



LAND USE SUPPORTING ANALYSIS

Book 2



Book 2: Land Use Supporting Analysis

Introduction

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

This Land Use Book has been developed in accordance with RCW 36.70A.070 of the Growth Management Act (GMA). It responds to GMA guidelines for the update of the former 2015 Plan. In 2024, the “horizon year” changed from 2035 to 2044, and land use assumptions have changed, all of which have been incorporated into the 2024 Plan’s Land Use Book. It is a key element in implementing Arlington's Comprehensive Plan.

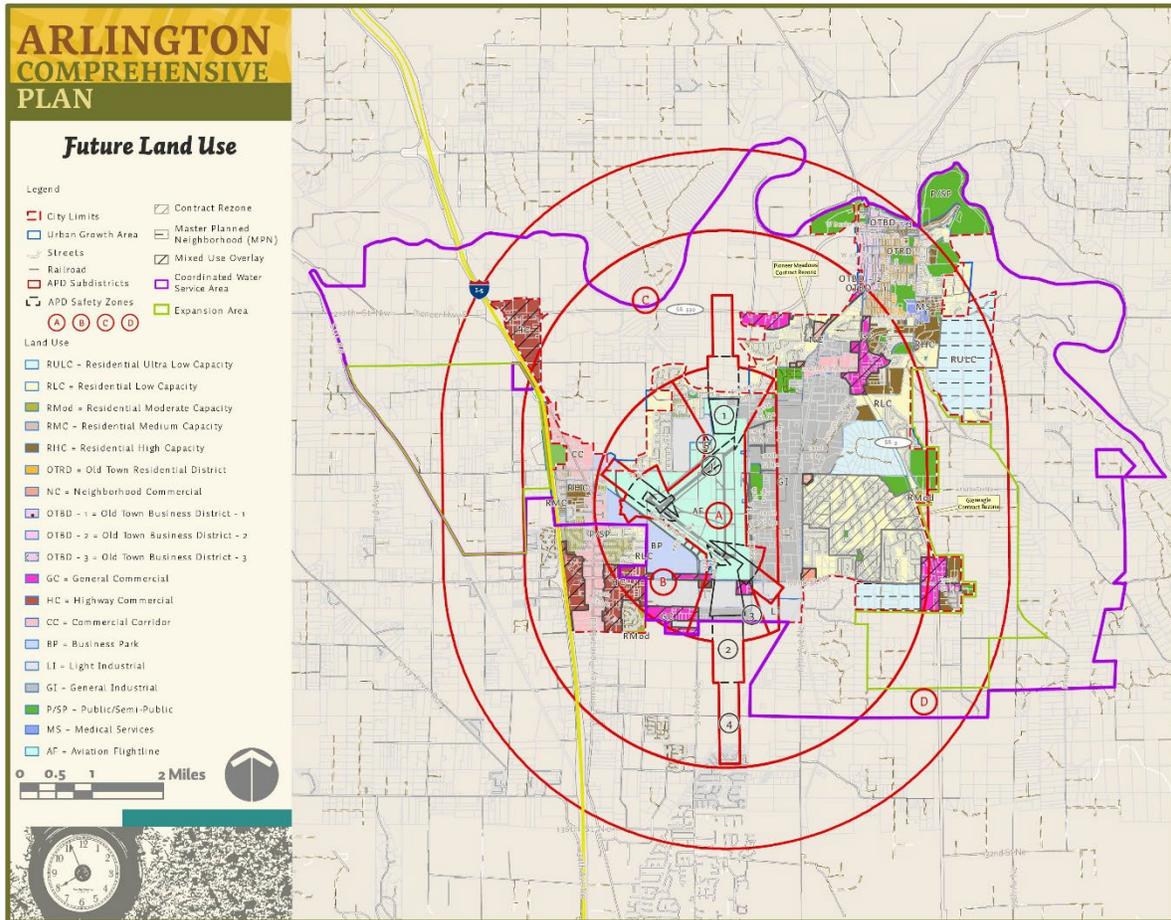
Other Books support and will be implemented through land use policies and regulations and contain related information required by the GMA. To find discussions about environmental justice see the Environment Book. While all Books promote physical activity and reducing greenhouse gas emissions the Transportation and Environment Books have specific information. The Capital Facilities & Utilities and Public Safety Books review drainage, flooding, and other stormwater issues. In addition, the Public Safety Book has information related to wildfires.

This Land Use Book inventories and analyzes the distribution and location of existing land uses and considers the intensity and density of future development. The Plan is also consistent with the Puget Sound Regional Council’s (PSRC) VISION 2050 and updated Snohomish County Comprehensive Plan, including population, employment, and housing targets. This Book has also been developed in accordance with the Snohomish County Countywide Planning Policies (CPPs) and PSRC VISION 2050 multi-county planning policies (MPPs).

Snohomish County’s growth targets for Arlington reflect significant increases expected for Arlington employment (an additional 14,462 jobs between 2020 and 2044), population (an additional 15,088 people between 2020 and 2044), and housing units (an additional 7,913 housing units between 2020 and 2044). This is a reflection of the expected employment activity in the Cascade Industrial Center and new housing development activity and redevelopment in East Hill, Hilltop, along and near Smokey Point Boulevard, and scattered around the City.

The City will adopt Figure 1 (Future Land Use Map) as its official land use and zoning map.

Figure 1: Future Land Use Map



Land Use Descriptions

The official Land Use Map shows how land uses will be distributed throughout Arlington to accommodate 2044 population, housing, and employment targets, along with the public facilities to serve them. It represents policy. The Zoning Map is a regulation that implements the Land Use Map.

It is the intention of the council that Arlington Municipal Code section 20.04.060 implement the planning policies adopted by the council for the city and its urban growth area, as reflected in the comprehensive plan, utility plans, airport plan, and other planning documents.

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

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

Residential Districts

Residential Ultra Low Capacity

The Residential Ultra Low Capacity (RULC) district is established primarily to accommodate detached single-family residential development in areas not currently served by public sewer and water facilities. Larger lots are required to accommodate a septic system and reserve area as required by the Snohomish Health District.

Residential Low Capacity

The Residential Low Capacity (RLC) district is established primarily to accommodate detached single-family residential uses at lower capacity levels typically on 7200 – 9600 square foot parcels, but also allows for recreational, quasi-public, and public uses that customarily serve residential development. Some types of two-family residences are allowed in this district on larger lots.

Residential Moderate Capacity

The Residential Moderate Capacity (RMod) district is designed primarily to accommodate medium capacity housing types, especially smaller multifamily and single family attached, such as duplex, triplex, fourplex, row houses, and garden apartments, typically situated on 4000 – 6200 square foot parcels, but also allows for recreational, quasi-public, and public uses that customarily serve residential development.

Residential Medium Capacity

The Residential Medium Capacity (RMC) district is established primarily to accommodate higher capacity housing, such as larger multi-family developments, townhomes, condominiums, and the use of the Unit

Lot Subdivision process to create fee-simple housing. Live/work units may also be allowed in this zone with additional requirements. Typical parcel size ranges from 2800 – 3600 square feet, but also allows for recreational, quasi-public, and public uses that customarily serve residential development.

Residential High Capacity

Residential High Capacity (RHC) district is designed primarily to accommodate the highest capacity residential developments, that are designed to be compatible with their sites and surroundings, building types are typically large scale multifamily buildings, mixed use buildings, and live/work units.

Old Town Residential

The Old Town Residential (OTR) district is designed primarily to single-family residential development while preserving the historic quality of the traditional town center. Further, this zone is intended to promote residential development that is in character with the older, existing homes in the area. The Old Town Residential District may also allow for duplex, triplex, fourplex, and garden style housing units (missing middle housing) that are designed to match the context of the existing neighborhood they are placed within. This is accomplished through strict design elements, orientation, and scale of the building.

Commercial Districts

Neighborhood Commercial

The Neighborhood Commercial (NC) zone is established to accommodate commercial activities that would meet the daily convenience needs of people residing or working in the environs.

Old Town Business District

The Old Town Business District (OTBD) zone is established to accommodate a mix of a wide variety of commercial activities and vertically oriented, high-capacity residential uses in a pedestrian-oriented environment. The Old Town Business District is comprised of three different sub districts, identified as, Old Town Business Districts 1, 2, and 3 with each one having its own nuances regarding permissible uses, parking, and signage.

General Commercial

The General Commercial (GC) zone is established to accommodate commercial uses generally similar, though more intensive, to the types permissible in the Old Town Business District. However, it is intended that this zone be placed along arterials to cater to commuters or as a transition in some areas between a Highway Commercial zone and a residential zone.

Highway Commercial

The Highway Commercial (HC) zone is established to accommodate the widest range of commercial activities. Uses allowed here include those allowed in other commercial districts, but also those that require highway access or that should be separated from residential uses.

Business Park

The Business Park (BP) zone is established to promote and accommodate office, certain manufacturing and light industrial uses, training/educational facilities, high technology research and developments, and

related uses in a park-like, master-planned setting. The Business Park also allows for Public/Semi-Public uses within this zone.

Commercial Corridor

The Commercial Corridor (CC) zone is established to create pedestrian oriented, urbanized, mixed use neighborhoods, along designated transit routes. Design elements to include widened sidewalks, drop lanes with on street parking, mid-block pedestrian crossings, planted medians, and bike lanes. These zones are established to utilize the stringent use of the Mixed-Use Development Regulations/Form Based Code, therefore negating the underlying zoning to accommodate mixed use as the primary land use.

Manufacturing Districts

General Industrial and Light Industrial Districts

The General Industrial (GI) and Light Industrial (LI) districts are established primarily to accommodate enterprises engaged in the manufacturing, processing, creating, repairing, renovating, painting, cleaning, or assembling of goods, merchandise, or equipment. The performance standards set forth in AMC Chapter 20.44 place limitations on the characteristics of uses located in these districts. The Light Industrial district is distinguished from the General Industrial district in that the Light Industrial district is intended to be a cleaner, more business park-like area, whereas the General Industrial district allows more resource-based manufacturing has a greater tolerance of the nuisances that typically accompany such manufacturing. Furthermore, the limitations in the Light Industrial district are more restrictive than those in the General Industrial district.

Aviation Flightline District

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

Medical Services District

The Medical Services District (MS) zone is established to allow hospitals and related medical services uses that have developed around the Cascade Valley Hospital in an otherwise residential neighborhood. Medical services include hospitals, doctors' offices, birthing centers, and other related uses, but not including manufacturing of medical equipment.

Public/Semi-Public District

A Public/Semi-Public (P/SP) district is established to accommodate public and semi-public uses, such as schools, government services and facilities, public utilities, community facilities, parks, etc. on publicly owned land.

Overlay Districts

Master Planned Neighborhood Overlay District

The Master Planned Neighborhood (MPN) district is established as an “overlay” district, meaning that this district is overlaid upon other districts and the land so encumbered may be used in a manner permitted in the underlying district only if and to the extent such use is complies with the requirements of AMC section 20.44.032 (Master Planned Neighborhood Developments). Thereafter, this overlay district shall be removed from the property for which the master plan is approved by the City Council.

Floodplain and Floodway Districts

The Floodplain and Floodway Districts are established as “overlay” districts, meaning that these districts are overlaid upon other districts and the land so encumbered may be used in a manner permitted in the underlying district only if and to the extent such use is complies with the restrictions found in AMC Chapter 20.64 (Floodplain Development Regulations).

Shoreline Management District

The Shoreline Management District is established as an “overlay” district, meaning that this district is overlaid upon other districts and the land so encumbered may be used in a manner permitted in the underlying district only if and to the extent such use is also permitted in the applicable overlay district and a Shoreline Development Permit has been granted, if necessary, pursuant to the Shoreline Master Program.

Mixed Use Overlay District

The Mixed-Use Overlay District is established as an “overlay” district, meaning that the underlying zoning applicable within each commercial zone remains as the primary or principal zoning designation. The overlay allows for a mix of diversified residential development to co-exist within a proportionate share of the commercially zones areas of Highway Commercial (HC), General Commercial (GC), and Neighborhood Commercial (NC) zones where typical retail and other support services would be located, thus creating a walkable neighborhood concept. The Mixed-Use Overlay will also be applied to the Residential Moderate Capacity (RMod), Residential Medium Capacity (RMC), and Residential High Capacity (RHC) zones along Smokey Point Boulevard corridor. The overlay will provide for the efficient use of property by requiring the mixed use of properties in a manner that allows for residential development to co-exist with commercial, retail and specific light manufacturing uses. This promotes the creation of attractive, sustainable neighborhoods which enable walkability and less automobile dependency. The performance standards/design guidelines set forth in AMC Chapter 20.110 places limitations on the characteristics of uses located in these districts.

Airport Protection District

The purpose of the Airport Protection District (APD) is to protect the viability of the Arlington Municipal Airport as a significant resource to the community by encouraging compatible land uses and densities, reducing hazards to lives and properties, and ensuring a safe and secure flying environment. The AP district modifies the density and land use requirements of the underlying zoning districts. These modifications are based on the guidelines within the WSDOT Aviation Division's "Airports and Compatible

Land Use, Volume 1" and provide for maximum protection to the public, health, safety and general welfare of the community, airport users, and citizens working and residing within the airport protection district.

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

Contract Rezone

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

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

Major Land Use Considerations

The biggest consideration that arises at every periodic update of this Plan is: How do we want to grow? Under the GMA, we are obligated to plan for and accommodate 20-years' worth of projected growth. As a regional partner, Arlington has accepted the 2044 population, housing, and employment targets adopted by Snohomish County and the Puget Sound Regional Council; however, the community, through its local plan, has control over where development occurs and what it will look like.

The City is able to accommodate the 2044 forecasted growth of over 15,000 residents and almost 15,000 new employees within the City's existing zoning. However, the City will be reaching capacity within the existing zoning once these targets are met. At this point the City can choose to accommodate higher densities or expand its boundaries. To preserve the unique nature of the community the City will pursue an urban growth area expansion to accommodate additional employment targeted to be accommodated west of the existing UGA and additional housing to be accommodated southeast of the exiting UGA. This plan emphasizes coordinating with the City of Marysville for both proposed expansion areas, discussed further below.

In 2044, the City envisions most growth to occur in the following areas:

- Population:
 - Smokey Point subarea and corridor
 - Gateway subarea
 - Kent Prairie subarea

- East Hill subarea
- Hilltop subarea
- Other areas depicted on Figure 1 (Residential Capacity)

- Employment:
 - Cascade Industrial Center
 - Other areas depicted on Figure 1 (Employment Capacity)

The Capital Facilities & Utilities Book and Transportation Book emphasizes these areas as those where the greatest infrastructure impacts will be.

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

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

Land Capacity Analysis

To analyze whether Arlington with its current city limits and UGA has sufficient developable land to accommodate its projected population (35,506) and employment (24,751) targets, Snohomish County completed a Buildable Lands Report in 2021. The purpose of the Buildable Lands Report (BLR) is to review the urban densities that are being achieved within both the city and county portions of the Urban Growth Area and, based on the densities achieved, determine whether the UGA has an adequate supply of suitable residential, commercial, and industrial land to accommodate the population and employment growth projected to occur during the remaining portion of the 20-year GMA planning horizon.

The City and County concluded that the City would meet its 2044 targets based on the Buildable Lands Report.

Following the Buildable Lands Report the City continued to track development and redevelopment projects and analyzed the vacant and underutilized land. This information was used to adjust the BLR for the baseline data used to create development scenarios. To ensure the targets could be met five scenarios were developed to reflect different potential development outcomes, described in detail in Appendix C. One scenario met the employment target and was used as the basis for this plan. This plan assumes a certain portion of Arlington residents work from home based on data available. The assumptions found in Table 1 were used for development density. The average household size in Arlington is 2.68. This plan assumed an average household size of 2 persons per household was used for multifamily development, and 3 for single family properties.

Table 1: Development Density Assumptions

| Vacant and Underutilized Land | Density |
|---------------------------------|-------------------------------------|
| Mixed Use and Commercial Zones | 6,600 rentable building area/acre* |
| Industrial Zones | 10,000 rentable building area/acre* |
| Old Town Business District | 400 square feet/job** |
| Other Commercial Zones | 500 square feet/job** |
| Industrial Zones | 2,000 square feet/job** |
| Single Family Residential Zones | 3-7 dwelling units/acre*** |
| Smokey Point Area | 27 dwelling units/acre*** |
| Residential High Capacity Zones | 34 dwelling units/acre*** |
| Mixed Use Zones | 34 dwelling units/acre*** |

*Rentable building area per acre is the area within a building that will be rented to or owned by job-creating tenants, this does not include residential spaces. These calculations are based on density of recent development projects to ensure accuracy. See Appendix C for more information.

**Square feet per job were estimated based on existing density estimates, allowed density, City input, density assumptions per the North American Industry Classification System, and density of recent development projects to ensure accuracy. See Appendix C for more information.

***Dwelling units per acre were estimated based on the BLR, allowed density, City input, and density of recent development projects to ensure accuracy. See Appendix C for more information.

Table 2 shows the results of the land capacity analysis. The analysis completed for this plan indicates Arlington’s existing zoning has sufficient capacity to accommodate the additional 15,088 residents, 7,913 housing units, and 14,462 employees as allocated by Snohomish County. The analysis highlighted the forecasted surplus of residential land capacity in 2044 of nearly 10,000 additional housing units. This analysis assumed higher capacity for development than the BLR in the Smokey Point area where Bus Rapid Transit is anticipated to operate starting in 2027. The analysis also indicated that while the City is able to accommodate the employment target Arlington will nearly be at capacity based on the density of recent development projects which are lower than those anticipated in the BLR.

Table 2: Arlington Land Capacity Analysis Results

| Target | 2044 Target | 2044 Capacity |
|---------------|-------------|---------------|
| Population | 35,506 | 55,449 |
| Housing Units | 15,780 | 25,677 |
| Employment | 24,751 | 25,782 |

Jobs-Housing Ratio

A jobs-housing ratio compares the number of jobs to the number of housing units. A jobs-housing ratio is considered balanced when a community has roughly attained the regional average ratio, which was 1.35 in 2019. In 2020, Arlington had a job/housing ratio of 1.31. With the forecasted population, housing and employment estimates described above, the ratio in 2044 would be closer to 1.57 jobs for every

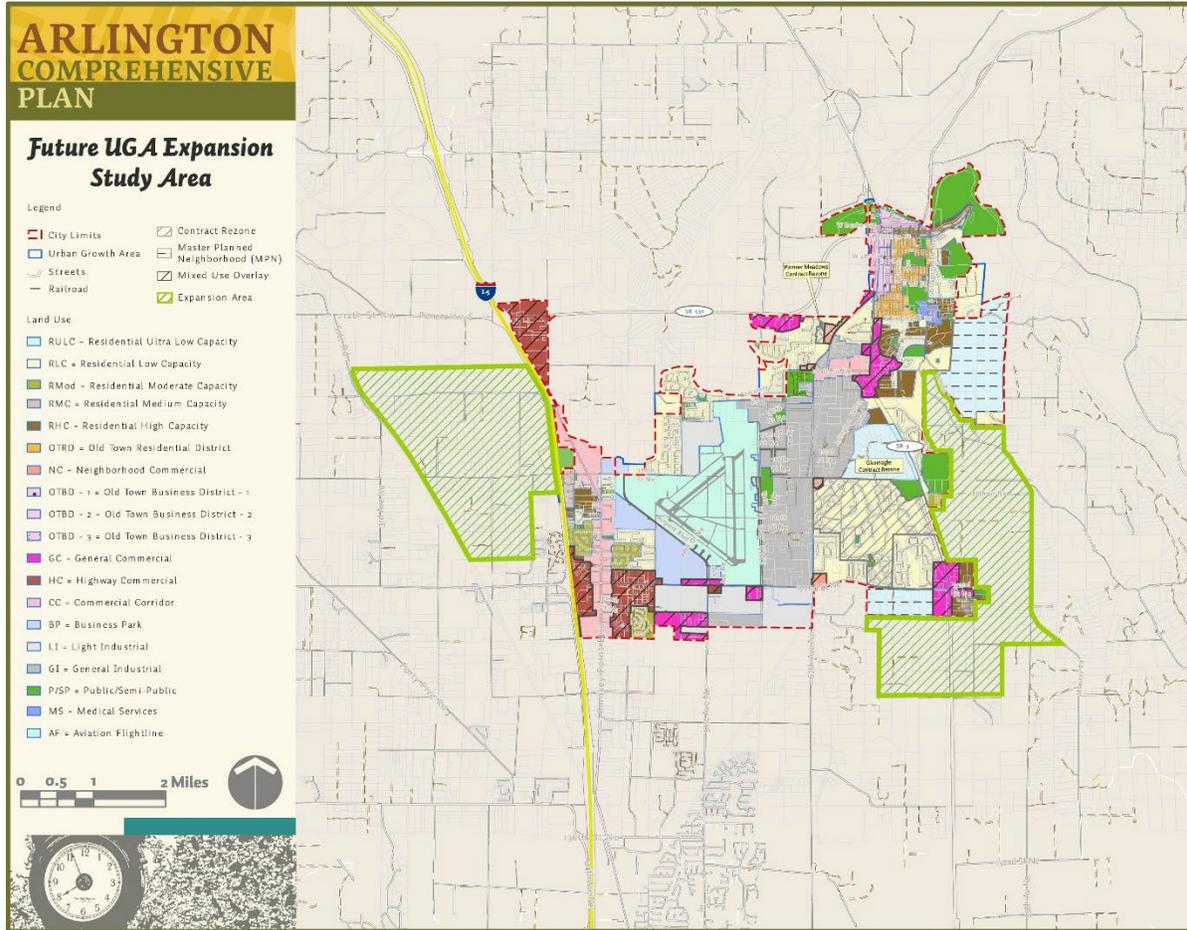
household. Arlington has a balanced jobs-housing ratio and aims to keep a balanced ratio as the City continues to grow.

Future UGA Expansion/Annexation

The land capacity analysis completed for this plan indicates that the City will be reaching the City's employment capacity within the existing zoning once these targets are met. One factor contributing to this is recent development in the Cascade Industrial Center is lower than the projected densities. To ensure the City is able to accommodate future growth the City is planning to pursue an UGA expansion. To ensure the City has a balanced jobs-housing ratio the City will pursue two areas for UGA expansion. A UGA expansion area is proposed to accommodate additional employment west of the existing UGA and adjacent to the existing Cascade Industrial Center as seen in Figure 2. A second UGA expansion area is proposed to accommodate additional housing and associated land uses, such as parks, southeast of the existing UGA. These areas fall within the Arlington's coordinated water service area.

The west proposed expansion area shares a boundary with the City of Marysville city limits on 184th St NE. Both proposed expansion areas are adjacent to or areas the City of Marysville is also considering for future land use planning. This plan emphasizes coordinating with the City of Marysville for both proposed expansion areas. Additionally, it will be important to coordinate with Snohomish County, Puget Sound Regional Council, Tribes, service providers, property owners, and other entities operating or regulating these areas.

Figure 2: Future UGA Expansion Study Area Map



Subarea Plans

The Land Use Book will be implemented in large part through the development strategies pursued in each of the City’s subareas. To see more information about each subarea see Section III: Subareas and Appendix A.