhus/Beach Subarea.

Chapter 5: Land Use Element

5 Land Use Element

5.1 PURPOSE OF THIS CHAPTER

The Land Use Element is concerned primarily with the accommodation of the City of Arlington's spatial growth; that is, the use and the mix of land uses that will serve future population, employment, public service and recreational needs, and other aspects of city life.

This Land Use Element has been developed in accordance with RCW 36.70A.070 of the Growth Management Act. It responds to GMA guidelines for the update of the former 2005 Plan. In 2015, not only has the "horizon year" changed from 2025 to 2035, but land use assumptions have changed, all of which have been incorporated into the 2015 Land Use Element. It describes how the goals in the other elements of this Comprehensive Plan (Housing, Capital Facilities, etc.) will be implemented through land use policies and regulations. It is a key element in implementing Arlington's Comprehensive Plan.

This Element has also been developed in accordance with the Countywide Planning Policies, the region's Vision 2040 and multi-county planning policies. A matrix showing the consistency between the Countywide policies and Arlington's Comprehensive Plan policies is located in Appendix C. This section inventories and analyzes the distribution and location of existing land uses and considers the appropriate intensity and density of future development. The Plan is also consistent with the updated Snohomish County GMA Comprehensive Plan, including its population, employment and housing targets.

Finally, the Land Use Element has been developed in recognition of the subarea objectives outlined in Chapter 4 and the Capital Faculties Element in Chapter 9. Every attempt has been made to reconcile various growth projections with utility analysis to ensure that infrastructure improvements keep pace with growth to achieve required "concurrency". Concurrency is a Growth Management requirement that requires that facilities be in place by the time growth impacts occur.

Key changes since 2005 are changes in approach to the TDR program in the Brekhus/Beach Subarea, expansion of the UGA west of I-5 and future plans for the Manufacturing Industrial Center extending from Old-Town, through the airport and south into Marysville.

Absent from the 2015 Plan is the TDR overlay zone. The 2005 Plan had included a Transfer of Development Rights program to encourage agricultural protections in the Stillaguamish River Valley through allowance of higher density (Master Planned Neighborhoods) in the Burn Hill/South Fork (Brekhus/Beach) Subarea. This area was annexed in 2007, however the TDR program proved unsuccessful. While the City continues to support high-level master planning in this area to ensure efficient provision of infrastructure, the TDR component will be removed as a pre-condition for development.

Added to the 2015 Plan is the proposed "King-Thompson" UGA expansion west of I-5. This is a

pending amendment request under review by Snohomish County (Docket title ARL3). The expansion would add 239 acres of land which would be designated for RMD zoning. It is intended to balance the buildable lands formerly proposed for the Brekhus/Beach area which will be unavailable for higher density development until the property is master planned and serviced.

All three growth alternatives being studied by the County call for a significant increase in Arlington employment from 8,660 in 2011 to 20,884 in 2035. This is a reflection of the expected activity around the Arlington Airport. In the County as a whole, there will be a forecasted surplus in employment land capacity in 2035.

The City is seeking formal designation of a Manufacturing Industrial Center (MIC) including portions of Arlington and Marysville, from the airport to about 136th Street NE. The total area comprises about 2900 acres with a future employment capacity of roughly 77,000 industrial jobs, most aerospace related. The MIC area is a part of the North Puget Sound Manufacturing Corridor as designated by the Economic Alliance of Snohomish County. As the two cities seek formal MIC designation by PSRC, they will jointly pursue master planning of the area, including infrastructure.

The City will adopt Figure 2-3 (Future Land Use Map) as its official land use and zoning map. The map includes the King-Thompson UGA expansion to indicate future zoning. It is understood that the Snohomish County Docket XVII process must be concluded in 2017 before the designation becomes official.

5.2 LAND USE DESCRIPTIONS

The official Land Use Map shows how land uses will be distributed throughout Arlington to accommodate 2035 population and employment projections, along with the public facilities to serve them. It represents policy. The Zoning Map is a regulation that implements the Land Use Map.

> *It is the intention of the council that …(the zoning code)…implement the planning policies adopted by the council for the city and its urban growth area, as reflected in the comprehensive plan, utility plans, airport plan, and other planning documents.*
>
> (*AMC* 20.04.060)

There is a very close relationship between the Land Use and Zoning maps. Different *zones* may exist within similar land use *designations*. Map overlays for the Airport Protection District, Airport Safety Zone, and Master Planned Neighborhood zone further refine how development can occur within designated areas. Development is also subject to restrictions where applicable per the Shoreline Master Plan. Finally, the Land Use and Zoning maps depict the Contract Rezone in effect for the Gleneagle neighborhood in the Hilltop Subarea and the Pioneer Meadows neighborhood in the Arlington Bluff Subarea.

Following is a brief description of the purpose of the different designations and zones on the Land Use and Zoning maps:

7.2 RESIDENTIAL DESIGNATIONS

Suburban Residential (SR): The Suburban Residential designation consists primarily of a *sub*-urban residential fabric. It is generally characterized as a quiet neighborhood environment with detached single-family residences on relatively large lots situated along low-volume thoroughfares. Building setbacks are deep with houses generally situated toward the center of the lot they occupy and residential dwellings typically don't exceed two stories in height. Lots are usually served by City water and sewer.

The purpose of the Suburban Residential designation is to provide a low-density residential environment (maximum four dwelling units per acre) for detached single-family homes (and accessory dwellings) on relatively large lots which provide ample private outdoor space for each residence. Residences are typically not within walking distance or close proximity to commercial services or employment opportunities.

The Suburban Residential designation is usually initially applied to those areas of the City where master planning is a pre-requisite to development due to a lack of existing infrastructure in the area.

Zoning classifications that may be applied to areas designated Suburban Residential on the City's Official Land-Use Map include: Suburban Residential (SR), Residential Low Density (RLD), and Public/Semi-Public (P/SP). For areas with a Suburban Residential designation and a Master Plan Neighborhood Overlay, Residential Moderate Density (RMD), Residential High Density (RHD), and General Commercial (GC) may also be applied with an approved Master Plan for the entire area within the respective MPN overlay.

Residential Low/Moderate Density (RLMD): The Residential Low/Moderate Density designation consists primarily of a sub-urban/urban residential fabric. It is generally characterized as a somewhat active pedestrian neighborhood environment with detached and some attached single-family residences on moderate sized lots situated along low-volume thoroughfares. Building setbacks are moderate with houses generally situated toward the center of the lot they occupy with residential dwellings typically not exceeding two stories in height. Lots are served by City water and sewer.

The purpose of the Residential Low/Moderate Density designation is to provide a moderate-density residential environment (four to six dwelling units per acre) for detached and attached single-family homes (and accessory dwellings) on moderate sized lots that provide some private outdoor space for each resident. Some residences may be within walking distance of some commercial services and employment opportunities as well as urban amenities such as parks and trails.

Zoning classifications that may be applied to areas designated Residential Low/Moderate Density on the City's Official Land-Use Map include: Residential Low/Moderate Density (RLMD), Residential Moderate Density (RMD), and Public/Semi-Public (P/SP).

Residential Moderate Density (RMD): The Residential Moderate Density designation consists primarily of an urban residential fabric. It is generally characterized as an active pedestrian neighborhood environment with detached and attached single-family residences on

moderate sized lots situated along low to moderate volume thoroughfares. Building setbacks are moderately deep with houses generally situated toward the front of the lot they occupy with residential dwellings typically not exceeding two stories in height. Lots are served by City water and sewer.

The purpose of the Residential Moderate Density designation is to provide a comfortably spaced residential environment (six dwelling units per acre) for detached and attached single-family homes (and accessory dwellings) on moderate sized lots that provide some private outdoor space for each resident. Residences may be within walking distance of some commercial services and employment opportunities as well as urban amenities such as parks and trails.

Zoning classifications that may be applied to areas designated Residential Moderate Density on the City's Official Land-Use Map include: Residential Moderate Density (RMD) and Public/Semi-Public (P/SP).

Residential High Density (RHD): The Residential High Density designation consists primarily of an urban residential fabric. It is generally characterized as a very active pedestrian environment with attached multi-family residences on shared lots situated along moderate to high-volume thoroughfares. Building setbacks are shallow with residential buildings generally situated toward the front of the lot they occupy with residential buildings typically not exceeding three stories in height. Residential developments in this designation are subject to design review. Lots are served by City water and sewer.

The purpose of the Residential High Density designation is to provide a close-knit residential environment (minimum ten dwelling units per acre) that can consist of detached, single-family residences to multi-family complexes that generally have shared common outdoor space. Residences are typically within walking distance of commercial services and employment opportunities as well as urban amenities such as parks, trails, and transit service.

Zoning classifications that may be applied to areas designated Residential High Density on the City's Official Land-Use Map include: Residential High Density (RHD) and Public/Semi-Public (P/SP).

Old-Town Residential (OTR): The Old-Town Residential designation consists primarily of an urban residential fabric (exclusive of multi-family dwellings). It is generally characterized as old-town Arlington's historic residential neighborhood consisting of detached single-family homes from the early 20th century forward. It is an active pedestrian environment with lots situated along low-volume thoroughfares and are provided secondary access from alleys (from which most residential garages are accessed from). Building setbacks are moderate with residential buildings generally situated toward the front of the lot they occupy with buildings not exceeding two stories in height. Lots are served by City water and sewer. Residential developments in this designation are subject to design review.

The purpose of the Old-Town Residential designation is to preserve the historic look, feel, and function of Arlington's old-town residential neighborhood which generally consists of detached single-family residences (and accessory dwelling units) on narrow 1/10th acre lots (ten dwelling units per acre maximum). Some residences are situated on two or more of these lots. Residences are within walking distance of Arlington's Old-Town Business District which consists of

commercial services and employment opportunities. Residences within this designation are also within walking distance of other urban amenities such as parks, trails, schools, and transit service.

Zoning classifications that may be applied to areas designated Old-Town Residential on the City's Official Land Use Map include: Old-Town Residential (OTR) and Public/Semi-Public (P/SP).

5.3 COMMERCIAL DESIGNATIONS

Neighborhood Commercial (NC): The Neighborhood Commercial designation consists primarily of a compact commercial urban fabric with small-scaled commercial retail and professional services. It is generally characterized as an active pedestrian environment with commercial buildings situated at the intersection of moderate to high-volume thoroughfares. Lots are served by City water and sewer. Developments in this designation are subject to design review.

The purpose of the Neighborhood Commercial designation is to provide commercial amenities and professional services within geographic areas that are generally zoned for residential or industrial uses in order help ensure the daily convenience needs of the nearby residences and employees can be met. Horizontal and vertical mixed uses with a residential or lodging component may be acceptable.

Zoning classifications that may be applied to areas designated Neighborhood Commercial on the City's Official Land Use Map include: Neighborhood Commercial.

General Commercial (GC): The General Commercial designation consists primarily of a sub-urban commercial fabric with moderate-sized commercial, office, and professional service uses. It is generally characterized as an active automobile and pedestrian environment with commercial buildings situated toward high-volume thoroughfares with parking located to the sides of buildings. Lots are served by City water and sewer. Developments in this designation are subject to design review.

The purpose of the General Commercial designation is to provide a setting for commercial, office, and professional service uses of a moderate sized format that rely on motor-vehicle traffic. This designation is intended to be situated along arterials and to serve as a transition area between Highway Commercial designations and residential designations.

Zoning classifications that may be applied to areas designated General Commercial on the City's Official Land Use Map include: General Commercial (GC) and Public/Semi-Public (P/SP).

Highway Commercial (HC): The Highway Commercial designation consists primarily of a sub-urban commercial fabric with large format commercial uses. It is generally characterized as an active automobile environment with commercial buildings situated toward the rear of the lot they occupy with parking located in front of buildings. Lots are served by City water and sewer. Developments in this designation are subject to design review.

The purpose of this Highway Commercial designation is to provide a setting for large-scale

commercial uses that typically locate on major thoroughfares and attract a regional customer base.

Zoning classifications that may be applied to areas designated Highway Commercial on the City's Official Land Use Map include: Highway Commercial (HC) and Public/Semi-Public (P/SP).

Old-Town Business District (OTBD): The Old-Town Business District designation consists primarily of an urban commercial fabric with small to medium format commercial uses. It is generally characterized as an active pedestrian environment with traditional "Main Street" character where low-rise buildings are placed adjacent to each other and enfront a right-of-way which consists of wide sidewalks and on-street parking. Lots are served by City water and sewer. Development projects in this designation are subject to design review.

The purpose of the Old-Town Business District is to preserve the look, feel, and function of Arlington's traditional commercial center. This designation provides a setting for small-scale commercial uses that rely on both pedestrian and motor-vehicle traffic and vertical mixed uses with a residential component. The Old-Town Business District also serves as the center for the City's civic activity.

The Old-Town Business District designation has been divided up into three sub-districts because each sub-district has its own distinguishable development pattern. Old-Town Business District 1 consists of Arlington's historic "Main Street" (Olympic Avenue) where commercial buildings are located side by side to form a fairly continuous street wall. Old-Town Business District 2 consists of West Avenue and part of Division Street where commercial uses are separated and some on-site parking is provided. Old-Town Business District 3 consists of Burke Avenue and covers much of what was historically Haller City before it merged into Arlington. This subdistrict consists of a mix of commercial and residential uses on blocks that are oriented east to west as opposed to north to south like in subdistricts 1 and 2.

Zoning classifications that may be applied to areas designated Old-Town Business District on the City's Official Land Use Map include: Old-Town Business District 1, 2, and 3 (OTBD-1, -2, or -3); and Public/Semi-Public (P/SP).

5.4 INDUSTRIAL/AIRPORT DESIGNATIONS

General Industrial (GI): The General Industrial designation consists primarily of an urban industrial fabric with small to large format industrial operations. It is generally characterized as an active employment center where low rise buildings are situated toward the interior of lots and building setbacks are variable. Parking is accommodated on-site. Lots are served by City water and sewer. Development projects in this designation are subject to design review.

The purpose of the General Industrial designation is to provide a setting for industrial-type uses that may utilize indoor and outdoor space; emit dust/smell, noise, or glare; or depends major thoroughfares and rail lines for shipment as part of their normal operations. Industrial operations include manufacturing, processing, creating, repairing, renovating, painting, cleaning and assembling of goods, merchandise, or equipment.

Zoning classifications that may be applied to areas designated General Industrial on the City's Official Land Use Map include: General Industrial (GI) and Public/Semi-Public (P/SP).

Light Industrial (LI): The Light Industrial designation consists primarily of an urban light-industrial fabric with small to large format industrial operations that occur within completely enclosed low rise buildings. It is generally characterized as an active employment center with attractive buildings, formal landscaping, clean appearance, and adequate screening from non-industrial uses. Buildings are generally situated toward the street and have a clearly distinguished entrance. Parking is accommodated on-site. Lots are served by City water and sewer. Development projects in this designation are subject to design review.

The purpose of the Light Industrial designation is to provide a setting for less intense industrial-type uses that utilize indoor space for manufacturing, processing, creating, repairing, renovating painting, cleaning and assembling of goods, merchandise, or equipment in a way that is not likely to create external noise, smell, dust or glare as part of its normal operation. It is intended to have a cleaner, more orderly environment than what would be found in a General Industrial designation. For this purpose, the Light Industrial designation also serves as a buffer between General Industrial and non-industrial land use designations.

Zoning classifications that may be applied to areas designated Light Industrial on the City's Official Land Use Map include: Light Industrial (LI) and Public/Semi-Public (P/SP).

Business Park (BP): The Business Park designation consists primarily of an urban fabric with medium to large format operations that occur entirely within enclosed low to medium rise buildings. It is generally characterized as a master planned upscale employment center with attractive buildings, landscaping, and streets built to urban standards all working together to create a "park-like" environment that accommodates informal outdoor recreation and enjoyment between buildings. Lots are served by City water and sewer. Development projects in this designation are subject to design review.

The purpose of the Business Park designation is to provide an upscale and enjoyable setting for company offices, warehouse, and light-industrial uses. The Business Park designation also serves as a buffer between residential and non-residential uses.

Zoning classifications that may be applied to areas designated Business Park on the City's Official Land Use Map include: Business Park (BP) and Public/Semi-Public (P/SP).

Aviation Flightline (AF): This is designation is intended to cover the portions of the airport devoted to aviation-related uses. It allows only aviation-related uses proximate to airport runways and taxiways. Aviation-related uses include any uses related to supporting aviation that require direct taxiway access as a necessary part of their business operations, such as aviation services, manufacturing of aviation-related goods, general services whose primary customers would be those engaged in aviation-related activities (e.g., restaurants primarily catering to pilots, employees, or passengers), or other uses that are clearly related to aviation. Compatible zones include Aviation Flightline, Airport Protection District, and Public/Semi-Public.

5.5 CIVIC DESIGNATIONS

Public/Semi-Public (P/SP): The Public/Semi-Public (P/SP) designation consists of both publicly owned open spaces (e.g. parks) and civic buildings (e.g. schools). It is generally characterized as formally landscaped and usable open space.

The purpose of the Public/Semi-Public designation is to provide a setting for public interaction, civic engagement, recreation (both active and passive) and utility service providers. Quality Public/Semi-Public spaces provide the City with a strong sense of identity and can function as economic assets. The Public/Semi-Public designation is assigned to land used for municipal purposes (other than parks), parks, non-City public utility providers, and schools.

Zoning classifications that may be applied to areas designated Public/Semi-Public on the City's Official Land-Use Map include: Public/Semi-Public (P/SP).

5.6 LAND USE OVERLAYS

Airport Protection District: The Airport Protection District (APD) overlay consists of for subdistricts (A, B, C, and D) and five safety zones (1, 2, 3, 4, and 5) that are laid over the existing land use designations and zoning classifications on the City's Official Land Use Map and Zoning Map. The APD overlay boundaries were determined by aircraft accident data from the National Transportation Safety Board, the Federal Aviation Regulation Part 77 Imaginary Surfaces and FAA AC 150/5200-33A, and Hazardous Wildlife Attractants on or near airports.

The purpose of the Airport Protection District overlay is to protect the viability of the Arlington Municipal Airport as a significant resource to the community by encouraging compatible land uses and densities, reducing hazards to lives and properties, and ensuring a safe and secure flying environment. The Airport Protection District Overlay modifies the density and land use requirements of the underlying zoning districts to the extent that it protects the public health, safety, and welfare of property owners residing within the overlay and airport users.

Contract Rezone: The Contract Rezone (CR) overlay consists of residential developments that deviate from some of the underlying zoning regulations based on a mutually accepted agreement between a developer and the City. These typically include master planned communities where some of the densities and uses would not otherwise be permitted.

The purpose of the Contract Rezone overlay is to identify lands within the City that are subject to modified development regulations based on an agreed upon contract between the City and a developer. The Contract Rezone provides for flexibility in the City's zoning regulations generally in exchange for some benefit provided to the City. The City currently has two residential developments under a contract rezone: Gleneagle and Pioneer Meadows.

Master Planned Neighborhood: The Master Planned Neighborhood (MPN) overlay consists of large areas of unimproved (or underutilized) land (25+ acres) that exist within the City for which the planning and financing of infrastructure improvements is necessary. A master plan must be established for the entire land area within a Master Plan Neighborhood overlay before any development can occur.

The purpose of the Master Plan Neighborhood overlay is to ensure that development occurs in an orderly and financially responsible manner, and that adequate infrastructure is put in place to serve new development within the overlay. The City currently has two areas with a Master Plan Neighborhood overlay: the Brekhus/Beach Subarea and the future Lindsay Annexation area within the Hilltop Subarea. The City plans to assist property owners within these two areas by creating a "high-level" master plan so that development can begin to occur in these areas.

Gateway Overlay Zone: The Gateway Overlay Zone is intended to apply to properties at and near major entrances to the City. This generally includes all lots that are adjacent to or abutting arterial or greater rights-of-way (both existing and proposed) that are also within close proximity to City limits. The purpose of the Gateway Overlay Zone is to ensure that a) gateways into the City are inviting and aesthetically pleasing, b) development of properties adjacent to or abutting gateways are well designed in terms of building architecture, site layout, screening, and landscaping; and c) appropriate land uses are permitted and located within designated gateways.

5.7 MAJOR LAND USE CONSIDERATIONS

The biggest consideration that arises at every periodic update of this Plan is: How do we want to grow? Under the GMA, we are obligated to plan for and accommodate 20-years' worth of projected growth. As a regional partner, Arlington has accepted the 2035 population, housing and employment targets adopted by the County and the Puget Sound Regional Council; however, the community, through its local plan, has control over where development occurs and what it will look like. It can, and has, proposed certain changes to its Urban Growth Area boundary; and within that boundary can adopt a mix of land uses that accommodates growth and defines the community's character.

With a 2035 population growth of over 6,500 residents and thousands of new jobs, if existing boundaries are retained, Arlington would have to increase densities to meet its target. If densities are to be kept at current levels, then we will have to expand our boundaries. The 2015 Plan does some of each, with expansion of our Urban Growth Area to the west of I-5 and reduced development targets for the Brekhus/Beach (Burn Hill/South Fork) Subarea. In its review of the City's request for 229-acre expansion of the Urban Growth Area to the west, the County is considering whether to require a retraction of the UGA to exclude the 321 acres in Brekhus/Beach. The City chooses instead to retain the Brekhus/Beach area and work to implement a long-term master plan, this to avoid hardships to those residents who worked to make the TDR program a success. In the short term, without TDR program success, the UGA expansion is necessary to meet growth targets.

The City's 2015 Plan also emphasizes a more focused and interactive relationship between us and Marysville, especially in the joint Manufacturing Industrial Center (MIC). These are all features added to the 2015 Plan to ensure that future jobs and residents are accommodated, while preserving the character of our existing community.

In 2035, the City envisions most growth to occur in six areas:

<u>Population</u>:

1. West of I-5 in the proposed UGA expansion area.

2. SR9/172nd St, in the future Lindsey Annexation area.

Employment

3. Airport Business Park.

4. South of 172nd (Manufacturing Industrial Center).

Commercial

5. Island Crossing and Stillaguamish property.

6. National Foods property (within the West Arlington Subarea).

The Capital Facilities Element in Chapter 9 emphasizes these areas as those where the greatest infrastructure impacts will be (water use, sewer discharge transportation, etc.).

Issues related to where and how we grow our land uses include, among others:

- The infrastructure needed to accommodate growth including cost and financing.
- The location of new roads and utility improvements.
- Urban design—what the new growth will look like.
- Preserving neighborhood character while accommodating growth.
- Ensuring an economically viable industrial center.

5.8 EXISTING CONDITIONS

Table 5-1 shows the land use designations on the official land use map. The "Net Zoned" figures exclude road rights of way, public lands and other undevelopable areas. The last column shows the total land area in each planning subarea.

Table 5-1: Land Use Designation Size by Subarea, Existing Land Use Map

Subarea	AF	BP	GC	GI	HC	LI	MS	NC	OTBD-3	OTBD-2	OTBD-1	OTRD	P/SP	RHD	RLMD	RMD	SR	Net Zoned*	Total Area
Arlington Bluff			35					20					31		226	66		378	540
Brekhus/ Beach																	145	145	337
Hilltop			61	4				4					92	47	806			1,014	1,305
Kent Prairie			51				4						12	80	18	44		209	353
MIC	736	154	8	567		148							28					1,641	2,133
Old-Town							12				1	93	213	67		103		489	609
OTBD-3											27		6					33	115
OTBD-2			5							16	2							23	45
OTBD-1									25		1							26	37
South Fork															2			2	71
West Arlington		12	64		486			4					2	25		281		874	1,054
Total	736	166	224	571	486	148	16	28	25	16	31	93	384	219	1,052	494	145	4,834	6,599
ARL3																169		169	211

* Public R/W, public lands, undevelopable land not included

5.9 LAND CAPACITY ANALYSIS (BUILDABLE LANDS)

The County's third alternative involves a retraction of Brekhus/Beach area and inclusion of the King-Thompson area into the City's UGA. After talking with residents of Brekhus/Beach, the City has concluded that the retraction of the Brekhus/Beach Subarea is not feasible based on the wishes of landowners within the subarea. The City has therefore evaluated a preferred alternative of including ARL3 into the City's UGA. It has determined that this alternative would meet its 2035 Population Target. Table 4 shows dwelling unit and population estimates based on its BLA and ability to provide services to the areas involved.

To analyze whether Arlington with its current City Limits and UGA has sufficient developable land to accommodate its projected population (24,937) and employment (20,829) targets, a Building Lands Analysis (BLA) was completed in the summer of 2014. The objectives of the study were to identify, locate and characterize developed, developable and undevelopable land area and parcels within the current City Limits, the UGA, and each of the City's neighborhood planning areas. Lands were categorized by use categories and distributed within the respective zoning designations.

According to the City's analysis,

- An alternative excluding the King-Thompson/ARL3 expansion and no intensive development in the Brekhus/Beach area would provide for a population of 22,694 which would not meet the City's 2035 planning target of 24,937.

- Elimination of the Brekhus/Beach area from the UGA and expansion of the ARL3 UGA would add a potential 805 housing units in ARL3 (King-Thompson UGA addition) and reduce capacity in Brekhus/Beach by 963 housing units. The 963 figure was based on the provision of urban infrastructure and services that no longer seem likely.

The City has concluded that retraction of the Brekhus/Beach area is not feasible based on the wishes of the residents and the uncertainties of an actual UGA reduction. It has therefore adopted a preferred alternative in this Plan of including ARL3 into the City's UGA, along with a lower density in the Brekhus/Beach subarea. It has determined that this alternative would meet its 2035 Population Target. Table 5.4 shows dwelling unit and population estimates based on its BLA and ability to provide services to the areas involved.

Table 5-5 shows the developable vacant acreage within each zone and each subarea. It does not show land that is underdeveloped and that would be available for higher density redevelopment ("infill"). The figure totals about 9% of the "net zoned" area in the City.

5.10 DENSITY

Density standards are a combination of what the City's development regulations allow[1] and what has actually occurred on the ground, that is, how many dwelling actually were built given the site limitations, market conditions, etc. Using the information in Table 5- 2 to determine the land needed through 2035 requires this "real world" analysis, regardless of actual regulations in the City Code.

The County's Buildable Lands report analyzed density on a gross density and net density basis. Gross residential density is the number of housing units divided by total area. Net density calculates the number of houses on land used for residential building lots only, excluding lands used for roads, wetlands, Native Growth Protection Areas, recreational areas and detention ponds, etc.

Gross residential density in the City's residential zones (RHD, RLMD, RMD and SR) was 3.83 units per acre in 2014:

Table 5-2: Residential Density by Land Use Designation

SR	0.14	RMD	4.29	OTR	6.0
RLMD	3.66	RHD	8.73		

[1] See Chapter 20.48, Arlington Municipal Code

Table 5-3: Permissible Residential Densities

	Code d/u per acre	Assumed[1]
SR,		
with utilities	4.5	4.5
without utilities	2.0	2.0
RMD	6.0	6.0
RLMD	6.0	5.0
RHD	16.0	12.0
OTR	6.0	6.0

[1]For planning purposes, the "assumed" density figure was used as a reflection of the actual development history and future policies emphasizing the maximizing of development.

5.12 HOUSEHOLD SIZE

The average household size in Arlington is 2.62[2], a decline from 2.72 in 2005. Owner-occupied units had 2.76 persons, down from 2.82 persons. Renter-occupied declined from 2.54 to 2.36. The 2005 estimate for 2025 average household size was 2.54 which has proven to be very accurate. The County's estimated household size for 2035 in Arlington is forecasted to be 2.7, which will be used for this Plan at a rate of 2.84 for owner-occupied units and 2.4 for renter units.

[2] *2013 Housing Characteristics and Needs Report,* Snohomish County, 2014

5.13 FUTURE NEEDS

Population Capacity: Population within the established UGA is projected to grow from 18,380 in 2014 to 24,937 in 2035. Using the density and household size assumptions, the future housing need was calculated as follows:

Table 5.4: Housing Unit Needs

	Residential Zoned Area (acres)	2014		2035	
		Dwelling Units	Population	Additional Population	Estimated Additional Dwelling Units*
City and UGA					
City	2,250	7,086	18,360		
UGA	244	174	350		
	2,494	7,260	18,710		
2035 Estimate			24,937	6,227	2,421

Assumptions:	Single Family	Multi-Family
Housing Distribution:	82.1%	17.9%
Avg. Household Size:	2.8	2.4
Vacancy Rate:	5.7%	5.7%

The County's Housing Report estimated a need of about 2,745 more units by 2035 with about 1,063 of those in the "affordable" range. Applying a similar ratio to the City's estimate produces an affordable housing need of 938 units.

To determine the amount of capacity for growth left in the existing UGA, the City has used the 2012 SCT Buildable Lands Report[3] and surveyed 2014 land uses using Assessor records (March 2014) and field observations. The County had found a potential population capacity shortfall in 2025 of about 1,533 persons in Arlington. Assuming an average household size of 2.54, there needed to be found developable land for another 600 homes in the UGA. A surplus of 815 residential capacity was found inside the City itself, however this included the Brekhus/Beach area, an area that will likely not build out at urban densities in the near future.

In February 2014, Snohomish County released its EIS on the GMA Plan update, which included a land capacity analysis. It estimated that an additional 805 housing units could develop in the ARL3 (King-Thompson) addition. The City's 2014 analysis showed results slightly higher than the County estimate. It is assumed that the County figures were based on its Urban Medium

[3] Snohomish County Tomorrow, '2012 Growth Monitoring/Buildable Lands Report,' June, 2013. For information on the method and assumptions used, please refer to that report or its companion, the SCT Buildable Lands Procedures Report. *http://www1.co.snohomish.wa.us/Departments/PDS.*

Density Residential (UMDR) zoning whereas Arlington's are based in its higher density RMD zoning. For consistency, the County's figure of 805 units was used for this analysis.

Table 5.5 Available Land Capacity (No Infill)

Zoning	Vacant Developable	Density	Units	Population
OTBD-3	0.98	12.0	12	32
OTBD-2		12.0		0
OTBD-1	0.86	12.0	10	28
OTRD	0.88	5.0	4	12
RHD	9.31	12.0	112	302
RLMD	67.34	5.0	337	909
RMD	3.26	6.0	20	53
SR	116.81		250	675
Brekhus/Beach	110.20	2.0	220	
Other	6.61	4.5	30	
Total Available				2,010
King-Thompson (ARL3)			805	2,174
TOTAL			1,550	4,184
Infill or Redevelopment Capacity Need			871	

The County EIS growth capacity in the Brekhus/Beach area (963 units[4]) assumes urban infrastructure and services. The ability of the area to be served anytime soon is open to question, particularly with no viable TDR program in place. The City proposes to retain the area, with a significantly reduced density (20,000 square feet/lot), based on citizen desires.

The projected need of 2,421 dwelling units was compared with the vacant, developable land and the household size and density standards for each zone. The available vacant and developable land area without infill will accommodate a population of 2,010 future residents. This assumes that the Brekhus/Beach area would not develop to full capacity because of infrastructure limitations. The addition to the UGA of the King-Thompson area, west of I-5, would provide capacity for an additional 2,174 residents. This would still leave a shortfall of land for about 2,043 residents or 871 dwelling units. This would be accommodated through infill (mixed use, cottage housing, redevelopment of older properties, etc.) Strategies are discussed in the Policy and Implementation sections of the Plan.

In summary, the City accepts the Snohomish County Buildable Lands Report estimates, but assumes a lower density of development in the Brekhus/Beach subarea and sees the need for expansion of the UGA boundary west of I-5 to provide adequate area for growth. With the infill and redevelopment assumptions, the 2035 population estimate of 24,937 can be accommodated.

Housing Implications: In May, 2013 each jurisdiction was asked by the County to report on how current its plan was regarding housing strategies. Each was asked to re-cap the strategies

[4] Draft EIS, Page 3-96

within the housing element of its 2005 comprehensive plan. Arlington reported that the overall emphasis in City of Arlington's housing element is to:

- Preserve the "old-town" area.
- Encourage more "high end" housing.
- Encourage high density housing in areas currently moving in that direction.
- Locate housing development in areas within existing sewer service areas.
- Allow for both vertical and horizontal mixed use projects in commercial centers.
- Permit infill development that is compatible with existing neighborhoods.
- Reduce on-site parking requirements for residential developments.
- Encourage the development of a variety of housing types in order to accommodate niches in the market that aren't currently being served.

The City will maintain a goal of providing a housing mix of 82% (1,985) single-family and 18% (436) multi-family dwellings to meet the overall objective of 2,421 new added housing units by 2035. It will work to attract affordable housing as the market seems to be demanding (See Chapter 6).

Employment Land Capacity: In its 2005 Plan, Arlington's employment target for the year 2025 ranged from 12,920 to 14,730 jobs. All three growth alternatives being studied by the County for the 2015 Plan call for a significant increase in Arlington employment to 20,884 in 2035. This is a reflection of the expected activity around the Arlington Airport and the market importance of Arlington in the North County area, where it provides job locations for citizens from Skagit, Darrington, Marysville, Stanwood, and beyond.

In the County as a whole, there will be a forecasted surplus in employment land capacity in 2035. In Arlington, land capacity will be a function of available land, employment density and the City's role in the North County market place. There are about 375 acres of available and developable land in the seven commercial/industrial zoning categories. A 2007 Employment Density Study being used for the Countywide Plan update adopts a density standard of 500 square feet per employee for industrial uses. However, the study noted that an analysis of Arlington employment densities for industrial uses was a significantly higher 2,625 square feet per employee. Applying that number to available lands in the AF, BP, GI and LI zoned lands produces and industrial land capacity of about 5,750 employees. The Density Study also recommended a figure of 400 square feet per employee for retail and office uses. Applied to the GC, HC and NC zones produces a capacity figure of about 2,900.

The total land capacity of 8,650 for all commercial/industrial categories falls short of the projected 12,224 new jobs in 2035. And doubtless, the high density of 2,625 square feet per employee will lower as new industries come to town. However, two factors suggest that additional industrials lands should be identified.

One factor is the location of Arlington in the North Puget Sound Manufacturing Corridor, a recognized area of emphasis by community and economic development leaders, where aerospace and technology-related companies are being sought. The City is seeking formal designation of a Manufacturing Industrial Area (MIC) including portions of Arlington and Marysville, from the airport to about 136th Street NE. The total area comprises about 2900 acres with a future

employment capacity of 77,000 industrial jobs (1600 square feet per employee), most aerospace related. The MIC area is a part of the North Puget Sound Manufacturing Corridor as designated by the Economic Alliance of Snohomish County. As the two cities seek formal MIC designation by PSRC, they will jointly pursue master planning of the area, including infrastructure.

The second factor is the North Stillaguamish Economic Development Plan, now under development and due for adoption in mid-2015. The Plan comes in response to the Oso disaster and is tasked with defining a strategy for economic growth along SR-530 from Arlington to Darrington. With Arlington being a destination for Stilly Valley jobs and a waypoint for supplying the corridor, sufficient lands must be readied for the likely growth to come.

Jobs/Housing Ratio: In 2005, Arlington had a job/housing ratio of 2.22. With the forecasted population, housing and employment estimates described above, the ratio in 2035 would be closer to 2.1 jobs for every household. This figure does not suggest that every household has two employees living there. It is more a measure of how many households requiring public services are matched by jobs in the community bringing tax revenue to the City. Any ratio above 2 is considered a good balance.

5.14 SUBAREA PLANS

The Land Use Element will be implemented in large part through the development strategies pursued in each of the City's subareas. Following are brief descriptions of these subareas, the 2015 zoning and summaries of key issues and future strategies for 2015.

Old-Town Residential Subarea

The Old-Town Residential Subarea is the heart of Old-Town Arlington's residential area. It is largely developed, as much of the land was platted in the late 19th and early 20th Centuries in a traditional grid pattern with alleys (consisting of MC Mahons, Giffords, Palmer, Clums, and Cobbs Additions to Arlington). Typical lot size is 4,356 square feet (1/10th of an acre). Infill development of single-family homes continues as older homes are demolished and vacant lots are built on.

The City will continue to encourage infill and redevelopment of residential lots in this subarea; however, comprehensive design standards need to be established in order to preserve the historic character of this neighborhood.

As infrastructure continues to age, the City will also need to continue investing in the area's public realm by improving streets, sidewalks, and City-owned utility lines.

Old-Town Business District Subarea

The Old-Town Business District is Arlington's historic central business district and consists of the original Town of Arlington and Haller City Plats. Arlington and Haller City were once different towns but merged in 1903 when Arlington incorporated. Olympic Avenue (Arlington's "Main Street") was remodeled in 2007. Centennial Trail runs though Old-Town, connecting Arlington the Skagit County line to the north and the city of Snohomish to the south.

While the area is largely built-out, redevelopment and revitalization efforts continue to occur over time as investments are made in both the public and private realms. The City will continue to support redevelopment and revitalization efforts while enforcing design standards and guidelines in order to preserve the area's historic character.

The City is developing a Riverfront Master Plan to take advantage of the area's position along the Stillaguamish River. This plan will provide for more economic development and public use of the riverfront.

Arlington Bluff Subarea

The Arlington Bluff Subarea includes the upland area just south of the Stillaguamish River Valley and north of the Municipal Airport. It was once home to large homesteads that have since been subdivided into a number of residential plats of varying sizes.

The Arlington Bluff Subarea is slated to remain a predominately single-family residential area with some neighborhood commercial uses along 67th Avenue NE and Highway 530. While the area is largely developed, there is still opportunity for some infill residential and commercial development.

The City plans to continue to work to ensure that environmentally critical areas (such as steep slopes and streams that are prevalent in the area) are protected.

The only proposed change to the land use in this subarea as part of the 2015 periodic update is a rezone request of a one-acre parcel at the bottom of the bluff along 211th Place NE from residential to commercial. The City Council will decide whether to approve or deny the request.

As for road improvements, the City is proposing to improve 211th Street NE and re-align the road to connect directly to 59th Avenue NE (a westbound spur will still connect to the highway at its current location). A trail will also be added to the streetscape, connecting Centennial Trail to the Valley and at some future date to Island Crossing (see Figure 2-7).

Kent Prairie Subarea

The Kent Prairie Subarea is situated at the intersection of Highway 9 and 204th Street NE. It is a well-integrated neighborhood of various use types, including commercial, public, single-family residential, and multi-family residential, which are built around the environmentally critical areas (streams and wetlands) found there.

The area presents some infrastructure challenges--mainly the discontinuous street system. There are numerous dead-end streets that will likely never be connected.

The only proposed change to the land use in this subarea as part of the 2015 periodic update is a rezone request of approximately 2 acres along 77th Avenue NE (south of 204th Street NE) from commercial to residential. The City Council will decide whether to approve or deny the request.

Manufacturing/Industrial Center Subarea

The Manufacturing/Industrial Center (MIC) Subarea includes the Arlington Municipal Airport and surrounding lands that are zoned Industrial and Business Park. It extends from approximately 136th Street NE in Marysville north to Cemetery Road in Arlington and roughly from 51st Avenue NE to the west and 67th Avenue NE to the east. As the greater Seattle metropolitan region continues to grow, with the need for living-wage jobs, the Cities of Arlington Marysville have identified an opportunity to work together in the formation of a joint Manufacturing/Industrial Center (MIC). The area lies within the North Puget Sound Manufacturing Corridor, a targeted area for economic development and infrastructure development. Currently, there is only one designated MIC in Snohomish County (Paine Field). Obtaining MIC designation from the Puget Sound Regional Council would provide an opportunity for both cities to obtain necessary funding to invest in new and existing infrastructure that would strengthen industrial activity and lead to continued job creation.

The City envisions this joint Arlington/Marysville Manufacturing/Industrial Center (AMMIC) as the region's main industrial employment center on the north end. As part of the City's strategy to make this happen, the City is committed to continuing to ensure the area develops as a strong manufacturing and industrial base by strictly limiting non-supportive land uses such as retail, housing, and non-related offices and encouraging manufacturing, industrial, and advanced technology uses. Within two years of receiving MIC designation, the City will develop a subarea plan for the City's portion of the AMMIC that will further the goals and objectives of the PSRC and Multi-County Planning Policies with regards to MICs.

Joint MIC designation between the City of Arlington and the City of Marysville makes logical sense because the industrial centers of both cities are only separated by jurisdictional boundaries. In 2011 the Planning Commissions of both Arlington and Marysville signed a joint resolution urging their respective city council's to seek MIC designation from the PSRC for the purpose of advancing the economic goals of each jurisdiction.

Subsequently, on December 11, 2011, the City of Arlington, City of Marysville, and Tulalip Tribes adopted Joint Resolution 2011-001 supporting regional coordination of a Manufacturing/Industrial Center to support manufacturing expansion in the north Snohomish County area.

The proposed AMMIC (see Figure 2-4) is a prime candidate for MIC designation and continued investment because of its site and situation. Located entirely within Arlington's and Marysville's urban growth areas, the proposed AMMIC encompasses 4,091 acres (6.4 square miles) inclusive of many existing industrial businesses and room for additional capacity. Of that total area, approximately 1,200 acres is undeveloped or under developed. Arlington's portion of the proposed AMMIC includes 2,291 acres that are primarily zoned industrial, business-park, and aviation (as the site includes the Arlington Municipal Airport). A small portion is zoned commercial along 172nd Street NE.

The proposed AMMIC is situated in northern Snohomish County, centrally located between two major centers of commerce—Seattle, WA and Vancouver, BC. It is framed between I-5 on the west and Highway 9 on the east and is served by the Santa Fe/Burlington Northern railroad. The

area is accessible from I-5 via 116th Street NE, 172nd Street NE, and Highway 530. The City of Marysville is proposing an interchange at 156th Street NE that would provide additional access to the area. Regional arterials that serve the proposed area include Smokey Point Boulevard, 172nd Street NE 51st Avenue NE, 59th Avenue NE. and 67th Avenue NE.

Current employment within the proposed AMMIC is estimated to be 5,586, with 70% of those jobs being industrial/manufacturing related, 20% retail, and 10% services and government. The proposed AMMIC has an estimated employment capacity of 77,000 jobs.

The current ratio between jobs and manufacturing facility space in Arlington is one (1) job for every 300 square feet. This is slightly higher than the national average mainly due to the large consideration of highly technical manufacturing technology. The national average is 500 square feet per employee. Assuming a blended median range of 400 square feet of manufacturing space per employee and considering the available underdeveloped area with in the proposed MIC, the total employment will reach 77,000 at full build out.

The cities of Arlington and Marysville are currently working to seek PSRC designation of a joint Arlington-Marysville Manufacturing/Industrial Center Upon designation, the City would need to put together a joint subarea plan for the MIC with the City of Marysville. The subarea plan would address urban design elements such as land use, transportation, and architectural design among other things.

Road improvements would be needed to existing arterial and collector roads such 172nd Street NE and 59th Avenue NE. New roads are also planned to serve the area and improve connectivity. They include: Arlington Valley Road, 63rd Avenue NE, 47th Avenue NE, and 168th Street NE.

The area is largely served by City water and sewer; however, mainline extensions would be needed near the south end of the subarea as development occurs.

By 2035 the City envisions this area to be developed into an active employment center with a high number of family-wage manufacturing and industrial jobs.

Hilltop Neighborhood Subarea

The Hilltop Subarea is located on the hill between 67th Avenue NE and Highway 9. This subarea is slated to be a predominately single-family residential neighborhood with some commercial activity around the intersection of Highway 9 and Highway 531 (172nd Street NE).

There is a large area of unincorporated land within this subarea that is located just south of Highway 531 and west of Highway 9. The area currently has a Master Plan Neighborhood Overlay, which requires a master plan for the area be established before the properties can annex into the City. The City plans to assist property owners by developing a “high-level” master plan so that annexation and development can occur. This “high-level” master plan will outline the location of collector roads and placement of utilities.

A round-about was recently installed at the intersection of Highway 9 and Highway 531. Highway 531 will eventually be widened to five lanes inclusive of a trail along the north side of

Highway 531. That trail will turn northward along the power-line easement at the 79th Avenue right-of-way, then connect at the intersection of Highway 9 and Eaglefield Drive.

Water and sewer infrastructure improvements have recently been made to better serve undeveloped areas at the south-end of the subarea; however, it remains difficult to extend these services to the Arlington Terrace plat at the north-end of the subarea.

Preferred locations for community parks should be identified now so that the capital planning can be done to ensure the properties are obtained prior to their development. Future parks are anticipated as areas annex and urban clusters are developed. These parks ought to be centrally located to the future major neighborhoods, easily accessible from the arterials and collectors.

There are several environmentally critical areas throughout the Hilltop Subarea—including streams, wetlands, and steep slopes that will need to be protected and planned around. Prairie and Portage both have their headwaters here.

Southfork Subarea

This subarea lies entirely outside of City limits but is within the City's Urban Growth Area. The pre-zoning designation for this area is Residential Low/Moderate density and it is anticipated this area will remain a single-family neighborhood.

The subarea has only one access point via 87th Avenue NE; however, the area could easily be served by Maple Street by extending that road through existing right-of-way to connect to 87th Avenue NE.

Homes within this subarea are served by on-site sewage disposal systems. Extending sewer through the subarea may prove difficult because existing lots are only subdividable through the short platting process, making it hard to recover sewer extension costs.

Removal of this area from the City's UGA should be considered if annexation attempts fail.

Brekhus/Beach Subarea

This subarea is located on the east side of the City, directly east of the Kent Prairie Subarea and directly south of the Southfork Subarea. The entire area is zoned Suburban Residential and has a Master Plan Neighborhood Overlay and a TDR Receiving Area Overlay.

The Subarea is accessed primarily from Tveit Road and Burn Road. Additional roadway infrastructure is need within the subarea.

The area is not currently served by City water and sewer; however, it is within the City's water and service area.

Land within this Subarea is largely undeveloped with existing homes situated on large lots. The Subarea is traversed by steep terrain and wetlands.

Lack of infrastructure and topographical realities will likely make future development within this area costly.

The City plans to work with property owners to develop a high-level master plan for the area, outlining where major thoroughfares will go along with water and sewer infrastructure. The City also plans to work with the County to amend the TDR Inter-Local Agreement to remove this subarea from being designated as a TDR receiving area.

West Arlington Subarea (WASA)

In 2011, the City adopted the West Arlington Subarea Plan as an extension of its 2005 comprehensive plan and TDR program to protect the greater community's agricultural lands in the Stillaguamish Valley. It was the top priority planning project growing out of the 2005 Plan, meant to integrate four subarea plans and employ new concepts in urban development (smart growth, sustainability, New Urbanism, etc.). WASA would promote a blend of housing and business looking forward, and correct deficiencies of past growth. Key objectives in the WASA area include:

- Mixed land uses.
- Implementing Form-based codes.[5]
- Upgrading the arterial and neighborhood transportation infrastructure to urban standards.
- Improving pedestrian infrastructure and safety.
- Better connections to areas with continuous roads (i.e. no dead-ends), trails, bike lanes, etc. Acquisition of easements or right-of-way for this purpose.
- Development of Island Crossing while protecting its critical areas.
- Acquisition of more public space (i.e. parks).
- Creating a TDR receiving area.

The WASA is comprised of four former subareas. Each is discussed below for purposes of comparison with the 2005 Plan.

Island Crossing

As envisioned in the 2005 Plan, Island Crossing was added to the City's Urban Growth Area and was subsequently annexed in 2008. The land south of SR-530 was the primary impetus because of plans for a major auto dealership. Although there were recognized development hurdles (e.g. flood potential), these have been addressed and will be managed as part of future development projects in that area.

The Stillaguamish Tribe of Indians owns the triangle formed by SR-530 and Smokey Point Boulevard. Its plans for future development are being discussed in terms of access improvements, utility improvements and coordinated master planning.

[5] Form based codes regulate land uses according to design and site planning ("form") setbacks, height limitations, etc.

West Bluff

The 2005 Plan envisioned this area for light industrial with protections for the adjacent residential neighborhoods. It was seen as a "connecting route" between the Smokey Point neighborhoods and Island Crossing. It was not a part of the City in 2005, but now is.

No changes are proposed to the City's plan for the West Bluff Industrial subarea. The City's and WASA's key objective is to enhance road and pedestrian connections within the area and into adjacent subareas.

Smokey Point

This subarea is planned to continue to be a predominately single-family residential area and, according to the WASA plan, needs a community focal point to enhance its identity and unity. Its greatest needs are protection from the noise from I-5 and infrastructure deficiencies, mainly drainage and urban-standard roads.

One of zoning code amendments requested as part of the 2015 "docket" (map amendment) process is located on the southeast corner of Smokey Point Boulevard/188th Street.

Smokey Point/SR-531

In the 2005 this subarea is seen as being one of the primary entrances to Arlington, an important east-west arterial for the City's and County's road system, and a major generator of sale tax revenue for the City, which would eventually build out into a major commercial/industrial/aviation boulevard stretching from I-5 to 67th Avenue NE. Allowing small to large-scale commercial and industrial uses. This has occurred in large part. There was to be a more unified design theme, which did not occur to any significant extent.

In 2015, the most significant land use issue is the current effort to develop a manufacturing industrial center (MIC) in cooperation with Marysville, WSDOT, business and others. The most significant infrastructure need is the improvement of 172nd Street (SR-531). Both will help prepare the City's industrial base for the expected employment increases discussed earlier in this chapter. These improvements are key to maintaining the targeted employment totals and the commercial/industrial land capacity.

Other utility improvements are needed including increasing and maintaining fire flows for new business. The City supports and desires on-going discussions with Marysville to jointly plan and execute mutually beneficial services and utilities.

The only proposed change to the land use in this subarea as part of the 2015 periodic update is a rezone request of a one/third-acre parcel at the southeast corner of Smokey Point Boulevard and 188th Street NE from residential to neighborhood commercial. The City Council will decide whether to approve or deny the request.

5.15 URBAN GROWTH BOUNDARY ADJUSTMENTS

King-Thompson UGA Expansion

As discussed in several parts of the 2015 Plan, two actions are being taken to ensure that Arlington has sufficient land capacity to accommodate population growth through 2035. These actions are taken because of the inability to spark interest in the Transfer of Development Rights (TDR) program formed in 2010. Brekhus/Beach was originally intended to develop into a high density Master Plan Neighborhood as a "receiving area" for development rights sold by agricultural land owners in the Stillaguamish River Valley (the "sending area"). The effort was unsuccessful, but the Brekhus/Beach (Burn Hill/South Fork) subarea has been annexed by the City. Property owners still hold out hope for future success but in the short term, without master planning and developer interest, the Brekhus/Beach Subarea cannot be assumed to provide buildable lands at the urban density required to meet its buildable lands goal.

The City has requested expansion of the UGA to the west of I-5 to make up for the Brekhus/Beach lands which will remain in a low density (SR) zoning category. The loss of approximately 963 housing units planned for the area would be matched by an additional 805 units in the King-Thompson UGA expansion area.

Chapter 6: Housing Element

6 Housing Element

6.1 PURPOSE OF THIS CHAPTER

One of society's most basic needs is shelter. How we, as a society, preserve the housing stock we have and how we plan to accommodate our future housing needs reflects upon the quality of life we enjoy or want to enjoy. It is important to consider where we locate new residential areas, for this decision will drive the determination as to where public infrastructure (roads, utilities, parks, and schools) will be located.

As communities update their 2005 plans, they are instructed to consider several issues affecting housing:

1. Inventory of existing housing and projected housing needs using latest population projection.

2. Goals, policies for housing.

3. Location of sufficient land for housing.

4. Provisions for existing and projected housing needs of all economic segments of the community.

This Chapter has been developed in accordance with these measures, with the Countywide Planning Policies, and has been integrated with all other planning elements to ensure consistency throughout the comprehensive plan. In January 2014, the County issued the *2013 Housing Characteristics and Needs Report*, which implements Countywide Planning Policy HO-5. The Policy called for a detailed analysis of current housing characteristics and a forecast of future needs in each jurisdiction. The Housing Report ("HO-5 Report") is a compilation and analysis of information and is not a directive on what each community should do to address future needs or estimates. It did, however, play a significant role in the development of the City's Housing Element.

The Housing Element is intended to provide City officials and the general public with the information necessary to guide housing growth in the direction that best addresses the desires of not only Arlington's existing and anticipated residents, but those with special housing needs as well. The Housing Policies (See Chapter 3) will guide decision-making to achieve the community's goals as articulated in the Vision Statement. The City's development regulations (zoning, building codes, etc.) direct the private sector with regards to housing. The Housing Element will set the conditions under which the private housing industry will operate, and establishes both long-term and short-term policies to meet the community's housing needs and achieve the community goals.

Several goals and policies at the State and County level give direction for this element including the GMA:

> *(4) Housing. Encourage the availability of affordable housing to all economic segments of the population of this state, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock.*[1]

The GMA describes what a housing element should include:

> (2) A housing element ensuring the vitality and character of established residential neighborhoods that: (a) Includes an inventory and analysis of existing and projected housing needs that identifies the number of housing units necessary to manage projected growth; (b) includes a statement of goals, policies, objectives, and mandatory provisions for the preservation, improvement, and development of housing, including single-family residences; (c) identifies sufficient land for housing, including, but not limited to, government-assisted housing, housing for low income families, manufactured housing, multifamily housing, and group homes and foster care facilities; and (d) makes adequate provisions for existing and projected needs of all economic segments of the community.[2]

6.2 EXISTING CONDITIONS

A 2014 report[3] by Snohomish County to the Planning Advisory Committee listed several trends that will affect future housing needs:

- Population growth at a slower rate than in the past.
- A significant aging of the county's population.
- Greater participation by older citizens in the labor force .
- More demand for housing in urban/central residential locations.
- Household types in Snohomish County less dominated by married-couple families with children.
- Less demand for single family detached housing development than in the past.
- More multi-family and rental demand.
- More reliance on non-automobile modes of transport.

[1] RCW 30.70A.020
[2] RCW 30.70A.070
[3] Snohomish County Demographic Trends & Initial Growth Targets, Briefing to County Planning Commission, February 25, 2014

Arlington grew by about 6,000 residents between 2000 and 2010 and added only another 350 through 2013. About 220 housing units were added 2010-2013. Owner-occupied dwellings grew from 62% to 64%, a slightly different trend than outlined in the County report. Arlington in 2011 still had a lower percentage of home ownership than its peer "Large Cities" (68.9%) or the County (67.9%).

Figure 6-1 Median Income

Arlington	$59,698
County	$67,777
Larger Cities	$72,443

Figure 6-2 Cost Burdened Households

Cost Burdened Households	Arlington	Large Cities	County
Owner	51.3%	45.8%	45.7%
Renter	54.3%	49.0%	50.2%

The median income was also lower. There was a higher ratio of "cost burdened households".

> *"A household (rental or with mortgage) is 'burdened' when it spends 30 percent or more of its gross income on housing costs…Severe housing cost burden occurs when a household must pay more than 50 percent of income on rent and utilities"*
>
> --Housing Report, Page 36

6.3 FUTURE NEEDS

Arlington's housing situation appears to show growth occurring in proportion to population growth with a likely upward pressure for more owner-occupied housing, but with a need for more affordable housing in the owner and rental markets.

In May, 2013 each jurisdiction was asked by the County to report on how current its plan was regarding housing strategies. Each was asked to re-cap the strategies within the housing element of its 2005 comprehensive plan. Arlington reported as follows:

1. The overall emphasis in City of Arlington's housing element is to:

   A. Encourage the development of a range of housing types.

   B. Provide fair and equal access to housing.

   C. Ensure strong, stable neighborhoods through infrastructure investment and housing preservation.

2. Possible mechanisms or strategies to achieve their housing element include:

   A. Preserving the "old-town" area.

   B. Encouraging high density housing in areas currently moving in that direction.

C. Utilizing regional and federal funding programs to encourage housing ownership.

D. Locating housing development in areas within existing sewer service areas.

3. Implementation. The focus of Arlington's housing element is on diversity, access, affordability and preservation. Implementing strategies for these focal points include:

   A. Regulate housing by building type instead of use.

   B. Allow for both vertical and horizontal mixed use projects in commercial centers.

   C. Permit infill development that is compatible with existing neighborhoods.

   D. Regulate density by using parameters other than by dwelling units per acre.

   E. Reduce on-site parking requirements for residential developments.

4. Future Housing Issues. The City will continue to work toward encouraging the development of a variety of housing types in order to accommodate niches in the market that aren't currently being served.

As part of the GMA plan updates, Snohomish County communities must address implementation of the Vision 2040 Regional Growth Strategy (RGS) adopted by the Puget Sound Regional Council (PSRC) in 2008. The 2008 RGS called for proportionately more growth toward cities within regional growth centers – metropolitan (Everett) and core cities (Lynnwood, Bothell) – and away from the unincorporated UGA.

Figure 6-3 Area Median Income

	30% AMI	31-50% AMI	51%-80% AMI	Market Rate
Owner	17	51	288	1339
Rental	65	167	282	212
Total	82	218	571	1550

Based on the 2014 HO-5 report, the City's analysis suggests that Arlington needs to find room for about 2,421 more units by 2035. It suggests that about 871 of those units need to be in the "affordable" range with the balance priced at "market rate".

In February 2014, Snohomish County released its EIS on the GMA Plan update, which included a land capacity analysis. It estimates that an additional 805 housing units could develop in the ARL3 (King-Thompson addition). It further estimates that with no significant infrastructure, the Brekhus/Beach TDR area could see 963 fewer housing units than earlier estimates if the area was removed from the City and UGA. The City's 2014 analysis showed results slightly higher than the County estimate for ARL3. It is assumed that the County figures were based on its Urban Medium Density Residential (UMDR) zoning whereas Arlington's are based in its RMD zoning.

Figure 6-4 Household Size 2014

	Arlington	County
Owner	2.76	2.71
Renter	2.36	2.39
Total Households	2.62	2.61

The average household size in Arlington is 2.62[4], a decline from 2.72 in 2005. Owner-occupied units had 2.76 persons, down from 2.82 persons. Renter-occupied declined from 2.54 to 2.36. The 2005 estimate for 2025 average household size was 2.54 which has proven to be very accurate. The County's estimated household size for 2035 in Arlington is forecasted to be 2.7, which will be used for this Plan at a rate of 2.84 for owner-occupied units and 2.4 for renter units.

6.4 ALTERNATIVE HOUSING TYPES

Special needs housing includes both the elderly and those with disabilities. In 2011 about 16.1% of the population was included in this category. Pro-rating those numbers to the 2035 population, of the 2,421 future housing units needed, about 390 would fall into the special needs category, with 13.3% (322) serving the elderly and the balance (68) other special need individuals.

Arlington allows for adult family homes housing up to six people needing special care, defined as "a regular family abode in which a person or persons provides personal care, special care, room, and board to more than one but not more than six adults who are not related by blood or marriage to the person or persons providing the services".

6.5 ACCESSORY DWELLING UNITS

To assist affordable housing efforts and to provide for density infill, the City allows Accessory Dwelling Units under City Code 20.44.042. ADUs can be a part of or separate from the principal residence, can be no larger than 800 square feet and must comply with certain design requirements to ensure its "secondary" relationship to the main residence.

6.6 MOBILE AND MODULAR DWELLINGS

Mobile homes and mobile home parks are allowed within the Suburban Residential, Residential Low/Moderate Density, Residential Moderate Density, and Residential High Density zones of the City. Modular homes are allowed only in the RHD zone, but can be grouped in subdivision-like settings with a land-use permit.

6.7 AFFORDABLE HOUSING TYPES

The percentage of cost-burdened homes, as highlighted in Figure 6-2, illustrates the serious need for affordable housing options within the City. While Arlington has no housing authority of its own, the City can work to ensure its policies, development regulations, fees, and permitting processes recognize and incentivize (and in some instances require) affordable housing developments.

[4] *2013 Housing Characteristics and Needs Report,* Snohomish County, 2014

Chapter 7 Parks, Recreation and Open Space Element

7 Parks, Recreation and Open Space Element

7.1 PURPOSE OF THIS CHAPTER

An element addressing the needs for parks, open space, and recreation is required by the Growth Management Act and capital acquisitions, including property and facilities, need to be included in the Capital Facilities Element (Chapter 9). This Element provides an inventory of the City's current park and recreation facilities and programs, analyzes the City's ability to provide adequate parks, open space, and recreation services to its citizens, sets standards for such services, and provides a strategy for providing additional services.

Preparation of this plan Element is guided by the Washington State Growth Management Act (GMA). It is further guided by goals and policies established by the Interagency Committee for Outdoor Recreation (IAC). The IAC is a primary granting agency and author of the State Comprehensive Outdoor Recreation Plan (SCORP).

7.2 REGULATORY/POLICY BACKGROUND

Numerous federal, State, and local agencies and organizations have been setting the stage for park and recreation provision through development of policy, regulations, and advisory standards. The following is a listing of these agencies and organizations, and the direction they give.

7.3 GROWTH MANAGEMENT ACT

General: "Retain open space, enhance recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks and recreation facilities. (RCW 36.70A.020)." Open space corridors are further referenced in the GMA requiring that land use plans include identification of "...open space corridors within and… between urban growth areas. They shall include lands useful for recreation, wildlife habitat, trails, and connection for critical areas as defined in RCW 36.70A.030" (RCW 36.70A.160).

Parks and Recreation: Capital improvements are included within the definition of "Public Facilities," RCW 36.70A.070.

Fees: Cities may impose impact fees for the provision of public facilities including publicly owned parks, open space, and recreation facilities (RCW 82.02.050). Impact fees must be based on demands on existing facilities by new development, and additional improvements required to serve new development (RCW 82.02.050).

Concurrency: Reassess Land Use Element or levels of service if probable funding falls short of existing need.

7.4 INTER-AGENCY COMMITTEE FOR OUTDOOR RECREATION/ STATE COMPREHENSIVE OUTDOOR RECREATION PLAN (IAC/SCORP)

General: Cities must provide plan components as outlined in *The Comprehensive Park and Recreation Plan Development Workbook*. Plan demand assessment should incorporate SCORP assessment data.

More specifically, to be eligible for IAC funding, plans must include the following:

- Goals and Objectives.
- Description of Current Conditions.
- Demand and Need analysis.
- Description of Public Involvement.
- Public Opinion Survey.
- 6-year Capital Improvement Program.
- Evidence of official adoption by authority most appropriate to plan's scope.

This Element is designed to meet these requirements. The goals and objectives required by those guidelines are set forth in Chapter 3 of this Comprehensive Plan. The description of current conditions is discussed below. The discussion of park and recreation demand and needs analysis is also discussed below. The public opinion survey is described later. The 6-year Capital Improvement Program, also required by the IAC, documents these goals and projected needs, and schedules implementation of the facilities that will address those needs. The Capital Facilities Element (Chapter 9) contains that "schedule." Please see that section for a description of what specific projects are planned in the next few years.

To finalize all of the IAC requirements the City would need to show a discussion of the City's priorities and a description of how the decision was made by the city to implement the specific projects shown in the 6-year CIP. In other words, the plan needs to answer the questions, "What does the community want?" and "How do we know this to be true?"

7.5 NATIONAL RECREATION AND PARK ADMINISTRATION (NRPA)

General: The National Recreation and Parks Association (NRPA) provides general park and recreation standards that communities may incorporate into the comprehensive planning process.

7.6 PUBLIC INVOLVEMENT

This Element meets the requirements for public involvement set forth by both the IAC and the GMA. The Element was available for public input, review, and comment.

7.7 PARKS AND RECREATION MASTER PLAN

A supplemental document, the Parks and Recreation Master Plan, contains the master plans of each city owned park, including current conditions and plans for improvements, as well as the priorities from the PARC commission.

7.8 EXISTING CONDITIONS

The following is an inventory of the parks, open space tracts, recreational facilities, and cultural programs and facilities found within the City and its vicinity. This inventory was not limited to just those within the City since citizens also use adjoining jurisdictions' facilities just as the citizens of other jurisdictions use the City's facilities. A map of the locations of these facilities is shown as Figure 2-10: Park and Recreation Facility Locations and Figure 2-18: Critical Areas, Open Space, & Restoration Projects. Figure 7-1 below shows acreage of parkland (excluding community parks) in each subarea, and Table 7-4 show the amount of acres of park divided by the acres of that subarea.

7.9 PUBLIC PARKS

City Parks: The City owns roughly 257.1 acres of parks. In addition, the Arlington School District has 59.3 acres of park-like facilities (fields & playgrounds) that are available for public use during non-school hours**.**

Community Parks: Community parks are those parks that offer something that would cause people to cross town to get to, i.e., something you can’t find in your own neighborhood. This may be a special feature (such as a swimming area, boat launch, view or ball fields), size (allowing for more varied or specialized play), scheduled group activities, or whatever it is that would entice a family to walk, bike, or drive a farther distance than their own neighborhood. It should be noted that Twin Rivers Park, though owned by Snohomish County, is maintained and managed by the City through an Interlocal Agreement and thus in essence is a City park. There are 187 acres of community parks in the UGA. Please refer to Table 7-2: Inventory of Existing Park & Recreation Facilities for a list of these parks and their attributes.

Neighborhood/Mini-Parks: Neighborhood or mini- parks are those parks that typically attract only those people who live within walking distance of the park. They may have such amenities as children’s big toys, basketball hoops, picnic facilities, grassy play areas, etc., and attract neighbors and kids for informal play. Often they act as an informal neighborhood meeting place where people get to know their neighbors. Public school grounds can also be counted as neighborhood parks, as they are open to the public during non-school hours. The term neighborhood park is used to denote a public park, while mini-park denotes a privately owned park, usually owned by a Homeowners' Association. There are 12.1 acres of neighborhood parks

and 13.1 acres of mini-parks in the UGA. Please refer to Table 7-2: Inventory of Existing Park & Recreation Facilities, for a list of these park and their attributes**.**

7.10 COUNTY PARKS

Regional Parks: Regional parks tend to be those parks that offer something that would cause people to drive from one community to another to get to, i.e., something you can't find in your own town. This may be a special feature (such as a marina, salt water access, tournament ball fields, unique natural features, camping, etc.). This special characteristic may also include size (allowing for more varied or specialized play), scheduled group activities, or another feature that would entice a family to drive from one part of the County to another. There are 457.3 acres of regional parks within a short driving distance from the UGA (all of them County-owned). Please refer to Table 7-2: Inventory of Existing Park & Recreation **Facilities**, for a list of these park and their attributes.

7.11 SCHOOL FACILITIES

School playfields and playgrounds, though not owned by the City, are nevertheless owned by a public agency and are generally open to the public during non-school hours. As schools are typically spread out across cities in residential neighborhoods, they function much the same as neighborhood parks and are herein counted as such. There are 59.3 acres of school playfields and playgrounds in the UGA. Please refer to Table 7-2: Inventory of Existing Park & Recreation Facilities for a list of these school facilities and their attributes.

7.12 TRAILS

City Trails: The City has built or coordinated the construction of several trails over the past decade. The most notable is the City's portion of the Centennial Trail. The City's section of the trail runs from 172nd Street NE along 67th Avenue NE north to Haller Park.

There is also a 5.5-mile trail circumnavigating the Airport and other smaller trails in various neighborhoods and parks. There are 11.9 miles of City trails. Please refer to Table 7-2: Inventory of Existing Park & Recreation Facilities for a list of these trails and their attributes.

County Trails: Snohomish County also has three regional trails in the Arlington area, totaling 57.6 miles. River Meadows Park contains 1.6 miles of trails. The Whitehorse Trail eventually will run 27 miles from Arlington to Darrington. Portions are currently usable, but others are scheduled for completion as funding becomes available. Snohomish County has completed the Centennial Trail from City of Snohomish to Skagit County Line, 29 paved miles. See Table 7-2: Inventory of Existing Park & Recreation Facilities for a list of these trails.

7.13 RECREATION PROGRAMS

The City of Arlington provides recreation programs for our citizens. Currently, the City provides a range of recreational programs by helping coordinate and publicize programs provided by individuals and groups, including adult and children's classes, coordination of softball leagues

for adults as well as sports camps for children. The City also offers seasonal events (e.g. Arbor Day celebration, Easter Egg Hunt and Hometown Holiday, Outdoor Movies and Concerts.

7.14 OPEN SPACE

Open space comes in many forms, and can include such areas as:

- Natural or scenic areas.
- Water supply protection areas and natural drainage easements.
- Urban and rural landscaped areas, such as public or private golf courses, cemeteries and arboretums.
- Land areas that enhance the value to the public of abutting or neighboring parks, forests, wildlife preserves, nature reservations or sanctuaries or other open space.
- Public/private low intensity park and recreation sites.
- Cultural, archaeological, geological and historical sites.
- Large reserve tracts, private parks, common ground, and buffer areas which result from planned residential or rural and urban land use development.
- Utility corridors.
- Major multi-functional river corridors.
- Water bodies.
- Trail corridors that may function as wildlife corridors.
- Agricultural land.
- Critical areas such as floodplains, habitat, streams, wetlands, steep slopes, etc.

Some of these open spaces are usable to the public; others are best left protected in their natural state.

The City currently does not have an adopted LOS for open space. However, under the Land Use Code, each major residential plat must provide 5% of its land preserved as usable open space. This is in addition to any natural open space protected because of its status as a critical area. This 5% translates to an effective LOS of 3.0 acres per 1,000 people, or 0.008319 acres per dwelling unit.

The City generally accepts dedication of the critical area open space tracts or easements so as to be able to better manage the resources that they protect. Usable open space, however, is generally left under the ownership of Homeowners' Associations. Currently the City has 220.0

acres of protected open space – 150.0 of these acres are public and 70.0 acres are privately owned. See Figure 2-18: Critical Areas, Open Space, & Restoration Projects for a map of these areas as well as Table 7-2: Inventory of Existing Park & Recreation Facilities for more detail on these open spaces.

7.15 CULTURAL RESOURCES

Cultural resources include such things as museums, archaeological sites, historical sites, and other similar places. Currently there is a 16,000 square foot historical museum owned and operated by the Stillaguamish Pioneer Society. The Stillaguamish Tribe also claims that there are significant archaeological sites in various areas of the City, but such sites are not publicly revealed so as to prevent disturbance or desecration. The School District owns and operates the Byrnes Performing Arts Center.

7.16 OFFICES, MAINTENANCE, ETC.

It take both staff and equipment to operate and maintain City parks and recreational facilities. Park and recreational facility operations are overseen by one staff member in the City's Administration Office. Maintenance is provided by the City's Maintenance and Operations Division of the City's Community & Economic Development Department. Equipment is housed at our Public Works Maintenance and Operations Shop and accounts for approximately 8% of this 13,148 square foot facility. It is anticipated that as the recreation program expands or the number of parks increases, additional space would be needed to house the staff and equipment necessary to run these programs.

7.17 EXISTING LEVELS OF SERVICE

Our existing adopted Levels of Service—and what we've actually attained—for the various park and recreational facilities are shown in Table 7-5: Adopted & Actual Parks Levels of Service. The City has established levels of service for community, neighborhood/mini- parks, trails and office facilities. As 5 shows, in all categories the City meets or exceeds the levels of service for each type of park and recreation facility currently.

7.18 IMPACT FEES

The City requires that new single and multi-family dwelling units pay an impact fee of $1,662 per single family residential and $1,497 per multi-family residential dwelling units.[1] This fee is applied towards purchase and construction of community parks. Neighborhood parks are required to be provided for residential developments having 7 or more dwelling unit. For residential projects with less than 7 units an in lieu fee of $484 (single family) and $436 (multi-family) may be paid. Table 7-1: Current Impact Fees shows the current impact fees for single and multi-family residential dwelling units.

[1] AMC §20.90.400.

Table 7-1: Current Impact Fees

Facility Type	Fee per SFR du	Fee per MFR du
Regional Parks	NA	NA
Community Parks	$1,662	$1,497
Neighborhood/Mini-Parks	$484	$436
Trails	NA	NA
Open Space	NA	NA
Cultural Resources	NA	NA
Offices, Maintenance, etc.	NA	NA
Total	**$1,484**	**$1,086**

Table 7-2: Inventory of Existing Park & Recreation Facilities

Facility Type/Name	Subarea	Condition	Size	Unit
Parkland and School Recreation Land			**719.6**	**acres**
City Parks			188.1	acres
Community Parks			176.0	acres
Bill Quake Memorial Park	Airport/Industrial	Good	13.0	acres
Waldo E Evans Memorial Park	Airport/Industial	Good	6.0	acres
Haller Park	OTBD	Good	3.0	.acres
Legion Memorial Park	OTBD	Good	1.0	acres
Twin Rivers Park	Outside City Limits	Good	50.0	acres
Terrace Park	Old Town	Good	4.0	acres
Country Charm Park & Cons.	Old Town	Undev.	89.0	acres
Storm Water Wetland Park	Oldtown	Good	10.0	acres
Neighborhood Parks			12.1	acres
Centennial Park	OTBD	Good	1.0	acres
Wedgewood Park	Hilltop	Good	2.0	acres
Woodway Park	Hilltop	Good	.5	acres
Forest Trail Park	Hilltop	Good	2.0	acres
High Clover Park	Arlington Bluff	Good	2.0	acres
J Rudy York Memorial Park	West Arlington	Good	2.0	acres
Lebanon Park	OTBD	Good	0.5	acres
The Rockery	OTBD	Good	0.1	acres
Jensen Park	Kent Prairie	Good	2.0	acres
Mini-Parks			14.9	acres
Aspenwood Meadows	West Arlington	Fair	0.13	acres
Bovee Acres, Tract 997	Hilltop		0.40	acre
Brickwood	West Arlington	Fair	0.71	acres
Brickwood	West Arlington	Poor	0.24	acres
Claridge Court	Arlington Bluff		0.12	acres
Country Manor 1, Tract 996	West Arlington	Fair	0.11	acre
Country Manor 1, Tract 997	West Arlington	Fair	0.09	acre
Country Manor 2, Tract 995	West Arlington	Fair	0.09	acre
Crossing at Edgecomb vault	Hilltop		0.69	acres
Crossing at Edgecomb	Hilltop		0.28	acres
Crown Ridge 1	Hilltop	Good	0.41	acres
Crown Ridge 2	Hilltop	Fair	0.75	acres
Crown Ridge 3	Hilltop	Fair	3.00	acres
Crown Ridge 4	Hilltop	Fair	0.17	acres
Crown Ridge 5	Hilltop	Fair	0.37	acres
Dogwood Meadows	Hilltop		0.33	acre
Eagle Heights, 1 Tract 995	Hilltop		0.46	acre
Eagle Heights 1 Tract 998	Hilltop		0.01	acres
Eagle Heights 2 Tract 996	Hilltop		0.12	acre
Eagle Heights 2 Tract 998	Hilltop		0.10	Acre
Gleneagle 1	Hilltop	Fair	0.10	acres

Facility Type/Name	Subarea	Condition	Size	Unit
Gleneagle 2	Hilltop	Good	0.04	acres
Gleneagle 3	Hilltop	Fair	0.07	acres
Heartland 1	Arlington Bluff	Fair	1.05	acres
Heartland 2	Arlington Bluff	Good	1.05	acres
High Clover	Arlington Bluff	Good	0.26	acres
Highland View Estates	Hilltop	Good	0.25	acres
Magnolia Estates, Tract 996	Hilltop		0.31	acre
Point Riley	West Arlington	Poor	0.14	acres
Rivercrest 1	Arlington Bluff	Good	0.25	acres
Rivercrest 2	Arlington Bluff	Good	0.21	acres
Rosecreek	Kent Prairie	Good	0.22	acres
Smokey Point Meadows	West Arlington	Poor	0.38	acres
Stoneway	West Arlington	Good	0.17	acres
Sweetwater, Tract 996	Arlington Bluff		0.32	acre
Terrah Marie, Tract 999	Arlington Bluff		0.22	acre
The Bluff	Arlington Bluff	Poor	0.03	acres
Trellis Court, Tract 996	West Arlington		0.08	acre
Twin Ponds 1	Kent Prairie	Good	0.15	acres
Twin Ponds 2	Kent Prairie	Fair	0.25	acres
Walnut Ridge 1	Arlington Bluff		0.14	acre
Whispering Breezes	Arlington Bluff		0.61	acres
County/Regional Parks			457.3	acres
Wenberg County Park	Outside UGA	Good	46.0	acres
Gissberg Twin Lakes	Outside UGA	Good	54.3	acres
Portage Creek Wildlife Area	Arlington Bluff		157.0	acres
River Meadows	Outside UGA	Good	200.0	Acres
Arlington Public School Facilities			59.3	acres
Arlington High School	Hilltop		16.5	acres
Post Middle	Old Town		8.2	acres
Haller Middle	Old Town		11.0	acres
Presidents Elementary	Old Town		6.5	acres
Eagle Creek Elementary	Southfork		8.4	acres
Kent Prairie Elementary	Kent Prairie		5.4	acres
Pioneer Elementary	Hilltop		3.3	acres
Trails			**69.8**	**miles**
City Trails			12.2	miles
Centennial Trail (City Portion)	Airport/Industrial, CBD	paved	2.7	miles
Airport Trail	Airport/Industrial	mixed	6.5	miles
Kruger –Portage Creek Trail	Kent Prairie	path	0 .4	miles
Zimmerman Trail	Hilltop, Kent Prairie	stairs	0.2	miles
River Crest Trail	Arlington Bluff	Path	0.2	miles
Eagle Trail	Old Town	path	.7	mile
Stormwater Park Trail	Old Town	gravel	1.0	Mile

Facility Type/Name	Subarea	Condition	Size	Unit
188th Street Connector Trail	Airport Industrial	Paved	.5	mile
County Trails			57.6	miles
River Meadows Park Trails	Outside City Limits	Good	1.6	miles
Centennial Trail	Outside City Limits	Good	29.0	miles
Whitehorse Trail	Outside City Limits	Fair	27.0	miles
Open Space			**328.2**	**acres**
Public			109.0	acres
Miscellaneous OS Tracts	Throughout City		10.0	acres
Country Charm Park habitat	Old Town		58.0	acres
Stormwater Wetland Park O.S.	Old Town		10.0	acres
Arlington Cemetery	Arlington Bluff		30.0	acres
Harwood Cemetery	Old Town		1.0	acre
Private			219.2	acres
Miscellaneous OS Tracts	Throughout City			acres
Maureen Udman Envtl Center	Old Town		70.0	Acres
Pioneer School Envtl area	Hilltop	Good	4.2	acres
Gleneagle Golf Course	Hilltop		135.0	acres
Stilly Valley Pioneer Park	Arlington Bluff		10.0	acres
Cultural Resources			**38,444**	**sq ft**
Pioneer Historical Museum	Arlington Bluff		16,000	sq ft
Arlington Art Walk	Old Town			
Byrnes Performing Arts Center	Hilltop		22,444	Sq ft
Indoor Recreation Facilities				
Arlington Boys & Girls Club	Ariport/Industrial			
City Maint. Shop/Offices			**13,148**	**sq ft**
shop/office building #1	Airport/Industrial	Fair	6,840	sq ft
storage building #2		Poor	1,104	sq ft
equipment storage shed #3		Good	2,832	sq ft
storage building #4		Fair	2,372	sq ft

Table 7.3 Park Amenity Inventory

Facility Type/Name	Off-Street Parking	Restrooms	Picnic Tables	Picnic Shelters	Barbeque	Drinking Fountain	Benches	Play Equipment	Camping	Boat Launch	Fishing	Beach/Swimming	Pool	Soccer Fields	Baseball/Softball	Baseball - Major	Running Track	Football Field	Sport Court	Grass Area	Tennis	Concessions	Pedestrian Trails	Bike Trail	Equestrian Trails	Natural Area	Interpretive Area	Garden	Landmarks	Skateboard Park	Hard Surface	Disc golf course	Stage
Parks																																	
City Parks																																	
Community Parks																																	
Bill Quake Memorial Park	x	1	7			1	7	1						1	2	1				1		1								1			
Haller Park	x	1	5	1		1	10	3		1	1	1								1			1										
Jensen Community Park	x		4	1				2												1			1			1							
Legion Memorial Park	x	1	2	1		2	6													1			1				2		2				
Twin Rivers Park	x	1	3			1	6				1	1		7	3					1			1			1						1	
W.E. Evans Field	x	1	2			1	2	1								1						1											
Terrace Park	x	1	3	1	2	1	5	1											1	1			1										1
Country Charm Park & Cons.			10						1		1	1								1						1							
Stormwater Wetland Park			6																							1	1						
Subtotal	7	6	43	4	2	5	36	8	1	1	3	3	0	8	5	2	0	0	1	7	0	2	5	0	0	4	3	0	2	1	0	1	1
Neighborhood Parks																																	
Centennial Park			3			1														1													
Wedgewood Park	x		5				7	2												1													
Woodway Park								1																									
Forest Trail Park	x						7	1											1				1										
High Clover Park																				1													
J Rudy York Memorial Park	x		4				4	2											1	1													
Lebanon Park	x						1																1					1					
The Rockery																							1					1					
Jensen Park																																	
Subtotal	4	0	12	0	0	1	19	6	0	0	0	0	0	0	0	0	0	0	2	4	0	0	3	0	0	0	0	2	0	0	0	0	0
Mini-Parks																																	
Aspenwood Meadows			2																1	1													
Bovee Acres																			1														
Brickwood																			1	1													
Brickwood							1													1													
Claridge Court							2	1																									
Country Manor 1							2	1											1				1										
Country Manor 2	1						1	1																									
Country Manor 2							1	1																									
Crossing at Edgecomb			2				3	1											2														
Crown Ridge 1							1													1													
Crown Ridge 2																				1								1					
Crown Ridge 3			2				2	1																									
Crown Ridge 4			1																	1													
Crown Ridge 5							1													1													
Dogwood Meadows			1				2	1																									
Eagle Heights 1 Tract			3	2																													
Eagle Heights 1 Tract 995			2	1				1											1														
Eagle Heights 2 Tract 996			2				1																										
Eagle Heights 2 Tract 998			3	2																													
Gleneagle 1							2	1												1													
Gleneagle 2							1	1												1													
Gleneagle 3							1	1																									
Heartland 1							1	1												1													
Heartland 2								1												1													
High Clover			1				1												1	1													
Highland View Estates							4	1											1	1													
Magnolia Meadows 1 PH 1			1				1	1											1				1										

Facility Type/Name	Off-Street Parking	Restrooms	Picnic Tables	Picnic Shelters	Barbeque	Drinking Fountain	Benches	Play Equipment	Camping	Boat Launch	Fishing	Beach/Swimming	Pool	Soccer Fields	Baseball/Softball	Baseball - Major	Running Track	Football Field	Sport Court	Grass Area	Tennis	Concessions	Pedestrian Trails	Bike Trail	Equestrian Trails	Natural Area	Interpretive Area	Garden	Landmarks	Skateboard Park	Hard Surface	Disc golf course	Stage
Point Riley																			1	1													
Rivercrest 1			1				1	1																									
Rivercrest 2							1												1	1													
Rosecreek			5				10													1													
Smokey Point Meadows								1												1													
Stoneway							1	1											1	1													
Sweetwater Tract 996			1				1	1															1										
Terrah Marie Tract 999								1											1	1													
The Bluff			3				1	1																									
Trellis Court Tract 996			2																														
Twin Ponds 1			1				1	1											1	1													
Twin Ponds 2			1				1	1											1	1													
Walnut Ridge 1							2																					1					
Whispering Breezes																				1													
Subtotal	1	0	34	5	0	0	47	23	0	0	0	0	0	0	0	0	0	0	16	21	0	0	3	0	0	0	0	1	0	0	0		
County Parks																																	
Regional Parks																																	
Wenberg County Park	x	1	50	3					1	1	1	1								1													
Gissberg Twin Lakes	x	1	8								1	1								1													
River Meadows	x	1	50	3					1	1	1	1								1													
Portage Creek Wildlife																																	
Subtotal	3	3	158	6	0	0	0	0	2	2	3	3	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0
Public School Facilities																																	
Arlington School District																																	
Arlington High School														1	4		1	1		1	8												
Post Middle																	1	1		1													
Haller Middle															2		1	1		1	2												
Presidents Elementary								1						1	1			1		1											1		
Eagle Creek Elementary								1							2					1											1		
Kent Prairie Elementary								1												1											1		
Pioneer Elementary								1						1	2					1											1		
Subtotal	0	0	0	0	0	0	0	4	0	0	0	0	0	3	11	0	3	4	0	7	10	0	0	0	0	0	0	0	0	0	4		

Facility Type/Name	Off-Street Parking	Restrooms	Picnic Tables	Picnic Shelters	Barbeque	Drinking Fountain	Benches	Play Equipment	Camping	Boat Launch	Fishing	Beach/Swimming	Pool	Soccer Fields	Baseball/Softball	Baseball - Major	Running Track	Football Field	Sport Court	Grass Area	Tennis	Concessions	Pedestrian Trails	Bike Trail	Equestrian Trails	Natural Area	Interpretive Area	Garden	Landmarks	Skateboard Park	Hard Surface	Disc golf course	Stage
Trails																																	
City Trails																																	
Centennial Trail (City Portion)	x	x					20													1			1	1	1		1						
Airport Trail	x					2																	1		1		1						
Portage-Kruger Creek Trail				1																			1			1							
Zimmerman Hill Trail																							1			1							
River Crest Trail																							1			1							
Eagle Trail																							1			1							
Stormwater Wetland Trail	x		4				4																1			1	1						
188th St. Connector Trail																																	
Subtotal	3	0	4	1	0	2	24	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	8	1	2	5	3	0	0	0	0	0	0
County Trails																																	
River Meadows Park Trails																							1		1	1							

Centennial Trail			x																			1	1	1	1							
Whitehorse Trail																						1	1	1	1							
Subtotal	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2	3	3	0	0	0	0	0		
Open Space																																
Public																																
Miscellaneous OS Tracts																									1							
Country Charm Park habitat																									1							
Stormwater Wetland O.S.																									1							
Arlington Cemetery																			1													
Harwood Cemetery																			1													
Subtotal	1	1	8	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	1	0	0	3	1	0	0	0	0		
Private																																
Maureen Udman Envtl Center																									1							
Pioneer School Envtl Center																									1							
Gleneagle Golf Course																			1													
Stilly Valley Pioneer Park																			1						1							
Miscellaneous OS Tracts																									1							
Subtotal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	4	0	0	0	0	0		

Figure 7-1: Acres of Park per Subarea

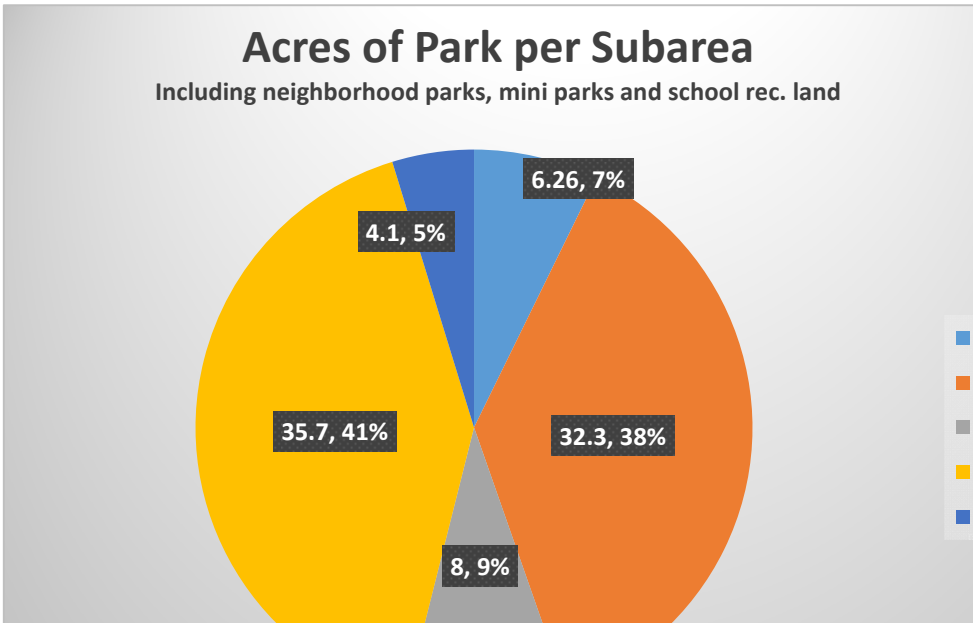


Table 7-4: Acres of Park per Acres of Subarea

Subarea	Acres of Subarea	Park Acres in Subarea	Acre of Park per Acre of Subarea
Arlington Bluff	450.9	6.26	0.01
Hilltop	1199.6	32.3	0.03
Kent Prairie	353.2	8	0.02
Old Town	714.9	35.7	0.05
West Arlington	1005.4	4.1	0.004
Totals	3724	86.36	0.02

Table 7-5: Adopted & Actual Parks Levels of Service

Facility Type	Current	2014 Pop (1,000s)	Existing LOS (unit/1000)		Amount needed at 2014 pop	2014 Deficit/ Surplus (-/+)	2035 Projected Population 24,900 Amount needed
			Actual	What the Code Requires			
Regional Parks	457.3 acres	18.3	25.0 acres	0.0	Not required	457.3acres	Not required
Community Parks	176.0 acres	18.3	9.6 acres	3.9	71.4 acres	104.6 acres	97.3 acres
Neighborhood and Mini-Parks	27 acres	18.3	1.4 acres	1.7	31.1 acres	-5.9 acres	42.4 acres
Trails-City	12.2 miles	18.3	.66 miles	1.4	25.6 miles	-13.4 miles	34.9 miles
Open Space	328.2 acres	18.3	17.9 acres	3.0	54.9 acres	273.3 acres	74.8 acres
Cultural Resources	38,444 sq ft	18.3	2100 sq ft	0.0	Not required	38,444 sq ft	Not required

7.19 PROJECTED NEEDS

Public Parks: As population increases so will our need for parkland. The rules are set up so that those new residents moving to Arlington provide the new parks they will need (either through having them built as a part of the development project, as with neighborhood parks, or paid for through a park impact fee, as with our community parks). So, since we know that we will get a particular population but we do not necessarily know which year (even though fairly accurate guesses are made), rather than calculating the number of acres needed for a particular year it is easier just to say how many acres will be needed for any particular population. Below is calculated our park needs based on the recommended LOS for the various park and recreation facilities.

The growth in population will increase the demand for all types of parks and recreational facilities.

7.20 CITY PARKS

Community Parks: Our current adopted community parks LOS is 3.9 acres per 1,000 people. Assuming that we keep this LOS, by 2035, with projected population of 24,937 (26,002 total UGA population), we will need 97.3 acres of community parks. As we already have 176 acres, we would have a surplus of 78.7 acres were we to not obtain any more community parks.

This overall number doesn't take into account geographic equity amongst our planning subareas, nor does this overall number prevent future inequities in those areas that come into the UGA in the future. Thus, a policy ought to be developed that causes new community parks to be developed in new planning subareas and those currently "under parked."

Neighborhood/Mini Parks: Though the 1995 Comprehensive Plan adopted an LOS of 1.2 acres of neighborhood/mini- parks per 1,000 people, the subsequent Unified Development Code adopted a standard of 1.7 acres per 1,000 people. Therefore, it is assumed that this is the standard Council would like to continue using. This translates to an LOS of 0.004794 acres per SFR dwelling unit and 0.004318 acres per MFR dwelling unit. Assuming that we keep this LOS, we will need this much more neighborhood parkland for each new dwelling unit built. Note that

through the code, an in lieu impact fee is only allowed in certain circumstances; in most cases the park(s) must be provided. The goal is that all residential areas have such parks that people can walk to.

By 2035 we will need approximately 42.4 acres of neighborhood parkland. As we already have 27 acres, we would have a deficit of 15.4 acres were we to not obtain any more neighborhood/mini parks.

And again, this overall number does not account for neighborhood inequities or new neighborhoods. The City's policy, as implemented in AMC Title 20, is that all new residential developments need to provide their own neighborhood/mini parks.

City regulations require that new residential plats greater than ten lots provide neighborhood/mini parks. This requirement helps ensure that mini-park space is provided as residential development occurs. Proposed residential plats with fewer than ten lots pay a fee-in-lieu for mini-parks.

7.21 COUNTY PARKS

Regional Parks: Regional parks are provided by Snohomish County, not the City.

7.22 GEOGRAPHIC DISTRIBUTION OF PARKS AMONG SUBAREAS

How well parkland is distributed geographically is a way to measure the degree to which parks are meeting the needs of the community. Figure 7-1: Acres of Park per Subarea shows the number of acres of parkland in each subarea. Figure 7-1 shows the Acres of Park per Acres of Subarea. Community Parks are not included. Figure 2-10: Park and Recreation Facility Locations shows the location of parks throughout the UGA.

These figures show several things. Each subarea has some parkland. Old Town (a combination of Central Business District and Old Town Neighborhoods) and Hilltop have a high number of acres of park and a high percentage of their land area in parks. Arlington Bluff is at the low end of the spectrum with only 1 percent or less of their land area in parks. West Arlington is very low with only .4 percent of land in parks. The Airport/Industrial subarea does not have neighborhood parks, but does have Quake and Evans Community Parks (community parks are not represented in the chart).

Another potential measure of the degree to which a population is served by parks is the distance that the majority must travel to get to a park. At this point 79% of the City's parks, including school facilities, are clustered in the Old Town and Hilltop subareas. Residents in other subareas would have to travel further to get to a facility. To those residents parks are generally less available.

Therefore, the City ought to adopt a policy and implement regulations that adjusts the current inequity and prevents future inequities in new neighborhoods coming into the UGA.

7.23 SCHOOL FACILITIES

It is anticipated that the Arlington and Lakewood School Districts will continue to provide school playfields and playgrounds at the LOS they set for themselves as the population grows. Those playfields and playgrounds would continue to address some of the demand for recreation in the City through 2017. Because the City is not the provider of these facilities, however, this LOS is not formally adopted nor would the City implement it.

7.24 TRAILS

Our current adopted trails LOS is 1.4 miles per 1,000 people, which works out to 0.003894 miles per single-family dwelling unit or 0.003556 miles per multi-family dwelling unit. Assuming that we keep this LOS, we will need a total of 34.9 miles of trails in 2035, 22.7 more miles of trail than currently exists.

Currently there is no adopted impact fee specifically for trails. Given this information, the Council could adopt an impact fee specifically for trails, or trails could be funded by the Community Park impact fee.

7.25 RECREATION PROGRAMS

As the community grows there will be increased demand for recreational programs and facilities over and above the current programs. In particular there would be a need for additional sports fields and indoor recreation facilities, including a community center, a gym, a pool, a youth center and a facility for large community events.

The Arlington Boys and Girls Club have outgrown their facility. They are currently applying for funding to expand the indoor facility space, to include an additional gym, teen center, and computer lab. The Club uses Kinney field adjacent to their facility for their outdoor sports program. The Club has outgrown this space and could use additional field space and double the amount of existing parking.

7.26 OPEN SPACE

Overall, the City has an ample supply of locally available open space. Even if no additional open space were dedicated, the City would have a surplus of 208.3 acres of open space in 2035, based on the recommended LOS. It is the City's desire to also have open space spread evenly throughout the City, as it adds to our quality of life, helps in managing stormwater, and helps maintain wildlife populations, including endangered salmonids.[2]

Therefore, the City will continue to require that all residential projects of 25 dwelling units or larger to dedicate 5% of the total area for open space so that new neighborhoods have adequate access to their own local open space.

[2] On of the strategies of our Endangered Species Act plan is to maintain a 10% forested cover within the UGA.

7.27 CULTURAL RESOURCES

The City has no formally adopted LOS for cultural resources. Yet providing cultural resources for the whole community is a priority. In 2004 the City dedicated $500,000 towards the Arlington School District's performing arts center. This is consistent with city goals to enhance cultural opportunities and diversity in choices for the residents.[3] It is consistent, also, with its commitment to partner with other agencies in meeting the community's needs and to create a good economic climate through improving the quality of life. In the next 20 years meeting the community's demand for cultural resources would continue to be a City priority because of these and other goals and policies.

7.28 OFFICES, MAINTENANCE, ETC.

The Capital Facilities and Public Services Element discuss the need for building space as the community grows. Please see Chapter 9 for a more detailed analysis of the need for park and recreation offices and maintenance facilities.

7.29 PUBLIC OPINION SURVEY

In addition to the above staff analysis of future needs based on our adopted levels of service and known requirements, a survey of Arlington's residents was performed to find their priorities. The survey was posted online on the City's website in August 2014 and was promoted through the City's e-newsletter, social media and mailed newsletter. Due to the low response rate of the survey, the feedback is not included here. The City will need to invest funds to conduct a survey that will produce more results.

7.30 WHAT WE WOULD LIKE TO ACHIEVE

Levels of Service: The Council has considered the recommendations of the Parks, Art and Recreation Commission, the Planning Commission, and the community and adopts the Levels of Service for parks and recreation facilities shown in Table 7-5.

New Parks: The analysis in Projected Needs, above, identifies the need for additional park facilities as well as recreation programs. There would be a need, for instance, for approximately 31.2 acres of neighborhood parks by the year 2035 with a projected population of 24,952. The City would need 71.6 acres of community parks and 25.7 miles of trails.

[3] Goal OG-5

Table 7-6: Adopted Levels of Service for Parks

Facility Type	LOS (unit/1000)
Regional Parks	0.0
Community Parks	3.9
Nghrhd/Mini-Parks	1.7
Trails	1.4
Open Space	3.0
Cultural Resources	0.0

Priority should be given to establishing new parks in areas brought into the city and underserved areas. In addition, City staff and the Parks, Art and Recreation Committee have identified the need for a recreation facility.

7.31 IMPACT FEES

Impact fees are set by resolution of City Council and are reviewed annually.

7.32 LOCATIONAL CRITERIA FOR NEW PARKS

As new areas are annexed into the City or brought into the UGA, the demand for parks and recreational programs would increase. It would be important to ensure that no areas were accepted unless the City's LOS for parks could be maintained overall. This may require conditions that a community park be dedicated as part of such an annexation or expansion. Requiring that parks be centrally located within a subarea, in addition, through use of standards established in this Element would address this issue as well as issues raised above.

7.33 TYPES OF FACILITIES NEEDED

The Parks, Art and Recreation Committee has identified the following new facilities as being needed in Arlington:

- An indoor recreation center, appropriate for all ages.
- A regional sports complex in the Arlington area, including soccer, softball, and baseball fields that can be used for tournaments.
- A BMX park.
- A river walk trail along the Stillaguamish.
- A new boat ramp at Haller Park.
- A spray park.

- A large outdoor event venue.
- An outdoor fitness course.
- A campground.
- A City center park in West Arlington.

7.34 BALL FIELDS

In addition to the specific types of facilities the PARC has identified as being needed, Council has decided in 2007 to specifically set an LOS for baseball fields within the context (and LOS) of community parks.

According to the Stilly Valley Little League Association they have had up to 585 players (2015 count is approximately 350 players). They also estimated in 2007 that the total number of ball players in the Arlington areas is roughly 1,500 (other leagues). These groups play on 19 fields, but could use one more at this point. Of those 20 fields, half are outside the City limits. If we also assume that half of the players are non-City residents, then Arlington is providing roughly 50% of the facilities needed for 50% of the ball playing population. This translates to an existing LOS of 0.5 ball fields per 1,000 population, which seems to be adequate. This would mean that at a population of 30,000, we would need a total of 40 fields, and if the same ratios are assumed, half, or 20, would be provided by the City and half would be provided by the County. Each field takes about 3.1 acres (field, spectator area, parking, etc), thus we need 1.55 acres per 1,000 people.

Since the community park LOS is set at 3.9 acres, if we deduct 1.55 acres of this for ball fields, then 2.35 could be allocated as the Council chooses through the annual budgeting process.

Obviously, this LOS would not provide all the ball fields necessary for the ball playing community. But as mentioned, about half are currently provided in the County and the City of Arlington expects the County to continue to provide this LOS. It would be our goal, in fact, to enter into a partnership to jointly provide a sports field complex, either in the City or adjacent to. Such a complex could be used for multiple tournaments (baseball, softball, soccer, football etc.) as well as other uses. Such use would help the facility be maintained through its own revenue generation.

Chapter 8: Transportation Element

8 Transportation Element

8.1 INTRODUCTION

Transportation systems that facilitate access to employment, goods, services, and housing areas are crucial to the economic and social vitality of cities, towns, and other urban areas. No other public service so affects development patterns or is affected by them.

The relationship between land use and transportation is complex and ever changing. Any number of projects can come under the heading of transportation: a regional mass transit system, local transit services available to elderly or disabled residents, traffic impacts of a new shopping center, and so on. Every transportation decision has implications for land use (and vice-versa). Effective planning determines, as nearly as possible, how altering one side of the equation will affect the other.

Under the State Growth Management Act (GMA) 13 goals were established, some affecting our transportation planning:

- *Promote growth in existing urban areas where adequate public utilities and services already exist.*
- *Limit the disruption of existing neighborhoods to protect property values and reducing sprawl and low-density development.*
- *Connect land use planning to adequate regional transportation systems and cleaner air.*
- *Encourage affordable and available in-city housing.*

This Transportation Element has been developed in line with these goals to address the motorized and non-motorized transportation needs of Arlington. It represents the community's policy plan regarding the provision of transportation facilities for the next 20 years.

The Transportation Element has been developed in accordance with the Countywide Planning Policies of Snohomish County, and has been integrated with the other Comprehensive Plan elements to ensure internal consistency. The Element specifically considers the location and condition of the existing circulation system; the cause, scope, and nature of existing transportation problems; the project needs; and plans for addressing these needs while meeting Level of Service standards.

2015 Update

In concert with comprehensive plan updates – in both 2005 and 2015, the City has updated its Transportation Plan. For 2015, the *City of Arlington 2035 Transportation Plan* has been adopted both by the City and adopted by reference as part of this Plan. The 2035 Plan includes elements that have been used in the updates of Land Use, Public Services and other elements of the GMA Comprehensive Plan. It updates several elements of the 2005 Transportation Plan:

1. ***System inventory.*** Inventory of the roadway system, transit facilities, and trails network was reviewed and updated with current information.

2. ***Level of service.*** The previously established LOS standards for the roadway system were reviewed and revised to match the analysis that was used in the transportation model.

3. ***Existing transportation system LOS.*** The performance of the current transportation system was described, based on the calibrated transportation model.

4. ***Future transportation system needs.*** The deficiencies in the roadway system were updated using analysis from the transportation model.

5. ***Transportation goals and policies.*** These were reviewed for current relevancy and appropriateness. The goals were revised and reorganized, and supporting policies were also revised and augmented to supply implementation guidance.

The Transportation Plan is also consistent with regional and Countywide planning policies. Arlington is a member of the Puget Sound Regional Council (PSRC), the Metropolitan Planning Organization (MPO) and Regional Transportation Planning Organization (RTPO) for King, Kitsap, Pierce and Snohomish Counties. PSRC is required to certify the transportation-related provisions in local comprehensive plans. By doing so, PSRC assures consistency with the multicounty planning policies in VISION 2040, the adopted regional transportation plan (Transportation 2040), and the requirements of GMA.

This Chapter of the Comprehensive Plan summarizes the relevant portions of the Transportation Plan. Readers can find more detail by referring directly to the Plan itself.

8.2 SYSTEM INVENTORY

Roads

Road systems in a community are built according to a hierarchy of traffic volumes and connections. The City's "functional classification" map is of Arlington's streets is shown on Figure **2-5.**

- **Principal Arterials** provide for movement across and between large subareas of the City and predominantly serve through trips with minimum direct service to abutting land uses.

- **Minor Arterials** provide for movement within large subareas of the City. They may serve secondary traffic generators and traffic from neighborhood to neighborhood within a large community.

- **Collectors** promote the flow of vehicles, bicycles and pedestrians from arterial roads to lower-order roads. Secondary functions are to serve abutting land uses and accommodate public transit. Traffic volumes typically range between 1,000 to 2,000 Average Daily Traffic (ADT).

- **Local Access Roads** are designed to convey vehicles, pedestrians and bicycles to and from higher-order roads. Local access roads do not carry through traffic. Traffic volumes of 250 ADT or less are typical.

The City also contains State highways carrying regional traffic and freight through the community. These include I-5 to the west, SR-9 on the east, SR-530 to the north, and SR-531 to the south. SR-530 connects the community of Darrington to I-5. These are also classified as Highways of Statewide Significance (HSS), which include interstate highways and other principal arterials that connect major communities in the state. Interstate 5, SR-9 from SR-522 near Woodinville to SR-530, and SR-530 from I-5 to SR-9 are classified as HSS routes. Designation assigns a somewhat higher priority for improvement funding as determined by the State Department of Transportation.

Figure 2-5 is the Official Street Map for Arlington. It outlines the classification of Arlington's roads and highways. The condition of Arlington's streets and its 20-year needs are discussed below.

Public Transit

Community Transit operates 30 local routes, including Swift bus rapid transit and 23 commuter routes to Seattle. Five bus routes currently serve the Arlington area, both for travel within the City and for commuting:

- Routes 201 and 202 travel on I-5 between the Lynwood Transit Center and the Stillaguamish Senior Center, with stops at Smoky Point. Service is provided Monday through Saturday between approximately 5:00 a.m. and 12:00 p.m.

- Route 227 provides commuter service between the Arlington Park and Ride and Everett Boeing, with two trips in the early morning and two in the late afternoon. Service is provided Monday through Friday.

- Route 230 travels between Smoky Point and Darrington on SR-530. It provides early morning and late afternoon service Monday through Saturday.

- Route 240 provides approximate one-hour service between downtown Arlington and Stanwood Monday through Saturday.

After experiencing service cuts during the Great Recession, CT has continued to adopt new agency size and service configurations for the future. The current CT Plan update (2015) proposes Transit Emphasis Corridors, which are principal arterials and/or State Routes with a mixture of core commercial, high-density residential, suburban and rural development. Community Transit and the City of Arlington will assess the appropriate time to include the SR-9 Corridor in Community Transit's taxing area. When demand warrants, commute hour express services will be provided to link Arlington and Bothell, with intermediate stops at nodes of development along the corridor.

Community Transit also operates 21 park and ride centers throughout the County, including two in Arlington: one at 17721 Smokey Point Boulevard and one at SR-9 and 4th Street in downtown Arlington.

Table 8-1

Functional Classification of Roadways, 2015

Route/Street Name	Functional Classification	Jurisdiction / Responsible Agency	Parking	Comments
I-5	State Highway	State	Prohibited	
SR-530	State Highway	State	Partially Permitted	Main entrance into City from Interstate
172nd St. NE (SR-531)	State Highway	City/County/State	Prohibited	Main point of entry from Interstate to City's industrial area and Airport
SR-9	State Highway	State	Prohibited	Primary N-S highway (aside from Interstate)
Smokey Point Blvd. (35th Ave NE)	Arterial – 5 Lane	City/County	Limited	Connects SR530 w/ 172nd St. NE
67th Ave NE between Bovee Lane and 168th Street	Arterial – 4 Lane	City	Prohibited	
211th St. NE	Collector Arterial	City	Prohibited	Connects SR530 with 67th Ave. NE
188th St. NE/47th Ave. NE	Collector Arterial	City/County	Limited	
67th Ave. NE	Collector Arterial	City/County	Prohibited	Secondary N-S highway
59th Ave.	Collector Arterial	City/County	Prohibited	Serves Airport and industrial area
51st Ave.	Collector Arterial	City/County	Prohibited	Serves Airport and industrial area
Tveit Rd.	Collector Arterial	City/County	Limited	
83rd Ave N	Collector Arterial Limited Access	City	Permitted	Between Tveit and Burn Roads
Burn Rd.	Collector Arterial Limited Access	City/County	Prohibited	Traverses through difficult topography
204th St. NE/Cemetery Rd.	Collector Arterial Limited Access	City	Limited	
207th St.	Collector Arterial Limited Access	City	Prohibited	Connects 204th with Burn Road
186th St	Collector Arterial Limited Access	County	Prohibited	
McElroy St	Collector Arterial Limited Access	County	Prohibited	
132nd St	Collector Arterial Limited Access	County	Prohibited	
Olympic Ave.	Local Collector	City	Permitted	Main route through CBD
West Ave.	Local Collector	City	Permitted	Main route through CBD
Division St.	Local Collector	City	Permitted	Connects residential area to CBD and to SR530
E. Highland Dr.	Local Collector	City	Permitted / Limited	Connects SR9 to residential area

Airport

The Arlington Municipal Airport is owned and operated by the City of Arlington. It consists of 1,200 acres within the City limits of Arlington. Uses at the airport include general aviation facilities as well as industrial, commercial and public uses. The airport accommodates a variety of users, ranging from single engine aircraft to business jets, and includes activity by helicopters, gliders, and ultralights. The airport does not have scheduled passenger flights. Aircraft operations averaged 367 per day for the 12-month period ending September 30, 2010.

Rail

The Burlington Northern Santa Fe Railway Company (BNSF) I-5 corridor carries both freight and passenger rail traffic. The mainline in the I-5 corridor, from Vancouver, WA to Vancouver, B.C. is owned by BNSF. Amtrak has rights to operate passenger service on this mainline. Amtrak provides passenger service between Eugene, Oregon and Vancouver, B.C. on the same tracks as the freight trains. It makes a limited number of stops, with Everett and Stanwood being the closest stops to Arlington.

Bike and Pedestrian Trails

Arlington places high value on non-motorized transportation and has many improved trails for cyclists. The Centennial Trail provides a direct bicycle and pedestrian connection from downtown to residential neighborhoods. The City coordinates bicycle/pedestrian improvements with neighboring jurisdictions to connect routes where possible. Exact locations and widths of bike lanes are determined on a project specific basis by the City and consistent with adopted roadway design standards.

Table 8-2: Arlington Trails

(See Figure 2-7)

Trail	Length	Description
Centennial Trail (city portion)	2.7 miles	Trail is complete through City.
Airport Trail	5.5 miles	Trail encircles the Arlington Municipal Airport through natural, residential and industrial areas.
Kruger Creek Trail	0.4 miles	
River Crest Trail	0.2 miles	Gravel trail in natural area overlooking Portage Creek and wetland
Zimmerman Trail	0.2 miles	Stair climb
Total City Trails	***8.6 miles***	
Centennial Trail (county portion)	16.0 miles	Regional trail extending from King to Skagit County. Remaining portions should be completed in 2011.
Whitehorse Trail	7.0 miles	Regional trail from Arlington to Darrington

Table 8-2: Arlington Trails

(See Figure 2-7)

Trail	Length	Description
River Meadows Park Trails	1.6 miles	Year round nature trails along the South Fork of the Stillaguamish River
Total County Trails	***17.6 miles***	

Sidewalks

Throughout the residential areas of Old-Town Arlington as well as the downtown area of the City, there exists a comprehensive system of sidewalks to serve the walking public. Additionally, current road standards require residential developers to install sidewalks both sides side of the street. However, developments older than ten years of age typically have gaps between sidewalks and other pedestrian facilities. Sidewalks are also generally lacking between residential neighborhoods and between housing areas and commercial, recreational, industrial, and public areas. Additionally, very few of the sidewalks have wheelchair ramps at street intersections.

8.3 LEVEL OF SERVICE

Much of this Transportation Element addresses the City's roads. This is because the Growth Management Act ties the ability of roads to handle traffic to the ability of the community to grow. The City, in accordance with the Growth Management Act, must establish Level of Service (LOS) standards for all roadways in Arlington. These standards are to be used as a means of measuring the performance of the overall transportation network. The City has the responsibility of prohibiting any development that would result in the LOS on any roadway not being met, unless improvements are undertaken to mitigate these impacts *concurrent* with the proposed development.

Level of Service

Level of Service (LOS) is a qualitative term describing operating conditions a driver will experience while traveling on a particular street or highway during a specific time interval. It ranges from A (very little delay) to F (long delays and congestion). The City of Arlington has adopted the following levels of service:

- City arterials = LOS D
- All other city streets = LOS C
- Highways of Statewide Significance = LOS D
- Regionally Significant State Highways = LOS D

Concurrency

The Growth Management Act requires that transportation facilities are to be in place at the time development is completed or that a commitment has been made to complete the facilities within six years. For transportation facilities, the City has adopted a transportation impact fee to be assessed to all development projects within the City based upon the PM peak hour trips

generated by the project and to be used for system improvements reasonably related to the new development. As a part of the SEPA review of a project, potential impacts to the transportation network are identified and mitigation is required to ensure the City's LOS standards are met concurrent with the additional travel demand generated by each development project. Non-motorized, pedestrian, and other multimodal options are considered and are included in required mitigation. The City of Arlington also has entered into an interlocal agreement with Snohomish County for reciprocal mitigation of transportation impacts.

8.4 EXISTING TRANSPORTATION SYSTEM LOS

Table 8-3 shows the existing Level of Service at several intersections. The intersection average LOS is commonly used as the concurrency threshold for reviewing new development impacts. Twenty-five of the 26 intersections meet or exceed the minimum allowable level of service of LOS D, and one intersection falls below the standard. The intersection is at SR 530 at 211th Place.

Volumes and level of service were also measured along road segments and all are estimated to be at LOS C or above, with the majority at LOS A. The only segment estimated to be at LOS C is 172nd Street NE (SR-531). The highest volumes in the study area are estimated for the 172nd Street NE (SR-531) and SR-530 corridors.

Table 8-3: Existing Level of Service -- Intersections

Number	Intersection	Intersection Control	LOS
1	E Burke Avenue (SR-530) /N Manhattan Ave	Stop Sign	C
2	W Burke Avenue (SR-530)/Hazel Street (SR-9)	Stop Sign	C
3	E Division Street/N Olympic Avenue	Stop Sign	C
4	W Division Street/Hazel Street (SR-9)	Signal	B
5	E Maple Street/S Olympic Avenue	Stop Sign	A
6	Lebanon Street/67th Avenue NE	Stop Sign	B
7	E Highland Drive/S Stillaguamish Avenue	Signal	B
8	211th Place NE/67th Avenue NE	Stop Sign	C
9	204th Street NE/SR-9	Signal	C
10	204th Street NE/67th Avenue NE	Signal	B
11	211th Place NE/SR-530	Stop Sign	F
12	SR-530/I-5 NB Ramps	Signal	B
13	SR-530/I-5 SB Ramps	Signal	B

Table 8-3: Existing Level of Service -- Intersections

Number	Intersection	Intersection Control	LOS
14	Crown Ridge Blvd/Eaglefield Drive/SR-9	Signal	B
15	67th Avenue NE/188th Street NE	Stop Sign	C
16	188th St NE/Smokey Point Blvd.	Stop Sign	D
17	172nd Street NE (SR-531)/SR-9	Roundabout	B
18	172nd Street NE (SR-531)/Gleneagle Blvd	Stop Sign	B
19	172nd Street NE (SR-531)/67th Avenue NE	Signal	C
20	172nd Street NE (SR-531)/59th Avenue NE	Signal	C
21	172nd Street NE (SR-531)/51st Avenue NE	Signal	C
22	172nd Street NE (SR-531)/43rd Avenue NE	Signal	B
23	172nd Street NE (SR-531)/Smokey Point Blvd	Signal	D
24	Smokey Point Boulevard/Smokey Point Drive	Signal	A
25	172nd Street NE (SR-531)/I-5 NB Ramps	Signal	A
26	172nd Street NE (SR-531)/I-5 SB Ramps	Signal	A

8.5 FUTURE TRANSPORTATION NEEDS

Planned improvements in the City of Arlington transportation system include short term needs identified in the Six-Year TIP as well as long-term needs based on conditions expected to develop over the next 20 years. These are summarized from the 2035 Transportation Plan, as follows:

Table 8-4 shows LOS deficiencies at certain intersections along with the LOS if improvements are made as shown. These improvements vary by location, but typically include conversion to signalized intersections or roundabouts and associated widening.

Table 8-4: LOS After Improvements

Map No.	Intersection	LOS w/o Improvement	LOS with Improvement	Improvement
2	W Burke Avenue (SR-530)/Hazel Street (SR-9)	F	C	Signal
6	Lebanon Street/67th Avenue NE	F	D	Stop Sign
8	211th Place NE/67th Avenue NE	F	A	Signal
11	211th Place NE/SR-530	F	C	RIRO
15	67th Avenue NE/188th Street NE	F	B	Signal
16	188th St NE/Smokey Point Blvd.	F	B	Signal
17	172nd Street NE (SR-531) /SR-9	F	D	Roundabout
19	172nd Street NE (SR-531) /67th Avenue NE	E	D	Signal
20	172nd Street NE (SR-531) /59th Avenue NE	F	D	Roundabout
21	172nd Street NE (SR-531) /51st Avenue NE	E	A	Roundabout
22	172nd Street NE (SR-531) /43rd Avenue NE	F	A	Roundabout
23	172nd Street NE (SR-531) /Smokey Point Blvd	F	E	Signal

Six-Year Transportation Improvement Program (TIP)

The City of Arlington's Six-Year TIP (2011-2016) identified a number of the roadway and intersection deficiencies some of which have been improved or are scheduled for near-term construction. The City updates its TIP annually, and the TIP is adopted as part of the Transportation Element of the Comprehensive Plan.

Snohomish County Six-Year Transportation Improvement Program

Snohomish County's current Six-Year TIP includes two projects in the Arlington area:

- Improving the intersection of 51st Avenue NE at 136th Street NE,
- Installing a new signal and turn lanes at the 51st Avenue NE/100 Street NE intersection.

Puget Sound Regional Council Transportation Improvement Program

The 2010-2013 TIP includes two projects within the City of Arlington:

- 67th Avenue NE roadway improvements, 204th Street NE to Lebanon Street
- Gifford Avenue Sidewalk installation

Washington State Department of Transportation Highway Improvement Program and Six-Year Transportation Improvement Program

The 2011 to 2016 Washington State STIP includes:

- 67th Avenue NE roadway improvements from 204th St. NE to Lebanon Street.

The 2035 Transportation Plan (Table 8-5) has identified the long range projects that will have priority through 2035. They would result in improved operations at all locations where deficiencies were shown.

Table 8-5: 2035 Transportation Improvements

172nd St (SR-531) – 43rd Ave NE to SR-9	Phase A (43rd to 67th) – Widen from 2-lane to 5-lane.
	Phase B (67th Ave to SR-9) – Widen from 2-lane to 5-lane. Status - Working with State legislatures to fund corridor study for this project.
67th Ave Phase 3 – 204th St NE to Lebanon St	Widen roadway to 3 lanes, include trail and sidewalks.
Smokey Point Blvd – 174th St NE to SR-530	Phase A (174th to 188th) - Widen from 2-lane to 5-lane.
	Phase B (188th to 200th) - Widen from 2-lane to 3-lane with intersection at 200th/Smokey Point Blvd.
	Phase C (200th to SR-530) - Widen from 2-lane to 3-lane with intersection at 200th/Smokey Point Blvd.
Airport Blvd (51st St extension from SR-531 to 188th St NE)	3-lane road extension of 51st St from SR-531 to 188th St N.
172nd St (SR-531) from SR-9 to McElroy (Joint COA-SnoCo Project)	Phase A – Widen existing roadway to 3 lanes, within City limits.
	Phase B – New 3-lane road construction from intersection of 172nd/91st to McElroy St.
Arlington Valley Rd – 67th Ave NE to 204th St NE	New 3 lane connection from 67th to 204th St (74th Ave).
SR-530, I-5 to SR-9 – Project consists of improving sections of SR-530 and various intersections; most of road to remain 2-lane road.	Phase A: I-5 to Smokey Point Blvd – widen roadway to 4 lanes plus channelization.
	Phase B: SR-530/Smokey Point Blvd Intersection – Realign Smokey Point Blvd to the east and install roundabout.
	Phase C: SR-530/59th Ave Intersection – Signalize intersection with left turn pockets on SR-530 .
	Phase D: SR-530/211th St Intersection – Modify to right-in/right-out only intersection
	Phase E: SR-530/SR-9 (Division) Intersection – Intersection improvements as identified in SR-9 Route Development Plan.
	Phase F: SR-530/Burke Intersection – Intersection improvements as identified in SR-9 Route Development Plan.
Cemetery Rd - 47th -188th Improvements; this is an identified arterial that consists of	Phase A: 67th Ave to 47th Ave – Need to perform traffic study to time need and construction. Widen roadway to 3 lanes, perform frontage improvements, add channelization. This road section crosses into

Table 8-5: 2035 Transportation Improvements

several road sections that cross City and County jurisdictions, the road needs to be expanded to increase traffic flow.	County jurisdiction; work needs to be coordinated with SnoCo.
	Phase B: 47th Ave from Cemetery Road to 188th St NE to Smokey Point Blvd – Need to perform traffic study to time need and construction. Widen roadway to 3 lanes, Airport to install frontage on east side, add channelization.
	Phase C: 188th St NE from 47th Ave NE to Smokey Point Blvd – Need to perform traffic study to time need and construction. Widen roadway to 3 lanes, install frontage improvements, add channelization.
51st Ave-(SR-531 to 164th St) Improvements	This road has been identified as a crucial transportation need in the West Arlington Plan. Construct a three-lane road from SR-531 south to 164th (City Limit). Work needs to be coordinated with Marysville.
211th St & 59th St Improvements	Phase A – Improve 211th St (install road shoulder, bike lane, trail).
	Phase B – Install a two lane road between 211th St and 59th Ave, install an intersection at the new road and 59th Ave.
186th St-(SR-9 to 99th Ave) New Road	Construct a two-lane road connecting SR-9 to McElroy. Project was included in the Arl-SnoCo Circulation Study, and is a joint project with SnoCo as it crosses from Arlington city limits into SnoCo.
63rd Ave-(from 186th to SR-531) New Road	Construct a new internal industrial road in N-S direction, need to acquire property, connect to SR-531 as right-in/right-out.
180th St NE – 59th Ave NE to 67th Ave	Phase A: 59th Ave NE to BNSF ROW, Rehab and expand an existing private industrial road. Need dedication from private properties.
	Phase B: BNSF ROW to 67th Ave.
Tveit Rd – UGA Limit (92nd) to Highland Dr	Expand existing road to two lane arterial, project is included in the Arl-SnoCo Circulation Study.
36th Ave NE – 178th St NE to 183rd St NE	Residential two lane roadway, developer funded. Part of West Arlington Plan.
180th St NE – Smokey Pt Blvd to 36th Ave NE	Residential two lane roadway, developer funded. Part of West Arlington Plan.
189th Pl – 43rd Pl to 188 St	Residential two lane roadway, developer funded. Part of West Arlington Plan.
185th Pl – 31st Ave to Smokey Point Blvd	Residential two lane roadway, developer funded. Part of West Arlington Plan.
32nd Pl – 186th Ave to 184th Pl	Residential two lane roadway, developer funded. Part of West Arlington Plan.
173rd St NE – Smokey Point Blvd to 43rd Ave	Construct 3-lane road. Part of West Arlington Plan.
43rd Ave – 172nd St to 164th St	Construct a three-lane road from SR-531 south to 164th (City Limit). Work needs to be coordinated with Marysville. Part of West Arlington Plan.
47th Ave – 172nd (SR-531) to	Construct a three-lane road from SR-531 south to 164th (City Limit).

Table 8-5: 2035 Transportation Improvements

164th	Part of West Arlington Plan.
169th Pl – Smokey Point Blvd to 51st Ave	Construct a three-lane road from Smokey Point Blvd to 51st Ave.
SR-9/172nd St (SR-531) Roundabout	Reconstruct intersection from signalized intersection to roundabout.
Intersection Improvement at 74th Ave & 204th	Signal at 74th Ave & 204th St.
Intersection Improvement at SR-9 & 204th	Increase RT turn pocket on east bound approach.
Intersection Improvement	Intersection signalization at 67th/188th.
Intersection Improvement	Intersection signalization at Smokey Point Blvd/188th .
Brekhus/Beach N/S Road	Construct new N/S connection.

Chapter 9: Capital Facilities and Public Services Element

09 Capital Facilities and Public Services Element

9.1 PURPOSE OF THIS CHAPTER

The Washington State Growth Management Act (GMA) requires cities to prepare a Capital Facilities Element consisting of:

- An inventory of current capital facilities owned by public entities showing the location and capacities of those public facilities;
- A forecast of the future needs for such capital facilities;
- The proposed capacities of expanded or new capital facilities;
- At least a six-year plan that will finance capital facilities within the projected funding capacities and clearly identify sources of public money for such purposes; and
- A requirement to reassess the land use element if probable funding falls short of meeting existing needs and to ensure that the land use element, capital facilities element, and finance plan within the capital facilities plan element are coordinated and consistent.

This Element has been developed in accordance with Section 36.70A.070 of the Growth Management Act to address the provision of local government services and capital facilities. The City has prepared and maintained individual sewer, water, traffic, parks and other plans. These are incorporated by reference and summarized in this Comprehensive Plan. They represent the community's policy plan for provision of such services and facilities through 2035. The Capital Facilities and Public Services Element describes how the goals in the other plan elements will be implemented through policies and regulations, and is an important element in implementing the comprehensive plan.

The Goals and Policies in Chapter 3 will guide decision-making to achieve the community goals as articulated in the Vision Statement. The Capital Facilities and Public Services Element has also been developed in accordance with the Countywide Planning Policies to ensure both internal and external plan consistency.

For the purposes of this plan, a capital facility is defined as a structure or equipment that generally costs $10,000 or more and has a useful life of ten years or more. Capital facilities investments include major rehabilitation or maintenance projects on capital assets; construction of new buildings, streets, and other facilities; acquisition of land for parks and other public purposes. Equipment purchases exceeding $10,000 are not including in this CIP. They are technically considered capital facilities, but not within the context of a community plan.

The Capital Facilities and Public Services Element is required to address all public facilities, except transportation which are addressed separately under the Transportation Element (Chapter

8). However, the discussion of finance for both capital facilities and transportation has been combined in one location under this Chapter.

Urban services will be available only within the Urban Growth Area, particularly sewer service. The City recognizes that planning for utilities is the primary responsibility of both City and non-city providers. The City will incorporate plans prepared by other providers into its comprehensive plan to coordinate their development and to identify ways of improving the quality and delivery of services provided in the City and UGA.

9.2 EXISTING CONDITIONS

Municipal Services

The City of Arlington has a Mayor/Council form of government with seven Councilmembers, an elected Mayor, and a City Administrator who reports directly to the Mayor.

The City's organizational structure has supervisors heading up seven departments: Administration, Finance, Police, Fire/EMS, Community Development, Airport, and Public Works. In addition there are contract employees providing legal, hearing examiner, and other administrative services as needed.

The City provides the majority of municipal services either through its own staff or by contract with other jurisdictions or private contractors. These services include: *governance, administration, planning and community development, land development permitting, building permits, public works, engineering*, sewer and water service, solid waste and recycling services, *financing, budgeting and accounting, grant development and management, parks planning* and maintenance, street maintenance, storm water management, *environmental services and natural resource management*, airport management and maintenance, fire prevention and inspection, emergency medical services, legal, police services, judicial, jail, and *recreation programming*. Services provided directly by special purpose districts include health, school, power, judicial, and library services. All the above-italicized operations are housed in an 8,578 square foot City Hall.

Staffing

In 1989 the City had 39 full-time employees (FTEs); in 2003 118. In 2015, there are 118 full-time employees and approximately 35 volunteer firefighters.

City-owned properties are indicated on Figure 2-12.

Fire

The Arlington Fire Department provides Fire and EMS service to the entire Arlington City limits. The interlocal agreement with the Marysville Fire District 12 has expired. Additionally, the City is no longer under contract to provide fire protection services to SCFD 21. There are two fully staffed fire stations in the City. One is in old town at 115 N Macleod Ave and the second at

18824 Smokey Point Boulevard. A third station on the Arlington Airport houses Fire Administration and a BLS aid car.

The City of Arlington's fire protection insurance classification is rated as a Class 5. The Fire Department is striving to achieve a Class 3 rating. Numerous factors are taken into account when moving into another rating. Just completed and appears to remain a class 5

The Arlington Fire Department's facility locations and inventories are shown in Table 9-1: Fire and Emergency Medical Service Inventory.

Table 9-1: Fire and Emergency Medical Service Inventory

Facility Name and Address	**Vehicle Type Inventory**	**Total Area (sq. ft)**
Station #1 - 137 North Macleod	1 BLS Unit 1 Medic Unit 1 City Pumper	6,062
Station #2 – 6231 188th Street N.E.	1 Pumper (1) BLS Units 1 Chiefs Vehicle 1 Deputy Chiefs Vehicle	3,444
Administration Bldg. Arlington Airport		1,000
TOTAL		**10,506**

Level of Service. There are four elements associated with measuring fire protection levels of service—water supply, personnel, response time, and facilities. The issue of proper water supply is addressed in the Water Service section.

Currently the department employs 27 full-time fire fighters, one fire chief, one deputy chief, approximately, 30 part-time employees.

Response time and facilities are used to establish formal LOS standards. Discussion of these standards follows.

Response Time. Ideally, a fire station is located so that any call within the City limits can be reached within a five-minute response time. Currently (2015), all areas of the City limits can be served within a five-minute response time.

Facilities. Facilities require adequate square footage and equipment. A standard facility consists of (1) Pumper or Aerial trucks, a Medic unit, and a basic life support unit, along with the necessary square footage to support this equipment. If growth occurs through annexations in the City’s geographic area, the City would need to add square footage and equipment for a new facility in order to maintain a five-minute response time.

The existing LOS for the fire and emergency facility space can be calculated by dividing the existing total inventory of space by the existing (2005) City assessed valuation of $1,356,192,746. This yields a current LOS of 7.75 square feet of facility space per $1M valuation. The Fire Department's recommended LOS is 42 square feet per $1M valuation.

The Department will consider updating its Capital Facilities Plan in 2015-2016 once the City and County comprehensive plans are adopted. It will be based on a review of long range land use and population projections, applied to current service areas and future LOS standards for Emergency Medical (EMS) and fire protection services.

There will be a need to improve the water system to resolve existing system deficiencies as well as to accommodate the increased demands created by growth.[1] To meet the criteria mandated by the Department of Health as well as City policies and design criteria, the following measures are needed:

- Existing water mains will require replacement in several areas due to low fire flows, aging and undesirable materials.
- An additional pressure reducing station is needed to improve fire flow in a localized area.

Police

The Arlington Police Department provides police services 24 hours a day employing 29 people including the Public Safety Director, Deputy Chief, 22 Police Officers, and five non-sworn support persons. The services include complaint response, investigations, traffic enforcement, school safety, and records and evidence control. The Department also contracts some of its services, including the following:

Table 9-2: Contracted Police Services

Service	Contracted Provider
Communications	SNOPAC
Jail services	City of Marysville and Snohomish County
Municipal Court Services	City of Marysville
Prosecution	Contract Prosecutor
Public Defender	Contract Attorney
Narcotics Investigation	Regional Task Force
Annual Training	City of Everett
Applicant Testing	Private Vendor
Gun Range Facility	Private Vendor
Repair/Maintenance	Various

The Department has 12 patrol vehicles, six staff cars plus a radar trailer and a Critical Response Vehicle.

[1] The Comprehensive Water System Plan assumes a 2025 population of 20,720.

Level of Service. The indicators suggested as LOS standards for police services include the following performance goals:

Indicator	Goal	Now
Crime Rate per 1000 pop.	55	62
Crime Clearance Rate %	18.4	28
Emergency Response Time in Minutes	3	3.6
Events per Officer per Year	1,000	1,319

Staffing Recommendations: In addition, to the above service goals, the department suggests the addition of staff as outlined below:

1. Add a Detective that is assigned exclusively to investigate Crimes Against Businesses. This detective would handle the workload of frauds, identity theft and theft against the business community.
2. Add a Patrol Officer to balance patrol teams.
3. Add a Police Service Technician.

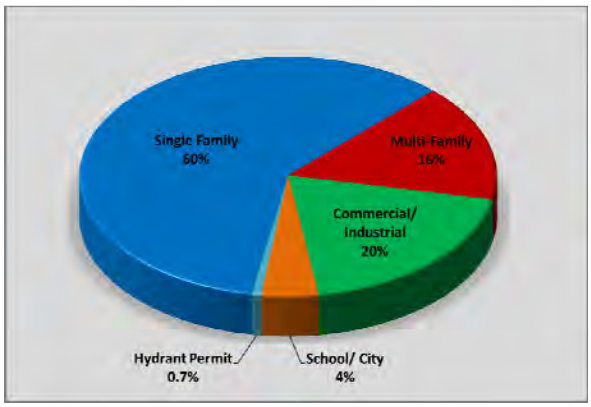
The Police Impound Lot and Property Building are part of the Public Works shop compound leased from the Arlington Municipal Airport. This building has the storage capacity the police station does not have. It also has the capability to process vehicles that are seized for evidence. The security lot has the capability to store 12 vehicles and has been outgrown. There is a need for a larger facility on a long term basis.

Utilities

Arlington has recently updated its water and sewer plans. These are summarized below and have been adopted by reference as part of the Comprehensive Plan.

Water

In 2014, the City provided service to approximately 5,444 customer connections, within a service area, which extends beyond the City limits encompassing about 24.5 square miles. The 2014 population within the City limits was 18,360, while water service was provided to approximately 16,251 people. The largest water systems adjacent to the City's water service area are Marysville and the PUD. Eighteen smaller water systems are located within or in the vicinity of the City's water service area.



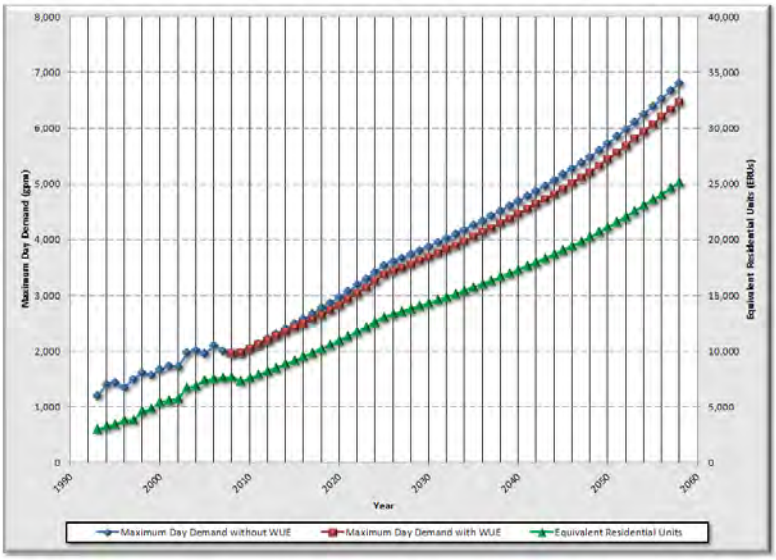
Water supply to the City is provided by one treatment plant that receives water from three groundwater wells within the Haller Wellfield, a groundwater well within the Airport Wellfield and wholesale water purchased from the Snohomish County PUD No. 1. Water storage is provided by two reservoirs that have a total capacity of 4.0 million gallons (MG). In addition, the City's

water system has four pressure zones with seven pressure reducing stations, one booster pump station and approximately 91.4 miles of water mains.

Much of the downtown area water system that consists of asbestos cement water mains and was constructed in the 1950s and 1960s. The remaining water system is relatively new, with the majority of the construction occurring within the last 30 years. The life expectancy of water mains is generally 50 years. However, corrosion within water mains has been greatly reduced through the development of cement mortar lined ductile iron pipe, which has a life expectancy in excess of 75 years. Approximately 14 percent of water main within the system was constructed in the 1950s and 1960s and is reaching or has reached its life expectancy. The majority of this older water system is located in the old town and airport areas. The remainder of the system is primarily 30 years old or less and is generally in good condition

Future system needs have been evaluated in light of the updated City Comprehensive Plan. For the purposes of long-term water supply only, the Water Systems Plan assumes continued growth within the City of 1.35 percent through 2065 to obtain a water service population of more than 35,000. The adopted City population target for 2035 is 24,936. The 50-year projection (2064) is 71,500. In the near-term, projections assume the City limits and UGA boundaries shown on the Land Use Map. The City has filed a petition for expansion of the UGA west of I-5 (King-Thompson area). The County is expected to rule on the petition in 2016. This WSP update anticipates County approval and allocates growth to the expansion area.

The chart shows how water is used in Arlington. This information assists in projecting quantity and facility needs based on the 2035 land use plan. The Water Plan assumes a consumption rate of 80 gallons per day per resident. For business and industry an Equivalent Residential Unit (ERU) measurement is used, ranging from 165-180 gallons per day, per equivalent household. These were used to forecast the amount and location of water supplies consistent with anticipated growth.



Fire flows deficiencies have been called out by the City's emergency services as an issue needing attention in future growth planning. The Water System Plan has forecasted needs based on fire flow standards ranging from 900 gallons per minute (gpm) for residential to 3500 gpm for industry and schools.

The Water System Plan devotes an entire section (Chapter 5) to design standards and operational policies. These represent the overall Level of Service standard and is adopted by reference.

Table 9-4
Water System Plan

No.	Project	Cost	Funding	Year
Water Main Improvements				
WM-1	Annual Water Main Replacement Program	$5,500K	City	2016-2025
WM-2	12" North Island Crossing Water Main	$2,150K	City/DF	2022-2023
WM-3	198th Place NE/Cemetery Road Water Main	$1,641K	City	2020-2021
WM-4	West I-5 Expansion Area Water Main	$2,577K	City/DF	2024-2025
WM-5	South of 172nd MIC Area Water Main	$3,443K	City/DF	2018-2019
	Water Main Improvements	**$15,311k**		
Pressure Zone Improvements				
PZ-1	Conversion of 710 Zone to 560 Zone (107th Ave NE)	$90K	City	2017-2020
PZ-2	Conversion of 540 Zone and 710 Zone to 615 Zone	$90K	City	2020
PZ-3	Conversion of 540 Zone to 520 Zone	$90K	City	2025
	Pressure Improvements	**$270K**		
Facility Improvements				
F-1	Demolish Old WTP	$0	City	2030
F-2	Source of Supply Study	$25,000	City	2025
F-3	Demolish Burn Road Reservoir	$75,000	City	2026
F-4	New Supply Well No. 1 (Replace Airport Well)	$2,6M	City	2022-2024
F-5	New Supply Well No. 2	$1M	City	2024-2025
F-6	Future 1.0 MG Reservoir *(planned past 10-year horizon)*	$0	City/DF	2018-2019
F-7	Gleneagle Reservoir Roof Replacement	$350,000	City	
F-8	520 Reservoir Improvements - Fence	$25,000	City	
F-9	Replace/Rehab Clearwell Pumps & Motors	$200,000	City	2025
	Facility Improvements	**$4,275K**		
Miscellaneous Improvements				
M-1	Drive-by Read Meter Conversion	$800K	City	2024
M-2	Source Water Protection Program	$30K		
M-3	Comprehensive Water System Plan Update	$100K	City	2035
	Miscellaneous Improvements	**$930K**		
	Total Estimated Project Costs	**$20,786K**		

In addition to capital improvements to the system, the City intends to address "Distribution System Leakage (DSL) which is the loss of water due to facility deficiencies or inefficient use of the system. The City will develop a water loss control action plan. A water loss control action plan is required when the 3-year rolling average of DSL exceeds ten percent of system volume. The City exceeded this criterion in 2014.

Based on the foregoing analysis, the 2015 Water System Plan estimated future water needs, consistent with the assumptions of the 2015 Comprehensive Plan.

Sewer

Arlington owns and operates its sewer utility under an NPDES[2] Permit. It is managed by the Wastewater Department, in the City's Public Works' Utilities Division. The utility serves the City and its Urban Growth Area (UGA) with the exception of a portion of the Smokey Point neighborhood served by Marysville. Its total service area is about 9.45 square miles and with a population of 16,121. In 2014, there were 4,297 residential customer connections and 394 connections serving commercial, industrial, and institutional customers.

Marysville provides water and sewer service to a southwest portion of the City of Arlington (the Smokey Point neighborhood south of 180th Street and west of 43rd Avenue) and south of the Arlington Airport (south of 172nd Street and west of 51st Avenue.

The City's sewer system is comprised of one 2.67 MGD treatment plant (Water Reclamation Plant), which is expandable to 4MGD, 12 sewer lift stations and approximately 68 miles of collection pipes. The treatment plant employs MBR[3] technology. Biosolids are either composted with wood waste at a dedicated facility to create Class A compost, or is shipped to Eastern Washington for agricultural use. The City's average annual influent flow rate per capita has been below 100 gpcd[4] since at least 2009. Future sewer flow rates for commercial and industrial developments are difficult to estimate without specific information about the proposed developments. If the average annual gallons per capita day remains below Ecology's recommended guideline of 100 gpcd, it is likely that the water reclamation facility will not reach capacity in the 21-year planning period.

Most of the City is served by sewer. A sewer main was recently installed to begin serving the Star, Thompson, and Hilltop areas. Some unserved areas exist and have been considered in the City's ten-year plan for future improvement. Within the current UGA boundaries, the Brekhus Beach neighborhood will remain an unserved area until such time as owners come forward with a master development plan. The neighborhood was intended as a receiving area under a Transfer of Development Rights (TDR) program, however, plans were unsuccessful and, because of difficulties in providing municipal services to more traditional development in the area, zoning will remain low-density suburban, with existing septic systems serving the residents. Septic systems are allowed for single-family residences located outside of recognized aquifer protection areas on 5-acre platted lots where connection to the sewer within 500 feet is not available. This describes the Brekhus/Beach area. The City intends to add a UGA west of Interstate 5 (the King-

[2] National Pollution Discharge Elimination System
[3] Membrane Bio-Reactor
[4] Gallons per capital per day

Thompson expansion) to accommodate the expected growth in population originally intended for the area.

Table 9-5
Sewer System Plan

No.	Project	Cost	Funding	Year
Pipeline Improvements				
P1	Flow Monitoring Study & Plans (Gleneagle Area)	$40K	City	2016-2017
P2A	GE Improvements - Replace Existing 8-inch Pipe with 3,005 LF of 12-inch Pipe Along Wedgewood Park, Along W Country Club Drive and Along Cedarbough Loop	$811K	City/DF	2018-2020
P2B	GE Improvements - Replace Existing 8-inch with 3,075 LF of 12-inch Pipe Along Gleneagle Boulevard and Along Woodlands Way	$306K	City	2025
P3	Flow Monitoring Study & Plans (Primary Interceptor and Inflow to Lift Stations)	$80K	City	2016-2017
P4	Replace Existing 8-inch Pipe with 1,710 LF of 15-inch Pipe and 2,810 LF of 24-inch Pipe Along 67th Avenue NE	$1,567K	City/DF	2018-2020
P5	Replace Existing 12-inch Pipe with 560 LF of 15-inch Pipe South of 197th Street NE	$440K	City	2022
P6	Replace Existing 10-inch Pipe with 120 LF of 12-inch Pipe near 59th Avenue	$32K	City	2019-2020
P7	Replace Existing 8-inch and 10-inch Pipe with 220 LF of 15-inch Pipe Along Cemetery Road and 47th Avenue NE	$58K	City	2021-2024
P8	West of I-5 Collection System	$132K	DF	2023-2025
P9	MIC, South of 172nd Improvement Focus Area Collection System	$3,240K	City/DF	2023-2025
	Pipeline Improvements	**$6,706k**		
Facility Improvements				
F1	Lift Station 2 (1400 gpm) and Approximately 2,300 LF of Force Main Replacement	$1,426K	City	2017-2020
F2A	Lift Station 4 Upgrade	$75K	City	2020
F2A	Lift Station 4 Replacement (1100 gpm)	$750K	City	2025
F3A	Lift Station 7 Upgrade	$200K	City/DF	2023
F3B	Lift Station 7 Replacement (1700 gpm) and Approx. 7,700 LF of Force Main Replacement	$2,200K	City/DF	2026-2027
F4	Lift Station 8 Replacement (300 gpm)	$100K	City	2030
F5	Lift Station 11 Replacement & Expansion to 200 gpm	$600K	City/DF	2025
F6	Lift Station 12 Upgrade to 500 gpm	$200K	DF	2026
F7	Lift Station 14 New Construction (1,450 gpm) and Construction of Approximately 9,000 LF of Force Main	$3,780K	DF	2022-2024
F8	Lift Station 15 New Construction (650 gpm) and Construction of Approximately 2,000 LF of Force Main	$1,621K	DF	2024-2025
F9	Lift Station 3 Rehabilitation	$50K	City	2018-2019
F10	Membrane Upgrade for WRF	$2,000K	City	2025
	Facility Improvements	**$13,002K**		

Table 9-5
Sewer System Plan

No.	Project	Cost	Funding	Year
Facility Improvements				
M1	2024 Sewer Plan Update	$150K	City	2024
M2	2035 Sewer Plan Update	$150K	City	2035
	MISCELLANIOUS IMPROVEMENTS	**$200K**		
	Total Estimated Project Costs	$19,908K		

Storm Drainage

The City of Arlington established the stormwater Utility in 2001 by Ordinance 1266. Funding for the Stormwater Utility was adopted in in 2006 with a stormwater utility fee that was assessed to all parcels within the City limits. At the time of this writing, the Stormwater Utility has two full time employees. The primary purpose of the Stormwater Utility is to see to the successful and full implementation of the City's NPDES Phase-2 stormwater permit, as issued by the Department of Ecology, and to see to the maintenance and improvements to the City's stormwater drainage system.

The Stormwater Utility has prepared, and the City of Arlington has adopted, a Comprehensive Stormwater Plan (Oct 2010) which is incorporated into this Plan by reference. The City of Arlington sits within two surface water basins, the Stillaguamish River basin to the north and the Snohomish River basin to the south. Stormwater collected in City's drainage structures is either discharged to surface waters or infiltrated into the ground. The Comprehensive Stormwater Plan details all of the sub-drainage basins within the City of Arlington, both natural and constructed, and identifies the drainage structures serving those basins.

The drainage structures consist of a combination of storm sewers (piped conveyances), open ditches, flood control or water quality facilities, retention/detention ponds and vaults, infiltration systems (ditches and galleries), catch basins, sediment basins, natural drainages, and rain gardens (biofiltration swales). The inventory of these features is included in the Comprehensive Stormwater Plan and also incorporated in the City's GIS asset management database. A summary of infrastructure serving the City of Arlington and maintained by the Stormwater utility include:

Inlets:	3,829 ea
Storm pipe:	48 miles
Detention/Infiltration structures:	139 ea
Ditches/Swales/Rain Gardens	22 miles
Stormwater Wetland –	1 ea *(constructed stormwater wetland that receives runoff from 286 acres of historic Old Town Arlington)*

Maintenance & Operations

The Public Works Maintenance & Operations division provides maintenance services for many elements of the City's infrastructure, including:

- Airport
- Cemetery
- Equipment (except for police and fire)
- City Facilities (except for water and wastewater)
- Parks, athletic fields, and public spaces
- Storm drainage system
- Streets and sidewalks

The buildings associated with the maintenance functions of the City include a Maintenance Shop and an Equipment Storage Building

Airport

The Arlington Municipal Airport is part of the National Plan of Integrated Airport Systems (NPIAS), as well as of the transportation infrastructure serving the City of Arlington, Snohomish County, and the northern portion of the Seattle-Tacoma Metropolitan Area.

The Airport is located north of the Seattle-Tacoma Metropolitan Area, approximately three miles southwest of the Arlington Central Business District (CBD), approximately one-third of a mile from the Highway Commercial District, and twelve miles north of the City of Everett. It is owned and operated by the City of Arlington and is contained within the corporate boundaries of the City.

The airport is 1,200 acres and includes industrial, commercial, and public land uses, in addition to the aviation operations. The majority of the existing general aviation facilities are located along the east side of Runway 16/34, between 59th Avenue NE and Taxiway "A". This part of the airport is developed with aircraft storage facilities, including over 400 T-hangars and apron area to accommodate over eighty tie-down spaces. The City of Arlington owns 108 of the existing T-hangars. There are also many Fixed Base Operator (FBO), maintenance, and individually owned aircraft storage hangars throughout this area.

Additional general aviation facilities are developing along the southwest side of Runway 11/29. These facilities include tie-down apron space for approximately 30 aircraft and complexes of several new business-related aircraft storage hangars. The existing ultra-light hangar complex is in the northwest quadrant of the airport and has storage for approximately 62 aircraft.

There are approximately 475 aircraft based at the airport (including 10 helicopters, 20 gliders, and 23 ultra-lights). The airport's hangar occupancy rate is 100 percent currently. There is significant demand for the additional aircraft storage facilities (approximately 15 aircraft owners are on file requesting space).

The Airport is home to one of the largest "Fly-Ins" in the Northwest, The Arlington Fly-In. It has sufficient area to accommodate both aviation and non-aviation development in an airport industrial park in addition to the area used for the) Fly-In. The industrial park is approximately 102 acres and is located east of 59th Avenue NE, within the northeast quadrant.

There are approximately 130 businesses on airport property that lease land and/or facilities from the City. Approximately 25% of these businesses involve aviation or aviation-related uses associated with the airport. The remaining businesses are non-aviation Runway 16/34 between 59th Avenue NE in the industrial park and Taxiway "A". This part of the airport is developed with aircraft storage includes facilities, including over 400 T-hangars and apron area to accommodate over eighty tie-down spaces. The City of Arlington owns 78 of the existing T-hangars. There are also many Fixed Base Operator (FBO), maintenance, and individually owned aircraft storage hangars throughout this area.

The GMA recognizes airports in two ways. Airports are considered essential public facilities under the GMA[5] and cities are required to plan accordingly to protect them. In addition, GMA recognizes the potential conflict between airports and surrounding uses and directs that every county, city and town to discourage siting of incompatible uses next to airports[6].

Arlington's Municipal Code permits airports and aviation-related uses in the Aviation Flightline zoning district, thereby addressing the requirements of for Essential Public Facilities. To address the potential conflict between the airport and other land uses, the City could consider policies and regulations designed to head off conflict as the City grows.

Information Services

The Information Services Division provides the entire network and telephone communication services for the City's 118 full-time employees as well as approximately 35 volunteer firefighters. It currently has two full time employee positions and two vehicles. The Division's 192 square feet of offices are attached to the City Public Works Shop Compound.[7]

Transportation Facilities

Please refer to Chapter 8, the Transportation Element, for a description of these facilities.

Contracted Services

Library

Sno-Isle Libraries operates a branch at 135 N. Washington Avenue. The 5,140 square foot library building had 54,046 items in 2004, which represents 3.77% of Sno-Isle's total collection. The library building is owned and maintained by the City. The library also offers free access to subscription databases and the Internet on 8 computers, and provides wireless Internet connectivity. The library has 21,516 registered users, who visited the library 112,040 times in 2014 (averaging about 380 people per day the library was open.) It had a 2014 budget of

[5]RCW 36.70A.200
[6]RCW 36.70A.510
[7]Bryan Terry, Information Services Manager, July 18, 2005.

$901,000. The library offers a variety of programs for children, teens and adults. Some of these programs include: baby, toddler and preschool story times, reading programs, and a book discussion group. In 2014, attendance at library programs (190 in all) was 6,842.

Solid Waste

Waste Management Northwest, Inc., provides solid waste and recycling services within the City through a contract. Solid waste and recycling service is contracted out for a seven-year period and this current contract will expire in 2010.

Table 9-3: Inventory of City Facilities

Facility	Dept	Address	SF	Year Built	Public?	Use	Original Cost
City Hall	Administration	238 N Olympic	8,578	1924	public	admin, City	
Police Station	Police	110 E 3rd Street	18,000	2005	public	Police annex	
Library	Administration	135 N Washington	5,140	1979	public	Library	$500,000
Butler House	Administration	200 W Cox			public	meeting room	
Butler Barn	Administration	200 W Cox	8,500		public	vacant	
Butler Creamery	Administration	200 W Cox	628		public	vacant	
Butler Loafing Shed	Administration	200 W Cox	500		public	vacant	
Airport Office	Airport	18204 59th Dr NE	1,397	1978	public	admin, Airport	
Cemetery Office & Maintenance Building	Finance	20310 67th Avenue	2,700	2000	public	admin, Cemetery, & maintenance shop	$165,000
Cemetery Storage/Well Building	Finance	20310 67th Avenue	792	1952	public	storage & well	
Fire Admin	Fire	115 N Macleod	1,125		public	admin, Fire	
Siren/Antenna Building	Fire	3rd & Robin Hood	90		public	fire siren & antenna	
Fire Station 46	Fire	137 N Macleod	6,618	1962	public	fire station	
Fire Station 47	Fire	6231 188th Street NE	3,820	1984	public	fire station	
City Shop	M&O	6205 188th Place NE	6,840	1944	public	maintenance shop	$30,000
Boy's & Girl's Club/ Community Room	M&O	18513 59th Drive NE	17,222	1992	public	Recreation, meeting room	$889,000
Restroom, Evans Park	M&O	18813 59th Drive NE	396	1977	public	restroom, park	
Restroom, Quake Park	M&O	18501 59th Drive NE	385	1973	public	restroom, park	$6,000
Restroom, Haller Park	M&O	1100 West Avenue	508	1968	public	restroom, park	$11,000
Restroom, Terrace Park	M&O	809 E 5th Street	360	1974	public	restroom, park	$5,942
Restroom, Twin Rivers Park	M&O	SR-530	437	1982	public	restroom, park	$25,000
City Shop Storage	M&O	6205 188th Place NE	1,104	1944	public	storage	$30,000
City Shop Equipment Shed	M&O	6205 188th Place NE	2,832	1984	public	storage	
City Shop Equipment Shed	M&O	6205 188th Place NE	2,372		public	storage	
York Park Garage	M&O	3209 180th Street NE	720		public	storage	
Garage (Martin's)	M&O	138 N Washington	720		public	storage	
York Park House	M&O	3209 180th Street NE	1,000		public	vacant	
Utilities Office	Utilities	816 N West Avenue	1,188	1992	public	admin, Utilities	$47,500
Waste Water Office	Utilities	108 W Haller	1,396	1987	public	admin, Utilities	$50,600
Gleneagle Pump Station	Utilities	17911 Oxford Drive	612	1993	public	pump station	$400,000
Burn Hill Reservoir	Utilities	200 Burn Road	1,963	1962	public	reservoir	$150,000
Gleneagle Reservoir	Utilities	17911 Oxford Drive	8,164	1975	public	reservoir	$400,000
Reservoir	Utilities	17003 91st Avenue	13,267	1993	public	reservoir	$560,000
Waste Water Control Building	Utilities	816 N West Avenue	2,592	1999	public	utilities control building	
Waste Water Dewatering/	Utilities	816 N West Avenue	1,722	1999	public	utilities dewatering &	

Facility	Dept	Address	SF	Year Built	Public?	Use	Original Cost
Lime Storage						lime storage	$1,500,000
Waste Water Electrical Building	Utilities	816 N West Avenue	441		public	utilities electrical building	
Waste Water Head Works	Utilities	816 N West Avenue	1,100	1999	public	utilities head works	
Waste Water Lab	Utilities	816 N West Avenue	864	1992	public	utilities lab	$101,000
Utilities Shop	Utilities	816 N West Avenue	1,584	1975	public	utilities shop	$75,000
Utilities Storage Building	Utilities	816 N West Avenue	600	1999	public	utilities storage	$10,000
Waste Water Storage Building	Utilities	816 N West Avenue	228		public	utilities storage	
Valve House	Utilities	17003 91st Avenue	572	1993	public	valve house	$105,000
Water Treatment Plant (new)	Utilities	816 N West Avenue	5,000	2001	public	water treatment plant	$2,500,000
Water Treatment Plant (old)	Utilities	816 N West Avenue	5,000	1924	public	water treatment plant (decommissioned)	
Airport Well	Utilities	18300 59th Drive	112		public	well	
Well 2	Utilities	1100 West Avenue	513	2001	public	well	$300,000
Well 3	Utilities	1100 West Avenue	169	2001	public	well	
Aviation Inspection & Repair	Airport	18928 59th Drive NE	3,686	1966	rented	airplane inspection & repair	
Navy Hanger Museum	Airport	18008 59th Drive NE	25,746	1943	rented	aviation museum	$120,000
Hanger C	Airport	17910 59th Drive NE	12,960	1971	rented	hangers	
Hanger D	Airport	17908 59th Drive NE	12,960	1972	rented	hangers	$36,260
Hanger E	Airport	17906 59th Drive NE	12,960	1974	rented	hangers	
Hanger G	Airport	17818 59th Drive NE	12,000	1975	rented	hangers	
Hanger H	Airport	17816 59th Drive NE	12,960	1976	rented	hangers	
Hanger J	Airport	17814 59th Drive NE	12,960	1977	rented	hangers	
Hanger K	Airport	17812 59th Drive NE	12,960	1978	rented	hangers	
Hangar 57A	Airport		1,213	1943	rented	hangar	
Hangar 57B	Airport						
Building 44	Airport						
Wild Blue Aviation	Airport	18228 59th Drive NE	3,600	1965	rented	manufacturing	
Parachute Loft	Airport	17998 59th Drive NE	7,341	1944	rented	parachute company	$61,500
Ellie's at the Airport	Airport	18218 59th Drive NE	2,004	1965	rented	restaurant	
Arlington Food Bank	M&O	127 1/2 W Cox	1,544		rented	food bank	
Helping Hands Thrift Store	M&O	127 W Cox	1,178		rented	thrift store	
Rental Apartment	Utilities	115 W Haller	6,848	1990	rented	apartment complex	
Rental House	Utilities	120 Cox Street	7,500	1918	rented	house	
Rental House	Utilities	124 Cox Street		1915	rented	house	
Rental House	Utilities	154 Cox Street	1,000		rented	house	

Recycling – The solid waste cycle consumes an enormous amount of time, energy, petroleum, money, and natural resources. Waste Management Northwest is providing curbside-recycling service to City residential and multi-family customers using a wheeled all-in-one cart and a yard waste cart. Collection at businesses is provided using large containers.

Other Utilities

Natural Gas

Natural gas service to Arlington is supplied by two companies: Puget Sound Energy (PSE), which serves areas south of SR-531 (172nd Street NE), and Cascade Natural Gas Company, serving all areas north of SR-531.

PSE's system in Arlington – which is limited to areas south of SR-531 (172nd Street NE) - is served primarily by the Granite Falls Gate Station, which interconnects with the Northwest Pipeline east of the Marysville City limits on 84th Street NE. Cascade Natural Gas serves areas north of SR -31. PSE's distribution system is generally comprised of the following components:

- ***Gas Supply Mains***: Usually larger diameter steel wrapped mains (8" and over) designed to operate at higher pressure (over 100 psig) to deliver natural gas from the supply source to pressure reducing stations (district regulators).
- ***Pressure Reducing Stations***: Includes district regulators, which are located at various locations throughout the system to reduce pressure to a standard distribution operating pressure of approximately 60 psig.
- ***Distribution Mains***: Pipes that are fed from district regulators. These mains vary in size (usually less than 8" in diameter) and material (typically polyethylene).

The average energy use for residential customers is 50 cubic feet per hour during winter heating months. Energy use from office, commercial and industrial customers varies. The addition of new hookups will trend similar to the residential and commercial growth rate within the City, since the majority of developers request natural gas service.

Cascade Natural Gas Corporation serves communities outside larger metropolitan areas in the Pacific Northwest. It serves the majority of the Arlington UGA north of SR-531.

Electricity

The City of Arlington is served by the Snohomish County Public Utilities District No. 1 (PUD), which obtains approximately 80% of its power from Bonneville Power Administration (BPA). The remaining power is supplied from the PUD Jackson Hydro Project and other long-term power contracts with various suppliers. The PUD serves all of Snohomish County and Camano Island, including the communities of Everett, Granite Falls, Lake Stevens, Lynnwood, Marysville, Mill Creek, Edmonds, Monroe, Snohomish, Stanwood, and Woodway. State law authorizes PUDs, and their powers are exercised through an elected board of commissioners. PUD electrical facilities of more than 55,000 volts (55 kV) are referred to as transmission facilities. PUD electrical facilities of less than 55,000 volts (55 kV) are referred to as distribution facilities. The majority of PUD transmission facilities operate at 115,000 volts.

The PUD uses three major BPA delivery points in Snohomish County as the source for the 115,000-volt transmission system. From these points the power is delivered via PUD's transmission system to the District's substations. These substations transform the 115,000-volt transmission voltage to 12,500-volt distribution system voltage.

PUD residential, commercial, and public customers within the City of Arlington are served only by the distribution system, which originates from the distribution substations located within the City limits and the UGA. The PUD "East Arlington substation" is located on 212th Street NE, west of 87th Avenue NE. The PUD "Portage substation" is located on 199th Street NE, west of 63rd Avenue NE.

The PUD electrical transmission system within Arlington consists of above ground power lines. These lines are typically located within most roadside easements. The PUD electrical distribution system within Arlington consists of above and below ground power lines. These lines are typically located within the road right-of-way.

According to the PUD, there is ample capacity to meet existing demand for the incorporated city limits as well as the UGA. In the next 20 years, the PUD Long Range Plan identifies a new substation capacity requirement to serve the Arlington area growth. The new substation is known at this time as the Edgecomb substation, as it will be located in the Edgecomb area. In the current PUD Long Range Plan the Edgecomb substation is listed for construction prior to the year 2022.

Puget Sound Energy (PSE) also owns and maintains a transmission corridor in the City of Arlington that transports electricity across the City. This corridor, which extends in a north-south direction on the east side of Arlington, contains two transmissions lines: the "Beverly – Beaver Lake" 115 kV line and the "Sedro Woolley – SCL Bothell" 230 kV line. These transmission lines serve the energy needs of areas to the north and south of Snohomish County. Under certain conditions, PSE's transmission line could support the local distribution grid by providing emergency back up to Snohomish PUD's system.

Public Schools

Two school districts serve the Arlington UGA, the Arlington School District and the Lakewood School District. Both are described below.

Arlington School District

The Arlington School District (ASD) covers approximately 200 square miles, greatly exceeding the boundaries of the Planning Area (see Figure 2-13: School District Boundaries). In September 2014, the District provided service to 5,154 students (full-time equivalent; FTE). They have a fleet of 53 buses.

In its jurisdiction there are four elementary schools (Presidents, Eagle Creek, Kent Prairie and Pioneer), two middle schools (Post and Haller), one high school (Arlington) one alternative school (Weston) and one Parent Partnership Program (Stillaguamish Valley School). Although

the District does not regard relocatable classrooms (portables) as a permanent solution for housing students, the District currently uses 19 of these classrooms at various school sites.

The District owns 168 acres of vacant land.

Funding for capital improvements comes from a number of sources, including voter-approved bonds, State Match funds and impact fees.

Lakewood School District

The Lakewood School District (LSD) covers approximately 23 square miles. As of March 2014, the District provided service to 2,425 students. Less than 25% of the district is within the Arlington UGA, near Smokey Point. (See Figure 2-13). In its jurisdiction there are three elementary schools (Lakewood, English Crossing and Cougar Creek), one middle school (Lakewood), and one high school (Lakewood). They have a fleet of 28 buses.

School Impact Fees

The City of Arlington has adopted school impact fee ordinances for both Arlington and Lakewood School Districts. These fees are calculated based on projected capital needs (land, facilities, and buses), and are updated every two years, based on the districts' revised 6-Year Capital Facilities Plans. The City causes all new residential development to pay their proportionate fair share toward these capital needs.

Snohomish Public Hospital District No. 3

The District (dba Cascade Valley Hospital and Clinics) operates a 48-bed Acute Care Hospital and a freestanding Ambulatory Surgery Center, both in Arlington, along with six medical clinics located in north Snohomish County. The organization employs approximately 430 people and has an annual budget of $40 million. Eighty-three percent of the hospital's admissions come from Arlington, Marysville, Stanwood, Granite Falls and Darrington. Forty-three percent of these admissions come from the Arlington zip code.

Inpatient hospital services include general acute care, intensive care unit, obstetrics, pediatrics and general, orthopedic and gynecological surgery. Outpatient services include emergency services, day surgery, chemotherapy cancer care, sleep disorders unit, and a deep wound care department. The hospital provides extensive diagnostic laboratory and imaging services including MRI, CT scan, nuclear medicine, ultrasound, mammography and general radiology. There are 118 physicians on the hospital medical staff.

Capital Facilities Plan

Table 9-4: 6-Year Capital Improvement Plan, below, represents the City's list of identified capital needs to support this Plan, and funding mechanisms to pay for them. No new taxes or fees are proposed, except for the funding of a stormwater utility through connection and service fees (Council has been studying this for a couple of years now). However, it is anticipated that both park and traffic impact fees will increase.

Table 9-4: 6-Year Capital Improvement Plan

No.	Project	Cost	Funding	Year
SEWER				
Pipeline Improvements				
P1	Old-Town Pipe Evaluation – Repair/Replace	$1,900,000	City	2017-2023
P2	Collector/Interceptor System Flow Monitoring	$27,000	City	2016-2023
P3	Gleneagle Basin Structural Repairs	$371,000	City	2017-2020
P4	Replace Existing 8” Pipe Along 67th Avenue NE	$2,095,000	City	2017-2019
P5	Replace Existing 24” Pipe Along West Avenue	$449,000	City	2018-2020
P6	Replace Existing 8” Pipe Along Wedgewood Park, West Country Club Dr and Cedarbough Loop	$1,116,000	City	2016-2018
P7	Replace Existing 12” Pipe South of 197th Street NE	$650,000		2018-2020
P8	Replace Existing 24” Pipe Along 67th Avenue NE. Replace Existing 10” and 12” Pipe near 204th Street NE and 67th Avenue NE	$2,407,000		2016-2018
P9	Replace Existing 24” Pipe Along West Avenue	$302,000		2020-2022
P10	Replace Existing 24” Pipe Along Railroad Street	$151,000		2020-2022
P11	Replace Existing 10” Pipe with near 59th Avenue	$45,000		2019-2020
P12	Replace Existing 8” and 10” Pipe Along Cemetery Road and 47th Avenue NE	$85,000		2021-2013
P14	Smokey Point Sewage Drainage Basin Collection System	$2,228,000		2022-2023
Facility Improvements				
F1	Lift Station 2 – Upgrade Capacity	$2,283,000	City	2016-2018
F2	Lift Station 4 – Upgrade Capacity	$1,426,000	City	2017-2019
F3	Lift Station 7 – Upgrade Capacity	$4,544,000		2019-2021
F7	Lift Station 14 Construction	$3,781,000	City	2022-2023
F8	Lift Station 15 Construction	$1,621,000		2023
F9	Lift Station 6 Force Main Re-route to LS 14	$1,588,000		2023
F3	Lift Station 3 Rehabilitation	$168,000		2018-2019
Water				
Roads				
Parks				
Other				

Appendix A: Glossary of Terms

Accessory Dwelling Unit (ADU): A dwelling unit accessory to the principal dwelling wholly contained inside of the principal residence with a separate entrance. This dwelling unit can be located within a basement or an addition to the principal residence that will not change the character of the principal residence.

Adequate Capital Facilities: Facilities which have the capacity to serve development without decreasing levels of service below locally established minimums.

Arterial (Urban Minor): A city street providing movement along significant corridors of traffic flow. Traffic volumes, speeds, and trip lengths are high, although usually not as great as those associated with principal arterials.

Arterial (Large Area and Urban Principal): A city street providing movement along major corridors of traffic flow. Traffic volumes, speeds, and trip lengths are high, usually greater than those associated with minor arterials.

Available Capital Facilities: Those facilities or services that are in place or for which a financial commitment is in place to provide the facilities or services at the time of development or within a specified time. In the case of transportation, the specified time is no more than six years from the time of development.

Capacity: The measure of the ability to provide a level of service on a public facility.

Capital Budget: The portion of each local government's budget which reflects capital improvements for a fiscal year.

Capital Facility: A physical structure owned or operated by a government entity which provides or supports a public service.

Capital Improvement: Physical assets constructed or purchased to provide, improve, or replace a public facility and which are large scale and high in cost. The cost of a capital improvement is generally non-recurring and may require multi-year financing.

Commercial Uses: Activities within land areas which are predominantly connected with the sale, rental, and distribution of products or performance of services.

Comprehensive Plan: A generalized coordinated land use policy statement of the governing body of a county or city that is adopted pursuant to this chapter.

Concurrency: Adequate capital facilities are available when the impacts of development occur. This definition includes the two concepts of "adequate capital facilities" and of "available capital facilities" as defined above.

Consistency: No feature of a plan or regulation is incompatible with any other feature of a plan or regulation. Consistency is indicative of a capacity for orderly integration or operation with other elements in a system.

Coordination: Consultation and cooperation among jurisdictions.

Contiguous Development: Development of areas immediately adjacent to one another.

Financial Commitment: Sources of public or private funds or combinations thereof have been identified which will be sufficient to finance capital facilities necessary to support development. There is assurance that such funds will be put to that end in atimely manner.

Critical Areas: Include the following areas and ecosystems: (a) Wetlands; (b) areas with a critical recharging effect on aquifers used for potable water; (c) fish and wildlife habitat conservation areas; (d) frequently flooded areas; and (e) geologically hazardous areas.

Density: A measure of the intensity of development, generally expressed in terms of dwelling units per acre. Density can also be expressed in terms of population density (i.e., people per acre). It is useful for establishing a balance between potential local service use and service capacities.

Domestic Water System: Any system providing a supply of potable water for the intended use of a development which is deemed adequate pursuant to RCW 19.27.097.

Geologically Hazardous Areas: Areas, that because of their susceptibility to erosion, sliding, earthquake or other geological events, are not suited to the siting of commercial, residential or industrial development consistent with public health or safety concerns.

Growth Management: Method to guide development in order to minimize adverse environmental and fiscal impacts and maximize the health, safety and welfare benefits to the residents of the community.

Household: Includes all the persons who occupy a group of rooms or a single room which constitutes a housing unit.

Impact Fee: Fee levied by a local government on new development so that the new development pays its proportionate share of the cost of new or expanded facilities required to service that development.

Industrial Uses: The activities predominantly connected with manufacturing, assembly, processing or storage of products.

Infrastructure: Those man-made structures which serve the common needs of the population, such as: sewage disposal systems, potable water wells serving a system, solid waste disposal sites or retention areas, stormwater systems, utilities, bridges, and roadways.

Intensity: Measure of land use activity based on density, use, mass, size, and impact.

Land Development Regulations: Any controls placed on development or land use activities by a county or city, including, but not limited to, zoning ordinances, subdivision ordinances, rezoning, building construction, sign regulations, binding site plan ordinances, or any other regulations controlling the development of land.

Level of Service (LOS): Indicator of the extent or degree of service provided by, or proposed to be provided by, a facility based on and related to the operational characteristics of the facility. LOS means an established minimum capacity of capital facilities or services provided by capital facilities that must be provided per unit of demand or other appropriate measure of need.

Manufactured Housing: Conventional housing utilizing pre-manufactured components.

Mobile Home: A single portable manufactured housing unit or a combination of two or more such units connected on-site, that is:

1. designed to be used for living, sleeping, sanitation, cooking and eating purposes by one family only and containing independent kitchen, sanitary and sleeping facilities;

2. designed so that each housing unit can be transported on its own chassis; placed on a temporary or semi-permanent foundation; and

3. is over 32 feet in length and over 8 feet in width.

Multi-Family Housing: As used in this plan, all housing which is designed to accommodate two or more households.

Owner: Any person or entity, including a cooperative or a public housing authority (PHA), having the legal rights to sell, lease or sublease any form of real property.

Planning Period: Means the 20-year period following the adoption of a comprehensive plan or such longer period as may have been selected as the initial planning horizon by the planning jurisdiction.

Public Facilities: Include streets, roads, highways, sidewalks, street and road lighting systems, traffic signals, domestic water systems, storm and sanitary sewer systems, parks and recreational facilities and schools.

Public Services: Include fire protection and suppression, law enforcement, public health, education, recreation, environmental protection and other governmental services.

Regional Transportation Plan: The plan for the regionally designated transportation system which is produced by the Regional Transportation Planning Organization.

Regional Transportation Planning Organization (RTPO): The voluntary organization conforming to RCW 47.80.020, consisting of local governments within a region containing one or more counties which have common transportation interests.

Resident Population: Inhabitants counted in the same manner utilized by the US Bureau of the Census, in the category of total population. Resident population does not include seasonal population.

Right-of-Way: Land in which the state, a county, or a municipality owns the fee simple title or has an easement dedicated or required for a transportation or utility use.

Sanitary Sewer Systems: All facilities, including approved on-site disposal facilities, used in the collection, transmission, storage, treatment, or discharge of any waterborne waste, whether domestic in origin or a combination of domestic, commercial, or industrial waste.

Shall: A directive or requirement.

Should: An expectation.

Single-Family Housing: As used in this plan, a detached housing unit designed for occupancy by not more than one household. This definition does not include mobile homes, which are treated as a separate category.

Solid Waste Handling Facility: Any facility for the transfer or ultimate disposal of solid waste, including landfills and municipal incinerators.

Transportation Facilities: Includes capital facilities related to air, water or land transportation.

Transportation Level of Service Standards: A measure which describes the operational condition of the travel stream, usually in terms of speed and travel time, freedom to maneuver, comfort, convenience and safety.

Transportation System Management (TSM): Low capital expenditures to increase the capacity of the transportation network. TSM strategies include, but are not limited to, signalization, channelization and bus turn-outs.

Transportation Demand Management Strategies (TDM): Strategies aimed at changing travel behavior rather than at expanding the transportation network to meet travel demand. Such strategies can include the promotion of work hour changes, ride- sharing options, parking policies and/or telecommuting.

Urban Collector: A city street providing service which is of relative moderate traffic volume, moderate trip length and moderate operating speed. Collector roads collect and distribute traffic between local roads or arterial roads.

Urban Growth: Refers to growth that makes intensive use of land for the location of buildings, structures and impermeable surfaces to such a degree as to be incompatible with the primary use of such land for the production of food, other agricultural products or fiber or the extraction of mineral resources. When allowed to spread over wide areas, urban growth typically requires urban governmental services. "Characterized by urban growth" refers to land having urban growth located on it or to land located in relationship to an area with urban growth on it as to be appropriate for urban growth.

Urban Growth Area: Those areas designated by a county pursuant to RCW 36.70A.110.

U**rban Governmental Services**: Include those governmental services historically and typically delivered by cities, and include storm and sanitary sewer systems, domestic water systems, street cleaning services, fire and police protection services, public transit services and other public utilities associated with urban areas and normally not associated with nonurban areas.

Urban Local Road: A city street providing service which is of relatively low traffic volume, short average trip length, or minimal through traffic movements.

Utilities: Facilities serving the public by means of a network of wires or pipes, and structures ancillary thereto. Included are systems for the delivery of natural gas, electricity, telecommunications services and water; and for the disposal of sewage.

Visioning: A process of citizen involvement to determine values and ideals for the future of a community and to transform those values and ideals into manageable and feasible community goals.

Wetland: Those areas of the City that are inundated or saturated by ground or surface water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions or those areas identified as wetlands using the "Federal Manual for Identifying and Delineating Wetlands" currently used by the U.S. Army Corps of Engineers. Wetlands generally include swamps, marshes, bogs, and similar areas (Army Corps of Engineers Regulation 33 CRF 328.3, 1988). Where the vegetation has been removed or substantially altered, a wetland shall be determined by the presence or evidence of hydric or organic soil, as well as other documentation of the previous existence of wetland vegetation, such as aerial photographs.

Zoning: Demarcation of an area by ordinance (text and map) into zones and the establishment of regulations to govern the uses within those zones (commercial, industrial, residential) and the location, bulk, height, shape and coverage of structures within each zone.

Appendix B: Essential Public Facility Siting Process

PURPOSE

In accordance with the requirements of the Washington Growth Management Act, and following an extensive policy review process by the Snohomish County Tomorrow Steering Committee, the Snohomish County Council has adopted a series of countywide planning policies to guide the preparation of city and county comprehensive plans. Included therein are policies addressing the siting of "public capital facilities of a countywide or statewide nature" (identified as Policies EPF-1 through EPF-5), as specifically required by the GMA. These policies commit the GMA planning jurisdictions of Snohomish County to develop a common siting process for these facilities.

The GMA further requires local governments to develop a process for identifying and siting "essential public facilities" and to incorporate that process into their local comprehensive plans. As indicated and defined by WAC 365-195-340 essential public facilities can be difficult to site, and their location in a community may be locally unpopular. Local and state governments are charged by GMA with the task of ensuring that such facilities, as needed to support orderly growth and delivery of public services, are sited in a timely and efficient manner.

The process described here is intended to address the siting of essential public facilities not already sited by a local comprehensive plan and for which discretionary land use action is required. The siting process set forth below is also intended to meet GMA requirements, as well as the intent of the countywide planning policies. A final objective is to enhance public participation during the early stages of facility siting to reduce the time spent analyzing unacceptable sites and thereby produce earlier siting decisions that are also consistent with community goals.

DEFINITION OF ESSENTIAL PUBLIC FACILITY

Any facility owned or operated by a unit of local or state government, by a public utility or transportation company, or by any other entity providing a public service as its primary mission may qualify as an "essential public facility" (or, EPF). In general, an essential public facility will be characterized by the following:

1) It is a necessary component of a system or network which provides a public service or good; and

2) It may be difficult to site because of potential significant opposition.

Essential public facilities of a countywide nature are those which serve a population base extending beyond the host community - which may include several local jurisdictions within Snohomish County or a significant share of the total County population. Such facilities may include, but are not limited to, the following examples: airports, state education facilities, state or regional transportation facilities, state or local correctional facilities, solid waste-handling facilities, in-patient facilities including substance abuse facilities, mental health facilities, and

group homes.[1] Other facilities meeting the basic definition above and whose sponsor desires to utilize this siting process may be qualified as essential public facilities by completing the designation procedure described below.

Essential public facilities of a regional or statewide nature may include, but are not limited to, those facilities listed above which serve a multi-county population base; and other large public facilities appearing on the OFM list to be maintained under RCW 36.70A.

ESSENTIAL PUBLIC FACILITIES ELIGIBLE FOR COMMON SITE REVIEW

Essential public facilities of a countywide or statewide nature that are not already sited in a local comprehensive plan are eligible for review under the common siting process described below. Candidate facility proposals may be submitted for review under this Common Siting Process by either the project sponsor or by a local jurisdiction wishing to site the project (the "host community").

A facility may be designated an essential public facility eligible for review under this process under the following conditions:

1) The Snohomish County Tomorrow Steering Committee or the governing board of the host community makes a determination that the proposed facility meets the definition of an essential public facility; or, the facility appears on the State, County, or the host community's list of essential public facilities;

AND

2) Either the sponsoring agency or the host community determines that the facility will be difficult to site.

COMMON SITE REVIEW PROCESS

Either the sponsor of an essential public facility within Snohomish County that is eligible for review under the Common Site Review Process, or the proposed host community, may elect to follow the process described herein. Alternatively, sponsors of such facilities having a preferred site location already identified may choose to seek siting approval under the local process provided by the host community (the jurisdiction having land use authority over that site), if that approach is acceptable to the host community.

The Common Site Review Process will involve the steps described below.

[1] The application of this definition for group homes and similar facilities, as well as of the siting process for these facilities, will be within the legal parameters of fair housing laws.

1. Determination of Eligibility. The project sponsor must receive a determination of eligibility from either the host community or the Snohomish County Tomorrow Steering Committee that the proposed facility constitutes an essential public facility as defined above. This initial step will also include a determination, as a threshold matter, of whether the facility in question presents siting difficulties. If the facility does not present siting difficulties, it should be relegated to the normal siting process, as recommended in WAC 365-195-340 (2)(a)(iii).

2. Site Search Consultation. As an optional service to project sponsors, the Planning Advisory Committee (PAC) and/or the Infrastructure Coordinating Committee (ICC) will, upon request, provide a forum for project sponsors prior to the initiation of the formal siting review process. Sponsors will have the opportunity to present proposed projects involving essential public facilities for the purpose of seeking information on potential sites within Snohomish County and about potential concerns related to siting. Sponsors may also propose possible incentives for host communities.

   Through the PAC/ICC, local jurisdictions may be requested to provide information to sponsors regarding potential sites within their communities. The sponsor of an eligible project electing to utilize this siting process may initiate this communication by contacting Snohomish County Tomorrow and requesting aid in the siting of its proposed facility.

3. Local Land Use Review. Following site consultation with the PAC and/or the ICC (when that step is taken by the sponsor), the sponsor may then apply for site approval with the local land use or permit authority, as required under local law. The local jurisdiction shall conduct its review as required by this common siting process, as well its own codes and ordinances. This shall include the conduct of public hearings required for any land use action that may be needed by the proposal, including comprehensive plan amendment, rezoning, conditional use permit, or similar approval.

   The local authority shall evaluate the proposal against the common siting criteria described herein, as well as against any local criteria generally applicable to the type of action required, in making its land use decision on the project proposal. Where no local land use action is required the sponsor may proceed directly to the permit application stage.

4. Advisory Review Process. The local land use authority's decision, as it relates to matters encompassed by the site evaluation criteria described below, is subject to an advisory review process as provided herein. This process, if utilized, would occur prior to any appeal processes already provided by local ordinance.

   Within 21 days following the decision by the local land use authority required to approve the proposal, an advisory review process may be utilized by the sponsor involving a three member advisory review board appointed by the Snohomish County Tomorrow Executive Board. Qualifications for board members, as well as procedures for board creation and conduct of board business shall be governed by written guidelines to be established by Snohomish County Tomorrow, provided that no official or employee of Snohomish County or any local jurisdiction within Snohomish County shall be a board member.

The advisory review board shall not have the authority to overturn a local decision. The board, on a review of the record, shall only find that the local decision does or does not accurately reflect the evidence provided by the sponsor, or that adequate consideration was or was not given to the evaluation criteria, and may recommend to the local agency that it reconsider its decision.

A recommended alternative for host communities and sponsors would be to use arbitration as the final recourse for resolution of differences. In cases where this option is agreed to in advance, a pre-selected arbitrator would serve as the appeal agent for these parties.

Nothing herein shall be construed to limit the administrative appeal or legal remedies otherwise available to sponsors, host communities or third parties.

5. Permit Application. Upon receipt of the required land use approvals by the local land use authority, the sponsor may then apply for the required permits to construct the proposed facility. When a permit is denied for reasons relating to this siting process, the permitting authority will submit in writing the reasons for permit denial to the sponsor.

SITE EVALUATION CRITERIA

The following criteria will be utilized by all county and city review authorities in evaluating siting proposals made by sponsoring agencies seeking to site an essential public facility (EPF) in Snohomish County. The sponsor shall provide the information needed for the reviewing body to evaluate a site(s) and make a recommendation or decision on a specific proposal. These criteria encompass an evaluation of regional need and local site suitability for the proposed and designated essential public facility. Findings concerning the proposal's conformance with each criterion shall be included in the documentation of the local authority's decision.

1. Documentation of Need. Project sponsors must demonstrate the need for their proposed EPFs. Included in the analysis of need should be the projected service population, an inventory of existing and planned comparable facilities and projected demand for this type of essential public facility.

2. Consistency with Sponsor's Plans. The proposed project should be consistent with the sponsor's own long-range plans for facilities and operations.

3. Consistency with Other Plans. The proposal must demonstrate the relationship of the project to local, regional and state plans. The proposal should be consistent with the comprehensive plan and other adopted plans of the prospective host community. In evaluating this consistency, consideration shall be given to urban growth area designations and critical area designations, population and employment holding capacities and targets, and the land use, capital facilities and utilities elements of these adopted plans.

4. Relationship of Service Area to Population. The facility's service area population should include a significant share of the host community's population, and the proposed site should

be able to reasonably serve its over-all service area population. [Note: linear transmission facilities are exempt from this criterion]

5. Minimum Site Requirements. Sponsors shall submit documentation showing the minimum siting requirements for the proposed facility. Site requirements may be determined by the following factors: minimum size of the facility, access, support facilities, topography, geology, and mitigation needs. The sponsor shall also identify future expansion needs of the facility.

6. Alternative Site Selection. In general, the project sponsor should search for and investigate alternative sites before submitting a proposal for siting review. Additionally, the proposal should indicate whether any alternative sites have been identified that meet the minimum site requirements of the facility. The sponsor's site selection methodology will also be reviewed. Where a proposal involves expansion of an existing facility, the documentation should indicate why relocation of the facility to another site would be infeasible.

7. Concentration of Essential Public Facilities. In considering a proposal, the local review agency will examine the overall concentration of essential public facilities within Snohomish County to avoid placing an undue burden on any one community.

8. Public Participation. Sponsors should encourage local public participation, particularly by any affected parties outside of the host community's corporate limits, in the development of the proposal, including mitigation measures. Sponsors should conduct local outreach efforts with early notification to prospective neighbors to inform them about the project and to engage local residents in site planning and mitigation design prior to the initiation of formal hearings. The sponsor's efforts in this regard should be evaluated.

9. Consistency with Local Land Use Regulations. The proposed facility must conform to local land use and zoning regulations that are consistent with the Countywide Planning Policies. Compliance with other applicable local regulations shall also be required.

10. Compatibility with Surrounding Land Uses. The sponsor's documentation should demonstrate that the site, as developed for the proposed project, would be compatible with surrounding land uses.

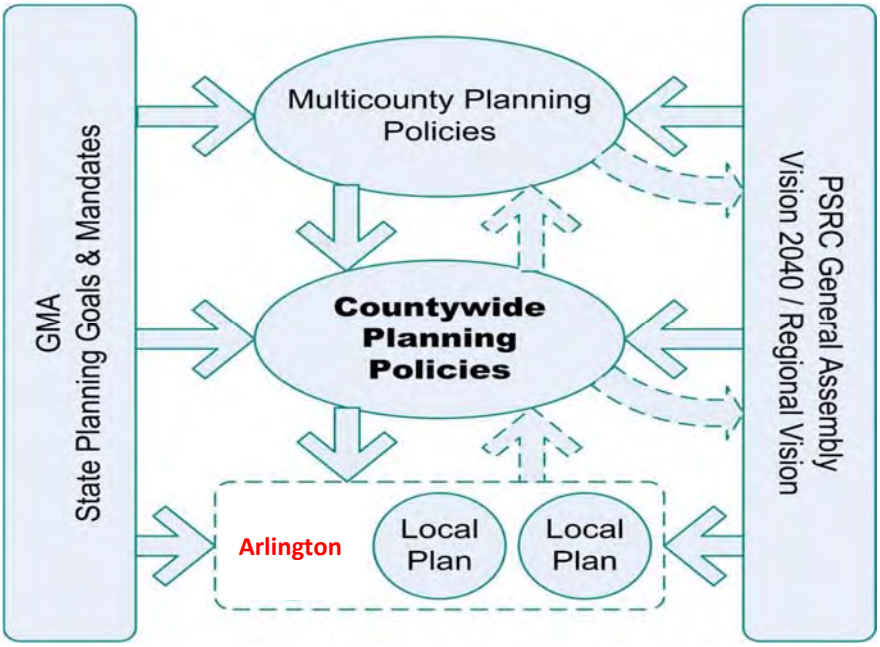
11. Proposed Impact Mitigation. The proposal must include adequate and appropriate mitigation measures for the impacted area(s) and community(ies). Mitigation measures may include, but are not limited to, natural features that will be preserved or created to serve as buffers, other site design elements used in the development plan, and/or operational or other programmatic measures contained in the proposal. The proposed measures should be adequate to substantially reduce or compensate for anticipated adverse impacts on the local environment.

AMENDMENTS

This siting process may be amended, upon recommendation by the Snohomish County Tomorrow Steering Committee, through established procedures for amending the comprehensive plan in accordance with local code and the State Growth Management Act.

Appendix C: Plan Consistency

COUNTYWIDE PLANNING POLICIES FOR SNOHOMISH COUNTY ADOPTED JUNE 1, 2011



FROM THE CWPP

The Countywide Planning Policies are adopted by reference in this Comprehensive Plan. The following list of policies was reviewed for consistency with the contents of the Plan.

- GF-1 thru GF-7
- JP-1 thru JP-7
- DP-1 thru DP-39
- HO-1 thru HO-14
- ED-1 thru ED-15
- TR-1 thru TR-24
- ENV-1 thru ENV10
- PS-1 thru PS-16
- EPF-1 thru EPF-5

Consistency was found among these policies. Additional clarifying comments are provided as follows:

1. Development Pattern (DP) policies relate to the question of UGA expansions or retractions, issues under current discussion regarding the Brekhus/Beach and King-Thompson areas. A process is underway to resolve these issues, however other policies (e.g. JP-2, JP-5) provide additional means of reconciling differences. Arlington supports all of these policies and their intended purposes.

2. Policy DP-20 thru DP-29 pertain either to South Snohomish County (MUGA) or rural areas. These do not have direct application to Arlington.

Vision 2040 Multi-County Planning Policies

MPP-G-1 Coordinate planning efforts among jurisdictions, agencies, and federally recognized Indian tribes where there are common borders or related regional issues, to facilitate a common vision.

MPP-G-2 Update countywide planning policies, where necessary, prior to December 31, 2010, to address the multicounty planning policies in VISION 2040.

MPP-G-3 Monitor implementation of VISION 2040 to evaluate progress in achieving the regional growth strategy, as well as the environment, development patterns, housing, economy, transportation, and public services provisions.

FISCAL

MPP-G-4 Explore new and existing sources of funding for services and infrastructure, recognizing that such funding is vital if local governments are to achieve the regional vision.

MPP-G-5 Identify and develop changes to regulatory, pricing, taxing, and expenditure practices, and other fiscal tools within the region to implement the vision.

ENVIRONMENT

Environmental Stewardship

Goal: **The region will safeguard the natural environment by meeting the needs of the present without compromising the ability of future generations to meet their own needs.**

MPP-En-1 Develop regionwide environmental strategies, coordinating among local jurisdictions and countywide planning groups.

MPP-En-2 Use integrated and interdisciplinary approaches for environmental planning and assessment at regional, countywide and local levels.

MPP-En-3 Maintain and, where possible, improve air and water quality, soils, and natural systems to ensure the health and well-being of people, animals, and plants. Reduce the impacts of transportation on air and water quality, and climate change.

MPP-En-4 Ensure that all residents of the region, regardless of social or economic status, live in a healthy environment, with minimal exposure to pollution.

MPP-En-5 Locate development in a manner that minimizes impacts to natural features. Promote the use of innovative environmentally sensitive development practices, including design, materials, construction, and on-going maintenance.

MPP-En-6 Use the best information available at all levels of planning, especially scientific information, when establishing and implementing environmental standards established by any level of government.

MPP-En-7 Mitigate noise caused by traffic, industries, and other sources.

EARTH AND HABITAT

Goal: **The region will preserve the beauty and natural ecological processes of the Puget Sound basin through the conservation and enhancement of natural resources and the environment.**

MPP-En-8 Identify, preserve, and enhance significant regional open space networks and linkages across jurisdictional boundaries.

MPP-En-9 Designate, protect, and enhance significant open spaces, natural resources, and critical areas through mechanisms, such as the review and comment of countywide planning policies and local plans and provisions.

MPP-En-10 Preserve and enhance habitat to prevent species from inclusion on the Endangered Species List and to accelerate their removal from the list.

MPP-En-11 Identify and protect wildlife corridors both inside and outside the urban growth area.

MPP-En-12 Preserve and restore native vegetation to protect habitat, especially where it contributes to the overall ecological function and where invasive species are a significant threat to native ecosystems.

Water Quality

Goal: **The region will meet or do better than standards established for water quality. The quality of the water flowing out of the region – including Puget Sound – should be as good as or better than the quality of water entering the region.**

MPP-En-13 Maintain natural hydrological functions within the region's ecosystems and watersheds and, where feasible, restore them to a more natural state.

MPP-En-14 Restore – where appropriate and possible – the region's freshwater and marine shorelines, watersheds, and estuaries to a natural condition for ecological function and value.

MPP-En-15 Reduce the use of pesticides and chemical fertilizers to the extent feasible and identify alternatives that minimize risks to human health and the environment.

MPP-En-16 Identify and address the impacts of climate change on the region's hydrological systems**.**

Air Quality

Goal: **The overall quality of the region's air will be better than it is today.**

MPP-En-17 Maintain or do better than existing standards for carbon monoxide, ozone, and particulates.

MPP-En-18 Reduce levels for air toxics, fine particulates, and greenhouse gases.

MPP-En-19 Continue efforts to reduce pollutants from transportation activities, including through the use of cleaner fuels and vehicles and increasing alternatives to driving alone, as well as design and land use.

Climate Change

Goal: **The region will reduce its overall production of harmful elements that contribute to climate change.**

MPP-En-20 Address the central Puget Sound region's contribution to climate change by, at a minimum, committing to comply with state initiatives and directives regarding climate change and the reduction of greenhouse gases. Jurisdictions and agencies should work to include an analysis of climate change impacts when conducting an environmental review process under the State Environmental Policy Act.

MPP-En-21 Reduce the rate of energy use per capita, both in building use and in transportation activities.

MPP-En-22 Pursue the development of energy management technology as part of meeting the region's energy needs.

MPP-En-23 Reduce greenhouse gases by expanding the use of conservation and alternative energy sources and by reducing vehicle miles traveled by increasing alternatives to driving alone.

MPP-En-24 Take positive actions to reduce carbons, such as increasing the number of trees in urban portions of the region.

MPP-En-25 Anticipate and address the impacts of climate change on regional water sources.

DEVELOPMENT PATTERNS

Urban Lands

Goal: **The region will promote the efficient use of land, prevent urbanization of rural and resource lands, and provide for the efficient delivery of services within the designated urban growth area.**

MPP-DP-1 Provide a regional framework for the designation and adjustment of the urban growth area to ensure long-term stability and sustainability of the urban growth area consistent with the regional vision.

MPP-DP-2 Encourage efficient use of urban land by maximizing the development potential of existing urban lands, such as advancing development that achieves zoned density.

Goal: **The region, countywide planning bodies, and local jurisdictions will work together to set population and employment growth targets consistent with the regional vision.**

MPP-DP-3 Use consistent countywide targeting processes for allocating population and employment growth consistent with the regional vision, including establishing: (a) local employment targets, (b) local housing targets based on population projections, and (c) local housing and employment targets for each designated regional growth center.

MPP-DP-4 Accommodate the region's growth first and foremost in the urban growth area. Ensure that development in rural areas is consistent with the regional vision.

Centers

Goal: **The region will direct growth and development to a limited number of designated regional growth centers.**

MPP-DP-5 Focus a significant share of population and employment growth in designated regional growth centers.

MPP-DP-6 Provide a regional framework for designating and evaluating regional growth centers.

MPP-DP-7 Give funding priority – both for transportation infrastructure and for economic development – to support designated regional growth centers consistent with the regional vision. Regional funds are prioritized to regional growth centers. County-level and local funding are also appropriate to prioritize to regional growth centers.

Regional Manufacturing/Industrial Centers

Goal: **The region will continue to maintain and support viable regional manufacturing/industrial centers to accommodate manufacturing, industrial, or advanced technology uses.**

MPP-DP-8 Focus a significant share of employment growth in designated regional manufacturing/industrial centers.

MPP-DP-9 Provide a regional framework for designating and evaluating regional manufacturing/industrial centers.

MPP-DP-10 Give funding priority – both for transportation infrastructure and for economic development – to support designated regional manufacturing/industrial centers consistent with the regional vision. Regional funds are prioritized to regional manufacturing/industrial centers. County-level and local funding are also appropriate to prioritize to these regional centers.

Other Centers, Including Countywide and Local Centers

Goal: **Subregional centers, such as those designated through countywide processes or identified locally, will also play important roles in accommodating planned growth according to the regional vision. These centers will promote pedestrian connections and support transit-oriented uses.**

MPP-DP-11 Support the development of centers within all jurisdictions, including town centers and activity nodes.

MPP-DP-12 Establish a common framework among the countywide processes for designating subregional centers to ensure compatibility within the region.

MPP-DP-13 Direct subregional funding, especially county-level and local funds, to centers designated through countywide processes, as well as to town centers, and other activity nodes.

Compact Urban Communities

MPP-DP-14 Preserve and enhance existing neighborhoods and create vibrant, sustainable compact urban communities that provide diverse choices in housing types, a high degree of connectivity in the street network to accommodate walking, bicycling and transit use, and sufficient public spaces.

MPP-DP-15 Support the transformation of key underutilized lands, such as brownfields and greyfields, to higher density, mixed-use areas to complement the development of centers and the enhancement of existing neighborhoods.

Cities in Rural Areas

MPP-DP-16 Direct commercial, retail, and community services that serve rural residents into neighboring cities and existing activity areas to prevent the conversion of rural land into commercial uses.

MPP-DP-17 Promote transit service to and from existing cities in rural areas.

Unincorporated Urban Growth Area

Goal: **All unincorporated lands within the urban growth area will either annex into existing cities or incorporate as new cities.**

MPP-DP-18 Affiliate all urban unincorporated lands appropriate for annexation with an adjacent city or identify those that may be feasible for incorporation. To fulfill the regional growth strategy, annexation is preferred over incorporation.

MPP-DP-19 Support joint planning between cities and counties to work cooperatively in planning for urban unincorporated areas to ensure an orderly transition to city governance, including efforts such as:

(a) establishing urban development standards,

(b) addressing service and infrastructure financing, and

(c) transferring permitting authority.

MPP-DP-20 Support the provision and coordination of urban services to unincorporated urban areas by the adjacent city or, where appropriate, by the county as an interim approach.

Rural Lands

Goal: **The region will permanently sustain the ecological functions, resource value, lifestyle, and character of rural lands for future generations by limiting the types and intensities of development in rural areas.**

MPP-DP-21 Contribute to improved ecological functions and more appropriate use of rural lands by minimizing impacts through innovative and environmentally sensitive land use management and development practices.

MPP-DP-22 Do not allow urban net densities in rural and resource areas.

MPP-DP-23 Avoid new fully contained communities outside of the designated urban growth area because of their potential to create sprawl and undermine state and regional growth management goals**.**

MPP-DP-24 In the event that a proposal is made for creating a new fully contained community, the county shall make the proposal available to other counties and to the Regional Council for advance review and comment on regional impacts.

MPP-DP-25 Use existing and new tools and strategies to address vested development to ensure that future growth meets existing permitting and development standards and prevents further fragmentation of rural lands.

MPP-DP-26 Ensure that development occurring in rural areas is rural in character and is focused into communities and activity areas.

MPP-DP-27 Maintain the long-term viability of permanent rural land by avoiding the construction of new highways and major roads in rural areas.

MPP-DP-28 Support long-term solutions for the environmental and economic sustainability of agriculture and forestry within rural areas.

Resource Lands

Goal: **The region will conserve its natural resource land permanently by designating, maintaining, and enhancing farm, forest, and mineral lands.**

MPP-DP-29 Protect and enhance significant open spaces, natural resources, and critical areas.

MPP-DP-30 Establish best management practices that protect the long-term integrity of the natural environment, adjacent land uses, and the long-term productivity of resource lands.

MPP-DP-31 Support the sustainability of designated resource lands. Do not convert these lands to other uses.

MPP-DP-32 Ensure that resource lands and their related economic activities are not adversely impacted by development on adjacent non-resource lands.

Elements of Orderly Development and Design

Regional Design

Goal: **The region will use design to shape the physical environment in order to create more livable communities, better integrate land use and transportation systems, and improve efforts to restore the environment.**

MPP-DP-33 Identify, protect and enhance those elements and characteristics that give the central Puget Sound region its identity, especially the natural visual resources and positive urban form elements.

MPP-DP-34 Preserve significant regional historic, visual and cultural resources including public views, landmarks, archaeological sites, historic and cultural landscapes, and areas of special character.

MPP-DP-35 Develop high quality, compact urban communities throughout the region's urban growth area that impart a sense of place, preserve local character, provide for mixed uses and choices in housing types, and encourage walking, bicycling, and transit use.

MPP-DP-36 Provide a wide range of building and community types to serve the needs of a diverse population.

MPP-DP-37 Support urban design, historic preservation, and arts to enhance quality of life, improve the natural and human-made environments, promote health and well-being, contribute to a prosperous economy, and increase the region’s resiliency in adapting to changes or adverse events.

MPP-DP-38 Design public buildings and spaces that contribute to a sense of community and a sense of place.

MPP-DP-39 Identify and create opportunities to develop parks, civic places and public spaces, especially in or adjacent to centers.

MPP-DP-40 Design transportation projects and other infrastructure to achieve community development objectives and improve communities.

MPP-DP-41 Allow natural boundaries to help determine the routes and placement of infrastructure connections and improvements.

MPP-DP-42 Recognize and work with linear systems that cross jurisdictional boundaries – including natural systems, continuous land use patterns, and transportation and infrastructure systems – in community planning, development, and design.

The Built Environment and Health

Goal: **The region's communities will be planned and designed to promote physical, social, and mental well-being so that all people can live healthier and more active lives.**

MPP-DP-43 Design communities to provide an improved environment for walking and bicycling.

MPP-DP-44 Incorporate provisions addressing health and well-being into appropriate regional, countywide, and local planning and decision-making processes.

MPP-DP-45 Promote cooperation and coordination among transportation providers, local government, and developers to ensure that joint- and mixed-use developments are designed to promote and improve physical, mental, and social health and reduce the impacts of climate change on the natural and built environments.

MPP-DP-46 Develop and implement design guidelines to encourage construction of healthy buildings and facilities to promote healthy people.

MPP-DP-47 Support agricultural, farmland, and aquatic uses that enhance the food system in the central Puget Sound region and its capacity to produce fresh and minimally processed foods.

Innovative Techniques

MPP-DP-48 Encourage the use of innovative techniques, including the transfer of development rights, the purchase of development rights, and conservation incentives. Use these techniques to focus growth within the urban growth area (especially cities) to lessen pressures to convert rural and resource areas to more intense urban-type development, while protecting the future economic viability of sending areas and sustaining rural and resource-based uses.

MPP-DP-49 Support and provide incentives to increase the percentage of new development and redevelopment – both public and private – to be built at higher performing energy and environmental standards.

MPP-DP-50 Streamline development standards and regulations for residential and commercial development, especially in centers, to provide flexibility and to accommodate a broader range of project types consistent with the regional vision.

Incompatible Land Uses

MPP-DP-51 Protect the continued operation of general aviation airports from encroachment by incompatible uses and development on adjacent land.

MPP-DP-52 Protect military lands from encroachment by incompatible uses and development on adjacent land.

MPP-DP-53 Protect industrial lands from encroachment by incompatible uses and development on adjacent land.

Concurrency

MPP-DP-54 Develop concurrency programs and methods that fully consider growth targets, service needs, and level-of-service standards. Focus level-of-service standards for transportation on the movement of people and goods instead of only on the movement of vehicles.

MPP-DP-55 Address nonmotorized, pedestrian, and other multimodal types of transportation options in concurrency programs – both in assessment and mitigation.

MPP-DP-56 Tailor concurrency programs for centers and other subareas to encourage development that can be supported by transit.

HOUSING

Housing diversity and affordability

MPP-H-1 Provide a range of housing types and choices to meet the housing needs of all income levels and demographic groups within the region.

MPP-H-2 Achieve and sustain – through preservation, rehabilitation, and new development – a sufficient supply of housing to meet the needs of low-income, moderate-income, middle-income, and special needs individuals and households that is equitably and rationally distributed throughout the region.

MPP-H-3 Promote homeownership opportunities for low-income, moderate-income, and middle-income families and individuals.

Jobs-housing balance

MPP-H-4 Develop and provide a range of housing choices for workers at all income levels throughout the region in a manner that promotes accessibility to jobs and provides opportunities to live in proximity to work.

Centers housing

MPP-H-5 Expand the supply and range of housing, including affordable units, in centers throughout the region.

MPP-H-6 Recognize and give regional funding priority to transportation facilities, infrastructure, and services that explicitly advance the development of housing in designated regional growth centers. Give additional priority to projects and services that advance affordable housing.

Best housing practices

MPP-H-7 Encourage jurisdictions to review and streamline development standards and regulations to advance their public benefit, provide flexibility, and minimize additional costs to housing.

MPP-H-8 Encourage the use of innovative techniques to provide a broader range of housing types for all income levels and housing needs.

MPP-H-9 Encourage interjurisdictional cooperative efforts and public-private partnerships to advance the provision of affordable and special needs housing.

ECONOMY

Business

Goal: **The region's economy prospers by supporting businesses and job creation.**

MPP-Ec-1 Support economic development activities that help to retain, expand, or diversify the region's businesses. Target recruitment activities towards businesses that provide family-wage jobs.

MPP-Ec-2 Foster a positive business climate by encouraging regionwide and statewide collaboration among business, government, education, labor, military, workforce development, and other nonprofit organizations.

MPP-Ec-3 Support established and emerging industry clusters that export goods and services, import capital, and have growth potential.

MPP-Ec-4 Leverage the region's position as an international gateway by supporting businesses, ports, and agencies involved in trade-related activities.

MPP-Ec-5 Foster a supportive environment for business startups, small businesses, and locally owned businesses to help them continue to prosper.

MPP-Ec-6 Ensure the efficient flow of people, goods, services, and information in and through the region with infrastructure investments, particularly in and connecting designated centers, to meet the distinctive needs of the regional economy.

MPP-Ec-7 Encourage the private, public, and nonprofit sectors to incorporate environmental and social responsibility into their practices.

People

Goal: **The region's economy prospers by investing in all of its people.**

MPP-Ec-8 Promote economic activity and employment growth that creates widely shared prosperity and sustains a diversity of family-wage jobs for the region's residents.

MPP-Ec-9 Ensure that the region has a high quality education system that is accessible to all of the region's residents.

MPP-Ec-10 Ensure that the region has high quality and accessible training programs that give people opportunities to learn, maintain, and upgrade skills necessary to meet the current and forecast needs of the regional and global economy.

MPP-Ec-11 Address unique obstacles and special needs – as well as recognize the special assets – of disadvantaged populations in improving the region's shared economic future.

MPP-Ec-12 Foster appropriate and targeted economic growth in distressed areas to create economic opportunity for residents of these areas.

MPP-Ec-13 Support the contributions of the region's culturally and ethnically diverse communities in helping the region continue to expand its international economy.

MPP-Ec-14 Sustain and enhance arts and cultural institutions to foster an active and vibrant community life in every part of the region.

Places

Goal: **The region's economy prospers through the creation of great central places, diverse communities, and high quality of life that integrates transportation, the economy, and the environment.**

MPP-Ec-15 Ensure that economic development sustains and respects the region's environmental quality.

MPP-Ec-16 Utilize urban design strategies and approaches to ensure that changes to the built environment preserve and enhance the region's unique attributes and each

community's distinctive identity in recognition of the economic value of sense of place.

MPP-Ec-17 Use incentives and investments to create a closer balance between jobs and housing, consistent with the regional growth strategy.

MPP-Ec-18 Concentrate a significant amount of economic growth in designated centers and connect them to each other in order to strengthen the region's economy and communities and to promote economic opportunity.

MPP-Ec-19 Maximize the use of existing designated manufacturing and industrial centers by focusing appropriate types and amounts of employment growth in these areas and by protecting them from incompatible adjacent uses.

MPP-Ec-20 Provide an adequate supply of housing with good access to employment centers to support job creation and economic growth.

MPP-Ec-21 Recognize the need for employment in cities in the rural areas and promote compatible occupations (such as, but not limited to, tourism, cottage and home-based businesses, and local services) that do not conflict with rural character and resource-based land uses.

MPP-Ec-22 Support economic activity in rural and natural resource areas at a size and scale that is compatible with the long-term integrity and productivity of these lands.

TRANSPORTATION

Maintenance, Management, and Safety

Goal: **As a high priority, the region will maintain, preserve, and operate its existing transportation system in a safe and usable state.**

MPP-T-1 Maintain and operate transportation systems to provide safe, efficient, and reliable movement of people, goods, and services.

MPP-T-2 Protect the investment in the existing system and lower overall life-cycle costs through effective maintenance and preservation programs.

MPP-T-3 Reduce the need for new capital improvements through investments in operations, pricing programs, demand management strategies, and system management activities that improve the efficiency of the current system.

MPP-T-4 Improve safety of the transportation system and, in the long term, achieve the state’s goal of zero deaths and disabling injuries.

Sustainable Transportation

MPP-T-5 Foster a less polluting system that reduces the negative effects of transportation infrastructure and operation on the climate and natural environment.

MPP-T-6 Seek the development and implementation of transportation modes and technologies that are energy-efficient and improve system performance.

MPP-T-7 Develop a transportation system that minimizes negative impacts to human health.

MPP-T-8 Protect the transportation system against disaster, develop prevention and recovery strategies, and plan for coordinated responses.

Supporting the Growth Strategy

Goal: **The future transportation system will support the regional growth strategy by focusing on connecting centers with a highly efficient multimodal transportation network.**

Coordination

MPP-T-9 Coordinate state, regional, and local planning efforts for transportation through the Puget Sound Regional Council to develop and operate a highly efficient, multimodal system that supports the regional growth strategy.

MPP-T-10 Promote coordination among transportation providers and local governments to ensure that joint- and mixed-use developments are designed in a way that improves overall mobility and accessibility to and within such development.

Centers and Compact Communities

MPP-T-11 Prioritize investments in transportation facilities and services in the urban growth area that support compact, pedestrian- and transit-oriented densities and development.

MPP-T-12 Give regional funding priority to transportation improvements that serve regional growth centers and regional manufacturing and industrial centers.

MPP-T-13 Make transportation investments that improve economic and living conditions so that industries and skilled workers continue to be retained and attracted to the region.

MPP-T-14 Design, construct, and operate transportation facilities to serve all users safely and conveniently, including motorists, pedestrians, bicyclists, and transit users, while

accommodating the movement of freight and goods, as suitable to each facility's function and context as determined by the appropriate jurisdictions.

MPP-T-15 Improve local street patterns – including their design and how they are used – for walking, bicycling, and transit use to enhance communities, connectivity, and physical activity.

MPP-T-16 Promote and incorporate bicycle and pedestrian travel as important modes of transportation by providing facilities and reliable connections.

Freight

MPP-T-17 Ensure the freight system meets the needs of: (1) global gateways, (2) producer needs within the state and region, and (3) regional and local distribution.

MPP-T-18 Maintain and improve the existing multimodal freight transportation system in the region to increase reliability and efficiency and to prevent degradation of freight mobility.

MPP-T-19 Coordinate regional planning with railroad capacity expansion plans and support capacity expansion that is compatible with state, regional, and local plans.

Context and Design

MPP-T-20 Design transportation facilities to fit within the context of the built or natural environments in which they are located.

MPP-T-21 Apply urban design principles in transportation programs and projects for regional growth centers and high-capacity transit station areas.

MPP-T-22 Implement transportation programs and projects in ways that prevent or minimize negative impacts to low-income, minority, and special needs populations.

Greater Options and Mobility

Goal: **The region will invest in transportation systems that offer greater options, mobility, and access in support of the regional growth strategy.**

MPP-T-23 Emphasize transportation investments that provide and encourage alternatives to single-occupancy vehicle travel and increase travel options, especially to and within centers and along corridors connecting centers.

MPP-T-24 Increase the proportion of trips made by transportation modes that are alternatives to driving alone.

MPP-T-25 Ensure mobility choices for people with special transportation needs, including persons with disabilities, the elderly, the young, and low-income populations.

MPP-T-26 Strategically expand capacity and increase efficiency of the transportation system to move goods, services, and people to and within the urban growth area. Focus on investments that produce the greatest net benefits to people and minimize the environmental impacts of transportation.

MPP-T-27 Improve key facilities connecting the region to national and world markets to support the economic vitality of the region.

MPP-T-28 Avoid construction of major roads and capacity expansion on existing roads in rural and resource areas. Where increased roadway capacity is warranted to support safe and efficient travel through rural areas, appropriate rural development regulations and strong commitments to access management should be in place prior to authorizing such capacity expansion in order to prevent unplanned growth in rural areas.

MPP-T-29 Promote the preservation of existing rights-of-way for future high-capacity transit.

MPP-T-30 Encourage public and private sector partnerships to identify and implement improvements to personal mobility and freight movement.

MPP-T-31 Support effective management of existing air transportation capacity and ensure that future capacity needs are addressed in cooperation with responsible agencies, affected communities, and users.

MPP-T-32 Integrate transportation systems to make it easy for people and freight to move from one mode or technology to another.

MPP-T-33 Promote transportation financing methods, such as user fees, tolls, and pricing, that sustain maintenance, preservation, and operation of facilities and reflect the costs imposed by users.

PUBLIC SERVICES

Services in General

MPP-PS-1 Protect and enhance the environment and public health and safety when providing services and facilities.

MPP-PS-2 Time and phase services and facilities to guide growth and development in a manner that supports the regional vision.

MPP-PS-3 Promote demand management and the conservation of services and facilities prior to developing new facilities.

MPP-PS-4 Do not provide urban services in rural areas. Design services for limited access when they are needed to solve isolated health and sanitation problems, so as not to increase the development potential of the surrounding rural area.

MPP-PS-5 Encourage the design of public facilities and utilities in rural areas to be at a size and scale appropriate to rural locations, so as not to increase development pressure.

MPP-PS-6 Obtain urban services from cities or appropriate regional service providers, and encourage special service districts, including sewer, water, and fire districts, to consolidate or dissolve as a result.

Services by Type

MPP-PS-7 Develop conservation measures to reduce solid waste and increase recycling.

MPP-PS-8 Promote improved conservation and more efficient use of water, as well as the increased use of reclaimed water, to reduce wastewater generation and ensure water availability.

MPP-PS-9 Serve new development within the urban growth area with sanitary sewer systems or fit it with dry sewers in anticipation of connection to the sewer system. Alternative technology to sewers should only be considered when it can be shown to produce treatment at standards that are equal to or better than the sewer system and where a long-term maintenance plan is in place.

MPP-PS-10 Replace failing septic systems within the urban growth area with sanitary sewers or alternative technology that is comparable or better.

MPP-PS-11 Use innovative and state-of-the-art design and techniques when replacing septic tanks to restore and improve environmental quality.

MPP-PS-12 Promote the use of renewable energy resources to meet the region’s energy needs.

MPP-PS-13 Reduce the rate of energy consumption through conservation and alternative energy forms to extend the life of existing facilities and infrastructure.

MPP-PS-14 Plan for the provision of telecommunication infrastructure to serve growth and development in a manner that is consistent with the regional vision and friendly to the environment.

MPP-PS-15 Coordinate, design, and plan for public safety services and programs.

MPP-PS-16 Encourage health and human services facilities to locate near centers and transit for efficient accessibility to service delivery.

Goal: **Residents of the region will have access to high quality drinking water that meets or is better than federal and state requirements.**

MPP-PS-17 Identify and develop additional water supply sources to meet the region's long-term water needs, recognizing the potential impacts on water supply from climate change and fisheries protection.

MPP-PS-18 Promote coordination among local and tribal governments and water providers and suppliers to meet long-term water needs in the region in a manner that supports the region's growth strategy.

MPP-PS-19 Reduce the per capita rate of water consumption through conservation, efficiency, reclamation, and reuse.

MPP-PS-20 Protect the source of the water supply to meet the needs for both human consumption and for environmental balance.

Siting Facilities

MPP-PS-21 Site schools, institutions, and other community facilities that primarily serve urban populations within the urban growth area in locations where they will promote the local desired growth plans.

MPP-PS-22 Locate schools, institutions, and other community facilities serving rural residents in neighboring cities and towns and design these facilities in keeping with the size and scale of the local community.

MPP-PS-23 Site or expand regional capital facilities in a manner that (1) reduces adverse social, environmental, and economic impacts on the host community, (2) equitably balances the location of new facilities, and (3) addresses regional planning objectives.

MPP-PS-24 Do not locate regional capital facilities outside the urban growth area unless it is demonstrated that a non-urban site is the most appropriate location for such a facility.

Appendix D: Arlington Responses to Expanded Checklist for Comprehensive Plan Update

The Washington Department of Commerce provided a checklist to communities to guide their 2015 Plan update. These are guidelines, not rules, but provide information on updates to State law, regional policies, etc. so that communities can adopt the update with confidence that their plans meet the requirements. The following summary informs Arlington citizens of how the 2015 Plan was developed and provides a history to those who will update the Plan in 2025.

The Checklist and responses follow:

1. The **Land Use Element** should be consistent with countywide planning policies (CWPPs) and RCW 36.70A.070(1), and should consider , WAC 365-196-400, WAC 365-196-405, WAC 365-196-300 through 345
   a. The element integrates relevant county-wide planning policies into the local planning process, and ensures local goals and policies are consistent. For jurisdictions in the Central Puget Sound region, the plan is consistent with applicable multicounty planning policies. WAC 365-196-305

      ❑ Consistency with countywide planning policies
      ❑ Consistency with multicounty planning policies, where applicable

      1. **The Arlington Plan is consistent with the Countywide Planning Policies for Snohomish County, as amended June 2013. A consistency analysis is contained in Appendix C of the Plan. It includes a list of policies that are compatible with the updated City Plan and those that, although not directly relevant to Arlington, are adopted in principle.**
      2. **Countywide Planning Policies and Multi-County Planning Policies adopted by Reference as Appendix C.**
      3. **Implementation strategy includes requirement that land use decisions and other relevant City decisions be reviewed against planning policies, including Countywide Planning Policies and MultiCounty Planning Policies. See proposed policies PO 6.7, PL 12.5 and PS 2.1.**
      4.

   b. The element includes a future land use map (or maps). Maps fulfill the requirement to show the general distribution of land, where appropriate, for agriculture, timber production, housing, commerce, industry, recreation, open spaces, general aviation airports, public utilities, public facilities, and other land uses. RCW 36.70A.070(1) and WAC 365-196-400(2)(d). The future land use map shows city limits and urban growth area (UGA) boundaries. RCW 36.70A.110(6), RCW 36.70A.130, WAC 365-196-310 and WAC 365-196-405(2)(i)(ii).

      ❑ Land use map

1. **The 2015 Land Use Map is included in Chapter 2; and is discussed in Chapters 4 (Planning Area Descriptions) and Chapter 5 (Land Use).**
2. **The Land Use map is consistent with the population, employment and buildable lands analysis.**
3. **The Land Use map assumes that the Brekhus/Beach area will maintain a suburban density until such time as a master plan is developed. It further proposes a medium density single family density for a proposed UGA expansion and annexation (King-Thompson area). (See discussion below)**

c. The Land Use Element includes population densities, building intensities, and estimates of future population growth. RCW 36.70A.070(1) WAC 365-196-405(2)(i) suggests including a table with the range of dwelling units per acre allowed in each land use designation and implementing zone as a projection of existing and projected development capacity.

1. **All required elements are in plan: Chapters 5.**
2. **Future population, housing and job growth consistent with PSRC allocations as part of Vision 2040.**
3. **Chapter 5 (Land Use) discusses land capacity and the effect of reducing density in the Brekhus/Beach subarea and balancing capacity by adding the King-Thompson UGA expansions. The City accepts the Snohomish County Buildable Lands Report estimates, but assumes a lower density of development in the Brekhus/Beach subarea and sees the need for expansion of the UGA boundary west of I-5 to provide adequate area for growth. With the infill and redevelopment assumptions, the 2035 population estimate of 24,937 can be accommodated.**

The plan should also indicate the population for which it is planning, which should be consistent with the Washington Office of Financial Management's forecast for the county or the county's sub-county allocation of that forecast, and should be the same for all comprehensive plan elements, and is. If OFM population projection is not used, the plan includes the rationale for using another figure. RCW 43.62.035 and WAC 365-196-405(f)

1. **All population and employment figures are consistent with Vision 2040, Transportation 2040, State and County forecasts. They are also consistent with population and housing numbers in the County's *2013 Housing Characteristics and Needs Report, Snohomish County.***

Counties should indicate the percentage of county-wide population growth allocated for urban growth areas. This allocation should be consistent with GMA goals of encouraging urban growth in urban areas, reducing sprawl, and ensuring public facilities and services are efficiently provided. WAC 365-196-405 (f)

❑ Population projection uses latest forecast

1. **County issue. The City Plan is consistent with adopted PSRC population projections. It is assumed these same projections have been adopted by Snohomish County.**

Urban densities and urban growth areas (UGAs) have been reviewed. RCW 36.70A.130(3)(a), (5), and (6) and WAC 365-196-310(2).

By definition, urban growth areas all incorporated lands in cities and town, and unincorporated urban growth areas designated by a county. A review should be completed as part of the 8-year update under RCW 36.70A.130. Review WAC 365-196-310(2) for suggestions on evaluating and designating UGAs. Supporting information should include: selected population growth forecast scenario RCW 43.62.035; population allocation and percentage of land devoted to urban, rural, and resource uses (counties) RCW 36.70A.070(1); land capacity analysis for UGAs, ability to provide urban services. RCW 36.70A.110, CWPPs and WAC 365-196-310.

There should be a coordinated approach to planning for development in urban growth areas, especially among adjacent jurisdictions. WAC 365-196-330 Urban growth areas (incorporated or not) must plan for urban densities and urban services. If a county designates a fully contained community (FCC), part of the county's population allocation should be reserved for the FCC. RCW 36.70A.350(2) If a potential UGA expansion area is within the 100-year flood plain of major western Washington rivers, consider RCW 36.70A.110(8).

❑ UGA review (required every 8 years)

1. **The City has a formal docket request to the County to allow expansion of the King-Thompson UGA to compensate for a failed TDR receiving area project attempted in 2008. This approach is needed to provide for a population target of 24,937 in 2035. Elimination of the Brekhus/Beach area from the UGA was considered, however raised strong objections from residents who wish to retain the ability to attract a master planned development in the future. The City cannot be assured that this will occur within the 10-year GMA planning period, thus leading to this proposal. Without this remedy, the City's Plan will be out of compliance with GMA.**

If a buildable lands analysis shows measures needed to ensure appropriate densities, such measures have been adopted. RCW 36.70A.215 and WAC 365-196-315 The Buildable Lands Program Guidelines includes a list of measures.

❑ Reasonable measures adopted if needed

1. **Infill, rezones and other measures were considered, however, they do not fill the need for the 2035 population and housing targets. Chapter 5 shows a relatively small amount of vacant, developable land in the existing UGA. The UGA expansion described above is necessary to meet the need. Infill and other reasonable measures will be used to encourage urban development, although the additional UGA measures are also needed.**

The element considers planning approaches that increase physical activity, such as neighborhood commercial nodes to allow walking and cycling to local services, transit- or pedestrian-oriented development, linear parks and trail networks, and siting schools and other public facilities within neighborhoods to allow easy walking RCW 36.70A.070(1) and WAC 365-196-405 (2)(j).

❑ Planning for physical activity

1. **Plan emphasizes and encourages physical activity.**
2. **There are numerous mentions in neighborhood subareas of the need for further bike and pedestrian trail connections between residences, parks, community centers and retail areas.**
3. **The City's trail system is integrated with sidewalks, other pedestrian facilities, transit nodes to encourage physical activity**
4. **Goals and Policies (e.g. encourage physical activity in park planning, street development, transportation improvements.**

d. Lands useful for public purposes such as utility corridors, transportation corridors, landfills, sewage treatment facilities, stormwater management facilities, recreation, schools, and other public uses are identified. RCW 36.70A.150 requires that a prioritized list of acquisitions be developed. [The list need not be part of the comprehensive plan.] RCW 36.70A.150 and WAC 365-196-340

❑ Public use lands

❑ List of acquisitions

1. **The riverfront Kerry Park is designed around the City's upgraded sewage treatment plan.**
2. **The Plan emphasizes bike and pedestrian trail development. The City will seek opportunities to combine trails with the capital improvements outlined in Chapters 7 and 9.**

e. Open Space corridors within and between urban growth areas, including lands useful for public purposes such as utility corridors, transportation corridors, landfills, sewage treatment facilities, stormwater management facilities, recreation, schools, and other public uses are identified. RCW 36.70A.150 RCW 36.70A.150 requires that a prioritized list of acquisitions be developed. [The list need not be part of the comprehensive plan.] RCW 36.70A.150 and WAC 365-196-340

❑ Open Space corridors

1. **The Arlington-Marysville Manufacturing Center (AAMIC) will be master planned to include an extensive pedestrian/bike trail system integrated with the new roads that will be built.**

f. If an airport is within or adjacent to the jurisdiction, the plan includes policies, land use designations, and zoning to discourage the siting of incompatible uses adjacent to general aviation airports. RCW 36.70.547 and WAC 365-196-455 See www.wsdot.wa.gov/aviation/Planning/default for guidance. Any planning adjacent to or within the "imaginary surface" areas of general aviation airports must consult with the Aviation Division of WSDOT.

❑ No incompatible uses near airports

❑ WSDOT notified

1. **The Plan contains numerous citations regarding the Arlington Airport and how it is to be protected from incompatible uses. These conflicts were noted as a problem in the 2005 Plan; the 2015 Plan notes that these issues have all been addressed through institution of the Airport Safety Overlay and Airport Protection District, on the zoning and plan maps.**

g. If a U.S. Department of Defense (DOD) military base employing 100 or more personnel is within or adjacent to the jurisdiction, the plan must include policies, land use designations, and consistent zoning to discourage the siting of incompatible uses adjacent to military base. RCW 36.70A.530(3) and WAC 365-196-475. See Map of U.S. bases to help make determination of applicability. If applicable, inform the commander of the base regarding amendments to the comprehensive plan and development regulations on lands adjacent to the base.

❑ No incompatible uses near US DOD bases

❑ Base commander notified

1. **Not applicable. The U.S. Navy Support Center is located approximately three miles south of the southerly UGA boundary.**

h. Where applicable, the Land Use Element includes a review of drainage, flooding, and stormwater run-off in the area and nearby jurisdictions and provides guidance for corrective actions to mitigate or cleanse those discharges that pollute waters of the state. RCW 36.70A.70(1); WAC 365-196-405(2)(c) . RCW 90.56.010(26) defines waters of the state. Jurisdictions subject to U.S. Environmental Protection Agency (EPA) National Pollution Discharge Elimination System (NPDES) Phase 1 and Phase 2, should comply with all permit requirements.

All local governments are also encouraged to:

- Adopt the State Department of Ecology's Stormwater Manual for Eastern or Western Washington or the equivalent.
- Incorporate relevant land-use recommendations from adopted local watershed plans. www.ecy.wa.gov/watershed/index.html.
- Adopt a clearing and grading ordinance if not already existing (See Technical Guidance Document for Clearing and Grading in Western Washington).

1. **The City uses the 2005 Western Washington Manual**
2. **The City has an adopted clearing and grading regulation related to Appendix 33 of the adopted UBC. Provisions are contained in the code to ensure protection of environmentally sensitive areas.**

❑ Stormwater planning

1. **The City maintains a stormwater management program (SWMP) in compliance with its NPDES II Stormwater Discharge Permit. The program is established by code and affects all land use and development decisions as appropriate.**

i. Critical areas are designated RCW 36.70A.170 and WAC 365-190-080 Best available science (BAS) is used to protect the functions and values of critical areas, and give "special consideration" to conservation or protection measures necessary to preserve or enhance anadromous fisheries. RCW 36.70A.172 and WAC 365-195-900 through 925.

Plan policies should address the five critical areas listed in RCW 36.70A.030(5) (a) wetlands; (b) areas with a critical recharging effect on aquifers used for potable water; (c) fish and wildlife habitat conservation areas; (d) frequently flooded areas; and (e) geologically hazardous areas. See Critical Areas Assistance Handbook (2007) and Small Communities Critical Areas Ordinance Implementation Guidebook (2007). Follow the process in WAC 365-195-915 to document decisions.

Endangered Species: If there are anadromous fisheries, or if the jurisdiction affected by an Endangered Species Act (ESA) 4(d) rule, the comprehensive plan should contain policies guiding decisions which may impact listed species. Special consideration may include:

- Revisions to zoning to protect habitat
- Revisions to the location of planned capital facilities
- Revisions to stormwater regulations or clearing and grading ordinances

Establishment or maintenance of monitoring programs to ensure that habitat is being maintained, See WAC 365-195-920.

❑ BAS used to designate and protect critical areas

1. **An Environmentally Critical Areas Regulation (AMC 20.88) is in effect meeting the criteria outlined above.**

j. Critical Aquifer Recharge Areas:(Required if jurisdictions draw groundwater for potable water or need to manage threats to exempt wells.): WAC 365-190-100

- The plan protects the quality and quantity of ground water used for public water supplies. RCW 36.70A.070(1) See Ecology's guidance on Critical Aquifer Recharge Areas (CARAs).
- For water quality, policies and implementing regulations should regulate hazardous uses in critical aquifer recharge areas (CARAs) and protect wellhead areas. See Ecology's Groundwater Quality Information.
- For water quantity, policies and implementing regulations should limit impervious surfaces, encourage water conservation measures, and consider Water Resource Inventory Assessment (WRIA) plans. See Ecology's Stormwater Programs for more information.

❑ CARAs protect water quality and quantity

1. **The City's Critical Area Ordinance contains significant provision for aquifer protection.**
2. **The City has regulations for wellhead protection (AMC 13.04.260) meeting the requirements of WAC 246-290-135 . The Wellhead and Watershed Protection Program are in the currently adopted in the city Of Arlington Comprehensive Water System Plan.**
3. **Critical areas were documented as part of the Buildable Lands calculations.**

k. Natural Resource Lands (NRLs) designated and conserved: RCW 36.70A.170 RCW 36.70A.060. NRLs include forest, agricultural, and mineral resource lands. See process to classify and designate at WAC 365-190-040.

If forest or agricultural lands of long-term commercial significance are designated inside UGAs, they must be subject to transfer and/or purchase of development rights (TDR, or PDR). RCW 36.70A.060(4)

❑ TDR or PDR program for forest or agricultural lands inside UGAs

1. **The City has TDR requirements (AMC 20.38) that will be retained despite an unsuccessful attempt to implement a project at Brekhus/Beach. It is hoped that future market demand will allow a new proposal to be brought forward.**

l. Designate and Conserve Forest Resource Land: RCW 36.70A.170 RCW 36.70A.060 Forest land is defined at RCW 36.70A.030(8). Review WAC 365-190-060 for recommendations on forest lands.

❑ Forest lands designated

1. **Not Applicable. No forestry or agricultural lands.**

m. Designate and conserve agricultural resource lands (ARLs): RCW 36.70A.170 and RCW 36.70A.060. ARLS are defined at RCW 36.70A.030(2). See WAC 365-190-050 for recommendations to designate, and WAC 365-196-815 to protect agricultural lands. Land use and policies should discourage incompatible uses around natural resource areas.

RCW 36.70A.177(3) includes innovative techniques to conserve agricultural land and permitted accessory uses.

❑ Agricultural lands designated

❑ Limit accessory uses on agricultural lands

1. **Not Applicable. No forestry or agricultural lands.**

n. Designate mineral resource lands:

RCW 36.70A.131 requires consideration of new information including data available from the Department of Natural Resources relating to mineral resource deposits when reviewing mineral resource land designations. Minerals defined in RCW 36.70A.030(11) to include sand, gravel and valuable metallic substances. See WAC 365-190-070 for guidance on designation.

❑ Review mineral resource lands

1. **Not Applicable. No mineral lands.**

o. Development outside UGAs: If applicable, development planned outside UGAs must be consistent with the following:

Major industrial development: RCW 36.70A.365 and WAC 365-196-435

Master planned development: RCW 36.70A.367 and WAC 365-196-470

Master planned resorts RCW 36.70A.360, RCW 36.70A.362, and WAC 365-196-460

❑ If applicable, development outside UGA consistent with RCW

1. **Not applicable**

2. The Housing Element

1. All sub-elements contained in Housing Chapter 6 and Goals and Policy sections.

The Housing Element is intended to ensure the vitality and character of established residential neighborhoods, encourage the availability of affordable housing to all economic segments of the population, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock. It should be consistent with relevant CWPPs, RCW 36.70A.070(2), and should consider WAC 365-196-410.

a. Include an inventory of existing housing units and an analysis the number (and type) of housing units necessary to provide for projected growth over the planning period. RCW 36.70A.070(2)(a) and WAC 365-196-410(2)(b) and (c) and Commerce's Assessing Your Housing Needs (1993, Updated by March 2013)

❑ Inventory of existing housing and projected housing needs using latest population projection.

1. **Chapter 6 includes inventory information, past trends, future projections and reconciles the numbers with the population forecasts for 2035. All projections are consistent with those presented in the County's 2013 Housing Report, which implements Countywide Planning Policy HO-5. The projections divide future housing needs among the three levels of affordability (50%, 80% and 80+% MI).**

b. Include goals, policies, and objectives for the preservation, improvement, and development of housing. RCW 36.70A.070(2)(b) and WAC 365-196-410(2)(a).

❑ Goals, policies for housing

1. **Chapter 3 contains Goal GH-8 and policies dealing with provision of adequate and affordable housing.**
2. **Chapter 6 provides analysis in support of these policies.**

c. Identify sufficient land for housing, including but not limited to, government-assisted housing, housing for low-income families, manufactured housing, multifamily housing, group homes, and foster care facilities. RCW 36.70A.070(2)(c)

❑ Identify sufficient land for housing

1. **Table 7-3 shows that sufficient developable land is available to accommodate the projected need for future housing.**

2. **The City allows for manufactured homes on an equal footing with other types of construction (AMC Table 20.40-1)**

d. Provisions for existing and projected housing needs of all economic segments of the community. RCW 36.70A.070(2)(d)

Affordable housing is defined as when the total housing costs, including basic utilities, does not exceed 30 percent of the income limit (for renters, 50 percent or less of the county median family income, adjusted for family-size, and for owners, 80 percent or less of the county median family income, adjusted for family size for owners). WAC 365-196-410(e)(i)(C) (I-V).

WAC 365-196-410(2)(e)(iii) recommends an evaluation of the extent to which the existing and projected market can provide housing at various costs and for various income levels, and an estimation of the present and future populations that would require assistance to obtain housing they can afford. This section should also identify existing programs and policies to promote adequate affordable housing and evaluate their effectiveness.

If enacting or expanding affordable housing programs under RCW 36.70A.540, the plan should identify certain land use designations where increased residential development will assist in achieving local growth management and housing policies. Examples include: density bonuses within urban growth areas, height and bulk bonuses, fee waivers or exemptions, parking reductions, expedited permitting conditioned on provision of low-income housing units, or mixed use projects.

❑ Affordable housing planned

1. See Chapter 6 – Housing
2. The City will explore additional incentives to promote form-based and mixed use developments in the West Arlington Subarea

3. <u>The Capital Facilities Plan</u>

The **Capital Facilities Plan (CFP) Element** must be consistent with county-wide planning policies and RCW 36.70A.070(3), should consider WAC 365-196-415, and should serve as a check on the practicality of achieving other elements of the plan. This element should cover all the capital facilities planned, provided, and paid for by public entities including to local government and special districts, etc. This should include water systems, sanitary sewer systems, storm water facilities, schools, parks and recreational facilities, police and fire protection facilities. Capital expenditures from park and recreation elements, if separate, should be included in the capital facilities plan element. For additional information see Making Your Comprehensive Plan a Reality: A Capital Facilities Preparation Guide Washington Department of Community Trade and

Economic Development (CTED), 1993.

a. Goals and policies relating to investment in capital facilities, levels of service and regulatory strategies for concurrency to guide decisions. RCW 36.70A.120 and WAC 365-196-415

1. **Chapter 9 contains the capital facilities plan for Arlington based on the projections and policies contained in Chapters 3-8. Implementation will meet the concurrency requirements of GMA.**
2. **Future projects will be required – through SEPA review and the City's Development Code – to show concurrency with the facilities in place at the time of development.**

b. Inventory showing the locations and capacities of existing capital facilities owned by public entities RCW 36.70A.070(3)(a) and WAC 365-196-415(2)(a) recommends the inventory include water, sanitary sewer, stormwater, solid waste management, school, park, and recreation facilities, police and fire protection facilities. The element should reference water or other system plans, indicate locations of facilities, and show where systems currently have unused capacity. Public services and facilities are defined in RCW 36.70A.030(12) and (13).

❑ Inventory of existing facilities

1. **Chapters 7-9 contain up-to-date inventories of all City facilities and an analysis of future needs.**
2. **The Arlington and Lakewood School Districts have verified the Plan narrative.**
3. **Other providers (Community Transit, energy providers, solid water collection services, etc.) have adequate capacity to serve the City.**

c. **Adopted levels of service (LOS) for public services.**

❑ Adopted LOS.

1. **Level of Service is discussed under each section of Chapters 7-8.**

d. Forecast of future needs to maintain adopted levels of service over the planning period. RCW 36.70A.070(3)(b) requires a forecast of future needs, and WAC 365-196-415 (b) recommends the forecast be based on projected population densities, and distribution of growth over the planning period. This section should consider whether the jurisdiction has sufficient water rights, sewage treatment, or other needed public facilities to support the plan's projected 20-year growth. This may also consider system management or demand management strategies to meet forecast need.

❑ Forecast of future needs

1. **The City has updated its Water, Sewer, Transportation and Stormwater plans concurrent with the GMA Comprehensive Plan update.**
2. **No concurrency issues were detected during Plan development. Utilities will serve growth targets.**

e. Proposed locations and capacities of expanded or new capital facilities. RCW 36.70A.070(3)(c) requires proposed locations and capacities, and WAC 365-196-415 (3)(C) suggests that the phasing schedule in the Land Use Element should dictate when and where capital facilities will be needed over the 20-year life of the plan. Consider if the concurrency ordinance or other mechanisms have been effective in providing public facilities and services concurrent with development

❑ Proposed locations and capacities of expanded or new facilities.

1. **Capital facilities are concurrent with present demand.**
2. **The City has updated its Water, Sewer, Transportation and Stormwater plans concurrent with the GMA Comprehensive Plan update.**
3. **Other future improvements are targeted toward maintaining quality and meeting level of service standards.**

f. Six-year plan (at least) to finance planned capital facilities within projected funding capacities, and identifies sources of public money for such purposes. RCW 36.70A.070(3)(d), RCW 36.70A.120 and WAC 365-196-415(c)(i)

This CFP should include all public expenditures for capital expenses including water, sewer, transportation, etc. WAC 365-196-415(2)(c)(ii) suggests that the plan be updated at least biennially so that financial planning remains sufficiently ahead of the present for concurrency to be evaluated.

If impact fees are collected, the public facilities for which money is to be spent on must be included in this element. RCW 82.02.050(4) and WAC 365-196-850

❑ Six-year funding plan consistent with comp plan

❑ Impact fees used only for projects included in the CFP

1. **The City has updated its Water, Sewer, Transportation and Stormwater plans concurrent with the GMA Comprehensive Plan update.**
2. **Six Year Plan will be finalized after Planning Commission and Council Review.**
3. **Impact fees are collected under existing City code (AMC 20.90) for parks and transportation. The City collects school impact fees, when assessed, on behalf of the Arlington and Lakewood Districts, when requested.**

Policy to reassess the Land Use Element if probable funding falls short of meeting existing needs and to ensure that the Land Use Element, Capital Facilities Element,

and financing plan within the Capital Facilities Element are coordinated and consistent. [RCW 36.70A.070(3)(e) and WAC 365-196-415(2)(d)(iii)(F) recommends that the plan set forth how pending applications for development will be affected while such a reassessment is being undertaken.

- ❑ Land Use reassessment policy included
  1. **See Page 1-5.**
  2. **The Plan as prepared is "concurrent". No reassessment is necessary.**
  3. **The Implementation section (Chapter 1) discusses the City's reassessment approach, if and when an element is found to be non-concurrent.**

4. Utilities Element

The Utilities Element should relate to all services provided, planned for, paid for, and delivered by providers other than the jurisdiction. This should be consistent with relevant CWPPs and RCW 36.70A.070(4), and should consider WAC 365-195-420.

a. The general location, proposed location, and capacity of all existing and proposed utilities, including, but not limited to, electrical lines, telecommunication lines, and natural gas lines. RCW 36.70A.070(4). WAC 365-195-420 recommends goals and policies relating coordination in construction, permits, utility corridor use and management. Counties and cities should evaluate whether any utilities should be identified as essential public facilities in case of siting difficulties.

- ❑ General location and capacity of existing and proposed facilities

  1. **Chapter 9 contains maps and descriptions of current utilities.**
  2. **Non-City utility providers are being consulted; those responding thus far confirm that they can serve the projected growth in housing, population and employment.**

5. Rural Element

1. **Not applicable.**

The Rural Element (counties only) should be consistent with RCW 36.70A.070(5), RCW 36.70A.030(15) through (17), and consider RCW 36.70A.011 and WAC 365-196-425. Rural lands are lands not designated for urban growth, or designated as agricultural, forest, or mineral resource lands. For additional information, see Keeping the Rural Vision: Protecting Rural Character & Planning for Rural Development, 1999.

a. A definition of rural character and rural development consistent with RCW 36.70A.030, (15), (16), and (17). WAC 365-196-425(2) provides suggestions.

- ❑ Definition of rural character

b. Allows forestry, agriculture, and a variety of rural densities and uses. RCW 36.70A.070(5). See WAC 365-196-425(3) for examples of rural densities. The plan may include optional techniques such as limited areas of more intensive rural development (LAMIRDs), clustering, density transfer, design guidelines, and conservation easements to accommodate rural uses not characterized by urban growth as specified in RCW 36.70A.070(5)(d). See WAC 365-196-425(5) for innovative zoning techniques.

- ❑ Variety of densities

c. A written record explaining how the rural element harmonizes the planning goals and meets the requirements of the Growth Management Act. RCW 36.70A.070(5)(a). WAC 365-196-425(1) A county may consider local circumstances in establishing patterns of rural densities and uses, but must develop a written record of the rural element harmonizes the planning goals and meets the requirements of the act.

- ❑ A written record relating to rural character

d. A definition of rural governmental services needed to serve the permitted densities and uses, and a policy that limits urban services in rural areas RCW 36.70A.110(4). RCW 36.70A.030((17) http://apps.leg.wa.gov/RCW/default.aspx?cite=36.70A.070 and WAC 365-196-425(4) recommends some definitions of rural services and provides suggestions for appropriate level of service standards.

- ❑ Definition of rural services

e. Measures protecting rural character. RCW 36.70A.070(5)(c) Measures include containing/controlling development, assuring visual compatibility, reducing inappropriate conversion to low-density sprawl, protecting critical areas, and protecting against conflicts with natural resource lands.

- ❑ Measures to protect rural character

f. If designated, limited areas of more intense rural development (LAMIRDs) are consistent with RCW 36.70A.070(5)(d). See WAC 365-196-425(6) for guidance relating to LAMIRDs.

Commerce suggests that jurisdictions consider Growth Management Hearings Board cases and Commerce's Keeping the Rural Vision: Protecting Rural Character & Planning for Rural Development, 1999 for guidance on appropriate rural densities and levels of governmental services in LAMIRDs.

- ❑ LAMIRDs designated and regulated consistent with GMA

6. Transportation Element

1. **Transportation section (Chapter 8) is updated consistent with an update of the City's Transportation Plan (2015). It has been adopted by reference in the Comprehensive Plan and its findings incorporated into the Plan.**
2. **The City has advised Snohomish County that its Draft EIS for the County's Plan update provides a consistent analysis of the City's transportation needs.**

The **Transportation Element** should be consistent with relevant CWPPs and RCW 36.70A.070(6), RCW 36.70A.108, and should consider WAC 365-196-430 and Your Community's Transportation System: A Guide to Updating and Implementing your Transportation Element (2012)

1. **Snohomish County and Multi-County Planning Policies are adopted as part of the updated Plan (Appendix C).**
2. **WAC 365-196-430**
   a. **Land use, population and employment forecasts for 2035 were used as inputs to the updated Transportation Plan**
   b. **Arlington is an active participant in countywide transportation planning efforts, including membership on the Snohomish County Committee for Improved Transportation (SCCIT), the Economic Alliance of Snohomish County and the Growth Management Steering Committee (SCT). Through collaboration among these groups, the major multi-modal transportation priorities have been identified, including those serving Arlington.**
   c. **Projected growth will cause no direct change in impacts to State owned facilities, although the longer term goal is to extend SR-531 to SR-9. This improvement is not concurrency related.**
   d. **The City's transportation policies and most of its subarea (neighborhood) plans emphasize multi-modal approaches including pedestrian paths, bicycle lanes.**

a. The element includes goals and policies for roadways; fixed route and demand response public transit; bicycle and pedestrian travel; water, rail, air, and industrial port and intermodal facilities; passenger and freight rail; and truck, rail, and barge freight mobility. WAC 365-196-430(2)(b)].

The element should include policies and provisions consistent with regional efforts to reduce criteria pollutants from mobile sources. WAC 173-420-080 If the planning area is within a National Ambient Air Quality Standards nonattainment area, WAC 365-196-430(2)(d) recommends including a map of the nonattainment area, severity of the violation, and measures to be implemented consistent with the state implementation plan for air quality.

1. **Arlington lies outside the nonattainment areas for CO and particulates. Along with most other cities in Snohomish County, Arlington falls within the maintenance area for Ozone.**
2. **The City has adopted a transportation demand management and CRT program (AMC Chapter 10.80)**

3. **Policies will be added in support of regional efforts to reduce the effects of all three categories.**

b. An inventory of air, water, and ground transportation facilities and services, including transit alignments, state-owned transportation facilities, and general aviation airports to define existing capital facilities and travel levels as a basis for future planning. RCW 36.70A.070(6)(a)(iii)(A). WAC 365-196-430(2)(c) provides recommendations for meeting inventory requirements.

❑ Transportation inventory

1. **See Chapter 8.**

c. The element includes regionally coordinated level of service (LOS) standards for all arterials and transit routes, LOS for highways of statewide significance, and LOS for other state highways consistent with the regional transportation plan. RCW 36.70A.070(6)(a)(iii)(B)

1. **See Chapter 8.**

WAC 365-196-430(2)(e)(v) recommends LOS be set to reflect access, mobility, mode-split and capacity goals. WAC 365-196-430(2)(e)(vi) recommends that measurement methodology and standards vary based on the urban or rural character of the surrounding area. Also, balance community character, funding capacity, and traveler expectations. In urban areas, WAC 365-196-430(2)(e)(vii) recommends methodologies for analyzing the transportation system from a comprehensive, multimodal perspective.

❑ Levels of service for all facilities; local, regional, and state

1. **See Chapter 8.**
2. **The " 2035 Transportation Plan" will be adopted by reference and has been integrated into the GMA Comprehensive Plan.**
3. **The City of Arlington has adopted the following levels of service:**
   - **City arterials = LOS D**
   - **All other City streets = LOS C**
   - **Highways of Statewide Significance = LOS D**
   - **Regionally Significant State Highways = LOS D**

20.90.040

d. The element identifies specific actions and requirements for bringing into compliance locally owned transportation facilities and services that are below an established LOS standard. RCW 36.70A.070(6)(a)(iii)(D) and WAC 365-196-430(2)(g).

Concurrency policies must be consistent with RCW 36.70A.070(6)(b), and consider multimodal improvements RCW 36.70A.108. Strategies such as increased public transit, ride sharing programs, and other multimodal strategies may be used to ensure that development does not cause service to decline on a locally owned facility below adopted levels of service.

❑ Concurrency

e. The element describes existing and planned transportation demand management (TDM) strategies, such as HOV lanes, parking policies, high occupancy vehicle subsidy programs, etc. RCW 36.70A.070(6)(a)(vi). WAC 365-196-430(2)(i) provides suggested TDM strategies.

If required, a commute trip reduction plan to achieve reductions in the proportion of single-occupant vehicle commute trips has been adopted consistent with the comprehensive plan and submitted to the regional transportation planning organization. RCW 70.94.527.

❑ TDM Strategies

1. **The City's Transportation policies emphasize multi-modal approaches including pedestrian paths, bicycle lanes and encouraging TDM measures.**
2. **The City maintains a CTR and TDM program**
3. **Community Transit has opened a Park and Ride facility in the City to add to its other services to the Arlington/Marysville area.**

f. The element includes a pedestrian and bicycle component. RCW 36.70A.070(6)(a)(vii). WAC 365-196-430(2)(j) recommends jurisdictions inventory existing pedestrian and bicycle facilities, and identify and plan improvements for facilities. Improvements could focus on safe routes to school, hazard areas, or pedestrian-generating areas, and should be funded in capital facility or transportation improvement plans. See Bicycle and pedestrian planning information and resources at *www.wsdot.wa.gov/Walk/default.htm* and *www.wsdot.wa.gov/bike/default.htm.*

❑ Bicycle and pedestrian planning

1. **See previous discussion. City policies and inventories show a strong commitment to pedestrian and bicycle users.**

g. The element includes a forecast of traffic for at least 10 years, based on the Land Use Element, to provide information on the location, timing, and capacity needs of future growth. RCW 36.70A.070(6)(a)(iii)(E). WAC 365-196-430(2)(f) suggests including

bicycle, pedestrian or planned transit service in a multimodal forecast. Forecasts should be consistent with regionally adopted strategies and plans.

The forecast should be based on assumptions in the land use element. RCW 36.70A.070(6)(a)(i) . WAC 365-196-430(2)(a)(i) recommends counties and cities use consistent land use assumptions, population forecasts, and planning periods for both the land use and transportation elements.

❑ 10-year Traffic forecast

1. **See previous discussion of the City's 2035 Transportation Plan.**

❑ Land use element assumptions used to forecast travel

1. **See previous discussion of the City's 2035 Transportation Plan.**

h. The element identifies state and local system expansion needs to meet current and future demands. RCW 36.70A.070(6)(a)(iii)(F). WAC 365-196-430(2)(f) recommends including bicycle, pedestrian or planned transit service in needs.

WSDOT's Ten-Year Capital Improvement and Preservation Program for state-owned facilities (Required by RCW 47.05.030) is detailed in the Transportation Executive Information System http://www.transinfo.state.wa.us/ Click on the current projects list, select the most recent legislative final project list and you can select projects by county.

❑ Future needs

1. **See prior discussion regarding Arlington's involvement in regional transportation planning efforts and its adoption of County, multi-county, Vision 2040 policies.**

i. A multiyear financing plan is included in the element based on the needs identified in the comprehensive plan, the appropriate parts of which serve as the basis for the six-year street, road, or transit program required by RCW 35.77.010 for cities, RCW 36.81.121 for counties, and RCW 35.58.2795 for public transportation systems. RCW 36.70A.070(6)(a)(iv)(B). WAC 365-196-430(2)(k)(ii) recommends that the horizon year be the same as the time period for the travel forecast and identified needs.

The analysis should assess the identified needs against probable funding resources. RCW 36.70A.070(6)(a)(iv)(A). WAC 365.196-430(2)(k)(iv) recommends counties and cities consider the cost of maintaining facilities when considering new facilities.

1. **See Chapter 9**
2. **See Transportation Plan.**

3. The City has adopted policies emphasizing maintenance as a strategy for cost efficiency in providing the maximum level of quality to its transportation system. Examples:
    a. MPP-T-2 Protect the investment in the existing system and lower overall life-cycle costs through effective maintenance and preservation programs.
    b. PT-7.3 Prioritize the maintenance of roads according to condition, putting the roads in poor condition ahead of others.
    c. PT-12.6 Direct resources to ensure that existing transportation system is maintained adequately.

If probable funding falls short of meeting identified needs, there is a discussion of how additional funding will be raised, or how land use assumptions will be reassessed to ensure that LOS standards will be met. RCW 36.70A.070(6)(a)(iv)(C). WAC 365-196-430(2)(l)(ii) states that this review must take place, at a minimum, as part of the eight-year periodic review and update and update of UGAs [eight years per 2011 amendments to RCW 36.70A.130]. Several choices for addressing funding shortfalls are provided.

❑ Funding program

❑ Funding analysis

❑ Funding shortfall strategy

1. See Chapters 8 and 9.

j. The element discusses intergovernmental coordination efforts, including an assessment of the impacts of the transportation plan and land use assumptions on the transportation systems of adjacent jurisdictions. RCW 36.70A.070(6)(a)(v). WAC 365-196-430(2)(a)(iv) recommends developing transportation elements using the county-wide planning policies to ensure they are coordinated and consistent with the comprehensive plans of other counties and cities sharing common borders.

❑ Intergovernmental coordination

1. The Plan update is consistent with Countywide and Multi-County Planning Policies.
2. The Transportation Element is consistent with the Land Use Element which forms the basis for future traffic estimates.
3. Arlington is an active participant in countywide transportation planning efforts, including membership on the Snohomish County Committee for Improved Transportation (SCCIT), the Economic Alliance of Snohomish County and the Growth Management Steering Committee (SCT). Through collaboration among these groups, the major multi-modal transportation priorities have been identified, including those serving Arlington.

k. The element discusses how the transportation plan implements and is consistent with the land use element, and how it is consistent with the regional transportation plan. RCW 36.70A.070(6) and WAC 365-196-430 WAC 365-196-430(2)(a)(i) recommends that consistent land use assumptions, population forecasts, and planning periods should be used for both the land use and transportation elements.

1. **The 2005 Plan was used as a principal input to the new Transportation Plan**
2. **The Public Works Director has been an active participant in the Staff team updating the Comprehensive Plan; while being the key coordinator with the consultant team updating the Transportation Plan.**

The transportation element must be certified by the regional transportation planning organization. RCW 47.80.23(3) and RCW 47.80.026.

❑ Plan certified by RTPO

1. **The Plan will be submitted for certification to the Puget Sound Regional Council.**
2. **From the Transportation Plan:**

"The City of Arlington is a member of the Puget Sound Regional Council (PSRC), the Metropolitan Planning Organization (MPO) and Regional Transportation Planning Organization (RTPO) for King, Kitsap, Pierce and Snohomish Counties. PSRC is required to certify the transportation-related provisions in local comprehensive plans. By doing so, PSRC assures consistency with the multicounty planning policies in VISION 2040, the adopted regional transportation plan (Transportation 2040), and the requirements listed above for conformity with GMA."

"The City of Arlington's 2035 Transportation Plan supports the goals and strategies presented in PSRC's VISION 2040 and Destination 2030 Update. Regional Growth Strategies, Multicounty Planning Policies and specific projects identified in the Destination 2030 Update have been incorporated in this document, and include:

- *Sustainable transportation, including transit and non-motorized improvements*
- *Higher density land use near transportation centers*
- *Improvements to support freight mobility*
- *Multiple east-west and north-south corridors to address disaster response*
- *Access management*
- *Context sensitive road standards*
- *Implementation of improvements of regional significance (trails, transit centers, park and rides)*
- *Complete streets providing for multi-modal transportation*
- *Connectivity with adjacent jurisdictions*
- *Transportation funding strategies"*

7. Economic Development Element

The Economic Development Element Is not currently required because funding was not provided to assist in developing local elements when this element was added to the GMA. However, provisions for economic growth, vitality, and a high quality of life are important, and supporting strategies should be integrated with the land use, housing, utilities, and transportation elements. RCW 36.70A.070(7) An Economic Development Element should include:

a. A summary of the local economy such as population, employment, payroll, sectors, businesses, and sales. RCW 36.70A.070(7)(a). WAC 365-196-435(2)(a) recommends using population information consistent with the land use and housing elements. Employment, payroll, and other economic information is available from state and federal agencies. Consider gathering data and information for your community data profile pertaining to business, transportation, labor, real estate, utilities, incentives, regulatory, government, and quality of life.

b. A summary of the strengths and weaknesses of the local economy defined as the commercial and industrial sectors and supporting factors such as land use, transportation, utilities, education, work force, housing, and natural/cultural resources. RCW 36.70A.070(7)(b). WAC 365-196-435(2)(b) recommends consulting with local development organizations, economic development councils, or economic development districts. Methods for identifying strengths and weaknesses include shift-share analysis, identify of industry clusters, public input, and asset mapping.

c. Identification of policies, programs, and projects to foster economic growth and development and to address future needs. RCW 36.70A.070(7)(c). WAC 365-196-435(2)(c) recommends identify policies, programs and projects that address identified weaknesses or capitalize on strengths identified by the community. Consider using performance targets to measure success.

1. **The City has integrated it economic goals and policies with the Land Use, Employment, Capital Improvement and Planning Subarea analyses. These other elements form the basis of an economic strategy.**
2. **A major emphasis in the 2015 Plan update is the "North Stillaguamish Valley Economic Redevelopment Strategy", which is in response to the Oso tragedy. The study area extends from Darrington to Arlington. The strategy, due out in June will have a major impact on the area's economic programs and policies. The AAMIC[1] area and master plan will figure prominently.**
3. **A second major emphasis in the 2015 Plan update is the AAMIC itself. Designation as such by the Puget Sound Regional Council is a major goal of the two cities and the Economic Alliance of Snohomish County. A final decision is likely in 2017. Significant work and analysis will be undertaken on this matter during that period. The Comprehensive Plan has helped set the stage for these next steps.**

1 Arlington-Marysville Manufacturing Industrial Center

8. Parks and Recreation Element

1. Chapter 7
2. Existing parks are to be maintained in current and quality condition.
3. Future park development may include trail systems in the 96-acre wetland area adjacent to the Boeing facility west of Washington Boulevard and a newly acquired nine-acre parcel on Ellingson.
4. The City will cooperate with Snohomish County on maintenance and improvements to the Interurban Trail system.

A Parks and Recreation Element is not required because the state did not provide funding to assist in developing local elements when this provision was added to the GMA. However, park, recreation, and open space planning are GMA goals, and it is important to plan for and fund these facilities. RCW 36.70A.070(8). Commerce's Guidebook Planning for Parks, Recreation, and Open Space in your Community, can provide step-by-step assistance. Also see www.rco.wa.g-ov/doc_pages/index.shtml for additional assistance. A Parks and Recreation Element should include:

a. Goals and policies to guide decisions regarding facilities. WAC 365-196-440(2)(b) recommends a visioning process to engage the public in identifying needs, evaluating existing recreational opportunities, and developing goals for the parks and recreation element.

b. Estimates of park and recreation demand for at least a ten-year period based on adopted levels of service and population growth. RCW 36.70A.070(8)(a). WAC 365-196-440(2)(c) recommends establishing levels of service standards that reflect community goals. LOS should focus on those aspects that relate most directly to growth and development.

c. An evaluation of facilities and service needs over the planning period. RCW 36.70A.070(8)(b). WAC 365-196-440(2)(d) lists factors to consider when estimating demand for parks, open space and recreational services.

d. An evaluation of intergovernmental coordination opportunities to provide regional approaches for meeting park and recreational demand. RCW 36.70A.070(8)(c). WAC 365-196-440(2)(f) recommends identifying other local, statewide and regional recreation plans for future facilities and opportunities for public and private partnerships to meet regional demand.

e. The element is consistent with and is a part of the Capital Facilities Element as it relates to park and recreation facilities. RCW 36.70A.070(3)(e). WAC 365-196-440(2)(e) recommends identification of future facilities and services consistent with the land use and capital facilities elements. WAC 365-196-440(2)(g)(iii) recommends identifying strategies for financing in the parts and recreation element, a separate parks plan, or the capital facilities element.

9. Shoreline Element

The Shoreline Element of the comprehensive plan is the goals and policies of the Shoreline Master Program (SMP). RCW 36.70A.480 The SMP goals and policies may also be included in an Environmental Element. The SMP goals and policies should be consistent with the rest of the comprehensive plan.

SMP goals and policies are included in the comprehensive plan. RCW 36.70A.480. When a jurisdiction updates its SMP consistent with Ecology's new guidelines (Chapter 173-26 WAC), and according to a schedule in RCW 90.58.080, protection for critical areas within shorelines is transferred from the critical areas ordinance to the SMP. Protection must be at least equal to that from the CAO under the GMA.

❑ SMP goals and policies.

1. **The City updated its Shoreline Master Plan in 2012 (Ordinance 2012-015) and requires no further adjustments as part of this GMA update.**

10. Essential Public Facilities (EPFs)

Provisions for Siting Essential Public Facilities (EPFs) should be consistent with CWPPs, RCW 36.70A.200, and should consider WAC 365-196-340 and 550. This section can be included in the Capital Facilities Element, Land Use Element, or in its own element. Sometimes the identification and siting process for EPFs is part of the CWPPs.

a. The plan includes a process or criteria for identifying and siting essential public facilities (EPFs). EPFs include those facilities that are typically difficult to site, such as airports, state education facilities, state or regional transportation facilities as defined in RCW 47.06.140, regional transit authority facilities as defined in RCW 81.112.020,, state and local correctional facilities, solid waste handling facilities, and in-patient facilities including substance abuse facilities, mental health facilities, group homes, and secure community transition facilities(SCTF) (defined in RCW 71.09.020(14)). [RCW 36.70A.200(1)] WAC 365-196-550 provides a list of essential public facilities and suggests a potential siting process.

❑ EPF identification and siting process

b. Policies that address the statutory requirement that no comprehensive plan may preclude the siting of essential public facilities. RCW 36.70A.200(5). WAC 365-196-550(3) list types of comprehensive plan provisions or development regulations that could make the siting of an essential public facility impossible or impractical.

❑ No preclusion policy

c. Jurisdiction considered the Office of Financial Management's list of essential state public facilities that are required or likely to be built within the next six years. RCW 36.70A.200(4). (Instructions to find the list are available from GMS)

❑ List considered

1. See Goals GS-2 and associated policies
2. Essential Public Facilities are acknowledged in the City Code.

11. Optional plan elements and sub-area plans

Additional elements are included in the plan, such as energy conservation, historic preservation, natural hazards, or community design. [RCW 36.70A.080 and WAC 365-196-445] These elements should be consistent with all other elements of the plan. Resources: Historic Preservation: A Tool for Managing Growth, Commerce, 1994, revised in 2005, Optional Comprehensive Plan Element for Natural Hazard Reduction, Commerce, 1999.

If any sub-area plans included in the plan, they must be consistent with the other plan elements. RCW 36.70A.080(2).

1. Not applicable

12. Consistency

Consistency is required by the GMA

a. All plan elements are consistent with relevant county-wide planning policies (CWPPs) and the GMA. RCW 36.70A.100 and 210 and WAC 365-196-400(2)(c) and 520. WAC 365-197-400(2)(c) suggests CWPPs be referenced in each element, or be appended to the plan to clearly show consistency. Some jurisdictions use a table to show consistency.

❑ CWPPs

The plan describes how all elements fit together, such as consistency of plan elements and future land use map, and consistency of land use and capital facilities elements. RCW 36.70A.070 (preamble). WAC 365-197-400(2)(f) recommends inclusion at the beginning of the comprehensive plan a section which summarizes how the various pieces of the plan fit together.

❑ Internal consistency

Plan is coordinated with the plans of adjacent jurisdictions. RCW 36.70A.100.

WAC 365-196-520 suggests counties and cities circulate their proposed plans and SEPA

documents with other counties and cities with which they share a common border or has related regional issues. Counties and cities are encouraged to resolve conflicts through consultation and negotiation.

❑ External consistency

1. **See Appendix C.**
2. **Plan will be shared with Marysville and reviewed for consistency by the County.**

13. Public participation, plan amendments and monitoring

Plan ensures public participation in the comprehensive planning process. RCW 36.70A.020(11), .035, and 140. WAC 365-196-600(3) provides a list of possible public participation choices.

❑ Public participation

If the process for making amendments is included in the comprehensive plan:

- The plan provides that amendments are to be considered no more often than once a year, not including the exceptions described in RCW 36.70A.130(2). WAC 365-196-640
- The plan sets out a procedure for adopting emergency amendments and defines emergency. RCW 36.70A.130(2)(b) and RCW 36.70A.390, WAC 365-196-650(4)

❑ Broadly publicized plan amendment process.

❑ Plan amendments no more than once a year.

a. Plan or program for monitoring how well comprehensive plan policies, development regulations, and other implementation techniques are achieving the comprehensive plan's goals and the goals of the GMA . WAC 365-196-660 discusses a potential review of growth management implementation on a systematic basis.

1. **No major changes in City permit review procedures are anticipated.**
2. **The Plan will be reviewed each year for any specific language changes are prompted by circumstances.**
3. **Citizens will have the opportunity to suggest changes each year as part of the annual amendment (docket) process.**

Appendix E: Natural Environment

Natural Environment

Air Quality

Three agencies have jurisdiction over the ambient air quality in the Puget Sound area: the U.S. Environmental Protection Agency (EPA), the State of Washington Department of Ecology (Ecology), and the Puget Sound Clean Air Agency (PSCAA). These agencies establish regulations that govern both the allowable concentrations of pollutants in the outdoor air (i.e., ambient air) and allowable contaminant emissions from air pollution sources. Although their regulations are similar in terms of stringency, each agency has established its own standards.

Unless the state or local jurisdiction has adopted more stringent standards, the EPA standards apply.

Table E-1: National and State of Washington Ambient Air Quality Standards

	National (EPA)		
Pollutant	Primary	Secondary	Washington State
Carbon Monoxide			
8-hour average	9 ppm	9 ppm	9 ppm
1-hour average	35 ppm	35 ppm	35 ppm
Particulate Matter			
PM10			
Annual average	50 µg/m3	50 µg/m3	50 µg/m3
24-hour average	150 µg/m3	150 µg/m3	150 µg/m3
PM2.5			
Annual average	15 µg/m3	15 µg/m3	15 µg/m3
24-hour average	65 µg/m3	65 µg/m3	65 µg/m3
Lead			
Quarterly average	1.5 µg/m3	1.5 µg/m3	1.5 µg/m3
Sulfur Dioxide			
Annual average	0.03 ppm	No standard	0.02 ppm
24-hour average	0.14 ppm	No standard	0.10 ppm
3-hour average	No standard	0.50 ppm	No standard
1-hour average	No standard	No standard	0.40 ppm[a]
Ozone			
8-hour average[b]	0.08 ppm	0.08 ppm	0.08 ppm
Nitrogen Dioxide			
Annual average	0.05 ppm	0.05 ppm	0.05 ppm

Table E-1 lists the national ambient air quality standards (NAAQS) as adopted by EPA and Ecology. The NAAQS consist of primary standards designed to protect public health and secondary standards designed to protect public welfare (e.g., preventing air pollution damage to vegetation). The more stringent secondary standards are used to regulate air quality.

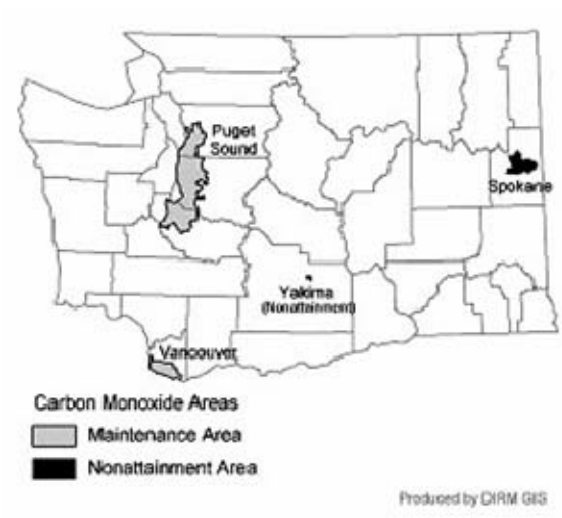
Notes:

- Annual standards never to be exceeded. Short-term standards not to be exceeded more than once per year unless noted.
- ppm = parts per million
- PM10 = particles 10 microns or less in size
- PM2.5 = particles 2.5 microns or less in size
- µg/m3 = micrograms per cubic meter
- [a] = 0.25 ppm not to be exceeded more than two times in 7 consecutive days.
- [b] = Not to be exceeded on more than 1 day per calendar year as determined under the conditions indicated in Chapter 173-475 WAC.

Ecology and PSCAA operate ambient air quality monitors throughout the Puget Sound region. Most of the monitors have intentionally been placed at locations most likely to experience degraded air quality (e.g., near industrial facilities or at heavily-congested downtown areas). A few monitors have been operated in outlying areas to measure ambient concentrations in typical suburban or rural settings where concentrations are acknowledged to be low.

The Puget Sound Clean Air Agency (PSCAA) monitors air quality. The entire UGA falls just within the northeastern boundary of the Non-Attainment Area. According to that agency's available documents air quality in the Arlington area is generally good, though there are some localized concerns. Their data shows that the largest emission sources include U.S. Marine (boat building), Subert & Walker Pre-Finishing (wood kitchen cabinets), 23 gasoline stations, two auto body shops, and the airport and support industries. In addition, diesel combustion sources such as school buses, trucks and heavy equipment appear to emit air toxics of the greatest risk for harming human health in the region.

While no specific data exists for the immediate Arlington area, one can assume that air quality is better than in the areas that are monitored. The Puget Sound region has only had non-attainment days for three of the six major pollutants common to industrialized societies. These are:



Carbon Monoxide (CO)

Carbon monoxide is a colorless, odorless, toxic gas commonly formed when carbon-containing fuel is not completely burned. It chemically combines with the hemoglobin in the red blood cells to decrease the oxygen-carrying capacity of the blood. It also weakens the contractions of the heart, thus reducing the amount of blood pumped through the body. Additionally it can affect the functioning of the lungs and brain. People with heart disease and pregnant women are particularly at risk. In the Puget Sound region, motor vehicles are the principal source of carbon monoxide. Highest levels occur mainly during autumn and winter months, and usually around congested transportation routes and other concentrations of motor vehicles (e.g., shopping centers). The monitor for CO is located in Everett near Broadway and Hewitt Avenue. Federal standards for CO (9 ppm averaged over 8 hours) have not been exceed since the 1989-90 monitoring year, when the standard was exceeded on two days. In 1991, the federal standard was exceeded on one occurrence (10.2 ppm); however, one exception is allowed under Federal policy. In 1992, there were no exceptions.

Particulate Matter (PM^{10})

Particulate Matter^{10} includes small (≤ 10 μm) particles of solid or aerosol particles of dust, soot, organic matter and compounds containing sulfur, nitrogen, and metals. Particulates enter the air

directly from industrial operations, motor vehicles (automobiles, buses, and trucks), fuel combustion (woodstoves and fireplaces), construction, and other sources. Particulates measuring ≤ 1 μm are especially associated with a variety of adverse effects on public health and welfare. The small particles can be breathed deeply into the lungs, producing injury by itself or in conjunction with gases. The elderly, those suffering from respiratory illness, and young children are especially prone to the deleterious effects of particulates. Soiling of buildings and other property, and reduced visibility are other results of high particulate matter levels. Ambient levels change daily due to variances in weather and activity level. PM^{10} is monitored in Marysville at the Junior High School. The Federal standard for PM^{10} is 150 $\mu g/m^3$ for a 24-hour average and 50 $\mu g/m^3$ for an annual arithmetic mean. The highest PM^{10} levels where measured in 1991, when the monitoring station registered 123 $\mu g/m^3$ in a 24-hour period. In both 1992 and 1993 the level has hovered around 100 $\mu g/m^3$.

Ozone (O3)

Ozone is a pungent smelling, colorless gas produced in the atmosphere when nitrogen oxides and volatile organic compounds chemically react under the effect of strong sunlight. It is a pulmonary irritant that affects lung tissues and respiratory functions. Ozone impairs the normal function of the lung and, at concentration between 0.15 and 0.25 ppm, causes lung tightness, coughing, and wheezing. Other oxidants that often accompany ozone cause eye irritation. Persons with chronic respiratory problems, such as asthma, seem most sensitive to increases in ozone concentration. Ironically, ozone is beneficial when it occurs very high in the atmosphere, miles above the earth, where it protects us from harmful ultraviolet radiation. The highest levels are measured on hot days from mid-May to mid-September, and because of weather patterns the highest ozone values normally occur south to southeast of the major cities or source areas. There are no monitoring stations in Snohomish County; the closest are in Blaine and Beacon Hill (Seattle). In 1987 the Puget Sound Region attained the ozone standard (0.12 ppm/hour/3 year average), but in 1990 the region was once again out of compliance. In 1991 the region again fell below the standard. The Arlington area, however, is in compliance. Nevertheless, Arlington is in PSRC's designated "Ozone Maintenance Area."

Attainment Status for Snohomish County

Based on measured ambient air quality data from the agencies' network of air quality monitors, EPA and Ecology designate all portions of the state as either "attainment" or "nonattainment" with respect to the NAAQS standards. Areas designated as nonattainment have exceeded NAAQS standards for those pollutants. If, as is the case of most of Washington State, the measured concentrations in a nonattainment area improve so they are consistently below the NAAQS standards, Ecology and EPA can reclassify the nonattainment area to a "maintenance area." In that case, Ecology and the regional planning agencies are required to implement a "maintenance plan" to ensure ongoing emission reductions and continuous compliance with the NAAQS standards. Typical emission reduction requirements specified in maintenance plans include continuation of motor vehicle inspection and maintenance programs that were originally established while the area was designated as nonattainment.

In 1978, the central Puget Sound region (including much of Snohomish County) was classified as a nonattainment area by the EPA for CO and O3. In 1987, the industrial areas of the Seattle

Duwamish River, Kent Valley, and Tacoma Tide flats were classified as nonattainment areas for PM10. None of those PM10 nonattainment areas affect Snohomish County.

In 1996, having met the federal standards for several years, the region (including Snohomish County) was re-designated by the EPA as a maintenance area for CO and O3. As required by the EPA, the Puget Sound region has a maintenance plan for the CO and O3 maintenance areas. The EPA has approved all of these plans.

Approval of the CO maintenance plan occurred on October 11, 1996; approval for the O3 maintenance plan occurred on November 25, 1996. The three previous PM10 nonattainment areas within the Puget Sound region (none were in affected Snohomish County) were also re-designated as maintenance areas. See the Puget Sound Regional Council (PSRC) map of Designated Maintenance Areas for Criteria Pollutants Carbon Monoxide, O3, and Particulate Matter at www.psrc.org/datapubs/maps/index.htm. The map shows the location of the maintenance area boundaries.

Air Quality Permitting Requirements for Snohomish County

This section describes air quality permitting requirements for proposed new public and private sector projects in the County.

Air Quality Permitting for Stationary Air Emission Sources

Stationary air pollutant sources are regulated by either PSCAA or Ecology. New “minor sources” (facilities that emit less than 100 tons per year of any single listed air pollutant are required to apply for a Notice of Construction (NOC) air quality permit issued by PSCAA.

The application for an NOC permit requires the facility to install Best Available Control Technology (BACT) to reduce emissions, to conduct computer modeling to demonstrate that the facility’s emissions will not cause ambient concentrations to exceed the NAAQS limits, and to minimize the impacts of odors and toxic air pollutants.

New “major sources” (facilities that emit more than 100 tons per year of any single air pollutant) are required to obtain a Prevention of Significant Deterioration (PSD) permit and an Air Operating Permit from Ecology. The requirements for a PSD permit are more stringent than for an NOC permit. Facilities with a PSD permit must comply with lower ambient air quality limits, and must demonstrate they will not cause visibility or acid deposition problems at national parks and wilderness areas in the region.

Conformity Analyses for State or Federally Funded Transportation Projects

Cars and trucks on public roads are the largest single source of emissions in Snohomish County and the Puget Sound region. However, until the early 1990s there were no air quality regulations applicable to public roadway projects. In 1990, EPA and the Washington legislature enacted new regulations requiring federally- or state-funded highway projects to evaluate their local and regional air quality impacts. Transportation projects proposed for construction within nonattainment areas or maintenance areas are subject to the Transportation Conformity regulations specified under federal regulations (40 CFR Part 93) and state regulations (Chapter 173-420 WAC). The permitting agency must demonstrate conformity by the following steps:

- Confirm that the project is included in the regional Transportation Improvement Plan (TIP).
- Confirm that the regional emissions (including the proposed project) described in the TIP are within the allowable emission budget specified by Ecology.
- Use an EPA-approved air quality dispersion model to assess CO concentrations at the most heavily congested intersections.

Countywide and Puget Sound Regional Emissions

Table E-2 lists estimated Countywide and regional air pollutant emissions from various source categories for the year 1996. The emission estimates demonstrate trends characteristic of the suburban and rural nature of the County. Cars and trucks on public roads are major sources of NOx and hydrocarbons, which are the precursors to regional O3 impacts. Industrial point sources might impact air quality adjacent to each facility, but overall they are relatively small contributors to emissions within the County. During the winter residential wood stoves and fireplaces are major contributors to PM10 and PM2.5 emissions.

Table E-2: Air Pollutant Emissions in Snohomish County (tons per year)

Category	PM10	PM2.5	SO2	NOx	VOC	CO
Architectural Surface Coating	0	0	0	0	926	0
Natural Biogenic Sources	0	0	0	487	22,892	0
Recreational Boats	65	65	13	154	1,576	4,719
Consumer/Commercial Solvents	0	0	0	0	2,101	0
Prescribed Burning	325	299	4	99	173	2,770
Non-road Mobile	260	251	206	2,447	3,147	26,397
On-road Mobile	630	498	643	18,017	12,504	117,593
Road Dust - Paved	1,977	184	0	0	0	0
Point Sources	89	80	508	1,727	1,409	738
Ships	101	98	738	1,900	163	1,114
Soil Ammonia Emissions	0	0	0	0	0	0
Agricultural Tilling	311	63	0	0	0	0
Road Dust - Unpaved	880	132	0	0	0	0
Woodstoves and Fireplaces	2,409	2,332	36	226	6,108	17,946
Snohomish County Totals, tons per year	7,047	4,002	2,148	25,057	50,999	171,277
Puget Sound Regional Totals, tons per year	43,583	23,633	13,625	134,553	220,098	943,924

Source: PSAPCA 1996

Biological Resources

Wildlife

The Arlington area supports moderate numbers of numerous species of fish, birds, amphibians, reptiles, and insects and other invertebrates, some of which are state and federal listed. Please refer to Table E-3: WDFW Region 4 Species of Concern (including Arlington) for a listing of all such species that the Washington Department of Fish and Wildlife knows of in Region 4, which includes Arlington, that are state endangered, state threatened, state sensitive, state candidate, or species of concern, as well as species listed or proposed for listing by the U.S. Fish and Wildlife Service or the National Marine Fisheries Service. This list does not include insects or mollusks.

Most species on this list do not live in Arlington, and there is low probability of finding them here. However, some may have a relationship with the ecological functions affected by actions in Arlington, such as feeding on salmon from our local streams.

Some sensitive species have been observed but are not on the DFW database, probably due to the historical lack of reporting of such species.

Endangered species (listed under the Endangered Species Act), Threatened and other notable species that are known to exist in the UGA include:

Bald Eagle (*Haliæetus leucocephalus*) – (federal and state threatened) Formerly an Endangered Species, the Bald Eagle was removed from the ESA threatened list in 2007. It is still protected by the Bald and Golden Eagle Protection Act which does not create a land use restriction but prohibits posession or harm to it.

Nests are known to exist at various locations on the main, south fork and north fork Stillaguamish. Several are found along the north shore of the Stillaguamish River near the Dike Road. The Department of Wildlife has developed Bald Eagle Site Management Guidelines for use when reviewing proposed development projects. Property owners are responsible for preparing and implementing a habitat and nest management plan when a project falls within a management area.

Bull trout (Salvelinus confluentis) – A federally listed threatened species under the Endangered Species Act, bull trout have been identified using Arlington's streams. These streams are identified on the Snohomish County ESA maps[1] as "presumed habitat." The presumed use would be only rearing or refuge, as Bull trout spawning is believed to occur in the upper reaches of the Stillaguamish watershed in the cooler headwater streams.

Chinook Salmon (Oncorhynchus tschawytscha) – Chinook are considered to use the Stillaguamish River, larger streams, side channels and riverine wetlands rather than the smaller streams traveling through Arlington. Therefore, the areas of town that lay alongside the main stem and south fork Stillaguamish River are considered areas of Chinook usage. The majority of Chinook spawning occurs in the upstream areas but there are normally occasional redds found in lower areas of the river. A majority of the juvenile population travel downriver during the spring high flows to spend time growing in the highly productive estuary. A small percentage (5-8%) of the juveniles are considered riverine and will over-winter to head for the estuary as a one-year old smolt. The current population of Chinook is around 1,400 annually returning adults[2].

Steelhead (Onchorhynchus mykiss) – May 7, 2007 Puget Sound Steelhead were listed as Threatened under the Endangered Species Act. Steelhead are considered to use the Stillaguamish River, larger streams, side channels and potentially the streams in Arlington's City Limits. National Marine Fisheries Service is beginning the development of a Steelhead

[1] Based on Washington Department of Fish and Wildlife data.

[2] Technical Assessment and Recommendations for Chinook Salmon Recovery in the Stillaguamish Watershed, Stillaguamish Technical Advisory Group, September 2000.

Recovery Plan that will provide guidance to jurisdictions on how to participate in the recovery of the species. Steelhead are different that salmon in that they can return multiple times to spawn and move from freshwater to saltwater multiple times throughout their life span. Similar to bull trout due to physical ability and habits a steelhead may travel anywhere a coho salmon will travel.

Table E-3: WDFW Region 4 Species of Concern (including Arlington)

Common Name	Status	
	State	Federal
FOUND IN ARLINGTON		
Bald Eagle	T	T
Bull Trout	C	T
Chinook Salmon	C	T
Steelhead		T
A SMALL CHANCE OF BEING FOUND IN ARLINGTON		
Harlequin Duck		SC
Larch Mountain Salamander	C	SC
Northern Goshawk	C	SC
Peregrine Falcon	E	SC
Purple Martin	C	
River Lamprey	C	SC
Townsend's Big-Eared Bat	C	SC
Western Pond Turtle	E	SC
Western Toad	C	SC
LITTLE TO NO CHANCE OF BEING FOUND IN ARLINGTON		
Black Rockfish	C	
Bococcio Rockfish	C	
Brant's Cormorant	C	
Brown Rockfish	C	
Canary Rockfish	C	
China Rockfish	C	
Columbia Spotted Frog	C	SC
Common Loon	S	
Common Murre	C	
Copper Rockfish	C	
Golden Eagle	C	
Gray Whale	S	
Gray Wolf	E	E
Green Striped Rockfish	C	
Grizzly Bear	E	T
Lynx	T	T
Marbled Murrelet	T	T
Merlin	C	
Olympic Mud Minnow	S	
Orca Whale	C	
Oregon Vesper Sparrow	C	SC
Pacific Cod	C	
Pacific Hake	C	
Pacific Harbor Porpoise	C	
Pacific Herring	C	
Pileated Woodpecker	C	
Pygmy Whitefish	S	
Quillback Rockfish	C	
Red Striped Rockfish	C	
Roosting Concentrations of	C	

Common Name	Status	
	State	Federal
Myotis Bats (Keen's)		
Sandhill Crane	E	
Spotted Owl	E	T
Steller Sea Lion	T	T
Streaked, Horned Lark	C	C
Tiger Rockfish	C	
Tufted Puffin	C	SC
Vaux's Swift	C	
Walleye Pollock	C	
West Slope Cutthroat		SC
Widow Rockfish	C	
Wolverine	C	SC
Yellow Eye Rockfish	C	
Yellow-Billed Cuckoo	C	C
Yellowtail Rockfish	C	

Key: E = Endangered, T = Threatened, C = Candidate, P = Proposed, S = Sensitive, SC = Species of Concern

Vegetation and Habitat

Disturbance of ecological communities and division into isolated habitats are the major causes for the decline in animal and plant species. Conserving viable ecological habitats in an interconnected system is the most effective way of conserving vegetation and wildlife. Many habitats that are conserved for environmental or scenic reasons cannot survive division into small isolated land parcels. The concept of managing wildlife habitat on a regional scale is one of the precepts on which the Growth Management Act is based. The theory is that by concentrating growth within urbanized UGAs where significant habitat no longer exists or is difficult to maintain due to the effects of growth, large, regionally significant habitats and wildlife corridors would be protected by limiting development in the County.

The City and UGA supports deciduous and coniferous trees (Douglas fir, spruce, hemlock, cedar, alder, cottonwood, and maple) as well as native shrubs, herbs, grasses, and wetland plants. Large and medium animals such as deer, coyotes, skunks, opossums, beaver, and bald eagles are still found occasionally within the City limits, but more frequently in some of the rural areas outside of the UGA. The riverine habitat and streams support seasonal and year-round fish and waterfowl. Even though many of the habitat areas had been greatly impacted by humans, many of our stream corridors (riparian areas) are healing through the maturing of past stream and wetland restoration projects. It is important to minimize further impacts, and review for potential impacts to wildlife and habitat is performed at the time of development permit application review through the SEPA process. Additionally, the City's Environmentally Critical Areas regulations are intended to protect wildlife and habitat.

The Washington Department of Wildlife has identified fourteen priority habitat types, two of which are found in Arlington planning area. These are:

Wetlands – Wetlands are fragile ecosystems that assist in the reduction of erosion, flooding, and ground and surface water pollution. Wetlands also provide an important habitat for wildlife, plants, and fisheries. Numerous wetlands have been identified in Arlington and the UGA – some

on a very general basis from aerial mapping, some are shown by the soil survey of Snohomish County, and others have been precisely mapped where development has occurred over the past few years. The City also utilized the 1997 DOE Wetland Characterization of the Stillaguamish Watershed for inventory and ESA planning. Generally, as properties develop the wetlands are more accurately delineated and mapped.

Review for potential impacts to wetlands is performed at the time of development permit application review through the SEPA process. Additionally, the City's Environmentally Sensitive Areas Ordinance protects wetlands and their buffers. Wetlands in the City of Arlington are protected because they are part of an important natural biological/flood prevention/water provision system that should not be irreversibly altered. Further, the wet soil severely limits structural development. Because of the specificity used in defining wetlands and the quality of available maps, site-specific evaluations performed at the time of project application are necessary for the evaluation of specific parcels per the Critical Areas Regulations. Arlington will continue to restore or re-create wetlands to mitigate for those that were lost during the early years of development.

Urban Natural Open Space – Land within an urban or urbanizing area that supports a priority species, functions as a wildlife corridor, or is an isolated remnant of natural habitat larger than 10 acres is considered an urban natural open space by the State Department of Fisheries and Wildlife. There are a few such areas remaining in the City of Arlington or its UGA. Such areas would be appropriate for public purchase as natural parks or protected habitat. Care should be taken when development projects are proposed on such properties. Any areas determined to be wildlife corridors or habitat are subject to the City's Environmentally Critical Areas regulations. It is important to recognize that there are distinct differences between lands that have been identified as wildlife habitat open space and recreational open space.

Water Resources

Ground Water

Ground water is derived from precipitation and surface water filtering through the ground to aquifers. The ground where this filtering process takes place is called an aquifer recharge area. The quality of recharge areas and surface waters needs to be protected to ensure the quality of the ground water used in the immediate area, as well as the quality of water for users down gradient from the recharge zone. Ground water pollution is very difficult, often impossible to clean. One of the functions of wetlands is to recharge aquifers and purify the water running through them. Aquifer recharge areas can be found in areas other than wetlands. The surficial geologies made up of recessional outwash found in areas around Arlington provide excellent aquifer recharge and storage areas. (See Table E-4: Arlington Aquifers.)

Most drinking water in the UGA is provided by Arlington. Some of this water is derived from wells (see Chapter 9 – Capital Facilities and Public Services Element, for a description of this system.) The Haller well supplies approximately 92%, while the airport well is 2%, and Snohomish County PUD provides 6%. Additionally, some residents use wells as their main source of drinking water. The aquifer for the City wells is found in the central portion of the UGA, mostly under the airport and adjacent to the Stillaguamish River at Haller Park (see Figure

2-1: Aquifer Recharge Area and City Wells). The depth of the shallow aquifer is approximately 50 feet; however the deep aquifer is 150 feet[3] (the airport well is 150' and Haller wells are 35 – 40' deep) and most uses should not affect the water quality if best management practices are used. The water quality is good if not overdrawn (whereupon iron may become a problem) and for most of the year would not require chlorination were it not a state requirement to retain mandatory residual chlorine levels.

Review for potential groundwater contamination is performed at the time of development permit application review through the SEPA process. Additionally, the City's Environmentally Critical Areas regulations protect wetlands and aquifer recharge zones providing groundwater replenishment and filtration. And the WCP has a watershed and wellhead protection plan.

For a description of groundwater resources at the County level, please refer to the *Final EIS for Snohomish County GMA Comprehensive Plan 10-Year Update*[4].

Surface Water

Rivers, streams, lakes, and other surface waters may be important means of transportation or valuable environmental, recreational, and/or scenic areas. The quality of water is important to the entire area's habitat value. Reduction in water quality will not only reduce the environmental and recreational value of the area, but it may also threaten the groundwater that is connected to the surface water system. (See Table E-5: Arlington Streams and Table E-6: Arlington Wetlands.)

The most important body of surface water in the UGA is the Stillaguamish River. It is an important regional habitat for various piscine, mammalian, reptilian, amphibian, and avian fauna and aquatic flora. The Stillaguamish River and its conditions are directly linked to the upland uses that modify the historic hydrological cycles. The river is also very important to the economic vitality of the City through the associated outdoor recreation activities. The river is used by boaters and fisherman throughout the year who utilize the entire Stillaguamish Valley, with Arlington being a key hub for those activities.

Other important bodies of water in the area include: Portage Creek, Prairie Creek, Kruger Creek, Quilceda Creek, Eagle Creek, and March Creek (See Figure 2-162: Major Water Bodies and Drainage Basins). There are also bodies of water outside of the UGA but with which the City is concerned as land uses in their vicinity may have impacts on the UGA. These include upstream and downstream reaches of the tributaries listed above and their associated drainage basins and wetlands. There are also numerous perennial and seasonal wetlands in the UGA (whose importance is discussed above under "Wetlands"). As with the Stillaguamish River, all of these waterways provide important social, economic, and natural functions that contribute to a healthy living environment and high quality of life.

Such water systems can be delineated into drainage basins. The Arlington UGA encompasses four major sub-basins: the Portage Creek sub-basin, the Quilceda Creek sub-basin, the Eagle Creek sub-basin, and the March Creek sub-basin. These are in turn comprised of many minor

[3]The Ground-Water System and Ground-Water Quality in Western Snohomish County, Washington; U.S. Geological Survey-Water Resources Investigations Report 96-4312.
[4] Still being developed at the time of writing of this document.

basins. For instance, emptying into the Portage sub-basin are the Prairie Creek and Kruger Creek sub-basins. The Edgecomb Creek sub-basin drains in to the Quilceda Creek sub-basin of the Snohomish river system. A small tributary locally referred to as Indian Creek drains in to the Eagle creek sub-basin. The remnant portions of March creek that remain exist outside of the UGA down in the Stillaguamish floodplain. The approximate boundaries of these drainage basins are also shown in Figure 2-20: Floodways & Floodplains. All waters within the UGA eventually drain into Puget Sound, either draining directly into the Stillaguamish River or via Quilceda Creek then into the Snohomish River Estuary.

In Arlington the surface water quality and quantity of riverine and riparian habitats are in a state of recovery. Nevertheless, it is obviously of paramount importance that the river and other waterways be protected and managed to improve listed species population status and recover their functionality. Any development must be designed to minimize impacts to the quality and quantity of the water or in-stream aquatic habitats. This includes preservation of the land that constitutes the waterways themselves and their associated buffers, and management of the quality of the water that enters them. Future development must consider point source discharges, non-point source discharges, and soil erosion, as well as development that reduces the instream habitat or changes the flow of the water in ways which damage the viability of the ecological system.

Regulatory Environment

There are a number of established laws with which the City of Arlington must comply when making land use decisions that could influence surface water resources. Table E-7: Federal and State Laws and City of Arlington Codes Affecting Land Use Decision Making Regarding Surface Water Resources identifies some of these laws and describes consistency requirements.

Table E-4: Arlington Aquifers

Sub-Basin	Reach	In or Outside UGA	Planning Sub-Area	Private or Public	Fish bearing	Salmon bearing	Type or Class per AMC 20.88	Length or Area	Unit
Alluvial Northfork Stillaguamish	Trafton upstream to Darrington	out	N/A	pub					acres
Vashon Recessional Outwash Bryant		out	N/A	pub					acres
Vashon Recessional Outwash Marysville trough (Airport Aquifer)		in	A/I	pub					acres
Vashon Recessional Outwash Arlington Heights		out	N/A	pub					acres
Vashon Advance Outwash Bryant		out	N/A	pub					acres
Vashon Advance Outwash Getchell		out	N/A	pub					acres
TOTAL								0	acres

Table E-5: Arlington Streams

Sub-Basin	Reach	In or Outside UGA	Planning Sub-Area	Private or Public	Fish bearing	Salmon bearing	Type or Class per AMC 20.88	Length or Area	Unit	Riparian Condition	Instream Habitat	Fish Blockages	Water Quality	Water Quantity	CAPE in place?
Portage Creek	186th - 204th	in		pvt	Yes	Yes	2	8,000	lin ft	PF	PF	PF	AR		yes
Portage Creek	204th - Highway 9	in	Kent Prairie	both	Yes	Yes	2	1,800	lin ft	PF	AR	AR	AR		yes
Portage Creek	Highway 9 - Sweetwater	in	A/I, Arl Bluf	pvt	Yes	Yes	2	3,000	lin ft	PF	PF	PF	AR		no
Portage Creek	Sweetwater - Rivercrest	in	Arl Bluff	pvt	Yes	Yes	2	1,200	lin ft	PF	PF	PF	AR		no
Portage Creek	Rivercrest - City Boundary	in	Arl Bluff	pub	Yes	Yes	2	2,000	lin ft	PF	PF	PF	AR		yes
Praire Creek west	Deones - 172nd	in	Hilltop	pvt				1,400	lin ft	NP	NP	NP	AR		no
Praire Creek west	172nd - Jensen Bus. Park	in	Hilltop, A/I	pvt	Yes	Yes/no	2	12,000	lin ft	AR	AR	NP	AR		both
Praire Creek west	Jensen Bus. Park - Newell Machine	in	A/I	pub	Yes	Yes	2	2,400	lin ft	AR	PF	PF	AR		yes
Praire Creek west	Newell Machince - Confluence w/Portage	in	A/I	pvt	Yes	Yes	2	1,800	lin ft	AR	AR	AR	AR		no
Praire Creek east	172nd - Crown Ridge Blvd	in	Hilltop	pvt	Yes		2/3	2,000	lin ft	AR	AR	?	AR		
Praire Creek east	Crownridge Blvd - Highway 9 east	in	Hilltop	pub	Yes	No	3	2,000	lin ft	AR	PF	NP	AR		no
Praire Creek east	Highway 9 west - AVL confluence	in	Hilltop, A/I	both	Yes	Yes	2	2,700	lin ft	AR	NP	NP	AR		no
Kruger Creek	Alternacare - Portage street	in	Kent Prairie	both	Yes	Yes	2	1,000	lin ft	AR	AR	PF	AR		no
Kruger Creek	Portage Street - 79th Ave NE	in	Kent Prairie	pvt	Yes	Yes	2	1,400	lin ft	AR	NP	PF	AR		yes
Kruger Creek	79th Ave NE - Confluence w/Portage	in	Kent Prairie	pub	Yes	Yes	2	1,400	lin ft	PF	PF	PF	AR		yes
Eagle Creek	Brekhus/Beach addition	in	Burn Hill, Southfork	pvt	Yes	Yes/no	2	21,800	lin ft	AR	AR	NP	AR		no
Eagle Creek	Graafstra	in	Southfork, OT	pvt	Yes	Yes	2	6,200	lin ft	AR	NP	AR	AR		no
Edgecomb Creek	Deones addition east tributary	in	Hilltop	pvt	no	no	4	1,900	lin ft	NP	NP	NP	NP		no
Edgecomb Creek	Deones addition west tributary	in	Hilltop	pvt	Yes	Yes	2	3,000	lin ft	AR	AR	AR	AR		no
Edgecomb Creek	Arlington Square - Copart east	in	SP/SR531	pvt	Yes	Yes	2	4,500	lin ft	NP	NP	NP	NP		both
Shoultes Tributary	Copart west	in	SP/SR531	pvt	Yes	Yes	3	650	lin ft	NP	NP	NP	NP		yes
Smokey Point Tributary	Country Manor	in	SP/SR531		Yes		3	2,900	lin ft	NP	NP		NP		
Stillaguamish, Southfork	Graafstra - Centennial trail	in	Old Town	both	Yes	Yes	1	2,800	lin ft	NP	NP	PF	NP		no
Stillaguamish, Mainstem	Centennial trail - Haller park	in	Old Town	both	Yes	Yes	1	350	lin ft	NP	NP	PF	NP		no
Stillaguamish, Northfork		out	N/A	all					lin ft	x			x	x	
Eagle creek		out	N/A						lin ft	x	x	x	x	x	
Edgecomb		out	N/A						lin ft	x	x	x	x	x	
Kruger Creek		out	N/A						lin ft	x			x	x	
March Creek		out	N/A						lin ft	x			x		x
Portage Creek		out	N/A						lin ft	x	x	x	x	x	
Prairie Creek		out	N/A						lin ft	x			x	x	
TOTAL								88,200	lin ft						

Table E-6: Arlington Wetlands

Sub-Basin	Reach	In or Outside UGA	Planning Sub-Area	Private or Public	Fish bearing	Salmon bearing	Type or Class per AMC 20.88	Length or Area	Unit	Riparian Condition	Instream Habitat	Fish Blockages	Water Quality	Water Quantity	CAPE in place?
Portage Creek	High School Mitigation Wetlands	in		pub	No	Good		3.0	acres	PF					yes
Portage Creek	Crown Ridge stair Climb	in		pub		Good		8.1	acres	PF			AR		yes
Portage Creek	Hecla	in		pvt	Yes	Good	2	4.3	acres	PF	AR	AR	AR		no
Portage Creek	Pioneer Ponds	in		pvt	Yes	Good	2	2.0	acres	AR	PF	PF	AR		no
Portage Creek	Klein farm	in		both	Yes	Good	2	173.2	acres	NP	AR	PF	AR		yes
Prairie Creek	Chilelli - Magnolia Meadows-Gleneagle	in		pvt	Yes	Good	2/3	18.0	acres	NP	NP	AR	AR		no
Prairie Creek	Arlington Valley Land EPA wetland	in		both	No	Good		7.5	acres	PF					yes
Prairie Creek	Anderson Hunter	in		pvt			2	5.3	acres	AR	AR	AR	AR		no
Prairie Creek	Jensen Bus. Park created wetland	in		pub	Yes		2	1.0	acres	PF	PF	PF	AR		yes
Kruger Creek	Wallace Ponds	in		pvt	Yes		2	12.1	acres	AR	AR	PF	AR		no
Eagle Creek	Beach floodplain property	in		pvt	Yes		2	84.4	acres	NP	NP	AR	AR		no
Eagle Creek	Post Middle School Clay Cliff Ponds	in		pub	Yes		2	50.0	acres	PF	PF	PF	PF		no
Eagle Creek	Graafstra	in		pvt	Yes		2	97.0	acres	NP	NP	AR	AR		no
Edgecomb Creek	Incline-Attonement Lutheran-Arl. Square	in		pvt				2.0	acres	AR			AR		no
Edgecomb Creek	Crown Distributing land	in		pvt	Yes		2	29.0	acres	NP	NP	NP	NP		both
Shoultes Tributary	Copart west	in		pvt	No			8.0	acres	AR			AR		yes
Smokey Point Tributary	Crown Manor	in					2/3		acres	NP			NP		
Portage/upstream	Wetland # 1247 per DOE Inventory	out	N/A	pvt				28.7	acres						
Portage/upstream	Wetland # 1561 per DOE inventory	out	N/A	pvt	Yes	Yes		26.5	acres	AR	PF	AR	AR		
Portage/downstream	Wetland # 1051 per DOE inventory	out	N/A	pvt	Yes	Yes		140	acres	NP	NP	AR	AR		No
Prairie/upstream	Wetland # 1144 per DOE inventory	out	N/A	pvt	Yes			8.3	acres	PF	PF	AR	AR		
March/downstream	Valley Gem Farms	out	N/A	pvt				70.8	acres	NP	NP		NP		No
TOTAL								779.2	acres						

Type or Class subject to change as identified by most recent delineation and wetland assessment.

Table E-7: Federal and State Laws and City of Arlington Codes Affecting Land Use Decision Making Regarding Surface Water Resources

Law or Policy	Jurisdiction	Effect on Comprehensive Plan Land Use Decisions
Growth Management Act	State	Reduce sprawl by concentrating development within urban growth boundaries; protect natural resource within boundaries to extent feasible by requiring the designation and protection of open spaces and critical areas.
Shoreline Management Act	State	Requires incorporation of goals and policies into comprehensive plans that guide development regulations for specific shoreline uses including measures for conservation, economic development, recreation, housing, and others.
Endangered Species Act	Federal	Restricts activities that would significantly affect listed species and their habitats. Activities that alter patterns of run-off, alter water quality, or that physically alter streams or riparian corridors are assumed to have harmful effects on fish. Provides 4(d) rule to assure local governments that activities it authorizes or conducts are legally permissible and consistent with the conservation of listed species. In Snohomish County, the species protection that most impacts development activities are Chinook and Bull Trout.
National Pollutant Discharge Elimination System (NPDES)	Federal/State	The City has applied for and will soon operate under Phase II NPDES permit requirements. Permit requirements include stormwater quantity and quality controls; public education and outreach; illicit discharge detection and elimination; construction site runoff; post construction runoff; and pollution prevention/good housekeeping practices.
Clean Water Act	Federal/State	Directs establishment of State surface water quality standards (SWQS), established the NPDES program, and identifies impaired water bodies (303d list) and procedures for restoring them (Total Maximum Daily Loads, TMDLs).
Puget Sound Water Quality Management Plan	Federal/State/ Tribal/Local	Develops coordinated set of intergovernmental actions to restore and protect the health of Puget Sound. Requires every municipality to develop and implement a comprehensive stormwater management plan.
City Critical Areas Regulations	City of Arlington	Provides local regulatory control of streams, wetlands, lakes, fish and wildlife habitat, and erosion-prone and geologically hazardous areas. Defines resource values, buffers and setback requirements, and other appropriate protective measures. AMC 20.88.
City Drainage Regulations	City of Arlington	Governs design and construction of drainage facilities for new development and redevelopment in order to prevent or minimize impacts to the City's waters. AMC Title 16.
City Grading Regulations	City of Arlington	Controls soil movement originating on developing land to prevent or minimize degradation of water quality, and to control the sedimentation of streams, rivers, lakes, wetlands, and other surface water. AMC 20.48.
Total Maximum Daily Loading Requirements	State	Establishes the maximum levels of discharge to water bodies from all uses within a watershed.

To ensure high water quality within the City, a number of mechanisms have already been implemented to provide this service. The City and Snohomish County manage the drainage basins within the Arlington UGA. Additionally, watershed managers including the Tribes meet regularly at Stillaguamish Watershed Council meetings to implement basin wide recovery and protection strategies. These managers share scientific inventories of watershed conditions, fish populations, water quality and other Stillaguamish specific information that can help us all provide efficient solutions. There have also been active riparian restoration projects occurring since 1995. In fact, there are very few stream reaches left in the Arlington City limits that require planting. Maintenance of those buffers will be ongoing for a number of years until the vegetation

is sufficiently established. Enforcement of the Critical Areas regulations will then be the limiting factor to success.

Development proposals within the City must also comply with AMC Chapter 20.64, Floodways, Floodplains, Drainage and Erosion and 20.28 Stormwater Utility. These codes regulate the manner in which stormwater is stored, released, and treated on-site before it enters the City's drainage system. The City's Critical Areas regulations also require 25-150 (average is 50) foot buffers around all waterways and wetlands so that any run-off entering the systems is filtered through vegetation (biofiltration). The City has been implementing a program of placing watershed identification signs throughout the City. The naming of these basins has helped with citizens being able to inform City staff with sub-basin reported activities. The restoration partnerships with the Stillaguamish Tribe of Indians and Sound Salmon Solutions are stretching available restoration dollars by utilizing local expertise and fisheries information.

The City is implementing regulations that allow the use of Low Impact Design (LID) for the management of stormwater run-off. The LID Best Management Practices are a combination of preferred designs based on site specific landscape characteristics, and optional types of LID system a landowner can implement to provide additional treatment of their on-site stormwater. The City has implemented LID projects such as rain gardens and the large old-town Stormwater Wetland as pilot projects that landowners can visit to consider if that may work for their project.

The City recently developed a Geo-Spatial tool that using GIS allows a user to identify a parcel and the tool will prescribe a LID practice that would best fit the site conditions. The tool incorporate GIS layers that can include soils, surficial geology, slope, groundwater depth, proximity to wells, proximity to springs, proximity to polluted sites, proximity to streams, proximity to wetlands and other characteristics that help guide a landowner LID options with high likelihood of functioning in harmony with the natural hydrology.

Noise

By urban standards, Arlington is relatively quiet, and this is one of the amenities mentioned when people talk about why they have moved here. Unfortunately, we have no measurements of ambient noise levels within the City limits, or the means to conduct them. The most noise is generated by traffic, especially along the federal and state highways and major arterials. This is particularly true along I-5 in Smokey Point, where more houses have been built along the freeway and traffic has increased. Other noise is generated by industrial uses within the industrial zone. Lastly, there are somewhat frequent sounds of airplanes using the airport, including a few corporate jets. None of these noise sources has been a major issue up to this point. However, it is anticipated that as more residential development occurs adjacent to the highways or around the border of the industrial zone noise will become a greater concern (see Table E-8: Origins of Most Frequent Noise Complaints). Additionally, we would expect that as the airport receives more traffic and the areas surrounding develop airplane noise would become a bigger issue. The land use plan should take into account any potential noise problems generated by incompatible land uses and appropriate designators should be placed on subjected properties.

Table E-8: Origins of Most Frequent Noise Complaints

Area Complaints Received From	Apparent Noise Source
Gleneagle	StellaJones/McFarland Cascade
Highland View Estates	Arlington Municipal Airport
Kona Crest and Jensen Street	67th Avenue NE and Pro-build Lumber

Source: City's Code Compliance Officer

Climate and Weather

Climate and weather, while not critical to land use planning, is a consideration in design and engineering. For example, the condition of roadways, public transit, and pedestrian/bicycle pathways is affected by the climate. Temperature variations are significant factors in the level of energy usage, and annual precipitation provides a source of water. The climate also influences economic activity, most notably agricultural production.

Summers in Arlington are mild and warm (average daytime temperature in the 70's) and winters are comparatively mild (average daytime temperature in the mid-40's). The frost-free period for the City generally begins in April and ends near the first of October. Precipitation is in the form of rain and snow, averaging 46.86 inches annually (average low of 1.68 inches in July to an average high of 6.23 inches in December)[5] (see Figure E-3: Arlington Rainfall, Yearly Totals and Figure E-4: Arlington Rainfall, Average Monthly totals). Relative humidity is fairly high due to the water influences. The prevailing wind is westerly or northwesterly most of the year.

Climate Change

The City of Arlington is lucky in the various scenarios that are presented as to the potential impacts of Climate Change. A 2014 study completed by NOAA Fisheries titled Influence of climate and land cover on river discharge in the North Fork Stillaguamish River (http://www.stillaguamishwatershed.org/Documents/Stillaguamish%20Flow%20Analysis%202014%20final%20report-%20NOAA.pdf) displays how the current impacts are already impacting the watershed. The records used go back to 1928 in providing documentation that precipitation levels and peak flows are increasing, while at the same time snow levels in Darrington are reducing. Simply put the City of Arlington can expect peak flood levels and storm intensities to continue to increase in to the future.

The City will continue to access any information that is relevant to the Stillaguamish and immediate region. The City will implement actions and land use regulations that can help with the adaptation to climate change. The City will seek grants and assistance from organizations like the University of Washington Climate Impacts Group as the risks and impacts of climate change become better understood. Examples of regulations that should allow for adaptive management tools include flood, stormwater, landslide, vegetation species selection and wildfire or Firewise programs.

[5] Arlington Utilities

Figure 1: 1-day maximum flow by water year, with linear regression trend line.

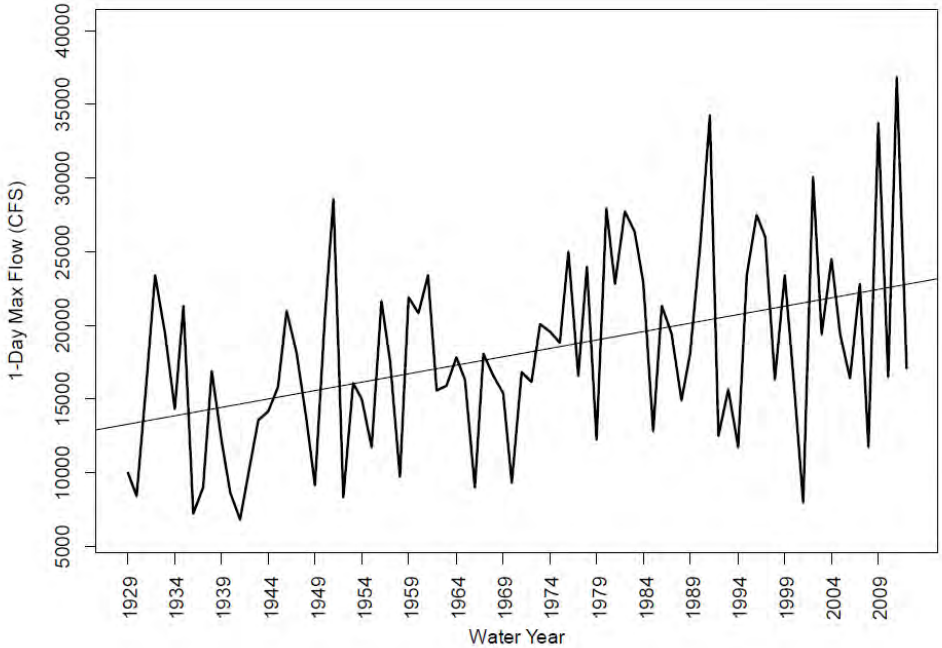


Figure 4: Total annual precipitation at Arlington, WA by water year, with linear regression trend line.

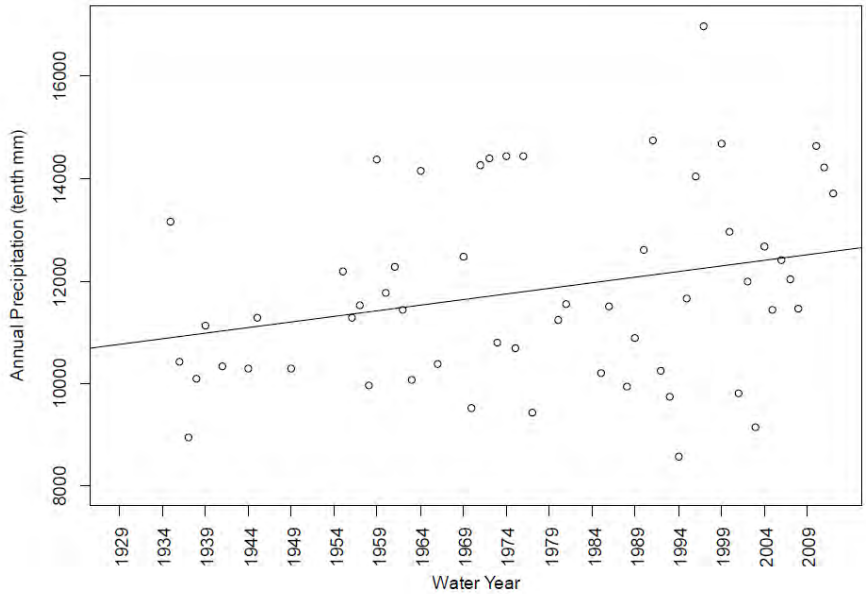
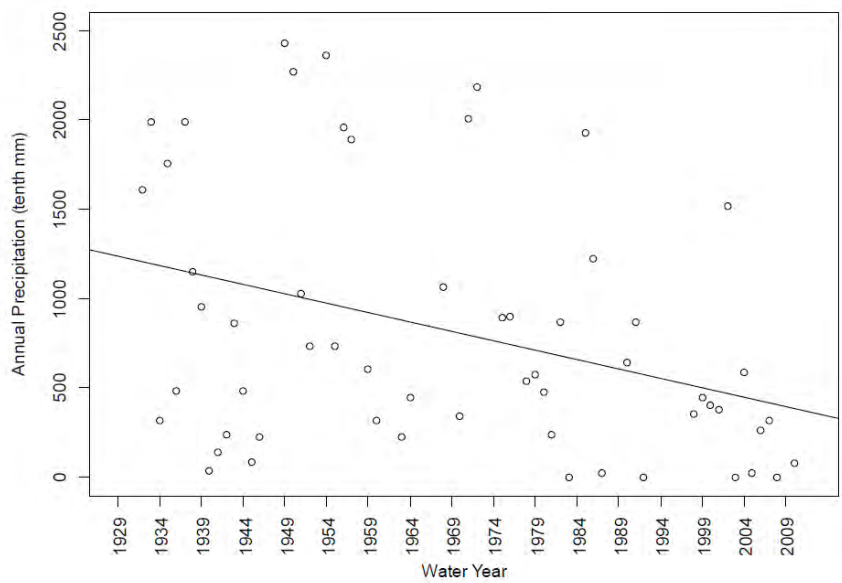


Figure 5: Total annual snowfall at Darrington, WA by water year, with linear regression trend line.



Land Form, Topography, Geology, and Soils

The Arlington UGA occupies a Pleistocene glacial terrace or glacial outwash lobe from the Cordilleran ice sheet recession, rising southeast from the flood plain of the Stillaguamish River and is in the foothills of the north range of the Cascades. It is on a relatively level series of stepped terraces, rising first from the Stillaguamish floodplain and then again east from the Quilceda-Allen drainage basin[6]. There are portions of the City that exist in the floodplain, as well as the burn hill area which provides for some higher elevation glacial till with steep slope topography. (Please refer to GIS maps for more accurate elevations.)

The load-bearing capacity of soil, the hydric properties, erosion potential, and characteristics with respect to shrink-swell potential all play a significant role in development of land. In particular, the hydric properties determine the potential for stormwater infiltration (LID) usage, indicate the existence of wetlands, and signal the potential for other environmental concerns.

The Soil Survey conducted by the U.S. Soil Conservation Service includes detailed soil maps that can be used for site selection and planning. The survey explains in great detail each soil's suitability for uses such as agricultural, residential, sanitary facilities (septic), recreational, woodland wildlife habitat and other land uses.

The general soil types in the Arlington area are classified as Everett gravelly sandy loam and Tokul-Pastik. These general soil types are moderately to very deep, moderately well to

[6] Which was at one time the route of the Stillaguamish River. The South fork Stilly and Pilchuck were connected.

excessively drained, and level to very steep. Such soils are generally found on till plains and terraces. This soil classification is composed of various primary soils, each with various characteristics and limitations. The primary soils found in the Arlington UGA are displayed in Figure 2-15: U.S. Soil Conservation Soil Survey Map, and listed in Table E-9: Soil Types in the Arlington UGA, page E-21. Note that while development limitations are listed, these are not considered reasons for denying development permits, only that certain precautions must be taken. Such issues are reviewed through the SEPA process during the development permit application process. The Environmentally Critical Areas regulations also regulate development on steep slopes, seismic areas, and other geologically hazardous areas. Site Potential Tree height, indicating potential stream buffer width considerations, are provided in the soil survey. In addition, soil suitability is used in determining the potential for development. The survey conducted by the U.S. Soil Conservation Service provides data that is specific enough to be used to determine site development constraints for particular parcels.

Figure E-3: Arlington Rainfall, Yearly Totals

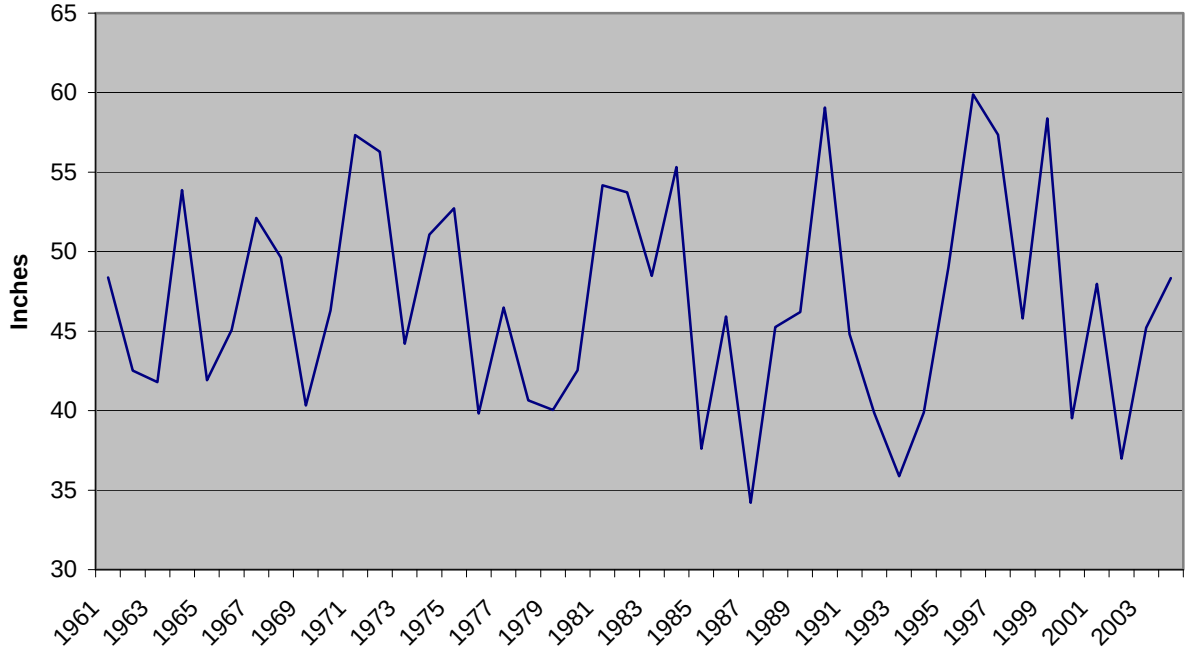


Figure E-4: Arlington Rainfall, Average Monthly totals

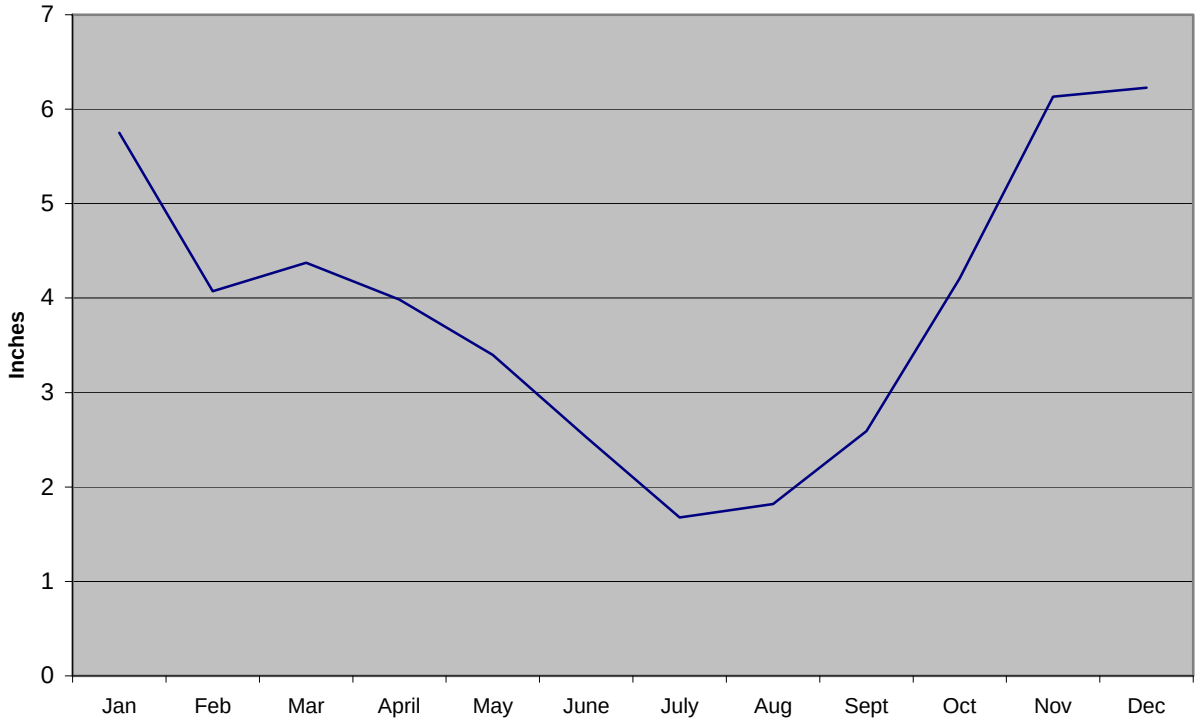


Table E-9: Soil Types in the Arlington UGA

Soil Classification	Soil Characteristics					
(% Slopes)	Depth	Drainage	Vegetation	Elevation (ft)	Permeability	Development Limitations
72 – Tokul gravelly loam (0-8)	Moderate	Moderately well	Conifers, subject to windthrow	200-800	Moderate to hardpan, very slow through	Wetness, reduced w/ drain tile; septic systems often fail
4 – Alderwood-Everett gravelly sandy loam (25-70)	Moderate to Very deep	Moderately well to excessive	Coniferous Forest	0-550	Alderwood - Moderate to hardpan, very slow through Everett - Rapid	Steepness; seasonal perched water table; drainage needed for basements, crawlspaces; sewer needed to prevent water contamination; soils need to be seeded after grading
13 – Custer fine sandy loam (0-2)	Very deep	Poor	Conifers & hardwoods	0-150	Moderate to hardpan, very slow through	Seasonal high water table; ponding, moderate permeability for septic; cutbacks subject to caving in
34 – Mukilteo muck	Very deep	Very poor	Sedges & rushes	20-1,000	Moderate	Not suitable; ponding & low soil strength; septic fails
30 – Lynnwood loamy sand (0-3)	Very deep	Excessive	Conifers	50-500	Rapid	Septic seepage; cutbacks subject to caving in
55 – Puget silty clay loam (0-2)	Very deep	Poor (must be artificially drained)	Hardwoods	0-650	Slow	Flood hazard and seasonal wetness
77 – Tokul-Winston gravelly loams (25-65)	Moderate to very deep	Moderately well to excessive	Conifers, subject to windthrow	200-900	Moderate to hardpan, slow through	Run-off rapid; erosion high
17 – Everett gravelly sandy loam (0-8)	Very deep	Excessive	Conifers	0-500	Rapid	None
19 – Everett gravelly sandy loam (8-15)	Very deep	Excessive	Conifers	0-500	Rapid	Steepness of slope
39 – Norma loam (0-3)	Very deep	Poor	Hardwood	20-600	Moderately rapid	Not suitable; subject to ponding
32 – McKenna gravelly silt loam (0-8)	Moderate	Poor	Conifers	100-800	Slow	Ponding; drainage needed; septic needs long absorption lines
57 – Ragnar fine sandy loam (0-8)	Very deep	Well	None (duff only)	300-1,000	Moderately rapid	Few limitations, though septic seepage can be a problem
48 – Pastic silt loam (8-25)	Very deep	Moderately well	Conifers	200-800	Slow	Seasonal high water table, wetness, reduced w/ drain tile; steep slopes; erosion
49 – Pastic silt loam (25-50)	Very deep	Moderately well	Conifers	200-800	Slow	Seasonal high water table, wetness, reduced w/ drain tile; steep slopes; erosion

Natural Hazards

The City of Arlington must be prepared for a significant emergency or region-wide disaster and be able to respond using only those resources located within the City in the most efficient manner. A disaster or emergency could cause the City to be isolated for a period of several days and exist solely on its own resources. Because of this possibility, the City has adopted a disaster plan, which addresses roles, responsibilities, and procedures to be followed in the case of an emergency (either natural or social).

Unlike in many other parts of the United States, the risk of natural disasters is relatively low in the Arlington area. Tornados, hurricanes, extreme freezes, blizzards, locust infestation, debilitating heat waves and pestilence are unknown in the region. However, the below listed natural events do have various probabilities of occurring.

Earthquakes

The City of Arlington and its residence should be prepared for the occurrence of an earthquake, which the area has experienced as recently as 2001 (6.8 on the Richter scale). Today's building code considers this risk in its requirements. Every household should have in place and practice an earthquake response plan.

High Winds

Another exception might be the occurrence of high winds (~80 mph), which the region experienced in 1993, and which we will undoubtedly experience again. Typically with such events we experience some minor building damage (e.g., roofs, awnings, etc.) and downed trees, which in turn causes short-term power outages and road blockages.

Volcanic Explosion/Debris Flow

The last exception would be a volcanic explosion on Glacier Peak, which could send a huge mudflow/flood (lahar) down the Stillaguamish Valley. (See USGS's Volcanic-Hazard Zonation for Glacier Peak Volcano.) Glacier Peak, at 10,541 feet, is located roughly 45 air miles east of Arlington. It’s most recent rumblings were about 6,000 years ago. During its most eruptive periods between 6,000 - 13,000 years ago, the debris caused by the eruptions flowed down the Stillaguamish channel to at least Arlington and I-5. Its biggest explosion was about 12,500 years ago, when it discharged debris four to five times as massive as the Mount St. Helens eruption in 1980. In fact, a debris dam created by the eruption caused the White Chuck and Suiattle rivers to change course from the Stillaguamish to the Sauk at Darrington.

Flood Hazards

The Federal Emergency Management Agency (FEMA) has defined areas showing the extent of the 100-year flood boundary in order to establish actuarial flood insurance rates and assist communities in efforts to promote sound flood plain management. Development on flood plains retards their ability to absorb water, restricts the flow of water, and causes hazards downstream by causing higher water and creating flood debris.

FEMA's Flood Insurance Rate Maps (FIRM) show only one 100-year flood plain within the City, that being along the Stillaguamish River and generally defined by the toe of the slope of the

plateau surrounding the Stillaguamish Valley (though there are some areas of the valley that are high enough to be out of the floodplain. Generally only small portions of the City limits extend into this area, as they are parts of parcels mainly on the upper plateau. There is a large 110 acre portion referred to as Island Crossing that is located in the 100-year floodplain. A copy of the FIRM is located at City Hall. However, the FEMA maps though providing our regulatory flood elevations may be outdated and a new mapping exercise is anticipated to reflect more up to date data on anticipated flood elevations and impacts of Climate change. The City may require landowners to perform additional modeling of anticipated flood impacts for project proposals in the floodplain.

Not being listed on the FIRM does not mean that some of the smaller creeks running through town couldn't also experience flooding during 100-year (or lesser or greater) storm events: FEMA just doesn't map these smaller areas. All development permits are reviewed for potential flooding hazards at the time of development permit application review. Additionally, the City's Environmentally Critical Area regulations and flood prevention regulations (found in the land use code) prohibit most types of development within the 100-year floodway, allowing only those types of uses that are non-impactive.

Geologically Hazardous Areas

Arlington does contain areas of steep slopes, most notably along the two steps rising from the Stillaguamish floodplain (see Figure 2-19: Geological Hazardous Area Map). We also have areas subject to liquefaction. Everything within the floodplain of the Stillaguamish River (including Island Crossing) is rated as high potential, and everything on the 2nd geologic tier (on which the airport and most of Arlington sits) is rated as moderate potential[7]. (Figure E-5: Liquefaction Potential)

Due to instability, visual impacts, and fire hazard, areas of steep slopes or unstable soils are not recommended for development without specific measures being taken to reduce or eliminate these potential impacts. AMC §20.88 contains restrictions on development in these areas.

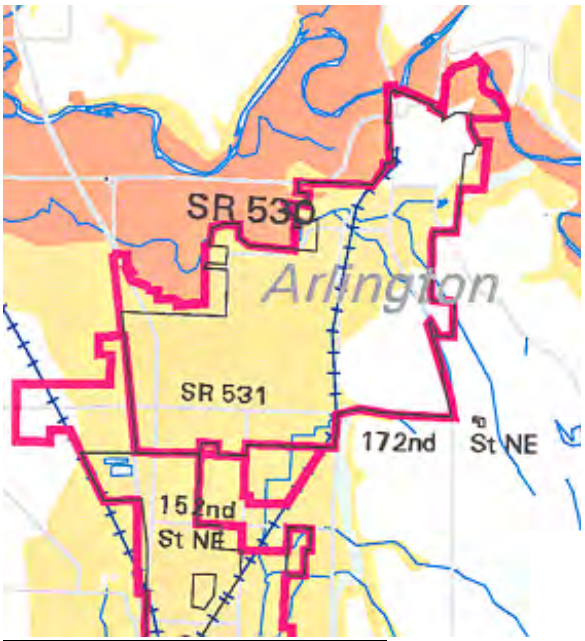


Figure E-5: Liquefaction Potential

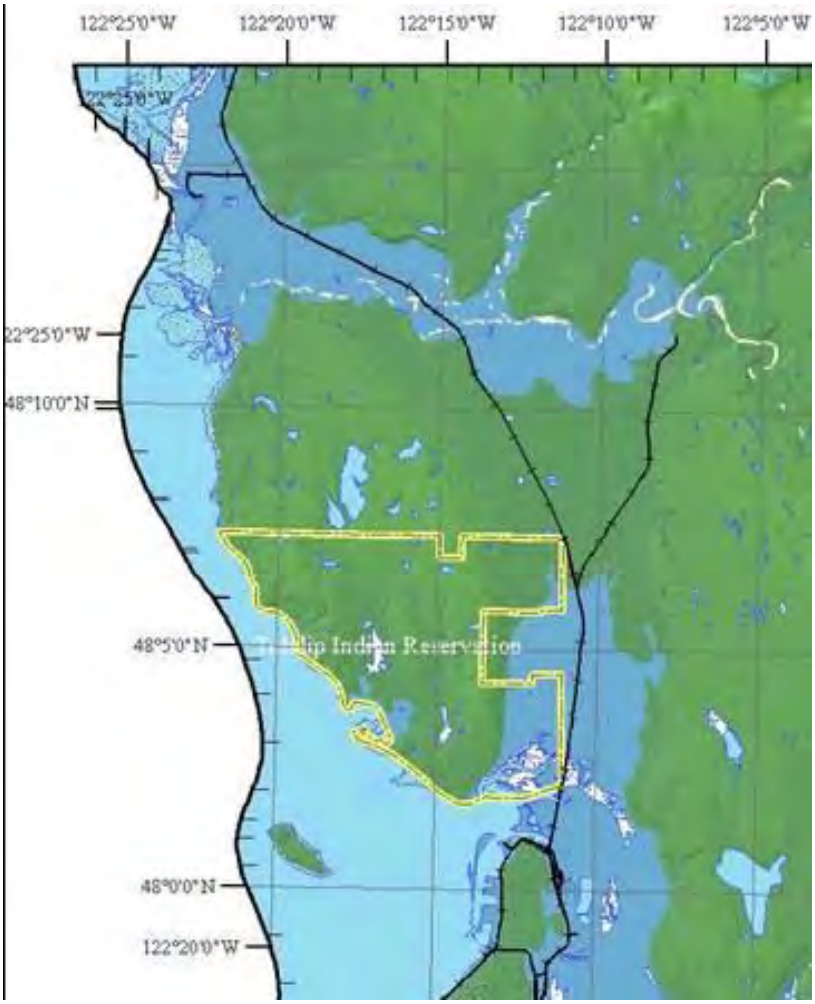
5.1.1.1 Tsunamis

The Snohomish County Department of Emergency Management has an identified Tsunami Risk Zone. Based upon input from NOAA's Pacific Marine Environmental Lab, a seventy-foot tsunami was used as the worst-case event likely to affect Snohomish County. The potentially flooded areas would thus be most of the land below the 70-foot elevation

[7] Draft EIS for Snohomish County GMA Comprehensive Plan 10-Year Update, May 2004

contour line (Figure E-6: SnoCo DEM Tsunami Hazard Areas). This estimate was based on projections from both NOAA and Washington State Department of Natural Resources. Under this scenario, the inundation zone would essentially be all of the Stillaguamish Valley downstream of Arlington and the northern part of downtown Arlington. However, this estimate is now considered excessive and would most likely not be as severe as originally projected.[8]

Figure E-6: SnoCo DEM Tsunami Hazard Areas



[8] Michael A. McCallister, Coordinator - Plans and Operations, Snohomish County Department of Emergency Management

Appendix F: City of Arlington Urban Area Comprehensive Plan Supplemental Environmental Impact Statement (SEIS)

CITY OF ARLINGTON URBAN AREA COMPREHENSIVE PLAN SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT (SEIS)

Description of Proposal: The City of Arlington plans under the Washington Growth Management Act (GMA) (RCW 36.70A.). The Act requires that cities periodically update their plans with current information, new rules and revised city codes. Arlington adopted its last plan in 2008, with forecasts and policies geared toward a Year 2025 vision. This updated Plan has a "horizon year" of 2035 and embraces the Puget Sound region's Vison 2040.

Requirements for an SEIS are governed by WAC 197-11-620:

An SEIS shall be prepared in the same way as a draft and final EIS (WAC 197-11-400 to 197-11-600), except that scoping is optional. The SEIS should not include analysis of actions, alternatives, or impacts that is in the previously prepared EIS.

The following document *supplements* the Final Environmental Impact Statement adopted as part of the 2008 Plan adoption.

Objectives of the Proposal: This Comprehensive Plan was developed in accordance with the GMA to address growth issues in the City of Arlington and the adjacent UGA. It represents the community's policy plan for growth over the next 20 years. It will assist the management of the City by providing policies to guide decision-making for growth, development and public services. Cities are required to update their plans every ten years. The original Arlington GMA Plan was adopted in 1994 and planned through the year 2015. The City adopted an updated Comprehensive Plan in 2004 designed to carry the community forward through 2025. This update plans for a target year of 2035.

Proponent: City of Arlington
238 N. Olympic Avenue
Arlington, WA 98223

Phone: 360.403.3441
Fax: 360.403.4605

E-Mail: administration@arlingtonwa.gov

Location of Proposal: Arlington Urban Growth Area (UGA)

Lead Agency: City of Arlington

EIS Required: A Supplemental Environmental Impact Statement (SEIS) was deemed necessary under RCW 43.21C.030(2)(c). The SEIS contains new information and analysis, but also builds on data and analysis contained in previous environmental documents prepared as part of the 2008 Comprehensive Plan.

The lead agency identified the following elements of the environment for discussion in the Supplemental EIS:

I. Natural Environment: Topography, soils, erosion, air quality, surface and groundwater, public water supplies, plant and animal habitat, fisheries, energy and natural resources.

II. Built Environment: Population, housing and employment through year 2035; land use, housing, recreation, transportation, public services, and utilities.

Purpose of the Supplemental EIS

The purpose of this Supplemental EIS is to assist the public and agency decision-makers in considering future decisions on land use patterns and Comprehensive Plan goals, policies, and development regulations for the City of Arlington as part of the Comprehensive Plan update. These broad decisions will provide direction and support for more specific actions by the City, such as capital improvements and implementing regulations.

The SEPA review of the Plan is a "planning level" analysis as opposed to a "project level" analysis. The latter is done for specific projects on specific sites and is much more detailed. A planning-level analysis is more general in nature. SEPA requires that analysis be as specific as the information available. Because the comprehensive plan is more general in its discussion of topics, the SEPA analysis will be more general than what might be found in a project level SEPA review. It is assumed that as specific projects or decisions are made in the future, more detailed information will be provided, and that the policies of this Plan will be considered in decision making. This is referred to as "Phased Review" and will be a part of future decision making using the 2015 updated Plan.

Programmatic Analysis

This Supplemental EIS provides qualitative and quantitative analysis of environmental impacts appropriate to the general nature of the Comprehensive Plan amendment proposals. The adoption of comprehensive plans or other long-range planning activities are classified by SEPA as a non-project (i.e. programmatic) action. A non-project action is defined as an action that is broader than a single site-specific project and involves decisions on policies, plans or programs. An EIS for a non-project proposal does not require site-specific analysis; instead the EIS discusses impacts and alternatives appropriate to the scope of the non-project proposal and to the level of planning for the proposal (WAC 197-11-442).

Integrating Environmental Impact Analysis with Growth Management Planning

The Washington State Environmental Policy Act (SEPA) requires all State and local agencies to use an interdisciplinary, integrated approach to build environmental factors into planning and the decision-making processes.

During the development of this Comprehensive Plan update, the City of Arlington is required to consider the potential environmental impacts of plan policies and alternatives. Cities and counties planning under GMA may address environmental concerns during the growth planning process by combining the requirements of GMA with those of SEPA, as specified by 1995 amendments to Chapter 197-11 of the Washington Administrative Code (WAC), SEPA Rules.

Cities and counties planning under GMA have the option of combining analyses, documentation and public involvement required under environmental and growth management laws. This results in an "integrated document", satisfying both GMA and SEPA requirements in one document, with the Environmental Summary serving as the Supplemental Environmental Impact Statement (SEIS) for this Plan.

A major benefit of this integrated approach is a more predictable process for development review. Evaluation of environmental choices during the planning process should facilitate analysis of potential environmental impacts as a result of development. This should result in more certainty and predictability for developers and landowners in association with future development proposals. The Comprehensive Plan and subsequent implementing regulations should therefore result in a timelier and more focused environmental review process.

Public Comment

Public workshops will be held by the Planning Commission on at City Hall, 223 N. Olympic Avenue, Arlington, Washington. The dates are April 21st, May 5th, May 18th (with Airport Commission), and May 19th. A public hearing will be held by the Planning Commission on June 2nd. Comments received at those meetings will be incorporated into the Final EIS. The June 2nd public hearing may result in a recommendation to the City Council which will also be incorporated into the Final EIS.

Analysis of Alternatives

No-Action Alternative

If the City Council takes no action to adopt a new comprehensive plan, the existing City of Arlington Comprehensive Plan adopted in 2008 will remain in effect. This alternative would continue to have conflicting growth targets for 2025 and 2035, inconsistencies between policies and improvement plans for Transportation and Utilities, buildable lands and other elements required to be reviewed as part of the mandatory 2015 update.

As a result, State funding of roads, parks, utilities and other infrastructure through the Public Works Trust Fund, PSRC, IAC and other sources could be denied. Other sanctions could be imposed if the Growth Management Hearings Board finds the City of Arlington to be out of compliance with State-mandated update requirements.

Proposed Action

The Proposed Action is adoption of the City of Arlington 2015 updated Comprehensive Plan. The 2015 updated Plan and Supplemental Environmental Impact Statement (SEIS) provide an updated land use plan and policies to address growth for a 20-year planning period through the year 2035 within the Arlington Urban Growth Area. The Plan includes updates to certain sections of the 2008 Plan and to ensure internal and external consistencies with Sewer, Water, Transportation Vision 2040, Transportation 2040 Plans; and with Multi-County and Snohomish County countywide planning policies.

A revised Critical Areas Ordinance using Best Available Science will also be adopted.

The Proposed Action consists of updates to the following components:

Chapter 1: Introduction
Chapter 2: Maps and Figures
Chapter 3: Goals and Policies
Chapter 4: Description of Planning Area
Chapter 5: Land Use Element
Chapter 6: Housing Element
Chapter 7: Parks and Recreation Element
Chapter 8: Transportation Element
Chapter 9: Capital Facilities and Public Services Element

Appendix A: Glossary of Terms
Appendix B: Essential Public Facility Siting Process
Appendix C: Consistency Matrix - Countywide Planning Policies
Appendix D: Comprehensive Plan Checklist
Appendix E: Natural Environment
Appendix F: Draft Supplemental Environmental Impact Statement
Appendix G: Response to Comments on DSEIS
Appendix H: Public Participation Program

II. FACT SHEET

Proposed Action: Adoption of an update of the City of Arlington's Comprehensive Plan as required by the Growth Management Act (GMA). The updated Comprehensive Plan provides an updated land use plan and policies to address growth for a planning period through the year 2035 within the Arlington Planning Area. The Plan includes updates to certain sections of the 2008 Plan. Development Regulations will be updated in 2015 to implement the policies of the updated Plan.

Location of Proposal: The City of Arlington and its surrounding unincorporated urban growth area (UGA). Arlington contains about 6600 acres of land within its current City limits.

There is a pending proposal for a 239-acre addition to Arlington's UGA under consideration as part of the County's Docket XVII process, west of I-5.

Proponent: City of Arlington

Lead Agency: City of Arlington
238 N. Olympic Avenue
Arlington, WA 98223

Phone: 360.403.3441
Fax: 360.403.4605

Responsible Official: Paul Ellis, SEPA Responsible Official

Required Approvals: Planning Commission recommendation
City of Arlington City Council – Adoption
Washington Department of Commerce -- Acceptance

EIS Authors: City of Arlington
Shockey Planning Group

Date of Supplemental EIS Issue: April 22, 2015

Date of Final Action: July 6, 2015

Location of Prior Environmental Documents and Background Information:
City of Arlington
Arlington, WA

Cost of Document: CD copies are available for free at City Hall at the address above. The document is also available to view on the City's website at: www.arlingtonwa.gov.

SEPA Distribution List (To be Updated)

Federal Agencies
Bonneville Power Administration (BPA)
Bureau of Indian Affairs
Federal Aviation Administration
Federal Emergency Management Agency (FEMA)
National Marine Fisheries Service
Natural Resource Conservation Service
NOAA Fisheries
NOAA Northwest Regional Office
U.S. Army Corps of Engineers
U.S.D.A. Forest Service
U.S. Environmental Protection Agency
U.S. Fish and Wildlife Service

State Agencies via e-mail from Department of Commerce (reviewteam@commerce.wa.gov)

- Department of Agriculture
- Department of Archeology and Historic Preservation
- Department of Ecology
- Department of Fish and Wildlife
- Department of Health
- Department of Natural Resources
- Department of Transportation
- Parks and Recreation Commission
- Washington State Parks and Recreation

Regional Agencies
Puget Sound Clean Air Agency
Puget Sound Regional Council
Puget Sound Water Quality Action Team
Snohomish County

Local Government, Tribes and Utilities
Arlington Fire District
Arlington School District
BNSF Railway Company
Cascade Natural Gas
City of Arlington Police Department
City of Arlington Parks and Recreation Department
City of Arlington Public Works Department
City of Marysville

City of Stanwood
City of Darrington
Comcast
Frontier
Lakewood School District
Puget Sound Energy
Snohomish County Planning and Development Services
Snohomish County PUD
Snohomish County Sheriff
Snohomish Health District
Stillaguamish Tribe
Tulalip Tribe

Organizations and Interest Groups
Puget Sound Partnership

Media
Arlington Times
Everett Herald

Libraries
Sno-Isle Regional Library, Arlington Branch

SEPA Approach

The last complete update of the Comprehensive Plan occurred in 2005, which was an update of the original 1995 Plan. The Plan was further updated in 2008 with incorporation of the revised Stormwater Management Comprehensive Plan; the Sewer Comprehensive Plan; and the Comprehensive Water System Plan. The Capital Facilities Elements of the Comprehensive Plan were updated accordingly.

The following is a comparison of the 2005 and 2015 environmental impacts and mitigation measures presented in a format similar to the 2005 document. As mentioned, the 2015 Plan is an integrated SEPA/GMA document.

Following is a list of GMA and SEPA elements and their treatment in this 2015 Comprehensive Plan update.

Update Topics

Element	Compliant	Update	New
Land Use			
Consistency with countywide planning policies		X	
Consistency with multi-county planning policies (PSRC)		X	
Land use map		X	
Population projection uses latest forecast		X	
UGA review (required every 8 years)			X
Reasonable measures adopted if needed	X		
Planning for physical activity		X	
Public use lands – All documented		X	
List of acquisitions – Current and Planned	X		
No incompatible uses near airports		X	
Stormwater planning		X	
BAS used to designate and protect critical areas	X		
Critical Aquifer Recharge Areas (CARA) to protect water quality and quantity	X		
TDR or PDR program for forest or agricultural lands inside UGAs		X	
Forest lands designated	X		
Agricultural lands designated	X		
Limit accessory uses on agricultural lands	X		
Review mineral resource lands	X		
If applicable, development outside UGA consistent with RCW	X		
Housing			

Update Topics

Element	Compliant	Update	New
Inventory of existing housing and projected housing needs using latest population projection		X	
Goals, policies for housing		X	
Identify sufficient land for housing		X	
Affordable housing planned	X		
Capital Facilities			
Inventory of existing facilities		X	
Adopted LOS	X		
Forecast of future needs		X	
Proposed locations and capacities of expanded or new facilities.		X	
Six-year funding plan consistent with comp plan		X	
Impact fees used only for projects included in the CFP	X		
Land Use reassessment policy included	X		
Utilities			
General location and capacity of existing and proposed facilities		X	
Rural Element (NA)			
Transportation			
Transportation inventory		X	
Levels of service for all facilities; local, regional, and state		X	
Concurrency	X		
TDM Strategies	X		
Bicycle and pedestrian planning		X	
10-year Traffic forecast		X	
Land use element assumptions used to forecast travel		X	
Future needs		X	
Funding program		X	
Funding analysis		X	
Intergovernmental coordination	X		
Plan certified by RTPO		Pending	
Shoreline Management			
SMP goals and policies	X		
Essential Public Facilities			
EPF identification and siting process	X		

Update Topics

Element	Compliant	Update	New
No preclusion policy	X		
List considered	X		
Consistency			
CWPPs		X	
Internal consistency	X		
External consistency	X		
Public Outreach	**X**		
Broadly publicized plan amendment process	X		
Plan amendments no more than once a year			

ENVIRONMENTAL SUMMARY

The various chapters and appendices of the updated plan are integrated with SEPA elements and are updated as follows for this SEIS. A review of the 2005 EIS document is summarized along with the nature of 2015 updates.

	2025 Population Projection	2035 Projection
Alt 1	24,487	24,937
Alt 2	24,487	
Alt 3	30,538	

DESCRIPTION OF EXISTING CONDITIONS

This update uses the same planning subareas and updates land use, housing, economic and other SEPA-related information. These are discussed in Chapters 4-6.

SCOPE OF ENVIRONMENTAL ANALYSIS
MITIGATING EFFECTS OF IMPLEMENTING GROWTH MANAGEMENT

As with 2005, this Supplemental EIS evaluates at a *programmatic* level the current conditions and potential impacts of changes to past assumptions. The integrated analysis identified updated development forecasts, determined where 2035 growth will occur, matched locations with the available or planned infrastructure, avoided critical areas and identified other mitigation measures that are embodied in the capital facilities plan, goals, policies and implementation measures.

ENVIRONMENTAL TOPICS

Natural Environment

2005 Air Quality Resources Discussion

- Construction Impacts
- Localized Transportation Impacts at Congested Intersections
- Emission Control and Permitting for Stationary Sources
- Regional Air Quality Impacts Due to Transportation
- Residential Wood Burning
- Burning Brush and Other Vegetation

The 2005 Plan found that regional air quality impacts caused by population growth and transportation emissions would not be significant because the forecasted population forecasts were within the forecasted emissions for the four-county region. In 2015, population, housing, employment and traffic forecasts are within estimates by Vision 2040.

2005 Biological Resources Discussion

The 2005 Plan found that under all alternatives studied, there would be a reduction in the amount of wildlife habitat in the City and proposed UGA over time as currently planned projects and future development projects are implemented.

- Habitat types most likely to be lost would be forested and agricultural/grassland/pasture.
- Existing agricultural/grassland/pasture may be converted to vegetated suburban residential or a developed condition.
- Development of currently vacant or underdeveloped parcels could lead to fragmentation of wildlife habitat.
- Indirect effects could include
  - a reduction in wildlife habitat quality and function due to increased human disturbance.
  - increases in noise and light in adjacent wildlife habitat.
  - increases in predatory species (crows, etc.).
  - an overall decrease in biodiversity and habitat.

Wetlands would receive some level of protection under the City's environmentally critical area regulations (AMC 20.88).

The 2005 Plan said that increased densification in the Arlington and other UGAs would benefit wildlife and wildlife habitat regionally by relieving pressure to develop more rural areas currently outside of the UGA. In addition, goals and policies would help minimize potential impacts to wildlife and wildlife habitat. These policies have been retained in 2015.
Several existing regulations, in effect in 2005, help to minimize or avoid impact to wildlife and wildlife habitat, including sections of AMC 20.88, Environmentally Critical Areas, which require that such resources be protected.

The former plan called for low-impact development, with emphasis on native plant retention to retain habitat. In 2015, the City is implementing regulations that allow the use of Low

Impact Design (LID) for the management of stormwater run-off including Best Management Practices with preferred designs and optional types of LID systems. The City has implemented LID projects such as rain gardens and the large old-town Stormwater Wetland as pilot projects that landowners can visit to consider if that may work for their project. These methods will continue into the next planning period.

2005 Surface Water/Water Quality Discussion

The 2005 Plan noted that, as a programmatic EIS, no direct impacts would occur to water resources, but that the Land Use map and development policies would direct development into managed drainage basins. The Preferred Alternative would indirectly affect surface water resources when development proposals affected the landscape patterns and surface water protections.

Stream channel protections were identified including:

- Strategies for facilities that preserves and supplements the natural drainage ways and other natural hydrologic systems to minimize runoff impacts from development.
- Federal NPDES regulations as well as City stormwater regulations that require stormwater quantity and quality controls.
- AMC 20.88, Environmentally Critical Areas which defines stream, flood hazard area, and other critical area protections and applies regulations to adjacent developments.
- The City's SEPA authority and City codes that require mitigation for impacts to drainage, habitat, and water quality.
- AMC 13.28 containing stormwater management standards that require the detention of stormwater for major development activity.
- The City's adherence to the Stormwater Management Manual for Western Washington.
- Use of drainage systems that mimic natural drainage systems, such as vegetated swales, wet ponds, and created wetlands.
- Protective detention standards that require new development to detain larger volumes of stormwater runoff on their sites and in such a way as to better mimic the pre-developed stormwater patterns.
- More protective water quality standards, such as more protective requirements for water quality BMPs as identified in the City's NPDES permit.
- Reduced impervious surface area policies
- Drainage/treatment systems on a sub-basin level that optimize treatment and manage existing and future stormwater flows.
- Retrofit of existing detention facilities to improve water quality treatment
- Channel specific improvements to correct existing erosion problems and reduce the potential for increased erosion in the future.
- Stormwater quality monitoring to evaluate the effectiveness of stormwater practices and standards.

These measures are in place in 2015, with updates to the Stormwater Comprehensive Plan, development standards or proposed capital improvements.

2005 Groundwater Resources Discussion

The 2005 Plan called out the aquifer under the Arlington Airport as a key concern. The depth of the is approximately 150 feet[1] and the 2015 Plan finds that most uses should not affect the water quality if best management practices are used.

In terms of quantity, drinking water in the UGA is provided by Arlington. Some of this water is derived from wells. The Haller well supplies approximately 92%, while the airport well is 2%, and Snohomish County PUD provides 6%. Additionally, some residents use wells as their main source of drinking water.

Impacts to groundwater quality result primarily from land uses that produce higher levels of non-point source pollution, such as urban runoff or residential zoning with septic disposal; and land uses associated with point source pollutants, such as industrial facilities and stormwater infiltration facilities.

Review for potential groundwater contamination is performed at the time of development permit application review through the SEPA process. Additionally, the City's Environmentally Critical Areas regulations protect wetlands and aquifer recharge zones providing groundwater replenishment and filtration. And the WCP has a watershed and wellhead protection plan.

The 2005 Plan included potential mitigation measures such as case-by-case SEPA review, code requirements under AMC Chapters 20.64 (Drainage, Erosion Control, Storm Water Management), AMC 20.88 Part IX (Aquifer Recharge Areas). Those rules remain in effect in 2015.

Table E-7 lists other laws related to surface water quality and quantity that are in effect in Arlington and are part of all project reviews.

2005 Natural Disasters Discussion

Hazardous area protection and mitigation has heightened importance since the 2014 Oso disaster. While the topic was discussed in the 2005 Plan, the updated Plan and related codes were reviewed to ensure that the Land Use and other maps were sensitive to those conditions. AMC 20.88 (Critical Areas) provides local regulatory control of streams, wetlands, lakes, fish and wildlife habitat, and erosion-prone and geologically hazardous areas. It defines resource values, buffers and setback requirements, and other appropriate protective measures. The Natural Hazards section of Appendix E provide information on other susceptibilities and their mitigation.

The Island Crossing area was a topic of flood hazard discussions in the 2005 Plan. The entire area falls within the Stillaguamish 100-Year Floodplain. The Plan observed that any new development would need to build to FEMA's requirements. The Lane dealership land was a

[1]The Ground-Water System and Ground-Water Quality in Western Snohomish County, Washington; U.S. Geological Survey-Water Resources Investigations Report 96-4312.

concern at the time, but has since (2015) been issued development permits based on floodplain mitigation and other construction requirements. Other developments may be required to perform additional modeling of anticipated flood impacts for project proposals in the floodplain.

Human Systems/Built Environment

A major goal and significant work effort in 2013-2015 has been to produce an update of the 2005 Plan to ensure that the land use, housing, employment, public facilities and other community elements are updated to remain current. The City embraces the fundamentals of what was adopted in 2005 because of its exhaustive effort to define a vison based on citizen consensus. There was no attempt in 2015 to change the vision or direction of the community. In line with Growth Management requirements, the principal objective has been to update information to "stay the course" in implementing the goals and vision of 2005.

As in 2005, there are not great changes in the existing plan, with a few exceptions. The main differences involve integration of the West Arlington Subarea Plan (WASA), interim density standards for the Brekhus/Beach area addition of the King-Thompson area to the Urban Growth Area (County docket: ARL3). Neighborhood Planning Subareas remain the primary planning units, with goals, policies, land use and other elements keyed to each. No changes are proposed to lands along the only Shoreline of Statewide Significance, that being the bank of the Stillaguamish River. No significant changes are anticipated in the policies or regulations governing development. Thus, there should be no significant changes in the type of development already allowed.

The 2015 Plan has been reviewed against the multi-county planning policies of Vision 2040, the Snohomish Countywide Planning Policies (2013), the County's Housing ("HO-5) Study and numerous other documents adopted by reference (Page 1-4). Care has been taken to meet the internal and external consistency standards of GMA.

In each of the elements (Chapters 3-9) and appendices, we integrate how each differs from the 2005 assumptions and how each change is consistent with SEPA-based mitigation or local, regional, State or federal policy. The City's integrated SEPA/GMA plan has also been reviewed against the current draft of the County's Draft EIS and is consistent, again with the exception of the proposed King-Thompson (ARL3) UGA expansion. A final decision on that matter will, by mutual agreement with the County, be taken up after the June adoption of both plans.

2005 Public Utilities Discussion

Arlington does not control all public utilities—only water, sewer, solid waste, and storm drainage. The other utilities are provided by either public utility districts or private companies, each of whom must analyze the environmental impacts of their actions in providing additional products or services. Thus, this analysis will only address those utilities and service provided by Arlington. The other utilities were consulted for the 2015 update and are prepared to provide services to the current and near term population levels. Each continually assesses its

needs and presumably will alert the City of any potential service shortfalls. None have been indicated.

The City had several utility plans in effect in 2005 and those remain in effect today, after recent updates.

- Water Comprehensive Plan
- Wastewater Comprehensive Plan
- Stormwater Comprehensive Plan

The results of these plan updates have been integrated into the Comprehensive Plan and are discussed in Chapter 9.

The key utility concern in 2005 was the effect of utility extensions outside the UGA on urban growth in rural areas. Current state and local codes and policies prohibit sewer extensions beyond UGA boundaries. Water can be extended into the City's water service area, but is not considered an instigator of growth.

Another 2005 concern was the effect of utility extensions across environmentally sensitive areas, impact on riparian buffers and water quality. As discussed in Appendix E, several of these areas are healing through the maturing of past stream and wetland restoration projects. In 2015, the City recognizes the importance of minimizing further impacts. Development projects are reviewed for potential impacts to wildlife and habitat through the SEPA process. The City's adopted Environmentally Critical Areas regulations (AMC Chapter 20.88) are intended to protect wildlife and habitat. The rules prohibit the installation of utilities within critical areas unless necessary and then only under certain design considerations to minimize impacts.

Following are additional comments of particular relevance to the updating of the City's 2005 environmental review of its Plan:

	2005	**2015**
Transportation	Avoid new roads through major	Same policy
	Recommended road improvements	Table 9-3
Noise	65 dB noise contour within airport	Same status
	Incidental and temporary urban noises acceptable	AMC §20.44.210 (Noise)

<table>
<tr><td>Recreation and Open Space
-- Need --</td><td><table><tr><td>Regional Parks</td><td>0.0 acres</td></tr><tr><td>Community Parks</td><td>65.8 acres</td></tr><tr><td>Neighborhood/ Mini-Parks</td><td>28.7 acres</td></tr><tr><td>Trails</td><td>33.0 miles</td></tr><tr><td>Open Space</td><td>50.2 acres</td></tr><tr><td>Cultural Resources</td><td>20,148.1 sf</td></tr></table></td><td><table><tr><td>Regional Parks</td><td>0.0 acres</td></tr><tr><td>Community Parks</td><td>71.6 acres</td></tr><tr><td>Neighborhood/ Mini-Parks</td><td>5% of new development area</td></tr><tr><td>Trails</td><td>25 miles</td></tr><tr><td>Open Space</td><td>0 acres</td></tr><tr><td>Cultural Resources</td><td>Grants pending</td></tr></table></td></tr>
<tr><td>Housing</td><td>Encourage some higher-end housing</td><td>Same policy</td></tr>
<tr><td>Urban Form</td><td>Critical area and tree protection measures</td><td>In addition, WASA form-based plan adopted</td></tr>
<tr><td>Historic/Archaeological Resources</td><td>No identified significant sites within UGA. Tribal review of permits</td><td>Same procedure and policy</td></tr>
<tr><td>Public Services</td><td>LOS and resources identified. Six-year CIP presented. Concurrency based</td><td>Same -- See Chapter 9</td></tr>
<tr><td>Public Utilities</td><td>Agencies consulted</td><td>Agencies consulted -- See Chapter 9</td></tr>
</table>

The 2005 Plan and EIS is adopted by reference in this update, so that readers can delve deeper into changes in the environmental analysis.

Appendix G: Supplemental Environmental Impact Statement Response to Comments

On April 22, 2015 the Arlington Comprehensive Plan Draft Update was issued with a Supplemental EIS included as Appendix F. Comments were due on June 8, 2015. One comment letter was received from the Puget Sound Regional Council. It is included on the following pages, with responses from the City. Some changes were made to the Plan where noted. With these changes, the SEPA portion of the integrated SEPA/GMA Plan is finalized.

Puget Sound Regional Council
PSRC

May 26, 2015

Troy Davis
Senior Planner
Arlington City Hall
238 N Olympic Ave
Arlington, WA 98223

Subject: PSRC Comments on Draft Arlington Comprehensive Plan Update

Dear Mr. Davis,

Thank you for providing an opportunity for the Puget Sound Regional Council (PSRC) to review a draft of the City of Arlington 2015 Comprehensive Plan update. We recognize the substantial amount of time and effort invested in this plan, and appreciate the chance to review it while in draft form. This timely collaboration helps to ensure certification requirements are adequately addressed and certification action can be taken by PSRC boards after adoption.

We would like to note the many outstanding aspects of the draft plan. Several particularly noteworthy aspects include:

- The plan's commitment to supporting the development of a compact, mixed use, pedestrian-oriented Old-Town Business district.
- Policies and provisions in the plan that encourage a multi-modal transportation network, including provisions for new development to provide pedestrian, bicycle, and transit facilities.
- The plan's focus on attracting new manufacturing and industrial businesses and protecting the manufacturing industrial center and neighboring airport from encroachment by incompatible uses.
- Policies and provisions in the plan to encourage innovative stormwater management such as bioretention facilities.

The draft comprehensive plan advances regional policy in many important ways. There are some items, however, that should be addressed before the plan is finalized:

- VISION 2040 calls for local plans to include a context statement that describes how the plan addresses regional policies and provisions adopted in VISION 2040. Examples of context statements are provided in PSRC's Plan Review Manual, page 2-1. PSRC staff is also available to provide examples adopted in local comprehensive plans.
- The land use element documents a shortfall in land capacity within the city to accommodate allocated 2035 growth targets (9,654 housing units and 20,829 jobs within the city in 2035). Growth targets represent agreement on how growth will be accommodated within the county, and are required to be consistent with both the state population projections at the county level and with the VISION 2040 regional growth strategy at the regional geography level. Land use assumptions in comprehensive plans, as a reflection of the adopted growth target, are similarly bound by consistency requirements given their effect on the timing, location, and financing of public services, and the provision of housing and other important public facilities (e.g. transportation, wastewater). Further, the Growth Management Act explicitly requires that local comprehensive plans demonstrate sufficient capacity of developable land within existing boundaries to accommodate allocated housing and employment growth (RCW 36.70A.115). Before the plan is finalized, the city should ensure that the city's land use assumptions are

consistent with the allocated growth targets, are achievable given developable land capacity, and are internally consistent throughout the plan.

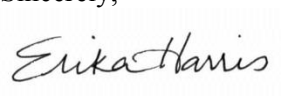
- We commend the plan's excellent policies with respect to the airport. Prior to finalizing the plan, we suggest that you review the guidance contained in the PSRC Airport Compatible Land Use Program (http://www.psrc.org/transportation/airtrans/compatible) as a basis for any needed additions or refinements. In particular, the plan should provide direct references to the PSRC program. In addition, to make the Land Use Map more clear and representative of Plan Section 5.6 Land Use Overlays, Airport Protection District, we suggest that you more clearly label the four Airport Protection District subdistricts and five Safety Zones (A, B, C, and D).
- The plan contains many policies that support development of a manufacturing industrial center and a compact, mixed-use, pedestrian-oriented business district, which are supportive of VISION 2040's focus on supporting a variety of central places throughout the region. VISION 2040 also recommends that local jurisdictions prioritize infrastructure funding within their identified centers. Policies that prioritize transportation, public realm, and other investments in the city's centers would strengthen the plan's support for development in these locations (MPP-DP-7, MPP-T-11-12).
- We are pleased that the city recognizes the importance of meeting federal and state air quality requirements. We recommend strengthening air quality policies PT-13.1 and PT-13.2 by using "will" instead of "should".
- Similarly, we encourage the strengthening of policy PT-2.1 by replacing "should" with "will". PT-2.1: *A motorized and non-motorized transportation plan should be developed by the City to ensure adequate transportation routes are created concurrent with new development.*
- The Growth Management Act requires that travel demand forecasts and transportation need assessments be based on land use assumptions that correspond with the most recently adopted growth targets. These population and employment assumptions must be consistent throughout the comprehensive plan (i.e., land use element, transportation element, and housing element) (RCW 36.70A.070(6)(a)(i)). Please add explanatory material to more clearly document the land use assumptions in the transportation element to demonstrate consistency.
- In addition to the map of trails, the plan should include a map or list of sidewalks and bicycle facilities (RCW 36.70A.070(6)(a)(iii)(A)). See the Washington State Department of Commerce's Transportation Element Guidebook, pages 122-127, for information about how to inventory existing facilities and conditions as part of the pedestrian and bicycle component (http://www.commerce.wa.gov/Documents/GMS-Transportation-2012.pdf).
- Freight routes are an important part of the transportation system, particularly for cities with manufacturing industrial centers, and should be inventoried and planned for in comprehensive plan transportation elements. If you do not already have designated freight routes, see the Washington State Department of Commerce's Transportation Element Guidebook, pages 85-88, for how to consider freight in your plan (http://www.commerce.wa.gov/Documents/GMS-Transportation-2012.pdf).
- The transportation and other plan elements have many policies supportive of walking, biking and transit. Implementation of these policies would be strengthened through adoption of levels of service and a concurrency approach that includes multiple modes. The Growth Management Act requires level of service standards for all locally owned arterials and transit routes, and the MPPs call for other modes, such as biking and walking, to be addressed through this approach. This will help with the evaluation of needs when comparing the inventories to the level of service standards, as well as multimodal concurrency requirements. The Washington State Department of Commerce's Transportation Element Guidebook has information on how to set level of service standards and identify system needs (pages 143-150 and 183-189). (http://www.commerce.wa.gov/Documents/GMS-Transportation-2012.pdf).

- The city is encouraged to tailor its concurrency program to multimodal travel. For instance, as the city adopts standards for its nonmotorized facilities and transit, it could incorporate these into its concurrency assessment. MPP-DP-56 calls for tailoring concurrency programs, especially for centers, to encourage development that can be supported by transit.
- SR 530 and SR 531 should be recognized as highways of regional significance in the plan. The plan correctly lists the level of service for these facilities as LOS D. More information on Highways of Regional Significance can be found here: http://www.psrc.org/transportation/t2040/los/.
- The transportation element should include a financing plan and analysis of funding capability that addresses transportation facilities and strategy needs identified in the plan. This financing plan should include cost estimates for identified facilities and strategies as well as estimated sources of revenue. The Washington State Department of Commerce's Transportation Element Guidebook has information on developing a financing plan for the transportation element (pages 202-213). (http://www.commerce.wa.gov/Documents/GMS-Transportation-2012.pdf).
- The housing element, particularly Figure 6-3, provides valuable context for countywide housing need and expected local action relative to affordable housing goals set by Snohomish County. The housing element should also provide a more locally-based housing needs assessment that quantifies the unmet existing and future housing need that is to be addressed in the plan. For assistance calculating this need, please refer to the Snohomish County Housing Characteristics and Needs report, the PSRC Housing Element Guide, or contact Giulia Pasciuto at gpasciuto@psrc.org. In addition, please reference the land use capacity analysis in the housing element.
- The policies in the draft housing element go a long way to advancing VISION 2040's housing goals. Many of the policies appear to rely on future work for successful implementation. The city should consider adding a discussion of strategies and timelines for implementation of the policies in the housing element.
- We commend the city for prioritizing sanitary sewer service for development within the city. Please consider formalizing this priority by adding a policy on connection to the sewer system to address MPP-PS-9: *Serve new development within the urban growth area with sanitary sewer systems or fit it with dry sewers in anticipation of connection to the sewer system. Alternative technology to sewers should only be considered when it can be shown to produce treatment at standards that are equal to or better than the sewer system and where a long-term maintenance plan is in place.*
- The city has water conservation policies that help address multicounty planning policies on long-term water needs. These policies should be expanded to include promoting the use of water reclamation and reuse, as called for by MPP-PS-8.
- The multicounty planning policies in VISION 2040 and the strategies in Transportation 2040 call for reducing greenhouse gas emissions and adapting to impacts related to climate change. See page 42 of VISION 2040 for an overview of climate change and related policies and page 34 in Transportation 2040 for information on the four-part greenhouse gas reduction strategy (land use, user fees, choices, and technology). The plan already includes some policies that support positive actions to reduce greenhouse gases, such as promoting transit and increasing nonmotorized transportation options. However, the plan could be strengthened by directly addressing the climate change-related multicounty planning policies and including additional strategies such as emissions reductions from municipal operations and additional transportation demand management strategies.

PSRC has resources available to assist the city in addressing these comments. We have provided links to online documents in this letter, and additional resources related to the plan review process can also be found at http://www.psrc.org/growth/planreview/resources/.

Thank you again for working with us through the plan review process. There is a lot of excellent work in the draft and we are available to continue to provide assistance and additional reviews as the plan moves through the development process. If you have questions or need additional information, please contact me at 206-464-6360 or eharris@psrc.org.

Sincerely,



Erika Harris
Senior Planner
Growth Management Planning

cc: Review Team, Growth Management Services, Department of Commerce

Response to Comments

Puget Sound Regional Council

For the final plan, we have adjusted wording in several portions based on PSRC comments. Where we wish to retain the existing language, explanations are provided.

- VISION 2040 context statement:
  The City has adopted the Vision Statement contained in its 2005 Plan. In a contextual sense, it does reflect Vision 2040, as do several of the goals and policies of Chapter 3, as well as the substantive chapters dealing with the natural environment, housing, public services and capital facilities.

  In response to your comments, we have added language to the Vision Statement that borrows from the Plan Review Manual model, to more closely tie the City's work to VISION 2040. We further emphasize in our Implementation measures discussed throughout the Plan, that each decision made by the City that affects transit, pedestrians, urban design and other GMA-related topics will be assessed against the policies of Appendix C (See Section 1.4) and the plans adopted by reference in Section 1.5. This compulsory review is our best assurance that the numerous plans and policies are considered in the City's decision making.

- 2035 Land Use and Land Capacity Assumptions
  Your letter discusses correctly notes that local plans, including Arlington, must strive for consistency with Vision 2040 and county population and job estimates through 2035. As discussed in Chapter 4, growth targets were taken from future population forecasts and are based on the Puget Sound Regional Council "Land Use Baseline", updated as of April 2014. Employment forecasts on Table 4-5 also were based on PSRC estimates

  The City's Plan update has attempted to balance adopted 2040 and County CPP targets, with its land capacity analysis, all in light of past overestimates of land capacity in the Brekhus/Beach TDR receiving area and efforts to expand the UGA to the west of I-5 to compensate for the shortfall. This effort is discussed throughout the Plan document. We believe that, with adoption of the Plan and County docket item ARL3, the City can "ensure that the city's land use assumptions are consistent with the allocated growth targets, are achievable given developable land capacity, and are internally consistent throughout the plan".

- Airport
  Thank you for your comments. The Land Use Map will be changed after Plan adoption to reflect ASO overlays.

- MIC Infrastructure
  Thank you for your comments. The City is working with PSRC as we move forward with formal designation of the Manufacturing Industrial Center in South

Arlington/North Marysville. Part of that effort will be to prioritize road, sewer, water, non-motorized trails, parks, open space and other features of our Capital Improvements Plan. The MIC Plan will reflect the projects outlined in Chapter 9.

- Air Quality
  The wording has been strengthened.

- Transportation Routes
  The City has two policies intended to ensure that transportation routing is a key part of its planning and decision making:

  PT-1.4 Design the street system to distribute traffic evenly throughout the City.

  PT-1.5 Sign and maintain Truck Route(s) and enforce their use.

- Land Use Assumptions in Transportation Element
  The Land Use plan was used to develop "Focus Areas". The Focus Area population projections are included in the 2035 Transportation Plan (transportation model) and 8.1

- Sidewalk and Bicycle Mapping
  Maps 2.5 and 2.7 present good depictions of where current streets lie, where new ones are planned and where pedestrian/bicycle trails are located. Policies PL 21.1, PT 4.10, PT 5.2, PT 8.1 and others encourage or require that bicycle lanes be provided with new road construction. Additional mapping to show where bicycle lanes do not exist could be confusing and would not add to the City's commitment to provide them where warranted.

- Freight routes
  See "Transportation Routes" discussion above. The City has a Freight Mobility section its Transportation Plan and is currently working with WSDOT to update the State Freight Mobility Plan.

- Non Motorized LOS
  The City consulted the referenced Guidebook and compared it to the Transportation Plan. Policies in the two documents are consistent. The Transportation Plan is summarized in the Comprehensive Plan and is adopted by reference thereto. Future public and private projects will be reviewed against the Plan to determine if and how various travel modes will be accommodated.

- Concurrency Standards for Non-Motorized Uses
  "Concurrency" as a requirement does not include non-motorized or multi-modal elements. However, the City will scrutinize proposed projects for the means of providing multi-modal accommodations in the design. For example, when the Manufacturing Industrial Center (MIC) is master planned, multi-modal approaches will be taken into account in laying out circulation plan. The City will also look for

similar accommodations in existing centers as public improvements are considered.

- SR 530 and SR 531
  Thank you for your comment. Improvements to SR531 are currently a part of the transportation revenue package pending in Olympia. Recommendations regarding both highways are included in the "Stillaguamish Valley Economic Recovery Plan", currently being developed under and EDA Grant, in response to the Oso disaster. These roads are given the greatest priority and attention by the City and others with interest in the North Puget Sound Manufacturing Corridor (Economic Alliance of Snohomish County).

- Capital Financing Plan
  Discussion has been added to Chapter 9. Additional detail is available in the road, water and sewer capital facilities plans, currently in the City's adoption process and adopted by reference as part of this Comprehensive Plan.

- Housing Need
  Chapter 6 (Housing) uses information taken from the Snohomish County Housing Needs ("HO-5") report, which in turn is based on the Vision 2040 analysis. The Chapter is also consistent with the County's recently finalized Environmental Impact Statement on its comprehensive plan update, particularly with regard to housing needs resulting from the Brekhus/Beach and King-Thompson TDR issues.

- Housing Timeline
  Upon adoption of the Plan, the City will undertake various code or program initiatives based on priorities agreed to by the Mayor, Council, Planning Commission and community stakeholders. Some of these will likely affect housing (cottage housing ordinance, form-based infill, mobile home/RV parks, transit oriented development, etc). These priorities will be assessed each year as part of the budget process.

- Sewer Service
  The City does require connection to the sanitary sewer system as part of new development. It also requires connection once sewer systems are available to areas currently served by septic systems (AMC 13.08.130).

- Policy MPP-PS 8 Water Conservation
  Wording has been added to policy PS 7.2 to include "water reclamation and reuse".

- Greenhouse Gas Emissions; Climate Change.
  The City embraces the Multi-County Planning Policies, adopts them by reference and calls for them to be consulted as part of project, plan, policy and SEPA reviews.

Appendix H: Public Participation Program

PUBLIC PARTICIPATION PROGRAM

Prepared by
Department of Community & Economic Development
And Shockey Planning Group

★2015★
Comprehensive Plan Update

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PART I - INTRODUCTION

What is a Public Participation Program?

This Public Participation Program (PPP) has been put together to help you understand comprehensive planning and know how you can participate in the update of Arlington's Comprehensive Plan. This PPP describes what a comprehensive plan is, the state requirements for comprehensive plan updates, the City's approach to updating its comprehensive plan, and, most importantly, how you can follow and participate in the City's Comprehensive Plan update process (see RCW 36.70A.140).

Who can participate in the City's Comprehensive Plan Update?

Anyone that has an interest in Arlington's future is welcome to participate in the update of the City's Comprehensive Plan. Specific participants include:

- ✓ **The General Public:** Arlington residents, property owners, and businesses.
- ✓ **Elected & Appointed Officials & City Staff:** City Councilmembers, Planning Commissions, Park Board Members, and City Departments.
- ✓ **Special Districts:** Snohomish County PUD, Arlington School District, Lakewood School District, Stillaguamish Flood Control District, etc.
- ✓ **Other Organizations:** Arlington/Smokey Point Chamber of Commerce, Downtown Arlington Business Association, Master Builders of Snohomish County, Snohomish Conservation District, etc.
- ✓ **State, Regional, and Local Governments/Organizations:** Washington State Departments of Archeology and Historical Preservation; Commerce, Ecology, Fish & Wildlife, Natural Resources, Transportation; Puget Sound Regional Council; Snohomish County; Snohomish County Tomorrow; Planning Advisory Committee; and Stillaguamish Tribe of Indians.

How can I participate in the City's Comprehensive Plan update?

You can participate in the update by reviewing draft documents and providing the City with your comments, attending public meetings and hearings and providing public comments. The City of Arlington thanks you for your interest in the update process and we look forward to your participation.

What is a Comprehensive Plan?

A comprehensive plan is a policy document that provides the City with a framework for managing forecasted growth over the next twenty year

period (from the date of adoption). The plan outlines how this growth will be accommodated within the City and what that growth will look like. It also gives members of the community an opportunity to have a say in the City's future in terms of its physical development.

While the Comprehensive Plan is ultimately adopted by the City Council, it's the City's Planning Commission that has stewardship over the plan and its content.

Local jurisdictions are required by law to have Comprehensive Plans (see RCW 36.70A.040).

How is the Comprehensive Plan implemented?

The Comprehensive Plan provides the foundation for all development regulations found in Arlington's Municipal Code (the AMC). All of the City's development regulations are required to be in conformance with the policies set forth in the Plan (see RCW 36.70A.100). Additionally, all City capital budget decisions must be made in conformity with the adopted Plan (see RCW 36.70A.120). When the City reviews both public and private development proposals through its permitting process, proposals are reviewed for compliance with both the development regulations and the City's Comprehensive Plan.

What topics does the Comprehensive Plan address?

Knowing what topics are addressed in the City's Comprehensive Plan can help you identify the subjects that are of most interest to you as you participate in the update.

As required by State law (see RCW 36.70A.070), the City's Comprehensive Plan contains the following elements:

- ✓ **Land Use.** This element covers topics such as geographic land use designations, urban growth boundaries, residential density, land capacity analyses, projected population, and future needs.
- ✓ **Housing**. This element discusses housing inventory, affordability, special housing, and future needs.
- ✓ **Capital Facilities**. This element addresses existing public facilities, their conditions, and anticipated needs and improvements.
- ✓ **Utilities**. This element discusses existing utility infrastructure and needed improvements to meet future demands.
- ✓ **Transportation**. This element addresses the City's road network, transportation facilities, and needed improvements.

- ✓ **Economic Development**. This element covers such topics as employment, household income, tax revenue, industry and projected needs.
- ✓ **Parks & Recreation**. This element addresses existing park and recreational opportunities and projected needs and improvements to the City's park system.

Where can I find the City's current Comprehensive Plan?

To assist you in participating in the update process, we invite you to review and become familiar the City's current Comprehensive Plan adopted in 2005. It is accessible from the City's website at www.arlingtonwa.gov.

Why do Comprehensive Plans have to be updated?

Comprehensive plans are intended to be living documents because they must be responsive to the ever changing needs, characteristics, and desires of the community they're written for.

The Washington State Growth Management Act (GMA) requires the City to review and revise its comprehensive plan and implementing development regulations periodically [RCW 36.70A.130(1)]. The GMA states:

How often do Comprehensive Plans Have to be updated?

Comprehensive Plans must be periodically updated once every eight years (see RCW 36.70A.130.130(5)(a)). Since Comprehensive Plans are living documents, amendments to Comprehensive Plans can also be made once annually in-between periodic updates. These annual amendments can be initiated by both the City and members of the public (see AMC Chapter 20.96).

When is the City's Comprehensive Plan update due?

The City of Arlington is required to complete, and adopt, an updated comprehensive plan by June 30, 2015 (see RCW 36.70A.130(5)(a)).

PART II – COMPREHENSIVE PLAN UPDATE APPROACH

What is the City's plan for updating its Comprehensive Plan?

Updating a comprehensive plan is a huge undertaking that involves a lot of time, resources, and technical expertise. The City has contracted with Shockey Planning Group to assist in the periodic update of the Comprehensive Plan.

The City has also formed an internal committee to oversee the update process. This committee includes city staff from different departments, a

member of the City Council, a member of the Planning Commission, and Reid Shockey of Shockey Planning Group.

Since City resources are limited, the City's first priority is to ensure the comprehensive plan complies with Washington State Department of Commerce requirements.

Also, individual memoranda will be produced for each item in the Comprehensive Plan that needs attention or revision. This will create a record of how each item was addressed and will allow the Staff, Commission, Council, Commerce and the public to discuss them as they evolve. Once the checklist items are completed and the City is comfortable that it is compliant with Commerce guidelines, the changes will be incorporated into an updated Comprehensive Plan.

If time permits, the City may also address other items in need of updating in the Comprehensive Plan.

What items in the Comprehensive Plan will the City focus on in the update process?

The Washington State Department of Commerce has put together a checklist of mandatory items that must be updated order to be compliant with State requirements (see Appendix D "Periodic Update Checklist for Cities" on the State Department of Commerce webpage).

PART III – OUTREACH AND PUBLIC PARTICIPATION

How will the City provide public notices regarding the update process?

The City will provide notice of public meetings and hearings, important updates, and participation opportunities through the following methods:

- ✓ **The City Website** (www.arlingtonwa.gov)
- ✓ **City Facebook Profile**
- ✓ **The Arlington Update** (quarterly newsletter mailed to residents)
- ✓ **The Arlington and Smokey Point Post Offices**
- ✓ **City Hall**
- ✓ **The Arlington Library**
- ✓ **The Daily Herald and Arlington Times** (via legal notices)
- ✓ **Email** (upon request)

How can I follow the update process?

For your convenience, the City will utilize its website as the focal point for disseminating information regarding the 2015 update (see www.arlingtonwa.gov). This will provide you with direct access to the current comprehensive plan; draft documents for your review; a link to submit any comments you may have; a list of public meetings with the date, time, and location, as they are scheduled; staff reports; status updates; and other relevant project information.

Can I review documents in person?

If you prefer to review documents in person, you may do so any time during our regular office hours. We are open 8:00am to 5:00pm Monday through Friday. Our office is located at 18204 59th Ave NE, Arlington, WA 98223 (Arlington Municipal Airport Office).

What role does the Planning Commission play in the update process?

The City Planning Commission (which consists of seven volunteer members of the community appointed by the Mayor and City Council) is the steward of the Comprehensive Plan. In this role they provide advice and recommendations to the Mayor, Council, and City staff on planning goals, policies and future plans. The commission focuses primarily on land-use planning. Throughout the update process, the Planning Commission will provide City staff with input regarding:

- ✓ **Public participation**
- ✓ **Proposed changes to the Comprehensive Plan**
- ✓ **Preliminary Draft Environmental Impact Statement** (before release for public comment)
- ✓ **Preliminary Final Environmental Impact Statement** (before release for public comment)
- ✓ **Preliminary Draft Plan** (before release for public comment)
- ✓ **Preliminary Final Plan** (before presentation to City Council)

Who do I contact if I have a question or want to provide comment?

City staff is available to answer any questions your may have and provide you with any information regarding the Comprehensive Plan Update. Associate Planner Troy Davis is the City's point of contact and he may be reached at tdavis@arlingtonwa.gov or at 360.403.3436.

What if I miss a meeting?

The City records all public meetings. Audio recording of any meeting will be made available to you upon request. The City also prepares written minutes of all public meetings and these documents are also available upon request.

PART IV – PROJECT STEPS & TIMELINE

What steps are involved in the update process and what is the timeline for completion?

The comprehensive plan update process includes 5 number of major steps. The following table outlines the process and gives a general timeline:

		2014				2015			
		Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
TASK									
	Draft EIS						4/22/15		
	Final EIS						6/08/15		
	CC Workshop						6/08/15		
	Final PH						6/15/15		
	Adoption						6/15/15		