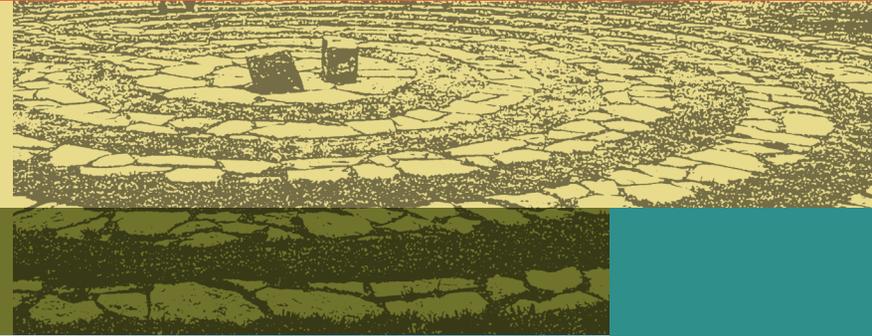




Arlington in Motion, 2044 and Beyond

ARLINGTON COMPREHENSIVE PLAN



December 2024

2024 Comprehensive Plan

City of Arlington, WA

Adopted by the Arlington City Council

December 2, 2024

Ordinance No. 2024-029

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 of Commerce Guidelines for updating comprehensive plans. See Appendix L.

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Acknowledgements

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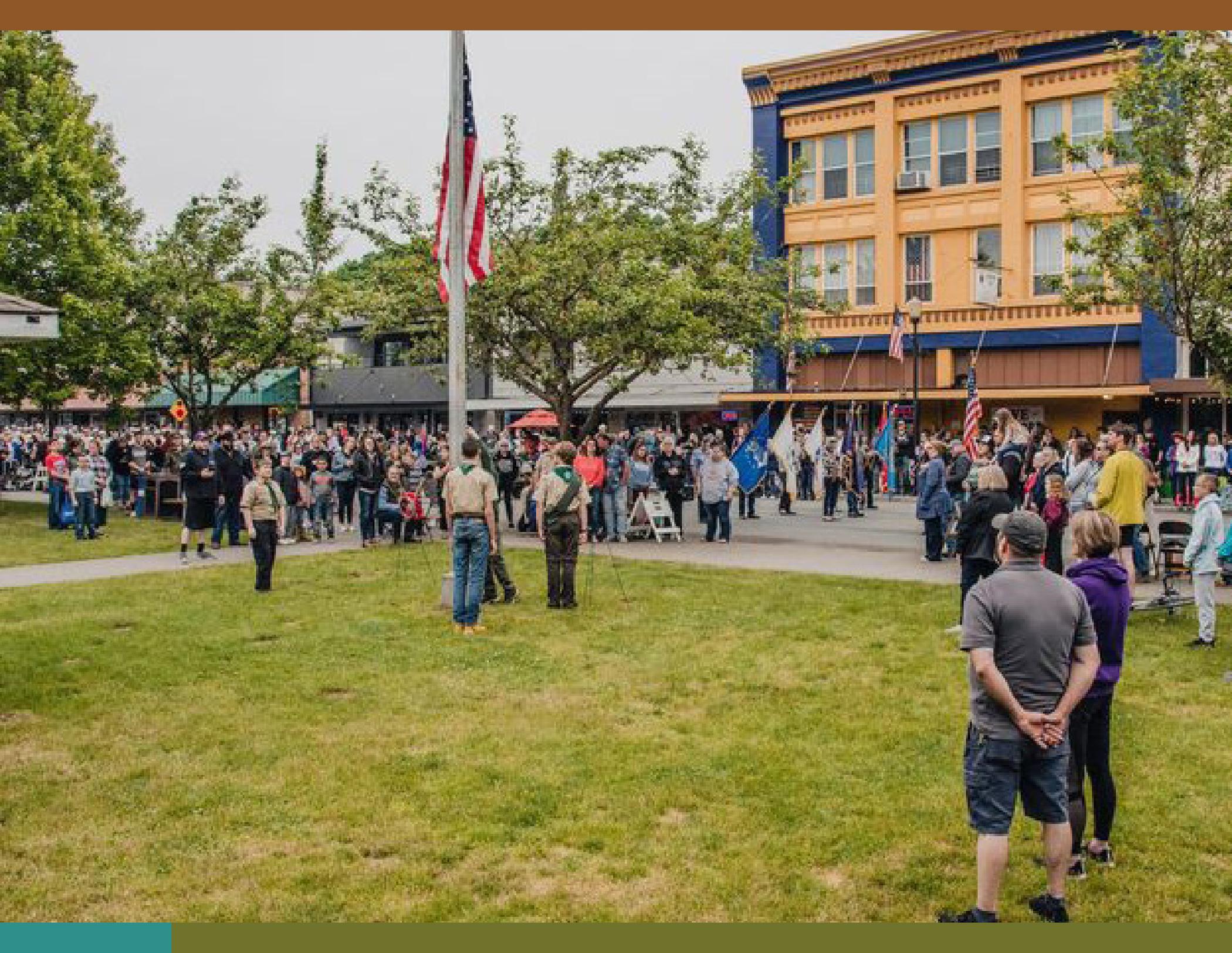
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SECTION I: INTRODUCTION AND COMMUNITY PROFILE

What is a Comprehensive Plan?

A comprehensive plan is a long-range plan that jurisdictions use to capture the community's 20-year vision for the future. Comprehensive plans provide a unique opportunity to build a framework for the future of the community by covering various topics and establishing goals, policies, and action. This framework provides guidance for day-to-day decisions made by elected City officials, City staff, and community members.

Comprehensive plans also allow jurisdictions to be proactive in planning for the future. The plan seeks to understand trends and other factors that could impact and shape the community and to establish means of addressing and mitigating these impacts as needed. Additionally, comprehensive plans offer rare occasions to holistically analyze and evaluate how competing interests can be balanced for everyone within the planning area. Jurisdictions are allowed to make minor amendments to their comprehensive plans once per year if necessary; however, more substantial periodic updates to comprehensive plans are required every ten years by the Washington State Growth Management Act (GMA).¹ This periodic

update to the City of Arlington's Comprehensive Plan, referred to as Arlington in Motion – 2024 and Beyond, presents a completely restructured document to ensure the City is not only compliant with current standards, but is also planning for the next 20 years, and laying a solid framework for the years beyond 2044.

The central Puget Sound region has changed dramatically since Arlington's first comprehensive plan was adopted in 1995. For the most part, Arlington's previous comprehensive plans from 2005 and 2015, retained many of the same planning ideologies prevalent in 1995. The 2024 Comprehensive Plan updates the previous plans with current planning principles that supports Arlington's growth in a way that the community supports. This comprehensive plan is designed to serve the entire community, with sustained economic development, and the capacity to accommodate allocated growth targets (population, housing units, and jobs) for the next twenty years, through 2044.

¹ RCW 36.70A.130, <https://app.leg.wa.gov/rcw/default.aspx?cite=36.70A.130>

Comprehensive Plan Framework and Organization

Arlington in Motion’s framework and organization consists of the City’s mission, vision, foundational principles, newly-defined subareas,, goals and policies for each Book (or planning element), and actions for implementation and monitoring. Each of these components of this plan are described in more detail below and on the following pages.

Mission

The overall mission of the City of Arlington is to represent itself as a regional example of innovation, progression, and resourcefulness; and to be able to quickly respond to ever changing conditions, while maintaining its commitment to provide exceptional public services, competitive opportunities, and an enviable sense of place and quality of life for the community.



Vision

The vision for Arlington is represented within the following statements. These express the desired future for the community and align with Puget Sound Regional Council’s VISION 2050 plan.

By 2050... Arlington is a diverse, inclusive community whose residents have equal opportunity to access available resources, programs, services, and places regardless of income level, race, ethnicity, gender, ability, or age.

By 2050... Arlington’s subareas are safe, each one an expression of our City’s history and commitment to quality urban planning. Our subareas are connected through a network of complete streets, trails, and transit lines, so residents have multiple transportation options for work, play, or just exercise.

By 2050... Arlington’s economy has a global reach with well diversified and robust manufacturing and business interests that provide a sustainable employment base allowing residents the opportunity to live, learn, work, and play in the same community.

By 2050... Arlington remains a city framed within a beautiful natural setting from the river to the Cascade mountains that continues to enhance the quality of life for our community. The City has enhanced access to this environment with an expanded system of trails that provide easy connections from our urban environment as well as pathways to neighboring cities.

By 2050... Arlington’s multi-faceted approach to a healthy community has included social, economic, environmental, and physical efforts which have had a positive effect on the overall strength of our community. In elements from transportation to food policy the City has taken an active role in planning for the health of our residents.

This vision is supported by the five foundational principles below and is premised upon a ‘look back from the year 2050’, and what a desirably progressive city Arlington has or will become by the year 2050. As Arlington evolves and adapts to ongoing changes related to economics, population, environmental impacts, technological changes, and even changes in governance, it is essential that strong enduring principles are adhered to, to ensure the growth and success of the City.

Foundational Principles

Arlington in Motion includes a set of five foundational principles that are intended to provide guidance for the next 20 years and support the community's achievement of the mission and vision statements. The City of Arlington's foundational principles are:

- » **Equity**
- » **Neighborhoods and Connectivity**
- » **Economic Stability and Vibrancy**
- » **Climate Adaptation and Community Resiliency**
- » **Healthy Active Lifestyles**

The foundational principles are interwoven throughout this plan to guide the goals and policies for the Subareas (Section III), Books (Section IV), and the actions for implementation and monitoring (Section V). Full descriptions for each foundational principle are provided in Section II – Foundational Principals.



*The Kindness Mural at the
Arlington Boys and Girls Club*

Subareas

Arlington is divided into 14 subareas which contain 200 defined neighborhoods (described in detail in Appendix A). Arlington's subareas:

- » **ARLINGTON TERRACE**
- » **CROWN RIDGE**
- » **GLENEAGLE**
- » **KENT PRAIRIE**
- » **OLD TOWN**
- » **CASCADE INDUSTRIAL CENTER**
- » **EDGECOMB**
- » **HALLER CITY**
- » **HILLTOP**
- » **WEST BLUFF**
- » **SMOKEY POINT**
- » **GATEWAY**
- » **ISLAND CROSSING**
- » **EAST HILL**

Section III (Subareas) provides an analysis of each subarea. This section presents information about the existing conditions and characteristics of each individual subarea, including the existing public facilities and amenities, and identified needs that are addressed by this comprehensive plan. Each subarea has a unique vision statement which has informed the goals and policies. The goals and policies provide detailed guidance for how to achieve the vision for the subarea and address identified needs. The information in Section III is in line with Arlington's overall vision and the goals and policies through this comprehensive plan.

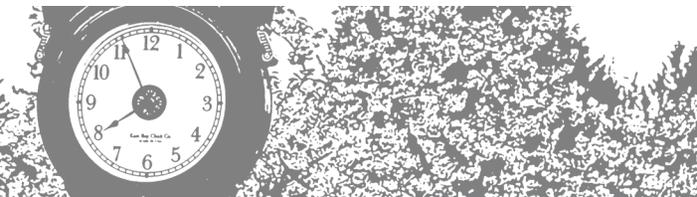
Comprehensive Plan Books

This *Arlington in Motion* comprehensive plan presents eight “Books” (referred to as plan elements in previous plans) in Section IV of the plan. These Books contain goals and policies tied to the foundational principles. Each Book also contains existing conditions and background information addressing the context of the City when the plan was written, through the lens of that particular Book’s topic. The Books are as follows:

- » Book 1 Environment
- » Book 2 Land Use
- » Book 3 Housing
- » Book 4 Economic Development
- » Book 5 Parks, Recreation, and Open Space
- » Book 6 Transportation
- » Book 7 Public Safety
- » Book 8 Capital Facilities and Utilities

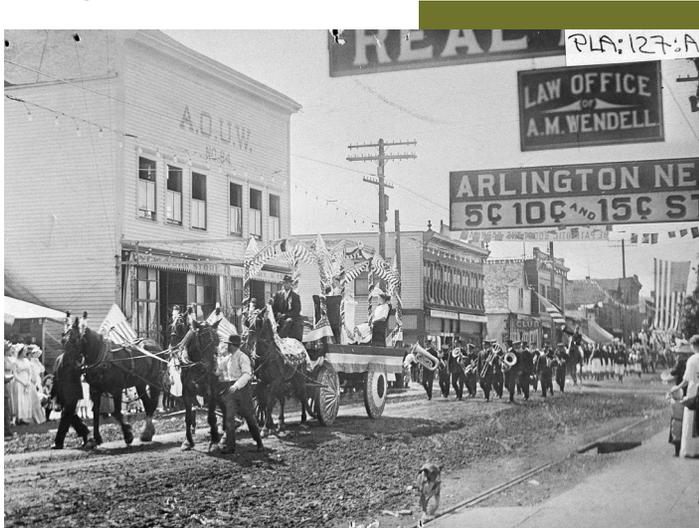


Figure 1 – Comprehensive Plan Framework and Organization



The goals and policies of each Book align with the Washington State Growth Management Act and the community's vision (Figure 2). As part of the framework for this plan, the goals and policies for each Book in Section IV are designed to have strong ties to the foundational principles. This approach is used to ensure that these key themes are carried through the comprehensive plan as a means of achieving the community's vision. In Section II (Foundational Principles) goal statements are presented for each foundational principle. These same goals are included in one, or more, of the Books. The actions of the plan, presented in Section V (Implementation and Monitoring), are also tied to the goals and policies in Section IV, and the foundational principles in Section II.

*Historical parade in downtown
Arlington*



Goals are overarching statements representing what the community intends to focus on and attain over the next 20 years.

Policies are supportive statements to the goals that provide more detail about how the goals will be achieved.

Actions are clearly stated directives that the City intends to implement to achieve the plan's vision, goals, and policies in line with its foundational principles. Actions help to guide the City (staff, as well as leadership and policymakers) toward successful implementation of the plan.

THE PURPOSE OF EACH BOOK

The purpose of each of the Books is described below. The Books address the required elements of the GMA that must be incorporated into comprehensive plans: Land Use, Housing, Capital Facilities, Transportation, and Utilities. Jurisdictions are allowed to include additional elements of focus to the plan, if they chose to do so. Arlington has elected to include several optional elements: Environment, Economic Development, Public Safety, and Parks, Recreation, and Open Space.

BOOK 1 – ENVIRONMENT

Provides a deeper context around how the environment has changed since pre-settlement and the current environmental conditions. Aspects of the newly required Climate Change and Resiliency element are also addressed in the Environment Book; however, the full Climate Change and Resiliency element is not required to be implemented for this periodic update of the Comprehensive Plan, and is required to be adopted by 2029.

BOOK 2 – LAND USE

Designates the proposed general distribution, location, and extent of the uses of land within the City, where appropriate, for housing, commerce, industry, recreation, open spaces, the airport, public utilities, public facilities, and other land uses. This Book also describes the City’s capacity to accommodate the growth targets for population, housing units, and employment, including population densities and building intensities.

BOOK 3 – HOUSING

Ensures the vitality and unique identity of established residential subareas and neighborhoods. This Book also includes an inventory and analysis of existing and projected housing needs, and makes provisions for moderate capacity housing options to accommodate the existing and projected needs of all economic segments of the community. This Book also identifies local policies and regulations that result in racially disparate impacts, displacement, and exclusion in housing, and identifies policies to undo those impacts, as well as establishes anti-displacement policies.

BOOK 4 – ECONOMIC DEVELOPMENT

Establishes provisions for local economic growth, vitality, and a high quality of life.



BOOK 5 – PARKS, RECREATION AND OPEN SPACE

Includes a summary of projected park and recreation demand, evaluation of facilities and service needs, and of intergovernmental coordination opportunities to provide regional approaches for meeting park and recreational demand.

BOOK 6 – TRANSPORTATION

Provides a framework that guides transportation investments over the next 20 years in alignment with the Land Use Book. This Book supports a multi-modal transportation network that is welcoming, safe, and functional for all users, including people walking, biking, using shared-use mobility devices, using transit, and driving.

BOOK 7 – PUBLIC SAFETY

Addresses community resilience, fire and emergency medical services, police protection, and hazards and emergency management with respect to natural, humanmade, and technological disasters. The Public Safety Book supports the provision of adequate public safety services and social services.



BOOK 8 – CAPITAL FACILITIES & UTILITIES

Provides an inventory of existing capital facilities owned by public entities, including but not limited to public buildings, streets, stormwater, water, sewer, park and recreation facilities, and identifies the locations and capacities of the capital facilities within the City. This Book also covers the general location and capacity of all existing and proposed utilities; including, but not limited to, electrical, telecommunication, and natural gas lines. The Capital Facilities & Utilities Book also provides a forecast of the future needs for such facilities, including the proposed locations, and a minimum six-year plan that will finance them. Also included in this Book, is a requirement to reassess the Land Use Book if it is failing to meet existing needs. This is to ensure that the Land Use Book, Capital Facilities Plan, and Financing Plan are all coordinated and consistent.

Welcome to Arlington sign on Highway 530



Implementation and Monitoring

This Comprehensive Plan is designed to be a dynamic document that will be utilized on a regular basis for all land use-related decisions being made throughout the City. The plan will be monitored and updated regularly through a transparent public process. Arlington's City Council members will help in monitoring the implementation of the Books in Section IV of this plan and promote the Foundational Principles in Section II during their terms in office. Councilmembers will ensure Books are successfully implemented by utilizing the interconnectivity matrix in Section V to identify the interrelationships between Books, City departments and staff, individuals, groups, and agencies that can aid in achieving the City's vision and goals, and all community stakeholders affected by policies and actions.

Farmers Market in Legion Park



Regional Plan Coordination and Consistency

As part of the Growth Management Act (GMA), the Puget Sound Regional Council (PSRC) adopts Multicounty Planning Policies (MPPs), adopted as part of VISION 2050, that provide a regional framework for achieving these goals. Snohomish County also adopts a set of policies, the Countywide Planning Policies (CPPs), which provide a more focused framework, tailored to the needs of the County.

Arlington's Comprehensive Plan takes into account the GMA, VISION 2050 and PSRC's MPPs, and Snohomish County's CPPs when developing the goals, policies, and guidance within the Plan. City Comprehensive Plans provide the most specified guidance to meet the needs and vision of the community, while still ensuring a coordinated effort to address the needs of the growing Central Puget Sound Region.

Washington State Growth Management Act

This periodic update to Arlington's Comprehensive Plan is required by the Growth Management Act (GMA), codified in the Revised Code of Washington (RCW) [Section 36.70 A.040](#), and enacted in 1990 to require jurisdictions to address growth by developing comprehensive plans. GMA is fundamentally the Legislature's expression of a statewide interest in local planning decisions through the establishment of 15 overarching goals as of 2024. The 15 goals established by GMA and the basis for compliance for each goal are as follows:²

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 multimodal transportation systems that will reduce greenhouse gas emissions and per capita vehicle miles traveled and are based on regional priorities and coordinated with county and city comprehensive plans.
4. Housing- Plan for and accommodate housing affordable 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.

² *Washington State Legislature, Growth Management Act, 1990*

5. Economic Development- Encourage economic development throughout the state that is consistent with adopted comprehensive plans, promote economic opportunity for all residents of this state, especially for unemployed and for disadvantaged persons, promote the retention and expansion of existing businesses and recruitment of new businesses, recognize regional differences impacting economic development opportunities, and encourage growth in areas experiencing insufficient economic 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 Resources Industries- Maintain and enhance natural resource-based industries, including productive timber, agricultural, and fisheries industries. Encourage the conservation of productive forestlands and productive agricultural lands and discourage incompatible uses.
 9. Open Space and Recreation- Retain open space and green space, enhance recreational opportunities, enhance fish and wildlife habitat, increase access to natural resource lands and water, and develop parks and recreation facilities.
 10. Environment-Protect and enhance the environment and enhance the state's high quality of life, including air and water quality, and the availability of water.
 11. Public Participation and Coordination-Encourage the involvement of citizens in the planning process, including the participation of vulnerable populations and overburdened communities, 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.
 14. Climate change and resiliency - Ensure that comprehensive plans, development regulations, and regional policies, plans, and strategies under [RCW 36.70A.210](#) and chapter [47.80 RCW](#) adapt to and mitigate the effects of a changing climate; support reductions in greenhouse gas emissions and per capita vehicle miles traveled; prepare for climate impact scenarios; foster resiliency to climate impacts and natural hazards; protect and enhance environmental, economic, and human health and safety; and advance environmental justice.
- Shorelines of the State - For shorelines of the state, the goals and policies of the shoreline management act as set forth in [RCW 90.58.020](#) shall be considered an element of the county's or city's comprehensive plan.

GMA AMENDMENTS

Although the basic structure of GMA has remained intact over the years, the state legislature has amended it frequently since the last 2015 periodic update cycle. The 2021-23 Legislative Sessions contributed historic amendments with specific regard for housing policies. The goals and policies in the Section IV Books in this plan were designed to cover all GMA amendments for this 2024 periodic update cycle.

The following list catalogs the GMA amendments most notably affecting this periodic update to Arlington's Comprehensive Plan, though this is not a comprehensive list of updates. More detail on the requirements of the GMA amendments is provided in the individual Books in Section IV.

- » House Bill 1241 – Periodic Review Due Dates
 - Changed the time cycle requirement for periodic updates to comprehensive plans, extending it from eight to ten years after this 2024-27 cycle. However, it also added that jurisdictions will be required to submit an implementation progress report five years after transmittal of their comprehensive plans to the State Department of Commerce for review.
- » HB 1717 - Indian Tribe Collaboration
 - Amended GMA adding new regulations for cities and counties to include local and regional tribes in planning processes and decisions.
- » House Bill 1220 - Planning for Housing
 - Significantly changed the housing-related provisions of GMA. The updates strengthened the GMA housing goal from “Encourage the availability of affordable housing to all economic segments of the population” to “Plan for and accommodate housing affordable to all economic segments of the population of this state.”
- » HB 2001 - Tiny House Communities
 - Expanded the ability to build tiny houses by encouraging jurisdictions to include them in their affordable housing incentive programs.
- » SB 5042 - Encouraging Condominium Construction
 - Intended to reduce barriers to condominium construction. The “leaky condo crisis,” resulting from problems with design and construction in a wetter climate, had led builders (and their insurers) to shy away from this product.
- » SB 5235 - Occupants in a Dwelling Unit
 - Intended to increase housing unit inventory by removing arbitrary limits on housing occupancy.
- » SB 5593 - Urban Growth Area Revisions
 - Allows a county to revise a UGA boundary to accommodate patterns of development.
- » SB 5818 - Appeal protections
 - Promoting housing construction in cities through amendments to limiting appeals under the State Environmental Protection Act and GMA.
- » HB 1110 – Middle Housing
 - Creating more homes for Washington by increasing middle housing in areas traditionally dedicated to single-family detached housing.
- » HB 1337 – Accessory Dwelling Units (ADUs)
 - Expanding housing options by easing barriers to the construction and use of ADUs.

Washington State Environmental Policy Act

Most projects and decisions made by agencies in the State of Washington concerning development and/or disturbance of land, is subject to the State Environmental Policy Act (SEPA). Most projects and decisions will have at least some level of environmental or other significant impact. SEPA was enacted in 1971 to help state and local agencies identify environmental impacts likely to result from a project or decision and identify how to mitigate the impacts where necessary to protect our natural environment.

Example projects and decisions can include, but are not limited to, permits for constructing commercial or residential buildings, public facilities such as schools, roads, or utilities, and the adoption of regulations, policies, or plans. SEPA evaluates impacts associated with these projects and can either change a proposal or apply conditions when adverse impacts are identified. The State's Department of Ecology, which mainly administers SEPA, provides the following framework for which SEPA was intended when it was adopted by state lawmakers:³

- » “To declare a state policy which will encourage productive and enjoyable harmony between people and their environment.
- » To promote efforts which will prevent or eliminate damage to the environment and biosphere.
- » Stimulate public health and welfare.
- » Enrich the understanding of the ecological systems and natural resources important to Washington and the nation.”

Due to the scope of this comprehensive plan that affects growth by facilitating and directing development, an Environmental Impact Statement (EIS) was determined necessary to address the associated environmental impacts. An EIS describes the existing environment that will be affected by the proposal, in this case the Comprehensive Plan, analyzes the potential environmental impacts of each alternative, and discusses reasonable mitigation measures that will reduce or eliminate a proposal's adverse environmental impacts.

The EIS process is a tool for identifying and analyzing:

- » Probable adverse environmental impacts
- » Reasonable alternatives
- » Possible mitigation.

An EIS may also discuss the beneficial impacts of the proposal. It identifies the mitigation measures as mandatory or potential so reviewers can better assess the impact of the proposal.

After Arlington policymakers and its communities chose the preferred land use alternative to guide growth over the next 20 years, and after tribal governments, federal, state, and other local agencies commented on the draft EIS, Arlington issued a final EIS for this periodic update to the Arlington Comprehensive Plan. You can read the full final EIS and learn about the land use alternatives in Appendix B.

³ [Overview of Washington State Environmental Policy Act.](#)

Puget Sound Regional Council VISION 2050

By 2050, the Central Puget Sound Region is forecasted to grow by another 1.5 million people to reach a total population of 5.8 million (Figure 3). The region has a plan for this growth called VISION 2050 – led by the Puget Sound Regional Council (PSRC), which is designated under federal law as the Metropolitan Planning Organization (required for receiving federal transportation funds) and under state law as the Regional Transportation Planning Organization. PSRC is primarily responsible for carrying out a regionally coordinated transportation planning process. VISION 2050 was adopted in 2020 and establishes the following regional vision:

The central Puget Sound region provides an exceptional quality of life and opportunity for all, connected communities, a spectacular natural environment, and an innovative, thriving economy.⁴

In 2050:

- » **Climate.** The region's contribution to climate change has been substantially reduced.
- » **Community.** Distinct, unique communities are supported throughout the region.
- » **Diversity.** The region's diversity continues to be a strength. People from all backgrounds are welcome, and displacement due to development pressure is lessened.
- » **Economy.** Economic opportunities are open to everyone, the region competes globally, and has sustained a high quality of life. Industrial, maritime, and manufacturing opportunities are maintained.
- » **Environment.** The natural environment is restored, protected, and sustained, preserving and enhancing natural functions and wildlife habitats.
- » **Equity.** All people can attain the resources and opportunities to improve their quality of life and enable them to reach their full potential.

- » **Health.** Communities promote physical, social, and mental well-being so that all people can live healthier and more active lives.
- » **Housing.** A range of housing types ensures that healthy, safe, and affordable housing choices are available and accessible for all people throughout the region.
- » **Innovation.** The region has a culture of innovation that embraces and responds to change.
- » **Mobility and Connectivity.** A safe, affordable, and efficient transportation system connects people and goods to where they need to go, promotes economic and environmental vitality, and supports the Regional Growth Strategy.
- » **Natural Resources.** Natural resources are sustainably managed, supporting the continued viability of resource-based industries, such as forestry, agriculture, and aquaculture.
- » **Public Facilities and Services.** Public facilities and services support the region's communities and plans for growth in a coordinated, fair, efficient, and cost-effective manner.
- » **Resilience.** The region's communities plan for and are prepared to respond to potential impacts from natural and human hazards.
- » **Rural Areas.** Rural communities and character are strengthened, enhanced, and sustained.

⁴ Puget Sound Regional Council, Vision 2050, 2020

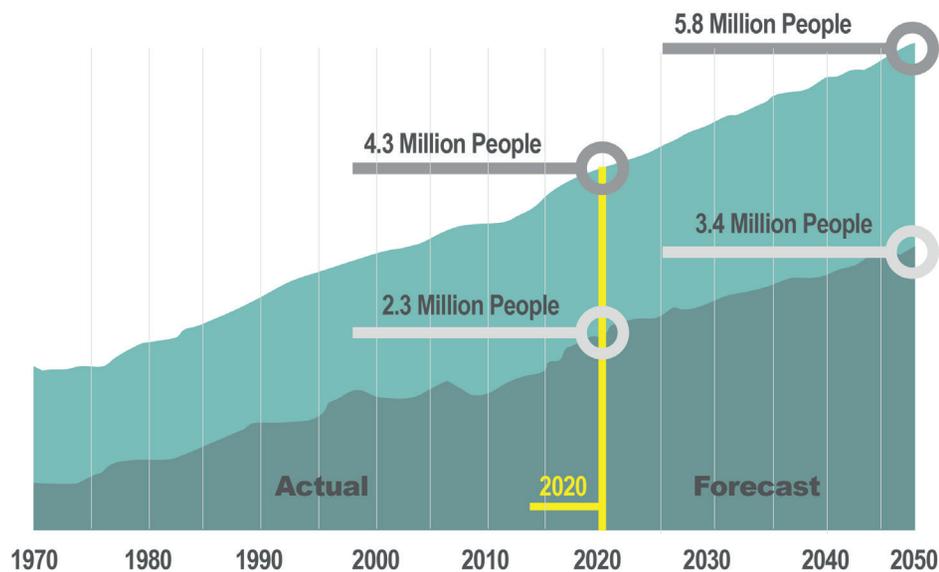


Figure 3 – Historic and Forecasted Growth

Realizing the complexity and impact of regional transportation planning, VISION 2050 covers growth related topics through its Regional Growth Strategy and Multi-County Planning Policies (MPPs). GMA requires the adoption of MPPs for the entire Central Puget Sound region. The Growth Management Hearings Board, which is responsible for reviewing and determining compliance under the GMA, has stated that “the MPPs provide for coordination and consistency among the metropolitan counties sharing common borders and related regional issues as required by RCW’ [the Revised Code of Washington], and, in order to ensure consistency, the directive policies of the MPPs need to have a binding effect.”⁵

The Regional Growth Strategy is a way to distribute growth coming to the region by focusing it near high-capacity transit and inside designated Urban Growth Areas. MPPs serve as the adopted regional guidelines and principles to guide both regional and local planning. The policies provide a framework and action steps for counties and cities to use as a guide when updating their Countywide Planning Policies (see Snohomish County section below) and local comprehensive plans. Lastly, VISION 2050 supports PSRC’s Regional Transportation Plan, Regional Economic Strategy, Regional Equity Strategy, and Housing Strategy.

While this comprehensive plan prioritizes Arlington’s local policy goals and values, it also endeavors to help its regional partners work toward the overarching VISION 2050 goals. To that end, the goals, policies, and actions in Arlington’s Comprehensive Plan work to address the PSRC criteria for comprehensive plans (see Appendix C).

⁵ Puget Sound Regional Council, *Vision 2050* p. 12, 2020.

Snohomish County Comprehensive Plan

The Snohomish County Comprehensive Plan guides decisions on a wide range of topics and services over a 20-year time period on a county-wide basis. The plan acts as the blueprint for development within the County, considering impacts on neighborhoods, businesses, traffic, and the environment among others. Like the Arlington Comprehensive Plan, it's also meant to reflect the vision and priorities of all communities and residents in the County, while meeting requirements of federal laws, the GMA, and VISION 2050. Arlington and all other jurisdictions within the County that are required to adopt their own comprehensive plans, must be consistent with Snohomish County's Comprehensive Plan, and the County's Countywide Planning Policies (CPPs).

CPPs establish a countywide framework for developing and adopting county and city comprehensive plans. The role of the CPPs is to coordinate comprehensive plans of jurisdictions in the same county, regarding regional issues and issues affecting common borders. The CPPs encourage flexibility in local interpretations to support diverse interests throughout the County.⁶ The CPPs include strategies for development patterns, housing, public services and facilities, natural environment and climate change, transportation, and economic development and employment.

The 2022 update to the previous 2012 CPPs introduced new topic areas which follow VISION 2050. The new integral topics included equity and inclusion, natural environment and climate change, transit supportive and oriented development, the risk and mitigating the effects of residential and business displacement, countywide centers (a new type of center designation within the Regional Growth Strategy), and reasonable measures for development regulations for jurisdictions which aren't creating adequate capacity for their share of regional growth. To guide the development of the 2022 CPPs, Snohomish County created the following "Central Principles":⁷

- » Be consistent with GMA, other state laws, MPPs, and the overall regional vision;
- » Establish a framework for continuing coordination and collaboration between all jurisdictions of Snohomish County;
- » Incorporate equity and inclusion into all aspects of countywide and local planning;
- » Allow for flexibility in local implementation;
- » Support attaining an environmentally, socially, and economically/ fiscally sustainable county within Snohomish and within the regional context;
- » Establish a framework for mitigating and adapting to climate change;
- » Address and maintain quality of life; and
- » Enhance the built environment and human health.

⁶ *Countywide Planning Policies for Snohomish County*, p. 4 March 6, 2022.

⁷ *Countywide Planning Policies for Snohomish County*, p. 16, March 6, 2022.

CONTEXT

This comprehensive plan applies specifically to the land within Arlington’s City limits. However, the City recognizes that planning decisions in the areas surrounding Arlington will also affect the City, just as decisions made within the City will affect the surrounding area. This section describes the general make-up of the City and surrounding areas.

The City of Arlington is located in northern Snohomish County (Figure 4) where the North Fork and South Fork of the Stillaguamish River meet. As of 2023, the incorporated boundary of Arlington encompasses a total of 9.97 square miles (6,380 acres)⁸. The largest land use within the City is residential properties, covering approximately 33% of the City’s lands, 23% of which is low-density residential lands. Industrial and Commercial zoned land each individually account for approximately 19% of total land, with industrial lands covering slightly more than commercial. The Arlington Airport is the fourth largest land use within the City, covering approximately 12% of the City’s land. As seen in Figure 5 the City’s current Urban Growth Area consists of several different enclaves, totaling 0.37 square miles (239 acres). These areas largely consist of established low- to medium-capacity residential neighborhoods, and rural residential land suitable for future redevelopment.

The southern boundary of the City’s limits abuts the northern boundary of the City of Marysville, and the majority of the land around this area is industrial and manufacturing land uses. This area was designated as an official Manufacturing and Industrial Center by the Puget Sound Regional Council in 2019 and is referred to as the Cascade Industrial Center (CIC). The CIC master plan is a joint effort between the Cities of Marysville and Arlington and includes an area of over 4,000 acres of manufacturing and industrial zoned land, spanning between both cities.

The City is bounded by unincorporated Snohomish County on the west, north, and east city limits. The majority of uses surrounding the City consists of agricultural and rural residential lands. The Stillaguamish Tribe’s reservation lands dots various areas north of the City, all within three miles of the City limits.



Figure 04.
Arlington Regional Context

ARLINGTON COMPREHENSIVE PLAN

City Limits and Urban Growth Area

Legend

-  City Limits
-  Urban Growth Area
-  City Parks
-  Trails
-  Buildings
-  Railroad
-  State Highway
-  State Route
-  Airport Road
-  Arterial
-  Collector
-  Street

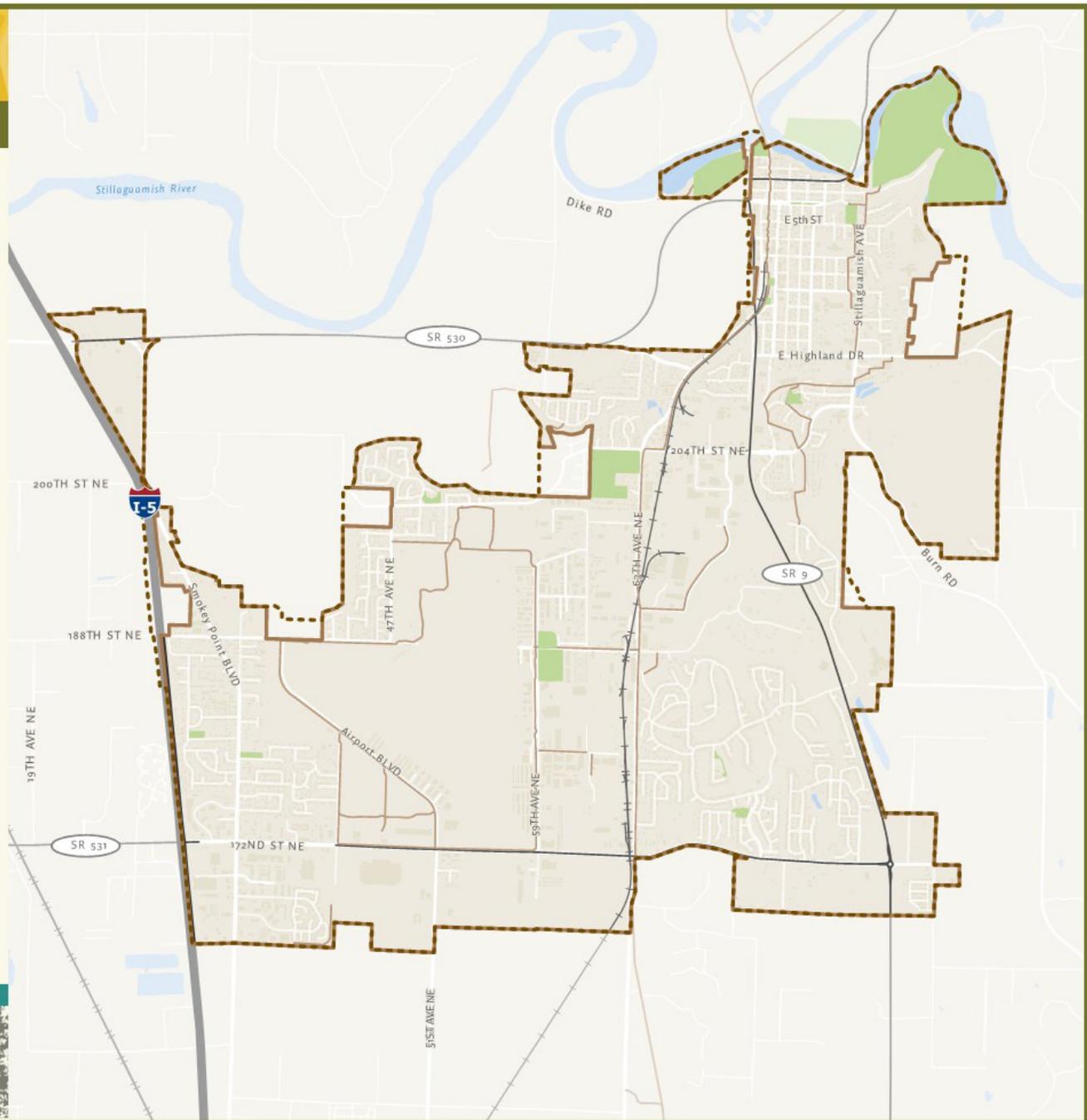


Figure 05.
Arlington City Limits and Urban Growth Area

Community Profile (Past, Present, Future)

History

The timeline below and in Figure 6 shows events and key milestones Arlington reached throughout the decades up until the time of this plan.^{9,10,11,12,13}

- » **Pre 1850s:** The Arlington area is inhabited by Coast Salish people (primarily Stillaguamish tribal territory, including travelers from the Sauk and Duwamish tribal communities) who camped along the Stillaguamish River forks and utilized the abundant fish runs up and down the river. The Stillaguamish people called the land area at the forks of the Stillaguamish river Skabalko.
- » **1850s to 1890s:** Exploration and settlement by settlers and pioneers (predominantly Euro-American) arriving via wagons and canoes occurs in the Arlington and Marysville areas. In 1887 Scandinavian immigrants Nels K. Tvette and Nils C. Johnson open the first store at the forks of the Stillaguamish river. In the same year, a logging family opens the White House Hotel which offers meals, steam heat, and a continental breakfast.
- » **1890s:** In the spring of 1890, the Haller family and interested parties file the first plat of the town, naming it Haller City. However, another group of

entrepreneurs has already begun to plat an area to the east of the Hallers and sold lots to interested buyers calling the place Arlington. Railroad service arrives at Arlington in 1891, gaining a distinct advantage over Haller City.

- » **1900s:** In 1903 both towns incorporate into one, forming Arlington. In 1905 Arlington Water, Light, and Power begins servicing the town.
- » **1910:** The first public park opens in Arlington in 1916.
- » **1920:** Arlington improves the Haller and Lincoln bridges over the Stillaguamish River which previously supported wagons and horses but could now support automobiles.
- » **1930s:** Federal relief programs during the Great Depression help to create the municipal Arlington Airport, with the first plane landing there in 1934.
- » **1940s:** The Navy converts the municipal airport to a Naval Auxiliary Air Station During World War II and builds new hangars and runways. Formal ownership of the airport is transferred back to Arlington in the 1950s.
- » **1950s:** A community in Arlington first becomes known as “Smokey Point” due to a constant plume of smoke being generated by a local café.

Historical picture of City Hall on Olympic Avenue



⁹<https://historylink.org/>

¹⁰[Countywide Planning Policies for Snohomish County, p. 16, March 6, 2022.](https://www.sno.wa.gov/countywide-planning-policies-for-snohomish-county-p-16-march-6-2022)

¹¹https://web.archive.org/web/20170417073114/http://old.seattletimes.com/html/eastsidenews/2002223758_centennial30n.html

¹²<https://www.psrc.org/media/2440>

¹³<https://www.arlingtonwa.gov/463/History-of-Arlington>

- » **1960s:** In 1969 the final segment of Interstate-5 is completed between Marysville and Everett and includes 11 new bridges.
- » **1970s:** Burlington Northern Railroad is the last company to own and abandon the north-south portion of the railroad network that contributed to Arlington’s birth, which later was converted to the Centennial Trail in the 1990s.
- » **1980s:** People in Everett and Seattle begin to look for affordable housing leading to an Arlington population boom.
- » **1990s:** Arlington annexes Smokey Point.
- » **2000s:** Arlington is formally accepted as a “Tree City” by the National Arbor Day Foundation Program. In 2002 Snohomish County chooses the Jensen-Grimm Farm in Arlington as one of its designated Centennial Farms.
- » **2010s:** The Puget Sound Regional Council designates the Cascade Industrial Center as a Regional Manufacturing/Industrial Center, enabling Arlington to better compete for Federal funding for transportation projects.
- » **2020s:** Arlington company builds the first prototype all-electric commuter airplane.
- » **2024:** Arlington completes this periodic update to its comprehensive plan.

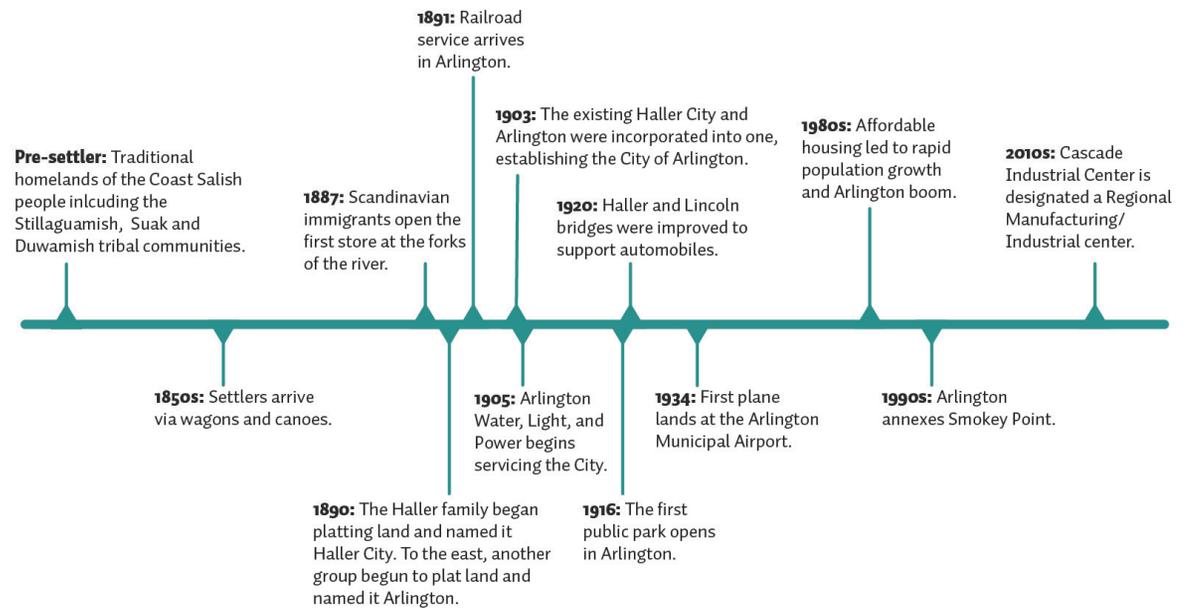


Figure 6– Arlington Historical Timeline

Present Day Arlington

In many respects, the City of Arlington (the City) is demographically representative of the County where it is situated (Snohomish County). The City is similar to the County in key metrics such as age and employment. However, Arlington residents stand out as slightly less racially diverse, earning slightly lower incomes, more likely to own their housing, and less likely to experience housing cost burden, and more likely to drive alone.

Arlington City Hall



Population

As of 2023, the Washington State Office of Financial Management (OFM) estimated the City of Arlington's population at 21,740 – about 2.5% of Snohomish County's total population. As seen in Figure 1, this represents a growth of 22% since 2010 and nine percent since 2020 (20% and four percent for the same periods, countywide).

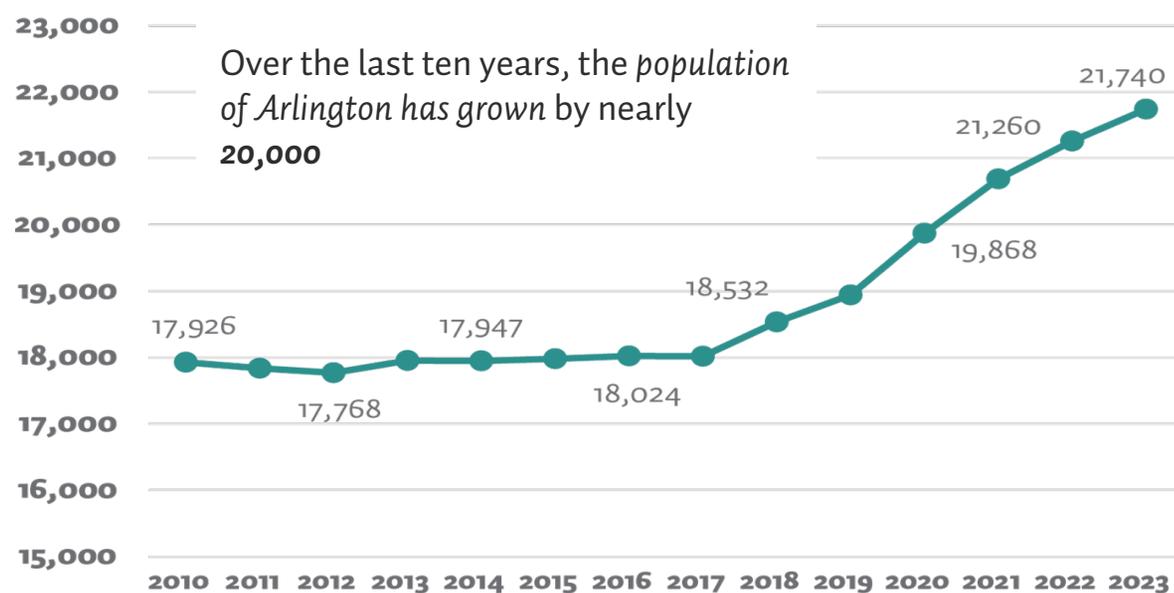


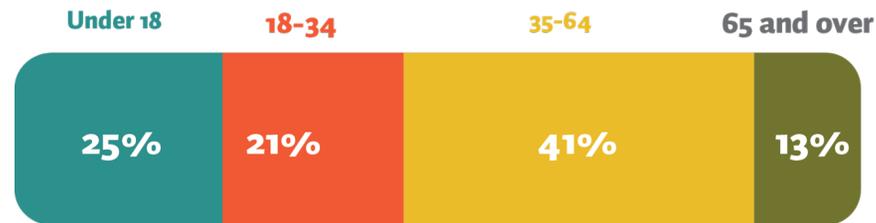
Figure 1- Arlington's Population Growth from 2010 to 2023

Source: Washington State Office of Financial Management (OFM), April 1 official population estimates, April 2023.



Age

The City's age distribution (Figure 2) is similar to that of the County. According to the American Community Survey (ACS), Arlington's median age is 37, compared to age 39 countywide. The City's median age increased approximately 4 years since 2010 (Figure 3), while the County's median age increased by 1.5 years. Arlington has a population consisting of roughly 25% children (population under age 18), while the County has 22% children. 13% of Arlington's population is age 65 and over while 15% of the County's population is over the age of 65. The County has slightly more residents ranging from age 18 to 34, with 22% of the total population, compared to the City's 21% age 18 to 34.



Arlington's median age is **slightly younger** than the county average.

Figure 2- Arlington's Age Distribution

Source: United States Census Bureau (U.S. Census), American Community Survey (ACS) Five-Year Estimates: 2022, April 2022.

Residents' incomes in Arlington are increasing while median annual income is remaining lower than the County average.



Figure 3- Arlington's Age Distribution in 2010 & 2020

U.S. Census, Decennial Census 2010 and 2020 – Table P2: Hispanic or Latino, and Not Hispanic or Latino by Race, April 2010 and 2020.

Diversity

The City’s residential population is slightly less racially diverse than that of the County. While 72% of Arlington is white and non-Hispanic, that number is 63% in Snohomish County. The next most significant difference is the proportion of residents identifying as “Asian alone,” with 13% of County residents being Asian, compared to six percent in the City. About 15% of Arlington residents are Hispanic or Latino and about 10% are of two or more races. From 2010-2020, the proportion of white non-Hispanic residents decreased by 7 percentage points in Arlington (Figure 4) and 11 percentage points in the County.

Arlington’s residential population *is less racially diverse* and predominately white, non-Hispanic, by 9% of the County averages

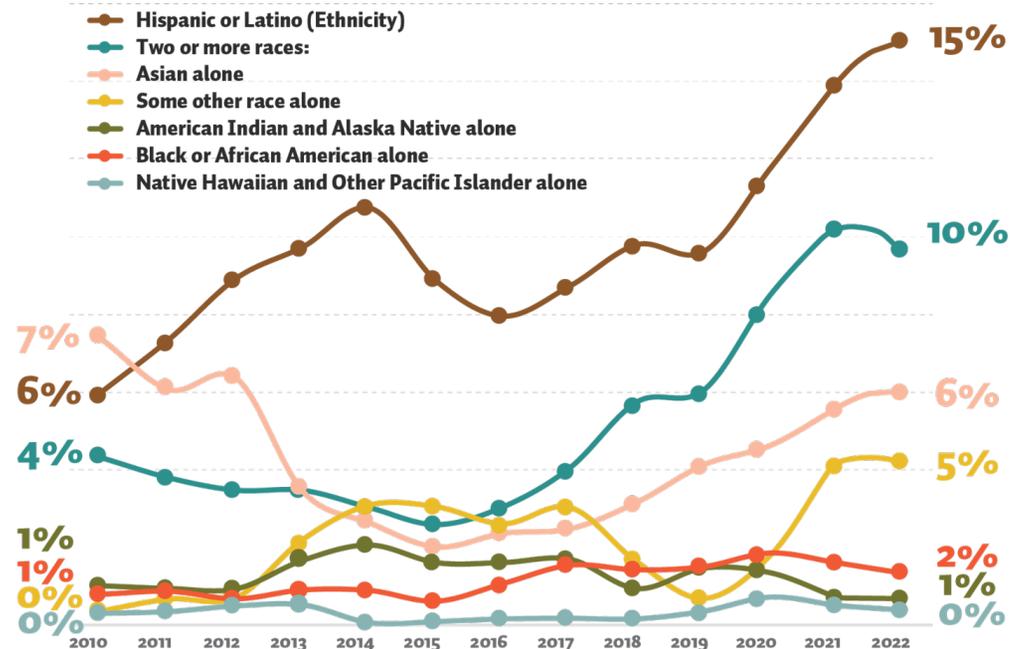


Figure 4 – Arlington Race Distribution from 2010 to 2022

Source: U.S. Census, ACS



Colorful dancers at the Hispanic Heritage Event

Languages Spoken

In Snohomish County seven percent of households reportedly speak Spanish at home. As of 2022 the majority of Arlington residents speak English (83%) and Spanish (10%) at home (Figure 5). More than half of Spanish-speaking households in Arlington indicated that they speak English less than “very well.” Households who reported speaking English less than “very well” nearly doubled between 2010 and 2022 in Arlington (Figure 6).

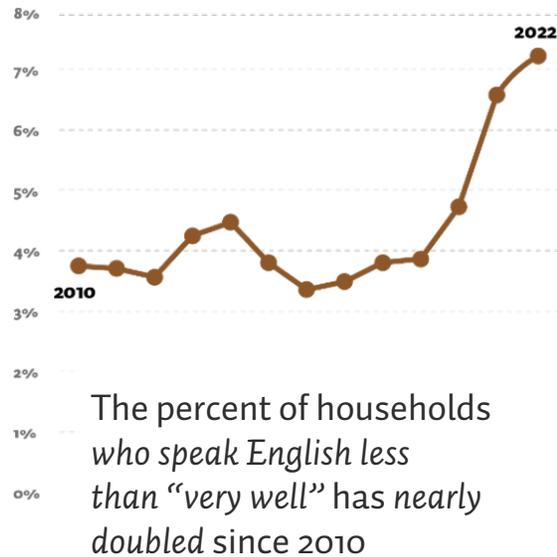


Figure 6- Percent of Arlington Households that Speak English less than “Very Well” from 2012 to 2022

Source: U.S. Census, ACS



Figure 5- Arlington Languages Spoken at Home

Source: U.S. Census, ACS

Income

Arlington households tend to have slightly lower annual incomes than those throughout the County (Figure 7). The City's median annual household income is about \$89,500, which is \$12,000 lower than the countywide median. This difference appears to primarily stem from the relatively smaller proportion of households earning \$200,000 or more (10.5% in the City, compared to 18% in the County). However, the number of residents earning \$100,000 or more in Arlington has increased significantly since 2010 (Figure 8). As of 2022, about 7% of Arlington residents are below the poverty level, which is similar to the County's 9%. About 26% of the City's Hispanic or Latino population are below the poverty level, over double that of the County's Hispanic residents (12% of Hispanic or Latino population below the poverty level).

In the three previous years, Arlington incomes remained consistent with the County. In the last twelve months, **incomes** in Snohomish County have surpassed Arlington

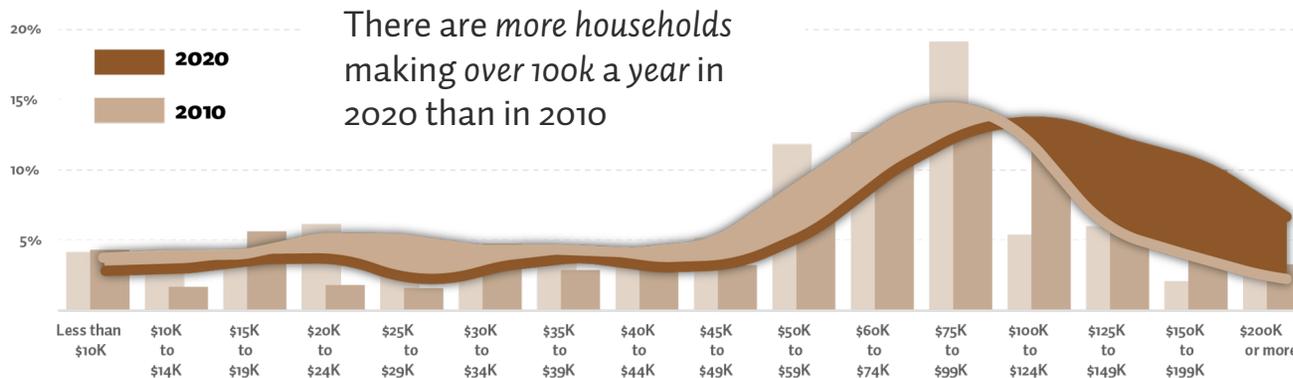
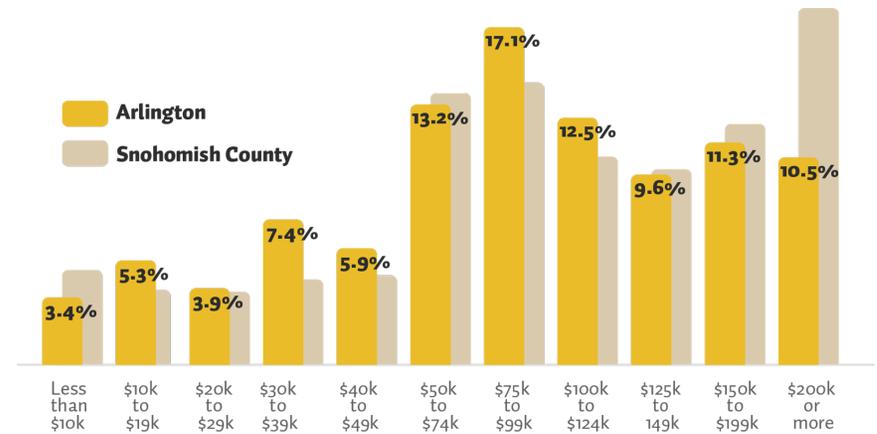


Figure 7 - Income Distribution in Arlington and Snohomish County (2022)

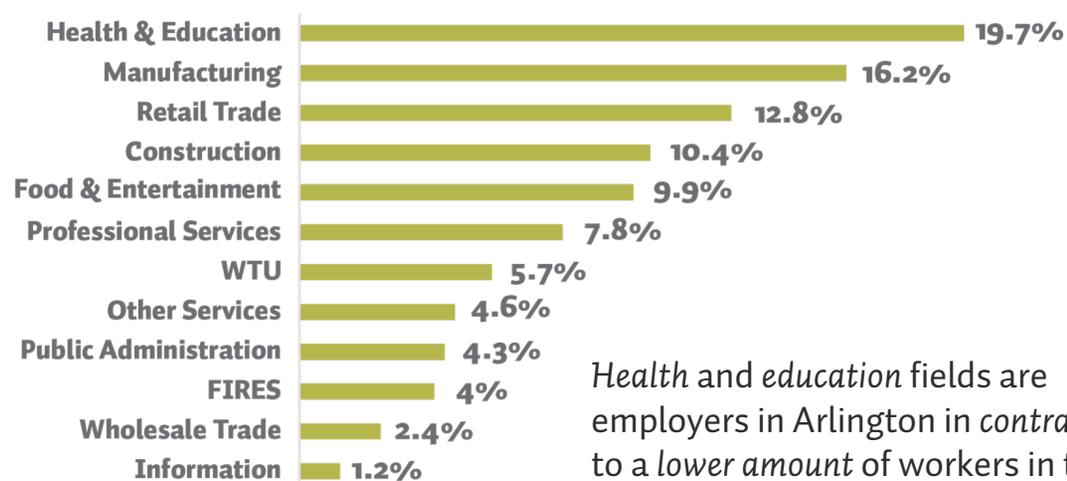
Source: ACS Five-Year Estimates: April 2022. Household Income in the Past 12 Months (B19001)

Figure 8 - Arlington Income Distribution in 2010 & 2020

Source: ACS Five-Year Estimates: April 2010 and April 2022. Household Income in the Past 12 Months (B19001)

Employment by Industry

City residents work in a similar set of industries as the County, with a slightly higher proportion working in manufacturing, construction, and “arts, entertainment, recreation, accommodation, and food services,” and a slightly lower proportion in “professional, scientific, and management, and administrative, and waste management services” and “finance and insurance, and real estate and rental and leasing (FIRES).” Arlington’s employment by industry as of 2022 can be seen in Figure 9.



Health and education fields are employers in Arlington in contrast to a lower amount of workers in the County working in these areas

Figure 9 – Arlington Employment by Industry (2022)

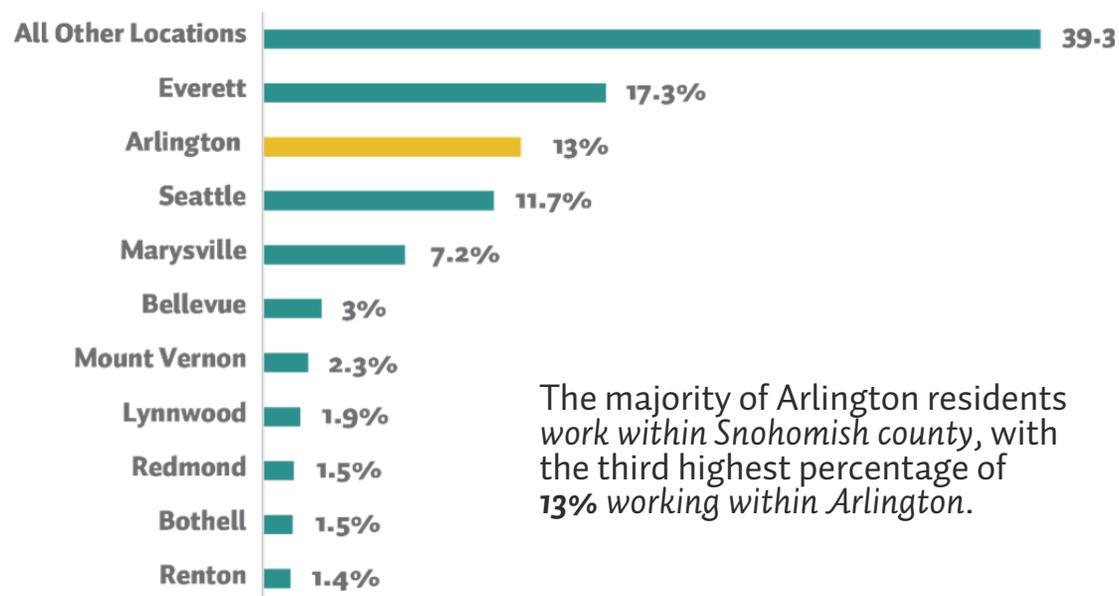
ACS Five-Year Estimates: April 2022. Selected Economic Characteristics (DP03)

Industrial building located in the Cascade Industrial Center



Where Residents Work

As of 2021, about 41% of the City’s residents held jobs located in Snohomish County, including 17% in Everett and 13% in Arlington (Figure 10). About 12% hold jobs located in Seattle.



The majority of Arlington residents work within Snohomish county, with the third highest percentage of 13% working within Arlington.

Figure 10 – Arlington Residents’ Location of Employment (2022)

Source: U.S. Census, Longitudinal Employer-Household Dynamics (LEHD), OnTheMap



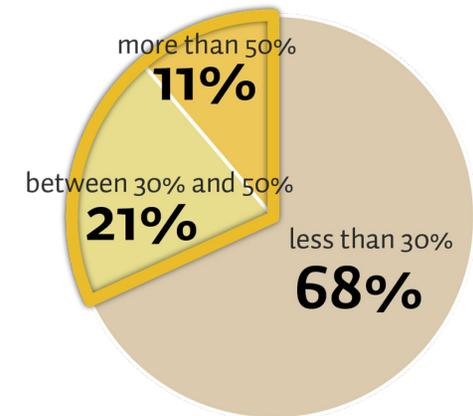
Industrial building located in the Cascade Industrial Center

Income Spent on Housing

In Arlington, two-thirds of households are in owner-occupied housing units, compared to only half of households in the County being owner-occupied. About one-third of Arlington households experience housing cost burden (Figures 11 and 12), which is defined as spending more than 30% of their gross income on housing-related costs. 41% of households in the County experience this same burden. Additionally, while 11% of Arlington households experience severe housing cost burden by spending more than 50% of their income on housing, this

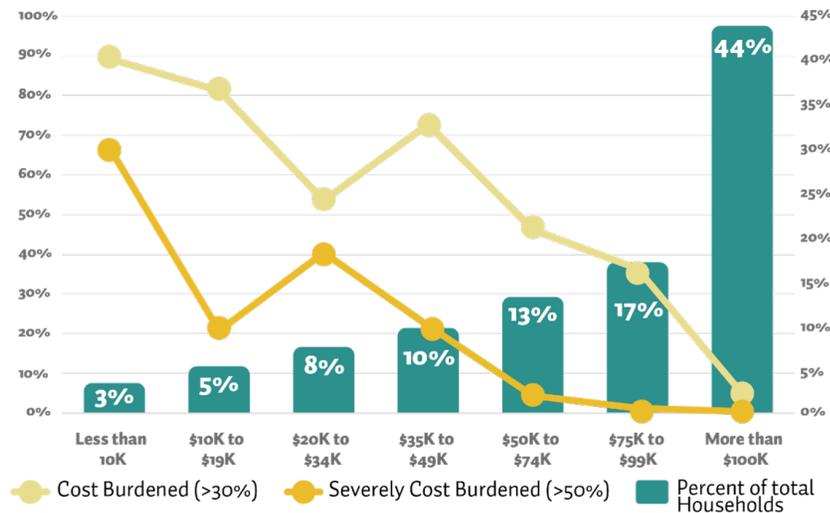
condition is more common countywide, at a rate of 17%. Low-income earners are less likely to be severely cost burdened in Arlington than Countywide. Looking closer at different income levels, ACS data shows significantly lower severe housing cost burden for Arlington households earning between \$10,000 and \$35,000 annually (21% of households experiencing severe housing burden), when compared to households within the same income bracket in the County (62% of households experiencing severe housing burden).

32% of households are housing cost burdened and pay more than 30% of their annual household income on housing



Percent of household income spent on housing

Households who make less than the median household income of \$89,587 are more likely to be housing cost burdened



nearly 45% of households make more than 100k in a year

Figure 11 – Arlington Percent of household income spent on housing (2022)

U.S. Census, ACS Five-Year Estimates 2022 – Tables B25070 and B25091: Housing Tenure, Gross Rent as a Percentage of Household Income, and Selected Monthly Owner Costs as a Percentage of Household Income, April 2022

Figure 12 – Arlington Housing Cost Burden by Income Group (2022)

U.S. Census, ACS Five-Year Estimates 2022 – Tables B25070 and B25091: Housing Tenure, Gross Rent as a Percentage of Household Income, and Selected Monthly Owner Costs as a Percentage of Household Income, April 2022

Commute Behavior

About 95% of both Arlington and Snohomish County households have access to at least one vehicle. While 73% of Arlington workers commute to work by driving alone, only 63% of workers in the County commute to work by driving alone (Figure 13). Median commute times in Arlington are in the 25-29 minute range, which is only a few minutes shorter than the countywide median in the 30-34 minute range. As of 2022, about 11.5% of working residents said they worked from home – 4.5 percentage points fewer than the countywide rate. From 2019-2022, the proportion of residents working from home roughly doubled in Arlington and increased nearly three times in the County.

Traffic headed west on Highway 530 to Island Crossing

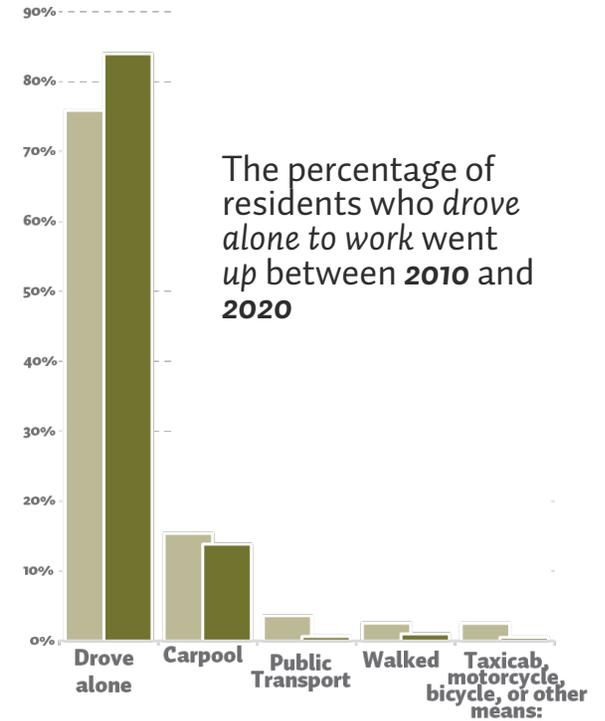


Figure 13 – Arlington Commute Type Distribution in 2010 & 2020

Source: U.S. Census, ACS Five-Year Estimates 2022

Growth Projections and Capacity

SNOHOMISH COUNTY BUILDABLE LANDS REPORT (THROUGH 2035)

The Growth Management Act required certain counties, including Snohomish County, to submit a Buildable Lands Report by June 30, 2021. The report was assembled through the Snohomish County Tomorrow Planning Advisory Committee process which consists of members from each participating local jurisdiction, County staff, and the Tulalip Tribes. The report captured all development activity between 2012 and 2019 and analyzed existing land capacity in each jurisdiction. Parcels with development potential were classified and aggregated by four categories:

- » Vacant – parcels without structures;
- » Partially-used – parcels where existing structures use a portion of the site and where additional development is possible without demolition;
- » Redevelopable – parcels with existing structures that are expected to be demolished and replaced with new and more intensive uses;
- » Pending – parcels with pending applications for new construction.

Unbuildable land area was not counted toward future capacity. This includes parcels affected by: critical areas and buffers (steep slopes, wetlands, streams and lakes, frequently flooded areas); major utility easements; and future arterial rights-of-way and land needed for other capital facilities (schools, parks, etc.). The main purpose of the report is to provide valuable information on how well jurisdictions are accommodating their share of regional growth from the previous 20-year (2015-2035) comprehensive planning period. In 2020, Arlington was ahead of schedule in achieving its 2035 population, housing, and employment “growth targets” (see description of growth targets below). Table 1, 2, and 3 below show the Buildable Lands Report 2035 growth allocations progress for the City of Arlington and the unincorporated area which together are called the Arlington urban growth area (UGA).

TABLE 01.

Comparison of 2035 UGA Population Growth Targets with Total Capacity Estimates

AREA	2020 CENSUS POPULATION	2035 POPULATION GROWTH TARGET	PROGRESS % ACHIEVED
Arlington UGA	20,418	26,002	79%
City of Arlington	19,868	24,937	80%
Unincorporated	550	1,065	52%

TABLE 02.

Comparison of 2035 UGA Housing Growth Targets with Total Capacity Estimates

AREA	2020 HOUSING UNITS	2035 HOUSING GROWTH TARGET	PROGRESS % ACHIEVED
Arlington UGA	7,868	10,018	79%
City of Arlington	7,689	9,654	80%
Unincorporated	179	364	49%

TABLE 03.

Comparison of 2035 UGA Employment Growth Targets with Total Capacity Estimates

AREA	2019 ESTIMATED EMPLOYMENT	2035 EMPLOYMENT GROWTH TARGET	PROGRESS % ACHIEVED
Arlington UGA	10,289	20,884	49%
City of Arlington	10,267	20,829	49%
Unincorporated	22	55	40%

¹⁴ PSRC, *Regional Centers Framework Update*, March 22, 2018.

2044 GROWTH ALLOCATIONS

In addition to the Buildable Lands Report, Snohomish County was also required to provide guidance on issues such as land use, transportation, housing, environment and climate, social equity, infrastructure, and other policy areas for local comprehensive plans by updating their Countywide Planning Policies (CPPs). The CPPs were also developed through the Snohomish County Tomorrow Planning Advisory Committee process (subsequent to the Buildable Lands Report), and later adopted by the Snohomish County Council with an effective date in 2022.

These policies are also required to be consistent with the GMA and the PSRC’s regional VISION 2050 Plan, which contains guidance about similar topics and multicounty planning policies (MPPs) (see full VISION 2050 description above). The Washington Administrative Code (WAC) specifies topic areas that, at a minimum, must be addressed by the MPPs and the CPPs. Under VISION 2050, the City of Arlington, and the unincorporated area around, it is classified as a “High Capacity Transit (HCT) Community”, which is assigned to cities and unincorporated areas that are connected to the regional high-capacity transit system.

Arlington and 33 other HCT Communities in the region are expected to accommodate 24% of regional population growth, and 13% of regional job growth through 2050. VISION 2050 calls for focusing greater amounts of growth within regional growth centers like Arlington and Marysville’s joint-effort Cascade Industrial Center (CIC). The intent of industrial centers like the CIC is to continue growth of industrial employment and preserve the region’s industrial land base for long-term growth and retention. Overall, these large industrial areas serve the region with international employers, industrial infrastructure, concentrations of industrial jobs, and evidence of long-term potential.¹⁴

To determine a jurisdiction’s regional growth allocation, growth targets are established for each regional geography based on population forecasts from the State Office of Financial Management

(OFM) and employment forecasts from PSRC. The forecasts are provided to counties, which then work with cities to allocate growth according to the percentages for regional geographies in VISION 2050, and according to each city’s ability and willingness to accommodate additional growth.

The counties then adopt allocations within the CPPs and establish official population, housing, and employment growth targets for local jurisdictions for the succeeding 20-year period. The prior CPPs, last updated in 2012, supported the last 2015 periodic update to comprehensive plans and established growth targets for 2035. In like manner, the growth targets adopted in the updated 2022 CPPs, formed the basis for this 2024 Arlington Comprehensive Plan periodic update, and covers Arlington’s growth through 2044.

Tables 4 and 5 below compare Arlington’s 2044 growth targets to the Buildable Lands Report 2035 total capacity estimates. Arlington is required to create additional capacity within its city limits in order to accommodate the City’s 658 population and 1,249 job unit shortfalls from 2035-2044. To create additional capacity, Arlington has updated this plan and development regulations to provide capacity for growth in targeted areas of the city, consistent with the GMA framework, MPPs, and CPPs.

TABLE 04.
Comparison of 2044 UGA Population Growth Targets with Total Capacity Estimates

AREA	2044 POPULATION GROWTH TARGET	2035 CAPACITY ESTIMATE	ADDITIONAL CAPACITY NEEDED TO 2044
Arlington UGA	35,506	35,784	-278
City of Arlington	34,649	33,991	658
Unincorporated	857	1,793	-936

TABLE 05.
Comparison of 2044 UGA Employment Growth Targets with Total Capacity Estimates

AREA	2044 EMPLOYMENT GROWTH TARGET	2035 CAPACITY ESTIMATE	ADDITIONAL CAPACITY NEEDED TO 2044*
Arlington UGA	24,751	23,518	1,233
City of Arlington	24,690	23,441	1,249
Unincorporated	61	77	-16

*(-) indicates surplus capacity

Additionally, in 2023, the State Department of Commerce developed 20-year housing need projections by income band, and similar projections for special housing needs, such as emergency housing. The projections were developed at a countywide level so counties could allocate housing needs on a fair share basis through regional coordination between the counties and the VISION 2050 regional geographies. The housing targets shown below are discussed in further detail in the Housing Book.

Countywide housing need projections were based on each county’s 2044 population targets, which was 1,136,309 people for Snohomish County. After removing an assumed 2044 group quarters population, projecting the future household size in 2044, and accounting for projected 2044 vacancy, Snohomish County had a responsibility of achieving 474,070 housing units. Deducting the number of existing housing units built across the County by 2020 (317,348 units), revealed that Snohomish County jurisdictions would

collectively need to create capacity for an additional 156,722 housing units across their “regional geography”. Arlington was ultimately assigned an allocation of 4.72% of that countywide need, equaling about 7,399 housing units. Table 6 below shows Arlington’s 2044 housing target compared to the number of existing units in the City in 2020. Seasonal units/vacation homes were removed and not counted in the 2020 housing base, since those units do not accommodate year-round residents.

TABLE 06.
Comparison of 2044 UGA Housing Growth Targets with Existing 2020 Housing Units

AREA	2044 HOUSING GROWTH TARGET	2020 HOUSING UNITS	ADDITIONAL UNITS REQUIRED
Arlington UGA	15,374	7,868	7,507
City of Arlington	15,088	7,689	7,399
Unincorporated	286	179	108

ARLINGTON URBAN GROWTH AREA AND THE NEED FOR EXPANSION

In Washington State, counties are required to designate Urban Growth Areas (UGAs) in their comprehensive plans outside of which urban development will not occur. UGAs typically contain both incorporated and unincorporated areas, and therefore by definition include all cities like Arlington. Most importantly, UGAs must include adequate land area and allow densities sufficient to permit the urban growth projected to occur over the next 20 years.

Areas outside the UGAs are reserved for non-urban, rural, and resource lands such as agricultural, forest, and mineral lands. The Arlington UGA is comprised of the City of Arlington, and areas unincorporated land around it (see map on page 18). Cities like Arlington may choose to annex unincorporated territory in the future. Arlington recognizes the importance of coordinating with Snohomish County to ensure an orderly transition of services between unincorporated and incorporated land, should annexation ever be proposed.

During this periodic update it was determined that The City of Arlington will be able to accommodate the employment growth target. However, land capacity will just barely accommodate the employment growth target. Within the next 20 years, the City will coordinate with Snohomish County on efforts to increase the City's Urban Growth Areas. More detail on this subject is in the Land Use Book in Section IV.

Public Participation Overview

As part of the Comprehensive Plan updates, Cities are required to establish a public participation program to ensure public input is considered and integrated into the City's plans for the future. The City of Arlington employed several different methods of outreach, including public meetings, questionnaires and surveys, and other activities to elicit feedback from the community. To read about the full extent of community engagement please see Appendix D.

City Zoning Code Changes (Title 20)

This section includes code amendments, comprehensive plan amendments, and annexations since the last comprehensive plan update that relate to State senate and house bills, State laws and regulations, or changes needed to account for population allocation numbers. The city also processed 14 rezones, approving 11 and denying 3 from 2016 to 2024 that are not included in this list (available if needed).

2024 Completed Amendments:

- » **AMC Chapter 20.08 – Definitions – Ordinance No. 2024-010**
The amendments included updates to the definitions chapter of the code. The city updated definitions to ensure clarification and to meet the definitions of the State of Washington. Amendments were made to include new or revised definitions per Engrossed Second Substitute House Bill 1110, Engrossed Second Substitute House Bill 1220, Second Substitute Senate Bill 5290, Engrossed Substitute House Bill 1293, Engrossed Substitute House Bill 1998, and Engrossed Substitute House Bill 2321.
- » **AMC Chapter 20.16 – Permits and Land Division Approval – Ordinance No. 2024-017**

The amendment included updates to the permits and land division approval chapter of the code. The city updated multiple sections, such as administrative conditional use permits required, consolidated permit process and review procedures, permit exemptions from timelines, submittal requirements, complete applications, time limit for resubmitting additional information, time limits for permit processing, notice of final decisions, expiration of permits, and amendments to and modifications of permits. The proposed amendments are required updates from Second Substitute Senate Bill 5290, Substitute House Bill 1105, WAC 365-196-845, and RCW 36.70B to ensure city compliance with State Regulations and the upcoming Comprehensive Plan update.

- » **AMC Chapter 20.40 – Permissible Uses – Ordinance No. 2024-019**
The amendments to AMC Chapter 20.40 Zoning Code Amendment include updates to the permissible uses chapter of the code. The city updated multiple sections, such as permanent supportive housing, transitional housing, emergency shelters, emergency housing facilities, accessory uses, change in use, footnotes of the permissible use tables, co-living housing, residential homes emphasizing special services, treatment, or supervision, alternative energy systems, commercial corridor uses, temporary mobile or modular structures used for public services, health care facility, and other minor permit type changes throughout the permissible use tables to better align the permit type to the proposed use. Many of the proposed changes were required updates from Engrossed Substitute House Bill 1998, Engrossed Second Substitute House Bill 1110, and Engrossed Second Substitute House Bill 1220 to ensure city compliance with the upcoming Comprehensive Plan update.

- » **AMC Chapter 20.46 – Design Review – Ordinance No. 2024-015**
The amendments included updates to the design chapter of the code. The city updated this chapter to streamline the design review process by abiding by RCW 36.70A.630 and WAC 365-196-845 through Engrossed Substitute House Bill 1293, Engrossed Substitute House Bill 1042, and Engrossed Second Substitute House Bill 1110. The updated sections are revised to meet these regulations.
- » **AMC Chapter 20.114 – Alternative Energy Systems – Ordinance No. 2024-021**
The amendment included updates to electric vehicle infrastructure (updated and moved from previous section of 20.44.098) to comply with WAC 51-50-0429 regulations.

2024 Docket Items to be adopted between the 4th Quarter 2024 and 2nd Quarter of 2025

AMC Chapter 20.93 – Critical Area Ordinance - Processing

The City has proposed revisions to Chapter 20.93 Critical Area Ordinance to follow new updated Washington State Department Commerce, Department of Fish and Wildlife, and Department of Ecology regulations through Washington State Register (WSR) 23-08-037 that was certified on May 22, 2023. Multiple sections will be updated with the guidance from State agencies. The same information is proposed to be updated in the Comprehensive Plan.

- » **AMC Chapter 20.110 – Mixed-Use Development Regulations – Processing**
The City has proposed revisions to Chapter 20.110 Mixed Use Development Regulations to clean up the entire document. The main areas include the permissible use tables, dimensional standards, open space, along with other areas that staff has noticed where there are parts of this code that do not work and sections that do not match others. Another reason for the amendment is to provide additional density to one transect area in Smokey Point for future Transit Oriented Development

(TOD) with Community Transits Bus Rapid Transit Gold Line, as proposed to be updated in the Comprehensive Plan.

- » **AMC Chapter 20.112 – Affordable Housing Program – Processing**
The City has proposed a new chapter to create an Affordable Housing Program. The proposed information will pull requirements from Engrossed Second Substitute House Bill 1220 and Engrossed Second Substitute House Bill 1110.

2023 Completed Amendments:

- » **AMC Chapter 20.44 – Supplemental Uses – Ordinance No. 2023-016**
Section 20.44.032: Subarea Plan (replacing Master Plan Neighborhoods) amends the procedure and requirements for parcels within the Master Plan Neighborhood Overlay of the city. The update amends the title of the section to Subarea Plans and establishes criteria and procedures for both private and public initiated subarea plans. The subarea plans correlate to the fourteen subareas of the City’s Comprehensive Plan that distinguish specific geographical areas and existing neighborhoods within the community. The intent of creating subareas is to develop a subarea plan for each area of the city that contains specific policies and criteria to guide land development, incorporate missing middle housing options, transportation facilities, community facilities, infrastructure and capital improvement decisions that provide for a more coordinated, efficient, and effective structure for predictable neighborhood planning.
Section 20.44.042: Accessory Dwelling Units amends the requirements and criteria set forth for Accessory Dwelling Units per Engrossed House Bill 1337 as filed to the Secretary of State of the State of Washington on May 10, 2023. The amendments followed the criteria adopted by the State of Washington and all updates to RCW 36.70A, RCW 43.21C, and RCW 64.32, 64.34, 64.38, 64.90

» **AMC Title 13 – Water and Sewers – Ordinance No. 2023-015**

The proposed amendment included updates to revise the sections AMC Chapters 13.04, 13.08, and 13.12. The amendment provides updated regulations regarding utilities provided for Accessory Dwelling Units. The revisions include definitions, housing type classifications, residential classifications, water and sewer connections, connection charges, and water/sewer/stormwater rates.

» **AMC Chapter 20.98 – SEPA – Ordinance No. 2023-018**

The amendments included updates to sections that directly relate to changes that were made to WAC 197-11 and RCW 43.21C by the Department of Ecology as mandated by Senate Bill 5818 under Administrative Order 22-08. Changes were also made to the Flexible Thresholds for Categorical Exemptions to add attached residential housing, increase the threshold for multi-family residential, and update the fill and excavation description. The changes to the Categorical Exemptions align with the city's permit types.

- WAC 197-11-800(1)(b)(c) and (d) – Minor new construction flexible thresholds
- WAC 197-11-444(2)(c) – Elements of the Environment
- WAC 197-11-960 – Environmental Checklist
- WAC 197-11-172(1)(b) – Planned actions project review
- WAC 197-11-164(1)(b) – Planned actions definition and criteria
- Chapter 43.21C RCW – Sections relating to the above changes.

2022 Completed Amendments:

» **AMC Chapter 20.16 – Permits and Land Division Approval – Ordinance No. 2022-012**

The amendment included an update to Final Plat approval from Legislative (City Council to Administrative (Community and Economic Development Director) per Senate Bill 5674, which became effective July 23, 2017. The Bill allows the local legislature bodies to adopt an ordinance delegating final plat approval to

administrative personnel. This bill amended RCW 58.17.100, 58.17.170, and 58.17.190, which govern these procedures.

2021 Completed Amendments:

» **AMC Chapter 20.08 – Definitions – Ordinance No. 2021-012**

The amendment included and update to zoning regulations requiring Permanent Supportive Housing, Transitional Housing, Emergency Housing, and Emergency Shelters, through local planning and development regulations, in response to Engrossed Second Substitute House Bill 1220.

» **AMC Chapter 20.40 – Permissible Uses – Ordinance No. 2021-012**

The amendment included an update to the permissible use table to allow Permanent Supportive Housing, Transitional Housing, Emergency Housing, and Emergency Shelters, in response to Engrossed Second Substitute House Bill 1220.

2020 Completed Amendments:

» **AMC Chapter 20.36 – Zoning Districts and Zoning Map – Ordinance No. 2020-019**

The amendment included updates to create new zones to allow for middle housing options throughout the city, to help the city comply with the population allocation numbers given to the city during the last comprehensive plan update. The current residential zoning districts only provide for three zones, Suburban Residential (4 dwelling units per acre), Residential Moderate Density (6 dwelling units per acre) and Residential High Density (unlimited density controlled only by open space and parking requirements), there exists no mechanism to allow for a gradual change of capacity from one neighborhood to another. The proposed changes are necessary to correctly identify the housing capacities of current residential zones within the City. Other proposed changes include updated language of existing districts and the creation of a new Commercial Corridor District, with a clearly defined purpose. These proposed changes support and are in alignment with the following goals and policies of the City's

Comprehensive Plan.

» **Lindsay Annexation – Ordinance No. 2022-003**

The annexation included approximately 97.5 acres in the urban growth area in the southeast portion of the city.

2019 Completed Amendments:

» **Shoreline Master Program – Ordinance No. 2019-018**

The amendment included updates to ensure compliance and consistency with requirements of the Shoreline Management Act and state regulations that have been added or changed since the last Shoreline Master Program update, and incorporate amendments deemed necessary to reflect changed circumstances, new information, or improved data.

» **AMC Chapter 20.44 – Supplemental Uses – Ordinance No. 2019-010**

Section 20.44.020: Unit Lot Subdivision the amendment provided updates to provide new specific and detailed regulations for unit lot subdivisions for developing fee simple property related to common wall and zero lot line types of housing. This amendment was proposed to help enable the development of middle housing that could be sold as fee simple properties, and not just rented. This was necessary to help provide housing options with the population allocations given to the city during the last comprehensive plan update.

» **Arlington-Marysville Manufacturing Industrial Center Subarea Plan – Ordinance No. 2019-008**

This was for the adoption of the Comprehensive Plan Amendment related to the previously adopted Subarea Plan.

» **Butler Wetland Annexation – Ordinance No. 2019-012**

The City purchased the 51.53-acre property in 2000 with assistance from a Snohomish County Conservation futures grant. The intention was for passive recreation, open space, and wetland restoration. Since that time the Old Town Stormwater Wetland has been constructed on the property. The City applied to the Snohomish County Docketing process in October 2010

to include the property in the Arlington UGA. The docket was approved by Snohomish County Council in August 2013, and the property is within the Arlington UGA.

2018 Completed Amendments:

» **Arlington-Marysville Manufacturing Industrial Center Subarea Plan – Ordinance No. 2018-010**

This was for the adoption of the Subarea Plan only. The Arlington-Marysville Manufacturing Industrial Center consists of 4,019 acres located between the two jurisdictions. The amendment to the Comprehensive Plan was required to show and guide future growth within the manufacturing industrial center in direct compliance with Puget Sound Regional Council's Vision 2040.

2017 Completed Amendments:

» **AMC Chapter 20.36 – Zoning Districts and Zoning Map – Ordinance No. 2017-022**

The amendment provided updates to the zoning map and zoning districts in correlation to the Mixed-Use Development Regulations and directly related to the 2017 Updates to the 2015 Comprehensive Plan.

» **AMC Chapter 20.110 – Mixed-Use Development Regulations – Ordinance No. 2017-021**

The update to AMC Title 20 – Land Use Code and the implementation of this Chapter replaces the Horizontal Mixed-Use Overlay District, which was a placeholder until the regulations could be written. The implementation of the Mixed-Use Development Regulations was necessary to accommodate the City's need to comply with Vision 2040 and the Buildable Lands Analysis per Snohomish County Ordinance 16-077. The Mixed-Use Development Regulations will allow for the City of Arlington to accommodate the 2035 population estimates through more efficient land use regulations. The Mixed-Use Development Regulations directly relate to the 2017 Updates

of the 2015 Comprehensive Plan. The Mixed-Use Development regulations amended the Horizontal Mixed-Use Overlay District language and provided regulations for the implementation of a hybrid form-based code.

» **AMC Chapter 20.36 – Zoning Districts and Zoning Map – Ordinance No. 2017-022**

The amendment provided updates to the zoning map and zoning districts in correlation to the Mixed-Use Development Regulations and directly related to the 2017 Updates to the 2015 Comprehensive Plan.

2016 Completed Amendments:

» **AMC Chapter 20.36 – Zoning Districts and Zoning Map – Ordinance No. 2016-022**

The amendment created a horizontal mixed-use overlay description and zoning map change to show the overlay over the commercial zones of the city. The amendment directly relates to Department of Commerce comments from the 2015 Comprehensive Plan.

Other City Plans Adopted by Reference

One limitation of comprehensive plans is that they cannot include an in-depth discussion, analysis, and plan for each and every aspect of municipal government, due to the vast scope of municipal interest. Comprehensive plans, by nature, are policy-oriented, and reliant in large part upon other documents that precede and succeed the planning process. The policies and preferences contained in this comprehensive plan rely on knowledge gained from past work, including technical studies, adopted plans, adopted regulations, and public participation. Those plans, studies, and reports are incorporated into the Comprehensive Plan by reference or practice. These types of documents are either specifically referenced in the Section IV Books or are explicitly adopted by reference. Finally, the City has taken great care to make sure this comprehensive plan is consistent with and supports both the policy-driven and functional plans, studies, and reports adopted by the City of Arlington.