

Adopted February 7, 2011



West Arlington Sub Area Plan

CITY OF ARLINGTON

This page intentionally left blank.

Table of Contents

Introduction	5
Purpose and Intent.....	5
Sub Area Overview.....	5
Brief History	6
General Vision	7
Planning Issues and Constraints	7
Existing Conditions	7
The Private Realm.....	7
Land Uses.....	7
Housing Characteristics.....	8
Non-Residential Building Characteristics.....	12
Signage.....	12
The Public Realm.....	13
Thoroughfares.....	13
Block Characteristics & Connectivity.....	13
Transit Facilities.....	14
Bicycle Networks.....	14
Pedestrian Network.....	14
Utility Services.....	14
Civil Services.....	15
Parks.....	15
Police & Fire.....	15
Education.....	15
Other.....	15
Natural Environment.....	15
Topography.....	15
Soils.....	15
Critical Areas.....	16
Vegetation.....	16
Natural Hazards.....	16
Climate.....	16
Sub Area Recommendations	17
Guiding Principles	17
Principles of New Urbanism.....	17
Form Based Codes.....	18
Public Realm Recommendations	19
Rights-of-Way.....	19
Thoroughfares.....	19
Block Standards & Intersection Spacing.....	19
Vehicular Travel Lanes.....	20
Vehicular Parking Lanes.....	20

Bicycle Lanes.....	20
Curb Type.....	20
Park Strips & Center Medians.....	21
Landscaping.....	21
Pedestrian Walkways & Crossings.....	21
Curb Ramps.....	22
Traffic Calming.....	22
Utility Services.....	22
Right-Of-Way Illumination.....	22
Gateways.....	23
Signs.....	23
Civic Spaces.....	23
Open Spaces.....	23
Location, Size & Spatial Definition.....	23
Private Realm Recommendations.....	24
Regulating Plan.....	24
The Rural to Urban Hierarchy.....	24
General Building Form.....	25
Density.....	25
Arrangement.....	25
Calculation.....	25
Lot Configuration.....	25
Shape.....	25
Dimensions.....	26
Building Placement.....	26
Disposition.....	26
Orientation & Spatial Arrangement.....	26
Building Types.....	26
Land Use Types.....	27
Specific Building Form.....	27
Building Height.....	27
Ground-Floor Finished Level Height.....	28
Minimum Ground-Floor Ceiling Height.....	28
Ancillary Buildings.....	28
Frontage Types.....	28
Architecture.....	29
Parking.....	29
Location.....	29
Required Spaces.....	30
Paving Material.....	30
TDRs.....	30
Implementation.....	32
Attachments	33

Introduction

PURPOSE & INTENT

Creation of a sub area plan for the western region of the city will provide an organized blueprint for future urban growth and development. This is needed to correct the discontinuity of land uses and lack of transportation connectivity that was inherited with recent annexations. In 2009, the City Council named the Smokey Point/Island Crossing corridor as a top priority for planning.

Long-range planning for this area is intended to help ensure that quality urban design and a unique “sense of place” is established for each neighborhood within the sub area. It is critical that residents and other stakeholders are involved in the planning process to help foster civic pride and community.

SUB AREA OVERVIEW

The West Arlington Sub Area encompasses three neighborhoods: Smokey Point, West Bluff, and Island Crossing. Sub area planning is typically done at the neighborhood level, but the objective here is to coordinate development as it occurs in the western region of the city.

The West Arlington Sub Area Plan derives its name from its relative geographical position within the city and will not replace existing neighborhood names. It is generally bounded by Interstate 5 to the west, the Arlington Municipal Airport to the east, and city limits to the north and south (see Attachment 1.0).

Approximately 1,005 acres (1.57mi²), or about 17% of the current land area within city limits, is included in the sub area. The Smokey Point neighborhood covers 796 acres, while West Bluff and Island Crossing cover 85.5 and 123.6 acres respectively (see Attachment 2.0).

Land uses include a segregated mix of agriculture, commercial, and residential. Most of the area is zoned for highway commercial and moderate residential density. Recreational open space is limited to York Park, and a few small privately owned parks (e.g. Hero Park) although the Arlington Municipal Airport is just to the east of the sub area and has public walking trails. Critical areas located within Island Crossing include wetlands and floodplain and in West Bluff, steep slopes along the eastern periphery.

Much of the transportation infrastructure is not up to urban standards. Road sections that are up to standard are fragmented as well as inconsistent in terms of streetscape design (see Attachment 3.0). Consequently, the pedestrian realm is unsafe and not conducive to foot or bicycle traffic. Smokey Point Boulevard serves as the only major north/south thoroughfare, while SR 531 (172nd St. NE) is the only major east/west thoroughfare. Interstate 5, though, runs along the western boundary.

An estimated 3,773 people reside in the sub area—an average density of 3.75 people per acre. The Smokey Point neighborhood has an estimated population of 3,675, West Bluff 84 people and Island Crossing 14 people (based on an average of 2.72 people per household).

Brief History

The City of Arlington is situated at the forks of the Stillaguamish River. Coast Salish people from pre-historic times, primarily of the Stillaguamish Tribe, stopped to camp at the forks as they passed up and down the river following the abundant fish runs and otherwise using the river as a primary travel corridor. The Stillaguamish called the place *Skabalko*.

Exploration of the future Arlington area by settlers of European descent began around 1851 with a prospector visit followed in 1856 by a U.S. Army trail from present day Snohomish crossing the river just below the forks. A rough wagon road closely following the old trail brought pioneers coming from the Marysville area in the mid-1880s; others came by canoe. A store was opened at the forks in the spring of 1887 by Nels K. Tvette and Nils C. Johnson. The White House Hotel owned by loggers Lee Rogers and Al Dinsmore opened about 4 months later.

In the spring of 1890, two rival towns were actually platted within one month of each other in what is present-day Arlington. Arlington was platted in March of that year and Haller City in April. Haller City, including the store and hotel, was located on the riverbank with Arlington on higher ground to the south. It was Haller City which contained the much of City's present-day shoreline areas since it was located along the river with Arlington farther inland.

Rivalry between the two towns continued for a several years, with Arlington apparently having a distinct advantage with respect to the location of a critical railroad depot. Haller City's location along the river bank was not as suitable for a depot, so it was built on higher ground farther from the river, in Arlington. By year's end, Arlington also had an express office, a warehouse, telegraph, and a post office while Haller City had a blacksmith, hay dealers, shoemakers, stage line, meat market, livery, hotel, and vet surgeon. By 1895, however, a number of businessmen in Haller City conceded that it would be better to be up in Arlington. Leading were Tvette and Johnson who moved their original general store by ox team up to a lot on 4th Street in Arlington, and others followed. Eventually, all that was left in Haller City were the shingles mills and housing.

The two towns were incorporated into one in 1903 (taking the name of Arlington), with Division Street serving as a reminder that there were once two towns.

The community of Smokey Point itself got its name back in the 1950s from a restaurant named the Smokey Point Café. Located on the northwest corner of 172nd Street NE and Smokey Point Boulevard/SR 531, the café generated a plume of smoke, hence the name Smokey Point.

Controversy erupted in the 1990s regarding annexation of the area by and between the neighboring communities of Arlington, Lakewood and Marysville. Despite the community's strong desire to remain intact with one municipality, or as a newly established municipality (called Smokey Point-Lakewood), the Snohomish County Council ended up splitting the community between the cities of Arlington and Marysville (with their control of urban growth boundary placement), assigning Arlington the north and east portions and Marysville the south and west portions of the Smokey Point-Lakewood community. Arlington and Marysville proceeded with annexation of their assigned areas in 1999 and 2005 respectively.

General Vision

The general vision for the sub area proposes that emphasis be given to the human element of *place*—that close attention be given to the physical development and design of the human habitat within the sub area. By giving attention to the physical form of the sub area, we can better ensure that the neighborhoods become more desirable and livable places that are in harmony with the natural environment. Qualitative and quantitative improvements are needed in both the public and private realms to achieve this. As a result, each neighborhood should develop a distinguished character—focused around their unique topographic features—to enhance local identity and encourage civic pride.

Planning Issues & Constraints

Planning issues include deciding how to:

- ✓ Improve transportation connectivity while taking into consideration existing development and critical areas as well as traffic concerns by local residents
- ✓ Find funding to bring sub-urban roads up to urban standard
- ✓ Increase pedestrian safety
- ✓ Acquire easements for public trails
- ✓ Acquire more public space (i.e. parks)
- ✓ Transition from Euclidean Zoning to Form-Based Codes
- ✓ Mix land uses while preventing nuisances
- ✓ Get the public involved and informed
- ✓ Develop Island Crossing while protecting critical areas
- ✓ Repair sprawl type development
- ✓ Redevelop certain areas
- ✓ Establish the sub area as a TDR receiving area
- ✓ Improve civic services

The planning area lies entirely within the City's Airport Protection District which will influence land use and development patterns. The airport staff needs to be informed and involved in the planning process to work out concerns and issues that they may have with regards to proposed changes in land use and development. As development and redevelopment within the sub area occurs, proposed uses within the Airport Protection District shall be compatible with the airport and its operations.

Existing critical areas will also affect development patterns, particularly in the Island Crossing Neighborhood.

Existing Conditions

THE PRIVATE REALM

Land Uses

The Smokey Point and Island Crossing neighborhoods serve as gateways to the City of Arlington from Interstate 5. Annexation of the sub area occurred in 1999 (Smokey Point), 2008 (West Bluff), and 2009 (Island Crossing). Consequently, much of the development in the sub area occurred when the area was under Snohomish County’s jurisdiction.

The prevailing development pattern in the area is suburban sprawl with auto-scale/oriented and service type businesses being fairly predominant. Land uses are mostly commercial and residential in nature, although professional services are available (see Attachments 4.0 and 5.0).

Vacant properties total 271 acres, while underdeveloped parcels total 154 acres (see Attachment 6.0). This leaves the potential for the development of an estimated 442 dwelling units (mostly single family) and 3,472,323 square feet of commercial space under current zoning regulations. These numbers, though, do not reflect the potential for redevelopment in the Smokey Point neighborhood or development restrictions that will exist in Island Crossing.

Housing Characteristics

Prior to the mid 20th century, few homes existed here. In the 1960s, subdivisions began to convert agricultural and forest lands into housing tracts and significant growth followed. Today the area is comprised of a mix of housing types: detached single-unit homes (including manufactured homes), duplexes, townhomes, and apartment buildings.

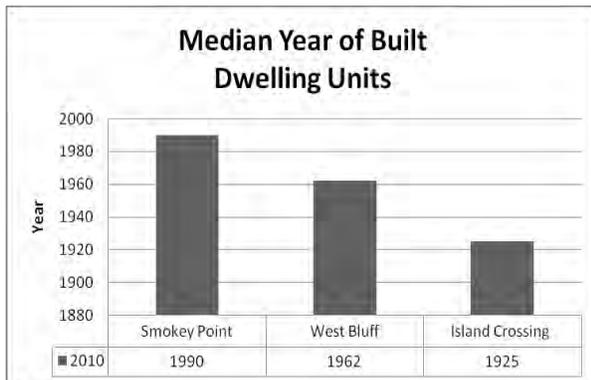


Figure 1. Median Year of Built Dwelling Units

In the Smokey Point (SP) neighborhood, there are 1,351 dwelling units (du) (as of 2010). Fifty-four percent of those units are detached single family houses, 8% are manufactured houses, 20% are duplexes & townhomes, and 15% are apartments (see Figures 2-5).

The West Bluff (WB) neighborhood has 31 dwelling units. Sixty percent are detached single family houses, 20% are manufactured houses and 20% are duplexes (see Figures 2-5).

Island Crossing (IC) has five dwelling units, 80% being detached single-family houses and 20% manufactured (see Figures 2-4).

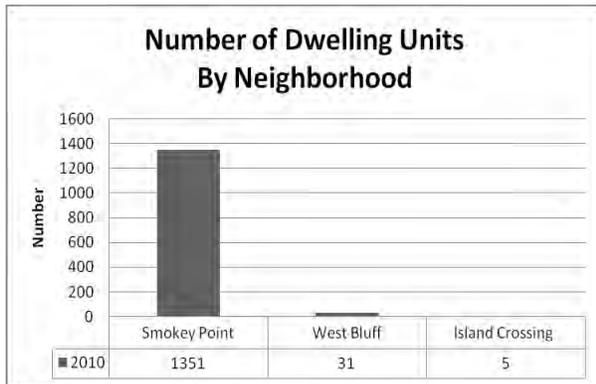


Figure 2. Number of Dwelling Units By Neighborhood

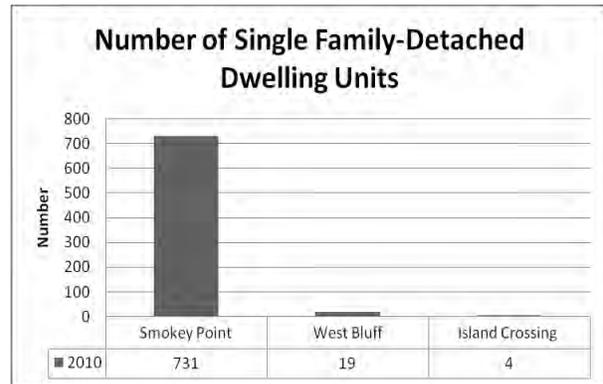


Figure 3. Number of Single-Family Detached Dwelling Units

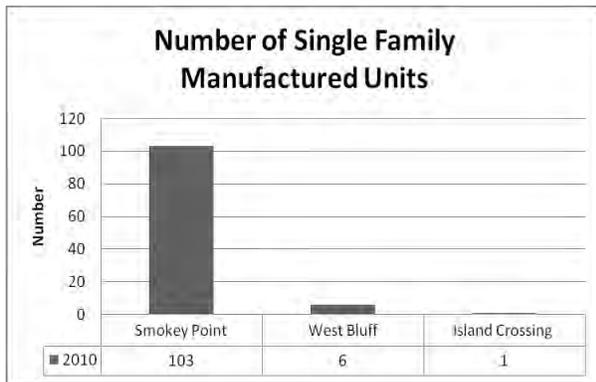


Figure 4: Number of Single-Family Manufactured Units

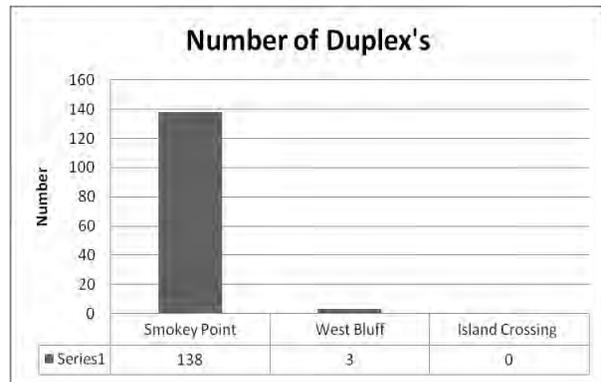


Figure 5: Number of Duplexes

Most homes in the area fall under the architectural classification of modern post-war suburban. This architectural type is simplistic because the early modernist movement in architecture drew its inspiration from futuristic, not past, ideals. The most common post-war suburban housing types in the area are the ranch styled rambler (see Figure 6), the split entry (see Figure 7), and the tri-level (see Figure 8). Post-war suburban housing subdivisions were designed to mimic the romanticized countryside with its low density and windy rural highways. Consequently, many of the area homes have deep setbacks and sit on relatively large lots that abut curvilinear roads that are absent of sidewalks (see Figure 9). By the 1990s, garages became the dominant feature of the front façade of many of the homes that were built (see Figure 10).



Figure 6: Ranch Style Rambler



Figure 7: Split-Entry House



Figure 8: Tri-Level House

After the turn of the 21st century, two-story craftsman style homes (see Figure 11) were introduced to the pallet of housing types being built in the area. While garages continued to make up a large portion of the front façade of homes, entryways on craftsman style homes became more distinguished because of the use of front porches, portals and porticos.



Figure 9: 1980s Style Rambler with No Sidewalks



Figure 10: Garage-dominated House

Homeowners in some of the older housing stock (pre-1990s) have converted garages into additional living space or have added-on to adjust for changing household needs. Older home sites (pre 1980) are beginning to experience a valuation shift, where the lots these homes sit on are becoming worth more than the house itself.



Figure 11: Two-story Craftsman Style House

According to 2010 tax assessment records, the average value of a dwelling unit was \$188,056 in Smokey Point, \$280,977 in West Bluff and \$217,780 in Island Crossing. Smokey Point’s mean dwelling unit value is likely lowest because of its greater diversity of housing stock which includes affordable housing options like apartments and manufactured homes. West Bluff’s high average value is influenced by the fact that many homes here are situated on large lots and have an underlying zoning classification of Highway Commercial. Assessed values are broken down according to housing type (see Figures 12-15).

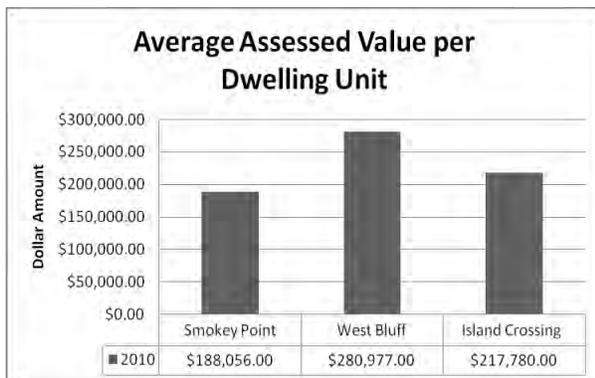


Figure 12: Average Assessed Value per Dwelling Unit

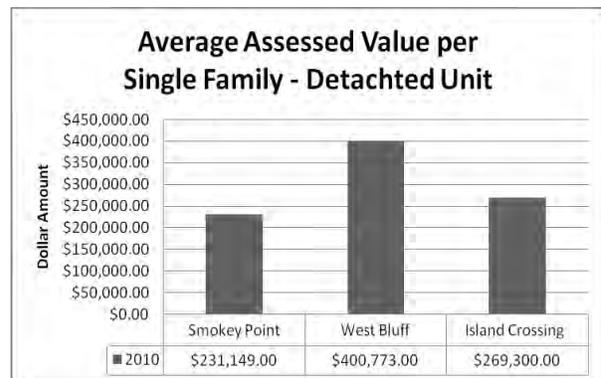


Figure 13: Average Assessed Value per Single-Family Detached Unit

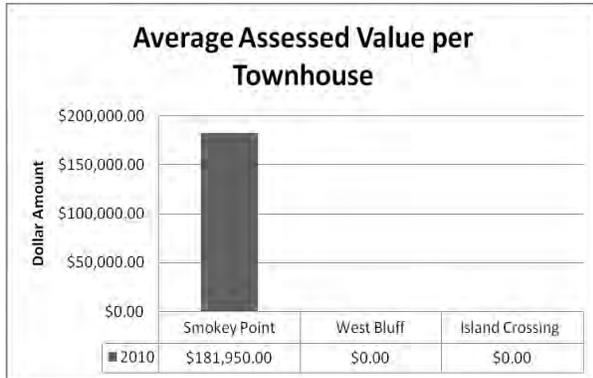


Figure 14: Average Assessed Value per Townhouse

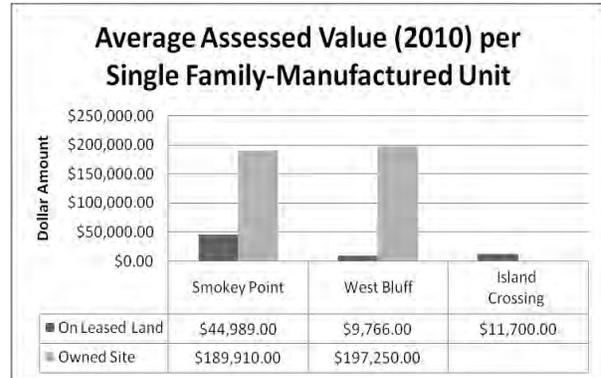


Figure 15: Average Assessed Value per Single-Family Manufactured Unit

Non-Residential Building Characteristics

Much of the non-residential building stock was built toward the latter end of the last century in the form of strip malls, storage facilities and stand alone buildings spaced relatively far from each other and on large lots. These buildings generally don't follow after any particular architectural style and are relatively simple in terms of architectural design and massing. Some of the strip malls have a gallery or shop-front type façade (see Figures 16 and 17). Most of the non-residential buildings are single story although those buildings containing office uses are multi-story. The tallest building is the Medallion Hotel which is four stories high.



Figure 16: Typical 1970s Strip Mall



Figure 17: Typical 1980s Strip Mall

Signage

Stand-alone signs advertising for businesses are typically monument signs (see Figure 18) and internally lit. Sandwich boards and off-site signs frequently line sidewalks and park-strips (see Figure 19).



Figure 18: Internally-lit Monument Sign



Figure 19: Sandwich Board Sign

THE PUBLIC REALM

Thoroughfares

Two major thoroughfares bisect the sub area—Smokey Point Boulevard and SR 531 (172nd St. NE). Interstate 5 borders the area on the western periphery. Smokey Point Boulevard begins to the south as a five lane arterial with sidewalks that immediately abut traffic lanes. Past 174th Place NE, the boulevard narrows to 2 lanes with gravel shoulders until it ends at Highway 530 to the north. SR 531, identified as a Project of Regional Significance by the Washington Transportation Commission between 43rd Ave NE and SR 9, is also a wide arterial with sidewalks that immediately abut travel lanes until it crosses 43rd Ave NE where it narrows to two lanes with paved shoulders. The State DOT has jurisdiction over this road and has plans to make improvements as soon as funding becomes available. When the City's population reaches 25,000, SR 530 will become our responsibility.

As mentioned before, 65% of the roads within the subarea are below urban standards. This means that many of the roads lack sidewalks and park-strips in addition to curbs and gutters. Residential subdivisions built prior to the 1980s have streets that are substandard.

In most of the old neighborhoods, road drainage occurs in adjacent open swales. Many of these swales have been filled in by property owners, disrupting the flow of storm water runoff.

Block Characteristics & Connectivity

Growth in the area has occurred organically, resulting in a curvilinear network of meandering streets dominated by cul-de-sacs. The result is a high level of neighborhood fragmentation. The sub area's connectivity index is at 0.88 on a scale of 0-2.5, with 2.5 being the highest level of connectivity.

Transit Facilities

Community Transit serves the Smokey Point neighborhood but currently does not have stops in West Bluff or Island Crossing (see Attachment 7.0). Routes through Smokey Point include 201/202 which run from Smokey Point to Lynnwood; 227, which runs from Arlington Park & Ride to Smokey Point and on to Boeing in Everett; 230 that Runs from Smokey Point to Darrington; and the 240 which runs from Stanwood to Arlington.

Bicycle Networks

Designated bike lanes exist along two fragmented segments. The first segment runs along SR 531 from the I-5 interchange to the 4000 block. The second segment exists along Smokey Point Boulevard in front of the Stillaguamish Senior Center. A trail conducive for pedestrians and cyclists will be built in conjunction with the new 173rd Place connector street (1/2 mi. in length).

Pedestrian Network

The network of sidewalks is highly fragmented (see Attachment 8.0). Sidewalk width is typically no greater than 5 feet. On major arterials (SR 531 and SPB) and on neighborhood streets built in the 1990s, sidewalks are immediately adjacent to travel lanes, while roads built or improved under the City's jurisdiction include sidewalks separated from travel lanes by 5-foot park-strips. An estimated 39% of total roadway length in the sub area is accompanied by sidewalks.

Utility Services

Water and sewer services are split between Marysville and Arlington. Generally, the City of Marysville provides sewer and water service in the Smokey Point neighborhood south of 180th Street and west of 43rd and 51st Avenues, while the rest of the sub area is serviced by the City of Arlington. Some homes still use septic systems and access water from wells (see Attachment 9.0). Other utility lines, such as power and telephone, are generally located above ground. Streets are illuminated by suburban "cobra" style lamps.

Stormwater utility services are provided to the entire subarea by the City of Arlington. Virtually the entire area is underlain by soils conducive to infiltration. However, many parts of Smokey Point have a shallow depth to groundwater. In addition, most of the subarea was constructed years before annexation into the city, so the stormwater inventory is limited and infrastructure may not be fully understood. Many stormwater facilities do not meet current engineering standards, or have exceeded their design life, or have been under-maintained. Finally, Heyho Creek, draining Smokey Point to the south, and Portage Creek, draining Island Crossing to the west, are low gradient streams that do not efficiently convey urban stormwater downstream. Consequently, localized flooding is not uncommon; fortunately, stormwater concerns can be readily resolved with prudent planning and design.

The 2010 Comprehensive Stormwater Plan identified six capital projects in the subarea focused on stormwater planning and water quality improvements, including two in Smokey Point proposed for joint developer/City funding. These include design and construction of regional detention and infiltration systems that may serve as reduced-cost incentives to developers. The permeable soils also suggest low impact development (LID) approaches that provide source control and prevent runoff generation would do

very well. These practices may include integration of open spaces (e.g., parks, trails, landscaping, reduced lane widths, medians) into site design, rooftop rainwater capture for irrigation, and dispersion techniques such as soil preparation, rain gardens, reverse slope sidewalks, “perforated” curbs, permeable pavement, and on-site infiltration galleries.

CIVIL SERVICES

Parks

The area has one public park—York Park—which is located in Smokey Point. The Arlington Airport, adjacent to Smokey Point, has public walking trails. Some privately owned and operated parks also exist in the area (e.g. Hero Park near Lowes).

Police & Fire

Fire and police protection are provided by the City of Arlington. A temporary fire station exists in West Bluff but the City plans to build a station in the near future.

Education

The Lakewood School District serves the Smokey Point Neighborhood, while Arlington School District serves West Bluff and Island Crossing. No public schools are located in the sub area.

Other

The Stillaguamish Tribe of Indians has their administrative offices located in the Smokey Point neighborhood.

NATURAL ENVIRONMENT

Topography

Smokey Point and West Bluff are situated in a flat valley between the Tulalip and Getchell Plateaus. Island Crossing lies within the Stillaguamish River Valley. Views of the Cascades exist from numerous points within the area, with Mt. Pilchuck, Three Fingers and Whitehorse being most prominent.

Soils

The Smokey Point Neighborhood primarily consists of Lynnwood loamy sand soil and Custer fine sandy loam. Small areas of Mukilteo muck and Kitsap silt loam are located in the southeast corner of the neighborhood. The Lynnwood soil type drains well and is suitable for urban development. The Custer soil drains poorly and is subject to a high water table during wet months but is still suitable for urban development. Mukilteo muck is moderately permeable but has a high water table and is subject to standing water during wet months. This soil type is not suited for urban development. Kitsap soils drain slowly but can be developable with drainage.

Island Crossing consists of Everett gravelly sandy loam and Alderwood-Everett gravelly sandy loams. The Everett soil drains very well and is suitable for development. The Alderwood-Everett soil drains quickly but is not suitable for development because of its steep slopes and the high probability of erosion.

The vast majority of Island Crossing sits atop Puget silty clay loam. This soil type is deep but drains slowly and is found in flood-plains. Urban development is restricted by high water tables and the possibility of flooding.

Critical Areas

The sub area encompasses portions of the Stillaguamish, Portage Creek, and Quilceda Creek watersheds (see Attachment 10.0). Wetlands are primarily located within the Island Crossing neighborhood which includes two waterways—South Slough and Portage Creek. West Bluff, which lies entirely within the Portage Creek Watershed, is bounded by steep slopes along the eastern border. Critical areas in the planning area provide habitat for salmon, cutthroat, amphibian, small and large mammals and many different avian species.

Vegetation

The area was originally covered in evergreen forest before it first cleared for commercial logging and later for farming and housing tracts. Mature, second growth evergreens (such as cedar and Douglas fir) now exist scattered mostly throughout the residential areas. Native vegetation includes Douglas fir, Western Hemlock, Red alder, Black Cottonwood, Big leaf maple. Native shrubs include Vine Maple, Indian Plum, Service Berry, Oregon grape, Sword Fern and Salal. There are also several locations where native mushroom species still exist in the forested areas that have recovered from logging activity.

Natural Hazards

Island Crossing is subject to fairly regular flood events from the Stillaguamish River with major flood events in the last 10 years occurring in 2003, 2006 and January 2009. The eastern edge of West Bluff may become subject to landslides if the existing steep slopes aren't managed properly with appropriate setbacks and vegetation retention. The entire sub area is subject to seismic activity although no known fault lines run through the immediate area. Liquefaction hazard is highest in the Island Crossing neighborhood.

Climate

The area has a mild, Marine West Coast climate, receiving an average of 37.5 inches of rain annually. Summer high temperatures peak at an average of 74 degrees and dip to an average low of 34 degrees in winter (data obtained from www.weather.com).

Sub Area Recommendations

Guiding Principles

New Urbanism is a planning theory taking hold in municipalities across the United States. This theory advocates for the return to time-tested methods of good urban design that have generally been disregarded since the early 20th century (with the advent of Euclidean zoning and the automobile).

R1 Incorporate the principles of New Urbanism into the Sub Area plan.

PRINCIPLES OF NEW URBANISM:

- P1 **WALKABILITY** – Most activities of daily life (e.g. schools, commercial services & employment opportunities) should exist within a 15-20 minute walk of where people live. Pedestrian comfort should be ensured by good streetscape design.
- P2 **CONNECTIVITY** – Streets should be interconnected to form a grid network that disperses traffic and facilitates alternate methods of transportation (like walking, bicycling and transit).
- P3 **MIXING LAND USES** – Compatible land uses should be mixed to ensure a variety of business and housing types are within close proximity for ease of access.
- P4 **VARIETY** – A wide range of housing types should be encouraged to accommodate market needs.
- P5 **QUALITY ARCHITECTURE & URBAN DESIGN** – Emphasis is placed on aesthetics, human comfort, and optimal placement of civic spaces.
- P6 **TRADITIONAL NEIGHBORHOOD STRUCTURE** – Neighborhoods should have a discernable center and edge with quality public spaces and art.
- P7 **COMPACT DESIGN** – Buildings should be placed close together to help facilitate human scale and efficient land use.
- P8 **SUSTAINABILITY** – New development should be compatible with the natural environment and be encouraged to incorporate eco-friendly design elements.
- P9 **PRESERVATION** – Farmland, open space, and critical areas should be protected, with new development directed towards already existing communities.
- P10 **INVOLVEMENT** – Community members and stakeholders alike should participate in the planning process.

FORM BASED CODES

A Form-Based Code (FBC) is one of several tools that can be used by local governments to regulate growth and development. FBCs were first developed and used 30 years ago and have since been adopted by a growing number of communities throughout the country. Communities that agree with the principles of New Urbanism often adopt FBCs because they have proven to be effective tool for implementing New Urbanist principles.

With FBCs, the organizing principle behind development regulation is *form*, as opposed to *land-use* (upon which Euclidean zoning is based). It is important to note that land use is still regulated under FBCs—in order to prevent the occurrence of nuisances—but land uses are not the primary focus of regulations.

FBCs have five major components: a Regulating Plan (zoning map), Civic Space Standards, Building Configuration Standards, Building Type Standards, and Architectural Standards. It is important to note that FBCs can function as a code overlay on the City’s current Land Use Code (LUC). Where FBC and LUC codes conflicted, the FBC would take precedence.

R1 Adopt and use Form-Based Codes as a tool for regulating development in the sub area.

Public Realm Recommendations

The public realm includes all publicly owned and accessible spaces such as street right-of-ways, open spaces (i.e. parks), and civic buildings. The public realm could also include any place privately owned that is accessible to the public.

RIGHTS-OF-WAY

Thoroughfares

How streets are designed and laid out impacts a community's look, feel, and function. Roadway improvements are needed in the sub area to bring streets up to urban standards (see Existing Conditions above), improve traffic circulation, and help establish a “unique sense of place.”

R1 Attachment 11.0 shows the recommended Road and Pedestrian Network Plan for the sub area.

- Traffic safety measures should be implemented to improve visibility and turn movements at 35th Ave NE and Smokey Point Boulevard.
- Roundabouts are recommended along 172nd Street NE/SR 531, at 43rd and 51st Avenues, at the east leg of the “Y” intersection of Smokey Point Blvd. and SR 531, as well as other key intersections throughout the sub area as shown on the map.
- All improvements to SR 530 and SR531, including roundabouts, shall be coordinated with the Washington State Department of Transportation (WSDOT) and Stillaguamish Tribe and conform to WSDOT Design Standards.
- If proposed, a new Interstate 5 interchange at 188th Street NE shall require approval by WSDOT and the Federal Highway Administration. Future design and possible relocation of the existing I-5 rest area would be conducted during design phases.

R2 New thoroughfare options and standards should be developed that address movement type, design speed, pedestrian crossing time, ROW width, curb-face to curb-face width, number of traffic lanes, presence of bicycle lanes, presence of on- street parking, curb type, parkstrips, landscaping, walkway type, illumination, and curb radius.

R3 Streetscapes should be designed with emphasis placed on pedestrian comfort and safety.

R4 Cul-de-sacs should be prohibited with new development.

R5 Streets associated with new subdivisions should be required to provide access links to neighboring parcels that are vacant.

R6 The establishment of private roads should be prohibited to ensure that right-of-way design conforms to City standards.

R7 Gated thoroughfares should be expressly prohibited to allow for connectivity and ease of access for emergency vehicles.

Block Standards & Intersection Spacing

Block standards are necessary to ensure that high levels of connectivity result with new development in the area. Higher levels of connectivity will help make all modes of transportation more efficient—conserving both time and resources. Any new roadway connections with State highways, including SR 530 and SR 531/172nd Street NE shall conform to WSDOT Access Guidelines. New roadway improvements shall follow recommendations per the SR 531 Corridor Recommendations document from WSDOT.

- R1 Block standards should be developed in relation to each transect.
- R2 A connectivity index standard should be set for all new subdivisions to ensure a grid network and connectivity to undeveloped parcels.
- R3 Intersection spacing should not exceed 495 feet on pedestrian oriented thoroughfares.

Vehicular Travel Lanes

Vehicular lane width influences neighborhood walkability, driver speed, and vehicle accommodation.

- R1 Thoroughfare types should be sensitive to this neighborhood walkability, driver speed, and vehicle accommodation in their design.
- R2 Vehicular travel lanes should be narrower on local access streets and wider on major thoroughfares (arterials).
- R3 New vehicular lanes should not be curvilinear in design but may change angle by varying degrees. This helps ensure good block design and discourages awkward lot shapes.

Vehicular Parking Lanes

On-street parking provides convenience, increased parking availability, and additional buffering between the pedestrian realm and travel lanes. They can also function as method for traffic calming.

- R1 On-street parking should be provided on all *non-arterial* roads where feasible.
- R2 Parking lanes should be relatively narrow on neighborhood streets.
- R3 Parking stalls on commercial streets should primarily be diagonal.

Bicycle Lanes

Bicycle lanes help to encourage bicycle use and improve the safety and comfort of both bicyclists and pedestrians.

- R1 Bicycle lanes should be provided on all new or improved streets with a design speed of 30mph or greater (except where an adjacent paved trail exists or is planned).
- R2 Bicycle lanes should be installed on the already improved section of Smokey Point Boulevard (16400-17400 blocks).

Curb Type

Curbs help physically separate the pedestrian realm from vehicular travel lanes and provide definition to the roadway.

- R1 Vertical curbing should be included with motor-courts (access easements) to provide spatial definition and discourage encroachment from adjacent properties.
- R2 Rolled curbs may be necessary where “neckdowns” occur to accommodate the turning radius of large vehicles.
- R3 Horizontal curbs should be included with rear alleys to provide spatial definition or support drainage.

Park Strips & Center Medians

Park strips provide a buffer between travel lanes and sidewalks—increasing pedestrian comfort and softening the streetscape.

- R1 Parkstrip widths should be increased on new or improved roads from the standard 5 feet to a minimum 7 feet.
- R2 Creative uses for parkstrips, such as gardening, should be allowed in residential neighborhoods.
- R3 Parkstrips should be added on the already improved section of Smokey Point Boulevard (16400 - 17400 blocks).
- R4 Landscaped center medians should be added to Smokey Point Boulevard and incorporated where feasible on new streets.

Landscaping

Landscaped parkstrips and roadway medians soften the streetscape and add to the overall quality of a place by improving air quality, reducing the “heat island” effect, providing water quality treatment, and reducing the amount of impervious surface.

- R1 Landscaping along arterials should be low-maintenance (and native) except for in certain areas the city may want emphasized.
- R2 A single street tree species should be selected for use in parkstrips along Smokey Point Boulevard.
- R3 A limited list of approved street trees should be assigned to specific thoroughfare types for aesthetic uniformity.

Pedestrian Walkways & Crossings

Sidewalk design is important for pedestrian accommodation. Unique design features can also add to a community’s “unique sense of place.”

- R1 Appropriate sidewalk width should be prescribed to each thoroughfare type and associated building types.
- R2 On commercial streets, sidewalk width should be wide enough to not only accommodate pedestrians but uses from adjacent buildings that may extend out onto the sidewalk (such as an outdoor café or sidewalk sale).
- R3 Sidewalks in the right-of-way should parallel vehicular travel lanes to ensure walking distances are minimized.
- R4 Special design elements, such as stamping and name imprinting, should be considered for commercial streets.
- R5 Street furniture should be included for pedestrian comfort, especially on commercial streets.
- R6 The use of sky bridges should be considered on major arterials to increase crossing options and walkability.
- R7 Unique crosswalk designs should be used on all pedestrian street crossings.

Curb Ramps

Curb ramps provide access between the sidewalk and the street and are critical for the safety of individuals with disabilities.

- R1 Combined parallel and perpendicular curb ramps should be used instead of diagonal curb ramps so that drivers can more easily decipher the intended direction of the pedestrian.
- R2 Curb extensions should be used on neighborhood and commercial streets to increase pedestrian visibility and reduce pedestrian crossing times.

Traffic Calming

Traffic calming is necessary to ensure drivers do not speed on roads where safety and high traffic volume are concerns.

- R1 Traffic calming devices should be used in roadway design of local access streets and put in place on some existing streets in the sub area.
- R2 Suggested traffic calming devices for local access streets include: raised crosswalks, textured surfacing, traffic circles, realigned intersections, neckdowns, center island narrowings, and raised intersections.

Utility Services

- R1 Utility lines above ground on Smokey Point Boulevard should be placed under-ground to help improve the streets visual appeal.
- R2 All future developments should utilize innovative and low-impact designs to manage stormwater in the area. The use of raingardens should be highly encouraged where groundwater infiltration is adequate. Additionally, a regional approach for managing stormwater should be evaluated with the concept of infiltration to match the design completed for the Airport Business Park along the north side of 172nd Street NE/SR 531.

Right-Of-Way Illumination

Improvements in right-of-way illumination are needed in the area to increase both driver and pedestrian safety. Particular attention should be given to the illumination of the pedestrian realm.

- R1 Unique street lamps should be used on new and improved right-of-ways instead of cobra-style street lamps in an effort to help create a “sense of place” for the area.
- R2 Street lamps should be able to accommodate hanging flower-baskets and/or banners where appropriate.
- R3 Different street lamp types of the same style should be assigned for use with specific thoroughfare types.
- R4 Street lamps should illuminate both travel lanes and sidewalks.
- R5 Measures should be taken to ensure that light pollution and energy consumption are minimized, especially near critical areas and within the Airport Protection District.
- R6 On neighborhood streets, placement of street lamps should be limited to intersections because porch lights on individual homes usually provide sufficient light.

Gateways

Gateways are needed in the area to help give spatial definition to City boundaries, welcome visitors, and distinguish the individual neighborhoods that exist in the sub area.

R1 Gateways should be placed at all major entrances to the sub area (see Attachment 12.0). Major entrance points include:

- ✓ 16400 Block of Smokey Point Boulevard
- ✓ 16400 Block of 51st AVE NE
- ✓ 3200 Block of 172nd St. NE
- ✓ 2600 Block of HWY 530

R2 Gateways should include neighborhood name under the City name.

R3 Gateways should be developed as monuments instead of roadside signs.

R4 Gateways should be placed in center medians where feasible. Where monument signs are placed along SR 530 or SR 531, signs shall comply with clear zone regulations as required by WSDOT.

SIGNS

Directional signs are needed to help visitors navigate their way around Smokey Point, West Bluff and Island Crossing and as well as towards other sections of town.

R1 Wayfinding signs should be oriented toward drivers, cyclists and pedestrians and should be strategically placed throughout the sub area.

R2 Neighborhood monument signs should be encouraged at the entrance to neighborhoods to help visitors identify neighborhoods while also providing ownership to residents.

CIVIC SPACES

Open Spaces

Open spaces are vital to a community's health and vibrancy and become increasingly valuable as communities mature in density. A variety of civic spaces should be encouraged in the sub area to improve the area's livability.

R1 Recommended types of open spaces include playgrounds, parks, trails, greens, sports fields, plazas, and squares.

Location, Size & Spatial Definition

R1 With new development, open space should not be made up of the residual space that is left after buildings are placed on site. Instead, new site plans should be organized around well placed/designed open spaces.

R2 In residential developments, dwelling units adjacent to open spaces should be oriented facing the open space.

R3 Squares and plazas should be spatially framed and activated by buildings and streets on at least two sides.

R4 Minimum size and shape requirements should be established for each type of civic open space to ensure that each space is scaled appropriately for the planned use.

Private Realm Recommendations

The *private realm* is generally defined as all real property that is held or owned by individuals or entities other than the public. Some property in the private realm can be quasi-public in that it is privately owned and maintained but open to, and commonly used by, the public.

REGULATING PLAN

The Rural-to-Urban Hierarchy

The central component of a Form-Based Code is the concept that communities should have discernable neighborhood centers and edges. This is achieved through zoning that is organized around development intensity. Each zone (called a “transect”) (see Figure 20) is purposefully assigned to a land area as part of the Regulating Plan (zoning map), establishing a sequential “hierarchy” of development intensity. This is in contrast to Euclidean Zoning which often falls short of establishing an organized pattern of development.

R1 Replace existing zoning with new transect zones consistent with FBCs (see Attachment 13.0)

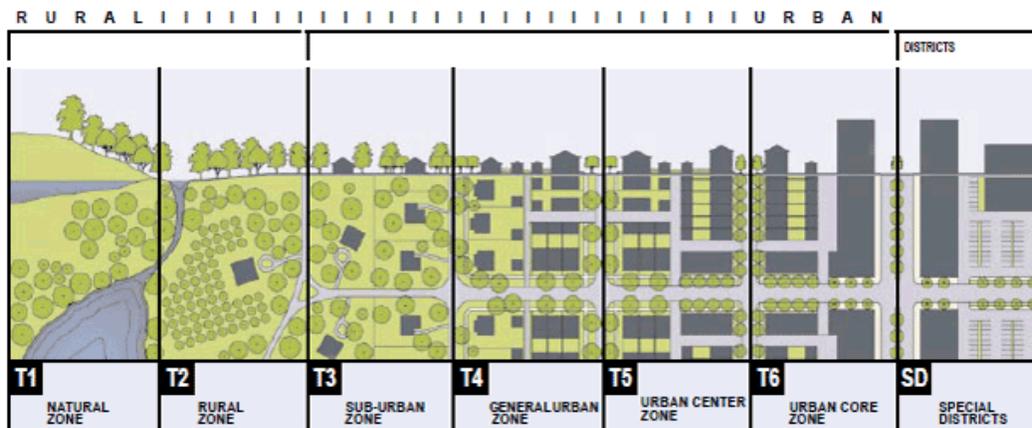


Figure 20: Rural to Urban Transect



Figure 21: Regulating Plan Example

GENERAL BUILDING FORM

DENSITY

Arrangement

Current zoning in the sub area doesn't establish an organized pattern of density distribution and as a consequence, a well defined neighborhood center hasn't developed. In order to help the community develop a "sense of place" with a vibrant neighborhood center, differing levels of allowed development intensity need to be spatially organized and defined.

R1 Reinforce the rural-to-urban hierarchy through the establishment of transect zoning (see Regulating Plan above).

Calculation

Density is currently calculated by lot size, lot coverage and building height (in ft.) restrictions. This encourages applicants to maximize total lot yields when subdividing and discourages good urban design.

R2 Density should be calculated by a guaranteed set number of allowable dwelling units per acre. This gives applicants predictability and the flexibility needed to adhere to spatial arrangement requirements set forth in the FBC.

LOT CONFIGURATION

Shape

Lot shape impacts how a building is able to engage the public realm. "Flag" lots (Figure 22) disrupt the urban fabric because of their isolative nature and "stacked" lots fail to create a vibrant urban form because they hide buildings from the public realm. In commercial areas within the sub area, "flag" lots and "stacked" lots have severely limited the visibility of some businesses from the public realm, making them difficult to find and access (block standards will also help solve this problem).

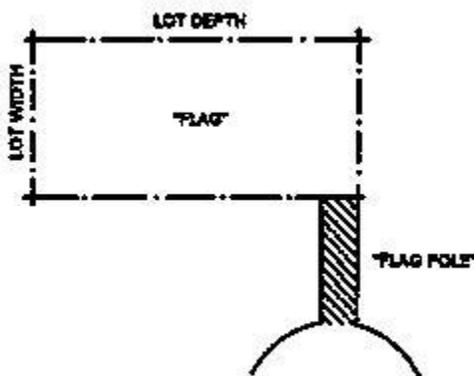


Figure 22: Flag Lot

R1 The creation of "flag" lots should be prohibited.

R2 New lots should adhere to the parameters set regarding spatial arrangement to prevent "stacked lots".

- R3 New lots should be required to be rectangular in shape with exceptions provided to accommodate certain topographical realities or other limiting factors such as easements.

Dimensions

Dimensional requirements have an impact on the spatial arraignment of both short and long plat developments. Currently, lot creation is regulated by minimums. Minimum lot width requirements can prevent good infill projects and should only be used in rural zones to help preserve the open character. Maximum lot width parameters can help ensure that new development is appropriately scaled to the desired urban form for the area.

- R1 Replace minimum lot width requirements with maximum lot width parameters calibrated to each transect to ensure new development is properly scaled.

BUILDING PLACEMENT

Disposition

Building placement has an impact on the overall urban form and plays a role in shaping the public realm as well. Current zoning regulations in the sub area only proscribe setback requirements that require buildings to be placed somewhere in the lot interior. This limits developers from making better use of limited space, (particularly in higher density transects) and fails to encourage the development of a cohesive and predictable urban form.

- R1 Set parameters for acceptable building dispositions by transect to encourage good urban form.
- R2 Incorporate build-to-lines/zones for building fronts to ensure a contiguous street-wall develops and that the public realm is appropriately defined.
- R3 Recommended building dispositions include: edge yard, side yard, rear yard and specialized.

Orientation & Spatial Arrangement

Commercial buildings subject to design review must meet a set of design criteria, including orientation and spatial arrangement. However, under the current code, options for residential building orientation are not specified or defined. Consequently, by default, buildings in both short and long plats face either the right-of-way, access easement, or a parking lot. By allowing and defining different spatial arrangements, variety can be added to the urban fabric and more housing/commercial options can be provided to the market.

- R1 Set parameters for acceptable building orientations and spatial arrangements of both short and long plats to encourage variety in the urban form.
- R2 The following are recommended orientations/spatial arrangements: street, linear court, square court, and motor court (residential use only).

BUILDING TYPES

A wider variety of Building Types should be encouraged within the sub area, particularly in the housing stock. Having a variety of housing types will enrich the existing urban fabric by providing a greater range of housing options for current and future residents.

- R1 Desired Building Types for the sub area should specified, defined, and assigned to an appropriate transect and Thoroughfare Type. Recommended allowed Building Types include:

- ✓ Detached, Single Unit Houses (including cottages, bungalows, etc.)
- ✓ Twin Houses
- ✓ ADUs (Accessory Dwelling Units)
- ✓ Village Houses
- ✓ Rowhouses
- ✓ Stacked Housing Units (low, medium rise)
- ✓ Mansion House Apartment/Condo bldg.
- ✓ Courtyard Apartment/Condo bldg.
- ✓ Live/Work Units
- ✓ Shopkeeper Dwellings
- ✓ Mixed Use Bldgs. with residential component (low, medium rise)
- ✓ Commercial Bldgs. w/o residential component (low, medium rise)
- ✓ Parking Structures
- ✓ Civic Buildings

R2 In residential subdivisions, similar floor plans should not be placed side-by-side.

R3 Code requirements should ensure a variety of floor plans are used in residential subdivisions.

LAND USE TYPES

Land uses in the area are highly segregated and mixed uses should be encouraged to reduce auto-dependency and allow for greater variety in the urban fabric. Under FBCs, land uses are often listed in a more generic form compared to Euclidean Zoning. This is done to allow for more flexibility in the number and types of allowed land uses. Subtypes of general land uses that need more discretionary review and/or distinction between and within each transect are also listed. For simplicity, land uses that are not allowed should be omitted unless certain uses need to be expressly prohibited.

R1 Mixed use should be encouraged to reduce auto-dependency and increase walkability.

R2 Allowed Land Use Types should be concise for simplicity and calibrated by transect.

R3 Recommended general Land Use Types (liberally interpreted) for the sub area include:

- ✓ Assembly, Recreation, and Education
- ✓ Residential
- ✓ Retail
- ✓ Services: Business, Financial, and Professional
- ✓ Services: General
- ✓ Transportation, Communication, and Associated Infrastructure

SPECIFIC BUILDING FORM

The purpose of Building Form regulations is to help ensure cohesive urban form. Buildings create “walls” that spatially define public spaces such as a street or park. The impact of buildings on the public realm should not be underestimated and therefore be carefully regulated.

Building Height

Building height that is simply regulated by feet encourages applicants to use minimal floor heights to maximize as many floors as possible which can lead to poor building design. Instead, height restrictions

based on *number of stories* allows applicants the flexibility to build stories with higher floor-to-ceiling dimensions which helps ensure buildings are functional for a variety of uses.

- R1 Building height should be regulated by number of stories (above ground) instead of feet to allow for better building functionality (although airport height restrictions would still apply).
- R2 Where parcels in a higher order Transect (T4, T5) abut a mostly residential, lower order Transect, the allowable building height should not be greater than ½ stories higher than allowed in the neighboring lower order Transect for all building that occurs within 35 feet of the transitional property line to ensure cohesive transitions between zones.

Ground-Floor Finished Level Height

The ground-floor finished level height is the distance between ground level and the first floor of a building measured at the front façade. This measurement becomes critical in higher density areas where privacy from the public realm is desired.

- R1 Ground-floor finished level height should be a minimum of 18 inches for residential units and 6 inches maximum for commercial and retail uses. Residential units close to the sidewalk should have higher ground-floor finished level heights to provide privacy from the pedestrian realm.

Minimum Ground-Floor Ceiling Height

This regulation helps ensure that the street level story is functional for businesses in mixed-use and commercial buildings.

- R1 Minimum ground-floor ceiling height for mixed use and commercial buildings should be 14 feet to ensure floor space is compatible for commercial uses.

Ancillary Buildings

Ancillary buildings are usually associated with single family residential units and can function as a detached garage, ADU, or both. More ADUs are needed in the sub area to help provide more affordable housing that is evenly distributed throughout the area.

- R1 Second story windows should avoid facing into the nearest adjacent parcel.
- R2 Regulations should ensure ancillary buildings are not equal or nearly equal to the principle building in terms of size.
- R3 An appropriate distance should separate the ancillary building from the principle building to ensure an appropriate relationship.

Frontage Types

The front façade of a building plays an important role in engaging the public realm. The purpose of regulating front facades is to ensure that the transition from the public to private realm is appropriately defined. Current codes for the area don't set requirements for front facades. In residential areas, garages have become the dominant feature of front facades.

- R1 Allowed frontage types should be associated with specific building types. Recommended frontage types include:

- ✓ Common Lawn
- ✓ Porch & Fence
- ✓ Portal
- ✓ Stoop
- ✓ Terrace
- ✓ Gallery
- ✓ Arcade
- ✓ Shopfront & Awning
- ✓ Forecourt

R2 Dimensional standards should be set for all frontage types to ensure proper design. For instance, porches need a minimum 6 feet clear depth to be functional.

R3 With subdivisions, minimum percentage standards should be set to ensure a variety of Frontage Types are used.

R4 In commercial areas, awnings should be allowed to encroach over sidewalks to add human scale and protection to pedestrians from inclement weather. Awnings should also have a minimum clearance and not be allowed to conflict with street trees or lighting.

R5 Upper story gallery facades should not be used as a primary means of upper story building circulation in order to allow for outdoor uses by upper story businesses/residents.

ARCHITECTURE

Architectural standards will help give the sub area a more distinguished look and feel—adding to the creation of a unique “sense of place” for the community.

R1 Architectural standards should be used in place of design guidelines in order to make development review more predictable, fair, and expedited for applicants.

R2 Architectural standards should be based on historical and local precedents/preferences.

R3 Use of vinyl or similar siding should be prohibited.

R4 Low-Impact design elements should be defined and encouraged.

PARKING

Where parking is located and how many spaces are required, has a significant impact on urban design, pedestrian comfort and safety, walkability of a place, development costs, how much land is covered in asphalt relative to the associated building footprint, and how destinations are primarily accessed.

LOCATION

R1 To prevent the occurrence of “garagescape” and to help “activate” residential streets as well as increase pedestrian safety, vehicular access to Lots should be taken from a rear alley. Where alleys are not feasible with new development, garages and parking areas should be located within the third layer of the Lot. Driveways of neighboring lots should be placed side-by-side.

R2 On-site parking associated with mixed use and commercial buildings should be located to the side and/or rear to allow for buildings to be placed close to the right-of-way, which helps to activate the street front and encourage walkability.

R3 In the Neighborhood Center transect, on-site parking should be located in the block interior.

- R4 On-street parking should be included on all non-arterial roads where feasible to help reduce the size of parking lots and support businesses in commercial areas as well as allow a place for guests to park in residential areas.
- R5 The City should encourage shared parking areas to help reduce development costs and the overall amount of land used for parking.
- R6 Access drives to parking areas should be consolidated to reduce the amount of curb-cuts in sidewalks, which increases pedestrian comfort and safety.

REQUIRED SPACES

- R1 Parking requirements should be calibrated in relation to each transect and allowed building types therein to ensure parking requirements don't prevent the creation of a walkable community.
- R2 In the Neighborhood Center transect, developers should be encouraged to "unbundle" the cost of parking from the cost of housing to encourage affordability. Unbundling means housing units and parking spaces are sold separately.
- R3 On street parking in front of commercial and mixed use buildings should count towards required parking spaces to help reduce the amount of private land consumed by parking spaces.
- R4 To help small businesses, minimum parking requirements should be waived for commercial uses occupying less than 2,500 square feet of space.
- R5 A strategy should be developed for encouraging shared parking to help maximize efficiency.
- R6 To allow for more affordable housing, required on-site parking spaces should not be required to be covered (i.e., homes shouldn't be required to have garages).
- R7 To make transportation alternatives more feasible in the area, accommodation should be given to pedestrians and bicyclists through incorporation of good streetscape and urban design.
- R8 In an effort to encourage affordable housing, on-site parking should be waved for ADUs less than or equal to 350 square feet.

PAVING MATERIAL

- R1 Low impact design elements should be used to reduce storm-water run-off from parking areas associated with commercial, mixed use and residential uses.
 - a. Storm-water retention ponds should be designed look and function like natural ponds.

TDRs

In an effort to create higher quality development in the sub area, a land use incentive called Transfer of Development Rights (TDR) will be used. This voluntary, incentive-based approach is an effort to guide growth away from productive agricultural and natural resource lands to more urbanized areas which can benefit from higher densities.

Within the TDR program, there are sending properties and receiving properties. Properties located outside the City in the Stillaguamish River Valley adjacent to the West Bluff and Island Crossing neighborhoods would qualify as a TDR sending properties. The sending property's development right is turned into a tradable commodity, the landowner is compensated based on current market conditions, and the property itself is preserved through a conservation easement. With the use of TDR certificates from the sending site, a developer will be able to use the development rights at a receiving property to achieve higher densities than would otherwise be permitted.

Within the TDR program, there are multiple benefits achieved. The property owners receive compensation and maintain low property taxes while still continuing to operate their business and live on-site. The Stillaguamish Valley would continue to be preserved and maintained for food production and for conservation of the natural resource and riverine habitats along the rivers and creeks. And, the local developers within the City limits would be able to develop their properties in the future with higher development potential.

R1 The sub area should be established as a TDR receiving area in an effort to help preserve the rural nature of the Stillaguamish River Valley.

Implementation

The West Arlington Sub Area Plan shall serve as an implementation strategy to support the vision of the residents of Smokey Point, West Bluff and Island Crossing, as well as the Growth Management Act and Snohomish County Countywide Planning Policies.

With the use of Form Based Code, TDR program and other strategies as outlined in this document, the goal is to enable Smokey Point, West Bluff and Island Crossing to create their own unique sense of identity while maintaining the same community values that are known for the City of Arlington.

An implementation plan for the Sub Area Plan should be developed to identify the number of initiatives that will occur over the next several years. The implementation plan will be necessary in order to carry-out the recommendations that have been outlined in this Plan.

It is important that the community be involved throughout the implementation process. The City Council, as well as the Planning Commission, will play a substantial role in the adoption of this and future guiding documents. Prior to approval from the Council, the Sub Area plan will need to be discussed with various groups, including:

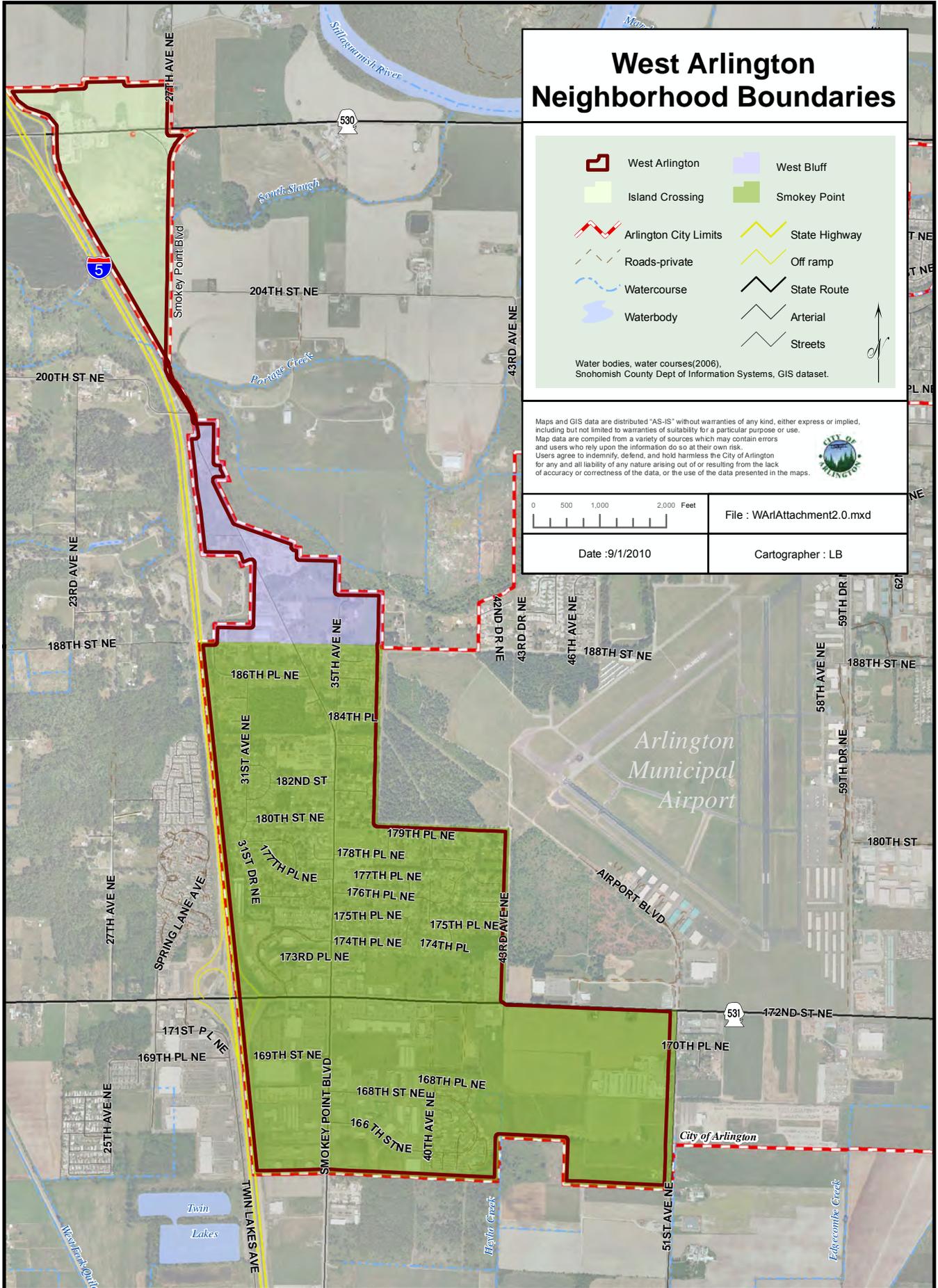
1. Stakeholders
 - a. Community Residents & Businesses
 - b. Chamber of Commerce
 - c. Rotary Club
 - d. Stillaguamish Tribe
 - e. Community Transit
2. City Departments (i.e. Community Development, Public Works, Utilities, Airport)
3. City Advisory Committees
 - a. Planning Commission
 - b. Airport Commission
 - c. Parks, Arts and Recreation Commission

After approval, a Form Based Code (FBC) will need to be created and adopted into the City's Land Use Code (LUC) and new transect zoning districts will need to be created. Although the FBC will act as an overlay to the base zoning, the FBC for the sub area will likely require substantive changes to the LUC as development occurs over time.

As redevelopment occurs within the sub area, the City will need to monitor development patterns and evaluate progress of the Sub Area Plan implementation. The FBC and LUC should be calibrated as needed to adjust for development and market conditions, community needs and the overall vision of the sub area.

Attachments

Attachment 2.0

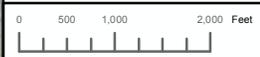


West Arlington Neighborhood Boundaries

	West Arlington		West Bluff
	Island Crossing		Smokey Point
	Arlington City Limits		State Highway
	Roads-private		Off ramp
	Watercourse		State Route
	Waterbody		Arterial
			Streets

Water bodies, water courses(2006), Snohomish County Dept of Information Systems, GIS dataset.

Maps and GIS data are distributed "AS-IS" without warranties of any kind, either express or implied, including but not limited to warranties of suitability for a particular purpose or use. Map data are compiled from a variety of sources which may contain errors and users who rely upon the information do so at their own risk. Users agree to indemnify, defend, and hold harmless the City of Arlington for any and all liability of any nature arising out of or resulting from the lack of accuracy or correctness of the data, or the use of the data presented in the maps.



File : WArAttachment2.0.mxd

Date :9/1/2010

Cartographer : LB

Attachment 3.0 Inventory of Roads Below Urban Standards

Road	Block Range	Length (miles)	Road Type ¹	Lanes	Sidewalk	Park Strip	Bike Lane
174 th Pl. NE	3500-3800	0.21	LA	2	No	No	--
38 th Dr. NE	17400-17500	0.08	LA	2	No	No	--
175 th Pl NE	3500-3800	0.21	LA	2	No	No	--
176 th Pl NE	3500-3900	0.27	LA	2	No	No	--
39 th Dr. NE	17600-17700	0.10	LA	2	No	No	--
Totem Park Ln.	3900-4100	0.16	LA	2	No	No	--
177 th Pl NE	4100-4300	0.15	LA	2	No	No	--
178 th Pl NE	3900-4100	0.10	LA	2	No	No	--
39 th DR NE	17800-17900	0.06	LA	2	No	No	--
179 th Pl NE	3700-4000	0.19	LA	2	No	No	--
37 th Dr. NE	17800-17900	0.06	LA	2	No	No	--
178 th Pl NE	3500-3800	0.22	LA	2	No	No	--
36 th Dr. NE	17600-17700	0.06	LA	2	No	No	--
177 th Pl NE	3600-3800	0.12	LA	2	No	No	--
38 th Dr. NE	17600-17700	0.06	LA	2	No	No	--
43 rd Ave NE	17200-18000	0.50	LC	2	No	No	--
181 st Pl NE	3500-3600	0.08	LA	2	No	No	--
36 th Dr. NE	18100	0.04	LA	2	No	No	--
183 rd Pl NE	3500-3600	0.11	LA	2	No	No	--
Smokey Pt. Dr.	3300-3500	0.37	LA	2	No	No	No
177 th Pl NE	3100-3500	0.26	LA	2	No	No	--
34 th Ave NE	17600-17700	0.05	LA	2	No	No	--
176 th Pl NE	3100-3400	0.15	LA	2	No	No	--
31 st Dr. NE	17600-18000	0.24	LA	2	No	No	--
179 th St. NE	3100-3300	0.13	LA	2	No	No	--
33 rd Ave NE	17700-17900	0.11	LA	2	No	No	--

180 th St. NE	3100-3500	0.25	LA	2	No	No	--
31 st Ave NE	18000-18600	0.41	LA	2	No	No	--
186 th PI NE	2900-3100	0.08	LA	2	No	No	--
29 th Ave NE	18600-18800	0.08	LA	2	No	No	--
188 th St. NE	2900-3700	0.50	Arterial	2	No	No	No
Smokey Pt. Blvd	17300-21200	2.50	Arterial	2	No	No	No
Total Sub-Area Roads = 12.7 Miles		8.27 Total Below Urban Standard	21 Closed- end streets	23 Cul- de-sac's			

¹ LA = Local access

Attachment 4.0 Business Inventory

Advertising & Media

Press/Publications/Radio/Marketing

Business Name	Address	Neighborhood
American Printers	16821 Smokey Point Blvd.	SP
Mr. Deez Marketing Group	19018 Smokey Point Blvd.	WB

Arts, Culture & Entertainment

Business Name	Address	Neighborhood
Ancient Arts Family Karate	3131 Smokey Pt Dr.	SP
Club Paradise	16820 Smokey Pt Blvd.	SP

Automotive & Marine

Sales/Oil Change/Cleaning

Business Name	Address	Neighborhood
Crossroads Mkt/Car Wash	5200 172 nd St. NE	SP
Jiffy Lube	17317 Smokey Pt. Blvd.	SP
Les Schwab	16607 Smokey Pt. Blvd.	SP
Marysville Speed 'n Custom	18824 Smokey Pt. Blvd.	WB
Margo's Safety 1 Driving School	16710 Smokey Pt. Blvd. #202	SP
Oil Can Henry's	3905 171 st St NE	SP
Rairdon Auto	16610 Smokey Pt. Blvd.	SP
O'Reilly Auto Supply	3533 172 nd St. NE	SP
Smokey Point Buick/GM	16632 Smokey Pt. Blvd.	SP

Computers & Telecommunications

Business Name	Address	Neighborhood
Smart Wireless	3617 172 nd St. NE	SP

Construction Equipment & Contractors

Architectural Design & Building

Business Name	Address	Neighborhood
Chopelas & Associates (Engineering & Design)	3611 168 th St. NE	SP
Gray & Osborne, INC (Consulting Engineers)	3710 168 th St. NE	SP
HomeRite Construction	17215 Smokey Pt. Dr.	SP
PowerCo Drywall	18824 Smokey Pt. Blvd. #101	SP

Finance & Insurance

Banks/Credit Unions/Insurance/Financial & Investment Services

Business Name	Address	Neighborhood
American Insure-All	3323 169 th Pl. NE #D	SP
Bank of America	3230 172 nd St. NE	SP
Cascade Bank	3532 172 nd St. NE	SP
Chase Bank	3704 172 nd St. NE	SP
Country Financial	3710 168 th St. NE A201	SP
Diversified Research	4007 168 th St. NE	SP
Edward Jones	3707 172 nd St NE #14	SP
Edward Jones	3719 168 th St NE	SP
Farmers Insurance	3131 Smokey Pt. Dr.	SP
Farmers Insurance	19127 Smokey Pt. Blvd. Bldg 2	WB
Farmers Insurance	16817 Smokey Pt. Blvd.	SP
Key Bank	17311 Smokey Pt. Dr.	SP
Mt. Crest Credit Union	3710 168 th St. NE #A108	SP
North County Bank	16419 Smokey Pt. Blvd.	SP
Schlagel Insurance	17215 Smokey Pt. Dr.	SP
Total Buy, Sell and Loan	3131 Smokey Pt. Dr.	SP
Union Bank	3506 168 th St. NE	SP
Vintage Lane Venture Group	3710 168 th St. NE #207B	SP
Whidbey Island Bank	4220 172 nd St. NE	SP

Fuel

Gas Stations/Heating/Natural Gas

Business Name	Address	Neighborhood
Aire Force Heating & Gas	3810 166 th Pl. NE #W-1	SP
76	2313 SR 530 NE	IC
Chevron	2233 SR 530 NE	IC
Safeway Gas	3521 172 nd St NE	SP
Shell	3316 172 nd St. NE	SP
Tesoro	2324 SR 530 E	IC

Government & Education

Business Name	Address	Neighborhood
Liquor & Wine	3704 172 nd St. NE #G	SP
Postal & Pay Licensing Sub-Agency	3131 Smokey Pt. Dr.	SP
U.S Post Office/Smokey Pt. Branch	3621 168 th St. NE	SP
WA State Dept. of Social/Health Services	3704 172 nd St NE #P	SP
WA State Drivers Licensing	3704 17 nd St. NE #K1	SP

Health Care

Dental/Hospitals & Clinics/Chiropractors/Medical/Dental & Nursing Care/Pharmacy

Business Name	Address	Neighborhood
All American Hearing Aids	3402 173 rd Pl. NE #102	SP
Alpine Professional Center***	17432 Smokey Pt. Blvd. #102-103	SP
Arlington Pediatric Dentistry	3710 168 th St. NE	SP
Compass Health	3220 173 rd Pl NE	SP
Cumulus Professional Park****	16410 Smokey Pt. Blvd.	SP
Ernst Chiropractic Clinic	16714 Smokey Pt. Blvd.	SP
Family Dentistry	3210 Smokey Pt. Dr.	SP
Gutierrez Chiropractic	3704 172 nd St. #N	SP
Message Therapy	16410 Smokey Pt. Blvd. #303	SP
N. Sound Physical Therapy	3405 172 nd St. NE #10	SP
Pilchuck Plaza – Doctors (2)	3710 168 th Pl. NE	SP
Points & Pathways Acupuncture	3710 168 th St. NE #A101	SP
Professional Services Ctr**	3225 Smokey Pt. Dr.	SP
Puget Sound Kidney Center	18828 Smokey Pt. Blvd.	WB
Smokey Point Chiropractic	4113 172 nd St. NE	SP
Smokey Point Family Dentistry	3533 172 nd St. NE #B	SP
Stillaguamish Behavioral Health Center	4126 172 nd St. NE #B	SP
The Pacific Building*	3210 Smokey Pt. Dr.	SP

*Acupuncture, dentists (2)

**Lee & Associates—Attorney’s, Timberland Reality Group, Smokey Point Orthodontics, doctors (2)

***Chiropractors (2), Foot & Ankle Specialist, Vision Clinic, Dentist

****Vision Center, Cascade Valley Clinic, Harmony Massage Therapy, Family Dentistry, Hellerwork Healing Arts, Pharmacy, Psychiatric Practitioner, M.P.C Clinic—permanent cosmetics, Lavenders Skin Care, Terry Benham Physical Therapy, Smokey Point Massage Therapy, Cascade Rehab Associates, NW Eye Surgeons, Alpine Recovery Services.

Home & Garden

Business Name	Parcel Reference Number	Neighborhood
Lowe’s	3300 169 th Pl. NE	SP
Parker Paint	17306 Smokey Pt. Dr.	SP
Sherman Williams Paint	3707 172 nd St. NE	SP
Virtual Floor	3323 169 th Pl. NE #E	SP

Legal

Tax Preparation/Attorney's/Legal Services

Business Name	Parcel Reference Number	Neighborhood
Riley Lee, Attorney	3325 Smokey Pt. Dr.	SP
Abelite Law Office	16710 Smokey Pt. Blvd. #200	SP
Witsoe-Haug & Associates	3727 168 th St. NE	SP

Lodging & Travel

Hotels/Motels/Travel Agencies

Business Name	Parcel Reference Number	Neighborhood
Arlington Chamber of Commerce	3710 168 th St. NE	SP
Arlington Motor Inn	2214 SR 530	IC
Medallion Hotel	16710 Smokey Pt. Blvd.	SP
Smokey Point Motor Inn	17329 Smokey Pt. Blvd.	SP
Snohomish County Tourism	3710 168 th St. NE	SP

Manufacturing, Production & Wholesale

Business Name	Parcel Reference Number	Neighborhood
Aire Force Heating & Gas	3810 166 th Pl. NE #w1	SP
Artistic Drywall Textures, INC	3810 166 th Pl. NE #205	SP
Duncan Electric	4413 196 th Pl NE	WB
R & S Electric	18220 Smokey Pt. Blvd	SP
Hertz Rental	16424 Smokey Pt. Blvd.	SP
Indian Fireworks	SR 530 & Smokey Pt. Blvd.	IC
National Food Corp.	6524 180 th St. NE	SP
NORETEP Poeschel & Schultz	19203 Smokey Pt. Blvd	IS
NW Pluming Contractors	3810 166 th Pl. NE #123	SP
Olympic Security	3810 166 th Pl. NE #101 & W5	WB
Pacific Surveying Equipment	16716 Smokey Pt. Blvd. #1	SP
Smokey Point Electric, INC	3810 166 th Pl. NE#203	SP

Personal Services & Care

Beauty Salons/Spas/Massage Therapy/Security Services/Childcare

Business Name	Parcel Reference Number	Neighborhood
Advanced Mobility	3710 168 th St. NE #201	SP
All Mind & Body	3719 168 th St. NE #C	SP
Arlington Massage	18725 Smokey Pt. Blvd.	SP
Chrysalis Clinic—Cosmetics	3710 168 th St. NE #B101	SP

CK Nails & Spa	3323 169 th Pl. NE #H	SP
Cleaners	3704 172 nd St NE #J	SP
Communication for Kids (Pediatric Speech Pathologists)	3710 168 th St. NE B #103	SP
Crown Creations Hair Design	4127 172 nd St. NE #B	SP
Hair Masters	3704 172 nd St. NE #M	SP
Hair Masters	3411 169 th Pl. NE #G	SP
Hi-Tek Nails	3405 172 nd St. NE #6	SP
Hot Tans	3411 169 th Pl. NE #F	SP
Jenny's Family Haircuts	19201 Smokey Pt. Blvd.	WB
Kids 'N Us Childcare	3602 166 th Pl. NE	SP
Kids N' Play Learning Ctr	3707 168 th St. NE#3	SP
Little Caboose Daycare	19702 48 th Ave. NE	WB
Mariner Hair Design	3131 Smokey Pt. Dr. Ste. D	SP
Suds & Duds Laundry	3131 Smokey Pt. Dr. #H	SP
NW Children's School	3833 168 th St. NE #1	SP
Shawna's Family Daycare	4628 191 st Pl. NE	WB
Ronning Chiropractic & Massage	3116 A 188 th St. NE	SP
Salon Daidree	3426 177 th Pl NE	SP
Salon Savvy	3710 168 th St NE B #101	SP
Smokey Pt. Cleaners	3323 169 th Pl NE	SP
Smokey Pt. Daycare	3719 168 th Pl NE #E	SP
Sophisticut	3719 168 th St NE #A	SP
Tina's Family Daycare	20008 48 th Dr. NE	WB

Pets & Veterinary

Business Name	Parcel Reference Number	Neighborhood
Advanced Care Animal Clinic	16820 Smokey Pt. Blvd. #2	SP
Family Pet Medical Surgery	3704 172 nd St. NE #L	SP
Smokey Pt. Animal Hospital	16720 Smokey Pt. Blvd.	SP
Smokey Pt. Grooming	3833 168 th St. NE #3	SP

Real Estate, Moving & Storage

Business Name	Parcel Reference Number	Neighborhood
Bull Dog Self Storage	3832 172 nd St. NE	SP
Midway Reality	17303 Smokey Pt. Blvd.	SP
Papa's Lockers	16632 Smokey Pt. Blvd.	SP
Ramo Realty	16710 Smokey Pt. Blvd.	SP

RE/Max	3131 Smokey Pt. Dr. #B	SP
Sterling Realty-Smokey Pt. Mini Storage	3830 168 th St. NE	SP

Religious/Community Organizations

Church Name	Parcel Reference Number	Neighborhood
Iglesia Agape	17215 Smokey Pt. Dr.	SP
Jake's House Ministries	18824 Smokey Pt. Blvd, #105	WB
Smokey Point Community Church	17721 Smokey Pt. Blvd	SP
Smokey Point Church of Christ	18526 35 th Ave NE	WB
Stillaguamish Senior Center	18308 Smokey Pt. Blvd.	SP
The Church of Jesus Christ of Latter-day Saints	17222 43 rd Ave. NE	SP

Restaurants, Food & Beverages

Restaurants, Grocery Stores, Fast Food, Espresso Stands

Business Name	Parcel Reference Number	Neighborhood
#1 Teriyaki	3405 172 nd St. NE #A23	SP
Alfy's Pizza	3405 173 rd Pl. NE	SP
Baskin Robbins	3411 169 th Pl NE #I	SP
BLVD Espresso	16831 Smokey Pt. Blvd.	SP
Buzz Inn	17216 Smokey Pt. Dr.	SP
Country Mudd	5200 172 nd St. NE	SP
Denny's	2202 SR 530 E	IC
Domino's Pizza	3131 Smokey Pt. Dr.	SP
El Gitano	3528 168 th St. NE	SP
Ellie's Restaurant	3525 168 th Pl. NE	SP
Iversen Dairy Distributing	3818 168 th St. NE #13	SP
Jack-In-The-Box	3818 172 nd St. NE	SP
KFC	3433 1679 th Pl NE	SP
Las Coronas	3131 Smokey Pt. Dr.	SP
McDonalds	3529 172 nd St. NE	SP
Moose Creek BBQ	3617 172 nd St. NE #5	SP
Nadine's All American	3131 Smokey Pt. Dr. #8	SP
Olympic Pizza House	17324 Smokey Pt. Dr.	SP
Papa Murphy's	3411 169 th Pl. NE #H	SP
Paraiso	3611 168 th St. NE	SP
Patty's Nest Egg	2310 SR 530 NE	IC
Peking Palace	16820 Smokey Pt. Blvd.#3	SP
Pho Dat	3411 169 th Pl. NE #E	SP
Produce Place	5702 172 nd St. NE #D	SP

Safeway	3532 172 nd St. NE	SP
7-11	17127 Smokey Pt. Blvd.	SP
Smoke Shop	SR 530 & Smokey Pt. Blvd	IC
Smokey Point Espresso	17316 Smokey Pt. Blvd.	SP
Sports Buzz, The	2431 SR 530 NE	IC
Starbucks	3617 172 nd St. NE	SP
Subway	16820 Smokey Pt. Blvd. #1	SP
Taco Del Mar	3707 172 nd St. NE	SP
Taco Time	3405 172 nd St. NE	SP
Teriyaki Point	3617 172 nd St. NE #4	SP
Tokyo House Restaurant	3323 169 th Pl. NE #G	SP
Wendy's	3404 172 nd St. NE	SP

Shopping & Specialty Retail

Antiques/Florists /Drug Store

Business Name	Parcel Reference Number	Neighborhood
Aunt Mary's Quilt Shop	3323 169 th Pl NE	SP
Big Foot Music	3405 172 nd St. NE #21	SP
Brushstrokes Art Supply	5702 172 nd St. NE #B	SP
Casa de Novias	17306 Smokey Pt. Dr. #15	SP
Games Plus	17306 Smokey Pt. Dr. #19	SP
Hook, Line & Sinker	17306 Smokey Pt. Dr. #18	SP
Mailbox Depot	3405 172 nd St. NE #5	SP
Pacific Survey Supply	16716 Smokey Pt. Blvd. #1	SP
Reader's Choice Used Books	3323 169 th Pl. NE #F	SP
Rite Aid	17226 Smokey Pt. Blvd.	SP
Smokey Point Jewelry & Pawn	3405 172 nd St. NE #23	SP
Smokin 67	3405 172 nd St. NE #4	SP
The Glass Cottage	4127 172 nd St. NE	SP
Technical Advantage	16710 Smokey Pt. Blvd.#304	SP
Your Healthy Home Store	3405 172 nd St. NE	SP
Virtual Floor	3323 169 th Pl. NE #E	SP

Sports & Recreation

Fitness/Country Clubs

Business Name	Parcel Reference Number	Neighborhood
Gold's Gym	3131 Smokey Pt. Dr.	SP
Northwest Dance & Acro Center	5200 172 nd St. NE #104	SP
Trinity Martial Arts	3405 172 nd St. NE	SP

Attachment 6.0 Available Land Inventory

Conditions Under Current Zoning

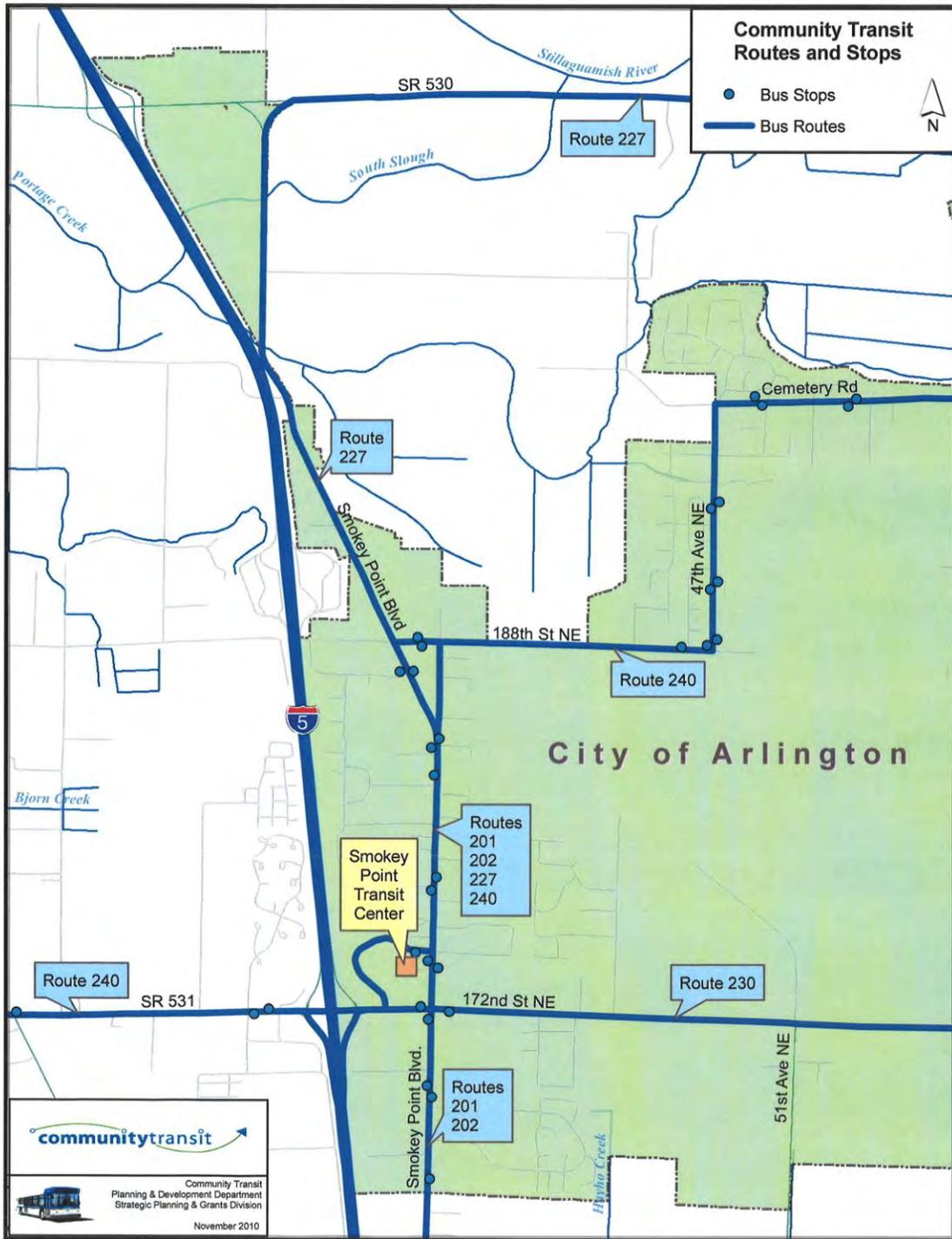
Neighborhood	Acreage	Parcels ¹	Avg. Size	Infill-Res.	Infill-Com.
Smokey Point	796	1343	0.59ac	422 du	
West Bluff	85	51	1.67ac	20 du	
Island Crossing	124	34	3.65ac	0 du	
Total:	1005	1428		442 du	3472323 sf

Total Vacant Land	Acreage	Parcels	Avg. Size	Infill-Res.	Infill-Com.
Zoned HC	183.74	28	6.56		1840854 sf
Zoned GC	65.34	9	7.26		569242 sf
Zoned RMD	21.61	11	1.96	129 du*	
Total:	270.69	48		129 du	2410096 sf

Premature Land	Acreage	Parcels	Avg. Size	Infill-Res.	Infill-Com.
Zoned HC	102.58	31	3.31		1027728 sf
Zoned NC	3.96	4	0.99		34499 sf
Zoned RMD	45.31	48	1.01	288 du*	
Zoned RHD	2.12	2	1.06	25 du**	
Total:	153.97	85		313 du	1062227 sf

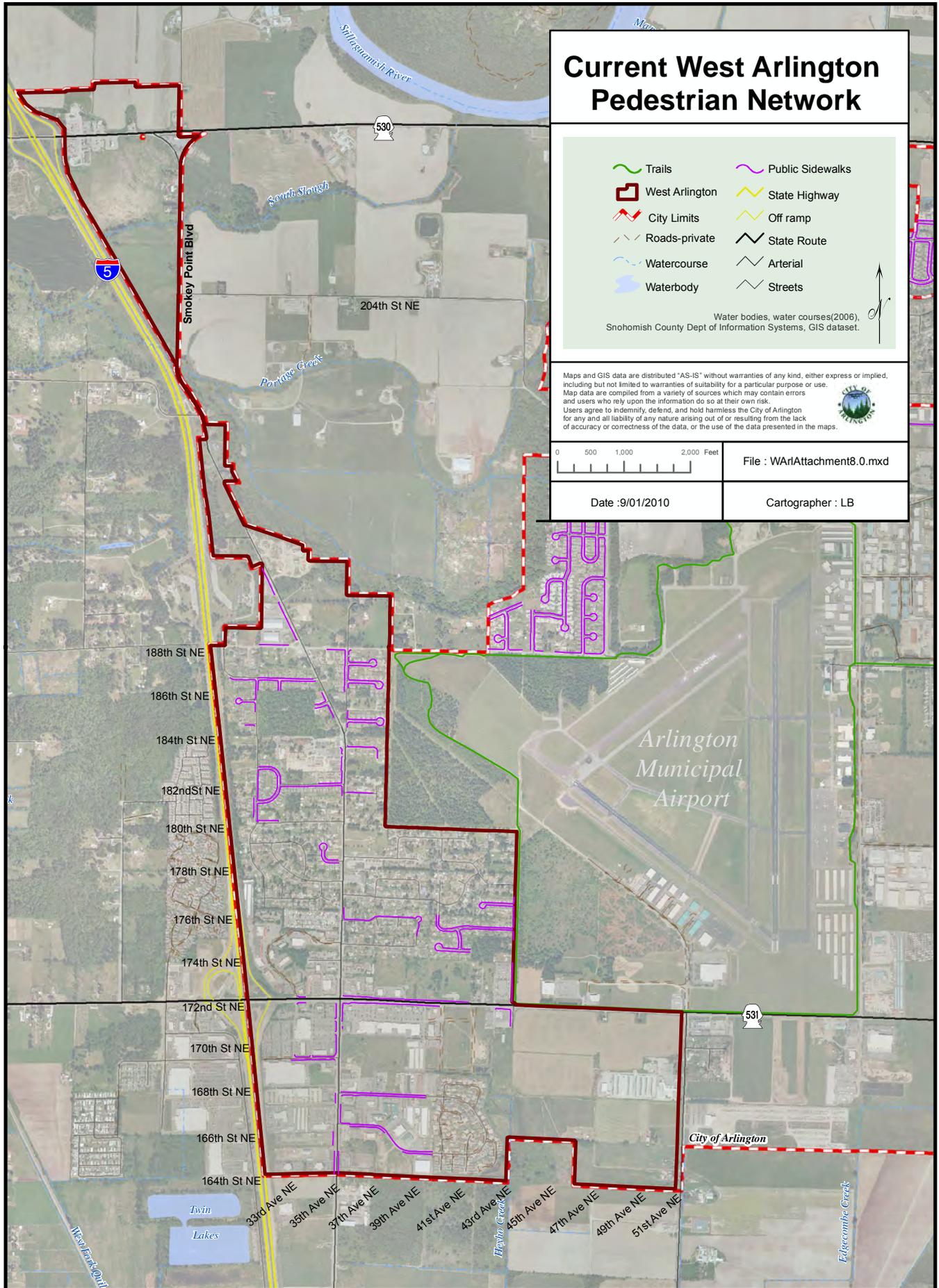
¹Some properties have multiple parcel numbers to indicate that there is more than one owner.

Attachment 7.0 Community Transit

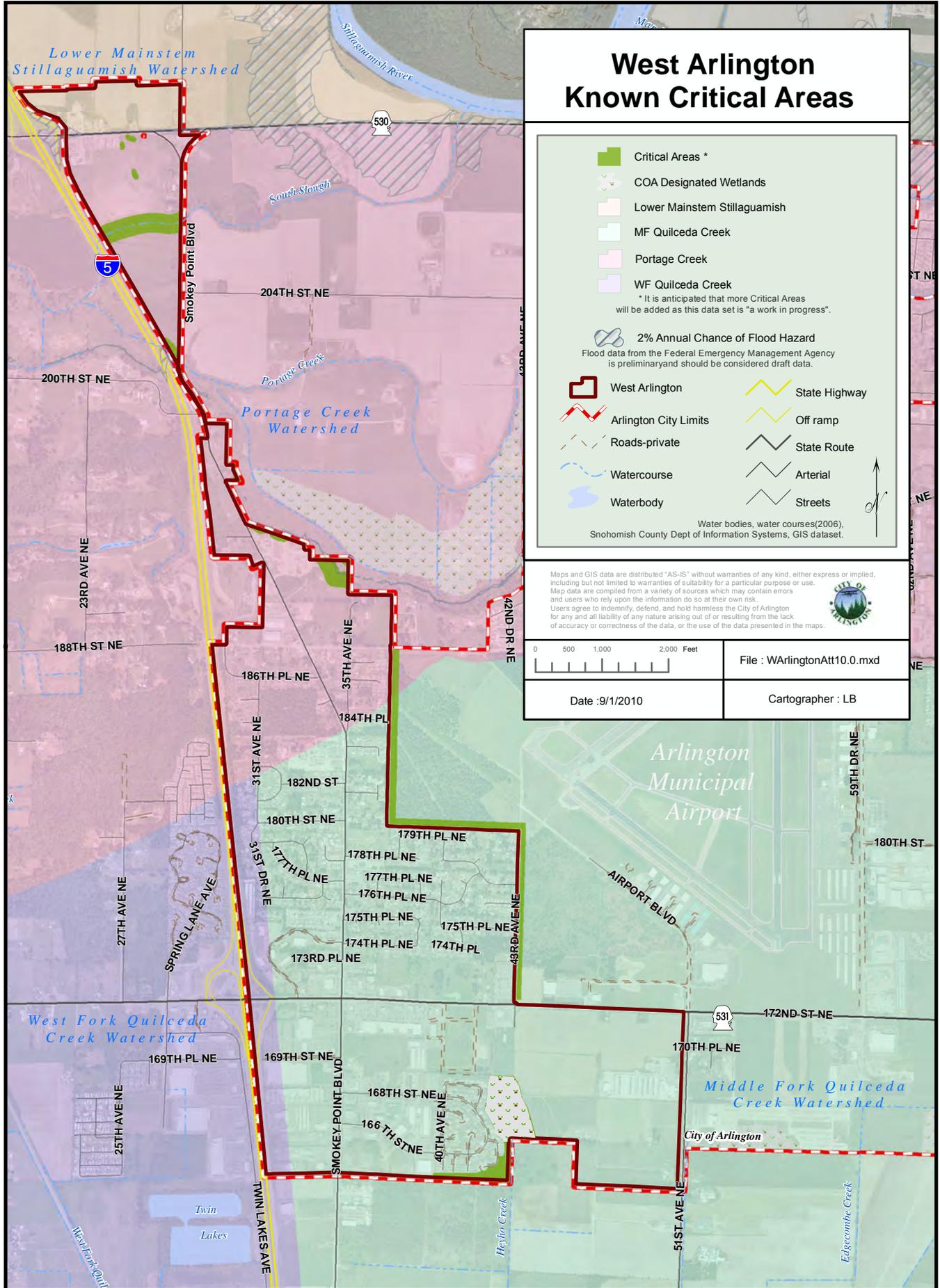


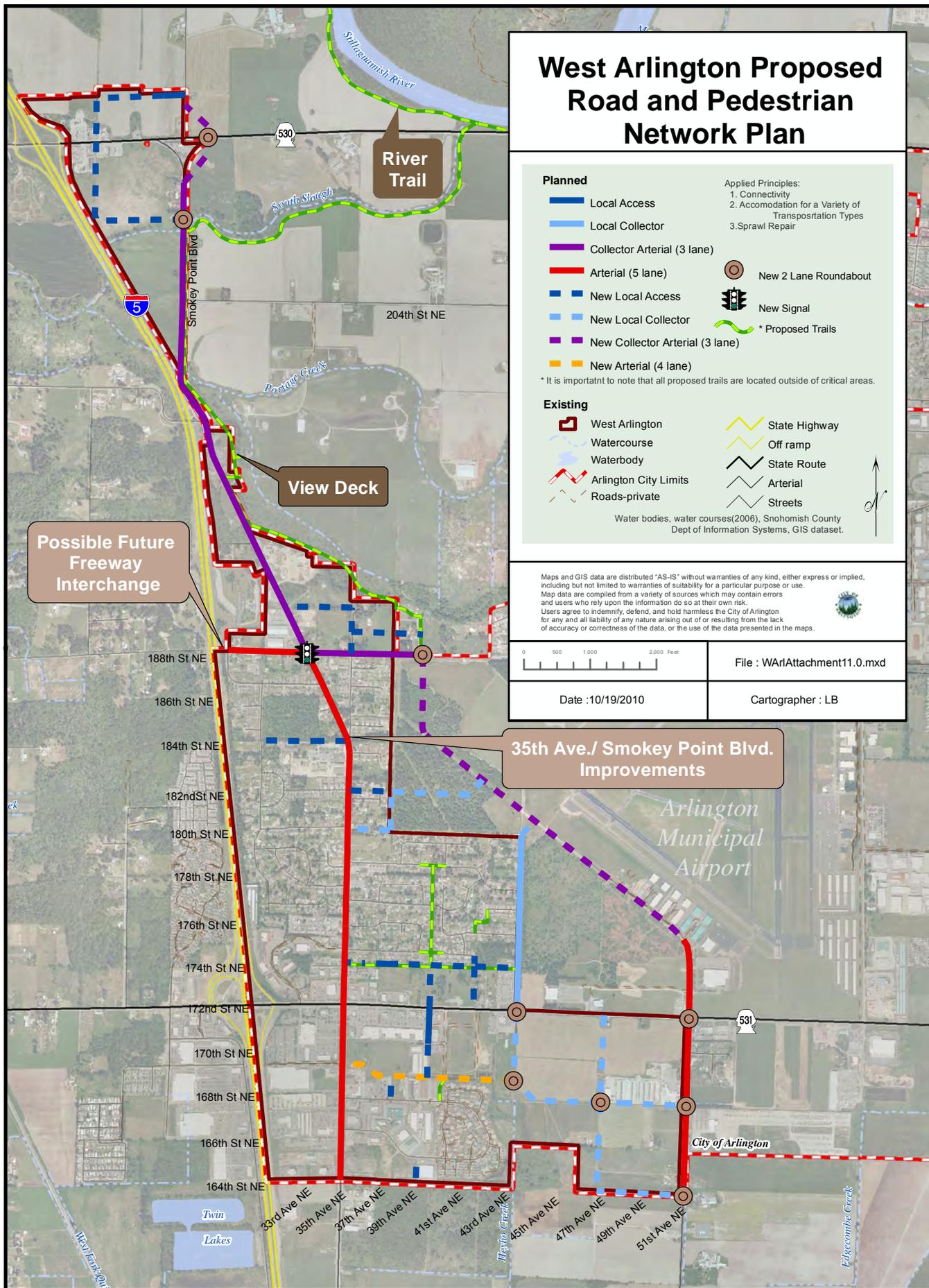
Source: Community Transit

Attachment 8.0



Attachment 10.0





West Arlington Proposed Road and Pedestrian Network Plan

Planned

- Local Access
- Local Collector
- Collector Arterial (3 lane)
- Arterial (5 lane)
- New Local Access
- New Local Collector
- New Collector Arterial (3 lane)
- New Arterial (4 lane)

Applied Principles:
 1. Connectivity
 2. Accomodation for a Variety of Transportation Types
 3. Sprawl Repair

- New 2 Lane Roundabout
- New Signal
- * Proposed Trails

* It is important to note that all proposed trails are located outside of critical areas.

Existing

- West Arlington
- Watercourse
- Waterbody
- Arlington City Limits
- Roads-private
- State Highway
- Off ramp
- State Route
- Arterial
- Streets

Water bodies, water courses(2006), Snohomish County Dept of Information Systems, GIS dataset.

Maps and GIS data are distributed "AS-IS" without warranties of any kind, either express or implied, including but not limited to warranties of suitability for a particular purpose or use. Map data are compiled from a variety of sources which may contain errors and users who rely upon the information do so at their own risk. Users agree to indemnify, defend, and hold harmless the City of Arlington for any and all liability of any nature arising out of or resulting from the lack of accuracy or correctness of the data, or the use of the data presented in the maps.



File : WArAttachment11.0.mxd

Date :10/19/2010

Cartographer : LB

Possible Future Freeway Interchange

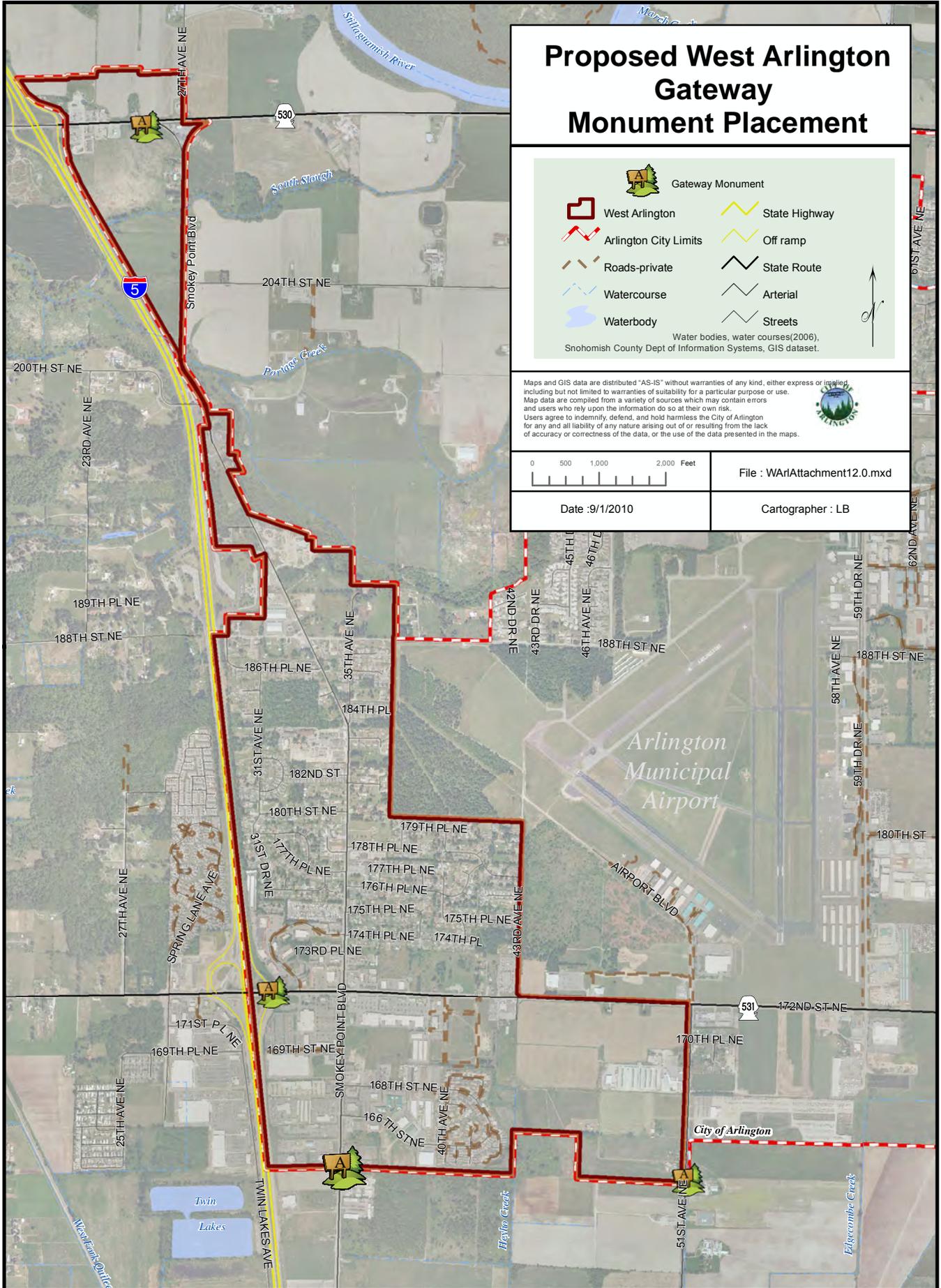
View Deck

35th Ave./ Smokey Point Blvd. Improvements

Arlington Municipal Airport

City of Arlington

Attachment 12.0



Proposed West Arlington Gateway Monument Placement

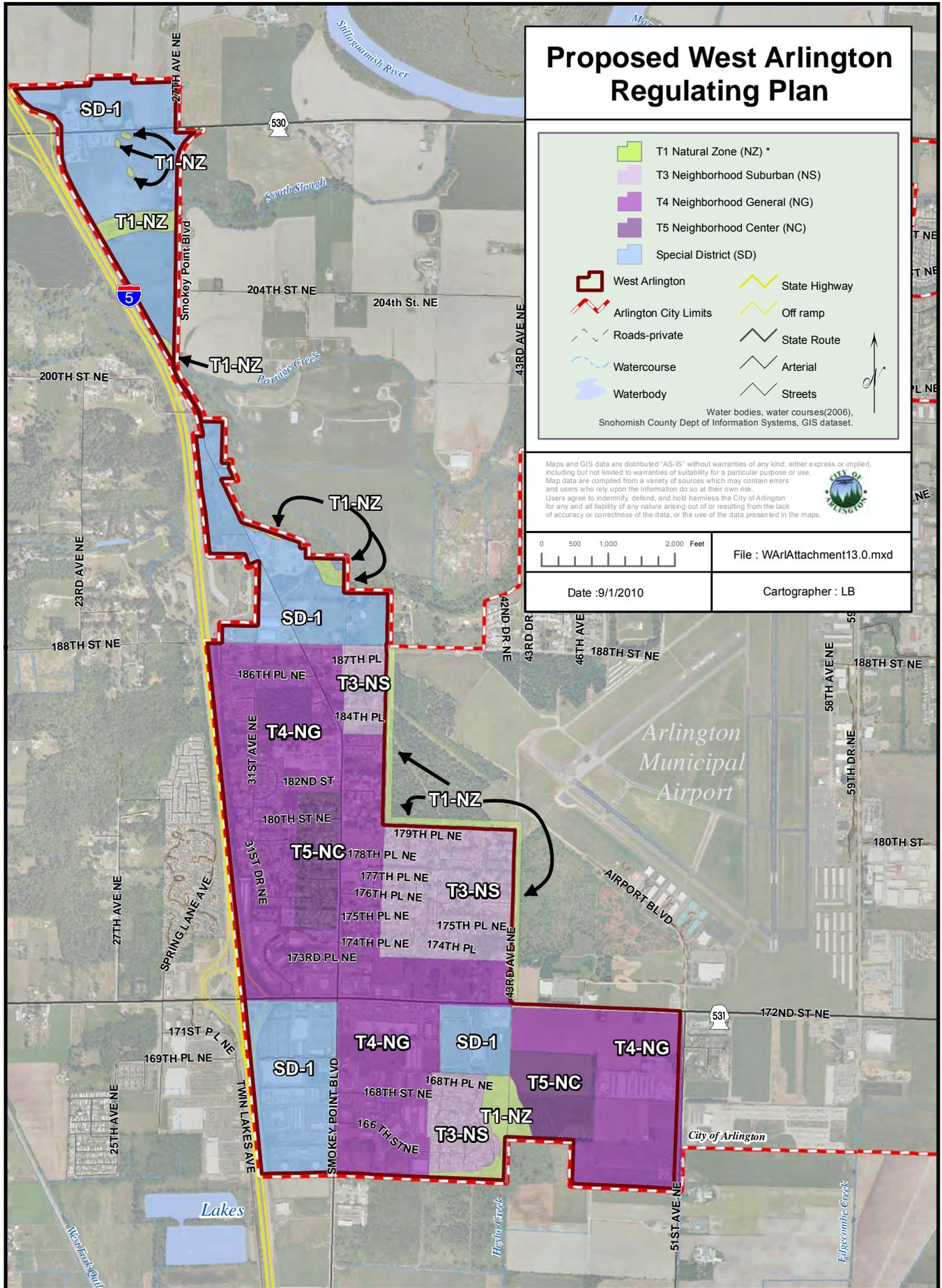
	Gateway Monument
	West Arlington
	Arlington City Limits
	Roads-private
	Watercourse
	Waterbody
	State Highway
	Off ramp
	State Route
	Arterial
	Streets

Water bodies, water courses(2006), Snohomish County Dept of Information Systems, GIS dataset.

Maps and GIS data are distributed "AS-IS" without warranties of any kind, either express or implied, including but not limited to warranties of suitability for a particular purpose or use. Map data are compiled from a variety of sources which may contain errors and users who rely upon the information do so at their own risk. Users agree to indemnify, defend, and hold harmless the City of Arlington for any and all liability of any nature arising out of or resulting from the lack of accuracy or correctness of the data, or the use of the data presented in the maps.

	File : WArAttachment12.0.mxd
Date :9/1/2010	Cartographer : LB

Attachment 13.0

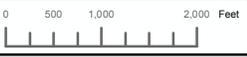


Proposed West Arlington Regulating Plan

	T1 Natural Zone (NZ) *
	T3 Neighborhood Suburban (NS)
	T4 Neighborhood General (NG)
	T5 Neighborhood Center (NC)
	Special District (SD)
	West Arlington
	State Highway
	Arlington City Limits
	Off ramp
	Roads-private
	State Route
	Watercourse
	Arterial
	Waterbody
	Streets

Water bodies, water courses(2006), Snohomish County Dept of Information Systems, GIS dataset.

Maps and GIS data are distributed "AS-IS" without warranties of any kind, either express or implied, including but not limited to warranties of suitability for a particular purpose or use. Map data are compiled from a variety of sources which may contain errors and users who rely upon the information do so at their own risk. Users agree to indemnify, defend, and hold harmless the City of Arlington for any and all liability of any nature arising out of or resulting from the lack of accuracy or correctness of the data, or the use of the data presented in the maps.



File : WArAttachment13.0.mxd

Date :9/1/2010

Cartographer : LB