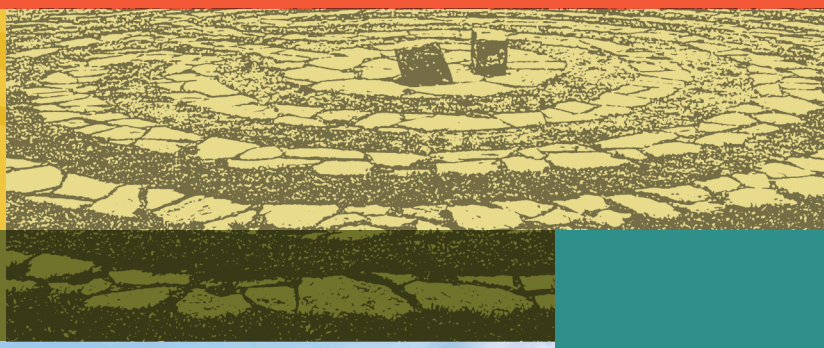
FINAL ENVIRONMENTAL IMPACT STATEMENT

Appendix O



Final Environmental Impact Statement



ARLINGTON COMPREHENSIVE PLAN



November 2024

November 25, 2024

Subject: City of Arlington 2024 Comprehensive Plan, *Arlington in Motion—2044 and Beyond* and Supporting Environmental Impact Statement

Dear Reader,

The City of Arlington is updating its Comprehensive Plan, *Arlington in Motion—2044 and Beyond*, and has completed a programmatic Environmental Impact Statement (EIS) (including the Draft Environmental Impact Statement/DEIS published on October 4, 2024 and the Final Environmental Impact Statement/FEIS issued November 25, 2024) analyzing a range of potential alternatives for long range growth in Arlington. The FEIS is published and available here: Comprehensive Plan Update (2024) | Arlington, WA (arlingtonwa.gov).

As the City amends the Comprehensive Plan to accommodate growth targets allocated by Washington State and Snohomish County for increased population, housing units, and jobs, it is imperative to understand what environmental impacts may occur with various levels of growth. The DEIS analyzed three different alternatives for future growth through the year 2044 (with the analysis republished in the FEIS):

- **Alternative 1:** No Action—Updated Comprehensive Plan Not Adopted (Same Pace of Growth as Alternative 2)
- **Alternative 2:** Slow to Moderate Pace of Growth (Growth Generally Aligns with Allocated Targets through 2044)
- **Alternative 3:** Faster Pace of Growth (Growth Exceeds Targets through 2044, with a Faster Pace of Growth Based on More Recent Trends)

A programmatic EIS provides a broad assessment of potential environmental impacts that may occur related to various planning policies and planning-level decisions. The DEIS analyzed potential impacts related to the following topics: Consistency with Plans and Policies; Natural Environment; Land Use Patterns, Built Form, and Housing; Multimodal Transportation; Public Services; and Utilities. The FEIS republishes the DEIS contents and include responses to comments on the DEIS, as well as updated and corrected contents.

Analysis of a "No Action" Alternative is required under the Washington State Environmental Policy Act (SEPA). In this case, "no action" means that the updated Comprehensive Plan would not be adopted. Analysis under this alternative provides the opportunity to understand what the consequences may be if no action is taken. Alternative 1, as the No Action Alternative, does assume that policy and zoning changes would be made in compliance with state legislation of recent years. This would include updates made to accommodate housing affordability, middle housing, and accessory dwelling unit provisions.

Thank you for your interest in the Comprehensive Plan Update and the FEIS.

Sincerely,

Marc Hayes

Marc Hayes
City of Arlington, Community & Economic Development Director and SEPA Official

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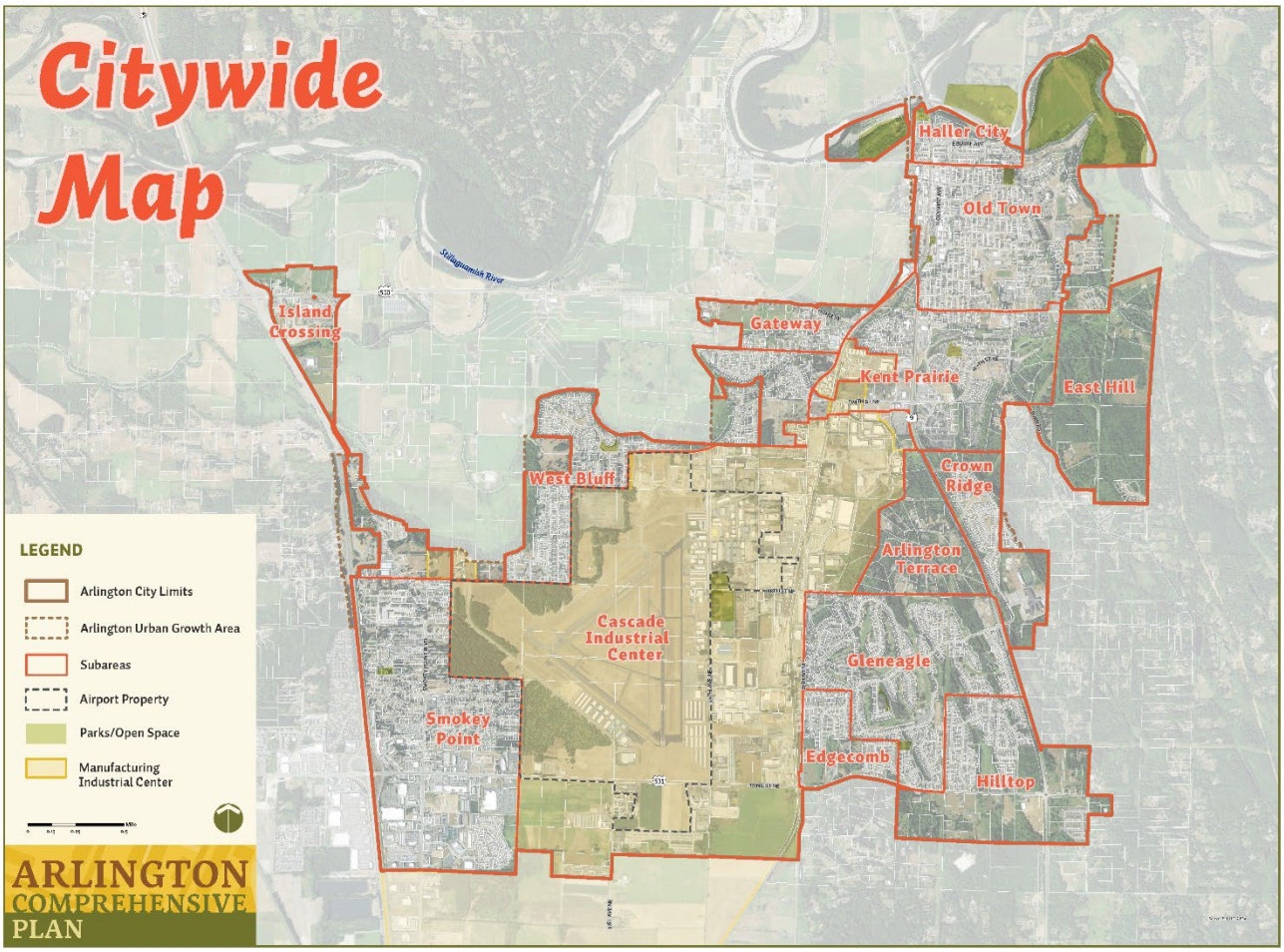
Fact Sheet

Name of Proposed Action

City of Arlington 2024 Comprehensive Plan Update, *Arlington in Motion—2044 and Beyond*

Study Area Location

The planning area and study area encompass the entire city of Arlington as depicted in the map below.



Description of Proposed Action

The City is proposing updates and amendments to the Arlington 2024 Comprehensive Plan, *Arlington in Motion—2044 and Beyond*, that bring the plan into alignment with state, regional, and county goals, policies, and planning provisions and update content of plan elements to support ongoing growth through 2044.

The manner in which the city grows and at what pace would influence the provision of infrastructure development and improvements—including transportation and utilities, as well as parks and recreation, schools, City operations, and other public services.

The Draft Environmental Impact Statement (DEIS), republished in this Final Environmental Impact Statement (FES), analyzed potential impacts related to the following topics: Consistency with Plans and Policies; Natural Environment; Land Use Patterns, Built Form, and Housing; Multimodal Transportation; Public Services; and Utilities. A range of alternatives were studied in the previously published DEIS to help the City understand what to expect in terms of demand on infrastructure and services with varying timelines for growth. The FEIS also includes a new chapter that includes responses to comments on the DEIS.

Alternatives Studied in the EIS

The DEIS analyzed three different alternatives for future growth through the year 2044:

- **Alternative 1:** No Action—Updated Comprehensive Plan Not Adopted (Same Pace of Growth as Alternative 2)
- **Alternative 2:** Slow to Moderate Pace of Growth (Growth Generally Aligns with Allocated Targets through 2044)
- **Alternative 3:** Faster Pace of Growth (Growth Exceeds Targets through 2044, with a Faster Pace of Growth Based on More Recent Trends)

State Environmental Policy Act (SEPA) Lead Agency

City of Arlington

SEPA Responsible Official and EIS Contact Person

Marc Hayes, Community & Economic Development Director
City of Arlington, Community & Economic Development Department
18204 59th Avenue NE, Arlington, WA 98223
360-403-3457
ced@arlingtonwa.gov

FEIS Date of Issuance

November 25, 2024

Purpose of the FEIS

This FEIS responds to comments received on the DEIS and provides updated and corrected contents previously published in the DEIS. The FEIS, together with the DEIS, are both documents of reference for the Arlington 2024 Comprehensive Plan update, currently going through the formal review and adoption process.

Draft EIS Comment Period and Public Meeting

The previous DEIS was published on October 4, 2024 and a 30-day comment period through November 4, 2024 was provided for the public, agencies, tribes, and all other interested parties. The City held a public meeting to obtain comments on the DEIS on October 22, 2024 from 4 pm to 6 pm. No formal comments were submitted at the public meeting. Written comments received on the DEIS are responded to in Chapter 10 of this FEIS.

Required Permits and Approvals

Revisions to the Comprehensive Plan will undergo thorough evaluation at multiple administrative tiers, including state, regional, county, and local levels. The Washington State Department of Commerce will conduct a 60-day review. The Puget Sound Regional Council (PSRC) will assess the plan's alignment with VISION 2050 and its eligibility for transportation certification. Snohomish County will review the plan for adherence to the Snohomish County Countywide Planning Policies. The City of Arlington's Planning Commission will review the plan and provide recommendations to the City Council, which holds the authority to grant final adoption.

Authors and Principal Contributors

The FEIS and the previous DEIS were prepared under the direction of the City of Arlington, with reference to several background plans and documents developed by the City and others, by the following consultant firms as the principal contributors:

Otak, Inc.—Land Use Patterns, Built Form, Public Services, Utilities, and support to other content development (with support from City staff)
11241 Willows Road NE, Suite 200
Redmond, WA 98052

Leland Consulting Group—Housing, Jobs, and Economic Development
610 SW Alder St., Suite 1200
Portland, OR 97205

Transpo Group—Multimodal Transportation
2131 113th Ave NE #203
Kirkland, WA 98034

Chapter

1

INTRODUCTION AND BACKGROUND



Chapter 1—Introduction and Background

Introduction

The City has completed draft updates and amendments to create the Arlington 2024 Comprehensive Plan, *Arlington in Motion—2044 and Beyond*. The new plan aligns with state, regional, and county goals, policies, and planning provisions and update content of plan elements to support ongoing growth through 2044.

The manner in which the city grows and at what pace would influence the provision of infrastructure development and improvements—including transportation and utilities, as well as parks and recreation, schools, City operations, and other public services.

The Draft Environmental Impact Statement (DEIS/EIS), republished in this Final Environmental Impact Statement (FEIS), analyzed potential impacts related to the following topics: Consistency with Plans and Policies; Natural Environment; Land Use Patterns, Built Form, and Housing; Multimodal Transportation; Public Services; and Utilities. The DEIS studied alternatives for growth so that the City can proactively plan for this growth now and in the coming years.

Development of the Draft and Final Environmental Impact Statement (DEIS/FEIS) has involved the following steps:

1. Scoping: A 30-day public and agency scoping period was conducted from November 1 through November 30, 2023 and a scoping meeting open to the public and agencies was held on November 7, 2023. The public, tribes, and local, state, and federal agencies were invited to comment on the proposal, alternatives, impacts, and potential mitigation measures to be further studied in the DEIS.
2. Analysis for the DEIS: Analysis of potential impacts of the proposal and reasonable alternatives.
3. Publishing of DEIS: Publishing of the DEIS for review and comment by the public and agencies.
4. Development and issuance of this FEIS which responds to comments received on the DEIS and provides corrections to the DEIS.

This FEIS will become an appendix to the Comprehensive Plan as it moves forward through the formal adoption process.

Purpose of the Comprehensive Plan and Supporting EIS

The City of Arlington has completed a periodic update of the Comprehensive Plan, and the EIS has been developed to understand potential impacts and needed mitigation measures to address various levels of growth that may occur over the next twenty years through 2044.

The updated Comprehensive Plan presents updated goals, policies, and strategies to guide decision-making and actions to support growth through 2044. The Comprehensive Plan summarizes outcomes from and provides a planning foundation for completed and ongoing development of functional plans and system plans, as well as subarea plans and neighborhood-level planning and engagement.

The previously published DEIS and this FEIS have been developed in alignment with Washington State Environmental Policy Act (SEPA) as administered by the Washington State Department of Ecology (DOE). As stated in the SEPA handbook, *"The Primary purpose of an EIS is to provide an impartial discussion of significant environmental impacts, and reasonable alternatives and mitigation measures that avoid or minimize adverse environmental impacts. This environmental information is used by agency officials – in conjunction with applicable development regulations and other relevant information – to make decision to approve, condition, or deny the proposal."*

The DEIS and FEIS documents are not subject to formal adoption. Rather, these are supportive documents to the updated Arlington 2024 Comprehensive Plan, the proposal that the City is reviewing to determine action (in this case, the action would be adoption of the updated plan so that it serves as a guide for growth and planning in Arlington through 2044).

Analysis in the DEIS

The DEIS analyzed three different alternatives for future growth through the year 2044. These are also further described later in this chapter and in Chapter 2 of the FEIS.

- **Alternative 1:** No Action—Updated Comprehensive Plan Not Adopted (Same Pace of Growth as Alternative 2)
- **Alternative 2:** Slow to Moderate Pace of Growth (Growth Generally Aligns with Allocated Targets through 2044)
- **Alternative 3:** Faster Pace of Growth (Growth Exceeds Targets through 2044, with a Faster Pace of Growth Based on More Recent Trends)

The DEIS evaluated potential impacts and identified mitigation measures related to a range of growth alternatives across the following topic areas, as further addressed in Chapters 4 through 9:

- Consistency with Plans and Policies
- Natural Environment
- Land Use Patterns, Built Form, and Housing
- Transportation
- Public Services
- Utilities

This FEIS also includes Chapter 10: Responses to Comments on the DEIS.

Arlington's Vision

In addition to meeting SEPA provisions as administered through the DOE, the City of Arlington uses the Comprehensive Plan as a foundation for carrying out the community's vision statement, as follows.

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

Planning Objectives Under the Growth Management Act

The following key planning objectives apply to the alternatives analyzed in this EIS:

- Ensure compliance with the provisions of the Washinton State Growth Management Act (GMA) as administered by the Washington State Department of Commerce, Snohomish County Countywide Planning Policies (CPPs), and the Puget Sound Regional Council regional plan—VISION 2050 that also includes Multi-county Planning Policies (MPPs).
- Update and refine the goals, policies, and strategies in Arlington's GMA-compliant Comprehensive Plan to implement the community's vision statement and accommodate the future needs of the community as it grows.
- Support a mix of housing types affordable to all levels in compliance with state legislative requirements.
- Support a mix of employment types, including retail, commercial services, office, medical services, and industrial uses.
- Provide for multimodal transportation improvements and infrastructure to support the community's vision, plans, and policies.

Purpose of a Programmatic EIS

This is a *programmatic* EIS given that the Comprehensive Plan is a "non-project" action. Non-project actions have become increasingly important because they:

- **Provide the basis for future project decisions** – Environmental analysis for non-project actions form the basis for later project review and provides greater predictability.
- **Expedite project analysis and decisions** – The more detailed and complete the environmental analysis during the non-project stage, the less review will be needed during project review. The project review can focus on those environmental issues not adequately addressed during the non-project stage.

Description of the Study Area

The City of Arlington is located in the northern part of Snohomish County, Washington, within the Puget Sound region, approximately 40 miles north of downtown Seattle. Arlington is situated in the Stillaguamish River Valley along the foothills of the Cascade Mountains, along State Route 9 and near Interstate 5, providing essential north-south connectivity and facilitating easy access to surrounding cities and regions. Arlington is bordered by the cities of Marysville to the south and various unincorporated areas to the north, east and west.

Spanning approximately 9.26 square miles, Arlington features a diverse mix of residential, commercial, and industrial zones. The city is known for its vibrant neighborhoods, scenic parks, and a variety of community amenities that contribute to a high quality of life for its residents. Arlington's local economy is multifaceted, encompassing sectors such as manufacturing, retail, healthcare, and aerospace, which foster a robust and community-oriented business environment.

The study area for the Comprehensive Plan and Environmental Impact Statement (EIS) includes the entire city limits. See **Figure 1.1** for a regional map showing the vicinity of Arlington, **Figure 1.2** for the city limits and current urban growth area, and **Figure 1.3** for a citywide map of Arlington showing subareas.

Figure 1.1 Regional Map Showing the Vicinity of Arlington

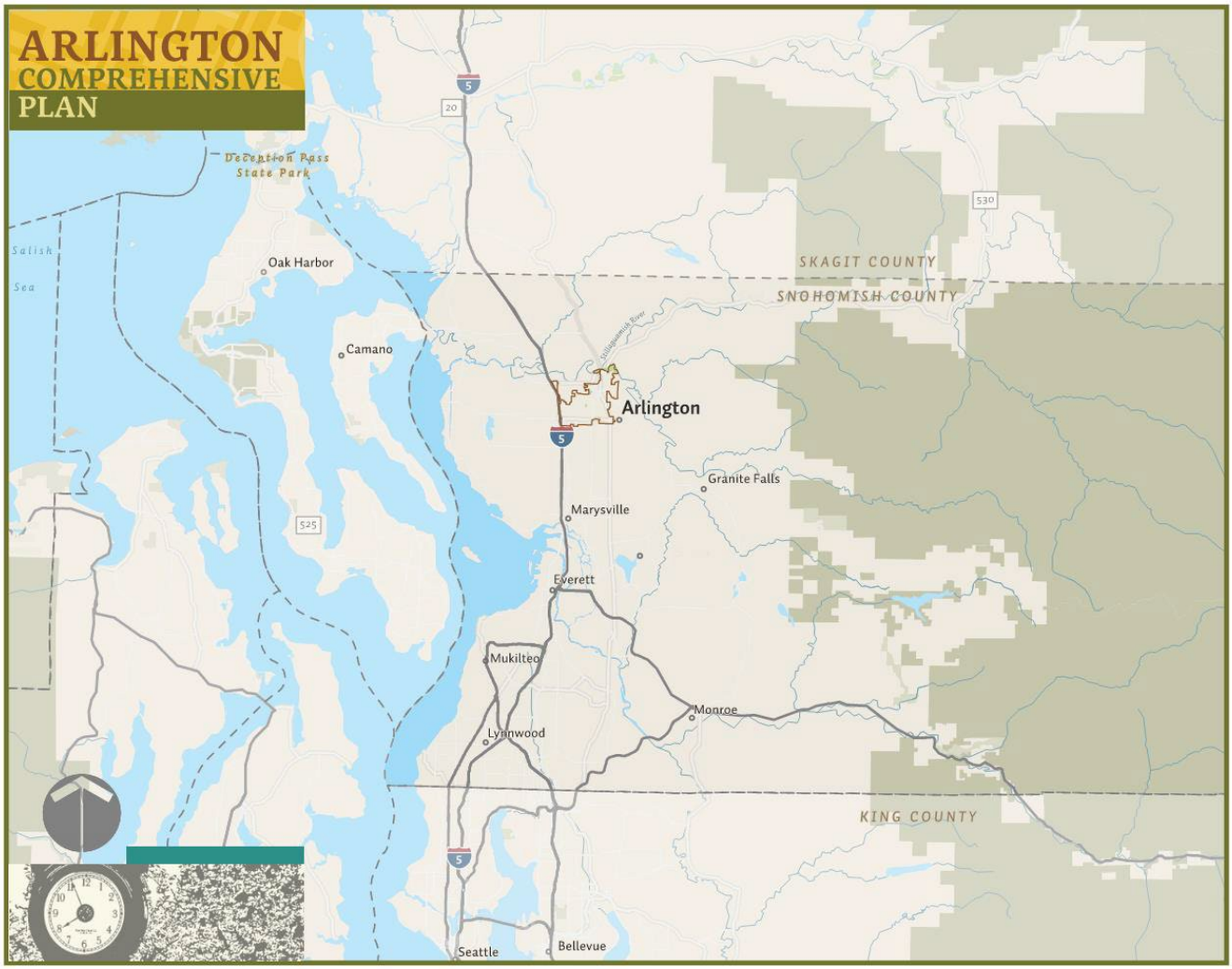


Figure 1.2 Map of City of Arlington and Current Urban Growth Area



Figure 1.3 Map of Citywide Study Area/Planning Area and Subareas in Arlington



Key landmarks within the city include the Arlington Municipal Airport, which supports general aviation and contributes significantly to the local economy, and the historic downtown area, which offers a charming mix of shops, restaurants, and cultural attractions. The city's comprehensive park system, including Legion Memorial Park and Twin Rivers Park, provides green space and recreational opportunities.

Arlington is served by Community Transit and is exploring opportunities to enhance regional connectivity and promote sustainable transportation options through potential future transit expansions.

As a growing suburban city with a unique blend of rural and urban characteristics and a gateway to surrounding outdoor environments and recreation, Arlington is a desirable place to live and work and has been growing at a faster pace in recent years than previous decades.

In addition to its geographical and infrastructural attributes, Arlington is characterized by its evolving demographic and socioeconomic landscape. As the city's population continues to grow, it is becoming more diverse and leading to a greater demand for infrastructure, public services, and other improvements to serve growth. Growth is bringing dynamic changes to housing, education, and public services. The comprehensive plan update aims to address these changes and guide Arlington's development in a sustainable and inclusive manner.

Environmental Review and SEPA Process, Scoping, and Public Involvement

Purpose of Environmental Review

The State Environmental Policy Act (SEPA), enacted in 1971, is a process designed to study the environmental consequences associated with governmental decisions. These decisions encompass a wide range of activities, including the issuance of permits for private projects, the construction of public facilities, and the adoption of regulations, policies, and plans. Environmental impacts must be deliberately studied whether the decision is initiated by private entities or the government itself. Certain land use actions qualify for "categorical exemption" and are exempt from SEPA review, as outlined in WAC 197-11-720 and WAC 197-11-800.

For proposals subject to SEPA review—whether "project actions," such as constructing public buildings or infrastructure, or private projects, or "non-project actions," such as crafting plans, ordinances, programs, or administrative rules—the lead government agency must undertake a "threshold determination." This assesses whether the project is likely to yield significant adverse environmental effects. Detailed regulations governing this review process are established by the Department of Ecology under chapter 197-11 WAC.

The threshold determination yields either a Determination of Nonsignificance (DNS) or a Determination of Significance (DS). In cases where a Determination of Significance is issued, preparation of a comprehensive environmental impact statement (EIS) is mandated.

When a non-project action relates to a comprehensive plan or a comparable proposal dictating future development, it is up to the governing jurisdiction if the environmental impacts need to be studied. If so, they

can be studied through the standard Environmental Checklist, or through an EIS. Whenever feasible, the proposal should be presented with alternative methods for achieving its objectives.

SEPA further accommodates "planned actions," enabling advance preparation of an EIS for a designated geographical area before specific projects are proposed. This streamlines subsequent environmental reviews of individual development projects.

Public Engagement Process

Through the SEPA review process, agency decision-makers, applicants, and the public gain insights into how proposed actions may impact the environment. SEPA enables stakeholders to make informed decisions and, if necessary, adjust or reject proposals to mitigate potential adverse effects.

The City issued a Scoping Notice on November 1, 2023, soliciting comments on the scope of the EIS. Staff solicited community feedback until November 30, 2023, through social media, emails, and a public scoping meeting held on November 7, 2023. The scoping notice and full scoping summary memo are included in the Appendix, along with a summary of all engagement activities conducted as part of the Comprehensive Plan update process.

The scoping meeting on November 7th, 2023 was held to gather additional community input for the Comprehensive Plan and to help guide topics analyzed in the EIS. The scoping meeting was advertised on the City's website and a post card was sent to every property owner within the city limits with the scoping meeting information and website.

Topic-specific boards were created for members of the community to post comments on. Context boards were also included to orient attendees to the purpose of scoping, topics to be addressed in the Comprehensive Plan and EIS, and other information relevant to the 2024 Comprehensive Plan Update. Two presentations were conducted at separate times during the scoping meetings.

The presentation included information about what a comprehensive plan is, why the plan is being updated, what the plan does, and how the plan will be developed (planning process). Additionally, information about SEPA scoping was presented, including details about the purpose of scoping for the EIS.

The feedback received from comments during scoping is summarized below:

Economic Development

- More financial incentives/breaks given to small businesses vs. big businesses should be considered.

Housing

- More single-family housing, less multi-use especially in Old Town

Capital Facilities and Utilities

- Athletic facilities and other "fun" facilities (i.e. indoor go karts, swimming, etc.) are needed to serve the community and visitors.
- Hospital and associated medical facilities and services will need to expand to accommodate growth; will need a larger or another hospital.

Parks, Recreation, and Open Space

- There is a need for a multi-use recreation center.

Environment

- An interest was expressed in supporting old and new tree growth and minimizing land clearing.

Transportation

- An interest was expressed in being able to bike or at least get across the city without a car and being able to bike safely to Smokey Point either on 172nd or along SR 530.
- Commuting options need to be expanded.

Public Safety

- More street lighting is needed in certain areas such as lighting at the SR 530 round-abouts.

In addition to the comments collected during the scoping meeting, several comment letters were received from agencies and individuals making recommendations for the scope and issues to be addressed in the EIS. See the Appendix for these comment letters.

Public Involvement for the Comprehensive Plan

In addition to the public scoping meeting supporting the SEPA process, summarized above, a variety of other community engagement activities were conducted during the comprehensive planning process. These activities are summarized below.

Arlington Kick-off and Visioning Survey

A survey was conducted in the fall of 2022 through spring of 2023. The survey asked a series of questions to gather respondents' thoughts about Arlington and how the community could be strengthened through implementation of the 2024 Comprehensive Plan. The survey was comprised of five open-ended questions that were able to be accessed by QR code or weblink. The City received responses from 96 respondents participating between October 2022 and May 2023.

Arlington Subareas Online Survey

In October of 2022, the City also launched the subareas survey as a start of community engagement efforts in support of the 2024 Comprehensive Plan Update. The survey ran for one full year from October 1st, 2022 to October 2nd, 2023. It should be noted that during the course of the survey the term "neighborhood" was changed to "subarea". The 2024 Comprehensive Plan will discuss neighborhoods at a smaller scale than the

subareas outlined in this survey. The survey was made up of 17 yes/no questions with room for comments after each question. In total, 107 responses were recorded.

Arlington Subareas In-Person Engagement

In-person engagement for Arlington subareas was conducted at multiple workshops during two events. These events were advertised digitally and through notices on the City's website and social media platforms.

Additionally, events were promoted at events such as the Hometown Halloween Event, Hometown Holidays Santa Parade, and others.

The City's first open house was hosted on April 27, 2023. The second event, the Arlington Street Fair, took place from Friday July 7th, 2023, through Sunday July 9th, 2023 with the City present on both the 7th and the 8th. Two workshop sessions were held at the open house and one workshop session was held during the Arlington Street Fair. Presentations given at these events covered elements such as the overall Comprehensive Plan Update timeline, information about the community, growth allocations for population, housing, and employment, and went over the framework of the Comprehensive Plan goals.

In total, nearly 80 comments were collected during these events. The majority of comments were related to the following subareas: Old Town, Haller City, Arlington Terrace, Kent Prairie, Crown Ridge, the Airport, and the Cascade Industrial Center. The most common favorite features listed were: trails, parks, and local business. Improvements requested were varied with common suggestions being lighting, public bathrooms, wheelchair accessibility, multi-transportation improvements, parking, maintenance, a recreation center, increased police presence, and an additional grocery store.

Community Survey

A community survey was conducted online by Zencity October 1, 2023 to January 20, 2024. This survey measured how satisfied residents were with the community and with local government-provided services. The survey allows the City to compare scores over time and against a cohort of similar communities. This survey was a representative sample of 685 individuals, matching respondents with 2020 Census data. 72% of surveyed residents were overall satisfied with life in Arlington, based on general quality of life and satisfaction with different characteristics of life in Arlington.

Focus Group Meetings

The City of Arlington Community and Economic Development (CED) Department has ongoing focus group meetings every Tuesday from 4:30 pm to 6:30 pm at the CED office located at 18204 59th Avenue NE, Arlington, WA 98223. These meetings are open to the public and a variety of land use topics are discussed to educate the community on the complex issues that revolve around land use and zoning. The meetings are noticed on the City's website under public notices.

The focus group was organized in 2017 and is led by the CED Director, Marc Hayes. Regular attendees include one or two City Council members, one or two Planning Commission members, developers in the community, and occasional members of the public. Over the years the focus group has learned different land use techniques and

strategies through trainings, example projects, research, and discussions. In preparation for the 2024 Comprehensive Plan periodic update the focus group started discussing the future of Arlington in 2021 and is currently reviewing sections of the Comprehensive Plan as they are drafted. The main portions of the Comprehensive Plan that have been reviewed by and discussed within the focus group meetings are the goals and policies for each book (element) of the Plan.

DEIS Publishing and FEIS Issuance

The DEIS was published for public and agency review on **October 4, 2024**. The 30-day public and agency comment period extended through **November 4, 2024**. A public meeting was held on **October 22, 2024**, which provided the opportunity for the public and agency representatives to hear about the DEIS analysis and be informed about how to comment the DEIS.

The DEIS study topics and outcomes were presented and summarized at the public meeting.

This FEIS is being issued on **November 25, 2024**. This is within the SEPA recommended timeframe of 60 days from the close of public comment period on the DEIS and at least 7 days or more prior to taking action on the proposal (Comprehensive Plan update). The City anticipates potential adoption of the Comprehensive Plan update in December 2024.

Past SEPA Actions Related to Planning and Project Approvals

This FEIS has been developed with reference to and consideration of past environmental analyses and documents, some of which were programmatic/non-project actions and others that were project-specific and planned action environmental reviews. One of the more recent SEPA actions has been the Manufacturing and Industrial Center (AMMIC Subarea Plan/Cascade Industrial Center) Subarea Plan and Planned Action Environmental Impact Statement, further described in Chapter 4. The purpose of the Planning Process, which was conducted jointly with the City of Marysville, was to adopt a Planned Action consistent with RCW 43.21c.440 and associated Comprehensive Plan amendments to address necessary capital investments that study implementation of the AMMIC Subarea Plan. The Draft EIS evaluated three alternatives for potential adverse and beneficial impacts to the environment including a No Action Alternative and two Action Alternatives (Cascade Center Vision Job Sectors and High Growth Trend Sectors). More information can be found here: https://www.arlingtonwa.gov/575/Cascade-Industrial-Center.

Summary of Alternatives Studied in the DEIS

As part of updating the Arlington Comprehensive Plan for the twenty-year period from 2024 through 2044, the programmatic DEIS (republished in this FEIS) analyzed three alternatives:

- **Alternative 1:** No Action—Updated Comprehensive Plan Not Adopted (Same Pace of Growth as Alternative 2)
- **Alternative 2:** Slow to Moderate Pace of Growth (Growth Generally Aligns with Allocated Targets through 2044)

- **Alternative 3:** Faster Pace of Growth (Growth Exceeds Targets through 2044, with a Faster Pace of Growth Based on More Recent Trends)

The City has been growing at a faster pace and anticipates that it will exceed the growth targets allocated to Arlington prior to 2044. The City will be closely monitoring growth trends annually. If it appears that targets will be exceeded, the City will need to initiate study of urban growth area expansion in the next few years, as discussed in Chapter 5 of this FEIS. The City has studied multiple scenarios for growth projections in a market study further discussed in Chapter 5.

The growth projections for population, housing units, and jobs for the alternatives are shown in **Table 1-1,** and are based on allocated targets and a market study and assessment of various growth scenarios. Alternative 1—No Action assumes that the updated Comprehensive Plan would NOT be adopted and that a slow to moderate level of growth would occur, keeping pace with meeting the allocated targets. Similarly, Alternative 2 assumes a slow to moderate level of growth, keeping pace with the allocated targets, but it assumes adoption of the updated Comprehensive Plan. Alternative 3 also assumes that the updated Comprehensive Plan would be adopted, but that growth would occur at a much faster pace and reach a higher level by 2044.

Table 1-1 Population, Housing Units, and Jobs Assumed in Alternatives Analysis

	Current/ Recent Conditions	Targets per Snohomish County Countywide Planning Policies (2044)	Alternative 1 No Action	Alternative 2 Slow to Moderate Pace of Growth (Targets Met in Approximately 20 years)	Alternative 3 Faster Pace of Growth (Targets Met in Approximately 10 Years)
Population	21,740 (2024)	35,506	35,506 (2044)	35,506 (2044)	35,506 (2034)
Housing Units	8,706 (2024)	15,780	15,780 (2044)	15,780 (2044)	15,780 (2034)
Jobs	12,449 (2023)	24,751	24,751 (2044)	24,751 (2044)	24,751 (2034)

Under Alternative 3, if a faster pace of growth occurs, several growth scenarios have been studied to understand potential future conditions. These are presented in Chapter 5 of this FEIS. One of the scenarios, Scenario 5, was studied by the City as a potential faster paced future growth scenario that aligns with Alternative 3 (with growth targets being reached in 10 years compared to 20 years). The City will be closely monitoring growth trends on an annual basis and evaluating alignment of growth with the scenarios studied. If growth were to occur in alignment with Alternative 3 and Scenario 5, the City would exceed its allocated targets and would need to explore expansion of its urban growth area in the coming years—first to provide more land capacity for employment, and following that, to provide more land capacity for housing. As discussed in Chapter 5, Scenario 5 could result in a population of nearly 60,000 people, 28,000 housing units, and 26,000 jobs by 2044.

Other Existing Future Environmental Reviews and Analyses

The EIS provides a programmatic analysis of potential impacts associated with the updated Arlington Comprehensive Plan for 2024 through 2044. Other individual project, planned, and programmatic actions that have occurred in the past and that will occur in the future are subject to their own individual environmental reviews, impact analyses, and threshold determinations, and other related procedures, whether programmatic or project-specific.

Consideration of Cumulative Impacts

The State Environmental Policy Act directs lead agencies to consider potential cumulative impacts of proposed actions, including programmatic actions related to long range and comprehensive planning. While a "Cumulative impact" is not defined in the SEPA Rules, it is defined under federal rules implementing the National Environmental Policy Act (NEPA). "Cumulative impact" is defined in the Council on Environmental Quality (CEQ) Regulations as the "impact on the environment that results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (Federal or non-Federal) or person undertakes such other actions" (40 CFR Part 1508).

Potential cumulative effects related to the City of Arlington Comprehensive Plan (periodic update), considered with other proposed actions or projects within the potentially affected area have been assessed though it is impossible to predict if these would or would not occur and to what level over the long-term future.

Urban growth under all alternatives could result in some cumulative significant and unavoidable impacts to the natural environment, specifically plants and animals. Citywide increases in population density and impervious surface area in a watershed generate cumulative impacts to plants and animals that cannot be wholly avoided even though environmental protections are in place, including surface water regulations through the Department of Ecology that would be mitigative. Development under all alternatives would require some losses of vegetative cover, changes in hydrologic conditions, and habitat fragmentation, although many of the areas that would experience redevelopment are already developed or partially developed today in Arlington. Existing regulations in place can support the avoidance, minimization, and mitigation of potential impacts, but may not eliminate these impacts entirely.

Over time, overall activity levels and development intensities would increase and could result in cumulative impacts due to increased urban activity such as traffic, noise, glare, and pedestrian activity. Localized land use conflicts would also be more likely under the alternatives, although some of these types of impact could be temporary and some may resolve over time. Reduced trip lengths from concentrating growth in areas with good access to transit combined with improved future fuel economy assumptions under all alternatives would minimize increases to air pollution and greenhouse gas emissions despite increased growth. Unavoidable adverse impacts including cumulating impacts related to transportation under the alternatives could be mitigated through improvements and actions as noted in Chapter 6 of this FEIS.

It is important to note that Washington courts have limited the requirement for cumulative impact analysis under SEPA. Based on the outcomes of Boehm v. City of Vancouver, 111 Wn. App. 711 (2002), an analysis of the

cumulative impacts of a proposed project is not required under SEPA unless (1) there is some evidence that the project will facilitate future action that will result in additional impacts or (2) the project is dependent on subsequent proposed development. A project's cumulative impacts that are merely speculative need not be considered. In the case of the Arlington Comprehensive Plan as a programmatic action, there is the potential that cumulative impacts may result from future redevelopment actions; however clear evidence is lacking.

As required by the Growth Management Act and other statutes, as well as regional and county policies, existing and amended codes, standards, or regulations in Arlington would regulate future development and redevelopment following this non-project action. It is anticipated that such development generally would be consistent with the alternatives analyzed in this FEIS and policy changes in the Comprehensive Plan. In addition, there are no current or existing projects that are functionally related or interconnected to this project (i.e., one could proceed without the other). Future projects and developments would be subject to project-level SEPA actions required to conduct separate, project-specific environmental analyses and review, as appropriate (unless covered through planned action SEPA ordinances). Mitigation measures for each project would also decrease the potential for cumulative impacts.

Finally, the environmental review contained in this FEIS takes a conservative approach by assuming growth to a greater capacity under Alternative 3 than likely within the 20-year planning horizon (through 2044). It is not expected that this level of growth would all occur by 2044, but the EIS nonetheless assumes this growth when evaluating potential environmental impacts associated with Alternative 3. In addition, the EIS analysis also considers land use assumptions for the rest of the region, based on Puget Sound Regional Council (PSRC) growth targets, where applicable and reasonably foreseeable. Any cumulative impacts associated with additional regional growth, citywide growth, or growth implemented in the city's subareas beyond that evaluated in this EIS is merely speculative and need not be considered as part of this programmatic environmental review.

Potential Areas of Controversy and Uncertainty and Issues to Be Resolved

As the City of Arlington grows, there will be changes to the built environment, housing availability, natural environment, local economics, community aesthetics, and other conditions. There is some uncertainty as to how fast growth may occur in the future, which stems from the variability of market factors and other factors that will drive and influence development in Arlington over the next twenty years. Overall, the intent of the EIS is to understand the scope of potential impacts associated with various alternatives so that the City can plan for these changes in the future. Key environmental issues and options facing decision makers include:

- Alternative land use patterns in relation to 20-year growth estimates and community vision may vary over the future, but all development would be required to be in compliance with existing adopted zoning provisions and code requirements.
- The relationship of land use patterns to the natural environment and land use compatibility may vary, but again, all development would be required to comply with City zoning and code provisions.
- The effects of growth on demand for public services, utilities, parks, multimodal transportation, and other capital improvements may vary depending upon where growth occurs within the City, which is why the DEIS studied a range of alternatives that anticipate growth citywide.

Benefits and Disadvantages of Delaying the Proposed Action

Under SEPA, a discussion of the benefits and disadvantages of reserving for some future time the implementation of a proposal are required to be addressed compared with possible adoption at this time. The benefits of adopting the updated Comprehensive Plan include:

- Planning for housing and employment growth in coordinated manner that aligns with regional and county planning and allocated targets.
- Providing guidance for pending and future functional plans that respond to future growth.
- Development of goals and policies, as well as improvements and services that address the needs identified in the EIS to serve future growth.

If adoption of the updated Comprehensive Plan were to be delayed, growth would still occur (under the previously adopted plan and current zoning and code provisions). However, the previously adopted plan does not fully reflect new circumstances, new legal requirements, updated growth forecasts, and economic development opportunities. Delaying implementation would not result in the coordination of land use and capital facility planning that is required by GMA. Additionally, delaying implementation of the updated Comprehensive Plan (the proposal) would not be in compliance with the requirements of the GMA or regional and countywide planning. The Comprehensive Plan would not receive current/up-to-date certification by the state or endorsement by the region or county, which could have adverse legal and financial consequences for the City, such as the inability to apply for grant funding for various types of capital projects.

Chapter

2

PROPOSAL AND ALTERNATIVES



Chapter 2 – Proposal and Alternatives

Introduction

This chapter of the Final Environmental Impact Statement (FEIS) provides descriptions of the alternatives previously studied in the Draft Environmental Impact Statement (DEIS), as well as a discussion of assumed conditions and constants under the alternatives. The City's updated 2024 Comprehensive Plan, which will serve to guide growth and decision making through 2044, was developed in parallel with the DEIS to address new guidance from the state, region, and county, including new legislative requirements related to housing affordability and other provisions. Refer to Chapter 1 for a summary of the elements of the Comprehensive Plan, which are all being updated.

Proposed Action

The "proposed action" that is the subject of Alternatives 2 and 3 analyzed in the DEIS (republished in this FEIS) is the update of the City of Arlington's Comprehensive Plan. The 2024 Comprehensive Plan provides a guide for growth and planning for the next 20 years in Arlington, through 2044. The Comprehensive Plan is being updated to comply with the requirements of the Washington State Growth Management Act and to align with other state, regional, county, and city policies and provisions.

Growth Targets Allocated to Arlington

The periodic update of the Comprehensive Plan addresses projected population, housing, and employment growth to the new planning horizon year of 2044. As part of the comprehensive planning process, growth targets are allocated to cities in Snohomish County, and the allocations for Arlington are shown in **Table 2.1**. The growth targets are developed by Snohomish County based on guidance from Washington State and in cooperation with Puget Sound Regional Council through a collaborative process with cities.

Table 2-1 Growth Targets for Arlington

	Baseline (2020)	Target (2044)	Net Growth
Population			
City of Arlington	19,868	34,649	+14,781
Unincorporated	550	857	+307
Housing Units			
City of Arlington	7,869	15,483	+7,794
Unincorporated	179	298	+119
Employment/Jobs			
City of Arlington	10,237	24,690	+14,423
Unincorporated	22	61	+39

The process for determining growth targets is described in Appendix B Growth Targets | Countywide Planning Policies for Snohomish County of Snohomish County Comprehensive Plan. The process applies several factors to determine growth targets for the 20-year planning period:

- Population and employment projections—predictions of future growth based on past trends
- Land capacity—an estimate of vacant land and the potential to redevelop partially developed or underutilized land
- The Regional Growth Strategy and the jurisdiction's role in that strategy
- Promoting efficient use of urban land
- Supporting growth in areas with high opportunities, like transit station areas and designated centers
- Encouraging infill development
- Bringing housing and employment growth more into balance in communities
- Promoting coordinated planning across land use, transportation, and other facilities and services

Summary of Alternatives

As part of updating the Arlington 2024 Comprehensive Plan for the twenty-year period from 2024 through 2044, the programmatic DEIS analyzed three alternatives:

- **Alternative 1:** No Action—Updated Comprehensive Plan Not Adopted (Assumes the same pace of growth as in Alternative 2.)

- **Alternative 2:** Slow to Moderate Pace of Growth (Growth targets are reached in approximately 20 years, through 2044.)

- **Alternative 3:** Faster Pace of Growth (Growth targets are reached in approximately 10 years, through 2034.)

The allocated/assumed growth targets for population, housing units, and jobs are the same for the two action alternatives (Alternative 2 and Alternative 3). However, Alternative 3 assumes a faster pace of growth in which necessary mitigation would need to be completed within approximately 10 years compared to the planning horizon of 20 years assumed under Alternative 2. Existing adopted land use and zoning provisions in Arlington generally would allow for either of the two alternatives to be implemented. Assumed growth projections for the alternatives are shown in **Table 2-2**.

Arlington has been growing at a faster pace than the county as a whole, and the City anticipates that it will exceed the growth targets allocated to Arlington prior to 2044, which would result in the need to study options for expanding its current urban growth area (potentially starting analysis within the next few years). As such, the City studied multiple scenarios for growth projections in a market study and forecast analysis further described in Chapter 5 of this FEIS. The study of multiple growth scenarios was completed to better understand potential future conditions and to inform future decision making related to implementation of necessary infrastructure, public services, and other improvements and actions to support future growth.

The range of future growth scenarios studied are describe in more detail in Chapter 5 of this FEIS. One of the scenarios, Scenario 5, was studied by the City as a potential faster paced future growth scenario that aligns with Alternative 3 (with growth targets being reached in 10 years compared to 20 years). The City will be closely monitoring growth trends on an annual basis and evaluating alignment of growth with the scenarios studied. If growth were to occur in alignment with Alternative 3 and Scenario 5, the City would exceed its allocated targets and would need to explore expansion of its urban growth area in the coming years—first to provide more land capacity for employment, and following that, to provide more land capacity for housing. As discussed in Chapter 5, Scenario 5 could result in a population of nearly 60,000 people, 28,000 housing units, and 26,000 jobs by 2044.

Analysis of a "No Action Alternative" is required under the Washington State Environmental Policy Act (SEPA). Analysis of this alternative provides the opportunity to address what the consequences may be if no action is taken; in other words, if the updated Comprehensive Plan is not adopted.

Table 2-2 Population, Housing Units, and Jobs Assumed in Alternatives Analysis

	Current/ Recent Conditions	Targets per Snohomish County Countywide Planning Policies (2044)	Alternative 1 No Action	Alternative 2 Slow to Moderate Pace of Growth (Targets Met in Approximately 20 years)	Alternative 3 Faster Pace of Growth (Targets Met in Approximately 10 Years)
Population	21,740 (2024)	35,506	35,506 (2044)	35,506 (2044)	35,506 (2034)
Housing Units	8,706 (2024)	15,780	15,780 (2044)	15,780 (2044)	15,780 (2034)
Jobs	12,449 (2023)	24,751	24,751 (2044)	24,751 (2044)	24,751 (2034)

Among the two Action Alternatives, no one alternative is proposed for adoption, and there will not be an identified "preferred alternative" due to the unpredictability of future growth that stems from the variability of market factors and other influences on potential development in Arlington over the next twenty years. Rather, the purpose of studying the range of alternatives in the EIS is to provide strong foundation for monitoring growth in the city during the planning horizon and making decisions about programs, services, and improvements that may be needed to serve growth over time.

Assumed Conditions and Constants Under the Alternatives

The "action" alternatives considered in the DEIS tested different rates of growth, but either would be allowed under existing land use and zoning provisions and would be consistent with development applications that have already been approved or are under review (and for which separate SEPA processes have been completed).

Other constants under the action alternatives include the following.

- All alternatives and development that would occur under each would be subject to compliance with applicable federal, state, regional, county, and local plans and regulations, as applicable (including the no action and action alternatives).
- All City of Arlington code provisions and development requirements would continue to be in effect, including Critical Areas Ordinance requirements, applicable design and development standards, and the conditions of approval and other requirements applicable to each past, present, and future development approval.
- State legislative actions such as HB 1220, HB 1110, HB 1337, and others would be required to be addressed.

Alternatives Further Described

Alternative 1—No Action

Under the "No Action" Alternative, the updated Comprehensive Plan would not be adopted. The City would continue implementing its current comprehensive plan goals and policies, code requirements, functional plans, and development regulations. The No Action Alternative does include zoning changes in compliance with HB 1110 and HB1337 to accommodate middle housing and accessory dwelling units but assumes no other policy changes have been made. Analysis of this alternative is required under the SEPA.

While Alternative 1 assumes the same pace of growth as Alternative 2 (growth targets are met in approximately 20 years), growth would not be managed in accordance with an up-to-date Comprehensive Plan with correlating policies under all elements that align with the most recent state, regional, and county policies and provisions.

If the proposed action of adopting the updated Comprehensive Plan does not occur, there could be potential outcomes and disadvantages that would affect Arlington's future. If adoption of the updated Comprehensive Plan does not occur, growth would still continue (under the previously adopted plan and current zoning and code provisions). However, the previously adopted plan does not fully reflect new circumstances, new legal requirements, updated growth forecasts, and economic development opportunities.

As addressed in the DEIS, not taking action to adopt the updated Comprehensive Plan creates a gap in the coordination of land use and capital facility planning that is required by GMA. There would not be an adopted plan that complies with the latest requirements of the GMA, as well as regional and countywide planning. The Comprehensive Plan would not receive current/up-to-date certification by the state or endorsement by the region or county, which could have adverse legal and financial consequences for the City, such as the inability to apply for grant funding for various types of capital projects.

Alternative 2—Slow to Moderate Pace of Growth

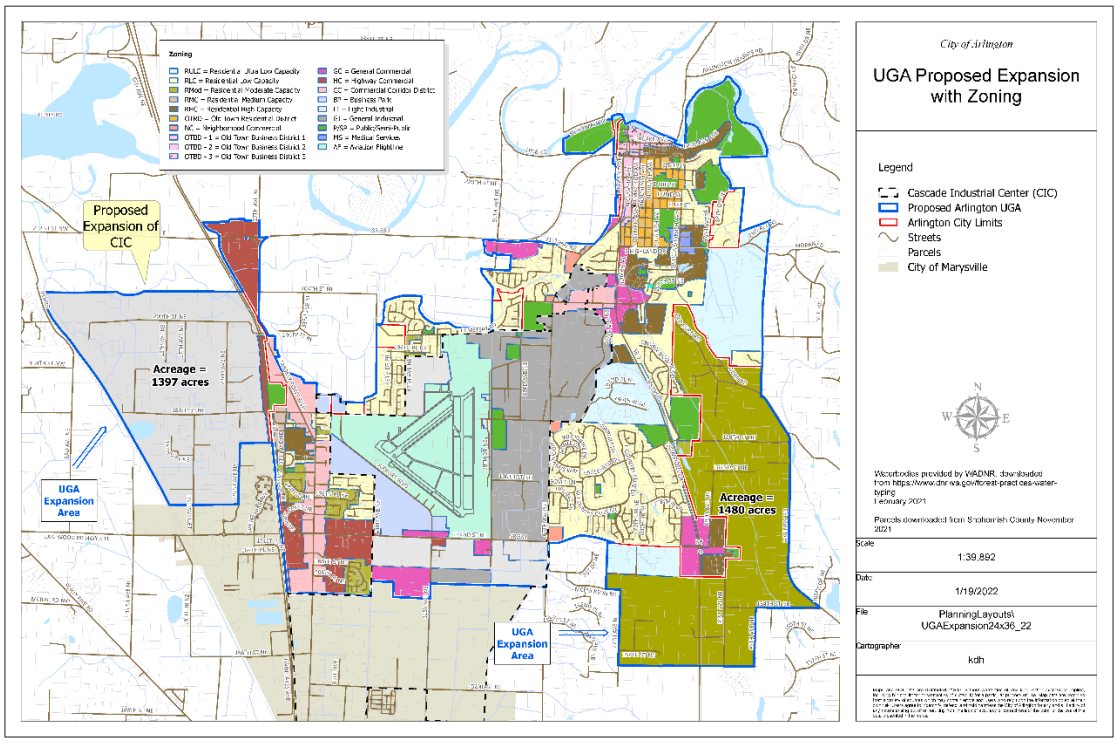
Alternative 2 assumes that growth targets are reached in approximately 20 years, through 2044. Growth would occur citywide, but would occur at greater levels in certain subareas, such as the Smokey Point Corridor, and other areas, as further described in Chapter 5.

Alternative 3: Faster Pace of Growth

Alternative 3 assumes the same growth targets as under Alternative 2 but assumes that these are reached at a faster pace, in approximately 10 years, through 2034. Growth would occur citywide, but would occur at greater levels in certain subareas, such as the Smokey Point Corridor, and other areas, as further described in Chapter 5. Refer to Chapter 5 of this FEIS for more information about potential growth scenario forecasts and anticipated geographic distribution of growth.

If growth progresses at this pace, the City would need to initiate procedures to evaluate potential expansion of its urban growth area to gain additional land capacity. Based on analysis discussed in Chapter 5, there is a greater potential that urban growth area expansion to meet jobs targets would be needed within the next 10 years than urban growth area expansion for housing, but eventually additional land capacity for housing also would be needed to keep pace with jobs and to achieve a better jobs to housing ratio in the community over time. Figure 2.1 below shows two potential areas for urban growth area expansion the City has identified—one at the northwest of the city limits (in gray), more focused on the potential to expand employment capacity and the other at the southern east edge of the city limits (in green), more focused on the potential to expand capacity for housing.

Figure 2.1 Potential Urban Growth Area Expansion Locations



Chapter

3

COMMUNITY PROFILE: DEMOGRAPHICS AND HOUSING NEEDS



Chapter 3 – Community Profile: Demographics and Housing Needs

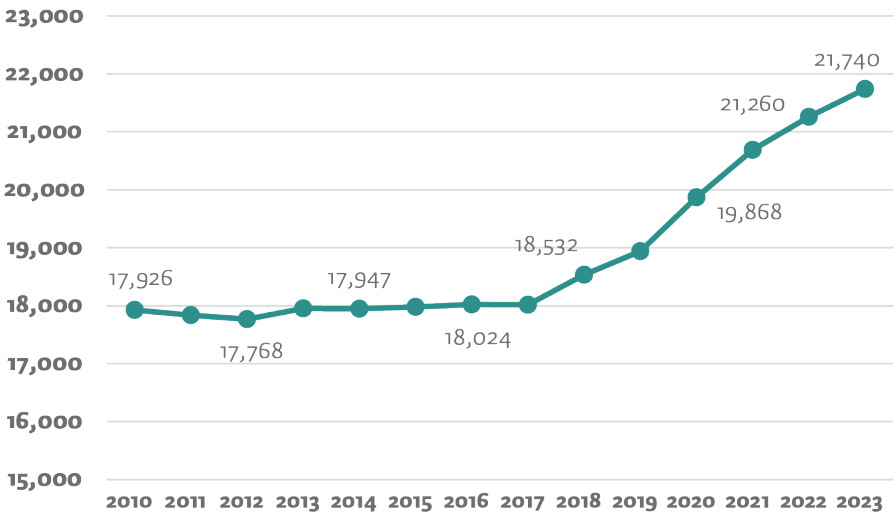
Population

The City of Arlington (the City) exhibits some demographic similarities, and some differences compared to greater Snohomish County, where the city is situated. The City is similar to Snohomish 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, less likely to experience housing cost burden, and more likely to drive alone.

Current Conditions

As of April 1, 2024, the Washington State Office of Financial Management (OFM) estimated the City of Arlington's population inside the city limits at 22,980 – about 2.6 percent of Snohomish County's total population.[1] As seen in **Figure 3.1**, the 2024 population grew from 21,740 in 2023 and represented a growth of 28.1 percent since 2010 and 15.7 percent since 2020, growing at a faster pace than Snohomish County as a whole.

Figure 3.1 – Arlington Population Growth from 2010 to 2023



[1] Washington State Office of Financial Management (OFM), April 1 official population estimates, April 2024, retrieved from https://ofm.wa.gov/washington-data-research/population-demographics/population-estimates/april-1-official-population-estimates

As of 2022, according to the American Community Survey (ACS), the City's age distribution (shown in **Figure 3.2)** was similar to that of Snohomish County (countywide). Arlington's median age was 37, compared to age 39 countywide.[2] Arlington's median age increased by approximately 4 years since 2010 as shown in **Figure 3.3**, while Snohomish County's median age increased by 1.5 years. Arlington had a population consisting of roughly 25 percent children (population under age 18), while Snohomish County had 22 percent children. Arlington's population age 65 and over was 13 percent, while 15 percent of Snohomish County's population was over the age of 65. Snohomish County had slightly more residents ranging from age 18 to 34, with 22 percent of the total population, compared to the Arlington's 21 percent in the age range of 18 to 34.

Figure 3.2 –Arlington Age Distribution (2022)

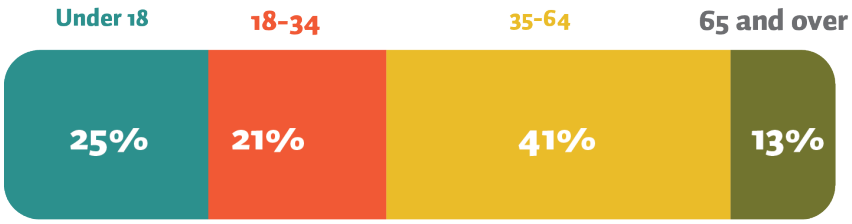
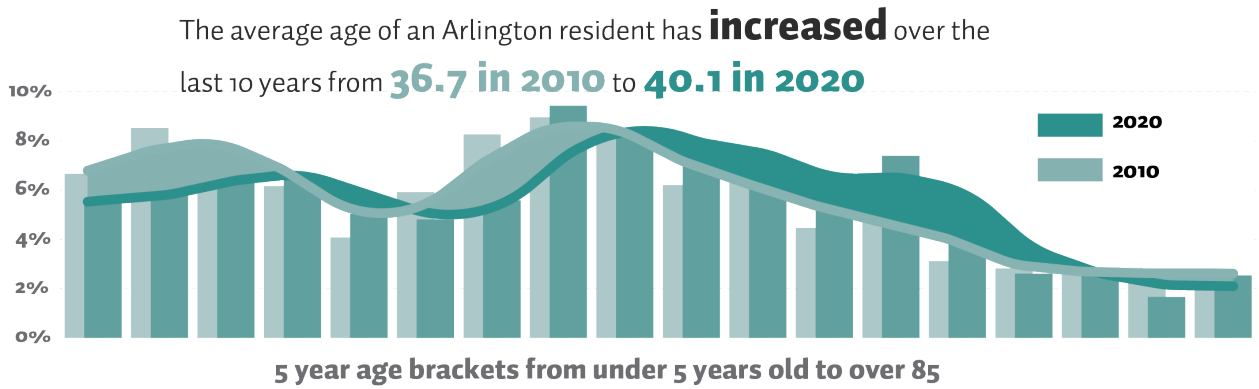


Figure 3.3 – Arlington Age Distribution in 2010 & 2020

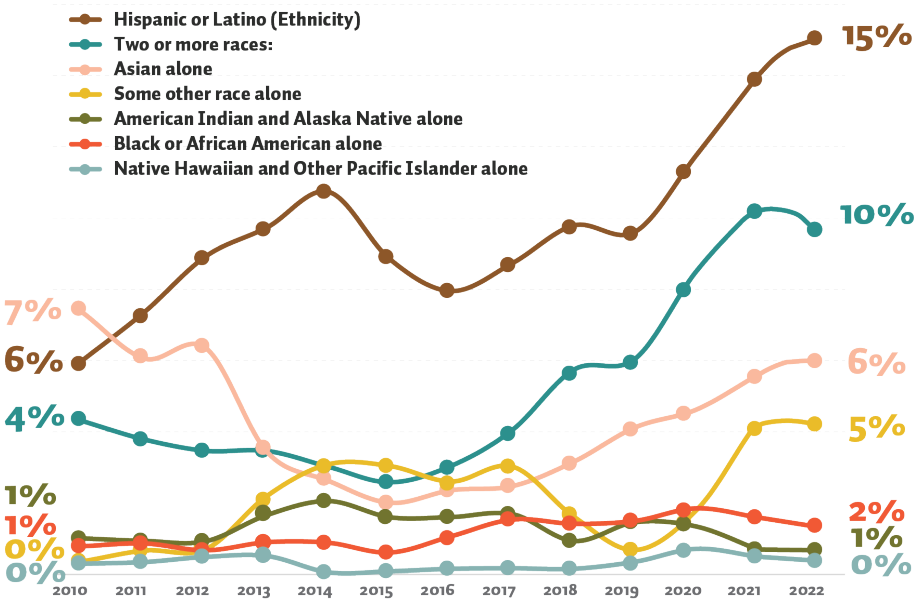


Arlington's residential population was slightly less racially diverse than that of Snohomish County as a whole as of 2022. While 72 percent of Arlington was white and non-Hispanic, that number was 63 percent in Snohomish County. The next most significant difference is the proportion of residents identifying as "Asian alone," with 13 percent of Snohomish County residents identifying as Asian, compared to 6 percent in Arlington. About 15 percent of Arlington residents identified as Hispanic or Latino and about 10 percent were of two or more races.

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

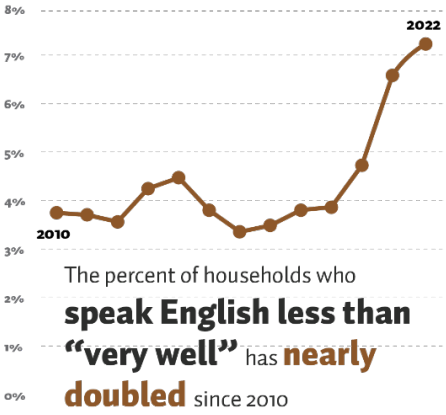
From 2010-2020, the proportion of white non-Hispanic residents decreased by 7 percentage points in Arlington, as shown in **Figure 3.4** and 11 percentage points in Snohomish County.[3]

Figure 3.4 – Arlington Race Distribution from 2010 to 2022



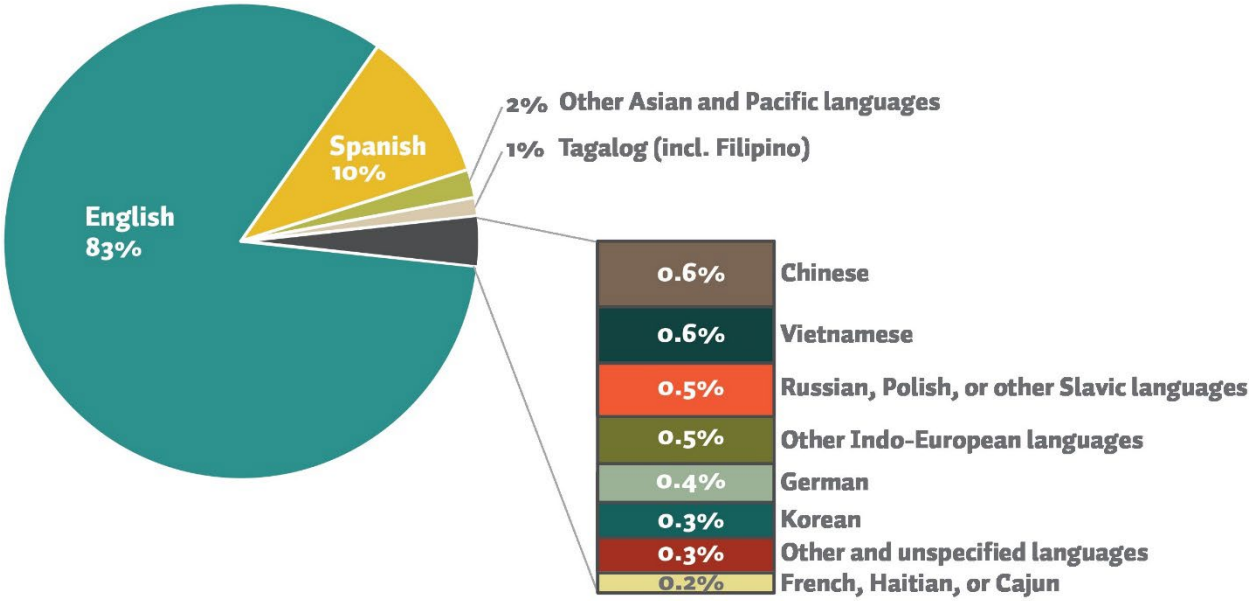
In Snohomish County 7 percent of households indicated that they speak Spanish at home. As of 2022, 83 percent of Arlington residents indicated speaking English and 10 percent indicated speaking Spanish at home, as shown in **Figure 3.5**. More than half of Spanish-speaking households in Arlington indicated that they speak English less than "very well." Residents from households who reported speaking English less than "very well" nearly doubled between 2010 and 2022 in Arlington, as shown in **Figure 3.6**.

Figure 3.5 – Arlington Language Spoken at Home (2022)



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

Figure 3.6 – Percent of Arlington Households that Speak English Less than "Very Well" from 2010 to 2022



Arlington households tended to have slightly lower annual incomes than those throughout Snohomish County (**Figure 3.7**) as of 2022. Arlington's median annual household income was about $89,500, which was $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 percent in Arlington, compared to 18 percent countywide). However, the number of residents earning $100,000 or more in Arlington increased significantly since 2010 (**Figure 3.8**). As of 2022, about 7 percent of Arlington residents reported incomes that were below the poverty level, similar to Snohomish County's 9 percent. About 26 percent of Arlington's Hispanic or Latino population were below the poverty level, over double that of Snohomish County's Hispanic residents (12 percent of Hispanic or Latino population below the poverty level).

Figure 3.7 - Income Distribution in Arlington and Snohomish County (2022)

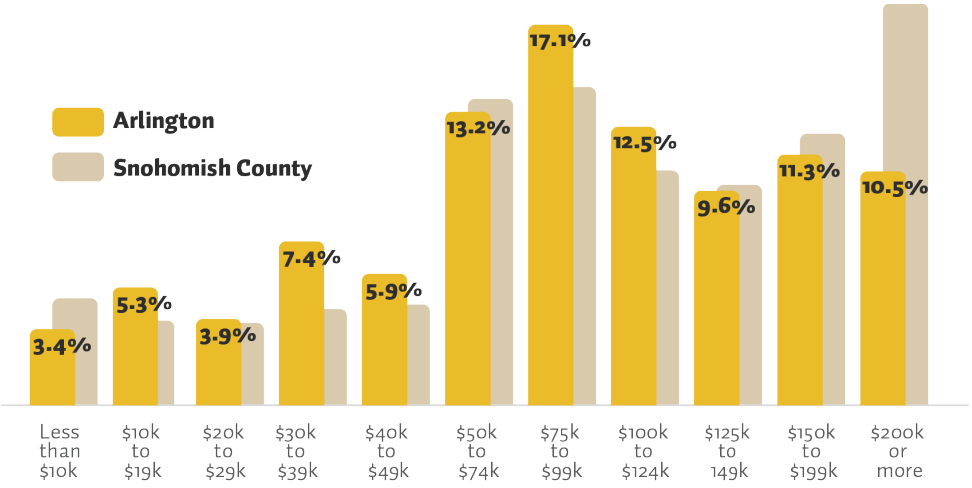
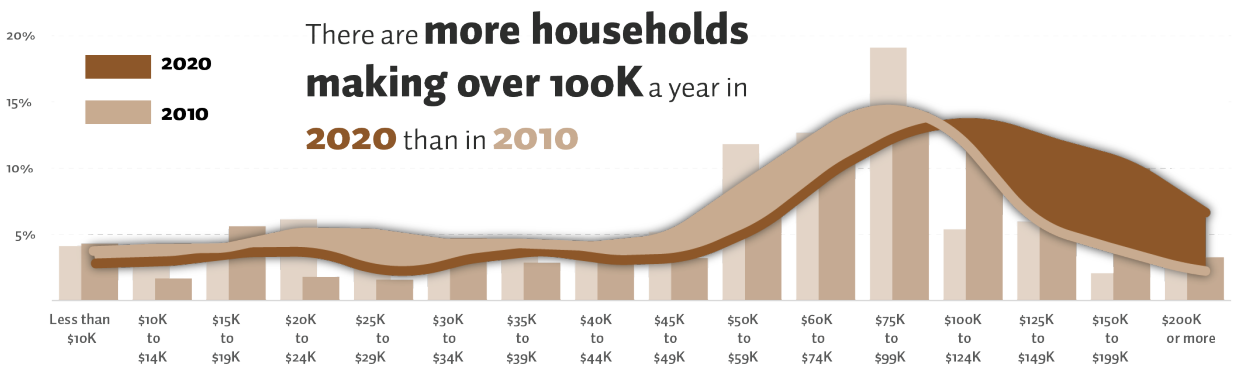
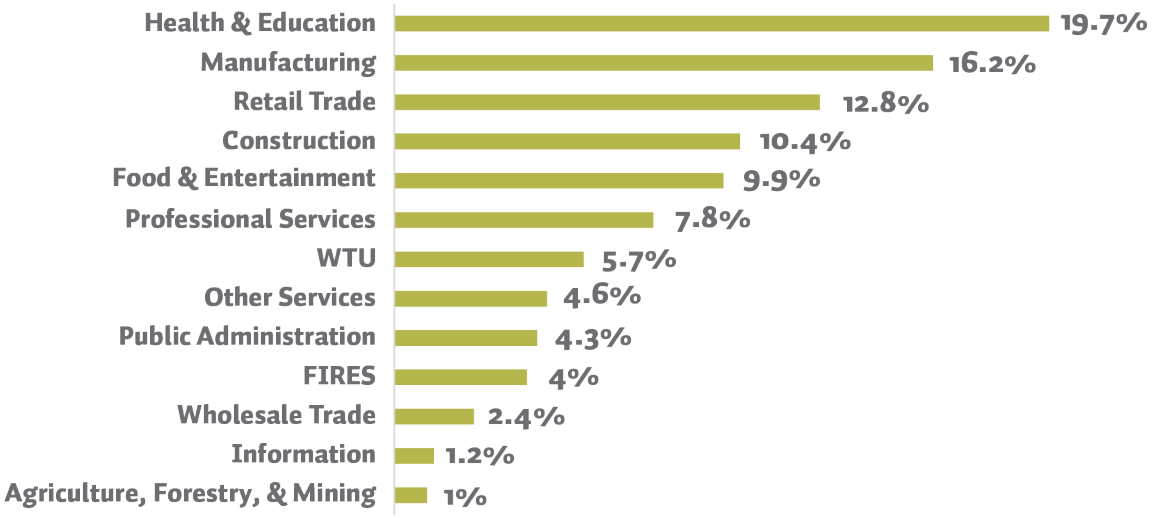


Figure 3.8 - Arlington Income Distribution in 2010 & 2020



As of 2022, Arlington residents worked in a similar set of industries as those countywide, with a slightly higher proportion working in manufacturing, construction, and the categories of arts, entertainment, recreation, accommodation, and food services, and a slightly lower proportion in the categories of professional, scientific, and management, administrative, waste management services, and finance and insurance, and real estate and rental and leasing (FIRES).[4] Arlington's employment by industry as of 2022 is shown in **Figure 3.9**.

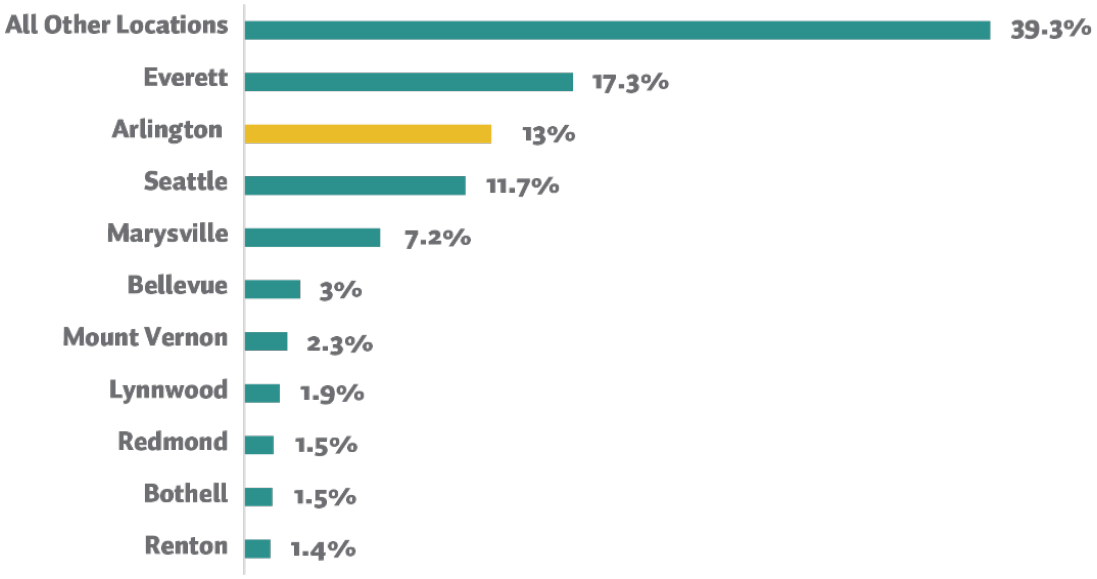
Figure 3.9 – Arlington Employment by Industry (2022)



[4] U.S. Census, ACS Five-Year Estimates 2022 – Tables B19001, B17020, AND C24050: Household Income, Poverty, and Industry of Work, April 2022

As of 2021, about 41 percent of the City's residents held jobs located in Snohomish County, including 17 percent in Everett and 13 percent in Arlington (Figure 10). About 12 percent hold jobs located in Seattle.[5] See **Figure 3.10**.

Figure 3.10 – Arlington Residents' Location of Employment (2022)



In Arlington, two-thirds of households were in owner-occupied housing units, as of 2022, compared to only half of households countywide being owner-occupied. About one-third of Arlington households experienced housing cost burden (**Figures 3.11 and 3.12**), which is defined as spending more than 30 percent of their gross income on housing-related costs. As of 2022, 41 percent of households countywide experienced this same burden. Additionally, while 11 percent of Arlington households experienced severe housing cost burden by spending more than 50 percent of their income on housing, this condition was more common countywide, at 17 percent. Low-income earners were less likely to be severely cost burdened in Arlington than countywide. Looking closer at different income levels, the 2022 ACS data showed significantly lower severe housing cost burden for Arlington households earning between $10,000 and $35,000 annually (21 percent of households experiencing severe housing burden), when compared to households within the same income bracket countywide (62 percent of households experiencing severe housing burden).[6]

[5] U.S. Census, Longitudinal Employer-Household Dynamics (LEHD), OnTheMap, April 2021
[6] 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 3.4 – Arlington Percent of household income spent on housing (2022)

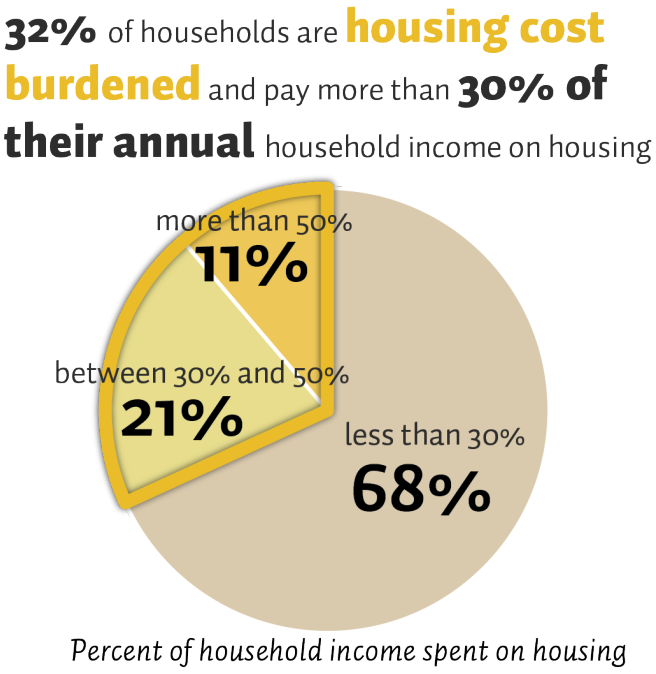
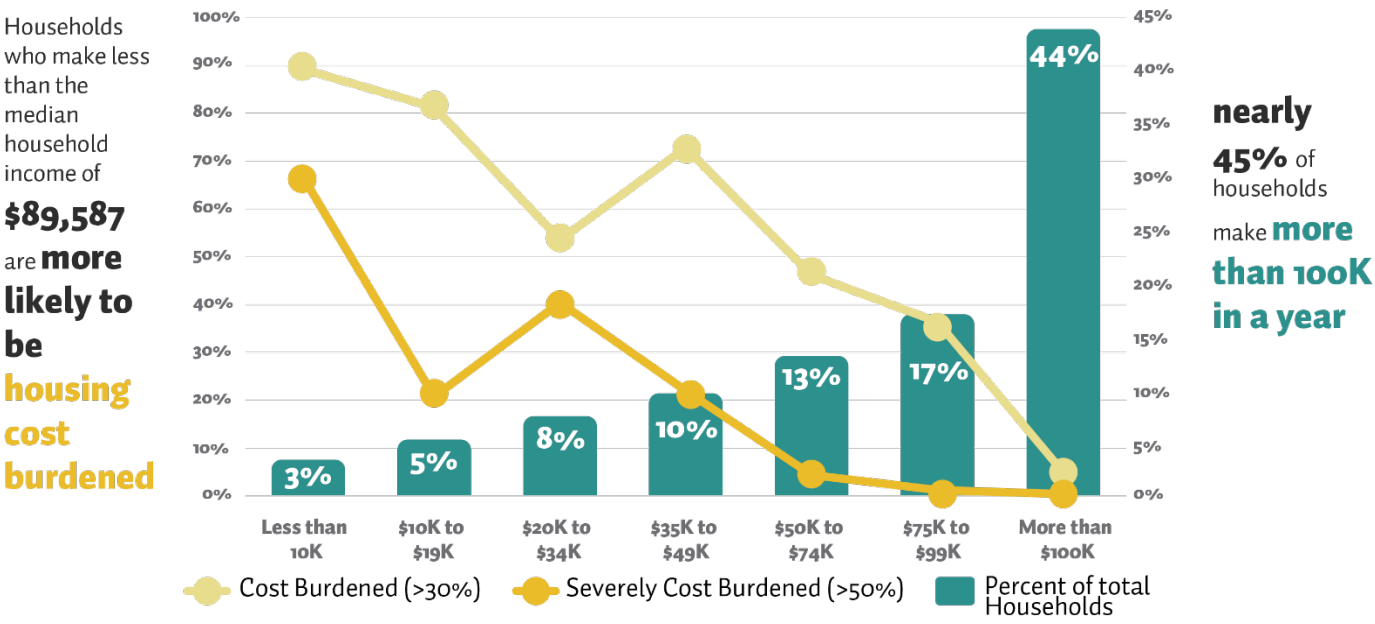
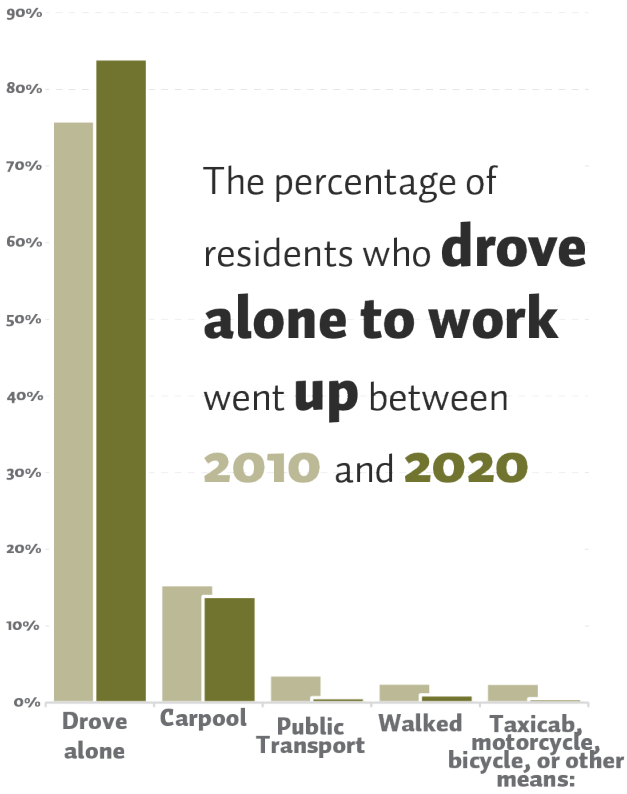


Figure 3.32 – Arlington Housing Cost Burden by Income Group (2022)



About 95 percent of households in both Arlington and Snohomish County had access to at least one vehicle according to the data. While 73 percent of Arlington workers commuted to work by driving alone, only 63 percent of workers countywide commuted to work by driving alone (**Figure 3.13**). Median commute times in Arlington were in the 25-29 minute range, which was only a few minutes shorter than the countywide median in the 30-34 minute range. As of 2022, about 11.5 percent 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 countywide.[7]

Figure 3.53 – Arlington Commute Type Distribution in 2010 & 2020



[7] U.S. Census, ACS Five-Year Estimates 2022 – Tables B08201, B08303, and B08137: Vehicles Available, Travel Time to Work, and Means of Travel to Work, April 2022

Housing Needs

As part of Arlington's 2024 Comprehensive Plan Update, Leland Consulting Group (LCG) analyzed Arlington's compliance with new statewide regulations resulting from HB 1120's amendments to the Growth Management Act (GMA) requiring jurisdictions to evaluate land capacity for all housing needs as well as to make adequate provisions to accommodate all housing needs. This report documents LCG's findings as outlined in the Washington State Department of Commerce guidebooks for this process.[8]

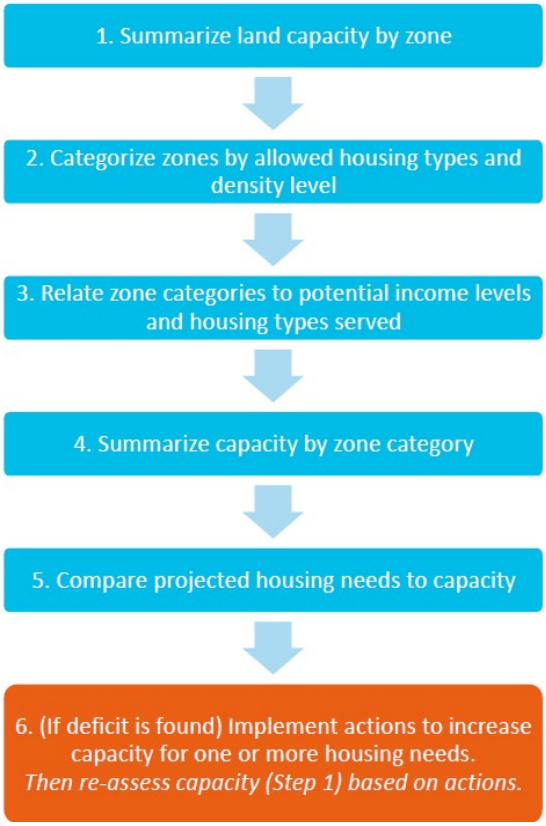
Land Capacity Analysis—Overview and Arlington Allocation

As amended by HB1220, RCW 36.70A.070(2)(c) requires cities to show sufficient land capacity to meet housing needs of moderate, low, very low, and extremely low-income households, defined by household income as a percentage of area median income (AMI), and show capacity for permanent supportive housing and emergency housing and shelters. The methodology for this analysis, as outlined in the Department of Commerce guidebook, is shown at right in **Figure 3.14**.

Using this methodology, the capacity for new housing development or redevelopment in Arlington is summarized by zone, and the zones are then aggregated into zone categories based on housing types allowed in those zones. These categories are then related to the potential income levels that could be served by new housing development or redevelopment in those areas.

Generally, the methodology assumes that the housing needs of lowest-income households (earning between 0 and 80 percent AMI) will be provided in zones allowing medium- to large-scale multifamily development, such as the type of deeply subsidized affordable apartment development typically funded by the Low-Income Housing Tax Credit (LIHTC), as well as other denser apartment types.

Figure 3.14 Land Capacity Analysis Methodology



Source: Washington State Department of Commerce

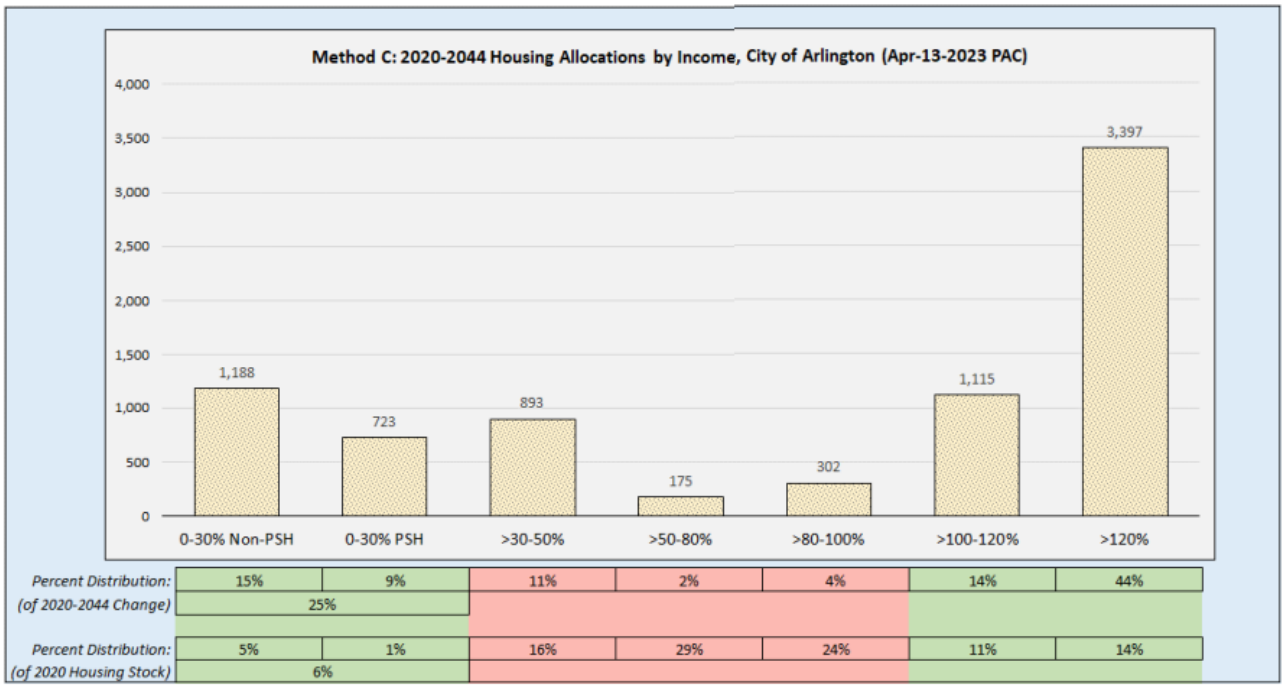
The housing needs of moderate-income households (earning 80 to 120 percent AMI) are assumed to be served by zones allowing various "middle housing" types such as duplexes, triplexes, and 4-plexes, as well as by ADUs in any zone. Finally, higher-income households (earning over 120 percent AMI) are assumed to be served by zones allowing single-family detached housing. Per Commerce guidance, cities may also show additional potential for higher-income households to be served by higher-end market-rate housing in a portion of multifamily or mixed-use zones, based on market-rate and subsidized development trends in those zones.[9]

[8] The full Commerce guidebooks are available at https://www.commerce.wa.gov/serving-communities/growth-management/growth-management-topics/planning-for-housing/updating-gma-housing-elements/

[9] Department of Commerce. "Guidance for Evaluating Land Capacity to Meet All Housing Needs." December 2022. Footnote 4, p. 14

Figure 3.15 shows Arlington's housing allocations by income band for the 2020-2044 planning horizon. These allocations were determined by the County PAC working group in winter and spring 2022 resulting from a methodology which combined elements of the original Commerce methodologies "A" and "B" provided to the counties in the Housing for All Planning Tool.[10] The new methodology, called "Method C", as shown in Figure 15, allocates future housing needs by income band to all Snohomish County jurisdictions. In total, Arlington must plan to accommodate 7,794 new permanent units by 2044, and an additional 482 emergency housing units.

Figure 3.15 Arlington Housing Allocations by Income



Source: Snohomish County HO-5 Report

Land Capacity Analysis Step 1 – Capacity by Zone

The first step in the analysis is to determine the potential unit capacity within each of Arlington's zones which allow housing. This was accomplished using data developed by LCG during the forecasting process for this Comprehensive Plan update. To provide an additional level of detail for this analysis, parcels in the Mixed-Use Overlay were considered separately, using the more recent form-based code Transects which supersede the base zoning, and which have more specific assumptions and regulations about future housing types. This provided a more granular level of detail on what types of housing were assumed to develop over the planning horizon within the Mixed-Use Overlay. The overall result of this analysis is a capacity for 11,183 new units on vacant or redevelopable acreage in the City. **Figure 3.16** shows the calculations for this capacity analysis and a discussion of data sources and methodology follows.

[10] Housing For All Planning Tool (HAPT): https://deptofcommerce.app.box.com/s/48o8fzedzxnh63xth6aofi2jc2npcjoa

Figure 3.16 Capacity for New Housing by Zone in Arlington, 2020-2044

	Gross Developable Land (acres)	Reduction Factor (unbuildable)	Net Developable Land (acres)	Assumed Max Density (units/acre)	Gross Residential Capacity (units)	Existing Housing on Developable Land (units)	Net Residential Capacity (units)
Outside of Mixed Use Overlay							
Single-Family (Outside MU Overlay)							
Residential Ultra Low Capacity	87.9	32%	59.6	3	179	13	**166**
Residential Low Capacity	38.4	10%	34.6	5	173	4	**169**
Old Town Residential District	2.1	7%	1.9	7	14	12	**2**
Multi-Family (Outside MU Overlay)							
Residential Moderate Capacity	19.0	2%	18.6	10	186	54	**132**
Residential Medium Capacity	0.0	0%	0.0	12	0	0	**0**
Residential High Capacity	41.9	13%	36.6	34	1,245	49	**1,196**
Commercial (Outside MU Overlay)							
NC (Neighborhood Commercial)	0.0	0%	0.0	12	0	0	**0**
OTBD - 1 (Old Town Business District)	1.0	13%	0.9	34	29	1	**28**
OTBD - 2	6.7	2%	6.6	34	223	19	**204**
OTBD - 3	10.9	16%	9.2	34	313	85	**228**
GC (General Commercial)	0.0	0%	0.0	34	0	0	**0**
HC (includes HC-N BLR acres)	0.0	0%	0.0	34	0	0	**0**
CC (Commercial Corridor)	0.5	2%	0.5	34	16	2	**14**
Within Mixed Use Overlay							
Transect							
T4F	61.1	12%	53.5	12	642	33	**609**
T4MS	60.4	5%	57.3	34	1,950	135	**1,815**
T4N MV	47.2	21%	37.1	34	1,260	10	**1,250**
T4N SV	59.0	3%	57.4	12	688	89	**599**
T5F	36.1	2%	35.5	45	1,599	76	**1,523**
T5 MS	29.0	2%	28.4	45	1,280	0	**1,280**
T5N LV	13.5	2%	13.2	45	596	5	**591**
T5N MV	42.8	18%	34.9	45	1,572	194	**1,378**
Total	**557.4**	**13%**	**485.9**		**11,964**	**781**	**11,183**

Source: Snohomish County, City of Arlington, Washington Department of Commerce, Leland Consulting Group

The gross vacant or redevelopable acreage was based on City data provided during the forecasting process, and the reduction factor was determined by the percentage of land in each zone considered unbuildable in the Snohomish County Buildable Lands Report (BLR). This resulted in the net developable acreage by zone. The assumed maximum density in single-family zones was based on the zoning code. In multifamily zones, commercial zones and the mixed-use overlay transects, assumed maximum density was based on achieved density in recent and forthcoming projects as well as city feedback received during the forecasting process. Data on the number of existing housing units on parcels considered to be redevelopable was from the Snohomish County Buildable Lands Report.

Land Capacity Analysis Step 2 – Categorize Zones by Housing Types

The next step in the process was to assign each zone and mixed-use transect to one of several categories based on the type of housing allowed in the zone/transect. These housing types were based on the description of the zone in the zoning code or form-based code. The zone categories used for this analysis are shown in **Figure 3.17**.

Figure 3.17 Categories for Classifying Zones by Housing Types Allowed

Zone Category	Housing Types Allowed
Low Density	Detached Single-Family, Limited Duplexes
Moderate Density	Some Detached Single-Family, Duplex, Triplex, Fourplex, Attached Townhomes/Row Houses
Low-Rise	Garden Apartments, Condos, Attached Townhomes/Row Houses, Live/Work Units
Mid-Rise	Vertical or Horizontal Mixed Use up to 4 stories, Multifamily Apartments above Commercial

The breakdown of all allowed housing types and corresponding zone categories in Arlington's zones and mixed-use transects is shown in **Figure 18**, along with the unit capacity of each zone or transect.

Figure 3.18 Arlington Zones and Transects with Housing Types and Zone Categorization

Zone	Housing Types Allowed (per code)	Assigned Zone Category	Net Residential Capacity (units)
Single-Family			
Residential Ultra Low Capacity	Detached Single-Family	Low Density	166
Residential Low Capacity	Detached Single-Family, Some Duplex	Low Density	169
Old Town Residential District	Detached Single-Family, Duplex, Triplex, Fourplex, Garden Style	Moderate Density	2
Multi-Family (Outside of MU Overlay)			
Residential Moderate Capacity	Attached Single-Family, Duplex, Triplex, Fourplex, Garden Apartments	Moderate Density	132
Residential Medium Capacity	Multifamily, Townhomes, Condos, Live/Work	Low-Rise	0
Residential High Capacity	Large Scale Multifamily, Mixed-Use, Live/Work	Mid-Rise	1,196
Commercial (Outside of MU Overlay)			
NC (Neighborhood Commercial)	Apartments, Fourplex, Attached townhouses and rowhouses	Moderate Density	0
OTBD - 1 (Old Town Business District)	Multifamily or apartment above commercial	Mid-Rise	28
OTBD - 2	Multifamily or apartment above commercial	Mid-Rise	204
OTBD - 3	Multifamily or apartment above commercial, apartments, townhouses	Mid-Rise	228
GC (General Commercial)	Apartments, Fourplex, Attached townhouses and rowhouses	Mid-Rise	0
HC (includes HC-N BLR acres)	Apartments, Fourplex, Attached townhouses and rowhouses	Mid-Rise	0
CC (Commercial Corridor)	Apartments, Fourplex, Attached townhouses and rowhouses	Mid-Rise	14
Mixed Use Overlay (by Transect)			
T4F	Detached or Attached SF/MF up to 2 stories	Moderate Density	609
T4MS	Retail, Commercial, Residential mixed up to 3 stories	Low-Rise	1,815
T4N MV	SF Detached or Middle Housing up to 3 stories, primarily residential	Moderate Density	1,250
T4N SV	Detached or Attached SF/MF up to 2 stories	Moderate Density	599
T5F	Vertical or Horizontal Mixed Use up to 4 stories	Mid-Rise	1,523
T5 MS	Vertical or Horizontal Mixed Use up to 5 stories	Mid-Rise	1,280
T5N LV	Vertical or Horizontal Mixed Use up to 4 stories	Mid-Rise	591
T5N MV	Vertical or Horizontal Mixed Use up to 4 stories	Mid-Rise	1,378

Source: Washington Department of Commerce, Arlington Zoning Code, Arlington Form-Based Code, Leland Consulting Group

Land Capacity Analysis Step 3 – Relate Zoning Categories to Income Levels

The next step of the analysis is to relate the zoning categories to the potential income levels that could be served by new development or redevelopment in those areas. The Department of Commerce provides assumed affordability levels for each zone category in their guidance. See **Figure 3.19**. To refine these affordability assumptions, recent housing sales price data from Redfin and multifamily rent data from CoStar was analyzed by Zone or mixed-use transect. These prices were compared with Arlington's income limits used by HUD to calculate housing cost burden and eligibility for subsidized housing. As shown in Figure 19, the market data from Arlington shows a wide range of potential incomes being served by moderate density, low-rise, and mid-rise zones. Further discussion of the assumed breakdown between future market-rate and subsidized units in low- and mid-rise zones is addressed in Steps 4 and 5.

Figure 3.19 Arlington Zoning Categories and Income Levels

Zone Category	Rents Affordable to Arlington Household AMI %	Ownership Affordable to Arlington AMI %	Assumed Affordability Level for Capacity Analysis
Low-Density	100%	90-110%	>120%
Moderate Density	80%	80-115%	80-120%
Low-Rise	50-115%	80-100%	0-100% + PSH
Mid-Rise	50-115%	80-100%	0-100% + PSH

Source: CoStar, Redfin, HUD, WA Center for Real Estate Research at UW, Leland Consulting Group

Land Capacity Analysis Step 4 – Summarize Capacity by Zone Category

The next step in the methodology is to total the previously calculated capacity by zone category. In addition, an extra step beyond Commerce's methodology was added in Arlington to reflect the large amount of housing currently under construction or in the development pipeline, as well as the potential split of future units in low- and mid-rise zone categories between subsidized and market-rate units.

In LCG's forecasting model for this Comprehensive Plan, there were 4,368 units considered to be "pending" based on data provided by the City. These are units which have been constructed, are under construction, or are currently planned for the period from 2020-2044, and therefore should be factored into the total 2044 unit counts. These units were categorized by location and assigned a zone category and were also classified as market-rate or subsidized units based on City data provided during the forecasting process.

Because the income range potentially served in low- and mid-rise zones is very wide, a portion of the capacity of each zone category (aside from Low Density) was assumed to develop as market-rate units serving households above 120 percent AMI. This share of capacity was calculated based on the acreage of each zone which redeveloped as market-rate housing over the past 10 years projected forward for the next 20 years. The remaining acreage is assumed to be flexible to accommodate units serving a wide range of income levels, including potentially subsidized units. The pending units, assumed market rate share of capacity, and total units of capacity are shown in **Figure 3.20**.

Figure 3.20 Arlington Capacity by Zone Category and Assumed Market-Rate Share

Zone Category	Pending Market-Rate Units	Pending Subsidized Units	Capacity in Zone Category	*Assumed Market-Rate Share of Capacity*	*Remaining Capacity (Subsidized or Market-Rate)*	Total Expected Market-Rate Units (including pending units)	Total Remaining Unit Capacity (Subsidized or Market-Rate, including pending units)
Low Density	2,026	0	335	335	0	2,361	0
Moderate Density	468	0	2,592	170	2,422	638	2,422
Low-Rise	742	0	1,815	233	1,582	975	1,582
Mid-Rise	616	516	6,442	498	5,944	1,114	6,460

Source: City of Arlington, Leland Consulting Group

Land Capacity Analysis Step 5 – Compare Housing Needs to Capacity

The final step in the methodology is to compare the aggregated housing needs as determined by Snohomish County and Arlington's land capacity to determine if a shortfall exists. As shown in **Figure 3.21**, this analysis shows a surplus of land capacity in each zone category in Arlington, after capacity and pending units have been allocated to zone categories and income bands as described above.

Figure 3.21 Arlington Housing Needs and Capacity, 2020-2044

Income Level	Supply (2020)	Additional Allocation	Zones Serving These Categories	Aggregated Housing Needs	Total Capacity	Surplus/ Shortfall
0-30% Non-PSH	404	1,188	Low-Rise + Mid-Rise (subsidized or potential subsidized)	2,979	8,042	5,063
0-30% PSH	40	723				
30-50%	1,246	893				
50-80%	2,241	175				
80-100%	1,854	302	Moderate Density (subsidized or potential subsidized)	1,417	2,422	1,005
100-120%	864	1,115				
>120%	1,101	3,397	Low Density + Assumed Market-Rate Units in Other Categories	3,397	5,087	1,690
Total	**7,750**	**7,793**		**7,793**	**15,551**	7,758

Emergency Housing Needs and Adequate Provisions Analysis

The City completed an analysis of emergency housing needs, which is provided as an appendix to the Comprehensive Plan. RCW 36.70A.070(2)(d) also requires that jurisdictions compare the yearly production of housing type by zoning category which would be needed to reach countywide targets with historical production trends in the city to see if there is a demonstrated barrier to production of a certain housing type. If barriers are found for a housing type, the jurisdiction must document the barriers that exist and appropriate programs and actions to overcome each identified barrier for that housing type. This analysis also requires an analysis of employment location in relation to housing location and considerations of ADUs as a tool to meet housing needs. This information was prepared to support the Comprehensive Plan update and is available as an appendix to the Comprehensive Plan.

Consideration of Housing Locations in Relation to Employment Location

Another requirement of this analysis is that cities consider the location of housing in relation to employment location. Arlington is a jobs center, with a portion of the Cascade Industrial Center within city limits. Strategic Objective I from the Arlington's Housing Action Plan contains considerations around the housing-jobs balance and ensuring adequate housing supply for Arlington employees:

> *Arlington has been expanding and is projected to continue doing so. As an employment center, jobs and businesses are increasing and prospering. As a desirable place to live, more and more people are seeking to build a life here. The goal of this strategic objective is to ensure those opportunities not only remain but thrive.*
>
> *The City has a high jobs-to-housing ratio. Although the City wishes for the high ratio to remain, it can still ensure people who work in Arlington also have the option to live here. The lack of affordable housing options (particularly for ownership) is supported by responses to the Arlington Housing Needs Survey. A goal of this objective is to alleviate the inadequate supply of affordable homeownership opportunities by connecting those interested in ownership with more resources. It can also expand the allowances for more affordable options to be built, so developers have the tools to meet this demand.*
>
> *If more people that work in Arlington also live there, intracity trips will increase, decreasing commute times and giving the City more reason to expand its multimodal transportation network. For some households, monthly transportation costs, usually tied to a long commute, can equal or exceed a household's monthly housing costs. Transportation costs cannot be left out of the City's discussion of Arlington's affordability. Another goal of this objective is to leverage Arlington's growth to increase quality of life in Arlington. The City should evaluate mechanisms for funding affordable housing in tandem with increased commercial and industrial investment. It should also figure out how to efficiently combine residential development with planned infrastructure improvements.*
>
> *This strategic objective serves as Arlington's highest priority for implementation. All actions under this objective should be pursued within the next five years, with resources, such as staff time and budget allocations, that are specified in this plan being primarily devoted toward their completion.*

Consideration of the Role of ADUs in Meeting Housing Needs

This analysis also requires that cities consider the role of ADUs in meeting housing needs. Although ADUs are allowed in Arlington, none have been permitted in recent years, per city staff. The passage of HB 1337 in 2023 will significantly change ADU regulations statewide, and as part of that legislation, Arlington will be required to further relax any remaining restrictions on ADU development. The new legislation requires that cities allow 2 attached or detached ADUs on all lots and eliminates other barriers to ADU development such as owner-occupancy requirements and size, location, and design requirements that are more stringent than those imposed on the primary dwelling. Finally, the new legislation will cap impact fees for ADUs at 50 percent of those charged for the primary unit. Implementing HB 1337 will significantly reduce barriers to ADU production in Arlington. In addition, as outlined in Action 1.2 of the Housing Action Plan, Arlington could consider other incentives to ADU development such as streamlining permitting processes through providing stock designs for ADUs in the city.

Chapter

4

CONSISTENCY WITH PLANS AND POLICIES



Chapter 4 – Consistency with Plans and Policies

Introduction

This chapter of the Final Environmental Impact Statement (FEIS) provides a summary of the alignment and consistency of the updated Arlington 2044 Comprehensive Plan with relevant State, Region, County, and City plans and policies, as was also previously published in the Draft Environmental Impact Statement (DEIS).

Affected Environment

The Arlington 2024 Comprehensive Plan and the DEIS and FES documents have been prepared in compliance with all relevant state, regional, county, and local requirements and provisions. These requirements set precedents for environmental review and provide guidance for planning under the Washington State Growth Management Act (GMA), various state legislative provisions, Puget Sound Regional Council VISION 2050 and Multicounty Planning Policies (MPPs), and the Snohomish County Comprehensive Plan and Countywide Planning Policies (CPPs). Each of these areas of planning guidance is further described below.

Washington State Growth Management Act

The GMA in Washington State is a significant piece of legislation that was first enacted in 1990 and has been amended many times since to address issues related to urban and rural growth, land use planning, and environmental protection. The GMA, which is primarily codified by Revised Code of Washington (RCW) Chapter 36.70A, fundamentally changed how land use planning and development decisions would be made in the state. In the decades leading up to the 1990s, Washington State experienced rapid population growth and urban sprawl, which led to concerns about the loss of farmland, natural areas, open spaces, as well as increased traffic congestion and environmental degradation. There was a recognition that comprehensive planning was needed to manage growth effectively. Eventually, the Washington State Department of Commerce was tasked with administering the GMA and managing planning under GMA statewide.

The GMA includes periodic update requirements to ensure that counties and cities planning under GMA update their comprehensive plans and development regulations to remain current with the GMA's goals and requirements. These periodic updates, required every ten years, are a fundamental aspect of the GMA process and are essential for managing growth effectively and accurately. They are an opportunity for jurisdictions to respond to the changing conditions and community needs.

In compliance with the GMA, Arlington's Comprehensive Plan offers guidance on critical matters such as future land use decisions, the establishment of urban growth boundaries and city limits, expansions of community services and facilities, the positioning of future transportation and circulation infrastructure, the development and preservation of parks and open spaces, the identification and safeguarding of environmentally sensitive areas, and the promotion of favorable urban design elements within the city. The plan provides the opportunity to set a strong vision for the next twenty years and support the changes needed to accommodate growth.

All action alternatives studied under the DEIS (with the analysis republished in this FEIS) would be implemented consistently with the Arlington 2024 Comprehensive Plan and Development Regulations, as well as the intent and goals of the GMA as summarized in Table 4.1. The no action alternative assumes that an updated Comprehensive Plan would not be adopted, and as such, the City would not have a guiding overall plan consistent with the most recent changes to the GMA and state legislation, as such, the no action alternative would not be consistent and compliant with state, regional, and county requirements.

Table 4.1 GMA Goal Evaluation

GMA Goal	GMA Goal Language
Urban Growth	Encourage development in urban areas
Reduce Sprawl	Reduce the inappropriate conversion of undeveloped land.
Transportation	Encourage efficient multimodal transportation systems.
Housing	Plan for and accommodate housing affordable to all economic segments.
Economic Development	Encourage economic development throughout the state.
Property Rights	Private property shall not be taken for public use without just compensation having been made.
Permits	Applications should be processed in a timely and fair manner.
Natural Resource Industries	Maintain and enhance natural resource-based industries.
Open Space & Recreation	Retain open space, enhance recreational opportunities.
Environment	Protect the environment and enhance the state's high quality of life, including air and water quality, and the availability of water.
Citizen Participation & Coordination	Encourage the involvement of citizens.
Public Facilities & Services	Ensure that those public facilities and services necessary to support development shall be adequate.
Historic Preservation	Identify and encourage preservation.
Climate Change & Resiliency	Ensure that comprehensive plans, development regulations, and regional policies, plans, and strategies adapt to and mitigate the effects of a changing climate.
Shoreline Management	RCW 37.70A.480

Other Relevant State Legislation

Although the basic structure of GMA has remained intact since adopted in 1990, the state legislature has amended it frequently since Arlington's last 2015 Comprehensive Plan periodic update cycle. The 2021-2022 State Legislative Session contributed historic amendments with specific regard for housing policies. The goals, policies, and actions in the Arlington 2024 Comprehensive Plan were designed to address and comply with all GMA amendments and recent state legislation required and applicable for this 2024-2044 periodic update cycle. Several most recent pieces of legislation applicable to comprehensive planning under the GMA and considered as part of the EIS analysis are summarized below, though this is not a comprehensive list of updates.

House Bill 1220—Housing Affordability

In 2021, the Washington Legislature changed the way cities and counties are required to plan for housing. For the first time, there are requirements for local jurisdictions to plan for and accommodate housing that is affordable to all income levels. This differs from a previous, more relaxed approach which was to have cities and counties encourage affordable housing. There are multiple steps to meeting new state requirements. To begin the process, the Department of Commerce has provided existing and projected housing needs that identify the number of housing units necessary to manage projected growth. This is the first time local jurisdictions have had specific numbers of housing units needed for household income groups, emergency housing and shelters, and permanent supportive housing.

Local jurisdictions across the Puget Sound will implement, through their updated comprehensive plans, several strategies to help guide the housing market into producing units that are more affordable than what is currently being built. The strategies are described briefly below

- **Allowing moderate density housing options within Urban Growth Areas (UGAs)**, including but not limited to duplexes, triplexes, and townhomes.
- **Identifying sufficient land and zoning capacity for housing needs**, including all economic segments of the population (moderate, low, very low and extremely low income, as well as emergency housing and permanent supportive housing).
- **Making adequate provisions for housing for existing and projected needs for all economic segments of the community**, including documenting programs and actions needed to achieve housing availability.
- **Identifying racially disparate impacts**, **displacement and exclusion** in housing policies and regulations, and beginning to undo those impacts; and identifying areas at higher risk of displacement and establishing anti-displacement policies.

Cities may not prohibit transitional housing or permanent supportive housing in any zones where residential dwelling units or hotels are allowed. Cities may not prohibit indoor emergency shelters or indoor emergency housing in any zones where hotels are allowed, except for cities that have adopted an ordinance authorizing such shelters and housing in a majority of zones within a one-mile proximity to transit. Cities may impose reasonable occupancy and use regulations on such shelters and housing, but those regulations may not prevent the siting of a sufficient number to accommodate the need.

House Bill 1110—Middle Housing

In 2023, the Washington State Legislature approved HB 1110, aiming to foster a more adaptable zoning and regulatory framework for cities statewide. The primary goal of HB 1110 is to promote urban densification and expand the range of housing options available. This legislation places particular emphasis on what is commonly referred to as "middle housing" – dwelling types that bridge the gap between large, detached single-family homes and expansive multi-family complexes.

Middle housing encompasses an array of housing forms, including duplexes, triplexes, fourplexes, fiveplexes, sixplexes, townhouses, stacked flats, courtyard apartments, and cottage housing. Such housing options offer numerous benefits, including more accessible price points and the opportunity for introducing new infill housing in a manner that harmonizes with the existing character of neighborhoods. With features reminiscent of single-family homes, such as ground-level units, yards, porches, individual driveways, and low-rise architecture, middle housing blends well into established communities.

HB 1110 requires zoning changes based on City size:

- **Tier A:** Cities with at least 75,000 people. These cities must permit at least four homes per residential lot, and six per lot if located within a quarter-mile walking distance of a major transit stop or if two of the homes are affordable.

- **Tier B:** Cities with less than 75,000 people but more than 25,000 people. These cities must permit at least two homes per lot, and four per lot if located within a quarter-mile walking distance of a major transit stop or if one of the homes is affordable.

- **Tier C:** Cities with populations under 25,000 and within a contiguous urban growth area with the largest city in a county with a population of more than 275,000. These cities must permit at least two homes per residential lot.

House Bill 1337—Accessory Dwelling Units

In 2023, HB 1337 was enacted with the goal of reducing obstacles to the construction and utilization of Accessory Dwelling Units (ADUs). Central to this legislation is the mandate for all fully planning cities and counties to allow two ADUs on each single-family zoned lot within the Urban Growth Area (UGA). The bill requires cities and counties to implement further measures to promote the construction of ADUs, as outlined below.

- Local governments may not charge more than 50 percent of impact fees charged for the principal unit.
- Local governments may not require the owner to occupy the property.
- Local governments may not prohibit the ADU's sale as independent units.
- Local governments must allow an ADU of at least 1,000 square feet and must adjust zoning to be consistent with the bill with respect to bulk and scale regulations.
- Local governments must set consistent parking requirements based on distance from transit and lot size.

Senate Bill 5258—Condominiums and Townhomes Ownership

This legislation was passed in 2023 and aims to increase the supply and affordability of condominiums and townhomes as an option for ownership. This bill introduces new obligations for condominium associations aiming to file construction defect claims, along with implementing additional pre-litigation procedural requirements. The overarching goal is to enhance dispute resolution processes and foster the development of more housing.

In addition, the bill establishes a Down Payment Assistance Account, funded by the Real Estate Excise Tax (REET), and changes impact fee schedule. Impact fee schedules are now mandated to reflect the proportional impact of new housing units, considering factors such as square footage, number of bedrooms, or generated trips, thus resulting in reduced impact fees for smaller housing units. Furthermore, all cities, towns, and counties are required to incorporate procedures for unit lot subdivisions into their short plat regulations, facilitating the division of a parent lot into separately owned unit lots.

House Bill 1042—Expanding Housing in Existing Buildings

The bill prohibits cities from denying a permit application for the addition of housing units within an existing building due to nonconformity with height, setback, parking, modulation, or elevator size unless it is a building code of life safety issue. When new residential units are proposed completely within an existing building, cities must allow a density bonus of 50 percent more than the zone otherwise allows. Cities may not require the

addition of parking spaces, permitting requirements, or design standards not applied to all residential development in the zone, and may not impose exterior design or architectural requirements to the building. Cities also may not require a transportation concurrency study or SEPA review based on the addition of housing units within an existing building.

The changes to city codes necessary to implement the bill are categorically exempt from SEPA.
The state building code council is required to adopt an amendment to the energy code that waives the requirement for the unchanged portions of an existing building to comply with the current energy code when additional housing units are added to the building.

House Bill 5290—Local Project Review Requirements

The bill amends chapter 36.70B RCW, the Local Project Review Act, for jurisdictions planning under the GMA. The bill includes the following provisions:

- Establishes a consolidated permit review grant program for local governments that commit to issuing final decisions for residential permit applications within specified time frames.
- Creates a new grant program to support local governments' transition to digital permit application systems.
- Requires the department of commerce to convene a work group to study statewide license and permitting software for local governments.
- Removes building permits for the types of project permits in the covered types of land use permits.
- Amends the process for jurisdictions to provide a written determination of completeness for project permit applications.

Of note, 2SSB 5290 Sec. 7 (1)(l)(ii) allows for an exception and this is applicable to the City of Arlington. Per subsection (l)(i) cities and counties that have implemented at least three of the options in RCW 36.70B.160(1)(a) through (j) are subject to differing requirements. The City of Arlington met these requirements in its Zoning Code update to Chapter 20.16 in July 2024. Jurisdictions must also submit annual performance reports to commerce, which will report to the legislature.

- Provides additional measures that jurisdictions can take to facilitate prompt coordinate permit review.
- Requires commerce to provide guidance to local governments with respect to appropriate fee structures, staffing-up residential permit processing, and other topics.

House Bill 1293—Prompt, Coordinated, and Expedited Review of Affordable Housing Applications

The bill adds language to Chapter 36.70B RCW (Local Project Review Act) encouraging jurisdictions to consider prompt, coordinated, and expedited project review of general project permits and specifically projects that include affordable housing.

Senate Bill 5412—SEPA Categorical Exemptions for Housing

The bill allows for a SEPA categorical exemption for residential development projects within incorporated UGAs and middle housing projects within unincorporated UGAs if:

- The local government finds the proposed development is consistent with its development regulations; and

- The local government has prepared environmental analysis that considers the project in the area proposed for the exemption and analyzes certain multimodal transportation impacts.

The environmental analysis must include documentation that the requirements for environmental analysis, protection, and mitigation for impacts have been adequately addressed for the exempted project. The local government must also document its consultation with the department of transportation regarding certain transportation impacts. Before finalizing the environmental analysis, the local government must provide at least 60 days public notice and the exemption is effective 30 days following adoptive action.

Puget Sound Regional Council VISION 2050 (2020)

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. 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.[1] 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.

[1] Puget Sound Regional Council, *Vision 2050*, 2020

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.

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 [the Revised Code of Washington], and, in order to ensure consistency, the directive policies of the MPPs need to have a binding effect."[2]

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 and local comprehensive plans. Lastly, *VISION 2050* supports PSRC's *Regional Transportation Plan, Regional Economic Strategy, Regional Equity Strategy, and Housing Strategy*.

The MPPs have overarching goals for several topic areas. The 2024 Comprehensive Plan and EIS documents have been developed to align with these goals, described Table 4.2.

[2] Puget Sound Regional Council, *Vision 2050* p. 12, 2020.

Table 4.2 PSRC VISION 2050 Policy Evaluation

VISION 2050 Policy	VISION 2050 Policy Language
Regional Collaboration	The region plans collaboratively for a healthy environment, thriving communities, and opportunities for all.
Regional Growth Strategy	The region accommodates growth in urban areas, focused in designated centers and near transit stations, to create healthy, equitable, vibrant communities well-served by infrastructure and services. Rural and resource lands continue to be vital parts of the region that retain important cultural, economic, and rural lifestyle opportunities over the long term.
Environment	The region cares for the natural environment by protecting and restoring natural systems, conserving habitat, improving water quality, and reducing air pollutants. The health of all residents and the economy is connected to the health of the environment. Planning at all levels considers the impacts of land use, development, and transportation on the ecosystem.
Climate Change	The region substantially reduces emissions of greenhouse gases that contribute to climate change in accordance with the goals of the Puget Sound Clean Air Agency (50 percent below 1990 levels by 2030 and 80 percent below 1990 levels by 2050) and prepares for climate change impacts.
Development Patterns	The region creates healthy, walkable, compact, and equitable transit-oriented communities that maintain unique character and local culture, while conserving rural areas and creating and preserving open space and natural areas.
Housing	The region preserves, improves, and expands its housing stock to provide a range of affordable, accessible, healthy, and safe housing choices to every resident. The region continues to promote fair and equal access to housing for all people.
Economy	The region has a prospering and sustainable regional economy by supporting businesses and job creation, investing in all people and their health, sustaining environmental quality, and creating great central places, diverse communities, and high quality of life.
Transportation	The region has a sustainable, equitable, affordable, safe, and efficient multimodal transportation system, with specific emphasis on an integrated regional transit network that supports the Regional Growth Strategy and promotes vitality of the economy, environment, and health.
Public Services	The region supports development with adequate public facilities and services in a timely, coordinated, efficient, and cost-effective manner that supports local and regional growth planning objectives.

Snohomish County Countywide Planning Policies

The Snohomish County Comprehensive Plan guides decisions on a wide range of topics and services over a 20-year period. The plan acts as the blueprint for development within the County, considering impacts on neighborhoods, businesses, traffic, and the environment. Like the Arlington 2024 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, GMA, and the *VISION 2050* MPPs. 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 city comprehensive plans. They include strategies for land use, housing, capital facilities, utilities, transportation, economic development, and parks and recreation. The role of the CPPs is to the 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.

The goals, policies, and actions in Arlington's Comprehensive Plan demonstrate consistency by integrating the GMA, MPP and CPP topics. A summary of CPPs is provided in Table 4.3.

Table 4.3 Snohomish County Countywide Planning Policy (CPP) Evaluation

CPP Policy	CPP Policy Language
Development Patterns	The cities, towns, and Snohomish County will provide livable communities for all residents by directing growth into designated urban areas to create urban places that are equitable, walkable, compact, and transit oriented, preserve and create open space, and protect rural and resource lands.
Housing	Snohomish County and its cities shall promote fair and equitable access to safe, affordable, and accessible housing options for every resident through the expansion of a diverse housing stock that is in close proximity to employment, services, and transportation options.
Economic Development and Employment	Cities, towns, and Snohomish County government will encourage coordinated, sustainable economic growth by building on the strengths of the county's economic base and diversifying it through strategic investments in infrastructure, education and training, and sound management of land and natural resources.
Transportation	The County and cities will work proactively with transportation planning agencies and service providers to plan, finance, and implement an efficient, affordable, equitable, inclusive, and safe multi-modal transportation system that supports state-level planning, the Regional

CPP Policy	CPP Policy Language
	Growth Strategy, and local comprehensive plans and promotes economic vitality, environment sustainability, and human health.
The Natural Environment and Climate Change	Snohomish County and local jurisdictions will act as a steward of the natural environment in an effort to protect and restore natural systems and public health and mitigate climate change. This will be achieved through natural resource and habitat conservation, water quality improvement, and air pollutant and greenhouse gas emissions reduction Planning for the future will include addressing climate change and resilience at local and regional levels of government to protect the natural environment and meet the economic and social needs of all residents
Public Services and Facilities	Snohomish County and its cities will coordinate and develop and provide adequate and efficient public facilities and services to ensure the health, safety, conservation of resources, and economic vitality of our communities and all residents.

City of Arlington Plans and Policies

City of Arlington Comprehensive Plan (2024)

The City's Comprehensive Plan has been updated in 2024, and the draft Comprehensive Plan is currently proceeding through the formal review and adoption process. The 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).[3] This periodic update to the City of Arlington's 2024 Comprehensive Plan presents a framework for the years beyond 2044.

[3] RCW 36.70A.130, https://app.leg.wa.gov/rcw/default.aspx?cite=36.70A.130

Other City Plans, Including Functional Plans

Implementation of the Comprehensive Plan involves other studies, plans, reports, and regulations to be prepared concurrently and in the future. Most City programs, services, and initiatives are intended to improve environmental conditions, respond to socio-economic issues, and/or improve the delivery of municipal services or the functionality of municipal infrastructure. Functional plans, studies, and reports are incorporated into the Comprehensive Plan by reference or practice. These documents will either be specifically referenced in the different elements or will be explicitly adopted by reference. The City has taken great care to make sure the comprehensive plan is consistent with and supports the associated functional plans, studies, and reports listed below.

2024 Transportation Master Plan (Draft)/Annual Transportation Improvement Planning

The City is in the process of updating its Transportation Master Program (TMP) to align with the City's Comprehensive Plan update. The current draft of the TMP is described in detail in Chapter 6 of this FEIS (and previous DEIS). In more recent transportation planning, the City has been evaluating citywide needs over a 20-year horizon, overlaying where growth and development is likely to occur or occurring, targeting traffic issues, installing sidewalks and trails, and continuing our plan to repair and repave roadways that are in need. The City also updates its Transportation Improvement Plan (TIP) annually, based on needs and policies identified in the TMP and the Transportation Book of the Comprehensive Plan). The TIP represents Arlington's current complete list of needed projects and programs for the next six years. The TIP also identifies secured or reasonably expected revenues and expenditures for each of the projects included in the TIP. Typically, projects listed in the first three years of the document are shown as having secured funding while projects in the last three years can be partially or completely unfunded. More information is available here: 2024 to 2029 TIP and Arlington Transportation Improvement Planning.

2024 Parks and Recreation Master Plan

Arlington recently updated its Parks and Recreation Master Plan (PRMP) in July 2024, amending and expanding the previous 2016 plan. The plan recognizes that the choices that confront Arlington at the present time are significant and could alter the character and quality of open space, trail, and park facilities, and recreation programs and services if not adequately planned. The plan outlines the choices that are available and the means for implementing preferred actions found to be beneficial to Arlington residents. The plan is highlighted in more detail in the Public Services analysis of this FEIS (and previous DEIS). More information is available here: https://www.arlingtonwa.gov/165/Parks-Recreation and the plan can be reviewed here: 2024 Parks and Recreation Master Plan.

2023 Strategic Plan by the Arlington Police Department

The Arlington Police Department's strategic plan provides direction, promotes transparency, and enhances the overall effectiveness of a police department. The strategic plan is a vital tool for achieving organizational goals while maintaining public trust. This report is the result of several months of assessment and planning that involved a diverse strategic planning committee representing the Arlington Police Department, City of Arlington, Council Members, and Community Stakeholders. More information is available here: https://www.arlingtonwa.gov/843/Strategic-Plan-2023.

2021 Housing Needs Assessment

The City received funding allocated by the Washington State Department of Commerce and funded through E2SHB 1923 to complete a Housing Needs Assessment (HNA) as a foundation for creating the Housing Book and related action planning that is included in the Comprehensive Plan. The HNA was completed in 2021 by Blueline, a consultant to the City. This body of work is referred to collectively as the "Housing Action Plan." This work has identified the housing needs of its current and future populations, as well as outlined suggested amended and new goals and policies in the Comprehensive Plan to meet those needs. Housing needs were reassessed as part of this planning process, as summarized in Chapter 3 of this FEIS (and previous DEIS). The full draft of the HNA along with a flyer that identifies its key findings is available here for further review: Arlington Housing Needs Assessment.

2019 Cascade Industrial Center Planning/Arlington-Marysville Manufacturing/Industrial Center Subarea Plan and Planned Action (AMMIC)

A long-term joint effort by the cities of Marysville and Arlington, the Cascade Industrial Center (CIC) received its official designation as a Manufacturing and Industrial Center by the Puget Sound Regional Council in 2019. The CIC includes just over 4,000 acres of manufacturing and industrial zoned land with more than 1,700 developable acres. As Snohomish County's Hub for Manufacturing Innovation, the CIC supports a wide range of mechanized and technology-driven industries due to its distinctive and abundantly qualified advanced manufacturing workforce, smart manufacturing practices, and access to emerging platform technologies offered via a concentration of mechanical engineering, instrumentation and fabrication experts. We expect to add 20,000 more family-wage jobs in the CIC over the next decade, helping residents work close to home and boosting our local economy. Companies locating in the CIC enjoy competitive advantages provided by generous manufacturing tax incentives, a predictable and efficient permitting process, an industry-friendly climate, and convenient access to multi-modal transportation options including the BNSF mainline, municipal airport and an international deep-water seaport.

- Tax incentives include:
- City and county property tax exemption for eligible businesses
- No city B&O tax for qualifying industries
- Reduced state B&O tax for qualifying industries
- Opportunity Zones

More information is available here: https://www.arlingtonwa.gov/575/Cascade-Industrial-Center and the full subarea plan can be viewed here: https://www.arlingtonwa.gov/DocumentCenter/View/1711/AMMIC-Arlington-Subarea-Plan. A Planned Action Environmental Impact Statement was completed to support the subarea plan, and is available here for review: https://www.arlingtonwa.gov/DocumentCenter/View/7724/CIC-Planned-Action-FEIS.

2019 Shoreline Master Program and Related Documents

Arlington's Shoreline Master Program (SMP) and supporting documents were updated in 2019. Shoreline Master Programs include comprehensive shoreline plans, mutually adopted by local governments and the Washington State Department of Ecology that regulate shoreline use and development in areas subject to regulation under the State Shoreline Management Act. Under the provisions of the Act, local governments must base SMP

provisions on an analysis of the most relevant and accurate scientific and technical information. This includes meeting the mandate of "no net loss" of shoreline ecological functions, as well as providing mechanisms for restoration of impaired shoreline functions. The original SMP for the City of Arlington (City) was approved in 1974 and was updated in 2019. All SMP documents are located here: Arlington Shoreline Master Program Documents.

2019 Amendment to the Comprehensive Water Plan

The City's Water System Plan (WSP) fulfills state law (WAC 246-290-100) by detailing how the City will safely and efficiently operate our water system for the next 10 years. In 2019, the City amended the 2017 amended version of the 2015 WSP for consistency with other City and Snohomish County planning documents, and the City was supported by RH2 and FCS Group consultants in this work. The 2019 amendments were completed for consistency with state regulations when changes are made to the City's Water Service Area (WSA) boundary after the City acquired 17.89 acres of the City of Marysville's WSA in Smokey Point in order to meet a developer's service requirements. The WSP is provided here in multiple documents: 2019 Amended Water System Plan (one volume for the plan, one volume for maps, and appendices). The City conducts capital improvements planning (CIP) on a biennial basis and recently updated wastewater system and facility needs for the CIP, as noted in the Capital Facilities Book of the Comprehensive Plan. The City will be updating its overall Comprehensive Wastewater Plan as an outcome of the comprehensive planning process to ensure alignment with planned growth through 2044.

2018 Complete Streets Policy and Program

Arlington's Complete Streets Program aims to address the needs of all users when development and redevelopment of traffic corridors are proposed within the City of Arlington, including people who drive, family and commuter cyclists, pedestrians, people with accessibility needs, and people who use transit. It also focuses on the aesthetics of our streets. More information is available here, including the City's Adopted Complete Streets Policy document: https://www.arlingtonwa.gov/574/Complete-Streets.

2017 Amendment to the Comprehensive Wastewater Plan

The City of Arlington adopted the 2017 amendments to the 2015 Comprehensive Wastewater Plan (CWP), and the City was supported by RH2 and FCS Group consultants in this work. The CWP fulfills state law (WAC 173-240-050) by detailing how the City will safely and efficiently operate our sanitary sewer and wastewater treatment systems for the next 10 to 20 years. The amendment is necessary to assure consistency with a concurrent amendment to the City's overall Comprehensive Plan update, which defines how the City is planning to grow. The 2017 plan is available here: 2017 Amended Comprehensive Wastewater Plan. The City conducts capital improvements planning on a biennial basis and recently updated wastewater system and facility needs for the CIP, as noted in the Capital Facilities Book of the Comprehensive Plan. The City will be updating its overall Comprehensive Wastewater Plan as an outcome of the comprehensive planning process to ensure alignment with planned growth through 2044.

2014 Arlington Riverfront Master Plan

Through the creation and adoption of the 2014 Arlington Riverfront Master Plan, the City Council recognized how very special it is to have the Stillaguamish River bordering the north edge of Arlington. There are multiple

benefits that should be considered to maintain and improve the quality of life for the citizens of Arlington, as well as provide an enjoyable experience for visitors to the City. There is also great potential to support the local efforts to improve the local economic development activity. Like many of the communities around the United States it has been realized that managing the waterfront areas properly provides great opportunities for recreation, jobs, tourism income, and healthy enjoyment through living compatibly with the wildlife and seasonal excitement the river brings. It is always better to have a plan of what the community would like to see, rather than responding to a request for development that may not fit in to the community's vision. The Riverfront Master Plan and supporting documentation is available here for review: Arlington Riverfront Master Plan.

2012 Arlington Municipal Airport Master Plan

The Arlington Municipal Airport is a vital part of the national airport system, as well as an integral component of the Seattle-Tacoma Metropolitan Area and related transportation services. The municipal airport serves the City of Arlington and other surrounding communities in Snohomish County and is designated as a General Aviation (GA) facility by the Federal Aviation Administration's National Plan of Integrated Airport Systems. The airport is a significant regional economic asset that supports numerous aviation-related businesses and facilities. The last update to the Airport Master Plan was completed in 2012. Past airport planning efforts and related documents are described in more detail here: https://www.arlingtonwa.gov/221/Airport-Planning

Potential Impacts—Consistency with Plans and Policies

The following discussion addresses the alignment and consistency of the Arlington 2044 Comprehensive Plan with state, regional, county, and local plans and policies. In compliance with the GMA as well as regional and county plans and policies, Arlington's updated Comprehensive Plan, which would be adopted under the action alternatives (Alternative 2 and Alternative 3) offers guidance on critical matters such as future land use decisions, expansions of community services and facilities, the positioning of future transportation and circulation infrastructure, the maintenance and development parks and open spaces, the identification and safeguarding of environmentally sensitive areas, and the promotion of favorable design elements within the city. The plan sets a strong vision for the next twenty years and supports the changes needed to accommodate growth.

The action alternatives studied under the DEIS (with the analysis republished in this FEIS) would implement the updated Arlington 2024 Comprehensive Plan and supporting development regulations would align with and support the City's functional, system, and subarea plans. The no action alternative assumes that an updated Comprehensive Plan would not be adopted, and as such, the City would not have a guiding overall plan consistent with the most recent changes to the GMA and state legislation or compliant with state, regional, and county requirements. A more specific evaluation of the alternatives' consistency with each level of planning framework is provided below.

GMA Goals—While all alternatives are generally consistent with the intent of the GMA planning goals, only the action alternatives (Alternatives 2 and 3) would provide updates consistent with the most recent amendments to GMA and state legislation, including updates related to meeting housing targets by income band. Alternative 1

also assumes no changes to the adopted Comprehensive Plan or development regulations to meet new State requirements, and therefore would be out of compliance.

PSRC VISION 2050—Updates to the Comprehensive Plan under either Alternative 2 or 3 would align with VISION 2050 goals and MPPs, while Alternative 1 would not update the Comprehensive Plan to align with VISION 2050.

Snohomish County Countywide Planning Policies—The Snohomish County CPPs are developed to be consistent with the MPPs to support implementation of VISION 2050 at the local level. Updates to the Comprehensive Plan under either Alternative 2 or 3 would be consistent with CPPs. Alternative 1 would not adopt the updated Comprehensive Plan, and as such it would not be consistent with the CPPs. All alternatives would provide sufficient zoned capacity to meet growth targets and affordability levels.

City of Arlington Plans and Policies—The updated Comprehensive Plan, adopted under either Alternative 2 or 3 would be up to date and in alignment with City of Arlington functional, system, and subarea plans and the updated plan would serve as foundation to guide other local planning over the next 20 years. Alternative 1, however, would not include needed updates to align local planning, and in particular planning for infrastructure and services to align with growth would not be up-to-date.

Mitigation Measures

Alternatives 2 and 3 would adopt updates to all elements of Arlington 2044 Comprehensive Plan to support growth to the year 2044 in alignment with GMA, VISION 2050, and Snohomish County CPPs. The alternatives include sufficient capacity to meet growth targets, including housing targets across all income bands. As required by GMA, the City of Arlington has notified the Department of Commerce of intent to adopt the updated Comprehensive Plan and has provided a draft of the plan and development regulations for review and comment prior to final adoption. The City also has provided a copy of the draft Comprehensive Plan to PSRC for review, as required for certification.

Significant Unavoidable Adverse Impacts

Significant unavoidable adverse impacts related to consistency with plans and policies would be expected under Alternative 1, since under this “No Action” alternative, the Comprehensive Plan would not be updated for consistency with state and regional planning requirements. Inconsistencies with state requirements, regional plans, and countywide planning policies under Alternative 1 would be avoided through amendments to the Comprehensive Plan proposed under either Action Alternative—Alternative 2 or Alternative 3.

Chapter

5

NATURAL ENVIRONMENT



Chapter 5 – Natural Environment

Introduction

The analysis for a programmatic (non-project) action such as the Comprehensive Plan provides a general, citywide understanding of how growth has the potential to impact the natural environment. Functional plans, goals and policies, code provisions and development regulations, and additional environmental review requirements are all used to protect these natural features from development, as well as to protect development from natural hazards. This section of the FEIS (republished from the DEIS) describes the current conditions, potential impacts, and mitigation measures associated with natural environment topics.

Affected Environment

As a picturesque community in the foothills of the Cascade Mountains at the fork of the Stillaguamish River, Arlington serves as a gateway to the surrounding outdoors and natural environment.

Earth

Geology and Soils

The Arlington Urban Growth Area (UGA) is situated on a Pleistocene glacial terrace formed from the Cordilleran ice sheet recession. This area features a series of stepped terraces rising from the Stillaguamish River floodplain, extending into the foothills of the Cascade Range. Some parts of the city lie within the floodplain, while others, like the Burn Hill area, consist of glacial till with steep slopes.

Soil characteristics, including load-bearing capacity, hydric properties, erosion potential, and shrink-swell potential, significantly impact land development. Hydric properties, in particular, influence stormwater infiltration, wetland presence, and other environmental considerations.

The general soil types in the Arlington area are classified as Everett gravelly sandy loam (hydrologic soil group A), Lynnwood loamy sand (hydrologic soil group A), and Tokul medial loam (hydrologic soil group B). These general soil types are moderately to very deep, moderately well to excessively drained, and level to very steep. Such soils are generally found on till plains and terraces. This soil classification is composed of various primary soils, each with various characteristics and limitations. Any development limitations for certain soil types are not considered reasons for denying development permits, only that certain precautions must be taken. Such issues are reviewed through the State Environmental Policy Act (SEPA) process during the development permit application process. The survey conducted by the U.S. Soil Conservation Service provides data that is specific enough to be used to determine site development constraints for particular parcels. The Environmentally Critical Areas regulations also regulate development on steep slopes, seismic areas, and other geologically hazardous areas.

Topography

The city features diverse topography, including stepped terraces and areas of steep slopes, particularly in the eastern parts near the city limits.

Land Cover

Arlington straddles the divide between the Stillaguamish and Snohomish river basins, encompassing various watersheds and significant water bodies such as the Stillaguamish River. The city includes approximately 2.2 miles of riverfront and 14.1 miles of streams.

Landslides and Seismic Hazard Areas

Geologically hazardous areas in Arlington are prone to erosion, landslides, seismic activity, and other geological events. These hazards are classified based on unstable soils, steep slopes, and seismic risks. Significant areas include:

- **Erosion Hazard Areas**: Prone to erosion and slides.
- **Landslide Hazard Areas**: High risk of landslides.
- **Steep Slopes**: Slopes ≥33 percent.
- **Moderate Slopes**: Slopes between 15 percent and 33 percent.
- **Seismic Hazard Areas**: High risk of earthquake damage, particularly in the Stillaguamish River floodplain.

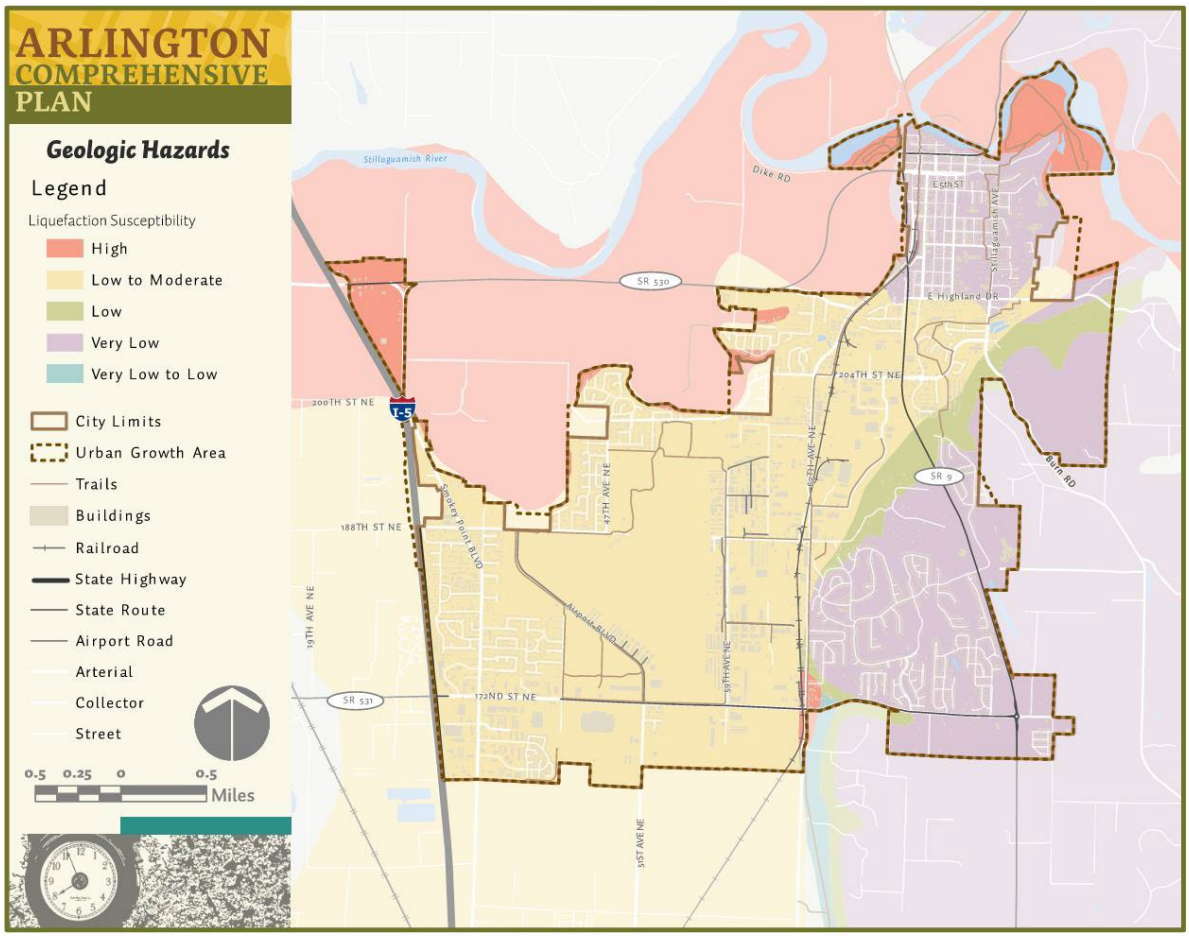
Development in these areas requires specific measures to mitigate potential hazards, regulated under Arlington Municipal Code (AMC) 20.93.

Geologically Hazardous Areas

Geologically hazardous areas are susceptible to erosion, sliding, seismic activity, or other geological events. They pose a threat to the health and safety of citizens when used as sites for incompatible development. These areas are classified by Arlington based on the history of landslides, unstable soils, steep slopes, high erosion potential, or seismic hazards. The City has defined the following geologically hazardous areas in Chapter 20.93 of the Arlington Municipal Code: erosion hazard areas, landslide hazard areas, slopes, and seismic hazard areas. Erosion hazard areas are unstable areas prone to erosion and slides. Landslide hazard areas include areas at severe risk of a landslide. Slopes greater than or equal to a slope greater than 33 percent are considered steep slopes. Moderate slopes are areas with slopes between 15 and 33 percent. Seismic hazard areas are areas subject to severe risk of earthquake damage due to settlement, shaking, slope failure, or soil liquefaction.

Arlington contains areas of steep and moderate slopes, most notably in the eastern portion of the city near city limits. We also have seismic hazard areas subject to liquefaction. Everything within the floodplain of the Stillaguamish River (including Island Crossing) is rated as high potential for liquefaction, and everything on the 2nd geologic tier (on which the airport and most of Arlington sits) is rated as low to moderate potential.
Due to instability, visual impacts, and fire hazard, areas of steep slopes or unstable soils are not recommended for development without specific measures being taken to reduce or eliminate these potential impacts. Chapter 20.93 of the Arlington Municipal Code contains restrictions on development in these areas.

Figure 5.1 City of Arlington Geologic Hazards



Water

Surface Water and Drainage Basins

Rivers, streams, lakes, and other surface waters may be important means of transportation or valuable environmental, recreational, and/or scenic areas. The quality of water is important to the entire area's habitat value. Reduction in water quality will not only reduce the environmental and recreational value of the area, but it may also threaten the groundwater that is connected to the surface water system.

The City straddles the divide between the Stillaguamish and the Snohomish river basins which are regionally recognized as Water Resource Inventory Areas (WRIAs) 5 and 7, respectively.[1] Within the City's UGA, there are about 2.2 miles of riverfront and 14.1 miles of streams.[2]

[1] https://www.arlingtonwa.gov/DocumentCenter/View/6832/02--Arlington-Strmwtr-Mgmt-Program_2022
[2] https://www.arlingtonwa.gov/DocumentCenter/View/6832/02--Arlington-Strmwtr-Mgmt-Program_2022

The most important body of surface water in Arlington is the Stillaguamish River, as the community is located within the greater Stillaguamish River Valley, often referred to locally as the "Stilly Valley." The river corridor provides important regional habitat for various piscine, mammalian, reptilian, amphibian, and avian fauna and aquatic flora. The Stillaguamish River and its conditions are directly linked to the upland uses that modify the historic hydrological cycles. The river is also very important to the economic vitality of the City through the associated outdoor recreation activities. The river is used by boaters and people fishing throughout the year who utilize the entire Stillaguamish Valley, with Arlington being a key hub for those activities.

Other important bodies of water in the area include Portage Creek, Prairie Creek, Kruger Creek, Quilceda Creek, Eagle Creek, and March Creek. There are also bodies of water outside of the UGA which the City considers as land uses in their vicinity may have impacts on the UGA. These include upstream and downstream reaches of the tributaries listed above and their associated drainage basins and wetlands. There are also numerous perennial and seasonal wetlands in the UGA (whose importance is discussed below). As with the Stillaguamish River, all of these waterways provide important social, economic, and natural functions that contribute to a healthy living environment and high quality of life.

The City has delineated drainage basins into tiers, with larger basins being broken into sub-basins. The Arlington UGA has ten 4th tier drainage basins that influence the City's receiving waters, the Stillaguamish and Snohomish Rivers. The following 4th tier drainage basins, also seen in Figure 5.2, are managed by the City's Stormwater Department:

- Old Town
- March Creek
- Dike Road Reach
- Portage Creek
- I-5 Reach
- Eagle Creek
- Old Town Northeast
- Burn Road Creek
- Tviet Loop Reach
- Middle Fork Quilceda Creek

In Arlington, the surface waters are in a state of recovery. It is of paramount importance that the river and other waterways be protected and managed to recover aquatic species populations. Any development and many redevelopment projects must be designed to minimize impacts to the water quality and reduce runoff to historic conditions. This includes preservation of the land that constitutes the waterways themselves and their associated buffers, and management of the quality of the water that enters them. Future development must consider point source discharges, non-point source discharges, and soil erosion, as well as development that reduces the instream habitat or changes the flow of the water in ways which damage the viability of the ecological system.

The City is also taking steps to improve water quality, including restoring a wetland park,[3] hosting tree planting events, and litter pickup events. The City also regularly coordinates with partners such as the Stillaguamish Tribe, Sound Salmon Solutions, Snohomish Conservation District, Snohomish County, the Arlington School District, and more entities on stormwater outreach and projects.

Groundwater

Groundwater is derived from precipitation and surface water filtering through the ground to aquifers. The ground where this filtering process takes place is called an aquifer recharge area. The quality of recharge areas and surface waters needs to be protected to ensure the quality of the groundwater used in the immediate area, as well as the quality of water for users down gradient from the recharge zone. Groundwater pollution is very difficult, often impossible to clean. One of the functions of wetlands is to recharge aquifers and purify the water running through them. Aquifer recharge areas can be found in areas other than wetlands. The surficial geologies made up of recessional outwash found in areas around Arlington provide excellent aquifer recharge and storage areas. More information about aquifer recharge areas and wetlands can be found in the Critical Areas section below.

Most drinking water in the UGA is provided by Arlington. Some of this water is derived from wells. The Haller well supplies approximately 85 percent, airport well 5 percent, and Snohomish County PUD provides 10 percent of Arlington's water supply.[4] Additionally, some residents use wells as their main source of drinking water. The aquifer for the City wells is found in the central portion of the UGA, mostly under the airport and adjacent to the Stillaguamish River at Haller Park.. The depth of the shallow aquifer is approximately 50 feet; however, the deep aquifer is 150 feet[5] (the airport well is 150 feet deep and Haller wells are 35 – 40 feet deep) and most uses should not affect the water quality if best management practices are used. The water quality is good other than occasional concerns for manganese.[6]

Review for potential groundwater contamination is performed at the time of development permit application review through the SEPA process. Additionally, the City's Environmentally Critical Areas regulations protect wetlands and aquifer recharge zones providing groundwater replenishment and filtration. And the Water System Plan has a watershed and wellhead protection program.[7]

Wetlands

Wetlands are fragile ecosystems that assist in the reduction of erosion, siltation, flooding, and ground and surface water pollution. Wetlands also provide an important habitat for wildlife, plants, and fisheries. Numerous wetlands have been identified in Arlington and the UGA – some on a very general basis from aerial mapping, some are shown by the soil survey of Snohomish County, and others have been precisely mapped where development has occurred. Generally, as properties develop the wetlands are more accurately delineated and mapped.

[3] https://www.arlingtonwa.gov/DocumentCenter/View/404/Wetlands-Brochure-PDF?bidId=

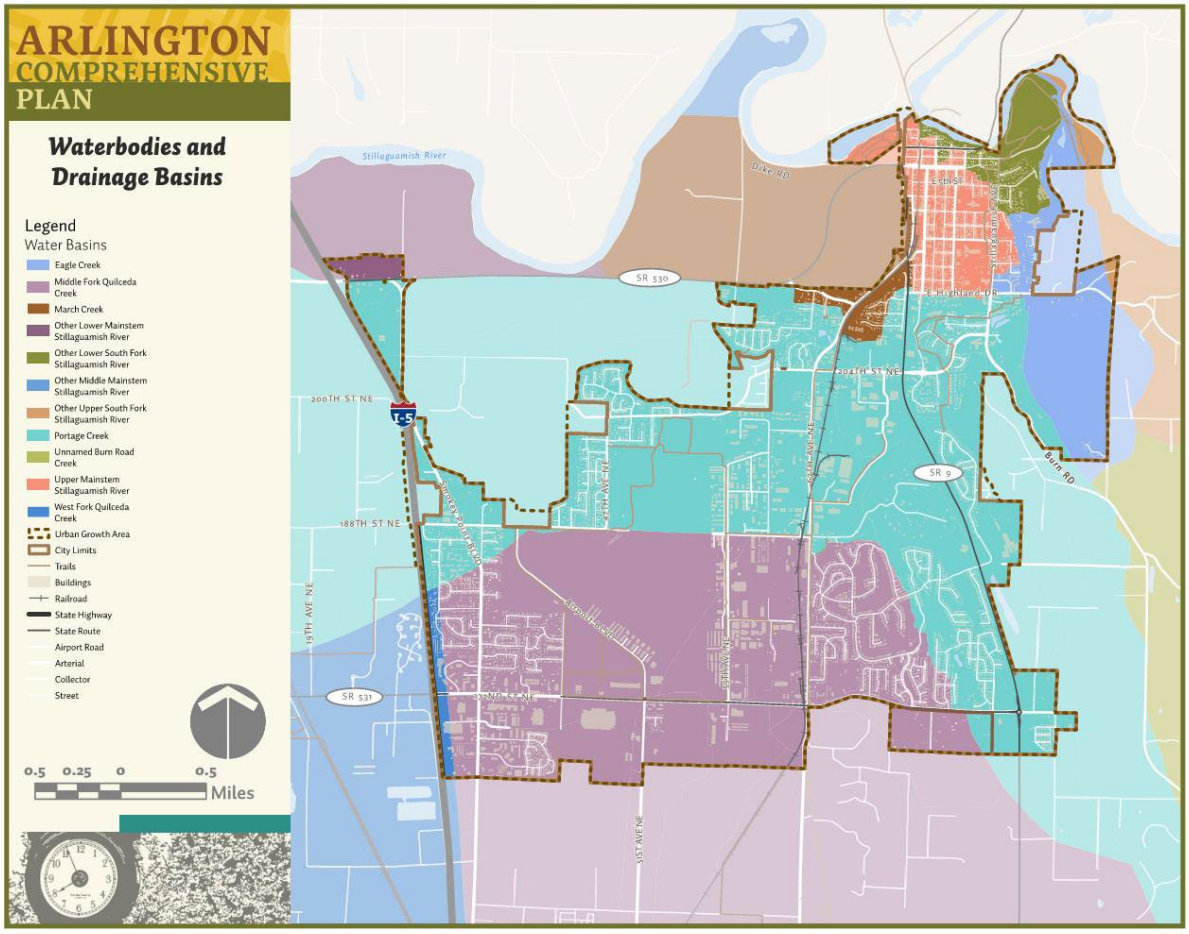
[4] https://www.arlingtonwa.gov/DocumentCenter/View/3392/Arlington-2019-Amendment-to-2017-Amended-Signed-2015-WSP-Entire-document

[5] The Ground-Water System and Ground-Water Quality in Western Snohomish County, Washington; U.S. Geological Survey-Water Resources Investigations Report 96-4312.

[6] https://www.arlingtonwa.gov/DocumentCenter/View/3392/Arlington-2019-Amendment-to-2017-Amended-Signed-2015-WSP-Entire-document

[7] https://www.arlingtonwa.gov/DocumentCenter/View/3392/Arlington-2019-Amendment-to-2017-Amended-Signed-2015-WSP-Entire-document

Figure 5.2 Waterbodies and Drainage Basins



Review for potential impacts to wetlands is performed at the time of development permit application review through the SEPA process. Additionally, the City's Critical Areas Ordinance protects wetlands and their buffers (Chapter 20.93 of the Arlington Municipal Code). Wetlands in the City of Arlington are protected because they are part of an important natural biological/flood prevention/water provision system that should not be irreversibly altered. Further, the wet soil severely limits structural development. Because of the specificity used in defining wetlands and the quality of available maps, site-specific evaluations performed at the time of project application are necessary for the evaluation of specific parcels per the Critical Areas Regulations. Arlington will continue to restore or re-create wetlands to mitigate for those that were lost during the early years of development.

Critical Aquifer Recharge Areas

Groundwater supplies a significant portion of the City’s drinking water. The quality the groundwater found in an aquifer is inextricably linked to the aquifer’s recharge area. The GMA requires the City to classify and designate critical aquifer recharge areas (CARA) where information is available, either through studies or existing soil, geologic, and well log information. While there are no CARAs currently designated in Arlington the City’s Critical Areas Ordinance (Chapter 20.93 of the Arlington Municipal Code) requires developers to conduct hydrogeologic

site evaluations, develop best management practices (BMP) plans, and mitigation plans to protect aquifers or groundwater.

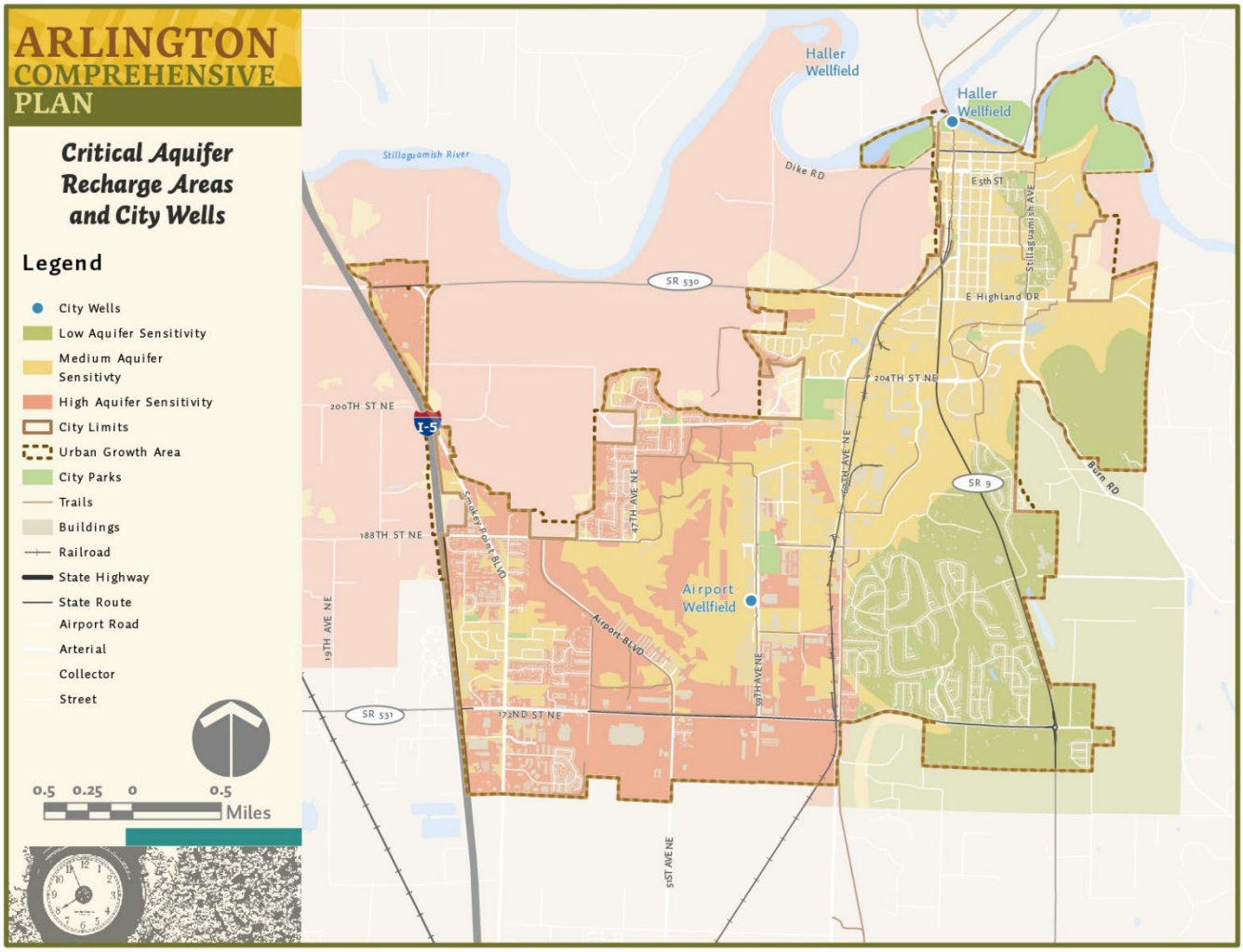
Frequently Flooded Areas

The Federal Emergency Management Agency (FEMA) has defined areas showing the extent of the 100-year flood boundary in order to establish actuarial flood insurance rates and assist communities in efforts to promote sound floodplain management. Development on floodplains reduces water absorption, restricts the flow of water, and causes hazards downstream by causing higher water and creating flood debris. Arlington participates in the National Flood Insurance Program (NFIP) which aims to reduce the impact of flooding. This program provides insurance to property owners. As a participant in the NFIP program the City has adopted floodplain management regulations Chapter 20.64 of the Arlington Municipal Code.

FEMA's Flood Insurance Rate Maps (FIRM) show only one 100-year floodplain within the City along the Stillaguamish River and generally defined by the toe of the slope of the plateau surrounding the Stillaguamish Valley (though there are some areas of the valley that are high enough to be out of the floodplain). Generally, only small portions of the City limits extend into this area although there is a large 110 acre portion referred to as Island Crossing that is located in the 100-year floodplain. A copy of the FIRM is located at City Hall. The City may require landowners to perform additional modeling of anticipated flood impacts for project proposals in the floodplain.

Not being listed on the FIRM does not mean that some of the smaller creeks running through Arlington could not also experience flooding during 100-year (or lesser or greater) storm events, FEMA just does not map these smaller areas. All development permits are reviewed for potential flooding hazards at the time of development permit application review. Additionally, the City's critical area regulations Chapter 20.93 of the Arlington Municipal Code and floodplain development regulations Chapter 20.64 of the Arlington Municipal Code prohibit most types of development within the 100-year floodway, allowing only those types of uses that are non-impactive.

Figure 5.3 Critical Aquifer Recharge Areas and City Wells



Plants and Animals

Arlington's UGA supports diverse habitats and species. Key habitats include freshwater wetlands, rivers, and forests. The city is home to several priority species and habitats identified by the Washington Department of Fish and Wildlife (WDFW), including:

- **Bull Trout (Salvelinus confluentis)**: Federally threatened species found in the Stillaguamish River.
- **Chinook Salmon (Oncorhynchus tshawytscha)**: Federally threatened, using the Stillaguamish River and its tributaries.
- **Steelhead (Oncorhynchus mykiss)**: Federally threatened, utilizing the river and larger streams.

Fauna

The Arlington area supports moderate numbers of numerous species of fish, birds, amphibians, reptiles, and insects and other invertebrates, some of which are state and federal listed. Please refer to Table for a listing of all such species that the Washington Department of Fish and Wildlife knows of in Region 4 (North Puget Sound), which includes Arlington, that are state endangered, state threatened, state sensitive, state candidate, or species of concern, as well as species listed or proposed for listing by the U.S. Fish and Wildlife Service or the National Marine Fisheries Service. This list does not include insects or mollusks.

Most species on this list do not live in Arlington, and there is low probability of finding them here. However, some may have a relationship with the ecological functions affected by actions in Arlington, such as feeding on salmon from our local streams.

Some sensitive species have been observed but are not on the WDFW database, probably due to the historical lack of reporting of such species.

Endangered species (listed under the Endangered Species Act), Threatened, and other notable species that are known to exist in the UGA include:

- Bull trout (Salvelinus confluentis) – A federally listed threatened species under the Endangered Species Act,[8] bull trout habitat has been listed in Arlington's UGA. According to WDFW'S PHS map the mainstem, north fork, and south fork of the Stillaguamish River is habitat for the bull trout.[9] The presumed use would be only rearing or refuge, as Bull trout spawning is believed to occur in the upper reaches of the Stillaguamish watershed in the cooler headwater streams.

- Chinook Salmon (Oncorhynchus tschawytscha) – Chinook salmon are considered a threatened species under the Endangered Species Act.[10] Chinook are considered to use the Stillaguamish River, larger streams, side channels, and riverine wetlands rather than the smaller streams traveling through Arlington. Therefore, the areas of town that lay alongside the main stem and south fork Stillaguamish River are considered areas of Chinook usage. The majority of Chinook spawning occurs in the upstream areas but there are normally occasional redds found in lower areas of the river. A majority of the juvenile population travel downriver during the spring high flows to spend time growing in the highly productive estuary. A small percentage (5-8 percent) of the juveniles are considered riverine and will over-winter to head for the estuary as a one-year old smolt. The current population of Chinook is around 1,400 annually returning adults[11].

[8] https://ecos.fws.gov/ecp/species/8212
[9] https://geodataservices.wdfw.wa.gov/hp/phs/
[10] https://www.fisheries.noaa.gov/west-coast/endangered-species-conservation/puget-sound-chinook-salmon
[11] Technical Assessment and Recommendations for Chinook Salmon Recovery in the Stillaguamish

- Steelhead (Onchorhynchus mykiss) – May 7, 2007 Puget Sound Steelhead were listed as Threatened under the Endangered Species Act.[12] Steelhead are considered to use the Stillaguamish River, larger streams, side channels and potentially the streams in Arlington's City Limits.[13] National Marine Fisheries Service completed the ESA Recovery Plan for the Puget Sound Steelhead in 2019 which provides guidance to jurisdictions on how to participate in the recovery of the species.[14] Steelhead are different that salmon in that they can return multiple times to spawn and move from freshwater to saltwater multiple times throughout their life span. Similar to bull trout due to physical ability and habits a steelhead may travel anywhere a coho salmon will travel.

Table 5-1 WDFW Snohomish County Species of Concern (Including Arlington)

Common Name	Status	
	Federal	State
Found in Arlington		
Bull Trout	T	C
Chinook Salmon	T	
Steelhead	T	C
A Small Chance of Being Found in Arlington		
Chum Salmon	T	
Bocaccio Rockfish	E	
Canary Rockfish	T	
Yelloweye Rockfish	T	
River Lamprey		C
Olympic Mudminnow		S
Oregon Spotted Frog	T	E
Western Toad		C
Western Pond Turtle (formerly Pacific Pond Turtle)		E
Common Loon		S
Marbled Murrelet	T	T
Western grebe		C
Golden Eagle		C
Northern Goshawk		C
Yellow-billed Cuckoo	T	E
Northern Spotted Owl (formerly called Spotted Owl)	T	E
Black-backed Woodpecker		C
Oregon Vesper Sparrow		E
Gray Whale	E	E
Orca (Killer Whale)	E	E
Harbor Porpoise (formerly called Pacific Harbor Porpoise)		C

Source: Watershed, Stillaguamish Technical Advisory Group, September 2000.

[12] https://www.fisheries.noaa.gov/species/steelhead-trout

[13] https://geodataservices.wdfw.wa.gov/hp/phs/

[14] https://media.fisheries.noaa.gov/dam-migration/final_puget_sound_steelhead_recovery_plan.pdf

Common Name	Status	
	Federal	State
Townsend's Big-eared Bat		C
Keen's Myotis (formerly Keen's Long-eared Bat)		C
Cascade Red Fox		E
Fisher		E
Grizzly Bear	T	E
Lynx	T	T
Wolverine		C
Western Bumble Bee		C
Johnson's Hairstreak		C

Key: E = Endangered, T = Threatened, C = Candidate, P = Proposed, S = Sensitive, SC = Species of Concern

Fish and Wildlife Habitat Conservation Areas

Fish and wildlife habitat conservation areas are habitats maintained for species within their natural geographic distribution so that isolated subpopulations are not created. Cooperative and coordinated land use planning is critically important among counties and cities in this region.

Arlington defines fish and wildlife habitat of local importance as follows:

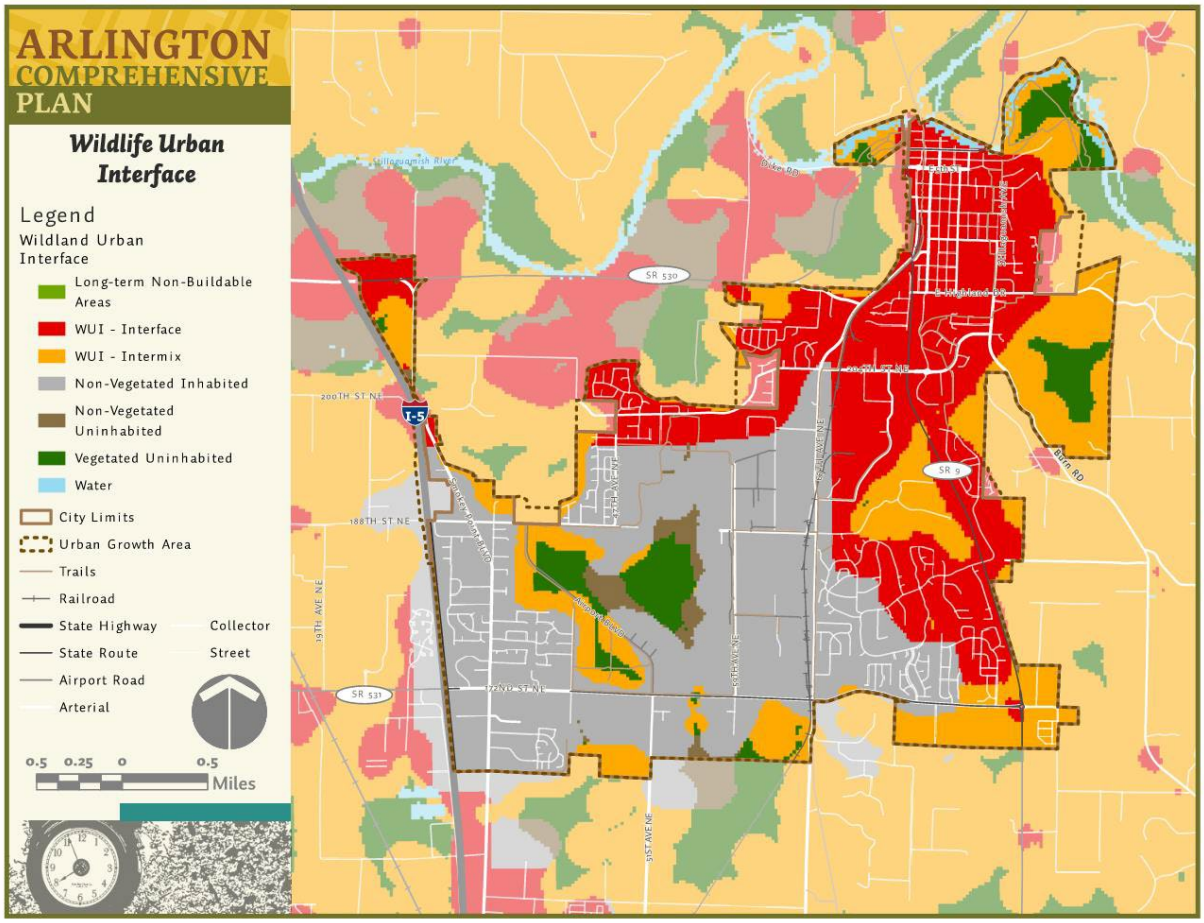
A seasonal range or habitat element with which a given species has a primary association, and which, if altered, may reduce the likelihood that the species will maintain and reproduce over the long-term. These might include areas of relative density or species richness, breeding habitat, seasonal range, and movement corridors. These also include habitats of limited availability or high vulnerability to alteration, such as cliffs and wetlands. Disturbance of ecological communities and division into isolated habitats are the major causes for the decline in animal and plant species. Conserving viable ecological habitats in an interconnected system is the most effective way of conserving vegetation and wildlife. Many habitats that are conserved for environmental or scenic reasons cannot survive division into small, isolated land parcels. The concept of managing wildlife habitat on a regional scale is one of the precepts on which the GMA is based. The theory is that regionally significant habitats and wildlife corridors would be protected by limiting development in the County by concentrating growth within urbanized UGAs where significant habitat no longer exists or is difficult to maintain due to the effects of growth.

The Washington Department of Fish and Wildlife (WDFW) Priority Habitats and Species Program provides information on which species in Arlington's region are priority species and which habitats should be managed and conserved. WDFW has identified twenty priority habitat types, five of which are found in Arlington UGA: freshwater pond, freshwater emergent wetland, freshwater forested/shrub wetland, riverine, and wetlands.[15] The City and UGA have deciduous and coniferous trees (Douglas fir, cedar, and maple, among others)[16] as well as native shrubs, herbs, grasses, and wetland plants. Large and medium animals such as deer and bald eagles[17] are still found occasionally within the City limits, but more frequently in some of the rural areas outside of the UGA.

[15] https://geodataservices.wdfw.wa.gov/hp/phs/
[16] https://www.arlingtonwa.gov/DocumentCenter/View/3807/Heritage-Tree-Walk-2020-
[17] https://geodataservices.wdfw.wa.gov/hp/phs/

The riverine habitat and streams support seasonal and year-round fish and waterfowl.[18] Even though many of the habitat areas had been greatly impacted by humans, many of our stream corridors (riparian areas) are healing through the maturing of past stream and wetland restoration projects. It is important to minimize further impacts, and review for potential impacts to wildlife and habitat is performed at the time of development permit application review through the SEPA process. Additionally, the City's Critical Areas regulations are intended to protect wildlife and habitat.

Figure 5.4 Wildlife Urban Interface



Air Quality

Jurisdiction and Regulatory Framework

Three agencies have jurisdiction over ambient air quality in the Puget Sound area: the U.S. Environmental Protection Agency (EPA), the Washington State Department of Ecology (Ecology), and the Puget Sound Clean Air Agency (PSCAA). These agencies establish regulations governing allowable concentrations of pollutants in the outdoor air (ambient air) and allowable emissions from various air pollution sources. While their regulations are

[18] https://geodataservices.wdfw.wa.gov/hp/phs/

similar in terms of stringency, each agency has its own standards.

Pollutants of Concern

1. **Carbon Monoxide (CO)**
   Carbon monoxide is a colorless, odorless, toxic gas formed when carbon-containing fuel is not completely burned. It combines with hemoglobin in red blood cells, reducing their oxygen-carrying capacity, which can weaken heart contractions and affect lung and brain function. The primary source of CO in the Puget Sound region is motor vehicles, with the highest levels occurring in autumn and winter, typically around congested transportation routes. The CO monitor located in Everett near Broadway and Hewitt Avenue has not recorded exceedances of the federal standard (9 ppm averaged over 8 hours) since 1991.

2. **Particulate Matter (PM_{10})**
   PM10 consists of particles ≤ 10 µm in diameter, including dust, soot, and aerosols from industrial operations, vehicles, fuel combustion, and construction. These particles can cause respiratory issues, particularly in the elderly, those with respiratory illnesses, and young children. PM10 levels are monitored in Marysville at the Junior High School, with the federal standard being 150 µg/m³ for a 24-hour average. The highest recorded level was 123 µg/m³ in 1991, with recent levels around 100 µg/m³.

3. **Ozone (O_3)**
   Ozone, a pulmonary irritant, is formed when nitrogen oxides and volatile organic compounds react under strong sunlight. It can impair lung function and cause symptoms such as lung tightness, coughing, and wheezing. Ozone levels peak on hot days from mid-May to mid-September. The closest ozone monitors to Arlington are in Blaine and Beacon Hill (Seattle).

Table 5-2 National and State of Washington Ambient Air Quality Standards

Average Time	Air Quality Standards[19]	
	Primary	Secondary
Carbon Monoxide (ppm)		
8-hour Average[a]	9	
1-hour Average[a]	35	
Particulate Matter (µg/m³)		
PM^{10}		
24-hour Average[b]	150	150
$PM^{2.5}$		
Annual Average[c]	12	15
24-hour Average[d]	35	35
Lead (µg/m³)		
Rolling 3 Month Average[e]	0.15	0.15
Sulfur Dioxide		

[19] https://www.epa.gov/criteria-air-pollutants/naaqs-table

Average Time	Air Quality Standards[19]	
	Primary	Secondary
3-hour Average[a]	No standard	0.5 ppm
1-hour Average[f]	75 ppb	No standard
Ozone (ppm)		
8-hour Average[g]	0.07	0.07
Nitrogen Dioxide (ppb)		
Annual Average[h]	53	53
1-hour Average[f]	100	No standard

Notes:

ppb = partners per billion by volume

ppm = parts per million by volume

PM10 = particles 10 microns or less in size

PM2.5 = particles 2.5 microns or less in size

µg/m3 = micrograms per cubic meter

[a] = Not to be exceeded more than once per year

[b] = Not to be exceeded more than once per year on average over 3 years

[c] = annual mean, averaged over 3 years

[d] = 98th percentile, averaged over 3 years

[e] = Not to be exceeded

[f] = 99th percentile of 1-hour daily maximum concentrations, averaged over 3 years

[g] = Annual fourth-highest daily maximum 8-hour concentration, averaged over 3 years

h = Annual Mean

The region attained the ozone standard (0.12 ppm/hour/3 year average) in 1987 but was out of compliance in 1990, with improvements noted again in 1991. Arlington is currently in compliance and is part of PSRC's designated "Ozone Maintenance Area."

Monitoring and Air Quality Data

Ecology and PSCAA operate ambient air quality monitors throughout the Puget Sound region. These monitors are often placed in locations most likely to experience degraded air quality, such as near industrial facilities or heavily congested downtown areas. Some monitors are also placed in suburban or rural settings to measure ambient concentrations in areas where air quality is typically better.

The Puget Sound Clean Air Agency (PSCAA) monitors air quality. PSCAA's the nearest air quality monitor is in Marysville, WA. According to that agency's available documentation air quality in the Arlington area is of good to moderate quality though there are periodic concerns. Summary data for this site indicate PM2.5 exceeded the agency's health goal of 25 micrograms per cubic meter 11 times in 2019, 15 times in 2020, 3 times in 2021, and 18 times in 2022.

While no specific data exists for the immediate Arlington area, one can assume that air quality is better than in the areas that are monitored. The PSCAA indicates there are two criteria air pollutants that remain of concern for the region. These are:

Attainment Status for Snohomish County

EPA and Ecology designate areas based on ambient air quality data from their network of monitors. Areas

exceeding National Ambient Air Quality Standards (NAAQS) are designated as nonattainment. Improvements can lead to reclassification as maintenance areas, requiring a maintenance plan to ensure ongoing compliance with NAAQS. The central Puget Sound region, including Snohomish County, was reclassified from nonattainment to maintenance for CO and O3 in 1996 after meeting federal standards.

Air Quality Permitting Requirements

- **Stationary Sources**: Regulated by PSCAA or Ecology, new minor sources (emitting <100 tons/year of any single pollutant) require a Notice of Construction (NOC) permit, while major sources (>100 tons/year) require a Prevention of Significant Deterioration (PSD) permit and an Air Operating Permit from Ecology. Both permit types mandate the installation of Best Available Control Technology (BACT) and air quality impact assessments.
- **Transportation Projects**: Federally- or state-funded transportation projects within nonattainment or maintenance areas must evaluate air quality impacts per the Transportation Conformity regulations (40 CFR Part 93 and Chapter 173-420 WAC). This includes confirming project inclusion in the regional Transportation Improvement Plan (TIP), ensuring emissions are within allowable budgets, and using EPA-approved models to assess CO concentrations at congested intersections.

Noise

By urban standards, Arlington is relatively quiet, and this is one of the amenities mentioned when people talk about why they have moved here. Unfortunately, we have no measurements of ambient noise levels within the City limits, or the means to conduct them. The most noise is generated by traffic, especially along the federal and state highways and major arterials. This is particularly true along I-5 in Smokey Point, where more houses have been built along the freeway and traffic has increased. Other noise is generated by industrial uses within the industrial zone. Lastly, there are somewhat frequent sounds of airplanes using the airport. None of these noise sources has been a major issue up to this point. However, it is anticipated that as more residential development continues to occur adjacent to the highways or around the border of the industrial zone noise will become a greater concern. Additionally, we would expect that as the airport receives more traffic and the areas surrounding develop airplane noise would become a bigger issue. The land use plan should take into account any potential noise problems generated by incompatible land uses and appropriate designators should be placed on subjected properties.

Critical Areas

The GMA requires Arlington to adopt development regulations that protect critical areas which are intended to help preserve the natural environment, maintain fish and wildlife habitat, and protect drinking water.[20] The five types of critical areas defined by RCW 36.70A.030(5) are as follows:

- Wetlands
- Areas with a critical recharging effect on aquifers used for potable water (critical aquifer recharge areas)
- Frequently flooded areas
- Geologically hazardous areas
- Fish and wildlife habitat conservation areas

[20] https://www.commerce.wa.gov/serving-communities/growth-management/growth-management-topics/critical-areas/

The City is required to designate critical areas and protect their function and values using best available science. As salmonids are important to the ecosystem, are culturally significant, and are an economic resource the City must "give special consideration to conservation and protection measures necessary to preserve or enhance anadromous fisheries."[21] Fish habitat should be protected and improved, at least in part because the federal and state governments have a responsibility to ensure tribal rights are upheld. Protecting the City's critical areas also has a nexus in several federal and state laws including but not limited to the following:

- Federal Clean Water Act
- Safe Drinking Water Act
- Endangered Species Act
- National Environmental Policy Act
- National Floodplain Insurance Program (administered by FEMA)
- Washington State Environmental Policy Act (SEPA)
- Shoreline Management Act
- Watershed Planning Act
- Salmon Recovery Act
- Municipal Water Law
- GMA

[21] https://www.commerce.wa.gov/serving-communities/growth-management/growth-management-topics/critical-areas/

Figure 5.5 Critical Areas



Hazards and Emergency Management

The City of Arlington is a participating jurisdiction in Snohomish County's Hazard Mitigation Plan. Snohomish County (County) has ranked the probability of select hazard events occurring in Arlington, as shown in Table 5-3.[22]

Table 5-3 Hazard Probability, Exposure, and Vulnerability

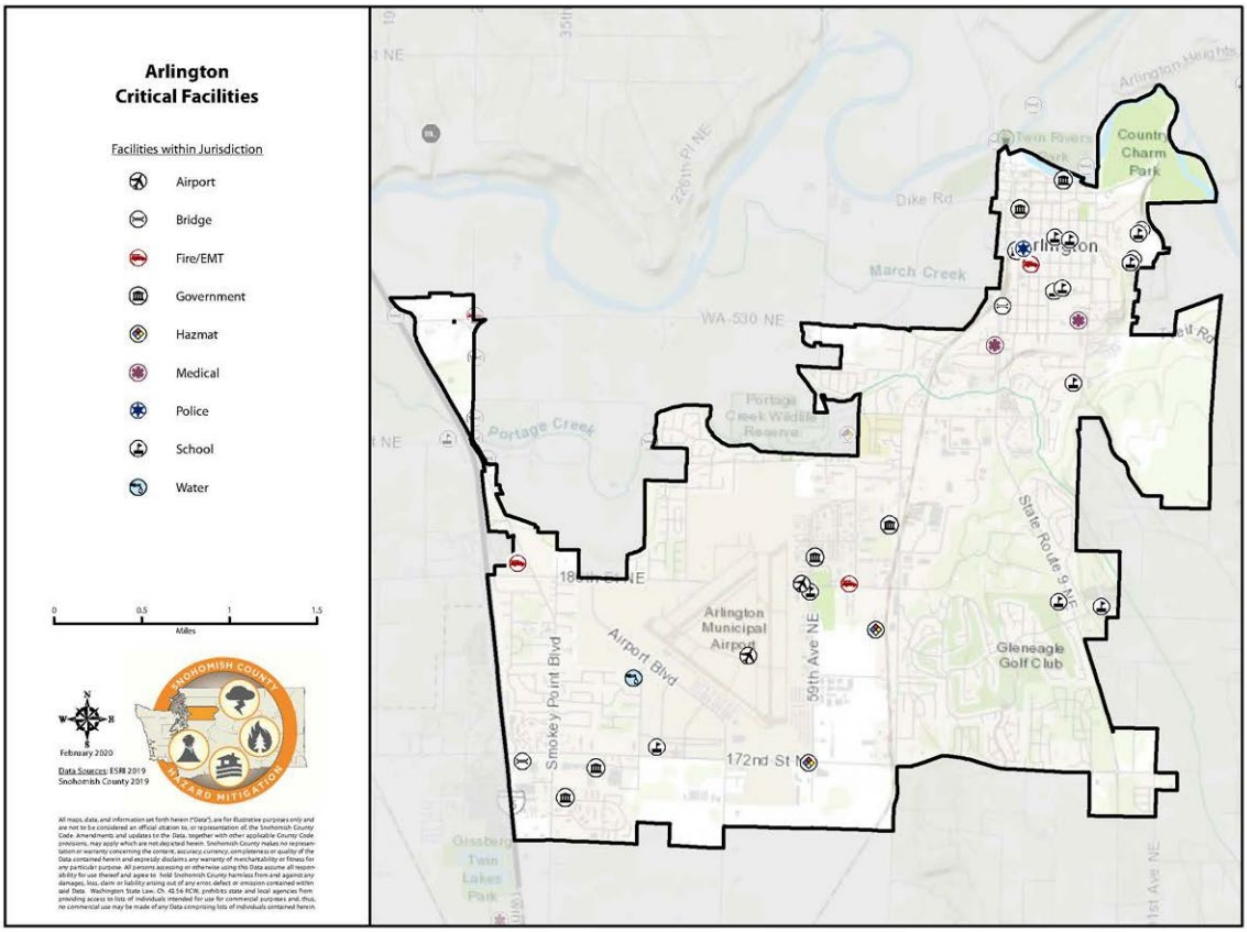
Type of Event	Probability	Local Description of Exposure and Vulnerability
Natural Hazards		
Earthquake	High	May cause building damage, infrastructure damage to transportation, water supply and sewer systems, and physical and emotional threat to humans.
Flood	High	Major flooding impacts Arlington directly and indirectly through inundation of property as well

[22] https://snohomishcountywa.gov/DocumentCenter/View/78297/SnoCo_HMP_Volume-2_09302020_Final?bidId=

		as transportation interruptions. Potential to impact Haller Well field. Precipitation and flooding events are increasing in magnitude due to climate change.
Mass Earth Movement	High	Damage can be site specific or adjacent to a location that can cause direct harm or indirect harm to municipal services such as water, sewer, transportation. Areas most susceptible to this occurring would be along Burn Road, Tveit Road, and properties located within the East Hill area.
Tsunami	Low	Pending creation of County mapping (CW35) damage is unknown but may occur along the river channel at Island Crossing.
Volcanic Hazard	Low	The main threat from lahar would be impacts to the Haller Well field, Water Reclamation plant, and Island Crossing infrastructure and structures. Human life impacts should be limited due to ample notification.
Weather Events	High	Wind, rain, or snow all present physical destruction and flooding hazards depending on the magnitude of the event.
Wildfire	High	Due to climate change, there is potential for urban wildfires to impact structures, potentially first within the mapped low to moderate hazard zones. Wildfire is also a threat due to increased temperatures and temporal changes to frequency of precipitation events. Threats are to human, wildlife and fish depending on Natural Resources, limited snowpack, and local weather conditions. Each year, human-caused fires damage on average more than 4,000 acres of state-protected lands in Washington. As Arlington becomes more urbanized, hardscapes are replacing areas where natural fuels once existed, reducing the potential for widespread wildfire.
Humanmade Hazards		
Aircraft Accident	Medium	
Dam Failure	Low	No dams exist within the riverine systems that would affect Arlington.
Epidemic	High	All of Arlington is potentially exposed to human health hazards and epidemics. COVID-19 is an excellent example of this.
Technological Hazards		
Cybersecurity Incident	Medium	
Hazardous Materials	High	Accidental releases of petroleum, toxic chemicals, gases, and other hazardous materials occur frequently throughout Snohomish County. They

		occur on transportation corridors that include highways, railroads, air/flight paths, pipelines, and navigable waterways. The likelihood of this becoming more prevalent may increase as the Cascade Industrial Center continues to expand.

Figure 5.6 Critical Facilities[23]



The City of Arlington must be prepared for a significant emergency or region-wide disaster and be able to respond using only those resources located within the City in the most efficient manner. A disaster or emergency could cause the City to be isolated for a period of several days and exist solely on its own resources. Because of this possibility, the City is planning to develop an emergency operations plan, which will address roles, responsibilities, and procedures to be followed in the case of an emergency.

Natural Hazards

Unlike in many other parts of the United States, the risk of natural disasters is relatively low in the Arlington area. Tornados, hurricanes, extreme freezes, blizzards, locust infestation, debilitating heat waves and pestilence are unknown in the region. However, the below listed natural events do have various probabilities of occurring.

[23] https://snohomishcountywa.gov/DocumentCenter/View/78297/SnoCo_HMP_Volume-2_09302020_Final?bidId=

Flooding

The Federal Emergency Management Agency (FEMA) has defined areas showing the extent of the 100-year flood boundary to establish actuarial flood insurance rates and assist communities in efforts to promote sound flood plain management. Development on flood plains impedes their ability to absorb water, restricts the flow of water, and causes hazards downstream by causing higher water and creating flood debris.

FEMA's Flood Insurance Rate Maps (FIRM) were most recently updated in and around Arlington in 2020. The FIRM show only one 100-year floodplain within the City, which is located along the Stillaguamish River and generally defined by the toe of the slope of the plateau surrounding the Stillaguamish Valley (though there are some areas of the valley that are high enough to be out of the floodplain). Generally, only small portions of the City limits extend into this area, as they are parts of parcels mainly on the upper plateau. There is a large 110-acre portion of the City referred to as Island Crossing that is located in the 100-year floodplain. See FEMA's 100-year floodplain depicted in the Critical Areas Map in the Environment Book.

Not being listed on the FIRM does not mean that some of the smaller creeks running through town do not also experience flooding during 100-year (or lesser or greater) storm events: FEMA does not map these smaller areas. The City may require landowners to perform additional modeling of anticipated flood impacts for project proposals in the floodplain. All development permits are reviewed for potential flooding hazards at the time of development permit application review. Additionally, the City's Environmentally Critical Area regulations and flood prevention regulations prohibit most types of development within the 100-year floodway, allowing only those types of uses that are non-impactive.

The National Flood Insurance Program (NFIP) is administered by FEMA, which works with private insurance companies to offer flood insurance to property owners and renters. In order to qualify for flood insurance, a community must join the NFIP and agree to enforce sound floodplain management standards. The City of Arlington has been a participant of the National Flood Insurance Rate Program since 1983.[24] Anyone in a community that participates in the NFIP, including Arlington, can purchase flood insurance. According to the HMP there are no FEMA identified repetitive flood loss properties, severe repetitive loss properties, or repetitive loss properties that have been mitigated.

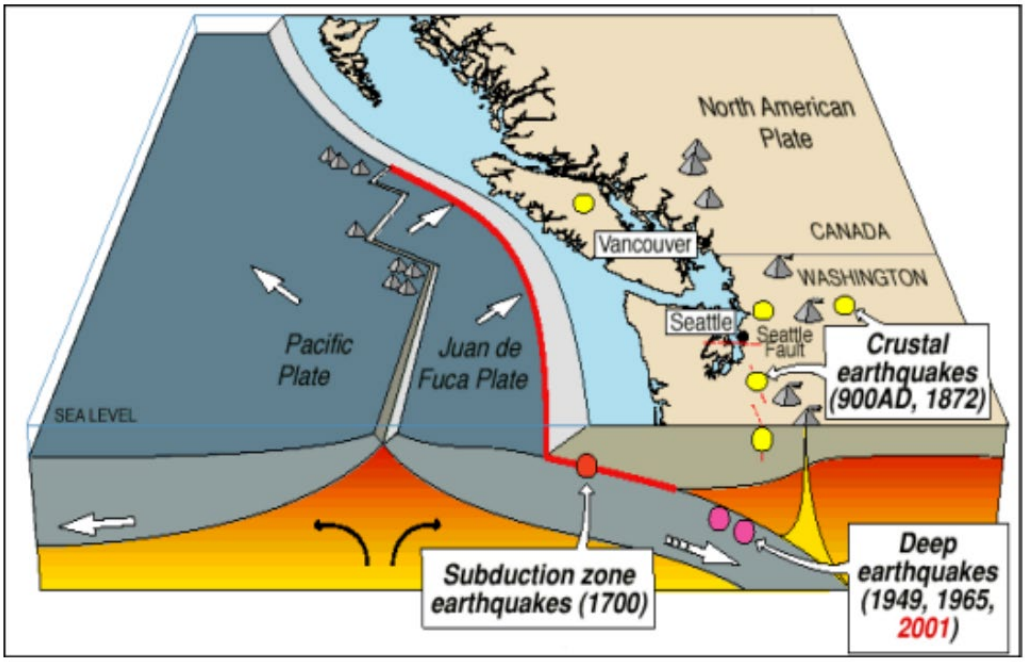
Earthquakes/Seismic Activity

An earthquake is shaking of the ground caused by an abrupt shift of rock along a fracture in the earth or a contact zone between tectonic plates. An earthquake results from sudden stress changes in the earth due to the slip of a fault, or volcanic activity, and the resulting ground shaking and radiated seismic energy.[25] Earthquakes can last from a few seconds to over five minutes; they may also occur as a series of tremors over a period of several days.

[24] https://snohomishcountywa.gov/DocumentCenter/View/78297/SnoCo_HMP_Volume-2_09302020_Final?bidId=
[25] https://snohomishcountywa.gov/DocumentCenter/View/78298/SnoCo_HMP_Voume-1_09302020_Final?bidId=

The City of Arlington is at high risk for experiencing earthquakes. Residents should be prepared for the occurrence of an earthquake, which the area has experienced as recently as 2001 (6.8 on the Richter scale). Recent studies suggest that magnitude 8 earthquakes or greater have occurred in the region and that similar events are possible.[26] Earthquakes in the Puget Sound region could result from crustal, shallow earthquakes, the Cascadia Subduction Zone, or deep earthquakes, as seen in Figure 5.7.

Figure 5.7 Earthquake Types in Western Washington State[27]



Current building code provisions address this risk. There is currently no reliable way to predict the day or month that an earthquake will occur at any given location. Therefore, every household should practice an earthquake response plan.

Landslides

A landslide is the sliding movement of masses of loosened rock and soil down a hillside or slope. In general, landslide hazard areas are where the land has characteristics that contribute to the risk of the downhill movement of material, such as:

- Steep slopes (greater than 33 percent)
- A history of landslide activity
- Water activity that has caused erosion or cut into a bank that causes surrounding land to be unstable
- Presence of an alluvial fan
- Presence of impermeable soils, such as silt or clay, which are mixed with granular soils, like sand and gravel

[26] https://snohomishcountywa.gov/DocumentCenter/View/78298/SnoCo_HMP_Voume-1_09302020_Final?bidId=
[27] https://snohomishcountywa.gov/DocumentCenter/View/78298/SnoCo_HMP_Voume-1_09302020_Final?bidId=

Arlington is at high risk for mass earth movements, including landslides. The nearest landslide that caused a FEMA disaster declaration was the 2014 Oso landslide. This landslide is the only known landslide known to have caused fatalities in Snohomish County.

Severe Weather

Snohomish County's HMP defines severe weather as "dangerous meteorological or hydro-meteorological phenomena of varying duration with risk of causing major damage, serious social disruption, and loss of human life, and requiring measures for minimizing loss, mitigation, and avoidance."[28] Severe weather can include severe thunderstorms, flash floods, damaging winds, extreme heat, large hail, and winter storms. Low-lying areas, like near rivers and streams, are more susceptible to flooding and wind events are most damaging to areas that are heavily wooded. Predicting the frequency of severe weather events in a constantly changing climate is a difficult task. Weather events are considered high risk in Arlington with wind, rain or snow all presenting physical destruction and flooding hazards depending on the magnitude of the event.

Volcanoes

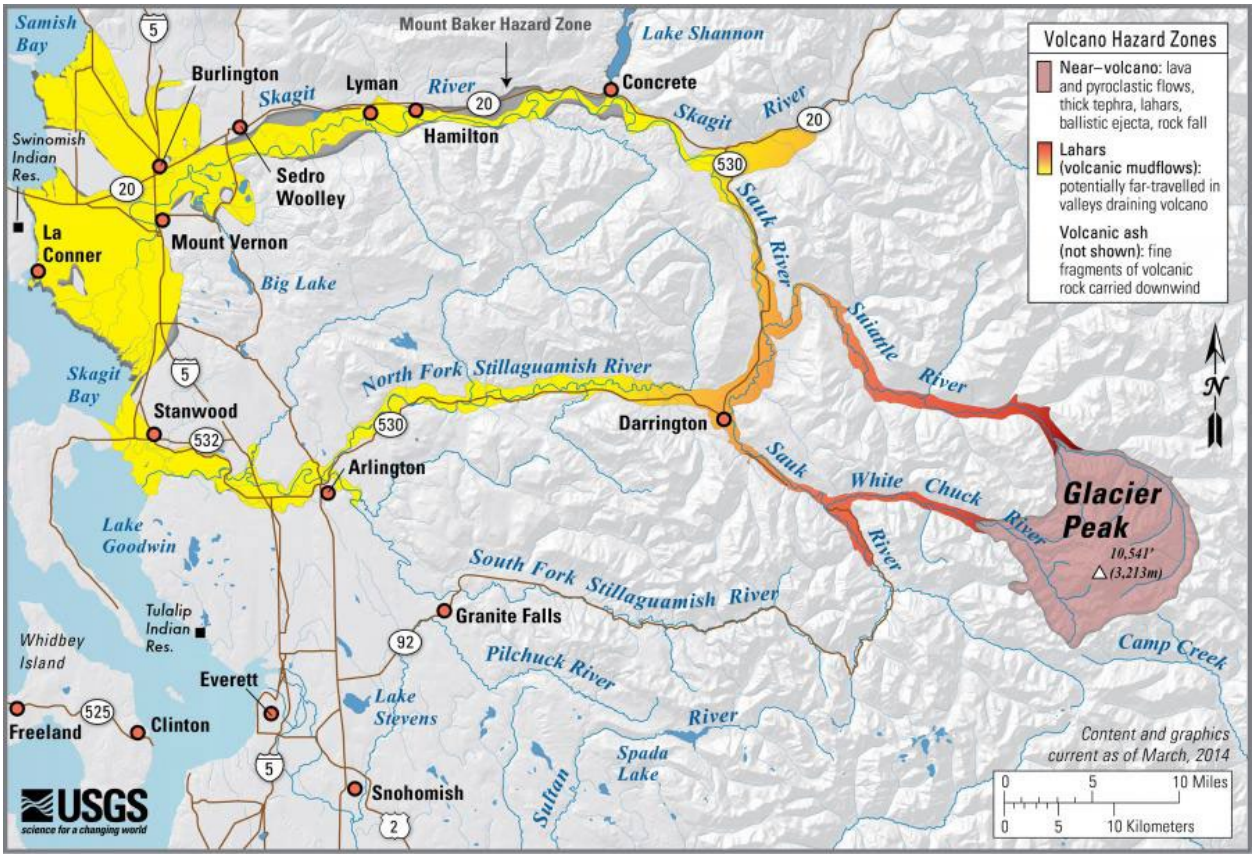
Glacier Peak, at 10,541 feet, is a stratovolcano located roughly 45 air miles east of Arlington. Glacier Peak has produced larger and more explosive eruptions than any other volcano in Washington. It is thought to have erupted as recently as the eighteenth century.[29] Glacier Peak's most eruptive periods were between 6,000 - 13,000 years ago, the debris caused by the eruptions flowed down the Stillaguamish channel to at least Arlington and I-5. Its biggest explosion was about 12,500 years ago, when it discharged debris four to five times as massive as the Mount St. Helens eruption in 1980. In fact, a debris dam created by the eruption caused the White Chuck and Suiattle rivers to change course from the Stillaguamish to the Sauk at Darrington.

Lahars are one of the greatest hazards associated with volcanoes such as Glacier Peak. A lahar is a type of mudflow and debris flow often corresponding with a volcanic eruption. They can travel great distances, placing people living in valleys draining the volcano at risk.[30] As shown in Figure 5.8, Arlington is within the lahar path for Glacier Peak.

It is unlikely that Arlington would be at risk of ashfall from a Glacier Peak eruption due to prevailing winds blowing toward the east. However, if winds blow westward, heavy ashfall could be possible. That said, Arlington falls within the ashfall hazard zone for Mount St Helens. Therefore, another Mount St. Helens eruption could affect the City.

[28] https://snohomishcountywa.gov/DocumentCenter/View/78298/SnoCo_HMP_Voume-1_09302020_Final?bidId=
[29] https://snohomishcountywa.gov/DocumentCenter/View/78297/SnoCo_HMP_Volume-2_09302020_Final?bidId=
[30] https://www.dnr.wa.gov/publications/ger_washington_geology_2000_v28_no1-2.pdf

Figure 5.8 Simplified Hazard Map for Glacier Peak[31]



Wildfire

A wildfire is any uncontrolled fire that involves vegetative fuels that occurs in the wildland or wildland-urban interface areas (WUI). WUI areas are areas where wildland vegetation meets urban and suburban development. Arlington falls within the WUI, the greatest potential danger zone. However, according to Snohomish County's Wildfire Hazard Map, the City of Arlington is largely in the lowest wildfire risk zone.

A fire's behavior is dependent on fuel, weather, and terrain. Fire season in Snohomish County typically begins in May and continues to September or October. However, this season can be extended depending on local conditions including drought, snowpack, and high winds. As a result of these conditions, there have been wildfires every month of the year and climate change is expected to contribute to more frequent and/or more severe fires.

Wildfires pose a considerable risk to wildlife habitats and result in the destruction of forests, brush, field crops, grasslands, and property. The most at risk of significant damage to property and life are WUI areas. Wildfires can also lead to other concerns such as landslides, flooding, contamination of reservoirs, damaged fisheries, erosion, spread of invasive plans, disease and insect infestations of forests, destruction of habitat for endangered species, and soil sterilization.

[31] https://www.dnr.wa.gov/programs-and-services/geology/geologic-hazards/volcanoes-and-lahars#washington-volcanoes.2

Smoke and air pollution from fires can be a health hazard, particularly for children, the elderly, those with respiratory and cardiovascular diseases, and other sensitive populations.

Wildfires are typically caused by human activity; therefore, it is not possible to predict when one may occur. Factors that contribute to naturally-caused fires include lightning, warm temperatures, low humidity, and stronger winds. These conditions can be tracked and warnings can be issued. Reliable National Weather Service lightning warnings are available on average 24 to 48 hours before a significant electrical storm and the National Weather Service can issue a red flag warning when conditions are ideal for wildfires.

Potential Impacts

Ongoing growth and development throughout Arlington would have the potential to introduce impacts to the natural environment under any of the three alternatives. With the implementation of protections (described further under mitigation measures later in this chapter) on an ongoing basis related to federal, state, and local policies and requirements, the potential impacts to the natural environment would be sufficiently addressed so that significant adverse impacts would not be expected. Potential considerations related to impacts are further summarized on the following pages.

A disadvantage under Alternative 1—No Action, would be that without adoption of an updated Comprehensive Plan, there would be a lack of alignment between City policies and provisions and the most recent state legislation, as well as regional and county policies related to the environment.

Earth Resources

All three alternatives assume increasing levels of growth with new development and redevelopment over the next 20 years. As noted previously, any of these alternative growth scenarios could occur in the future under existing zoning and approved development agreements. The rate of growth and extent of new development and redevelopment would be influenced by market changes and property owner decisions, and as such, cannot be accurately predicted. However, growth would be expected to occur incrementally, year upon year in any of the growth scenarios but more rapidly under Alternative 3. This would place additional pressures on project permitting and administration of provisions and protections to mitigate environmental impacts unless sufficient services are funded and supported to keep pace with growth.

On a project by project basis, potential environmental Impacts would be addressed with each project, and under all the alternatives, the natural environment is stringently protected by development requirements administered by city, state, and federal regulations. A greater level of potential impacts could occur during construction and would need to be mitigated through erosion control and other best practices. These types of impacts would be temporary but still would require the need for adequate mitigation during construction. Steep slopes and landslide hazard areas are protected as critical areas that are buffered from development through code requirements. A variety of other mitigation measures are already in place to address and minimize potential impacts, as noted later in this chapter.

Waterways and Water Resources

As noted under Earth, above, Alternative 3 would have the potential to create impacts in a shorter, more intensive period of time with more rapid growth. That said, impacts to waterways and surface water quality and

quantity could occur and need to be mitigated under all of the alternatives. Population growth and associated development and construction would result in increased impervious surface area and soil compaction, potential decreases in groundwater infiltration and recharge, and disruption to natural drainage patterns. However, as with earth resources, there are stringent protections in place to mitigate these potential impacts.

With redevelopment and new development, there is the potential that erosion and pollutants could be transported into downstream water resources in the watershed. Pollutant sources under all alternatives include traffic, construction and associated soil disturbance and vegetation clearing, and landscape uses of pesticides, additional to roadways and other surfaces that can transport urban pollutants to streams. Land clearing would reduce riparian canopy cover, which can increase summer stream temperatures above suitable thresholds for aquatic organisms including fish species.

Groundwater is an important contributor to clean, cool water that supports streams and stream flow. Reduced base flows could result from changes in drainage patterns with development (although this is strictly regulated). Nevertheless, these impacts must be mitigated or could result in loss of flow carrying capacity, increased water temperatures, decreased supply of dissolved oxygen, loss of capacity to assimilate and dilute contaminants, loss of aquatic habitat, and creation of barriers to fish passage. Engineered surface water systems may not always be effective in replicating natural processes or systems.

One potential positive outcome that could occur with significant new development and redevelopment throughout Arlington would involve replacement of older surface water management facilities and installation of new facilities for water flow control, water quality treatment, and habitat protection as required under current regulations. Portions of Arlington were originally built before current surface water management regulations were in place, and as such, new development could result in improving conditions in areas that currently experience poorly functioning stormwater management systems and facilities.

It also important to note that much of the area that would be subject to new development and redevelopment occurs in areas that are already developed and disturbed. New regulations would require maximum impervious surface area and lot coverage, as well as dedication of open space areas.

Areas subject to flooding can be modified by urban and suburban development and floodplain dynamics can influence hydrologic cycles in streams and wetlands. As noted above, flashy and erosive urban storm events can cause streams to down-cut and disconnect from adjacent wetlands and floodplains. When areas are altered due to grading, increases in impervious surfaces, and/or loss of forest, increases in peak flow magnitudes and frequencies can occur. These types of impacts could occur under any of the alternatives but would be mitigated through stringent permitting and development requirements administered by the City and monitored by the Washington State Department of Ecology.

Plants and Animals

Protected areas such as stream corridors, wetlands, and other open spaces serve as important habitat for plants and animals, including native and non-native species. Public parks, the tree canopy across Arlington, and other

areas also serve as habitat. Wetland hydrology can be affected by increases in impervious surface coverage in a watershed.

Increased development activities under the alternatives could result in direct temporary impacts from road or utility construction and increased indirect impacts. Potential impacts to wetlands associated with future development under each alternative could include impacts to wetland hydrology, degradation due to temporary construction impacts, and loss of wetland habitat, which directly affects plants and animals. These same types of impacts also can affect stream corridor habitat areas. However, given stringent regulations in place at the federal, state, and city levels, significant adverse impacts would not be likely.

Surface and stormwater runoff from impervious surfaces can carry sediments and pollutants into wetlands, which can adversely affect stream and wetland wildlife, such as amphibians that are sensitive to water quality conditions. If streams, wetlands, and/or buffers are altered related to development activities, if permitted by local, state, and federal agencies, additional losses to wetland functions and values could occur. However, stream and wetland impacts are stringently regulated and mitigation would be required to either avoid, restore, enhance, or create wetlands and buffer areas impacted.

The same amount of growth and development would be expected under the alternatives; however, under Alternative 3, this would happen more rapidly and as such, could result in overall growth and development in the 20-year planning horizon of all the alternatives, resulting the most alteration of vegetated areas due to the level of redevelopment. However, stream corridors, wetlands, and their surrounding buffers would continue to be protected by city, state, and federal regulations, as administered through the City's critical areas code provisions.

Air Quality and Greenhouse Gas Emissions

Air quality in the Puget Sound region, including Arlington, is regulated and enforced by federal, state, and local agencies including the Environmental Protection Agency (EPA), Washington State Department of Ecology, and the Puget Sound Clean Air Agency. Each of these agencies has its own role in air quality regulation and monitoring. Impacts to air quality under any of alternatives would not be expected to be significantly adverse given the level of air pollution monitoring and control that occurs regionally and is regulated federally.

An important area of concern relates to the potential for greenhouse gas emissions, from vehicle miles traveled (VMT) and other sources. For greenhouse gas emissions, the vehicle miles traveled (VMT) all the alternatives would be similar, but under Alternative 3, there is the potential for more emissions to be generated within the 20-year planning horizon if growth is more intensive and occurring at a more rapid pace. At the same time, the state is supporting programs to reduce emissions related to energy use, and per household and job VMT levels are trending downwards with good regional planning and connectivity to mass transit systems, as well as improvements in vehicle and transportation efficiency ride share, EVs, etc.) and potentially cleaner vehicle technologies are projected to mitigate per capita emissions.

Mitigation Measures

City of Arlington Comprehensive Plan

The Action Alternatives would adopt changes to the Comprehensive Plan with updated goals, policies, and strategies regarding protection of the natural environment.

City of Arlington Functional Plans

Implementation of the following functional plans which all have strategies to reduce impacts of growth on the natural environment.

- Shoreline Master Plan
- Surface and Stormwater Master Plan
- Transportation Improvement Plan
- Parks, Recreation, and Open Space Plan
- Critical Area Ordinance under AMC Chapter 20.93
- Floodplain Development Regulations under AMC Chapter 20.64

Existing Regulations and Commitments

Various existing regulations and commitments administered by the City of Arlington and other agencies mitigate potential impacts to natural areas and resources on an ongoing basis. Several of these are listed in Table 5-4.

Table 5-4 Natural Resources Regulations and Commitments

Regulation/Permit	Administering Agency
Buildings and Construction – Clearing and Grading (AMC Chapter 20.44, Part II)	City of Arlington
Performance and Operational Standards (AMC Chapter 20.44, Part III)	City of Arlington
Department of Ecology Stormwater Manual for Western Washington – Erosion and Stormwater Drainage	City of Arlington
Critical Area Ordinance (AMC Chapter 20.93)	City of Arlington
Floodplain Development Regulations (AMC Chapter 20.64)	City of Arlington
Shoreline Master Program	City of Arlington
State Environmental Policy Act (AMC Chapter 20.98)	City of Arlington
Forest Practice Permits (AMC Chapter 20.80)	City of Arlington
Puget Sound Clean Air Agency – Notice of Construction Permit	PSCAA
Washington Hydraulic Code Rules (WAC 220-110)	WDFW
Water Pollution Control Act (Chapter 90.48 RCW)	Ecology
NPDES Construction Permit	Ecology
NPDES Municipal Stormwater Permit	Ecology
Water Quality Certification	Ecology
Federal Endangered Species Act (ESA)	NMFS, USFWS

Federal migratory Bird Treaty Act (MBTA)	USFWS
Federal Bald and Golden Eagle Protection Act	USFWS
Marine Fisheries Service	USFWS
National Flood Insurance Program	FEMA

The City of Arlington applies Best Available Science for all Critical Areas work. The City is currently updating its Critical Areas Ordinance, with updates expected to be adopted in 2025.

Significant, Unavoidable Adverse Impacts

While increased new development and redevelopment under the alternatives could create impacts to the natural environment, such impacts would be mitigated through the measures described above. As such significant unavoidable adverse impacts would not be expected under any of the alternatives. However, the City would continue to monitor conditions over time to ensure that the following issues can be effectively managed and mitigated. Specific areas of focus would continue to include the following.

- Increases in impervious surface areas;
- Loss of urban tree canopy;
- Loss of stream and wetland functions related to hydrology, water quality, and habitat;
- Erosion and sedimentation of streams and wetlands due to increased flow rates and volumes, resulting in declining conditions;
- Long-term cumulative reduction in groundwater recharge and associated discharge to streams; and
- Vehicle miles traveled and related greenhouse gas emissions and other monitoring as will be an outcome of the City's future climate and resiliency planning.

Chapter

6

LAND USE PATTERNS, BUILT FORM, AND HOUSING



Chapter 6—Land Use Patterns, Built Form, Housing, and Employment

Introduction

This chapter describes the City of Arlington's land use patterns, urban form, and housing and employment—the Affected Environment, Potential Impacts, Mitigation Measures, and Significant Unavoidable Adverse Impacts related to analysis of the alternatives previously studied in the Draft Environmental Impact Statement/DEIS (and republished in this Final Environmental Impact Statement/FEIS).

Affected Environment

The affected environment described in this section addresses existing land use patterns and built form, existing Comprehensive Plan land use and zoning designations, housing needs and related analysis, employment and economic vitality considerations, and other related information.

Existing Land Use Patterns

Land use patterns refer to the distribution and arrangement of different types of land uses within urban areas, such as residential, commercial, industrial, institutional, and recreational activities. These patterns describe how land is utilized and developed for various purposes. Land use patterns can vary based on factors such as economic activities, demographic trends, and cultural preferences. Examples of land use patterns include the concentration of residential developments in certain neighborhoods, the clustering of commercial activities along main thoroughfares, and the separation of industrial areas from residential areas to mitigate land use conflicts. **Figures 6.1 through 6.4** provide maps of city limits and urban growth area, land use designations, current zoning, and subareas citywide, respectively.

Comprehensive Plan Land Use and Zoning Designations

The purpose and intent of the various land use designations and their corresponding zoning district are described below.

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 Ultra Low Capacity allows for 1-4 dwelling units per acre.

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 Low Capacity allows for 5-6 dwelling units per acre.

Figure 6.1 City Limits and Urban Growth Area



Figure 6.2 Future Land Use (Comprehensive Plan Designations)

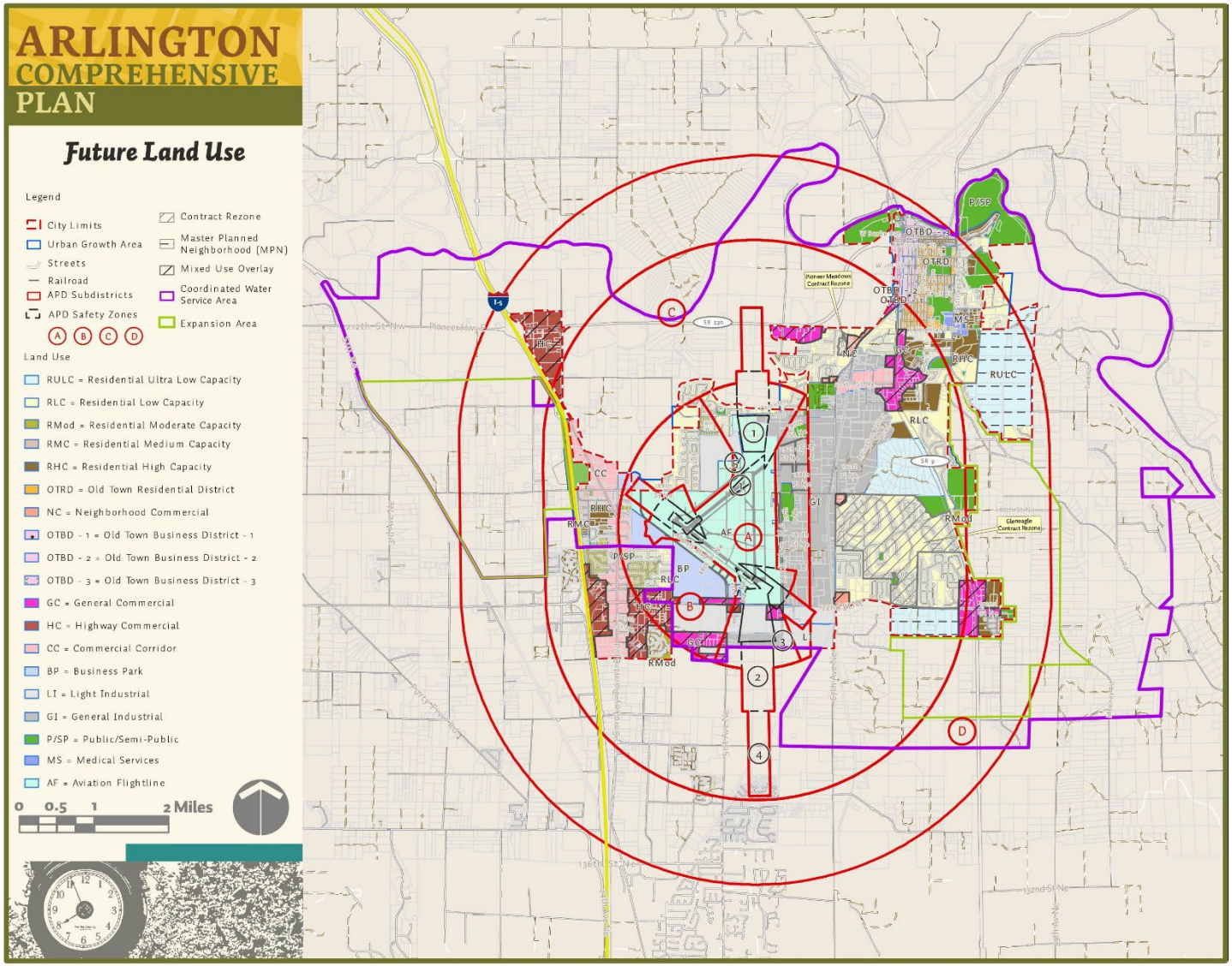


Figure 6.3 Existing City Zoning Map

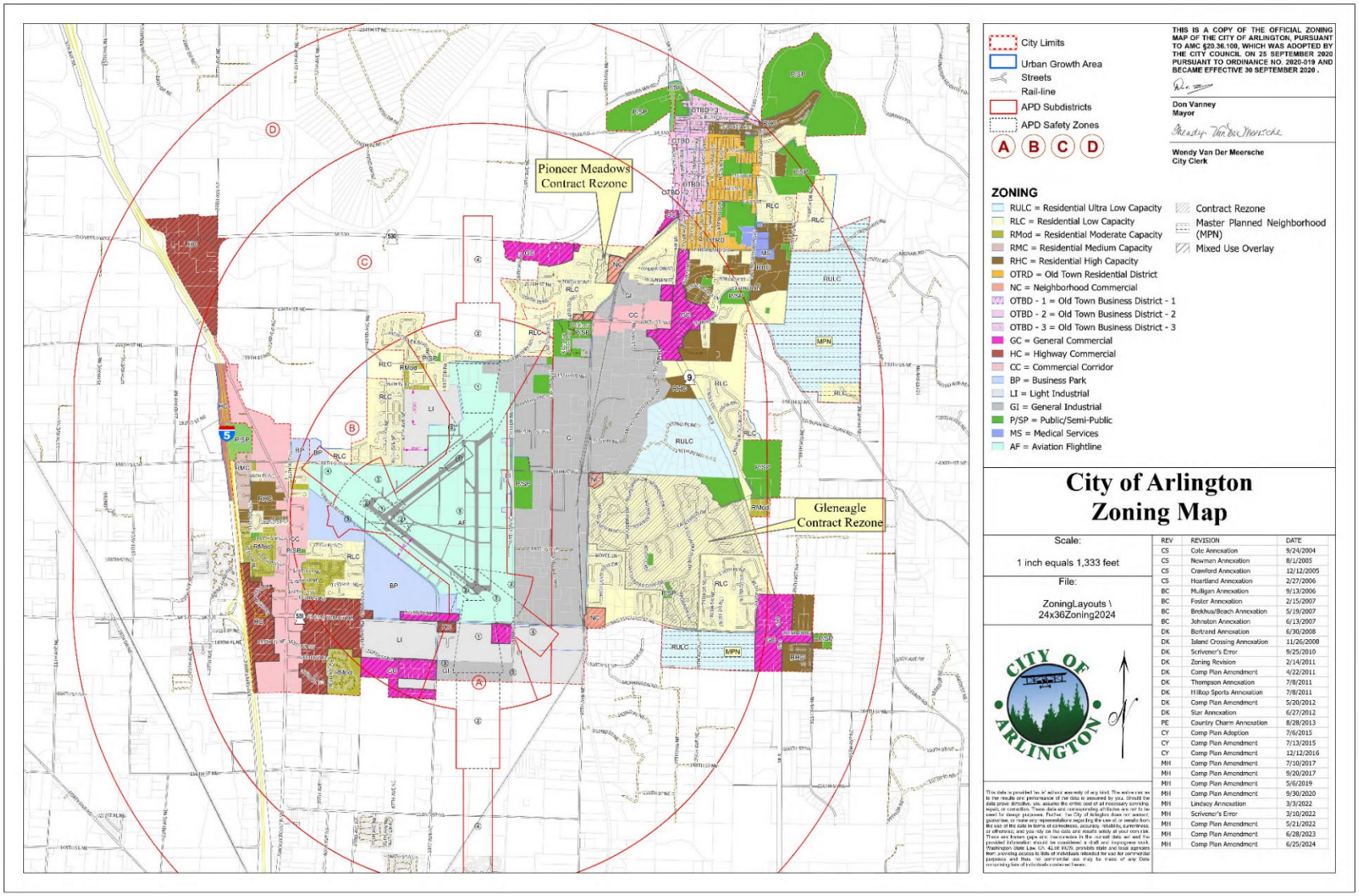


Figure 6.4 Citywide Subareas



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 Moderate Capacity allows for 7-11 dwelling units per acre.

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 range from 2800 – 3600 square feet, but also allows for recreational, quasi-public, and public uses that customarily serve residential development. Residential Medium Capacity allows for 12-16 dwelling units per acre.

The **Residential High Capacity (RHC)** district focuses primarily on accommodating the highest capacity residential developments, which would be designed to be compatible with their sites and surroundings. Building types are typically large scale multifamily buildings, mixed use buildings, and live/work units. Residential High Capacity allows for 17 and greater dwelling units per acre.

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. This is accomplished through strict design elements, orientation, and scale of the building.

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.

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

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.

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.

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.

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

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 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.

The **Aviation Flightline District (AF)** is created 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.

The **Medical Services District (MS)** zone is created 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.

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

The **Master Planned Neighborhood (MPN)** district is established as an "overlay" district, meaning that this district is overlaid upon other districts and the land may be used in a manner permitted in the underlying district only if the use complies with the requirements of section 20.44.032 of Arlington's code (Subarea Plans). Thereafter, the overlay district is removed from the property for which the subarea plan is approved by the City Council.

The **floodplain and floodway districts** are established as "overlay" districts, meaning that these districts are overlaid upon other districts and the land may be used in a manner permitted in the underlying district only if the use complies with the restrictions found in Chapter 20.64 of Arlington's code (Floodplain Development Regulations).

The **shoreline management district** is established as an "overlay" district, meaning that this district is overlaid upon other districts and the land may be used in a manner permitted in the underlying district only if the 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.

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 coexist 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.

Community Design and Aesthetics

The City of Arlington Municipal Code (AMC) regulates everything from the allowed type, location, intensity, and design of new development. The following code sections would apply to development built within the city under all growth alternatives. All structures are subject to the relevant design standards adopted for each zone throughout the city. For larger projects, the City utilizes the Planning Commission as a Design Review Board and for minor and mixed-use projects City staff processes Administratively. The development regulations are updated when needed to comply with state regulations, to ensure compatibility between land uses, and for new development to be harmonious with existing development.

Following is a summary and not a complete list as every project is unique and must be compliant with different regulations.

- AMC Title 20: Zoning
    - AMC Chapter 20.04 – General Provisions
    - AMC Chapter 20.16 – Permits and Land Division Approval

- AMC Chapter 20.32 – Nonconforming Situations
- AMC Chapter 20.38 – Airport Protection District
- AMC Chapter 20.40 – Permissible Uses
- AMC Chapter 20.44 – Supplemental Use Regulations
- AMC Chapter 20.46 – Design
    - Development Design Standards
    - Old Town Residential Design Standards
    - Olympic Avenue Design Guidelines
- AMC Chapter 20.48 – Density and Dimensional Regulations
- AMC Chapter 20.52 – Recreational Facilities and Open Space
- AMC Chapter 20.56 – Streets and Sidewalks
- AMC Chapter 20.60 – Utilities
- AMC Chapter 20.68 – Signs
- AMC Chapter 20.72 – Parking
- AMC Chapter 20.76 – Screening and Trees
- AMC Chapter 20.93 – Critical Area Ordinance
- AMC Chapter 20.102 – Eligible Facilities Modifications
- AMC Chapter 20.110 – Mixed-Use Development Regulations
- AMC Chapter 20.112 – Affordable Housing Program (2025)
- AMC Chapter 20.114 – Alternative Energy Systems and Technology
- AMC Chapter 20.118 – Cascade Industrial Subarea Regulations (2025)
- AMC Chapter 20.119 – Island Crossing Subarea Regulations (2025)

Existing Built Form

Built form refers to the physical layout and structure of the setting/study area, including the arrangement of buildings, streets, public spaces, and infrastructure. It encompasses the spatial configuration, density, shape, and design of the built environment. Urban form can vary widely from one place to another and can be influenced by factors such as historical development, topography, zoning regulations, and transportation networks. Examples of urban forms include compact, high-density downtown cores with mixed land uses, sprawling suburban developments characterized by low-density housing and separated land uses, and traditional gridiron street patterns versus curvilinear suburban street patterns.

Arlington's urban form reflects a combination of suburban development, and a strong sense of community rooted in its historic past. The city's built environment includes a variety of residential options, public spaces, and infrastructure that cater to a diverse population.

Suburban Development: Arlington has experienced notable suburban growth, characterized by a mix of single-family homes, townhouses, and apartment complexes. This development has expanded the city's residential offerings while maintaining its small-town feel.

Historic Downtown Core: The heart of Arlington is its historic downtown area, where a collection of preserved buildings houses local shops, restaurants, and businesses. This area serves as a focal point for community activities and retains the charm of Arlington's earlier days.

Transportation Infrastructure: Arlington is connected by major transportation routes, including State Route 9 and Interstate 5, which facilitate access to the broader region. The city is also served by public transportation options, such as local bus services, which connect residents to neighboring communities. Arlington Municipal Airport plays a significant role in regional connectivity, supporting general aviation and contributing to the local economy.

Housing Needs and Conditions

Definition and Measure of Housing Affordability

The U.S. Department of Housing and Urban Development (HUD)'s definition of affordability is for a household to pay no more than 30 percent of its annual income on housing. When discussing levels of affordability, households are characterized by their income as a percent of their area's Area Median Income (AMI). The 2024 AMI for Snohomish County (including Arlington) was $147,400. Therefore, a household with that income would be making 100 percent AMI; a household that made $75,350 would be classified at 50 percent AMI; a family making $45,200 would be classified at 30 percent AMI. Families who pay more than 30 percent of their income for housing are considered "cost-burdened" and may have difficulty affording necessities, such as food, clothing, transportation, and medical care. The median household income in Arlington as of 2022 was $89,587.

Cost Burden Summary

Arlington overall is a moderately wealthy community with mid to high housing costs. The city includes 4,605 owner households and 2,735 rental households.

Of the owner households, 21 percent are cost burdened, with 15 percent spending between 30-50 percent on housing costs and 6 percent spending more than 50 percent on housing costs. American Indian/Alaska Native owner household is the most cost burdened at 56 percent, then Other Race at 50 percent, Asian at 38 percent, Hispanic/Latino and White both at 19 percent, Black/African American at 10 percent, and Pacific Islander at 0 percent.

Of the renter households, 43 percent are rent burdened (twice the number of owner households), with 23 percent spending between 30-50 percent on rental costs and 20 percent spending more than 50 percent on rental costs. This is a significant divide between owner and renter households, which can result in racially disparate impacts when renters are more likely to be people of color. Arlington's rental market is primarily made up of Hispanic/Latino households at 63 percent, Other Race households at 37.5 percent, followed by White households at 37 percent. This is compared to relatively low rental households of Black/African American households at 12 percent, Asian households at 26 percent, American Indian/Alaska Native households at 20 percent, and Pacific Islander households at 0 percent. Even though Arlington has a high percentage of White rental households, they are the least cost burdened at 41 percent, while 100 percent of Black/African American and American

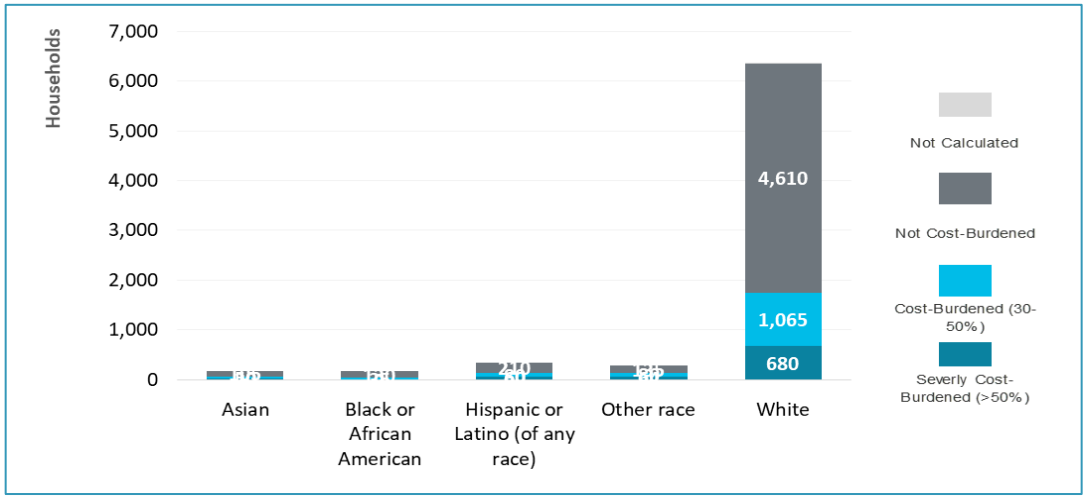
Indian/Alaska Native renters are cost burdened, followed by 52 percent of Hispanic/Latino renters, 50 percent of Other Race renters, 44 percent Asian renters are cost burdened. See **Table 6-1 through 6-6** and **Figures 6.5 through 6.24.**

Table 6-1 Arlington Number of Households by Housing Cost Burden, 2019

	White	Black or African American	Asian	American Indian or Alaska Native	Pacific Islander	Other Race	Hispanic or Latino (of any race)	Total
Owner Households								
Not Cost Burdened	3,215	130	80	35	20	50	105	3,635
Total Cost-Burdened	770	15	50	45	0	50	25	955
Cost-Burdened (30-50%)	*540*	*15*	*50*	*0*	*0*	*50*	*25*	*680*
Severely Cost-Burdened (>50%)	*230*	*0*	*0*	*45*	*0*	*0*	*0*	*275*
Not Calculated	10	0	0	0	0	0	0	10
Total	**4,000**	**145**	**130**	**80**	**20**	**100**	**130**	**4,605**
Renter Households								
Not Cost Burdened	1,395	0	25	0	0	30	105	1,555
Total Cost-Burdened	975	20	20	19	0	30	115	1,179
Cost-Burdened (30-50%)	*525*	*20*	*0*	*15*	*0*	*15*	*55*	630
Severely Cost-Burdened (>50%)	*450*	*0*	*20*	*4*	*0*	*15*	*60*	549
Not Calculated	0	0	0	0	0	0	0	0
Total	**2,370**	**20**	**45**	**20**	**0**	**60**	**220**	**2,735**
Total Households	**6,370**	**165**	**175**	**100**	**20**	**160**	**350**	**7,340**

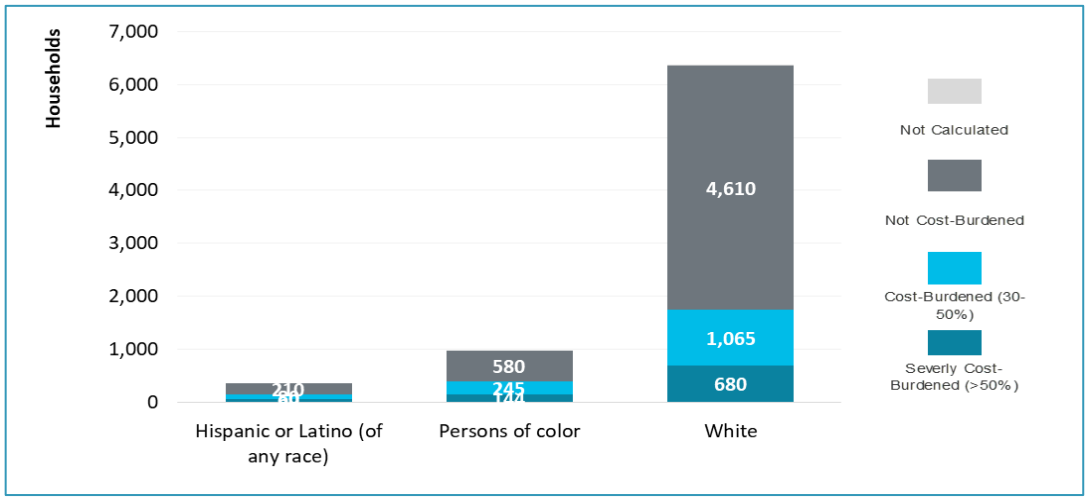
Source: US HUD, 2015-2019 Comprehensive Housing Affordability Strategy (CHAS) (Table 9); Washington Department of Commerce, 2023

Figure 6.5 Arlington Total Housing Cost Burden by Racial and Ethnic Group, 2019



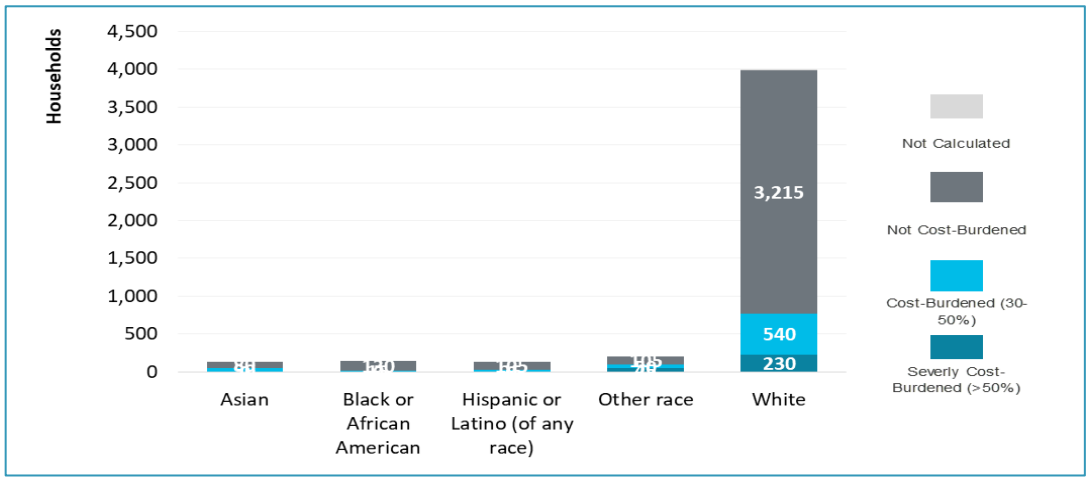
Source: US HUD, 2015-2019 Comprehensive Housing Affordability Strategy (CHAS) (Table 9); Washington Department of Commerce, 2023

Figure 6.6 Arlington Total Housing Cost Burden by Racial and Ethnic Group, 2019



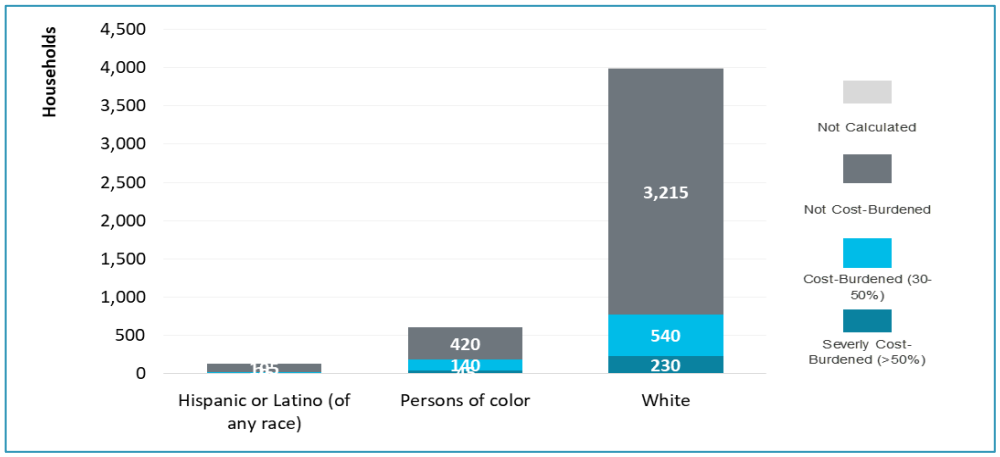
Source: US HUD, 2015-2019 Comprehensive Housing Affordability Strategy (CHAS) (Table 9); Washington Department of Commerce, 2023

Figure 6.7 Arlington Number of Owner Households by Race and Cost Burden, 2019



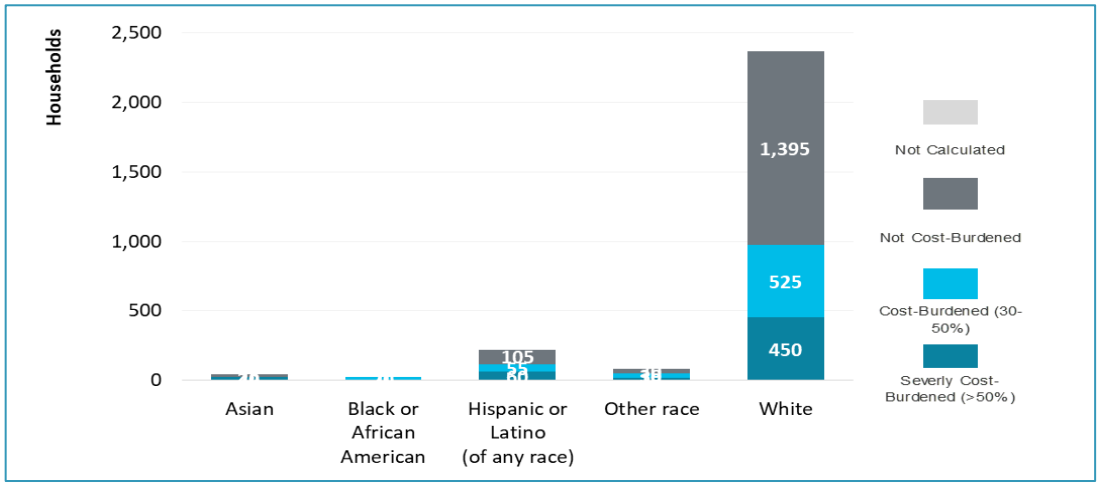
Source: US HUD, 2015-2019 Comprehensive Housing Affordability Strategy (CHAS) (Table 9); Washington Department of Commerce, 2023

Figure 6.8 Arlington Number of Owner Households by Race and Cost Burden, 2019



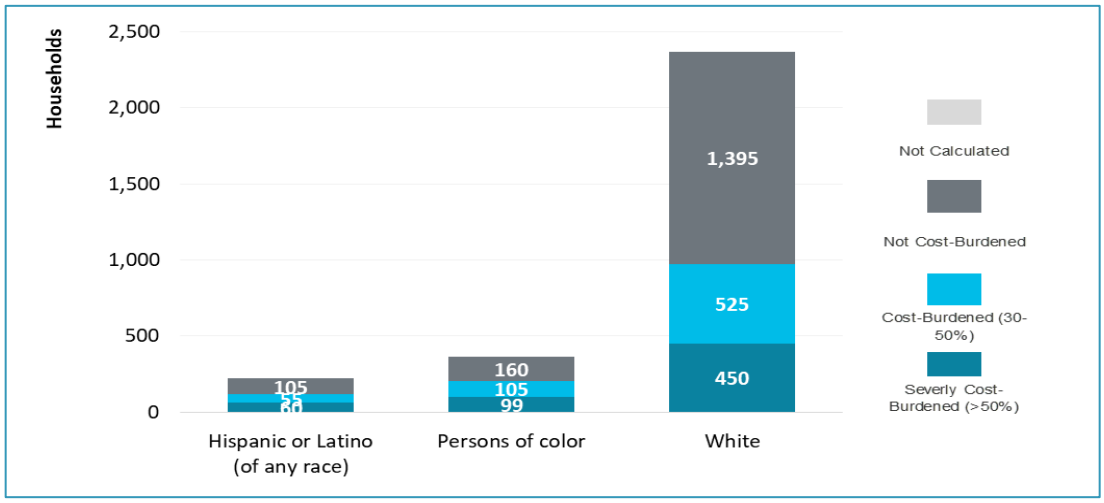
Source: US HUD, 2015-2019 Comprehensive Housing Affordability Strategy (CHAS) (Table 9); Washington Department of Commerce, 2023

Figure 6.9 Arlington Renter Households by Race and Cost Burden, 2019



Source: US HUD, 2015-2019 Comprehensive Housing Affordability Strategy (CHAS) (Table 9); Washington Department of Commerce, 2023

Figure 6.10 Arlington Renter Households by Race and Cost Burden, 2019



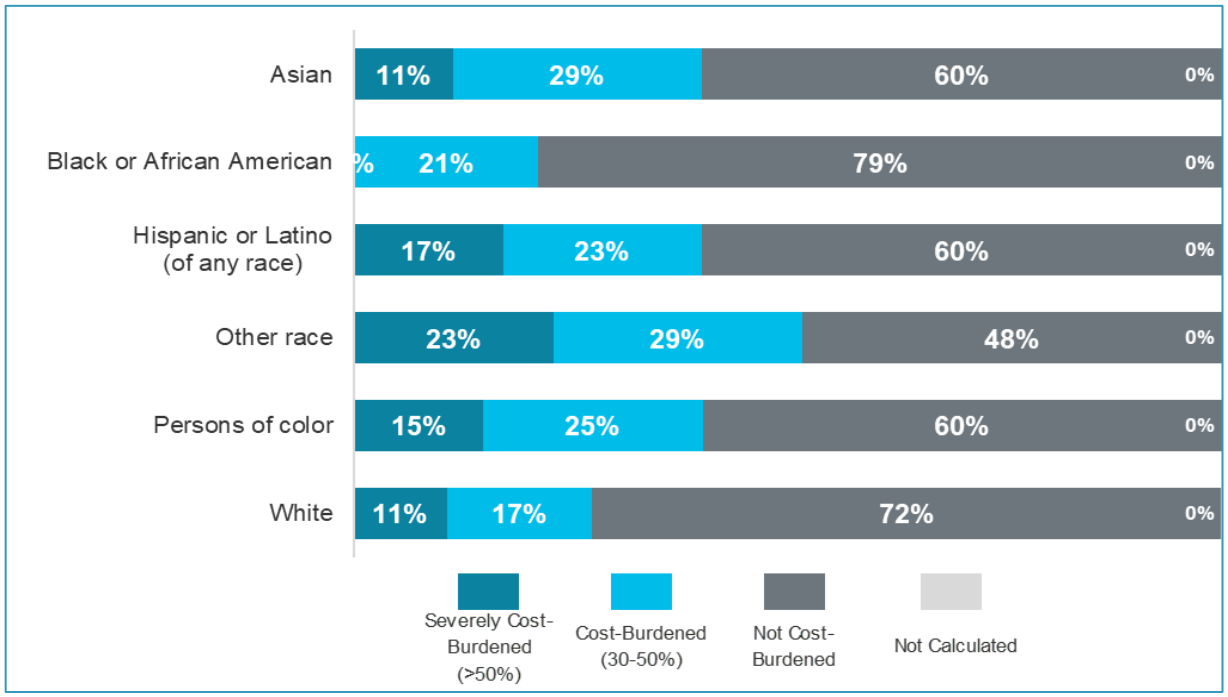
Source: US HUD, 2015-2019 Comprehensive Housing Affordability Strategy (CHAS) (Table 9); Washington Department of Commerce, 2023

Table 6-2 Arlington Percentage of Households by Housing Cost Burden, 2019

				Racial Subgroups			
	Persons of Color	White	Asian	Black or African American	Hispanic or Latino (of any race)	Other Race
Total Households							
Not Cost Burdened	60%	72%	60%	79%	60%	48%
Total Cost-Burdened	40%	27%	40%	21%	40%	52%
Cost-Burdened (30-50%)	*25%*	*17%*	*29%*	*21%*	*23%*	*29%*
Severely Cost-Burdened (>50%)	*15%*	*11%*	*11%*	*0%*	*17%*	*23%*
Not Calculated		0%				
Owner							
Not Cost Burdened	69%	80%	62%	90%	81%	53%
Total Cost-Burdened	31%	19%	38%	10%	19%	48%
Cost-Burdened (30-50%)	*23%*	*14%*	*38%*	*10%*	*19%*	*25%*
Severely Cost-Burdened (>50%)	*7%*	*6%*	*0%*	*0%*	*0%*	*23%*
Not Calculated		0%				
Renter							
Not Cost Burdened	44%	59%	56%	0%	48%	38%
Total Cost-Burdened	56%	41%	44%	100%	52%	61%
Cost-Burdened (30-50%)	*29%*	*22%*	*0%*	*100%*	*25%*	*38%*
Severely Cost-Burdened (>50%)	*27%*	*19%*	*44%*	*0%*	*27%*	*24%*
Not Calculated						

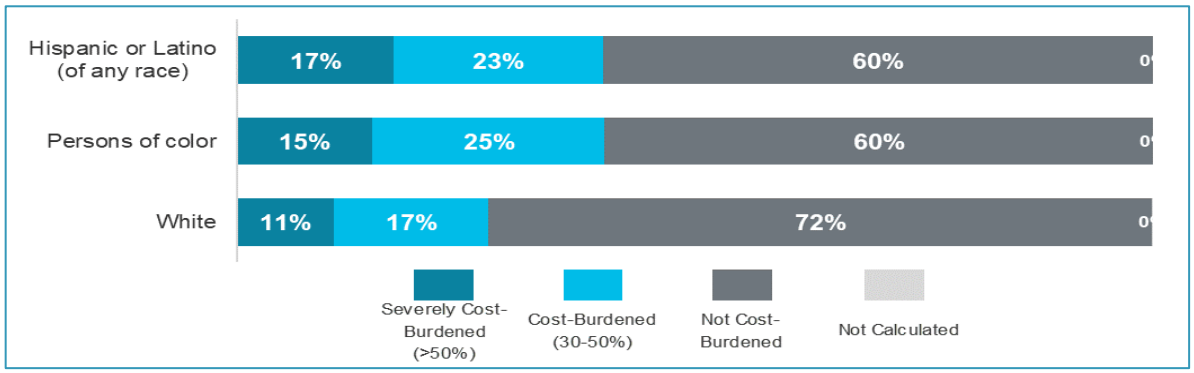
Source: US HUD, 2015-2019 Comprehensive Housing Affordability Strategy (CHAS) (Table 9); Washington Department of Commerce, 2023

Figure 6.11 Arlington Percentage of All Households Experiencing Housing Cost Burden, 2019



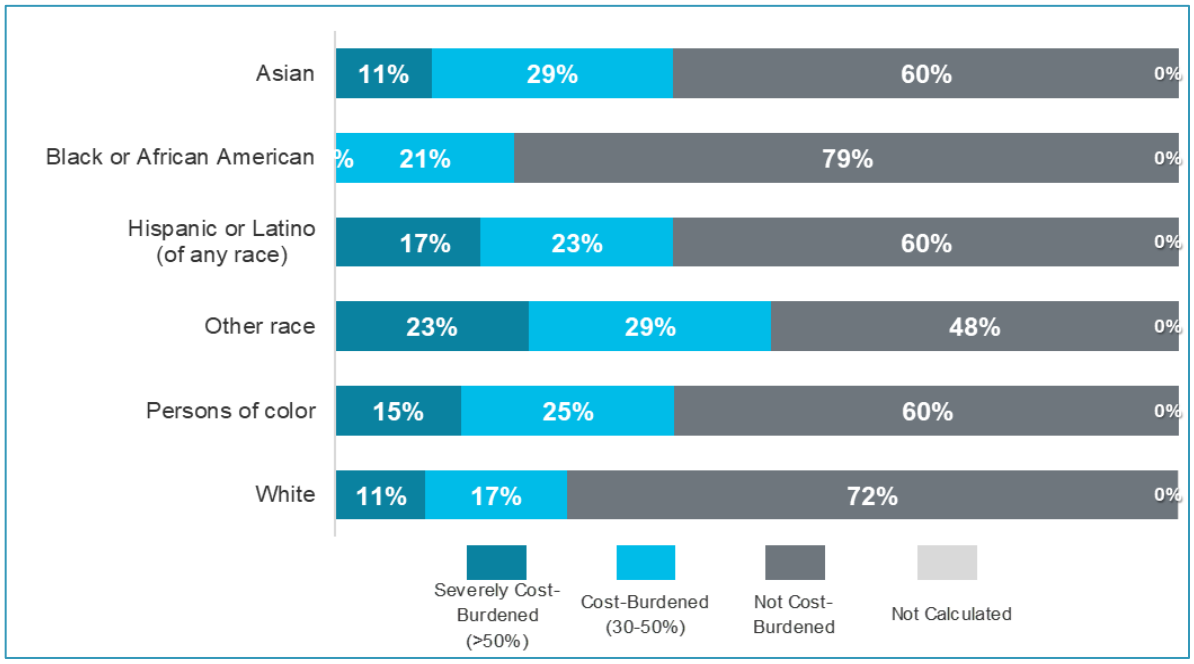
Source: US HUD, 2015-2019 Comprehensive Housing Affordability Strategy (CHAS) (Table 9); Washington Department of Commerce, 2023

Figure 6.12 Arlington Percentage of All Households Experiencing Housing Cost Burden, 2019



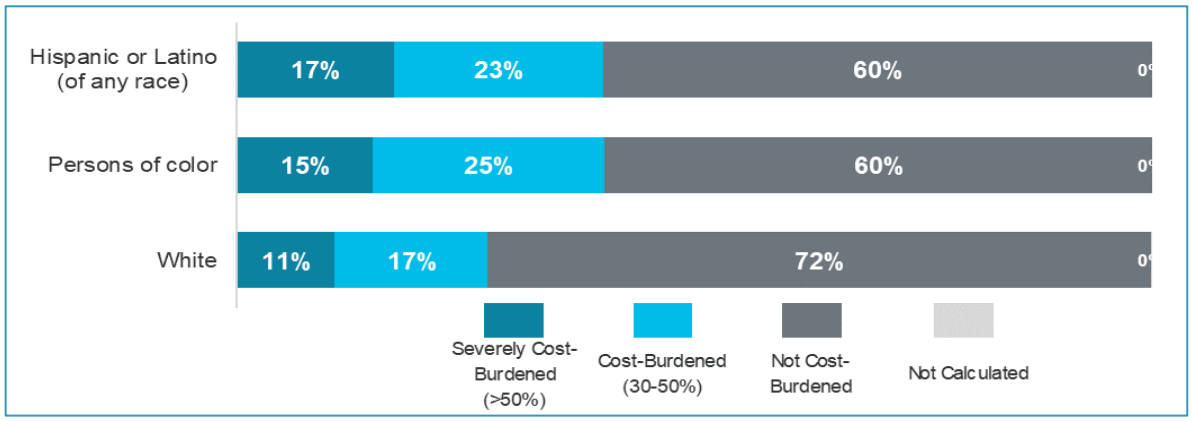
Source: US HUD, 2015-2019 Comprehensive Housing Affordability Strategy (CHAS) (Table 9); Washington Department of Commerce, 2023

Figure 6.13 Arlington Percent Owner Households Experiencing Housing Cost Burden, 2019



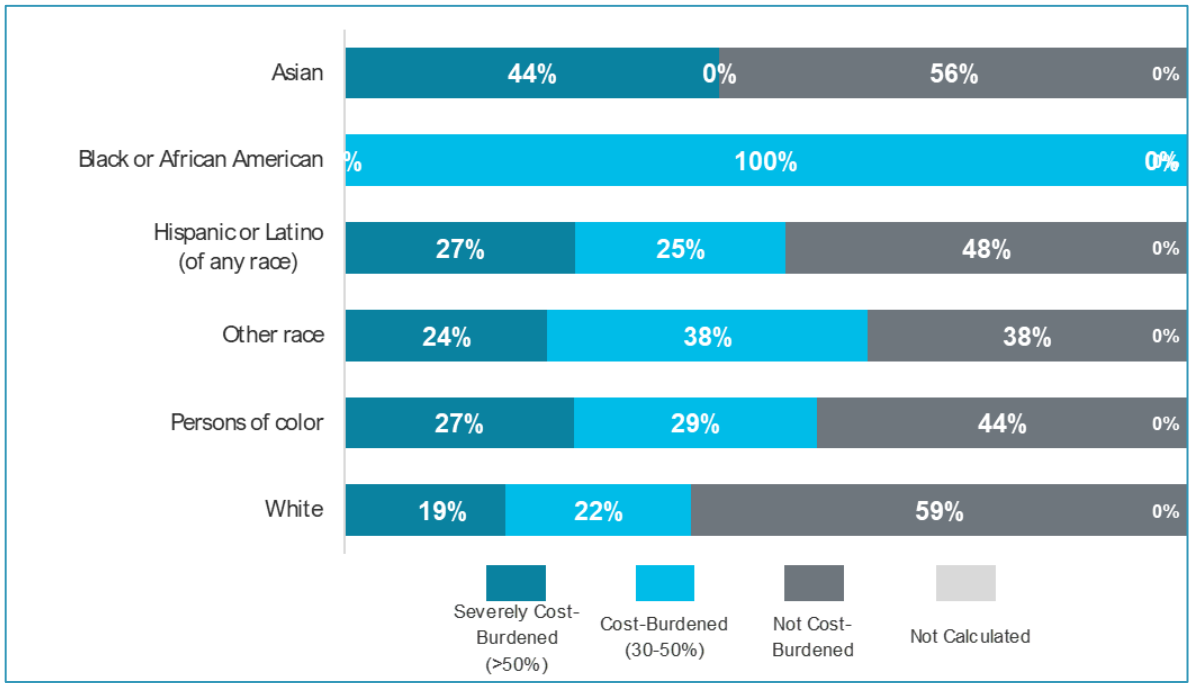
Source: US HUD, 2015-2019 Comprehensive Housing Affordability Strategy (CHAS) (Table 9); Washington Department of Commerce, 2023

Figure 6.14 Arlington Percent Owner Households Experiencing Housing Cost Burden, 2019



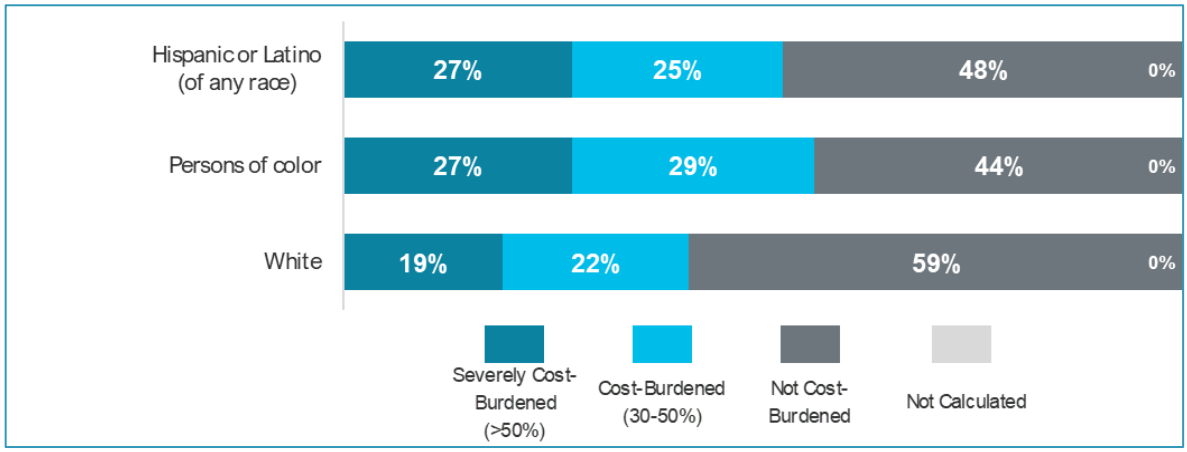
Source: US HUD, 2015-2019 Comprehensive Housing Affordability Strategy (CHAS) (Table 9); Washington Department of Commerce, 2023

Figure 6.15 Arlington Percent Renter Households Experiencing Housing Cost Burden, 2019



Source: US HUD, 2015-2019 Comprehensive Housing Affordability Strategy (CHAS) (Table 9); Washington Department of Commerce, 2023

Figure 6.16 Arlington Percent Renter Households Experiencing Housing Cost Burden, 2019



Source: US HUD, 2015-2019 Comprehensive Housing Affordability Strategy (CHAS) (Table 9); Washington Department of Commerce, 2023

Rental Affordability of Housing Units

Arlington has renter household unit shortfalls in the lower- and upper-income categories. There is a shortfall of 320 housing units in <30 percent AMI category and a shortfall of 740 housing units in >80 percent AMI category. Arlington has a surplus of a total of 1,130 housing units in the 30-50 percent AMI and 50-80 percent AMI, which means the distribution should be more balanced for the income and affordability of the residents currently living in Arlington.

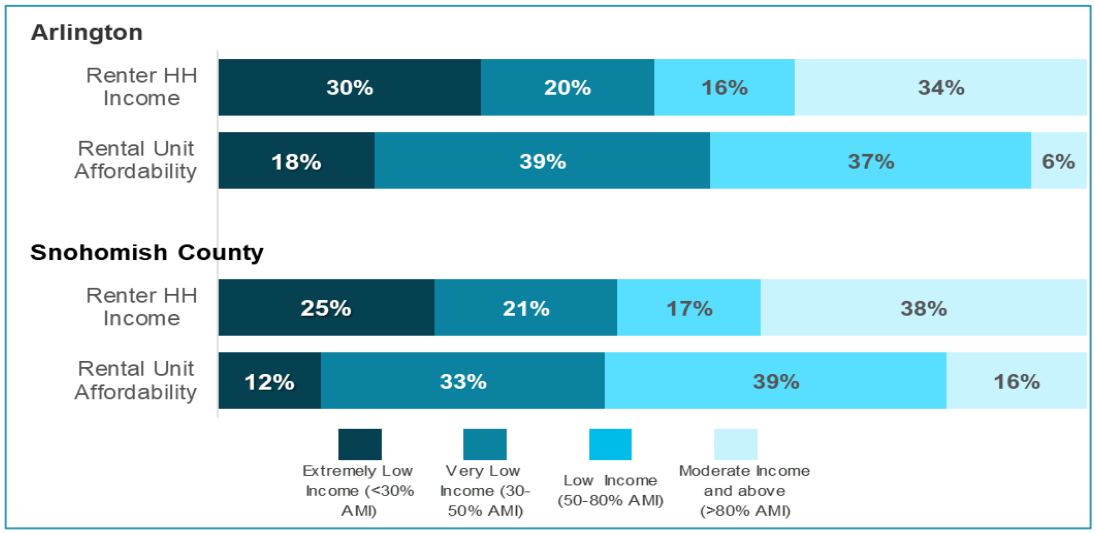
This data was gathered in 2019 and many changes have occurred in Arlington. There have been multiple code changes to allow for mixed-use projects, townhouse unit lot subdivisions, single-family small lot subdivisions, and the allowance for multiple middle housing type options throughout the entire city in all residential zones. Several projects for this type of housing have been submitted but have not been completed through build out. There should be a significant change to these numbers in the future, however the city can only allow for a variety of housing options and does not control the market conditions or what a developer wants to construct or the costs for home ownership or rental units.

Table 6-3 Arlington and Snohomish County Rental Units by Affordability and Households by Income, 2019

	Arlington		Arlington		Snohomish County	
	Households	Rental Units	Households	Rental Units	Households	Rental Units
Extremely-Low Income (<30% AMI)	830	505	30%	18%	25%	12%
Very-Low Income (30-50% AMI)	545	1,085	20%	39%	21%	33%
Low-Income (50-80% AMI)	445	1,035	16%	37%	17%	39%
Moderate-Income (80%-100% AMI)	230	180	8%	6%	12%	16%
Greater than 100% of AMI	690	-	25%		25%	
Total	**2,740**	**2,805**				

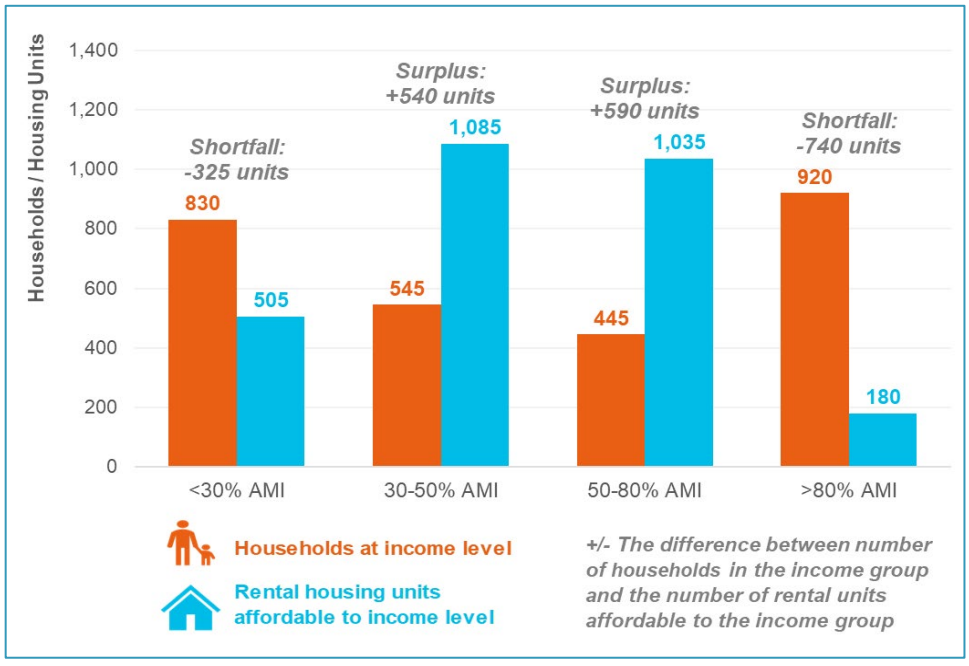
Source: US HUD, 2015-2019 Comprehensive Housing Affordability Strategy (CHAS) (Table 8) & US HUD, 2015-2019 Comprehensive Housing Affordability Strategy (CHAS) (Table 15C)

Figure 6.17 Arlington and Snohomish County Renter Household Income Compared to Rental Unit Affordability, 2019



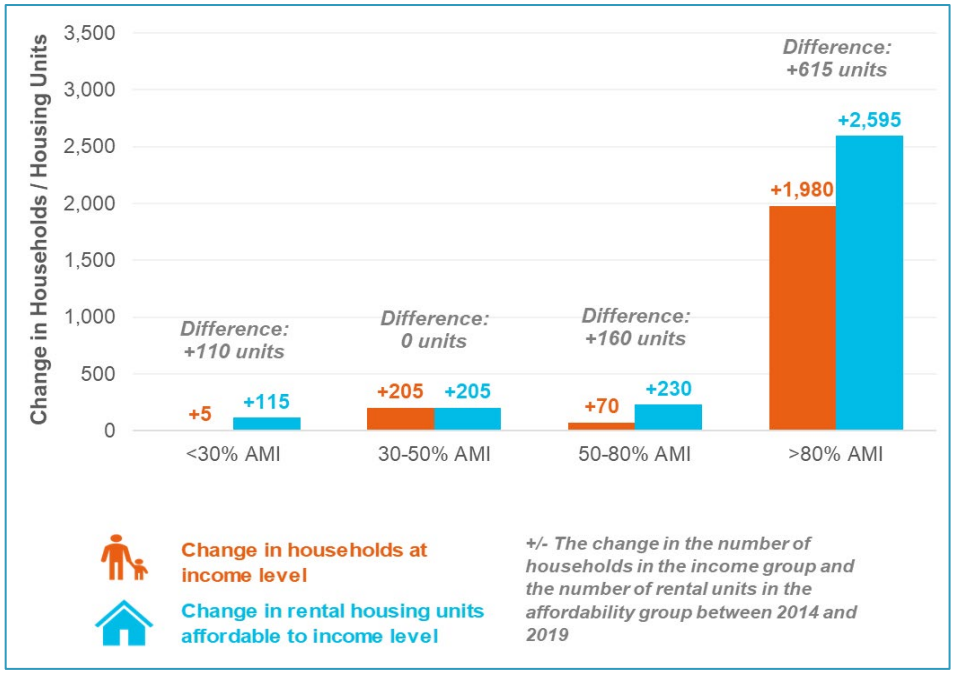
Source: US HUD, 2015-2019 Comprehensive Housing Affordability Strategy (CHAS) (Table 8)

Figure 6.18 Arlington Renter Households by Income Compared to Rental Units by Affordability, 2019



Source: US HUD, 2015-2019 Comprehensive Housing Affordability Strategy (CHAS) (Table 15C) & US HUD, 2015-2019 ; Comprehensive Housing Affordability Strategy (CHAS) (Table 14B)

Figure 6.19 Arlington Five-Year Change in Renter Households by Income and Rental Units by Affordability, 2014-2019



Source: US HUD, 2015-2019 Comprehensive Housing Affordability Strategy (CHAS) (Table 15C) & US HUD, 2015-2019; Comprehensive Housing Affordability Strategy (CHAS) (Table 14B) & US HUD, 2010-2014 Comprehensive Housing; Affordability Strategy (CHAS) (Table 15C) & US HUD, 2010-2014 Comprehensive Housing Affordability Strategy (CHAS) (Table 14B)

Income

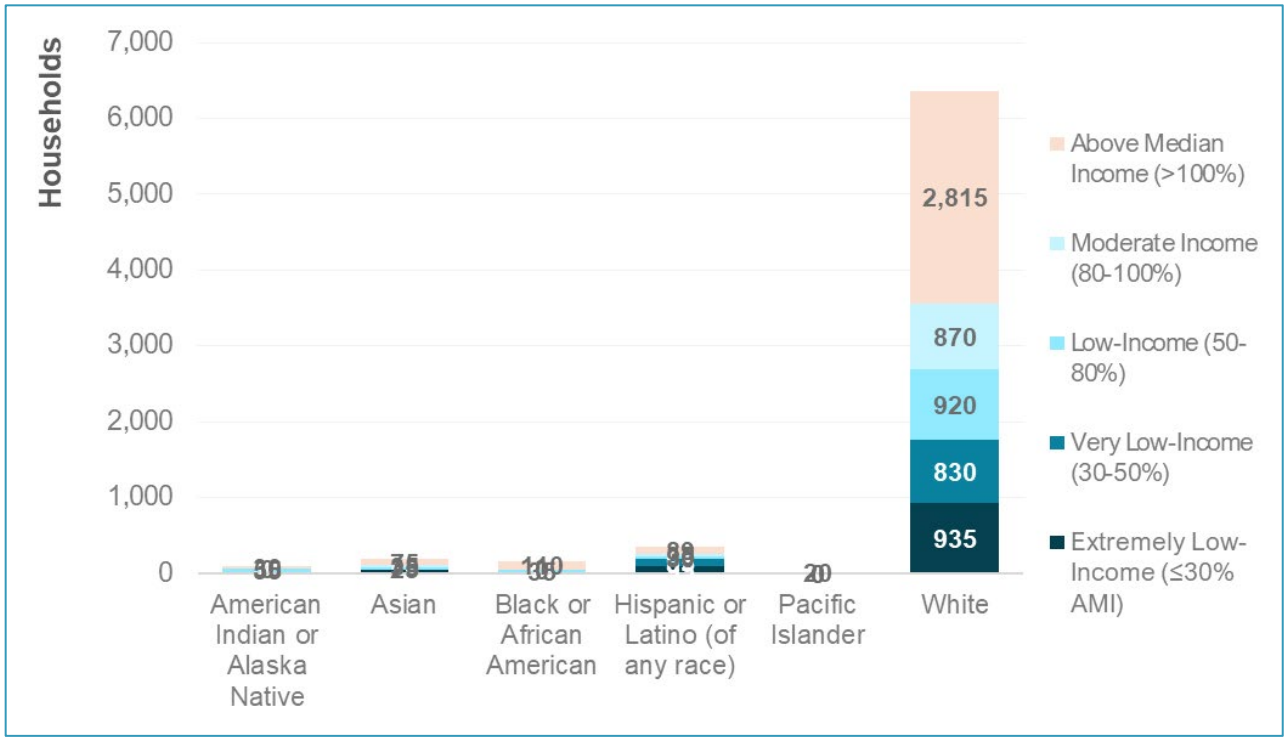
In Arlington, 100 percent of Pacific Islander households and 69 percent of Black/African American households make above the median income. This is followed by 44 percent of White households, 41 percent of Asian households, 30 percent of American Indian/Alaska Native households, and 26 percent of Hispanic/Latino households make above the median income. Extremely Low-Income making less than 30 percent AMI follow the same trends with 0 percent in this category for Pacific Islander and Black/African American households. Followed by 4 percent for American Indian/Alaska Native households, 15 percent for White households, 22 percent for Asian households, and 28 percent for Hispanic/Latino households. Hispanic/Latino households in Arlington have the largest percentage of households (74 percent) that are at or below 100 percent AMI.

Table 6-4 Arlington Count of Households by Income and Race, 2019

Income Category (% of AMI)	American Indian or Alaska Native	Asian	Black or African American	Hispanic or Latino (of any race)	Pacific Islander	White	Not Reported*	All
Number								
Extremely Low-Income (≤30% AMI)	4	40	-	95	-	935	*16*	1,090
Very Low-Income (30-50%)	10	10	15	95	-	830	*25*	985
Low-Income (50-80%)	55	25	35	30	-	920	*25*	1,090
Moderate Income (80-100%)	-	35	-	35	-	870	*-*	940
Above Median Income (>100%)	30	75	110	89	20	2,815	*101*	3,240
Total for published estimates	99	185	160	344	20	6,370	*167*	7,350

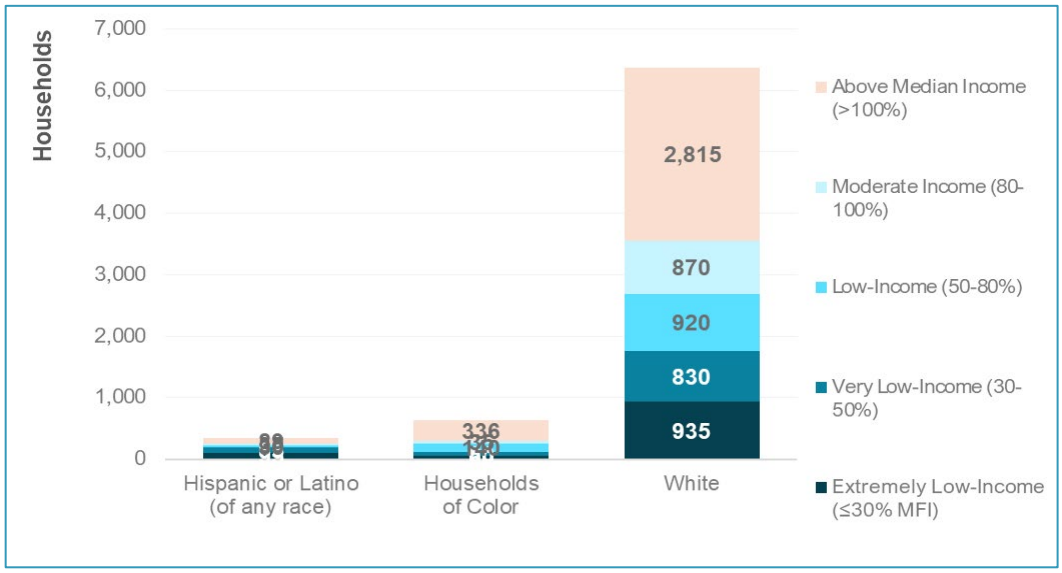
Sources: US HUD, 2015-2019 Comprehensive Housing Affordability Strategy (CHAS) (Table 1) & US HUD, 2015-2019 Comprehensive Housing Affordability Strategy (CHAS) (Table 8)

Figure 6.20 Arlington Number of Households by Income Category and Race, 2019



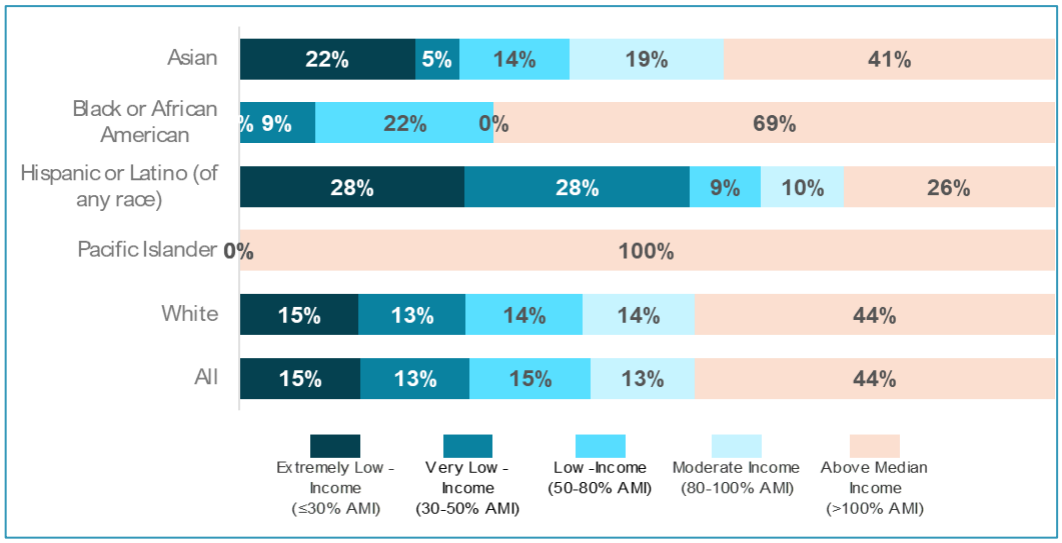
Sources: US HUD, 2015-2019 Comprehensive Housing Affordability Strategy (CHAS) (Table 1)

Figure 6.21 Arlington Number of Households by Income Category and Race, 2019



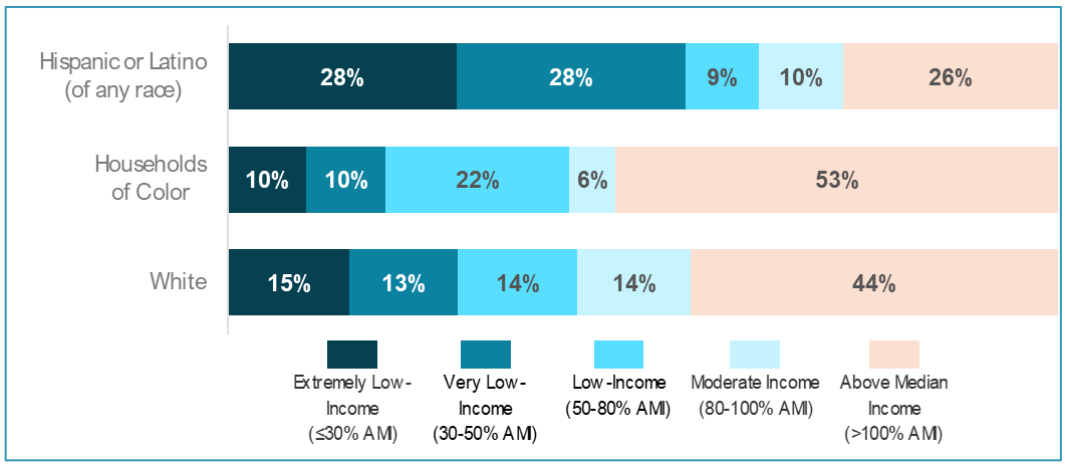
Sources: US HUD, 2015-2019 Comprehensive Housing Affordability Strategy (CHAS) (Table 1)

Figure 6.22 Arlington Distribution of Households by Income and Race or Ethnicity, 2019



Sources: US HUD, 2015-2019 Comprehensive Housing Affordability Strategy (CHAS) (Table 1)

Figure 6.23 Arlington Distribution of Households by Income and Race or Ethnicity, 2019



Sources: US HUD, 2015-2019 Comprehensive Housing Affordability Strategy (CHAS) (Table 1)

Table 6-5 Arlington Five-Year Change in Households by Income and Race, 2014 – 2019

	Extremely Low-Income (≤30% AMI)	Very Low-Income (30-50%)	Low-Income (50-80%)	Moderate Income (80-100%)	Above Median Income (>100%)	All
All Households						
2015	1,125	835	1,175	820	2,730	6,685
2020	1,090	985	1,090	940	3,240	7,345
Asian						
2015	10	55	-	4	40	109
2020	40	10	25	35	75	185
Black or African American						
2015	-	-	30	10	25	65
2020	-	15	35	-	110	160
Hispanic or Latino (of any race)						
2015	160	65	30	79	139	473
2020	95	95	30	35	89	344
Other Race						
2015	50	30	65	4	31	180
2020	20	35	80	-	151	286
White						
2015	905	690	1,050	720	2,505	5,870
2020	935	830	920	870	2,815	6,370

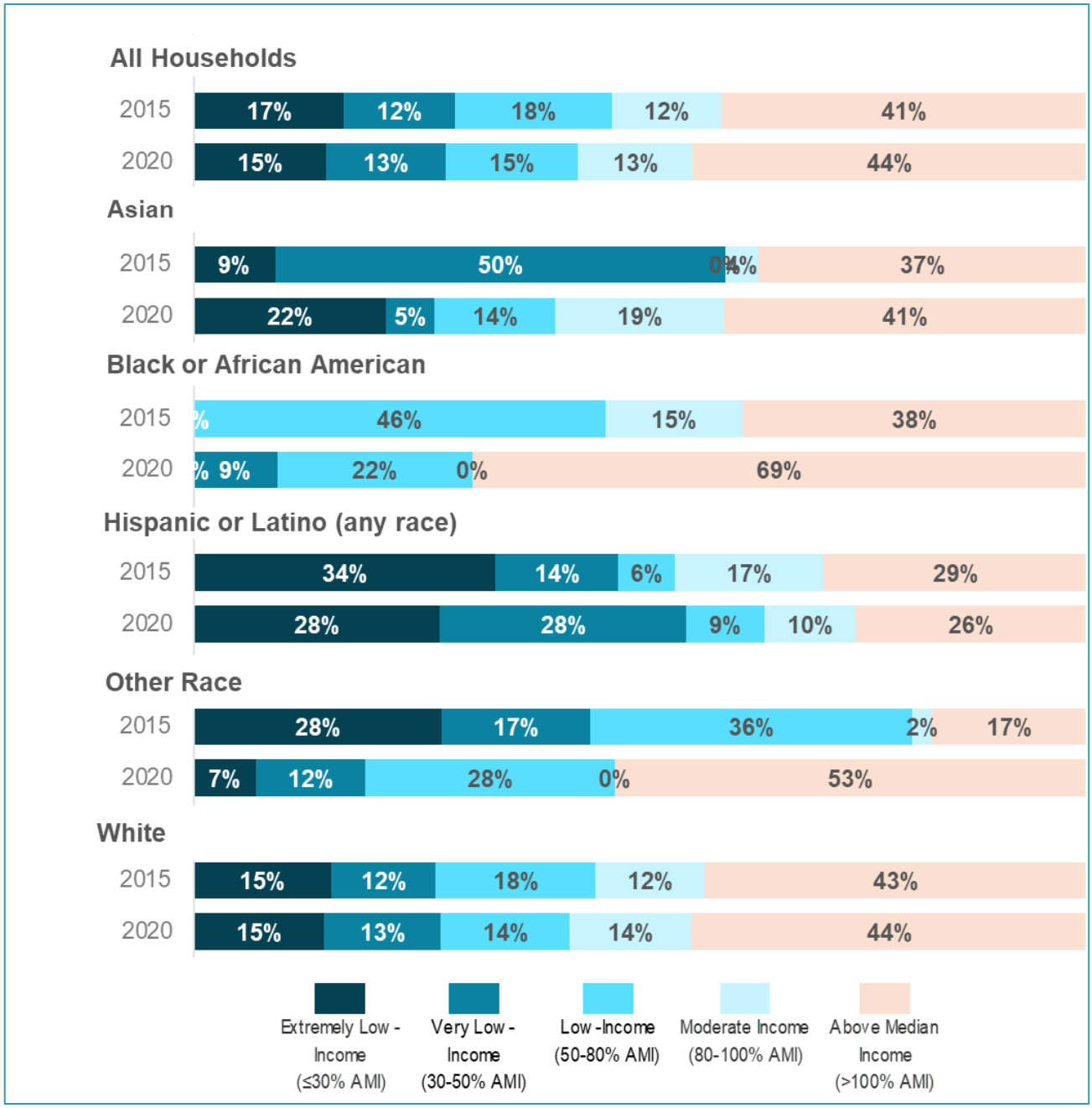
Sources: US HUD, 2015-2019 Comprehensive Housing Affordability Strategy (CHAS) (Table 1)

Table 6-6 Arlington Five-Year Change in Distribution of Households by Income and Race, 2014 – 2019

	Extremely Low-Income (≤30% MFI)	Very Low-Income (30-50%)	Low-Income (50-80%)	Moderate Income (80-100%)	Above Median Income (>100%)
All Households					
2015	17%	12%	18%	12%	41%
2020	15%	13%	15%	13%	44%
Asian					
2015	9%	50%	0%	4%	37%
2020	22%	5%	14%	19%	41%
Black or African American					
2015	0%	0%	46%	15%	38%
2020	0%	9%	22%	0%	69%
Hispanic or Latino (of any race)					
2015	34%	14%	6%	17%	29%
2020	28%	28%	9%	10%	26%
Other Race					
2015	28%	17%	36%	2%	17%
2020	7%	12%	28%	0%	53%
White					
2015	15%	12%	18%	12%	43%
2020	15%	13%	14%	14%	44%

Sources: US HUD, 2015-2019 Comprehensive Housing Affordability Strategy (CHAS) (Table 1)

Figure 6.24 Arlington Percentage of All Households by Income Category and Race, (2010 – 2014 vs 2014 – 2019)



Sources: US HUD, 2015-2019 Comprehensive Housing Affordability Strategy (CHAS) (Table 1)

Between 2015 and 2020, the percentage of households making above the median income increased from 41 percent in 2015 to 44 percent in 2020. All but one racial and ethnic groups increased in the above median income category, though some were very slight. The Hispanic/Latino household income was the only decrease from 29 percent in 2015 to 26 percent in 2020. The largest increase came from the Black/African American households improving from 38 percent to 69 percent and Other Race improving from 17 percent to 53 percent.

Growth Targets Land Capacity Analysis/Future Growth Scenarios Analysis

As part of Arlington's 2024 Comprehensive Plan Update, Leland Consulting Group (LCG) analyzed Arlington's compliance with new statewide regulations resulting from HB 1120's amendments to the Growth Management Act (GMA) requiring jurisdictions to evaluate land capacity for all housing needs as well as to make adequate provisions to accommodate all housing needs.

Overview and Arlington Allocation

As amended by HB1220, RCW 36.70A.070(2)(c) requires cities to show sufficient land capacity to meet housing needs of moderate, low, very low, and extremely low-income households, defined by household income as a percentage of area median income (AMI), and show capacity for permanent supportive housing and emergency housing and shelters. The methodology for this analysis, as outlined in the Department of Commerce guidebook, is shown at right.



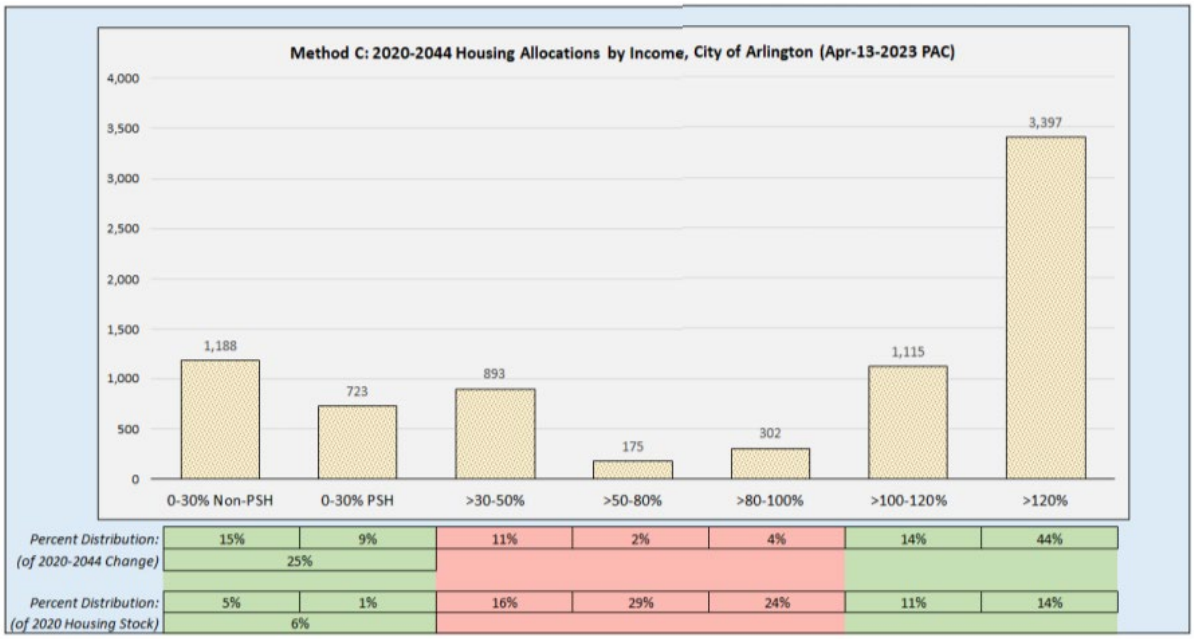
Source: Washington State Department of Commerce

Using this methodology, the capacity for new housing development or redevelopment in Arlington is summarized by zone, and the zones are then aggregated into zone categories based on housing types allowed in those zones. These categories are then related to the potential income levels that could be served by new housing development or redevelopment in those areas. Generally, the methodology assumes that the housing needs of lowest-income households (earning between 0 and 80 percent AMI) will be provided in zones allowing medium- to large-scale multifamily development, such as the type of deeply subsidized affordable apartment development typically funded by the Low-Income Housing Tax Credit (LIHTC), as well as other denser apartment types. The housing needs of moderate-income households (earning 80 to 120 percent AMI) are assumed to be served by zones allowing various "middle housing" types such as duplexes, triplexes, and 4-plexes, as well as by ADUs in any zone. Finally, higher-income households (earning over 120 percent AMI) are assumed to be served by zones allowing single-family detached housing. Per Commerce guidance, cities may also show additional potential for higher-income households to be served by higher-end market-rate housing in a portion of multifamily or mixed-use zones, based on market-rate and subsidized development trends in those zones.[2]

Figure 6.16 shows Arlington's housing allocations by income band for the 2020-2044 planning horizon. These allocations were determined by the County PAC working group in winter and spring 2022 resulting from a methodology which combined elements of the original Commerce methodologies "A" and "B" provided to the counties in the Housing for All Planning Tool.[3] The new methodology, called "Method C" as shown below, allocates

future housing needs by income band to all Snohomish County jurisdictions. In total, Arlington must plan to accommodate 7,794 new permanent units by 2044, and an additional 482 emergency housing units.

Figure 6.25 Arlington Housing Allocations by Income



Source: Snohomish County HO-5 Report

Land Capacity Analysis Step 1 – Capacity by Zone

The first step in the analysis is to determine the potential unit capacity within each of Arlington's zones which allow housing. This was accomplished using data developed by LCG during the forecasting process for this Comprehensive Plan update. To provide an additional level of detail for this analysis, parcels in the Mixed-Use Overlay were considered separately, using the more recent form-based code Transects which supersede the base zoning, and which have more specific assumptions and regulations about future housing types. This provided a more granular level of detail on what types of housing were assumed to develop over the planning horizon within the Mixed-Use Overlay. The overall result of this analysis is a capacity for 11,183 new units on vacant or redevelopable acreage in the City. See **Figure 6.26** for the calculations for this capacity analysis and a discussion of data sources and methodology follows.

Figure 6.26 Capacity Analysis Calculations

	Gross Developable Land (acres)	Reduction Factor (unbuildable)	Net Developable Land (acres)	Assumed Max Density (units/acre)	Gross Residential Capacity (units)	Existing Housing on Developable Land (units)	Net Residential Capacity (units)
Outside of Mixed Use Overlay							
Single-Family (Outside MU Overlay)							
Residential Ultra Low Capacity	87.9	32%	59.6	3	179	13	**166**
Residential Low Capacity	38.4	10%	34.6	5	173	4	**169**
Old Town Residential District	2.1	7%	1.9	7	14	12	**2**
Multi-Family (Outside MU Overlay)							
Residential Moderate Capacity	19.0	2%	18.6	10	186	54	**132**
Residential Medium Capacity	0.0	0%	0.0	12	0	0	**0**
Residential High Capacity	41.9	13%	36.6	34	1,245	49	**1,196**
Commercial (Outside MU Overlay)							
NC (Neighborhood Commercial)	0.0	0%	0.0	12	0	0	**0**
OTBD - 1 (Old Town Business District)	1.0	13%	0.9	34	29	1	**28**
OTBD - 2	6.7	2%	6.6	34	223	19	**204**
OTBD - 3	10.9	16%	9.2	34	313	85	**228**
GC (General Commercial)	0.0	0%	0.0	34	0	0	**0**
HC (includes HC-N BLR acres)	0.0	0%	0.0	34	0	0	**0**
CC (Commercial Corridor)	0.5	2%	0.5	34	16	2	**14**
Within Mixed Use Overlay							
Transect							
T4F	61.1	12%	53.5	12	642	33	**609**
T4MS	60.4	5%	57.3	34	1,950	135	**1,815**
T4N MV	47.2	21%	37.1	34	1,260	10	**1,250**
T4N SV	59.0	3%	57.4	12	688	89	**599**
T5F	36.1	2%	35.5	45	1,599	76	**1,523**
T5 MS	29.0	2%	28.4	45	1,280	0	**1,280**
T5N LV	13.5	2%	13.2	45	596	5	**591**
T5N MV	42.8	18%	34.9	45	1,572	194	**1,378**
Total	**557.4**	**13%**	**485.9**		**11,964**	**781**	**11,183**

The gross vacant or redevelopable acreage was based on City data provided during the forecasting process, and the reduction factor was determined by the percentage of land in each zone considered unbuildable in the Snohomish County Buildable Lands Report (BLR). This resulted in the net developable acreage by zone. The assumed maximum density in single-family zones was based on the zoning code. In multifamily zones, commercial zones and the mixed-use overlay transects, assumed maximum density was based on achieved density in recent and forthcoming projects as well as city feedback received during the forecasting process. Data on the number of existing housing units on parcels considered to be redevelopable was from the Snohomish County Buildable Lands Report.

Land Capacity Analysis Step 2 – Categorize Zones by Housing Types

The next step in the process was to assign each zone and mixed-use transect to one of several categories based on the type of housing allowed in the zone/transect. These housing types were based on the description of the zone in the zoning code or form-based code. The zone categories used for this analysis are shown below.

Figure 6.27 Categories for Classifying Zones by Housing Types Allowed

Zone Category	Housing Types Allowed
Low Density	Detached Single-Family, Limited Duplexes
Moderate Density	Some Detached Single-Family, Duplex, Triplex, Fourplex, Attached Townhomes/Row Houses
Low-Rise	Garden Apartments, Condos, Attached Townhomes/Row Houses, Live/Work Units
Mid-Rise	Vertical or Horizontal Mixed Use up to 4 stories, Multifamily Apartments above Commercial

The breakdown of all allowed housing types and corresponding zone categories in Arlington's zones and mixed-use transects is shown below, along with the unit capacity of each zone or transect.

Figure 6.28 Arlington Zones and Transects with Housing Types and Zone Categorization

Zone	Housing Types Allowed (per code)	Assigned Zone Category	Net Residential Capacity (units)
Single-Family			
Residential Ultra Low Capacity	Detached Single-Family	Low Density	166
Residential Low Capacity	Detached Single-Family, Some Duplex	Low Density	169
Old Town Residential District	Detached Single-Family, Duplex, Triplex, Fourplex, Garden Style	Moderate Density	2
Multi-Family (Outside of MU Overlay)			
Residential Moderate Capacity	Attached Single-Family, Duplex, Triplex, Fourplex, Garden Apartments	Moderate Density	132
Residential Medium Capacity	Multifamily, Townhomes, Condos, Live/Work	Low-Rise	0
Residential High Capacity	Large Scale Multifamily, Mixed-Use, Live/Work	Mid-Rise	1,196
Commercial (Outside of MU Overlay)			
NC (Neighborhood Commercial)	Apartments, Fourplex, Attached townhouses and rowhouses	Moderate Density	0
OTBD - 1 (Old Town Business District)	Multifamily or apartment above commercial	Mid-Rise	28
OTBD - 2	Multifamily or apartment above commercial	Mid-Rise	204
OTBD - 3	Multifamily or apartment above commercial, apartments, townhouses	Mid-Rise	228
GC (General Commercial)	Apartments, Fourplex, Attached townhouses and rowhouses	Mid-Rise	0
HC (includes HC-N BLR acres)	Apartments, Fourplex, Attached townhouses and rowhouses	Mid-Rise	0
CC (Commercial Corridor)	Apartments, Fourplex, Attached townhouses and rowhouses	Mid-Rise	14
Mixed Use Overlay (by Transect)			
T4F	Detached or Attached SF/MF up to 2 stories	Moderate Density	609
T4MS	Retail, Commercial, Residential mixed up to 3 stories	Low-Rise	1,815
T4N MV	SF Detached or Middle Housing up to 3 stories, primarily residential	Moderate Density	1,250
T4N SV	Detached or Attached SF/MF up to 2 stories	Moderate Density	599
T5F	Vertical or Horizontal Mixed Use up to 4 stories	Mid-Rise	1,523
T5 MS	Vertical or Horizontal Mixed Use up to 5 stories	Mid-Rise	1,280
T5N LV	Vertical or Horizontal Mixed Use up to 4 stories	Mid-Rise	591
T5N MV	Vertical or Horizontal Mixed Use up to 4 stories	Mid-Rise	1,378

Source: Washington Department of Commerce, Arlington Zoning Code, Arlington Form-Based Code, Leland Consulting Group

Land Capacity Analysis Step 3 – Relate Zoning Categories to Income Levels

The next step of the analysis is to relate the zoning categories to the potential income levels that could be served by new development or redevelopment in those areas. The Department of Commerce provides assumed affordability levels for each zone category in their guidance. To refine these affordability assumptions, recent housing sales price data from Redfin and multifamily rent data from CoStar was analyzed by Zone or mixed-use transect. These prices were compared Arlington's income limits used by HUD to calculate housing cost burden and

eligibility for subsidized housing. As shown below, the market data from Arlington shows a wide range of potential incomes being served by moderate density, low-rise, and mid-rise zones. Further discussion of the assumed breakdown between future market-rate and subsidized units in low- and mid-rise zones is found in Steps 4 and 5.

Figure 6.29 Arlington Zoning Categories and Income Levels

Zone Category	Rents Affordable to Arlington Household AMI %	Ownership Affordable to Arlington AMI %	Assumed Affordability Level for Capacity Analysis
Low-Density	100%	90-110%	>120%
Moderate Density	80%	80-115%	80-120%
Low-Rise	50-115%	80-100%	0-100% + PSH
Mid-Rise	50-115%	80-100%	0-100% + PSH

Source: CoStar, Redfin, HUD, WA Center for Real Estate Research at UW, Leland Consulting Group

Land Capacity Analysis Step 4 – Summarize Capacity by Zone Category

The next step in the methodology is to total the previously calculated capacity by zone category. In addition, an extra step beyond Commerce's methodology was added in Arlington to reflect the large amount of housing currently under construction or in the development pipeline, as well as the potential split of future units in low- and mid-rise zone categories between subsidized and market-rate units.

In LCG's forecasting model for the Comprehensive Plan, there were 4,368 units considered to be "pending" based on data provided by the City. These are units which have been constructed, are under construction, or are currently planned for the period from 2020-2044, and therefore should be factored into the total 2044-unit counts. These units were categorized by location and assigned a zone category and were also classified as market-rate or subsidized units based on City data provided during the forecasting process.

Because the income range potentially served in low- and mid-rise zones is very wide, a portion of the capacity of each zone category (aside from Low Density) was assumed to develop as market-rate units serving households above 120 percent AMI. This share of capacity was calculated based on the acreage of each zone which redeveloped as market-rate housing over the past 10 years projected forward for the next 20 years. The remaining acreage is assumed to be flexible to accommodate units serving a wide range of income levels, including potentially subsidized units. The pending units, assumed market rate share of capacity, and capacity of total units are shown in Figure 6.30.

Figure 6.30 Arlington Capacity by Zone Category and Assumed Market-Rate Share

Zone Category	Pending Market-Rate Units	Pending Subsidized Units	Capacity in Zone Category	*Assumed Market-Rate Share of Capacity*	*Remaining Capacity (Subsidized or Market-Rate)*	Total Expected Market-Rate Units (including pending units)	Total Remaining Unit Capacity (Subsidized or Market-Rate, including pending units)
Low Density	2,026	0	335	335	0	2,361	0
Moderate Density	468	0	2,592	170	2,422	638	2,422
Low-Rise	742	0	1,815	233	1,582	975	1,582
Mid-Rise	616	516	6,442	498	5,944	1,114	6,460

Source: City of Arlington, Leland Consulting Group

Land Capacity Analysis Step 5 – Compare Housing Needs to Capacity

The final step in the methodology is to compare the aggregated housing needs as determined by Snohomish County and Arlington's land capacity to determine if a shortfall exists. As shown below in Figure 5-20, this analysis shows a surplus of land capacity in each zone category in Arlington, after capacity and pending units have been allocated to zone categories and income bands as described above.

Table 6-7 Arlington Housing Needs and Capacity, 2020-2044

Income Level	Supply (2020)	Additional Allocation	Zones Serving These Categories	Aggregated Housing Needs	Total Capacity	Surplus/ Shortfall
0-30% Non-PSH	404	1,188	Low-Rise + Mid-Rise (subsidized or potential subsidized)	2,979	8,042	5,063
0-30% PSH	40	723				
30-50%	1,246	893				
50-80%	2,241	175				
80-100%	1,854	302	Moderate Density (subsidized or potential subsidized)	1,417	2,422	1,005
100-120%	864	1,115				
>120%	1,101	3,397	Low Density + Assumed Market-Rate Units in Other Categories	3,397	5,087	1,690
Total	**7,750**	**7,793**		**7,793**	**15,551**	7,758

Adequate Provisions Analysis

RCW 36.70A.070(2)(d) also requires that jurisdictions compare the yearly production of housing type by zoning category which would be needed to reach countywide targets with historical production trends in the city to see if there is a demonstrated barrier to production of a certain housing type. If barriers are found for a housing type, the jurisdiction must document the barriers that exist and appropriate programs and actions to overcome each identified barrier for that housing type. This analysis also requires an analysis of employment location in relation to housing location and considerations of ADUs as a tool to meet housing needs.

Adequate Provisions Analysis Step 1 – Review Housing Production Trends

The first step is to review data on recent housing production. Figure 5-21 below shows data on recent housing production trends in Arlington provided by city staff, showing permits for single-family and "middle housing" units and production statistics for market-rate and below market-rate multifamily units over the past five years, including 2023 to date. As shown, there has been a recent uptick in "middle housing units" as well as consistent production of multifamily units in recent years, including a substantial number of subsidized units.

Table 6-8 Historic Permit and Development Data in Arlington

Year	Single-Family	Live-Work	Duplex	Triplex	4-Plex	Multifamily (Below Market-Rate)	Multifamily (Market-Rate)
2019	**8**	**0**	**0**	**0**	**0**	**312**	**376**
2020	**8**	**0**	**4**	**0**	**0**	**255**	**425**
2021	**17**	**20**	**6**	**0**	**0**	**0**	**204**
2022	**4**	**0**	**2**	**6**	**48**	**0**	**330**
2023	**0**	**0**	**8**	**3**	**28**	**101**	**203**
Total	**37**	**20**	**20**	**9**	**76**	**668**	**1,538**
Yearly	**7**	**4**	**4**	**2**	**15**	**134**	**308**

Source: City of Arlington

Next, this data is compared with the annual unit production needed to achieve countywide growth targets by income band discussed in the Land Capacity Analysis section above. As in the Land Capacity Analysis, a more granular view of low-rise and mid-rise zone categories was used in this analysis, breaking out historic production of below-market rate and market-rate units in those zones to more accurately reflect the wide potential range of incomes being served by those zones. The results shown below show that Arlington is producing a sufficient amount of low-rise and mid-rise subsidized units as well as low density and market-rate units. However, past production trends indicate a barrier to the production of moderate density units such as townhomes, duplexes, triplexes, and ADUs.

Table 6-9 Historic Production and Annual Needed Production in Arlington by Zone Category, 2020-2044

	Low-Rise + Mid-Rise (Below Market-Rate)	Moderate Density	Low Density + Market-Rate in Other Zones	Total
Aggregated Housing Need (2020-2044)	**2,979**	**1,417**	**3,397**	**7,793**
Annual Unit Production Needed	**124**	**59**	**142**	**325**
Historical Average Annual Unit Production	**134**	**21**	**319**	**474**
Is there a barrier to sufficient production?	**NO**	**YES**	**NO**	

Source: City of Arlington, Washington State Department of Commerce, Leland Consulting Group

Adequate Provisions Analysis Steps 2 and 3 – Gather Information on Barriers and Document Programs and Actions to Overcome Barriers

Barriers to the production of moderate density housing types can take numerous forms. Commerce guidance breaks down these barriers into three categories: Development Regulations, Process Obstacles, and Limited Land

Availability and Environmental Constraints. The checklist below is designed to document both potential barriers to moderate density housing production and programs and actions designed to overcome these barriers.
These programs and actions are not required to be adopted by the periodic update deadline of this comprehensive planning process, but Arlington will be required to submit a progress report to the Department of Commerce five years after this plan's adoption covering:

- The implementation of previously adopted changes to the housing element and any effect those changes have had on housing affordability and availability
- Permit processing timelines
- Progress towards implementing any actions to achieve reductions to meet greenhouse gas and vehicle miles traveled requirements as provided for in any element of the Comprehensive Plan

Table 6-10 Adequate Provisions Analysis Summary Table

Barrier	Is this barrier likely to affect housing production? (yes or no)	Why or why not? Provide evidence.	Actions needed to address barrier.
Development Regulations			
Unclear development regulations			
Prohibiting some moderate density housing types, such as: • Duplexes • Triplexes • Four/five/sixplexes • Townhomes • Cottage housing • Live-work units • Manufactured home parks	No	Middle housing is allowed in many areas of Arlington, particularly in the mixed-use overlay districts in the Smokey Point Boulevard Corridor. Duplex, triplex, and fourplex construction has increased in recent years as shown above in Figure 9.	
High minimum lot sizes			
Low maximum densities or low maximum FAR			
Low maximum building heights			
Large setback requirements			

High off-street parking requirements			
Lack of alignment between building codes and development codes			
Other (for example: complex design standards, maximum impervious			
Process Obstacles			
Conditional use permit process			
Design review			
Lack of clear and accessible information about process and fees			
Permit fees, impact fees and utility connection fees			
Processing times and staffing challenges	Yes	The most significant difference is that we request that all permits applied for go through concurrent review processes; land use, civil review and building review. This creates an environment that requires collaboration of all reviewing staff so that any issues identified during the review process can be addressed immediately and resolved with the applicant in a time sensitive manner.	Streamline permit processes by eliminating the requirements for some conditional uses or zoning verifications frequently found in the permissible use table.
SEPA process			
Limited Land Availability and Environmental Constraints			

Lack of large parcels for infill development			
Environmental constraints			

Consideration of Housing Locations in Relation to Employment Location

Another requirement of this analysis is that cities consider the location of housing in relation to employment location. Arlington is a jobs center, with a portion of the Cascade Industrial Center within city limits. Strategic Objective I from the Arlington's Housing Action Plan contains considerations around the housing-jobs balance and ensuring adequate housing supply for Arlington employees:

> *Arlington has been expanding and is projected to continue doing so. As an employment center, jobs and businesses are increasing and prospering. As a desirable place to live, more and more people are seeking to build a life here. The goal of this strategic objective is to ensure those opportunities not only remain but thrive. The City has a high jobs-to-housing ratio. Although the City wishes for the high ratio to remain, it can still ensure people who work in Arlington also have the option to live here. The lack of affordable housing options (particularly for ownership) is supported by responses to the Arlington Housing Needs Survey. A goal of this objective is to alleviate the inadequate supply of affordable homeownership opportunities by connecting those interested in ownership with more resources. It can also expand the allowances for more affordable options to be built, so developers have the tools to meet this demand.*
>
> *If more people that work in Arlington also live there, intracity trips will increase, decreasing commute times and giving the City more reason to expand its multimodal transportation network. For some households, monthly transportation costs, usually tied to a long commute, can equal, or exceed a household's monthly housing costs. Transportation costs cannot be left out of the City's discussion of Arlington's affordability. Another goal of this objective is to leverage Arlington's growth to increase quality of life in Arlington. The City should evaluate mechanisms for funding affordable housing in tandem with increased commercial and industrial investment. It should also figure out how to efficiently combine residential development with planned infrastructure improvements.*
> *This strategic objective serves as Arlington's highest priority for implementation. All actions under this objective should be pursued within the next five years, with resources, such as staff time and budget allocations, which are specified in this plan being primarily devoted toward their completion.*

Consideration of the Role of ADUs in Meeting Housing Needs

This analysis also requires that cities consider the role of ADUs in meeting housing needs. Although ADUs are allowed in Arlington, none have been permitted in recent years, per city staff. The passage of HB 1337 in 2023 will significantly change ADU regulations statewide, and as part of that legislation, Arlington will be required to further relax any remaining restrictions on ADU development. The new legislation requires that cities allow 2 attached or detached ADUs on all lots and eliminates other barriers to ADU development such as owner-occupancy requirements and size, location, and design requirements that are more stringent than those imposed on the

primary dwelling. Finally, the new legislation will cap impact fees for ADUs at 50 percent of those charged for the primary unit. Implementing HB 1337 will significantly reduce barriers to ADU production in Arlington. In addition, as outlined in Action 1.2 of the Housing Action Plan, Arlington could consider other incentives to ADU development such as streamlining permitting processes through providing stock designs for ADUs in the city.

Future Growth Scenarios Analysis

Arlington has been growing at a faster pace that the county as a whole, and the City anticipates that it will exceed the growth targets allocated to Arlington prior to 2044, which may result in the need to study annexation potential starting in the next few years. As such, the City, supported by consultant Leland Consulting Group (LCG), studied multiple scenarios for growth projections in a market study and forecast analysis. LCG analyzed a range of development scenarios to forecast where the growth necessary for meeting its 2044 Snohomish County growth allocations for population, housing units, and jobs would potentially occur under multiple sets of future conditions. Following is a summary of several future growth scenarios that studied potential growth scenarios for housing units, jobs, and population as background for the 2044 Comprehensive Plan update and the supporting DEIS and FEIS documents. ***Alternative 3 studied evaluates the potential for more rapid growth, which is consistent with Scenario 5 studied in the analysis and summarized below and on the following pages.***

Forecast Inputs

Vacant and Underutilized Land and Parcel-Level Data from Buildable Lands Report

The City provided a layer of vacant and underutilized lands to serve as the base from which forecasted job, housing and population growth will occur. Of 1,197 records, 63 were removed either because they have recent projects identified by the City or were duplicates. GIS data from the Snohomish County 2021 Buildable Lands Report (BLR) was incorporated for baseline housing and estimated jobs/housing lost to redevelopment. Parcel-level data was exported from GIS into Excel for forecasting calculations.

For Scenarios 2 through 5, parcels with high value improvements were removed since these were considered to be less likely to develop during the planning horizon. Improvement-to-Land Value ratio (the relative value of buildings, also referred to as improvements, compared to the underlying land) was used for defining such parcels, using County Assessor parcel data. Parcels with an improvement-to-land value ratio at or over 1.0 were removed. Twenty-nine parcels with no calculated ILV (due to missing property value data) were kept in all scenarios.

The growth projections for population, housing units, and jobs for the alternatives studied are the same, but Alternative 3 assumes growth will occur more rapidly, in line with the forecasted “Scenario 5” discussed in more detail later in this chapter.

Baseline Jobs, Housing and Population

Jobs

The Snohomish County 2021 Buildable Lands Report (BLR) provides an estimate of 10,289 jobs in the UGA in 2019, based on data from the Washington Employment Security Department (ESD). Because there is no parcel-level data on existing jobs available, LCG used micro-analysis zone (MAZ)-level existing jobs data provided by the

County to apportion the 10,289 jobs to TAZs, based on each TAZs share of existing MAZ employment.[1]. In order to use 2020 as the baseline year for analysis, LCG added known 2020 jobs data from recent real estate development projects provided by the City and CoStar (a leading nationwide data source for commercial real estate development). Unless provided directly, existing jobs were estimated based on square feet (SF) of commercial development and BLR estimates of square feet per job by employment type as follows:

- Retail: 1 job per 700 SF
- Office/Live Work: 1 job per 350 SF
- Mini-Storage: 1 job per 20,000 SF
- Other: 1 job per 400 SF
- Manufacturing: 1 job per 500 SF
- Wholesale, Transportation, Utilities (WTU): 1 job per 2,000 SF (City revision of estimate in 2021 BLR)

The final baseline 2020 jobs count for Arlington used in all scenarios is **12,449 jobs.**

Housing and Population

The BLR provides an estimate of 7,733 housing units in the UGA in 2019, and as with employment, LCG added units from 2020 projects provided by the City and CoStar to arrive at **9,120 units** in 2020. The UGA's 2020 **population of 20,418** (according to the Countywide Planning Policies) was apportioned to TAZ's by taking each TAZ's 2020 housing units multiplied by the observed 2020 persons per household (calculated as 20,418 population divided by 9,120 housing units, resulting in 2.23 people per household).

Pending Jobs, Housing and Population

LCG assumed that projects that have been built since 2020, are permitted, or are under construction, should be included in the total unit and jobs counts for the 2020-2044 period using their actual unit and square footage counts. These projects were designated as "pending" in this analysis. For projects built in 2021 or later, LCG used housing unit and jobs numbers from the City, CoStar, and the BLR. BLR data was only used when neither City nor CoStar data was available, for example, for a 135,000 SF Swire Coca-Cola warehouse distribution center on 59th Avenue. LCG assumed that sites that developed during this "pending" period will not be redeveloped again during the study period (2020 to 2044). Pending population was calculated by multiplying pending housing units at the parcel level by an estimated persons per household (2.00 for Multifamily, Commercial and Mixed Use zones; 3.00 for Single Family, per City input).

[1] The assignment of MAZ-level jobs to TAZs was estimated using the parcel-level; "EXEM_T" field in the 2019 BLR GIS data. This field represents the County's estimate of "Existing total employment estimate on parcel" and was developed during the BLR process to estimate the number of jobs which would be lost to redevelopment on redevelopable parcels, but also serves as a useful proxy for the relative job distribution across TAZs.

Development Assumptions for Vacant and Underutilized Parcels

For vacant and underutilized parcels, the following assumptions for development density and development rate were applied in order to produce forecasts for the five scenarios.

Table 6-11 Scenario Assumptions for Arlington Population, Housing and Jobs 2044 Forecasts

	Scenario 1: Lower Job, Housing Density	**Scenario 2:** 1 + Higher Job, Housing Density	**Scenario 3:** 2 + No Development Rate Reduction	**Scenario 4:** 2 + Higher Commercial Density, WFH	**Scenario 5:** 2 + WFH + No Development Rate Reduction
Developable Land	City V/UU Layer	City V/UU Layer with High-Value Properties Removed	City V/UU Layer with High-Value Properties Removed	City V/UU Layer with High-Value Properties Removed	City V/UU Layer with High-Value Properties Removed
Employment Density *Rentable Building Area/acre:* • Mixed Use/Comm. Zones • Industrial Zones *SF per Job:* • OTBD Zone • Other Comm. Zones • Industrial Zones	 • 3,200 • 10,000 • 400 • 1,000 • 2,000	 • 6,600 • 10,000 • 400 • 500 • 2,000	 • 6,600 • 10,000 • 400 • 500 • 2,000	 • 12,000 • 10,000 • 400 • 500 • 2,000	 • 6,600 • 10,000 • 400 • 500 • 2,000
Work from Home Included in Employment #s?				✔	✔
Residential Density • SFR Zones • Smokey Point Area • RHC Zones • Mixed Use Zones	 3-7 du/ac 27 17 15	 3-7 du/ac 27 34 34	 3-7 du/ac 27 34 34	 3-7 du/ac 27 34 34	 3-7 du/ac 27 34 34
Market-Based Development Rate Reduction Applied?	✔	✔		✔	

Employment Assumptions

Forecasted job totals were estimated by applying square foot per job estimates to estimated rentable building acres (RBA) of commercial and industrial space to be developed.

- **Rentable building Area per Acre (RBA/acre).** RBA/acre is the area within a building that will be rented to or owned by job-creating tenants; it does not include area rented as apartments. The estimated RBA/acre for mixed use zones is based on the average commercial space developed in mixed use projects in these zones over the past ten years (4,084 SF for scenarios 2 through 5, with a lower estimate of 897 SF for Scenario 1) and an estimated RBA/acre of 12,000 SF/acre for purely commercial projects.[2] From these estimates, an average RBA/acre was calculated for mixed use zones (3,200 for Scenario 1, 6,600 for Scenarios 2, 3, and 5), based on the share of commercial versus multifamily RBA/acre developed in these zones over the past ten years (30 percent commercial, 70 percent multifamily). Scenario 4 assumed 12,000 SF/acre for mixed use zones (explained further under "Scenario Development"). For the Business Park zone, which does not allow housing, an RBA/acre of 12,000 was used. For industrial zones, 10,000 was used for all scenarios, based on the density of past development.

- **SF per job.** Estimated SF per job varies by zone. The highest density employment, or 400 SF per job (across all scenarios), is seen in Old Town Business District zones, and was calculated using CoStar data on the existing square footage of commercial space and existing employment estimates from the BLR GIS data. The 2,000 SF per job for industrial zones (across scenarios) is based on City input regarding recent density for the prevailing employment type (WTU) in industrial zones. For commercial and mixed use zones, the 1,000 SF per job used in Scenario 1 was based on existing job density in commercial zones (using BLR job and CoStar SF data), and the 500 used in all other scenarios was based on the density of recent and pipeline projects provided by the city.

Housing and Population Assumptions

- **Single Family Zones:** based on density of existing development (calculated with BLR data), which was in line with allowed densities per the zoning code.

- **Mixed Use and Multifamily Zones:**
  - *Residential Moderate ("RMod") and Medium Capacity.* No CoStar data was available for projects within these zones, and because calculated density of existing development (6 and 4 du/acre respectively) is below the allowed densities of (7-11 du/acre for RMod, 12-16 for Residential Medium Density), a middle ground 10 du/acre was used across all scenarios.
  - *Residential High Capacity.* For Scenario 1, City input of 17 units per acre was used (also the RHC zone allowed density). The 34 units per acre used for all other scenarios was based on the 42 per acre average seen in multifamily projects developed over the past ten years, reduced slightly (20 percent) considering the City's expectation of lower density development.
  - *Commercial and mixed use zones.* For Scenario 1, City input of 15 units per acre was used (also the RHC zone allowed density). For all other scenarios, the RHC assumption was used.

- **Population:** Across all scenarios, an average household size of 2.00 persons per household was used for

multifamily development, and 3.00 for single family, per City input.

Development Rate

Development Rate is the percent of vacant and redevelopable parcels that are estimated to redevelop between 2020 and 2044 (Table 2). LCG estimated development rates for all zones, used across all scenarios, based on:

- **Single and Multifamily Zones:** based on average annual acreage developed in single family homes for 2010-2021, using HUD permit data, and apportioned to zones based on their share of available single-family acreage.
- **Commercial/Mixed-Use and Industrial Zones:** based on CoStar data on average annual acreage developed into a commercial or industrial use since 2015, including planned/future pipeline development, and each zone's share of available commercial/mixed-use or industrial acreage.

Development Rate can also be estimated by reviewing construction, deliveries, and to a lesser degree, absorption data that is reported by various planning and real estate data sources. Development Rate can even focus on density expected from future development, versus what has been seen in the past.

Table 6-12 Development Rate*

Multi-Family		
	Residential High Capacity	19%
Commercial / Mixed Use		
	Neighborhood Commercial	80%
	Old Town Business District - 1	7%
	Old Town Business District - 2	0%
	Old Town Business District - 3	0%
	General Commercial	100%
	Highway Commercial	25%
	Business Park	100%
	Commercial Corridor District	7%
	Medical Services	0%
Industrial		
	Light Industrial	46%
	General Industrial	46%

*Applied in Scenarios 1, 2, 4 only. While Development Rate represents the Percent that WILL develop, BLR and other studies quantify this metric as "Market Factor," which is the inverse of Development Rate (or the percent that will NOT develop).

[2] The lower 897 RBA/acre assumption incorporated in Scenario 1 was an initial estimate based only on data available in CoStar, while the higher 4,084 figure incorporated data on more recent mixed use projects provided by the City. The 12,000 RBA/acre (rounded from 12,197) for commercial development is based on a Floor Area Ratio of 0.28 assumption.

Forecast Methodology

Capacity Calculation

Using the inputs described above in Table 1, LCG calculated Arlington's "capacity" for development that can accommodate population, housing, and jobs within the City of Arlington Urban Growth Area by 2044. These capacity totals were added to baseline and pending totals and compared to 2044 growth allocations from Countywide Planning Policies (for population and jobs) and County PAC Working Group (for housing) to determine if the Arlington UGA has sufficient capacity of land to accommodate allocated housing and employment growth, as required by RCW 36.70A.115.

Figure 6.31 Employment Capacity Calculation

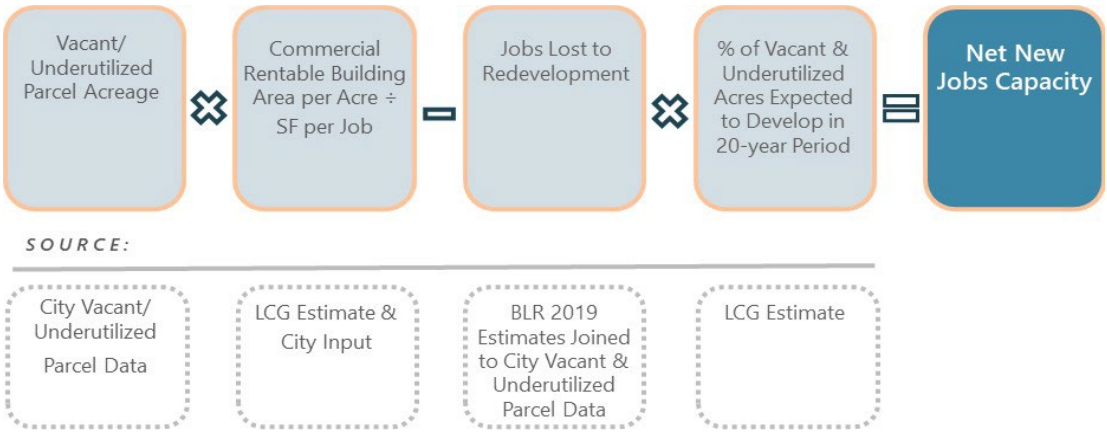
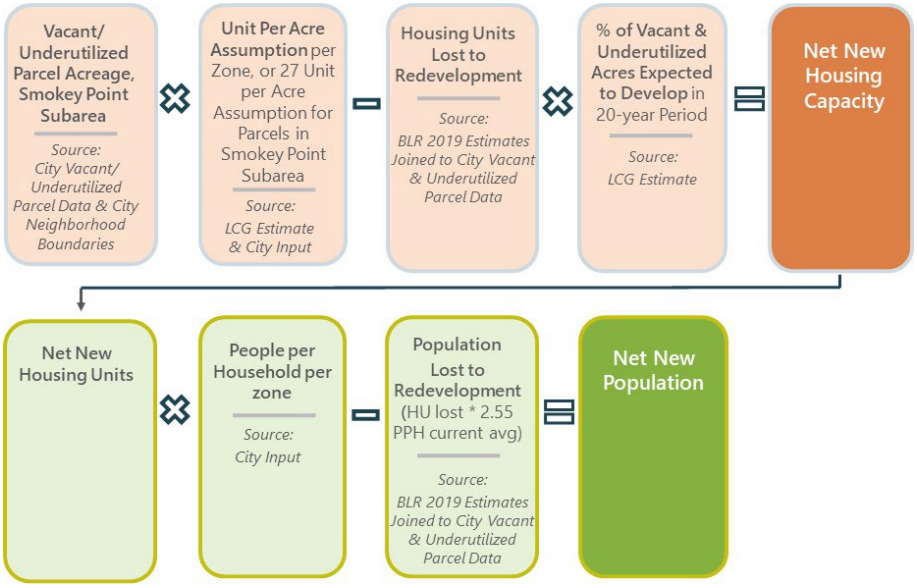


Figure 6.32 Housing and Population Capacity Calculation



Note: Scenarios 2, 3, 4, 5 removed parcels with Improvement-to-Land-Value Ratios of 1 or higher from Vacant/Underutilized layer.

Scenarios Development and Analysis

Leland Consulting Group (LCG) analyzed a range of development scenarios to forecast where the growth necessary for meeting its 2044 regional growth targets for population, housing and jobs is most likely to occur.[3] All scenarios calculated growth using the same methodology as shown in Figures 1 and 2, but are differentiated in terms of inputs used (e.g., assumed density of residential development), which are depicted in Table 1. Scenario 1 began with assumptions based on past growth trends for housing and jobs, but though the course of LCG analysis, higher density assumptions and other variables needed to be applied in order to reach the 2044 Snohomish County jobs target, which resulted in the multiple scenarios presented here. While **all scenarios showed sufficient capacity for meeting 2044 housing and population targets, only Scenario 5 met the future jobs target** (as shown below in the figures starting on the next page). A summary of the context behind scenario development follows.

Scenario 1: Lower Job, Housing Density: The initial scenario utilized assumed residential and employment densities provided by City staff and included all parcels marked as Vacant or Underutilized in the City's Vacant and Underutilized layer.

Scenario 2: *Scenario 1* + Higher Job, Housing Density: LCG removed parcels from the City's Vacant and Underutilized layer with high value improvements that, based on consultant experience, are considered less likely to redevelop within the planning horizon (as described above under "Forecast Inputs"). Excluding these parcels led to smaller losses of existing jobs and housing units due to redevelopment. Other changes in this scenario include higher job and housing densities, based on the density of recent and pending developments (while keeping employment densities the same for Industrial and Old Town zones—though with a higher rate of Rentable building Area per Acre in Old Town).

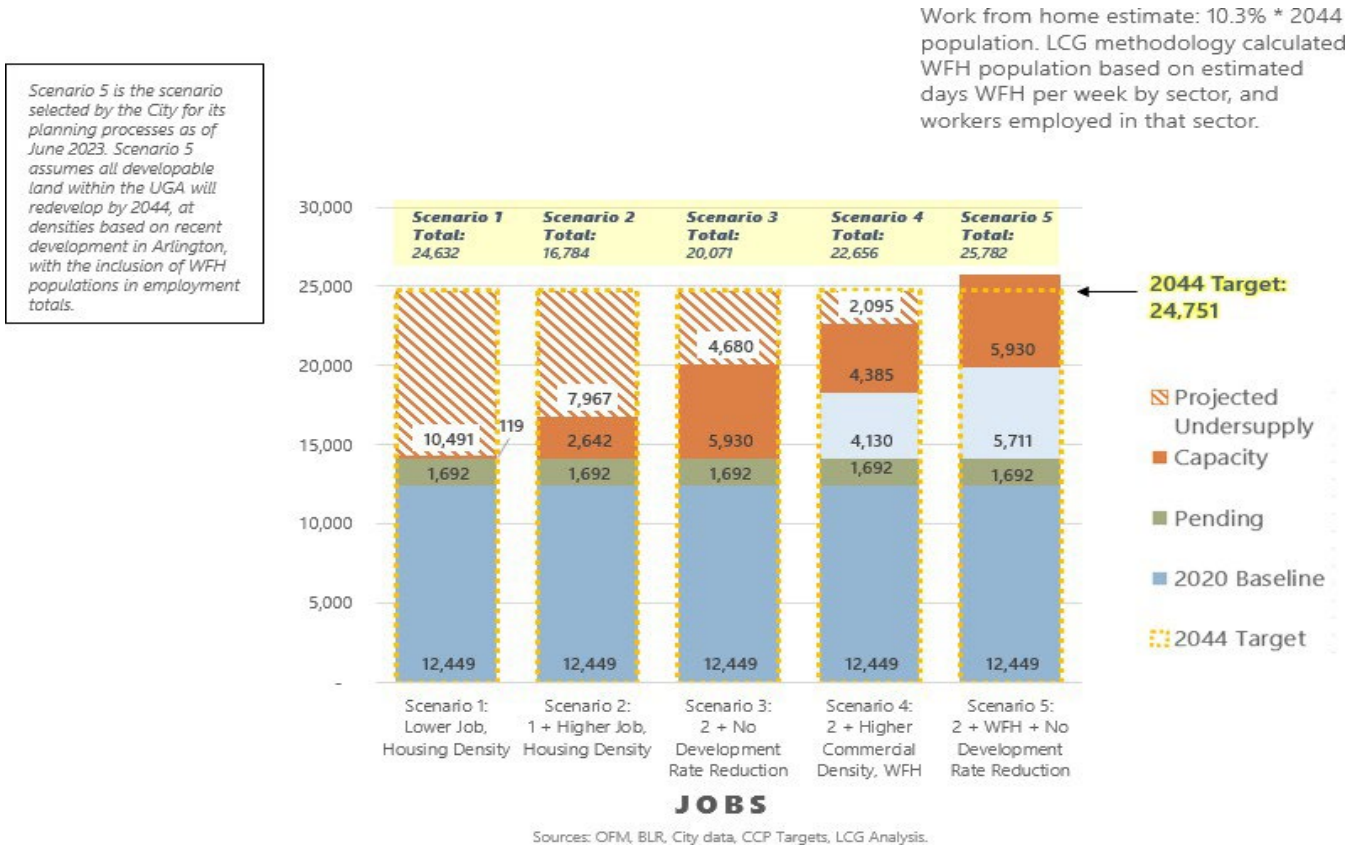
Scenario 3: *Scenario 2* + No Market-Based Development Rate Reduction: Because calculated jobs capacity in Scenarios 1 and 2 fell short of the 2044 jobs target, LCG removed development rate, and performed the analysis as if all Vacant and Underutilized land (without the high Improvement to Land Value-rating parcels) were to redevelop by 2044. Past market constraints on development may be less of a factor for future development in Arlington due to the addition of high-capacity transit and ongoing economic development activity geared towards ensuring that the Cascade Industrial Center serves as a significant employer for the region. As stated in Puget Sound Regional Council's Guidance for Growth Targets to Implement VISION 2050, "historical growth targets may not be as useful a guide for these [high-capacity transit] jurisdictions compared to some cites. In many cases, transit investments represent new, future opportunities to accommodate growth."

Scenario 4: *Scenario 2* + Higher Commercial Density, Work from Home (WFH). This scenario sought to answer the question of whether the jobs target could be met while including development rates, if more aggressive (though

not unreasonable) density of commercial development were assumed in mixed use zones and estimated future work from home populations included. LCG calculated work from home population at 10.3 percent of 2044 population, which is based on national estimates for days worked from home per week by sector and workers employed in that sector in Arlington (applied only to the employed share of Arlington's population, calculated using current figures).

Scenario 5: *Scenario 2* + WFH + No Market-Based Development Rate Reduction. Because calculated job capacity for Scenario 3 fell short of the 2044 target, LCG removed the market-based reduction and ran the model at "full-build out" to analyze if the jobs target would be met if all parcels assumed to be vacant and redevelopable (excluding high-value parcels as described above) were to redevelop during the planning horizon. As in Scenario 4, an estimate of work from home population was included. In this scenario, the housing allocation was greatly exceeded and the jobs allocation was met and slightly exceeded.

Figure 6.33 Job Capacity (2044) Findings, All Scenarios



[3] 2044 regional growth targets for population and jobs are derived from Countywide Planning Policies, while housing targets are set by the State Department of Commerce for counties, and allocated to jurisdictions by the Planning Advisory Committee (Snohomish County Tomorrow).

Figure 6.34 Housing Capacity (2044) Findings, All Scenarios



Sources: OFM, BLR, City data, Snohomish County PAC Working Group, LCG Analysis.

Figure 6.35 Scenario 1, 5 Findings



Scenarios Analysis Summary, Land Capacity Limitations, and Potential Future Annexation

While all scenarios showed sufficient capacity for meeting 2044 housing and population targets, only Scenario 5 met the future jobs target. Scenario 5 meets this target by assuming high-end rates of commercial development densities, a continuation of current work from home trends, and **that all developable land within the UGA will redevelop by 2044—regardless of market constraints**. **While Scenario 5 is an aggressive outlook on development, the City considers it most prudent to plan for the highest end of potential development, and as such as chosen to study a more aggressive pace of growth (Alternative 3).**

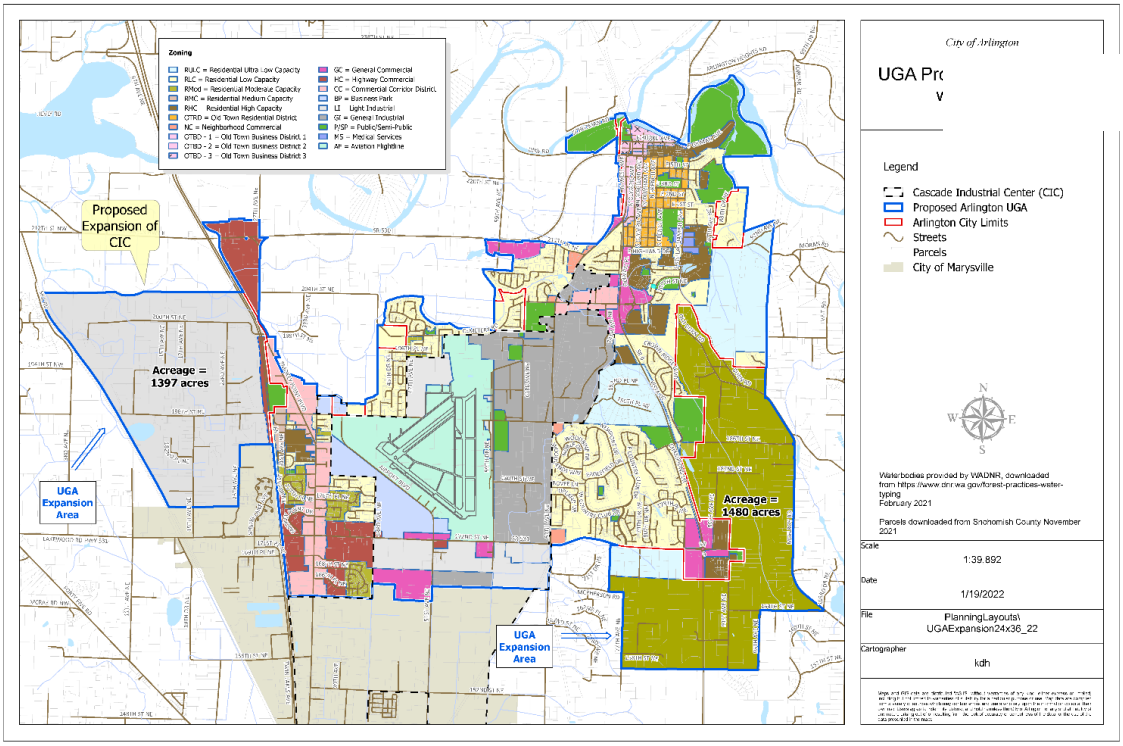
Scenario 5's removal of the development rate reduction produces a surplus residential capacity—or a capacity for 9,896 additional units beyond the 15,781 unit target for 2044. While the Puget Sound Regional Council advocates for consistency with county- provided growth targets, their Plan Review and Comprehensive Plan FAQ advises that "capacity for growth can exceed growth targets, which may be particularly important in planning for growth under new affordability requirements in HB 1220." Additionally, PSRC's Guidance for Growth Targets to Implement VISION 2050 states "historical growth targets may not be as useful a guide for these [high-capacity transit] jurisdictions compared to some cites. In many cases, transit investments represent new, future opportunities to accommodate growth." Because Arlington is a high-capacity transit

community, with bus rapid transit service anticipated in 2027—and Scenario 5's base of vacant and underutilized land from the City contained significantly more parcels in the Smokey Point area (where the BRT transit center will be located) than the BLR, Arlington arguably has capacity for more residential development than previous analyses suggest. PSRC's FAQ also states that "when a community substantially increases capacity beyond its adopted target it should document how the additional capacity is necessary to support regional policies." This report has documented how the additional residential capacity was deemed necessary in order to align with regional policies for concentrating growth near Manufacturing Industrial Centers and high-capacity transit stations.

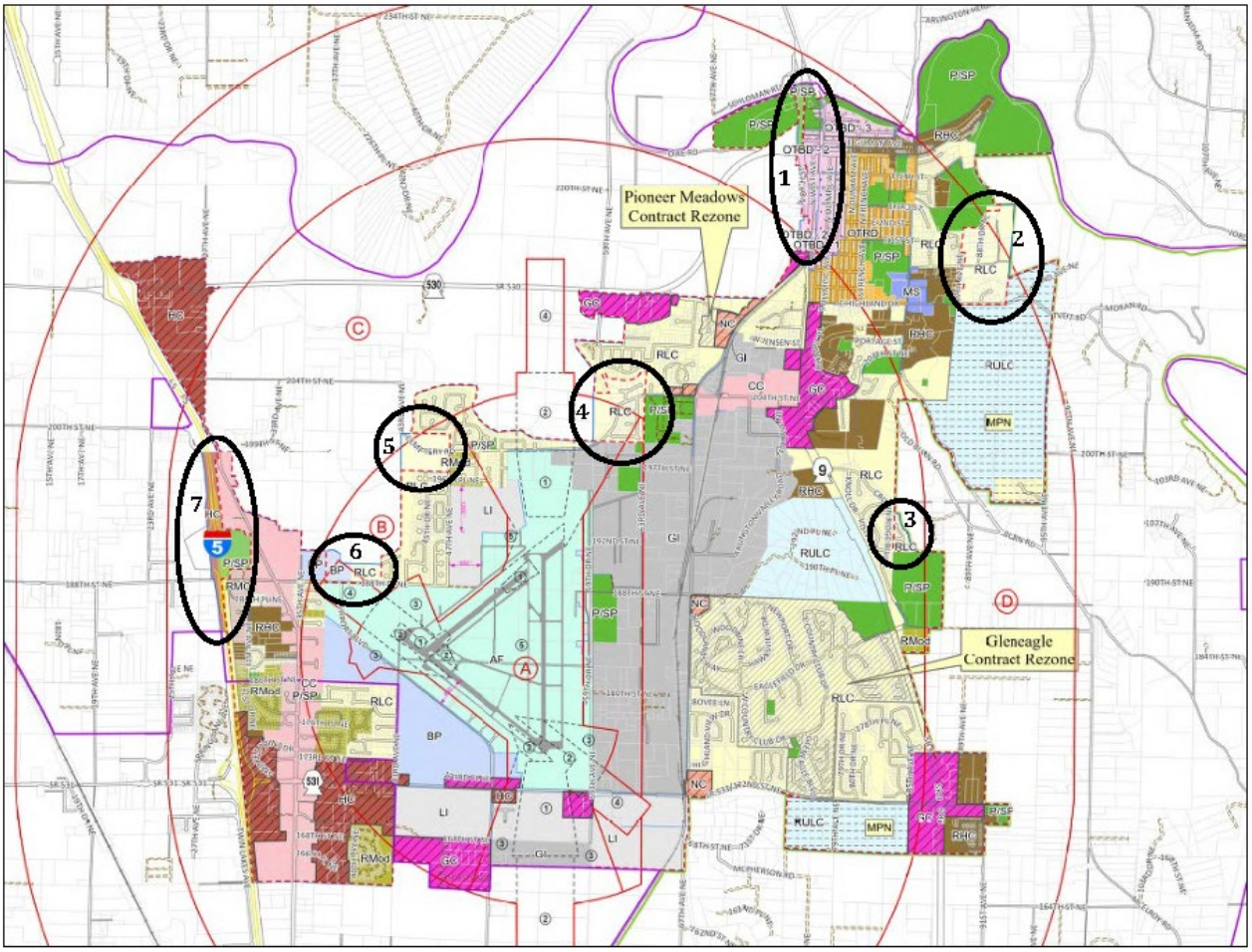
Arlington's existing land capacity may prove to be insufficient for accommodating the 2044 employment target if the City's current lower-density development trends continue. Future planning processes should assess how development trends of employment and other lands have shifted in light of CIC development, connection to the region's high-capacity transit, and other changes. Additional residential capacity may be deemed necessary in order to align with regional policies for concentrating growth near Manufacturing Industrial Centers and high-capacity transit stations.

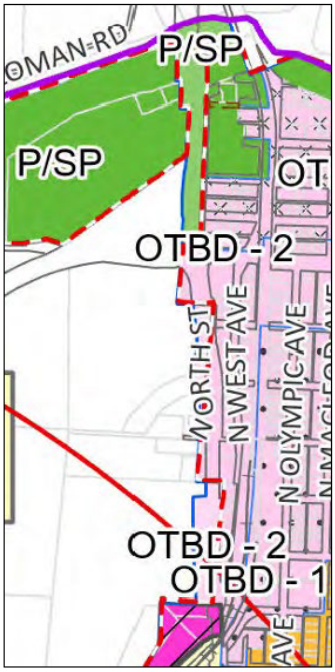
As shown in **Figure 6.36**, the City has identified potential UGA expansion areas that would be further studied and pursued as needed in the future to accommodate jobs and housing units targets as the City grows over the long term. **Figures 6.37** through **6.44** provide analysis of other potential UGA expansion areas across the city, which helps to provide some context for the two selected locations.

Figure 6.36 Potential Urban Growth Area Expansion Locations



Figures 6.37 through 6.44 Summary of Other Potential Annexation Locations





AREA 1

Description of Area: Portions of the west side of State Route 9 (Highway 9) right-of-way.

City Pre-Zoning: Old Town Business District 2 (OTBD-2)

Snohomish County Zoning: A-10 and Hazard Areas Notice w/200ft

Flood Plain / Steep Slopes: Not within right-of-way but to the west of the UGA boundary line there is a steep slope that drops into Flood Plain Zone AE

Utility Services: None for right-of-way

Development Opportunities: None. The entire area is right-of-way and there are no private property or structures.



AREA 2

Description of Area: Includes 30 single-family residents (17 north of 215th Place NE - Kunze Acreage Tracts and 13 south of 215th Place NE – Meadow Brook PRD). Approximately 8 acres are designated as stormwater; water service, and a Bonneville Transmission Line Easement as part of the Meadow Brook PRD.

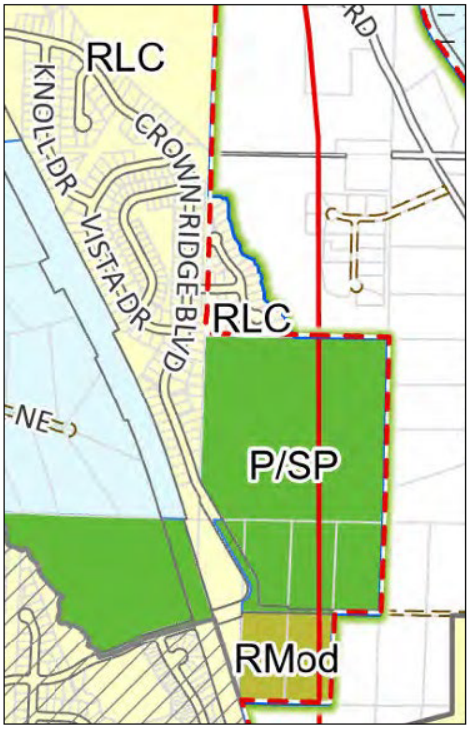
City Pre-Zoning: Residential Low Capacity (RLC)

Snohomish County Zoning: R-9,600, PRD SA-1 and A-10

Flood Plain / Steep Slopes: Steep Slope to the east of the residential homes located on 88th Drive NE. Slopes down to Flood Plain Zone AE and Zone X

Utility Services: The residential homes are currently on well and septic systems or have city water and septic system. City of Arlington water is available outside city limits, but sewer service is not.

Development Opportunities: Redevelopment of the existing single-family residences. Potential of approximately 5 acres of undevelopable land to be developed at a rate of 5-6 dwelling units per acre if water and sewer connections are made.



AREA 3

Description of Area: Includes 35 single-family residents that was developed under The Eagles PRD

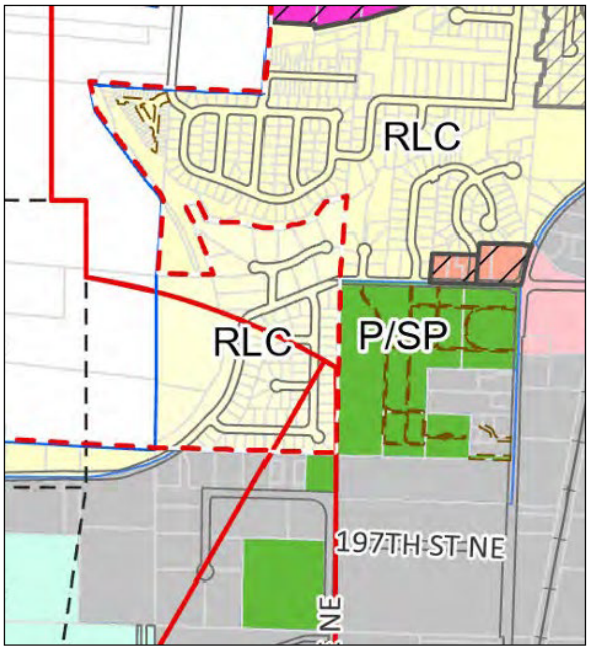
City Pre-Zoning: Residential Low Capacity (RLC)

Snohomish County Zoning: R-7,200

Flood Plain / Steep Slopes: Steep Slope to the east of the plat.

Utility Services: The residential homes are currently on City of Arlington water and sewer. Special exception was made for city sewer services to this plat due to the surrounding area.

Development Opportunities: None. This area is completely built out.



AREA 4

Description of Area: Includes 82 single-family residents that was developed under The Plat of Pioneer Park and Camelot Terrace.

City Pre-Zoning: Residential Low Capacity (RLC)

Snohomish County Zoning: R-9,600 and Hazard Areas Notice w/200ft

Flood Plain / Steep Slopes: Steep Slope to the west along the bluff, with Flood Plain Zone AE and Zone X below.

Utility Services: The residential homes are split between having wells and city water. The entire area is served by septic systems.

Development Opportunities: None. This area is completely built out.



AREA 5

Description of Area: Includes 2 single-family residences.

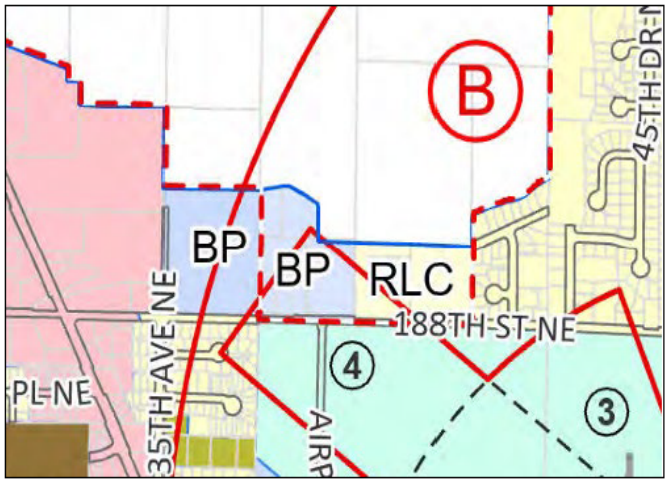
City Pre-Zoning: Residential Low Capacity (RLC)

Snohomish County Zoning: R-7200 and Hazard Areas Notice w/200ft

Flood Plain / Steep Slopes: Steep Slope to the west along the bluff, with Flood Plain Zone AE and small section of Zone X below.

Utility Services: The residential homes are currently on well and septic systems.

Development Opportunities: Currently None. These properties have been designated as Open Space Agriculture per RCW 84.34. To take the property out of this designation the property owner is required to pay all back taxes from the time that property entered into that agreement.



AREA 6

Description of Area: Includes 6 single-family residences, a marijuana manufacturer, and 2 vacant parcels.

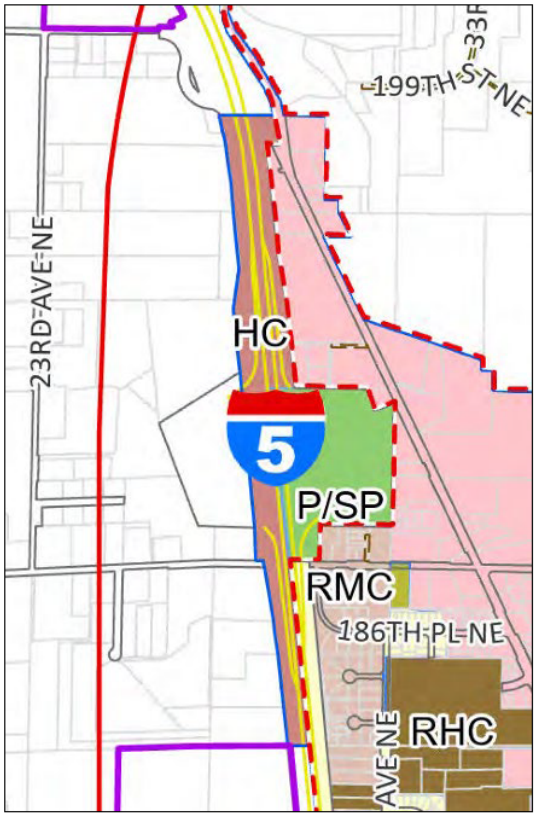
City Pre-Zoning: Residential Low Capacity (RLC) and Business Park (BP)

Snohomish County Zoning: R-7,200 and Industrial Park (IP)

Flood Plain / Steep Slopes: Steep Slope to the north along the bluff, with Flood Plain Zone AE and small section of Zone X below.

Utility Services: The residential homes are currently on well and septic systems. The marijuana manufacturing business is on city water with a septic system.

Development Opportunities: The area currently has an annexation application in for review with the city. The property just east of the Business Park zone also has a rezone application in to change the zoning of 2 parcels from Residential Low Capacity to Business Park. Both of these applications are pending. With approval this area would then have the options to develop to Business Park standards or have the existing residential homes remain as legal non-conforming uses.



AREA 7

Description of Area: Portions of the east and west sides of Interstate 5 (I-5) right-of-way and the north bound rest area.

City Pre-Zoning: Public / Semi-Public (P/SP) Rest Areas and Highway Commercial for the right-of-way area.

Snohomish County Zoning: Light Industrial (LI) and Industrial Park (IP)

Flood Plain / Steep Slopes: None.

Utility Services: None for right-of-way

Development Opportunities: None. The entire area is right-of-way or existing rest area, there are no private property or structures.

Analysis of Potential Impacts

The impact discussion evaluates land use patterns of each alternative and the effects of each alternative on the employment and housing capacities of the City.

Common to All Alternatives

Increased growth and change would occur under all alternatives. While Alternative 1 has no associated land use or zoning changes, the anticipated increase in population, housing units, and jobs would still significantly alter development patterns, the urban form, and housing environment over the next twenty years. The extent of changes would increase and vary the most under Alternatives 2 and 3 as the growth rates increase, with significantly more occurring under Alternative 3 within the 20 year planning horizon than under Alternative 2. The most notable impacts will be to the transition in scale. Just as Arlington has changed dramatically over the past twenty years, the next twenty years also would bring significant changes. The purpose of the DEIS (republished in this FEIS) was to study and anticipate these potential changes, so that they City can proactively plan for the future and put measures in place to support the community's vision for growth

Mitigation Measures

To mitigate the impacts of projected growth, the City would adopt new zoning provisions, including transitional zoning designations, and would continue to require adherence to design standards and development regulations. These design standards and development regulations would ensure continuity between varying land use intensities. Allowed heights, uses, integrated public spaces along frontages and parcel edges, streetscapes, and landscaping are all elements that can help ease the transition of development intensities. Refer to mitigation measures described in other chapters of this FEIS for additional measures that would mitigate the impacts of future growth related to consistency with plans and policies (Chapter 4), the natural environment (Chapter 5), multimodal transportation (Chapter 7), public services (Chapter 8), and utilities (Chapter 9).

Significant Unavoidable Adverse Impacts

Implementation under any of the alternatives would result in dramatic changes in scale across the City. Ensuring that projects comply with the City's code provisions and design standards will be an important action in mitigating future new development and redevelopment to avoid significant adverse impacts. It is not the intent of the City to not take action; however, if No Action Alternative, Alternative 1, were to move forward, with no adoption of the updated Comprehensive Plan and supporting development regulations and zoning modifications, the City would not be in a position to meet its allocated targets for housing units.

Chapter

7

MULTIMODAL TRANSPORTATION



Chapter 7 – Multimodal Transportation

Introduction

This chapter of the Final Environmental Impact Statement/FEIS (as previously published in the Draft Environmental Impact Statement/DEIS) addresses transportation conditions in Arlington and analyzes potential impacts and associated mitigation needs related to the alternatives.

Affected Environment

Existing Conditions

Travel within and around the City of Arlington is served by the existing transportation system, which includes roadways, pedestrian and bicycle facilities, and transit facilities and services. These facilities and services provide for daily travel in and around Arlington and to and from adjacent communities and the greater Snohomish County region. The existing conditions of the transportation systems are summarized to provide insights to current issues and constraints to help guide the identification of future potential improvement projects, programs, and policies.

Roadway System

The roadway system provides the backbone for travel in and around the City of Arlington. The roadways serve cars, freight, pedestrians, bicyclists, and transit.

Road Classifications

The roadways are classified in a hierarchy based on the intended purpose, desired service for each facility, and surrounding land use. The City of Arlington uses a four-level functional classification system, excluding the freeway/interstate. Freeway/Interstate is under Washington State Department of Transportation (WSDOT) jurisdiction. The classifications are related to the road characteristics of Average Daily Traffic (ADT), number of lanes, lane width, posted speed limit, and pavement thickness. The functional classes are defined in **Table 7-1.**

Table 7-2 summarizes the functional class of State-owned facilities (WSDOT) in the City of Arlington, which include Interstate-5 (I-5), State Route 9 (SR 9), SR 530, and SR 531. I-5 and SR 9 provide north-south connectivity to the region. SR 530 and SR 351 provide east-west connectivity in the City of Arlington.

Table 7-3 summarizes the functional classification of key City-owned roadways, and **Figure 7.1** illustrates the functional classification of roadway system in the City.

Tribal Roads

Adopted regional policy supports meaningful, regular, and ongoing exchange of information and opinions for better informed decision-making and mutual understanding between Indian Tribes as sovereign nations and Puget Sound Regional Council (PSRC) member jurisdictions. The VISION 2050 policy, MPP-RC-4, directs members of the Puget Sound region to coordinate with Tribes in regional and local planning. The Stillaguamish Tribe (Tribe) and the City of Arlington have been partners in the planning, maintenance, and preservation of Arlington's surface transportation network. **Figure 7.2** depicts Tribal Roads.

The Tribal Transportation Program (TPP) is a federal program jointly administered by the Federal Highway Administration's Federals Lands Highway Office and the Bureau of Indian Affairs (BIA) that provides funding for planning, design, construction, and maintenance activities of TPP listed roads. The purpose of the TPP is to provide safe and adequate transportation and public road access to and within tribal lands. Arlington is in the Stillaguamish tribal area. The Tribe and Arlington have identified BIA/Tribal Roads within Arlington city limits. These roads are eligible for TPP funding. shows the BIA/Tribal Roads in Arlington, which includes key corridors such as Smokey Point Boulevard from the city limit to 188th Street NE and 67th Avenue NE from 172nd Street NE (SR 531) to SR 530 and 67th Avenue NE between SR 531 and SR 9.

Table 7-1 Arlington Roadway Functional Classification

Roadway Type	Description / Purpose	Examples	Speed	ROW	ADT[1]
Freeway/Interstate	Freeways are multi-lane, high speed, high-capacity roadways, under WSDOT jurisdiction, connecting the City of Arlington with the Region.	Interstate 5 (I-5)	70 mph	-	>80,000
Arterial	Connect large subareas of the City. May serve secondary traffic generators and traffic to/from neighborhoods and within a large community.	172nd Street NE/SR 531 Smokey Point Boulevard	35 mph	60-110 feet	1,000 – 2,000+
Collectors	Promote the flow of vehicles, bicycles, and pedestrians from arterial roads to lower-order roads.	188th Street NE 211th Place NE	25 mph	60 feet	1,000 – 2,000
Local Access/ Residential Roads	Convey vehicles, pedestrians, and bicycles to/from destination points to higher-order roads.	200th Street NE 204th Street NE	25 mph	50 feet	250 or less
Alleys	Paved or unpaved access roads that do not carry through traffic. Provide access to a property or building.	-	15 mph	24 feet	250 or less

Note: WSDOT = Washington State Department of Transportation

1. ADT = Average daily traffic

Table 7-2 WSDOT Facilities in Arlington Functional Classification and Description

Roadway	WSDOT Classification	Primary Direction	Speed Limit
Interstate 5 (I-5)	Interstate	North/South	60 to 70 mph
State Route (SR) 9	Other Freeway/Expressway	North/South	55 mph
172nd Street NE/SR 531	Minor Arterial	East/West	35 mph
SR 530	Other Principal Arterial	East/West	35 to 55 mph

Source: WSDOT, 2023

Note: WSDOT = Washington State Department of Transportation. mph = miles per hour.



Olympic Avenue, Downtown Arlington

Table 7-3 City of Arlington Key Roadway Functional Classification and Description

Roadway	Classification	Jurisdiction	Primary Direction	Speed Limit
E Burke Avenue	Arterial	Arlington	East/West	25 mph
N Manhattan Avenue	Collector	Arlington	North/South	25 mph
W Division Street	Arterial/Collector[1]	Arlington	East/West	25 mph
N Olympic Avenue	Arterial	Arlington	North/South	25 mph
Lebanon Street/E Maple Street	Arterial	Arlington	East/West	25 mph
Smokey Point Boulevard	Arterial	Arlington	North/South	35 to 40 mph
174th Street NE	Local	Arlington	East/West	25 mph
211th Place NE	Local	Arlington	East/West	25 mph
67th Avenue NE	Arterial	Arlington	North/South	35 mph
E Highland Drive	Collector/Local[2]	Arlington	East/West	25 mph
Stillaguamish Avenue	Collector/Arterial[3]	Arlington	North/South	25 mph
Crown Ridge Boulevard	Local	Arlington	East/West	20 mph
204th Street NE	Collector/Arterial[4]	Arlington	East/West	35 mph
188th Street NE	Collector	Arlington	East/West	35 mph
Gleneagle Boulevard	Local	Arlington	North/South	25 mph
51st Avenue NE/Airport Boulevard	Arterial/Collector[5]	Arlington	North/South	35 mph
40th Avenue NE	Local	Arlington	North/South	25 mph
43rd Avenue NE	Local	Arlington	North/South	35 mph
59th Avenue NE	Arterial	Arlington	North/South	35 mph

Source: City of Arlington, 2023

Note: WSDOT = Washington State Department of Transportation; mph = miles per hour

1. Arterial west of N Macleod Avenue, collector east of N Macleod Avenue.
2. Collector west of S Stillaguamish Avenue, local street east of S Stillaguamish Avenue.
3. Collector between E 3rd Street and E Highland Drive; arterial south of E Highland Drive.
4. Collector west of 67th Avenue NE, arterial east of 67th Avenue NE.
5. Minor arterial north of 172nd Avenue NE, major collector south of 172nd Avenue NE.

Figure 7.1 Functional Classifications of Arlington's Roadways

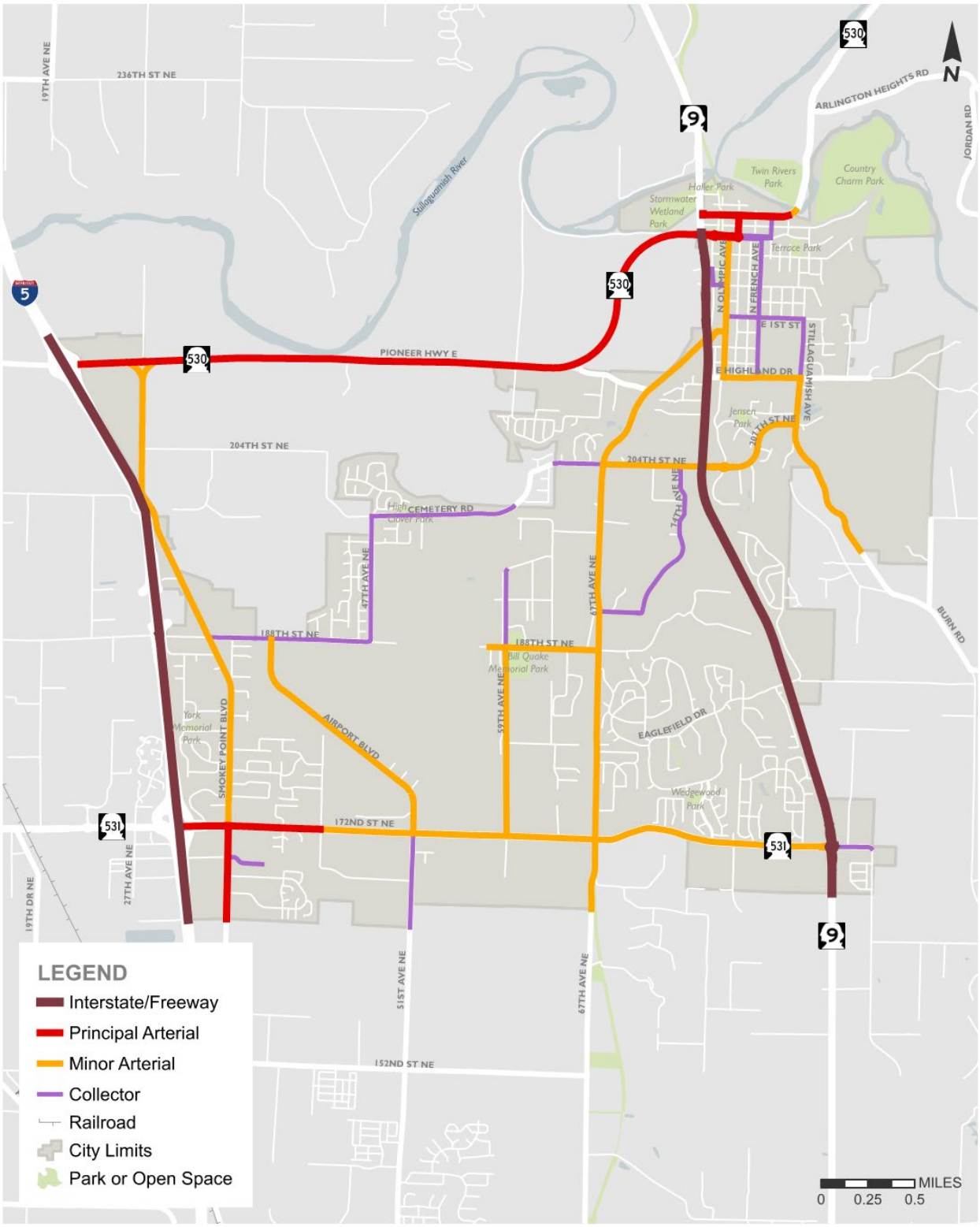
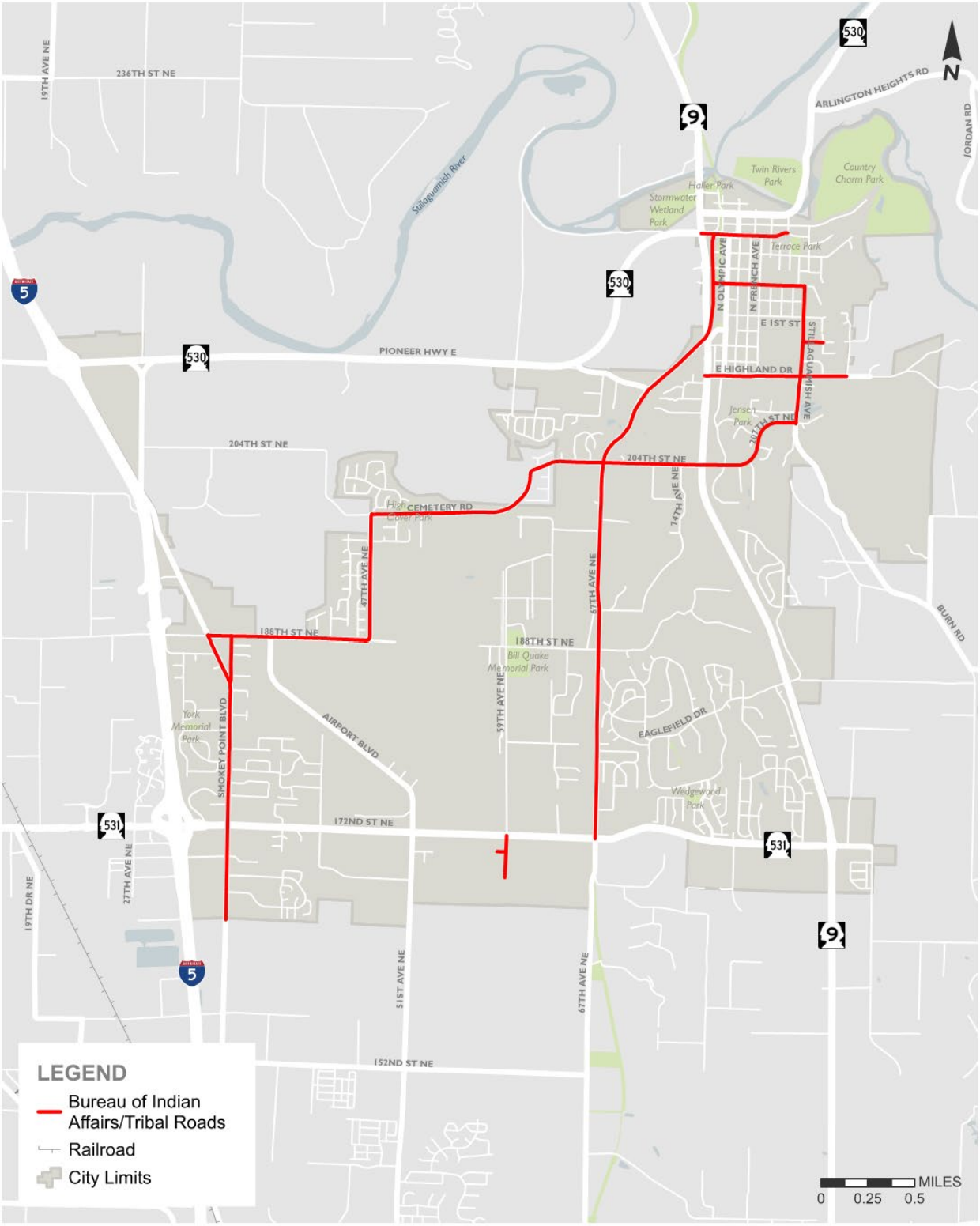


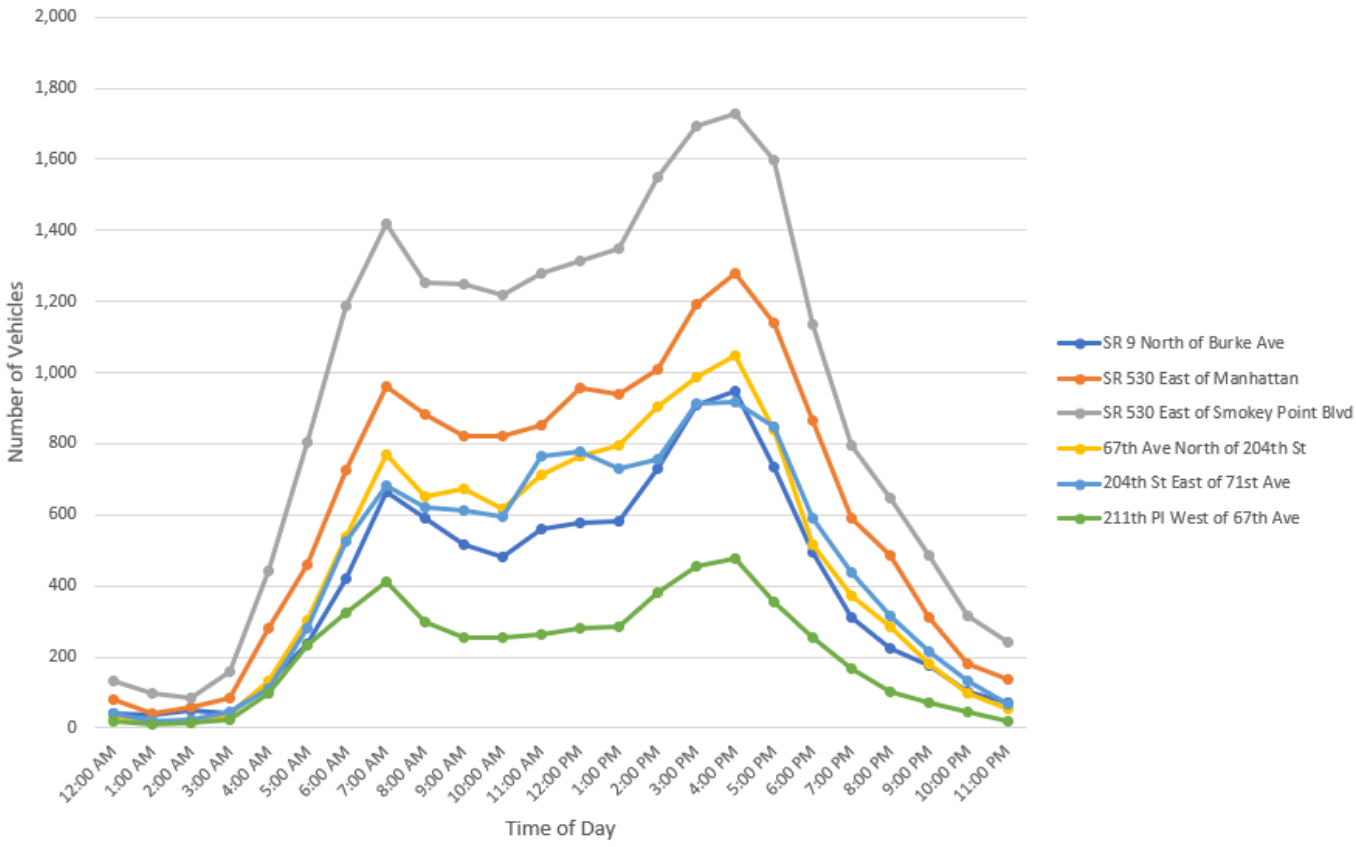
Figure 7.2 Tribal Roads in Arlington



Traffic Volumes

Existing traffic counts were collected in June and November 2022 for key intersections and roadways within Arlington. The detailed traffic count worksheets are provided in Appendix A. Existing weekday PM peak hour link volumes are summarized in **Figure 7.3**. As shown in Figure 7.5, the highest traffic levels are along the arterial streets with SR 531 in the City having the highest weekday PM peak hour traffic. Midweek hourly traffic volumes and vehicle classification were also collected for key roadway segments. **Figure 7.4** provides a summary of the mid-week average volumes for the roadways collected.

Figure 7.3 Mid-Week Average Traffic Volumes

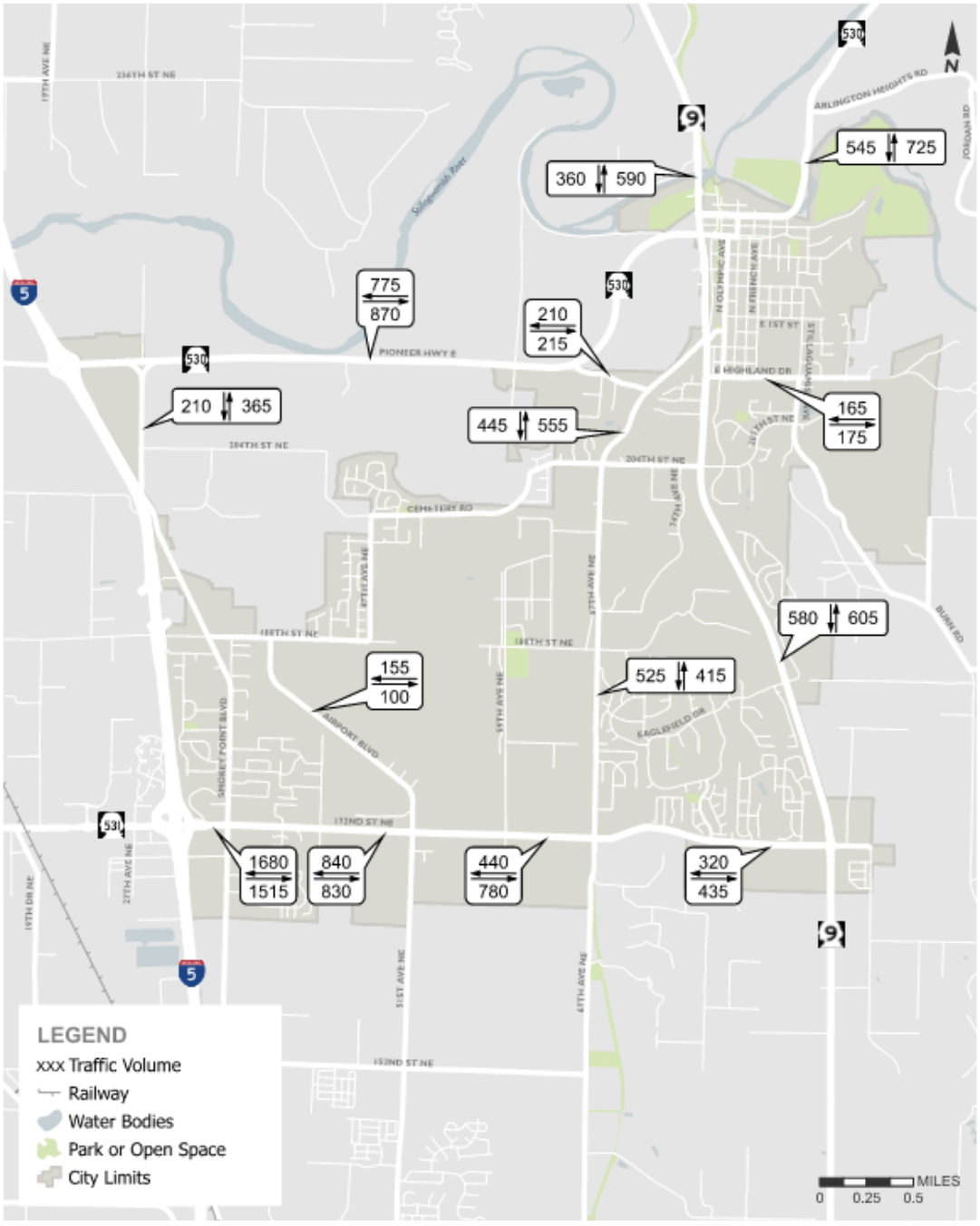


As shown in Figure 7.3, peak activity occurs during the PM period between 4 and 5 p.m. for all locations. There is additional peaking behavior during the weekday AM commute period, but overall AM peak hour volumes are lower than the PM peak hour. For the roadway segment data collection, the highest traffic volumes are along SR 530.

Midday volumes were also collected at the 67th Avenue NE/204th Street intersection between 12 and 2 p.m. The midday volumes are lower than the weekday PM peak hour traffic volumes; however, the number of heavy vehicles at the 67th Avenue NE/204th Street intersection is higher during the midday period.

The review of traffic volumes shows the weekday PM peak hour traffic volumes are the highest throughout the day and therefore, this period is the focus of the intersection operations analysis.

Figure 7.4 Existing Weekday PM Peak Hour Volumes



Traffic Operations

Weekday PM peak hour traffic operations were evaluated at the key intersections based on level of service. The LOS analysis method was based on procedures identified in the *Highway Capacity Manual* 7th Edition or 2000 as noted. The analysis uses Synchro 12 for signalized and stop controlled intersections. Roundabout controlled intersections were evaluated utilizing Sidra 9 and the procedures established by WSDOT.

The operational characteristics of an intersection are determined by calculating the intersection level of service (LOS). For signalized, roundabout, and all-way stop controlled locations, LOS is measured in average delay per vehicle and is reported for the intersection as a whole. At side-street stop-controlled intersections LOS is measured in average delay per vehicle during the peak hour of traffic and is reported for the worst operating approach or movement of the intersection. Traffic operations and average vehicle delay for an intersection can be described qualitatively with a range of levels of service (LOS A through LOS F), with LOS A indicating free-flowing traffic and LOS F indicating extreme congestion and long vehicle delays.

The study intersections are in the City of Arlington and WSDOT jurisdictions. The adopted LOS standards are described below.

City of Arlington. The City of Arlington has adopted LOS D for City arterials and LOS C for all other streets. The LOS D standard applies to roads that primarily serve its business district or industrial areas. The City of Arlington further recognizes and adopts the most current LOS standard along state highways.

WSDOT. Washington State has classified highways that provide transportation functions that promote and maintain statewide travel and economic linkages as being of statewide significance or Highways of Statewide Significance (HSS). HSS facilities include interstate highways and other principal arterials that connect major communities. The designation helps assist with the allocation and direction of funding. The HSS was mandated by the 1998 legislature, and in 1999, legislation was passed that WSDOT update the HSS at least every five years. I-5, SR 530, and SR 9 are defined as HSS in Arlington. I-5 is considered an urban HSS with a LOS D standard to milepost 207.76 in Arlington and a rural HSS with a LOS C standard to the north. SR 9 is an urban HSS through Arlington with a LOS D standard. SR 530 has a LOS D standard between the I-5 interchange and 27th Avenue NE and between SR 9 and the Stillaguamish River, and a LOS C standard between 27th Avenue NE and SR 9 and east of the Stillaguamish River.

The region's Metropolitan Planning Organization (MPO) Puget Sound Regional Council (PSRC) also establishes highways of statewide regional significance (HSRS). SR 531 (172nd Street NE) is an HSRS in Arlington. PSRC has three tiers of LOS. Tier 1 is defined as the "inner" urban area and generally defined as a 3-mile buffer around the most heavily traveled freeways; there are no Tier 1 facilities in Arlington. Tier 2 routes serve the outer urban area outside of a three-mile buffer around the most heavily traveled freeways. Tier 3 are rural routes of regional significance that are not in Tier 2. SR 531 is a Tier 2 road with a LOS D standard.

Table 7-4 summarizes the existing weekday PM peak hour intersection operations for key intersections within Arlington.

Table 7-4 Existing Weekday PM Peak Hour Level of Service Summary

			Existing 2022		
Intersections	**Traffic Control**	**LOS Standard**	**LOS[1]**	**Delay[2]**	**WM[3] or V/C[4]**
1. SR 9/W Burke Avenue	TWSC	D	D	25.0	WB

2. E Burke Avenue/N Manhattan Avenue	TWSC	D	C	16.4	NB
3. SR 9/W Division Street	Signal	D	C	30.3	-
4. N Olympic Avenue/E Division Street	AWSC	D	C	18.6	-
5. 67th Avenue NE/Lebanon Street	TWSC	D	C	24.9	NB
6. S Olympic Avenue/E Maple Street	AWSC	D	A	9.2	-
7. I-5 Southbound Ramps/SR 530	Signal	C	C	25.5	-
8. I-5 Northbound Ramps/SR 530	Signal	C	**F**	**115.3**	**-**
9. Smokey Point Boulevard/SR 530	TWSC	C	C	22.0	NBR
10. Smokey Point Boulevard/Smokey Point Boulevard	TWSC	C	A	9.7	EBR
11. SR 530/211th Place NE	TWSC	C	**F**	**157**	**WB**
12. 67th Avenue NE/211th Place NE	Signal	D	B	11.2	-
13. S Stillaguamish Avenue/E Highland Drive	AWSC	C	A	8.7	-
14. Smokey Point Boulevard/200th Street NE	TWSC	D	B	12.8	EB
15. 67th Avenue NE/204th Street NE	Signal	D	B	12.8	-
16. SR 9/204th Street NE	Signal	D	D	46.7	-
17. Smokey Point Boulevard/188th Street NE	AWSC	D	C	18	-
18. 67th Avenue NE/188th Street NE	TWSC	D	**F**	**52.8**	**EBL**
19. SR 9/Crown Ridge Boulevard	Signal	D	C	22.7	-
20. Smokey Point Boulevard/Smokey Point Drive	Signal	D	B	12.7	-
21. Airport Boulevard/188th Street NE	TWSC	D	C	15.4	NBL
22. I-5 Southbound Ramps/SR 531	Signal	D	A	8.3	-
23. I-5 Northbound Ramps/SR 531	Signal	D	D	44.9	-
24. Smokey Point Boulevard/SR 531	Signal	D	D	54.6	-
25. 40th Avenue NE/SR 531	Signal	D	B	13.5	-
26. 43rd Avenue NE/SR 531	Roundabout	D	A	5.7	0.38

27. 51st Avenue NE/SR 531	Signal	D	C	21.3	-
28. 59th Avenue NE/172nd Street NE	Signal	D	C	28.9	-
29. 67th Avenue NE/SR 531	Signal	D	D	51.1	-
30. Gleneagle Boulevard/SR 531	TWSC	D	B	13.0	SB
31. SR 9/SR 531	Roundabout	D	A	6.2	0.43

Source: *Highway Capacity Manual (HCM)*, 2022 and Transpo Group, 2023

Notes: **Bold** indicates LOS standard is not met.

1. Level of service (LOS), based on *Highway Capacity Manual* 7th Edition methodology unless otherwise noted.
2. Average delay in seconds per vehicle.
3. Worst movement reported for unsignalized intersections where EB = eastbound, WB = westbound, SBL = southbound left, NB = northbound, and EBL = eastbound left.
4. Volume to capacity (V/C) ratio for roundabout controlled intersections.
5. Evaluated utilizing HCM 2000 methodology due to limitations in signal timing parameters or the presence of U-turning movements.

As shown in Table 7-4, three intersections currently do not meet the LOS standard during the weekday PM peak hour and currently operate at LOS F. The intersections not meeting standard include:

- I-5 NB Ramps/SR 530 (signal)
- SR 530/211th Place NE (two-way stop-controlled)
- 188th Street NE/67th Avenue NE (two-way stop-controlled)

Poor operations are known issues at the SR 530 and 188th Street NE/67th Avenue NE intersections. WSDOT completed construction of a compact roundabout at the SR 530/211th Place NE intersection in 2023. Adding a compact roundabout at the SR 530/211th Place NE intersection will improve traffic operations and reduce the risk of serious collisions because drivers will no longer have to make turns across lanes of fast-moving traffic. The City's 6-Year Transportation Improvement Plan (TIP) also includes improving the 188th Street NE/67th Avenue NE intersection. The City is currently considering a traffic signal at this intersection, which would be constructed as part of planned development in the area.

Traffic Safety

Collision data for the most recent five-year period for intersections were reviewed to identify potential safety issues within the City. The Washington State Department of Transportation (WSDOT) reported collision data was summarized between January 1, 2018, and December 31, 2022. **Figure 7.5** illustrates collisions have been

decreasing over the last 5-years in the City of Arlington. This decrease in collisions is related to improvements that have been occurring in the City including roundabout projects. While collisions have been decreasing, fatal and serious injury collisions have increased.

Figure 7.5 Five-Year Summary of Arlington Collisions

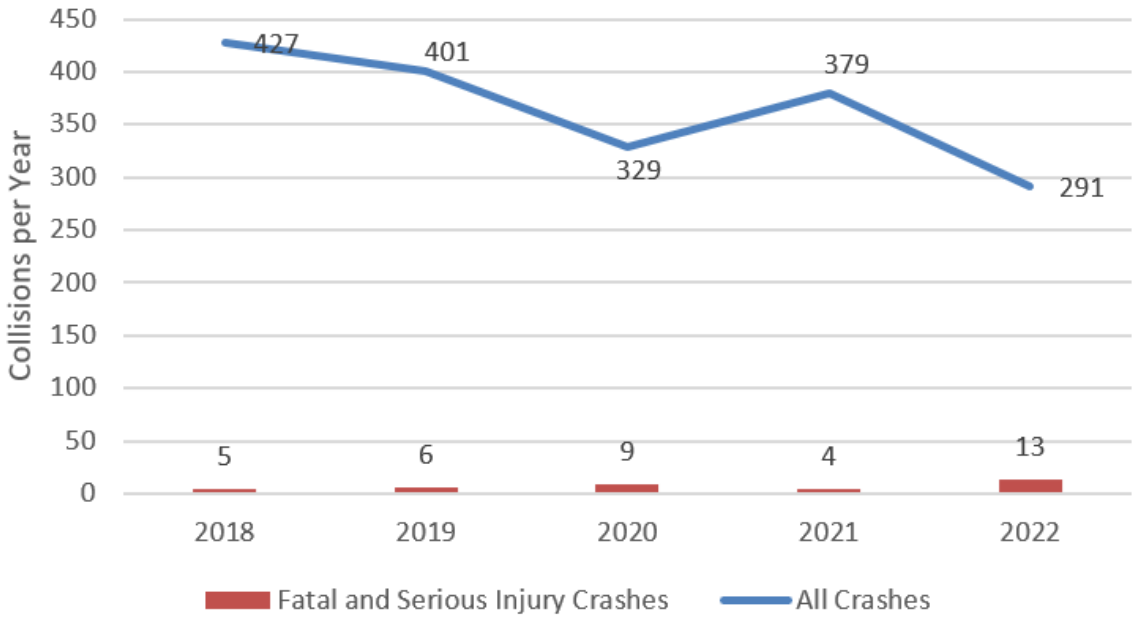


Figure 7.6 provides a summary of fatal and serious injury collisions within the City. One (1) fatality and 36 serious injury crashes occurred over the 5-year period. Of the fatality or serious injury crashes the most common collision type involved a vehicle hitting a fixed object.

Figure 7.6 Five-Year Fatal and Serious Injury Collision Types

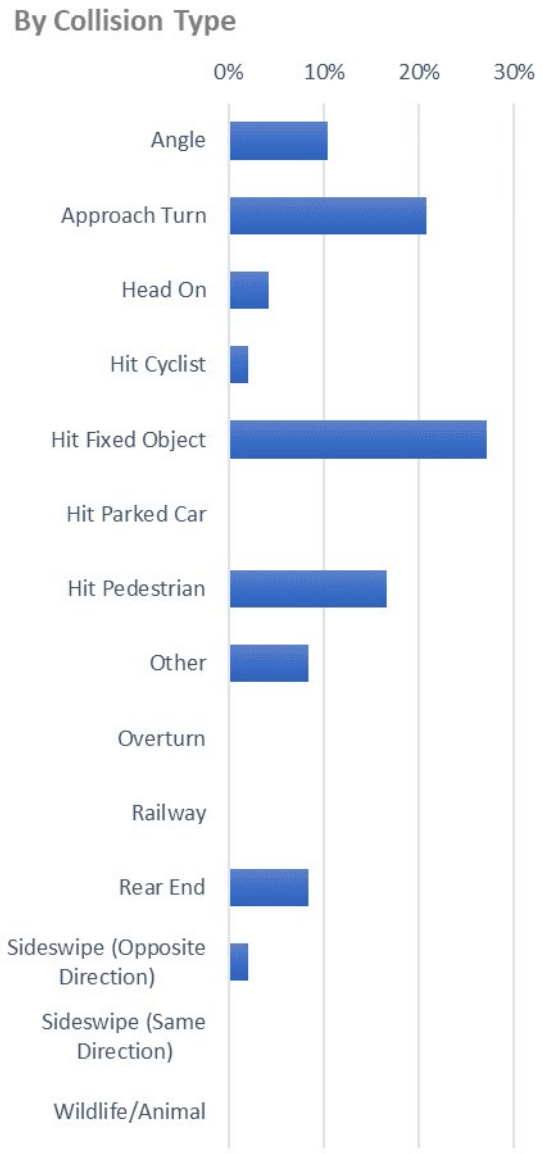
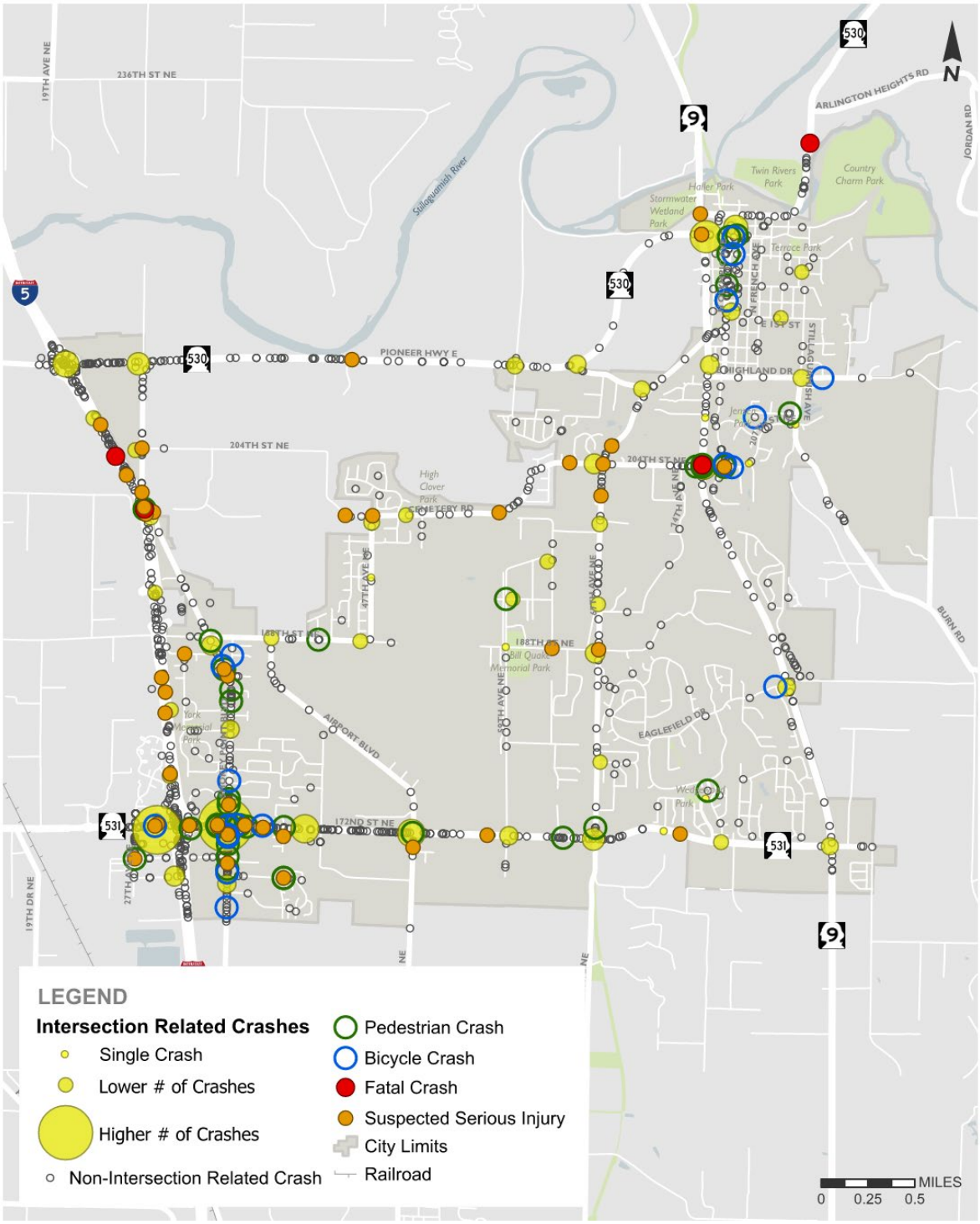


Figure 7.7 provides a map of Arlington reported collisions to identify hotspots. A review of Figure 7.7 shows the hotspots for collisions within the City are along SR 531 with the majority near I-5 and Smokey Point Boulevard as well as at 51st Street NE and 67th Avenue NE. WSDOT is planning improvements along SR 531 including the installation of a roundabouts at the 51st Street NE and 67th Avenue NE intersections, which will address safety at these locations. A closer review of the data shows the highest number of collisions occurred at the Smokey Point Boulevard/SR 531 intersection with an average of 37.4 collisions per year. This area has the highest traffic volumes in the City and the City is aware of safety issues. While this is a WSDOT controlled intersection, the City continues to evaluate potential improvements to the Smokey Point Boulevard/SR 531 intersection especially as development occurs in the area. No plans have been identified for improvements at Smokey Point Boulevard and SR 531 to date.

Figure 7.7 Collision Summary 2018-2022



Public Transportation

Transit service to and from Arlington is operated by Community Transit and has been since 1980. Community Transit serves more than 2,100 stops and 22 park and ride facilities within the region. The transit services include local bus, commuter bus, Swift Bus Rapid Transit (BRT), paratransit, and vanpool. The City of Arlington supports Community Transit's transit LOS standards.

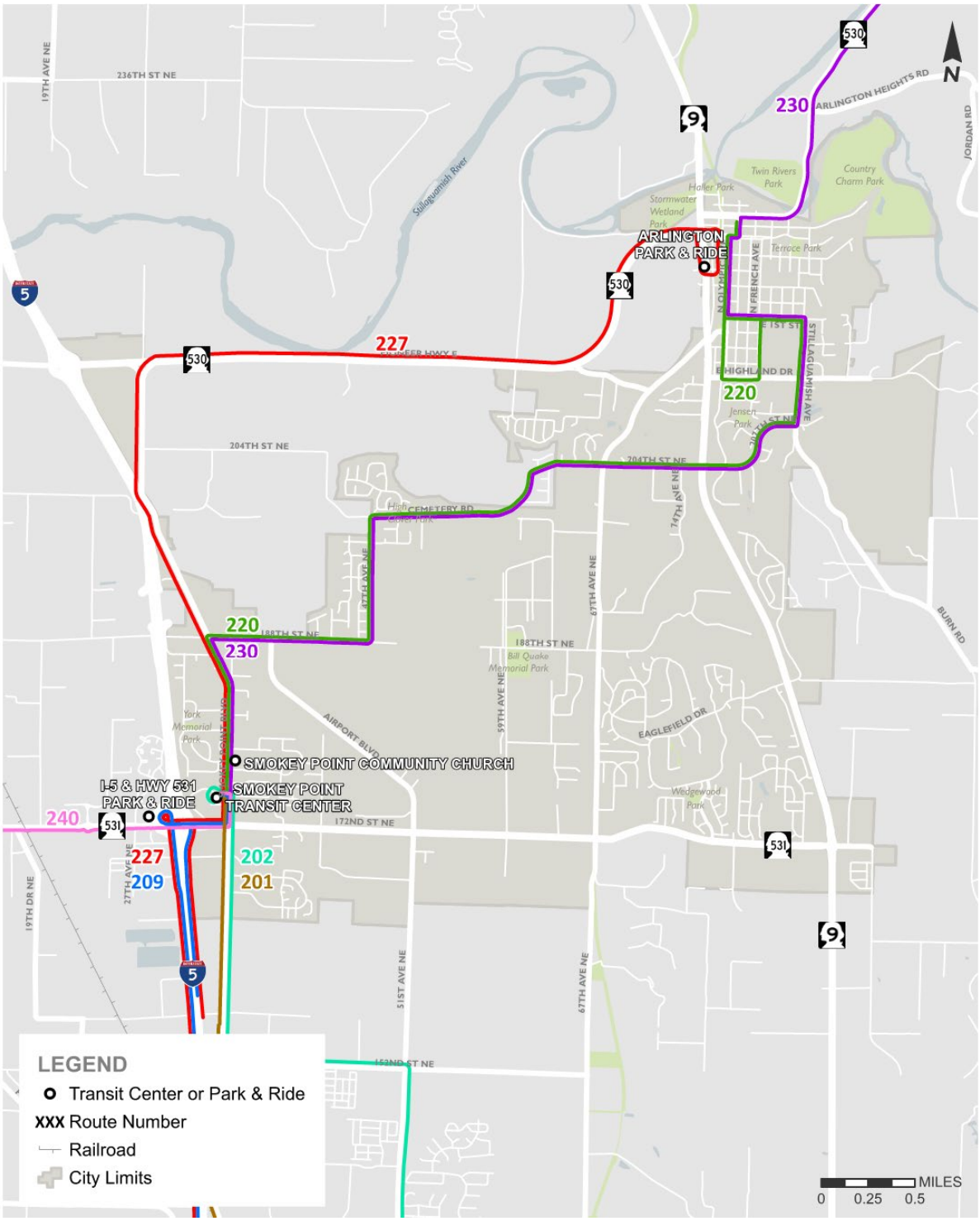
Community Transit's 2023-2028 Transit Development Plan (TDP) proposes aligning and connecting bus service with Sound Transit Lynnwood Link light rail in 2024. The 2024 Community Transit fixed-route network plan provides improved connections between buses and light rail, expands the frequent service network, adjusts service to changing markets and ensures equitable access to service. Community Transit updated the Journey 2050 Long Range Plan in December 2023. The plan provides a vision for future transit improvements in the service area including development of a Swift Gold Line. The Swift Gold Line would provide service between the Smokey Point Transit Center in Arlington and the Everett Station with service planned to start 2027-2029. Link light rail service is anticipated to be extended to the Everett Station by 2041.

The transit routes, transit centers, and park and ride facilities in Arlington are depicted on **Figure 7.8**.The existing Smokey Point Transit Center is served by seven transit routes that provide service throughout the Snohomish County area. Additionally, there are three park and ride facilities in Arlington including:

- Smokey Point Community Church (17721 Smokey Point Boulevard) – served by routes 220, 227, and 240
- Arlington Park & Ride (Highway 9 at 4th Street) – served by route 227
- I-5 & Highway 531 Park & Ride (2901 172nd Street NE) – served by route 240

Most of the City's transit service has headways of about 60 minutes except for the 201/202 route, which has approximately 10-to- 30-minute headways.

Figure 7.8 Transit Routes



Non-Motorized Facilities

The City of Arlington's non-motorized transportation facilities include bike lanes, multiuse trails, sidewalks, and crosswalks. City non-motorized facilities including trails and sidewalks are shown on **Figure 7.9**. Arlington is well connected with sidewalks with approximately 85 miles of sidewalk covering 80 percent of the roadway system. The current bicycle system relies primarily on the existing trails within or through the city limits. There are existing bike lanes on part of SR 531 (172nd Street NE) and Airport Boulevard between 188th Street NE and SR 531 (172nd Street NE).

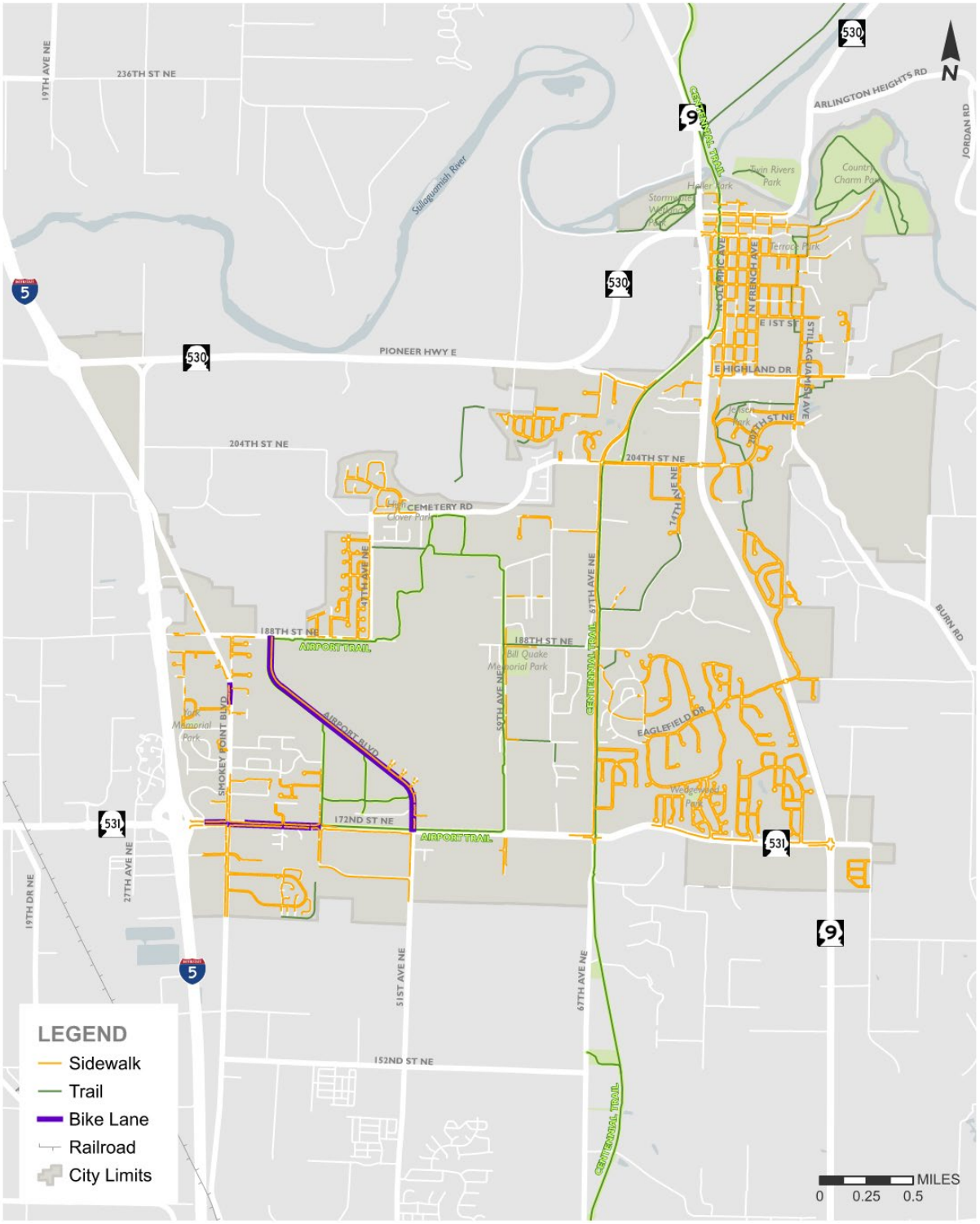
The Arlington Complete Streets Program (November 2018) addresses the needs of all users of the transportation system as development and redevelopment occurs within the City. The Complete Streets Program maintains policy documents such as the Bicycle Plan and the Pedestrian Plan. The Pedestrian and Bicycle Plans set citywide direction in key areas related to the walking and biking system and connectivity.

The Pedestrian and Bicycle Plans (both dated October 2018) identify connectivity to the Smokey Point Transit Center as a high priority. The projects identified to enhance connectivity to the Smokey Point Transit include sidewalks and trails along SR 531 (172nd Street NE) and construction of sidewalks and bike lanes along Cemetery Road and 188th Street NE. The City has also identified Smokey Point Boulevard, 204th Street NE, and SR 9 as critical to citywide non-motorized connectivity.

There are several multiuse trail routes within Arlington. Primary trails include the Centennial Trail and the Airport Trail. The Centennial Trail runs primarily along SR 9 and 67th Avenue NE in Arlington and is approximately 29 miles connecting the cities of Snohomish, Lake Stevens, and Arlington. The path is a 10 to 12-foot-wide paved trail used for walking, bicycling, hiking, and horseback riding. The Airport Trail is an unimproved walking path, which runs around Arlington Airport. Other trails within or connected to the City's trail network include:

- The Whitehorse Trail
- Eagle Trail and Stormwater Wetlands Trails
- Jensen Park Connector Trail
- Zimmerman Hill Climb

Figure 7.9 Non-Motorized Facilities



Air Transportation

The City owns and operates the Arlington Municipal Airport. The airport is located northeast of 51st Avenue NE/Airport Boulevard, north of SR 531 (172nd Street NE), west of 59th Avenue NE, and south of 188th Street NE. Uses at the airport include general aviation facilities, industrial, commercial, and public uses. The airport currently operates with two runways and accommodates industrial/airport uses such as:

- Aerial Photography
- Charter Flights
- Corporate Hangers
- Flight Training
- Charter Flights

The airport does not have scheduled passenger flights. Vehicular access to the airport is provided via 192nd Street NE, 188th Street NE, and 51st Avenue NE. The Airport Master Plan is currently being updated.

Freight Transportation

The City's freight system is made of truck routes and rail corridors.

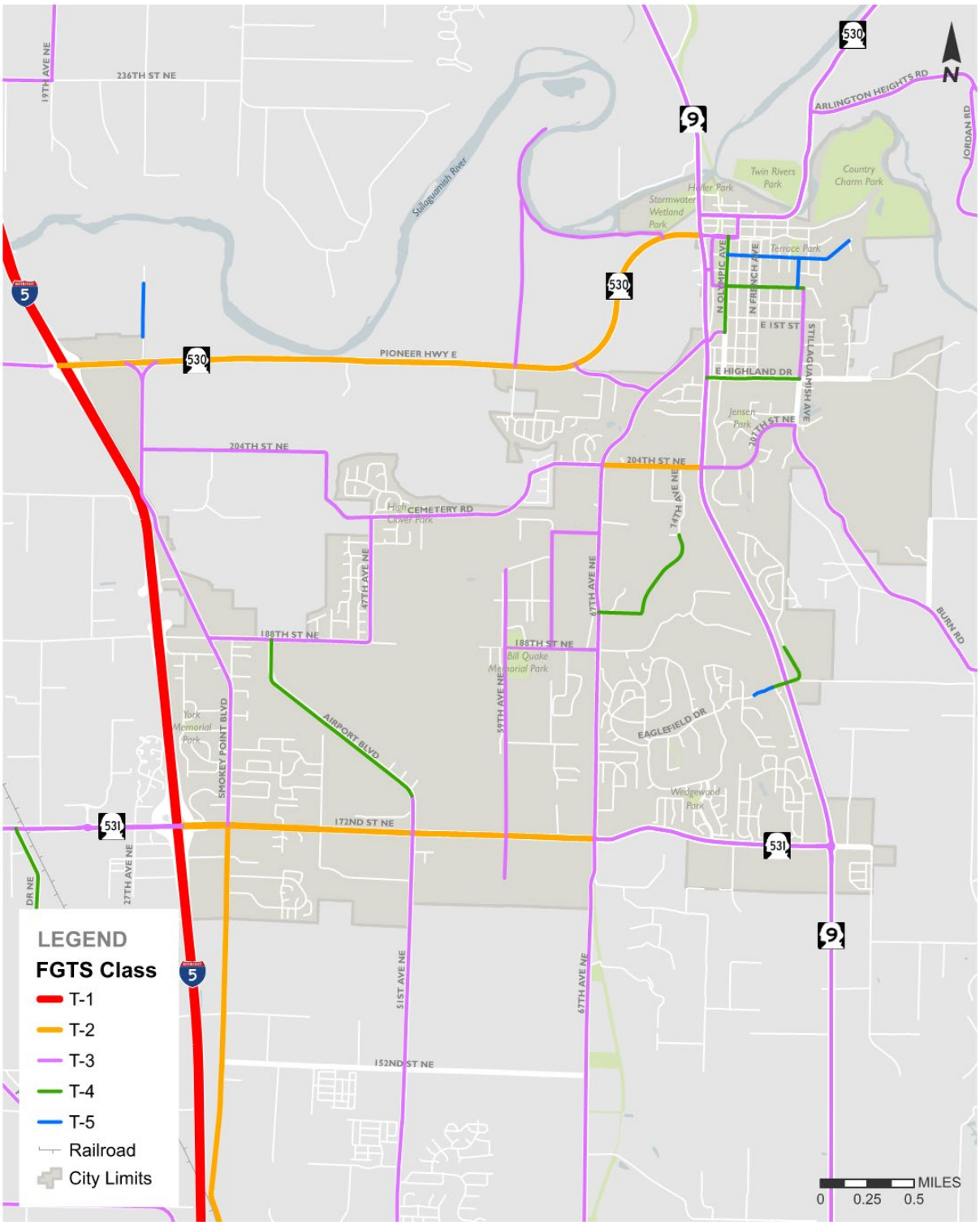
Truck Routes

The Washington State Freight and Goods Transportation System (FGTS) is used to classify state highways, county roads, and city streets according to the average annual gross truck tonnage they carry as directed by RCW 47.05.021. The FGTS establishes funding eligibility for the Freight Mobility Strategic Investment Board (FMSIB) grants and supports designations of HSS (Highways of Statewide Significance) corridors, pavement upgrades, traffic congestion management, and other state investment decisions. The FGTS classifies roadways using five freight tonnage classifications, T-1 through T-5. Routes classified as T-1 or T-2 are considered strategic freight corridors and are given priority for receiving FMSIB funding. The classifications are as follows:

- **T-1:** Over 10,000,000 annual gross tonnage
- **T-2:** 4,000,000 to 10,000,000 annual gross tonnage
- **T-3:** 300,000 to 4,000,000 annual gross tonnage
- **T-4:** 100,000 to 300,000 annual gross tonnage
- **T-5:** Over 20,000 gross tonnage in a 60-day period.

The roadways with the highest classification, and heaviest amount of truck traffic, are I-5, SR 531, 67th Avenue NE, and Smokey Point Boulevard. **Figure 7.10** shows the existing freight classification for truck routes in the City.

Figure 7.10 Freight Routes



Truck Classifications

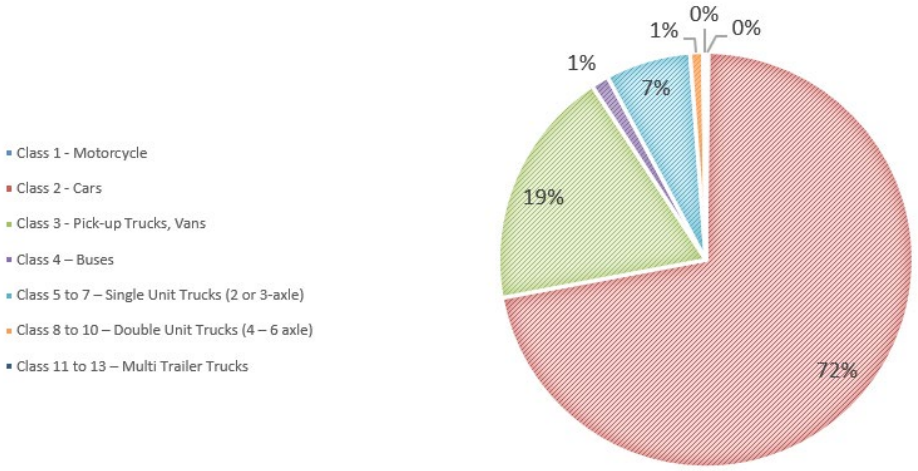
In addition to traffic volumes along key corridors, vehicle classification was collected near existing industrial areas to understand how the intended FGTS classifications compare to the actual vehicle use. The truck corridors reviewed include:

- 211th Place NE West of 67th Avenue NE
- SR 9 North of W Burke Avenue
- SR 530 East of Manhattan Avenue
- SR 530 East of Smokey Point Boulevard
- 67th Avenue NE North of 204th Street
- 204th Street NE West of SR 9

The annual truck tonnage was estimated for the corridors above based on the traffic volume and vehicle class data and using the validated WSDOT method outlined in the Washington State Freight and Goods Transportation System 2021.

211th Place NE is classified as a T-3 freight route, which is intended to carry 300,000 to 4,000,000 annual tons. This road is estimated to carry approximately 1 million tons per year, which is within the range of a T-3 facility. Exhibit 3-2 provides a summary of the mid-week average vehicle classification for 211th Place NE.

Figure 7.11 Mid-Week Average Vehicle Classification – 211th Place NE West of 67th Avenue NE



Although 211th Place NE appears to be appropriately classified based on the truck volumes, it is a two-lane roadway with limited to no shoulder available with inadequate design for trucks. Due to current grades and limited right-of-way, widening 211th Place NE and intersections at SR 530 and 67th Avenue NE to accommodate

large trucks may be difficult. The freight classification of the 211th Place NE will be considered with the future transportation system including either changes to the classification and/or improvements to the road for trucks.

SR 9 north of W Burke Avenue is also a two-lane facility classified as a T-3 and provides connectivity to the northern portion of Arlington. Exhibit 3-3 provides a summary mid-week average vehicle classification along SR 9 north of W Burke Avenue.

Figure 7.12 Mid-Week Average Vehicle Classification – SR 9 North of W Burke Avenue

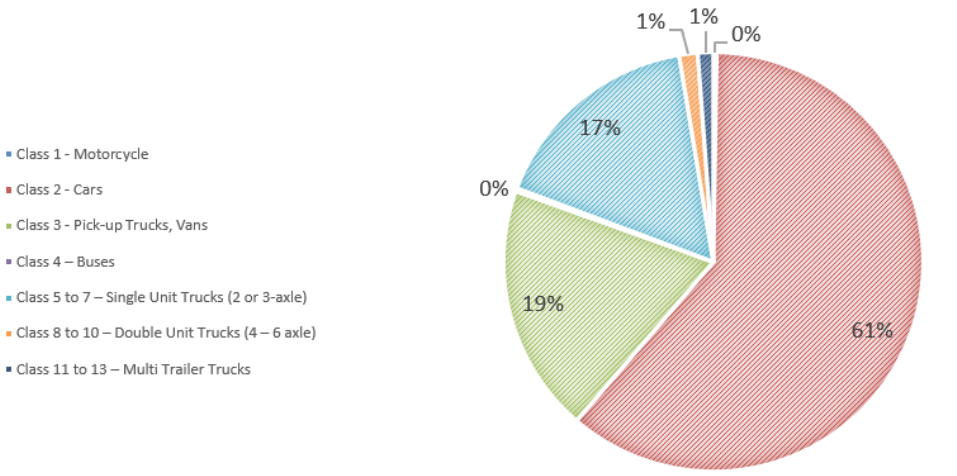


Figure 7.12 shows SR 9 north of W Burke Avenue single-unit and larger trucks represent 19 percent of the average daily volumes along the corridor. An annual truck tonnage of 5 million is estimated along SR 9 north of Burke Avenue, which is a million more tons than the T-3 classification. Consideration may need to be given to the freight class of SR 9.

SR 530 east of Manhattan Avenue is a two-lane facility and connects northern Arlington to areas northeast of the City. This portion of SR 530 is designated as a T-2 facility where the range for freight is 4 to 10 million annual gross tons. Exhibit 3-4 provides a summary of the vehicle classification along this portion of SR 530.

Figure 7.13 Mid-Week Average Vehicle Classification – SR 530 East of Manhattan Avenue

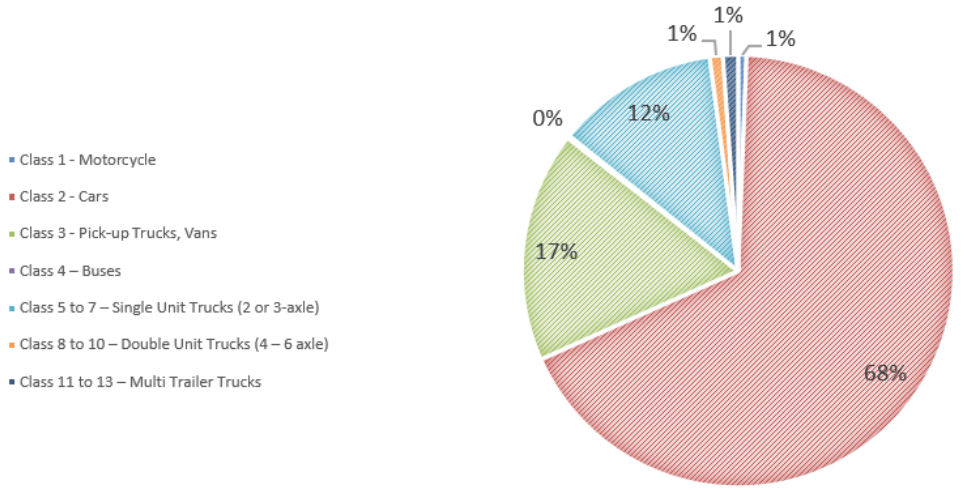
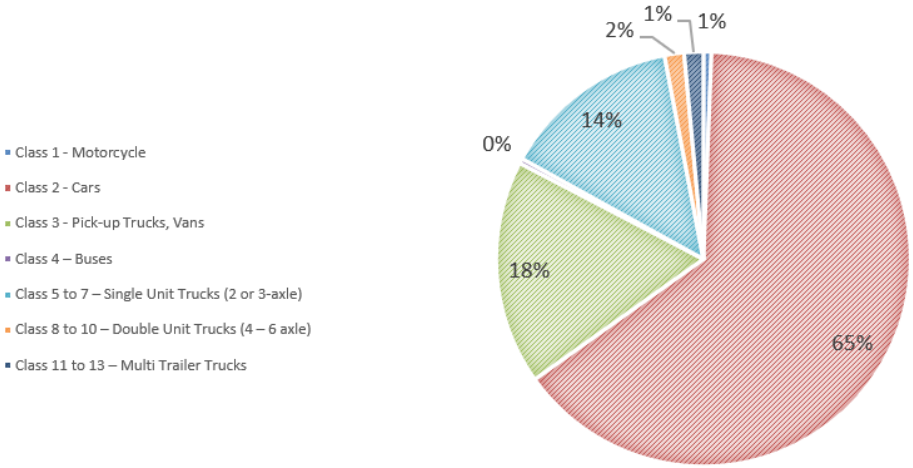


Figure 7.13 shows single unit trucks and larger represents 15 percent of the vehicles during the mid-week along SR 530. SR 530 east of Manhattan Avenue is estimated to carry approximately 6 million annual tons, which is within the range of a T-2 facility.

SR 530 east of Smokey Point Boulevard is also a two-lane facility designated as a T-2 roadway and runs east-west along the northern portion of Arlington connecting to I-5 at the western end of the City. **Figure 7.14** provides a summary of the vehicle class along that portion of SR 530.

Figure 7.14 Mid-Week Average Vehicle Classification – SR 530 East of Smokey Point Boulevard



Single unit trucks comprise approximately 14 percent of vehicle volumes and double unit or larger trucks represent approximately 3 percent or a total of approximately 3,760 trucks. SR 530 east of Smokey Point

Boulevard is estimated to carry over 11 million tons annually, which is higher than the T-2 classification. Consideration may need to be given to the freight class of SR 530 near Smokey Point Boulevard.

67th Avenue NE and 204th Street NE are both three-lane facilities designated at T-3 roadways and provides access to many industrial facilities in northeastern Arlington. **Figure 7.15** and **Figure 7.16** provide a summary of the vehicle classification along 67th Avenue NE and 204th Street NE, respectively.

Figure 7.15 Mid-Week Average Vehicle Classification – 67th Avenue NE North of 204th Street NE

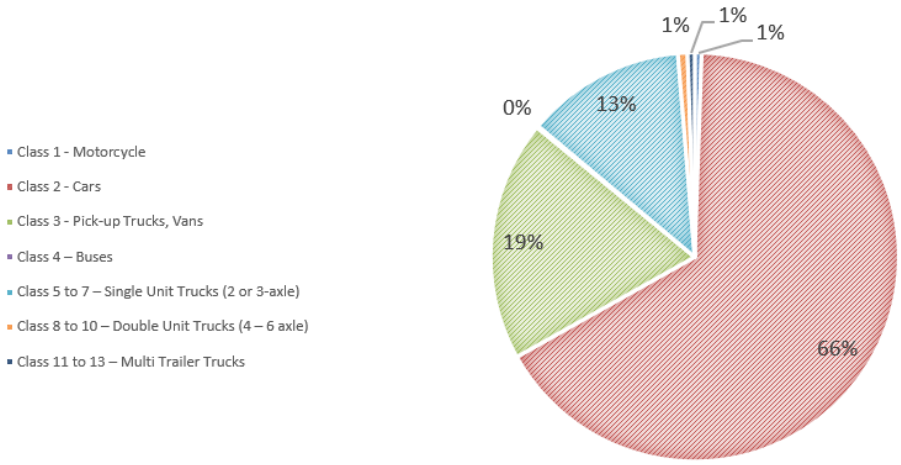
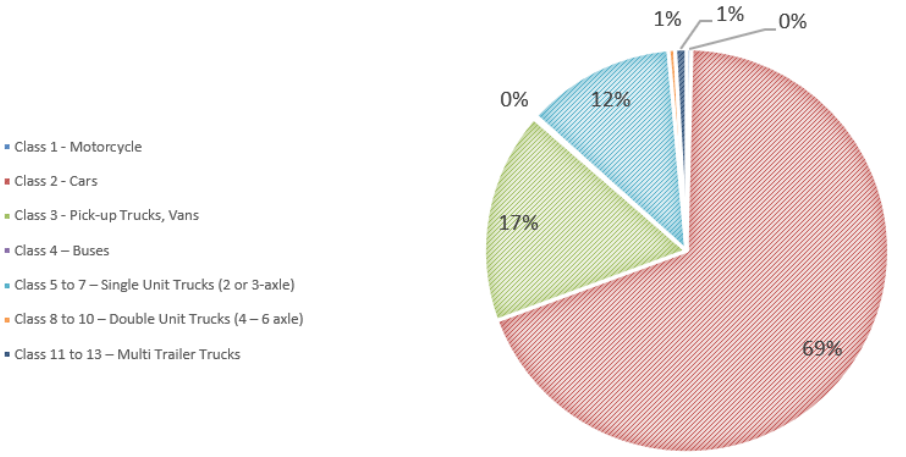


Figure 7.16 Mid-Week Average Vehicle Classification – 204th Street NE West of SR 9



Both roadways are estimated to carry just under 4 million annual tons of freight, which is within the T-3 classification.

Rail

The City also has two freight rail corridors operated by the Burlington Northern Santa Fe (BNSF) Railroad. One BNSF line runs on the west side of the I-5 corridor and carries both freight and passenger rail traffic. Passenger rail is operated by Amtrack and runs from Eugene, Oregon to Vancouver, B.C. The closest passenger stations are in Everett and Stanwood. The second BNSF line is located on the east side of the City and connects Arlington with the I-5 mainline track at approximately 116th Street NE in Marysville.

Most rail crossings are at grade in Arlington. These at-grade crossings include west of the 67th Avenue/SR 531 (172nd Street NE) intersection, along 152nd Street NE east of 51st Avenue NE, west of the Smokey Point Boulevard/136th Street NE intersection and along 51st Avenue NE south of 144th Avenue NE. At-grade crossings impact the roadway system within Arlington as well as access to/from Marysville. The presence of trains delays freight movement and increases congestion and safety issues at the crossings. There is a planned improvement to provide a grade separate interchange at I-5 and 156th Street NE in Marysville, which would improve freight and vehicle access in the area.

Transportation Demand Management

The City of Arlington has adopted a Commute Trip Reduction (CTR) program to comply with the Washington State CTR requiring local jurisdictions to develop and implement plans to reduce drive-alone trips and vehicle miles traveled per capita. The purpose of the CTR program is to reduce traffic congestion, improve air quality, preserve roadway capacity, and reduce dependency on fossil fuels. The CTR program applies to any major employer at a single worksite within the City limits. A major employer is one that employs 100 or more full-time employees who are scheduled to begin work during the morning commute times between 6 and 9 a.m. Employers who have implemented a CTR program include Cascade Valley Hospital, AMT Aerospace, and the Arlington Public Schools. City staff attend CTR trainings and participate in bike to work and other events that encourage the use of alternative transportation modes. The need for appropriate transit stops is considered during development review.

Transportation solutions are developed in coordination with Community Transit, Snohomish County, WSDOT, and major employers. Some tools identified to promote commute trip reduction include:

- Rideshare-on-line
- Identifying potential ride share opportunities through neighborhood groups or contacts
- Staggered work hours
- Payment-in-lieu of CTR
- Identification of major employers at City Business License application
- Growth and Transportation Efficiency Centers (GTEC)
- Bus stop and trail connections.

The CTR Efficiency Act allows jurisdictions to designate Growth and Transportation Efficiency Centers. A GTEC is a defined, mixed-use urban area that contains employment or housing and supports multiple modes of transportation. The GTEC would allow the City to coordinate complimentary employment sites into one program and allow greater flexibility in administering programs. Arlington may designate activity centers as GTECs and establish a transportation demand management program for the designated area. The State CTR Board has established minimum criteria for GTECs, and the center must be certified by the PSRC.

Rather than increasing capacity, Transportation Demand Management (TDM) measures are aimed at reducing the transportation demand generated. In addition to physical improvements to the multi-modal network, the City has TDM measures in place that will use existing capacity more efficiently, increase capacity for motorized transportation, or reduce the peak period transportation demands, such as:

- Encouraging land use patterns that facilitate multi-purpose trips and reduce trips by single-occupant vehicles
- Requiring new construction to include sidewalks, bicycle storage/parking, and access to mass transit where possible
- Providing bicycle lanes on arterial and collector streets
- Constructing a bicycle path and pedestrian trail that connects schools and downtown area with athletic fields and parks
- Working with Community Transit to encourage transit compatibility for new development
- Encouraging pedestrian-scale neighborhoods to enhance access and mobility

The Cascade Industrial Center (CIC) is an example of where the City is focusing on implementing CRT and TDM measures to reduce drive alone trips and mitigate the impacts of development.

Technology

The City currently uses transportation technology such as rectangular rapid flashing beacons (RRFB), speed feedback signs, and accessible pedestrian signal (APS) push buttons to improve safety throughout the transportation system. There are only four (4) traffic signals owned by the City, which are maintained by the County through an Interlocal Agreement.

As the use of electric vehicles (EVs) continues to grow within transportation systems, the City recognizes the need to establish EV charging infrastructure. There are currently EV charging stations on the Airport property and private property. The City requires new commercial, mixed-use and multifamily development to look at providing on-site EV charging. There is not currently any City-provided charging infrastructure in the right-of-way or on City-owned properties (e.g., public parking lots).

Analysis of Potential Impacts and Identified Mitigation Measures

Future Conditions Analysis – 2044

Arlington's Transportation Plan is developed based on the evaluation of the existing transportation system and future transportation system needs based on planned future growth. GMA requires that the transportation planning horizon be at least ten years in the future. The City of Arlington selected a 2044 horizon year. Year 2044 provides a long-range look at the transportation system needed to support anticipated growth in the City and other communities in Snohomish County. Travel forecasts have been developed and analysis has been conducted for average weekday conditions during the PM peak hour. The weekday PM peak hour generally has the highest overall traffic volumes in the community and thus provides the basis for identifying capacity related improvement needs.

Travel Forecast Model

Primary analyses of the 2044 traffic forecasts were initially based on the following travel forecasting assumptions:

- Committed Improvement projects in Arlington's current Transportation Improvement Program (TIP)
- Improvement projects in available transportation plans from adjacent jurisdictions
- Puget Sound Regional Council's (PSRC) Transportation Vision 2050 Update Regional Capacity Projects List (as of May 2022)
- WSDOT's 2024-2027 Statewide Transportation Improvement Program
- Arlington's forecast land use data
- PSRC 2050 Land Use Targets forecasts and regional trip end data from the 2050 regional travel demand model.

Based on these assumptions, travel forecasts were developed using Arlington's travel demand model. The following provides an overview of the planned improvements, land use assumptions, travel demand model, and the alternatives analysis. The travel forecasts provide a technical basis for identifying the transportation improvement projects in the transportation systems plan.

The Transportation Systems Plan is developed based on the evaluation of the baseline transportation system and transportation needs based on growth in travel due to the land use plan. The analysis of the baseline transportation system identified locations with operational, safety, and alternative transportation mode deficiencies. The future conditions analysis evaluates long-term transportation needs with implementation of the planned land use growth for the City of Arlington and the surrounding communities.

Travel forecasts were developed using Arlington's travel demand model. The model is a tool that is used to convert existing and future land uses into weekday PM peak hour vehicle trips. The following provides an overview of the land use and transportation network assumptions used in preparing the travel forecasts. The Arlington travel demand model was updated to reflect existing 2022 conditions and was used as the basis for preparing 2044 travel demand forecasts for the Arlington UGA.

Land Use

The 2044 household and employment data represent growth forecast for the City of Arlington. Growth information from neighboring cities that may influence the greater model area is also used. For the Arlington UGA, the household and employment growth totals reflect the land-use forecast described in the Land Use Element of the Arlington Comprehensive Plan. The total Arlington growth anticipated is summarized in **Table 7-5**.

Table 7-5 City of Arlington Land Use

Land Use Type	Existing 2020	Future 2044	Increase
Housing Units	9,120	25,677	+16,557
Jobs	12,449	25,782	+13,333

Source: OTAK, 2023

As shown in Table 7-5, by 2044 the number of housing units is forecast to increase by approximately 16,557 and the number of jobs is anticipated to increase 13,333.

Transportation Network

As a part of baseline forecast 2044 conditions, transportation improvements that are planned and funded were included in analysis. These planned improvements include the widening of several roadways, construction of new roadways, construction of new roundabouts, and the addition of two traffic signals. In addition to these improvements, it was assumed that agencies perform regular traffic signal maintenance and timing updates. The transportation improvements assumed for the baseline 2044 analysis are summarized below.

- **SR 531 (172nd Street NE)** – Widening of SR 531 to four lanes between 43rd Avenue NE and SR 9.
- **51st Avenue NE** – Widening of 51st Avenue NE to a three-lane urban freight corridor between SR 531 and the southern Arlington City Limits.
- **43rd Avenue NE** – Widening of 43rd Avenue NE to three-lanes from SR 531 to 180th Street NE.
- **Smokey Point Boulevard** – Widening of Smokey Point Boulevard to three-lanes from 200th Street NE to SR 530.
- **172nd Street NE** – Widening of 172nd Street NE to three-lanes from SR 9 to 91st Avenue NE.
- **89th Avenue NE** – Widening of 89th Avenue NE to three-lanes within the City Limits.
- **59th Avenue NE** – Widening of 89th Avenue NE to three-lanes.
- **59th Avenue NE/SR 530** – Construct single lane roundabout.
- **211th Place NE/SR 530** – Construct single lane roundabout.
- **Smokey Point Boulevard/174th Street NE** – Construct single lane roundabout.
- **Smokey Point Boulevard/180th Street NE** – Construct single lane roundabout.
- **Smokey Point Boulevard/183rd Street NE** – Construct single lane roundabout.
- **Smokey Point Boulevard/188th Street NE** – Construct single lane roundabout.
- **67th Avenue NE/188th Street NE** – Install a signal.

- **74th Avenue NE/204th Street NE** – Install a signal.
- **183rd Street NE** – Extension from Smokey Point Boulevard to Airport Boulevard as 2-3 lanes with roundabouts at all intersecting roadways.
- **180th Street NE** – Extension from Smokey Point Boulevard to Airport Boulevard as a two-lane urban freight corridor.
- **169th Street NE** – Extension from 43rd Avenue NE to 38th Avenue NE as a two-lane urban freight corridor.
- **47th Avenue NE** – Extension from 169th Street NE to the southern Arlington City Limits as a three-lane industrial roadway.
- **169th Street NE** – Extension from 51st Avenue NE to 59th Avenue NE.
- **211th Place NE** – Extension from 211th Place to 59th Avenue NE as a two to three lane facility.
- **169th Street NE** – Extension from 59th Avenue NE to 67th Avenue NE.
- **173rd Street NE** – Extension from 43rd Avenue NE to Airport Boulevard.
- **47th Avenue NE** – Extension from 173rd Street NE to Airport Boulevard.
- **47th Avenue NE** – Extension from 169th Street NE to the southern Arlington City Limits.
- **74th Avenue NE** – Extension from Portage Creek to Hazel Street.

As part of the baseline transportation improvements, the City also defined a desired future 2044 pedestrian and bike network as shown on **Figure 7.17** and **Figure 7.18**. This desired non-motorized network follows locations where heavy non-motorized use is expected, such as routes connecting residential areas to recreational facilities and schools, and places of employment. Trails are included in both the pedestrian and bike network since these are used by both pedestrians and bicyclists, and these trails help complete the network.

Figure 7.17 Future Pedestrian Network

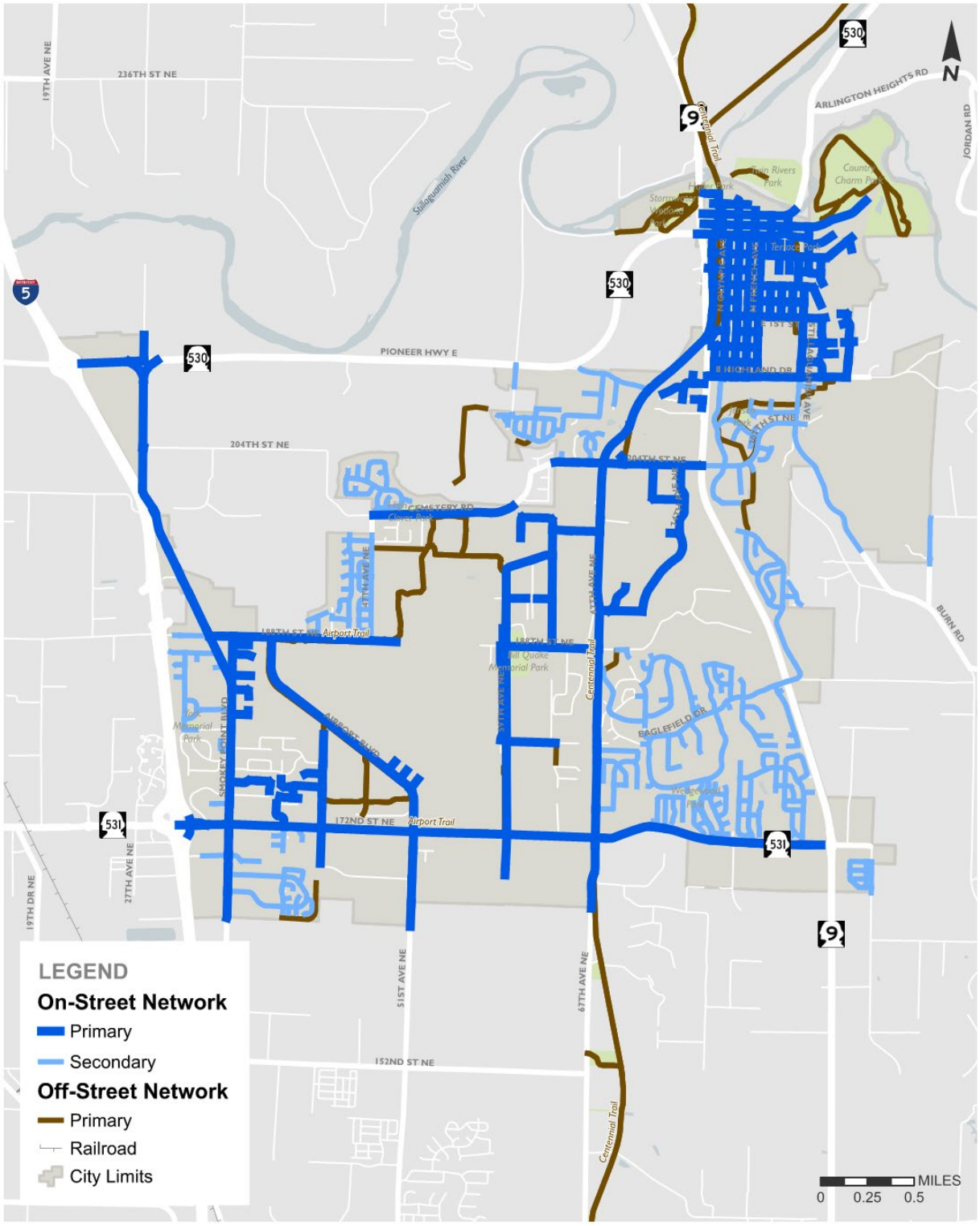
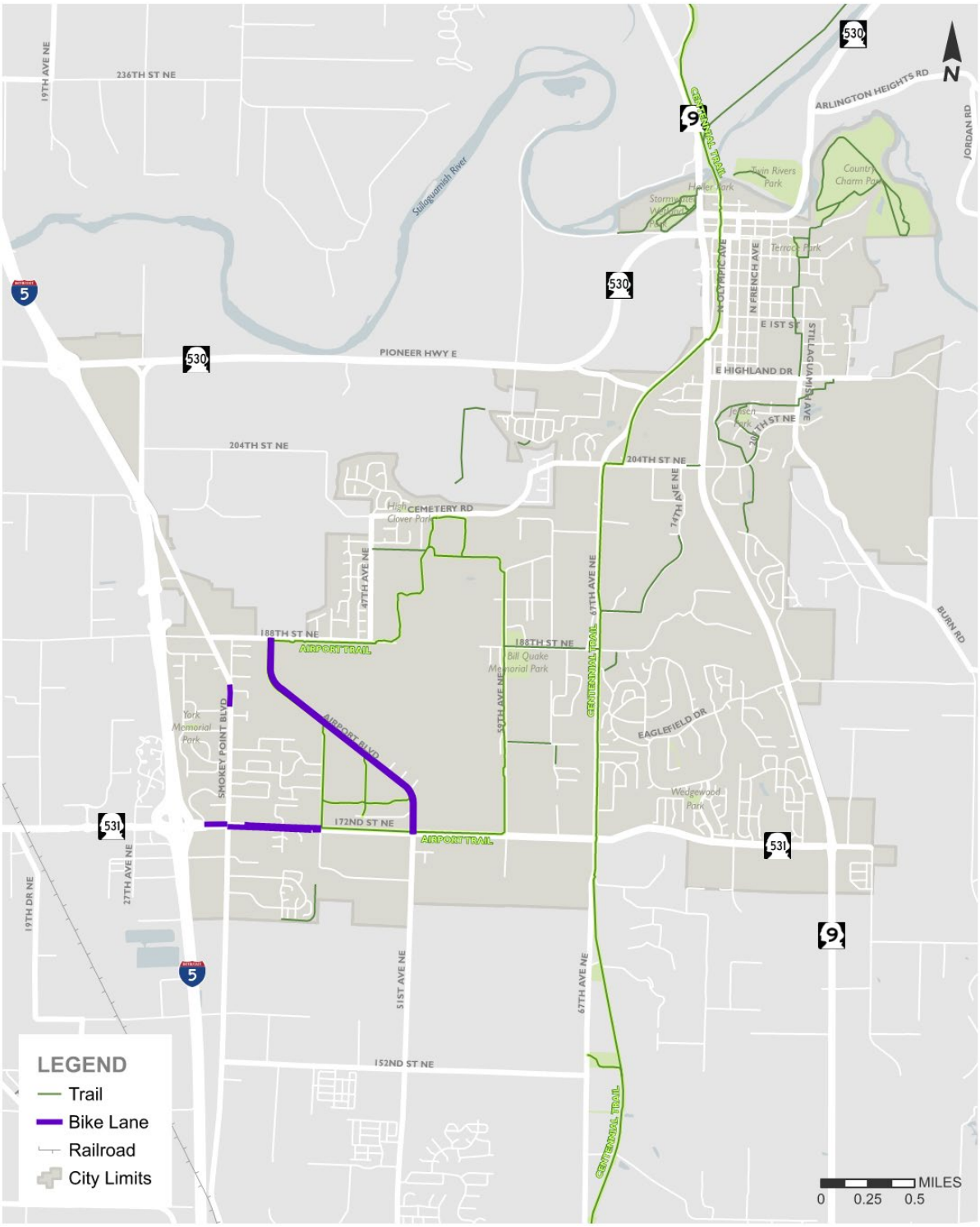


Figure 7.18 Future Bicycle Network



Forecast Travel Conditions

Trip generation was developed through the modeling process, which converts estimates of housing and employment (by category) into daily person trips by trip purpose for each Traffic Analysis Zone (TAZ). The daily person trips are then converted into weekday PM peak hour vehicle trips based on factors from the PSRC regional travel demand model. **Table 7-6** summarizes the weekday PM peak hour trip generation for the alternatives.

Table 7-6 City of Arlington Weekday PM Peak Hour Vehicle Trips

Existing 2020	Future 2044	Increase
21,328	45,141	23,813

Source: Transpo Group, 2024

The weekday PM peak hour traffic forecasts and average annual growth rate under baseline 2044 conditions are summarized in **Table 7-7** for key intersections.

Table 7-7 Baseline Weekday PM Peak Hour Traffic Volumes

Intersection	2022 Existing PM Peak Volumes	2044 Baseline	
		PM Peak Volumes	Average Annual Growth
SR 9 & W Burke Ave	1,465	1,735	0.8%
E Division St & SR 9	2,305	2,760	0.8%
67th Ave NE & Lebanon St	805	1,140	1.6%
I-5 SB Ramps & SR 530	1,170	1,460	1.0%
I-5 NB Ramps & SR 530	2,070	2,695	1.2%
Smokey Point Blvd & SR 530	1,735	2,235	1.2%
200th St NE & Smokey Point Blvd	630	1,585	4.3%
Smokey Point Blvd & 188th St NE	1,090	1,855	2.4%
188th St NE & 67th Ave NE	1,170	1,505	1.2%
Airport Blvd & 188th St NE	695	1,175	2.4%
51st Ave NE & SR 531	2,020	3,630	2.7%
59th Ave NE & SR 531	1,720	3,250	2.9%
67th St Ave NE & SR 531	1,885	3,600	3.0%
SR 531 & Gleneagle Blvd	1,025	2,270	3.7%
SR 9 & SR 531	1,525	3,620	4.0%

Source: Transpo Group, 2024

As shown in **Table 7-7**, average annual growth at key intersections is anticipated to be between approximately 0.8 percent and 4.3 percent. The growth overall represents an increase over existing traffic volumes at key study intersections of between 150 to 2,095 weekday PM peak hour trips.

The growth in traffic volumes will result in additional traffic congestion along city streets assuming similar driving behaviors as today. As traffic volumes increase, the number of hours during the day when congestion is experienced may also increase. A review of the roadway system capacity for Arlington shows that additional roadway connections or widening of streets is required to handle this increase in traffic volumes and maintain

adopted LOS. Additional analysis is completed in the subsequent section to determine if improvements are needed to intersections with the growth in projected vehicle traffic.

Level of Service Standards and Analysis

Multimodal level of service standards are required for non-motorized transportation facilities, locally owned arterials, and transit routes that serve urban growth areas, to serve as a gauge to judge system performance, and to help achieve the statewide goal of environmental justice. LOS standards establish the basis for the concurrency requirements in the GMA and are used to evaluate impacts as part of the State Environmental Protection Act (SEPA). Agencies are required to show concurrency—i.e., to "adopt and enforce ordinances which prohibit development approval if the development causes the level of service on a transportation facility to decline below the standards adopted in the transportation element of the Comprehensive Plan, unless transportation improvements or strategies to accommodate the impacts of development are made concurrent with development" (RCW 36.70A.070(6)(b)). Setting the LOS standard is an essential component of regulating development and identifying planned improvements for inclusion in the TMP.

The following sections describe the methodology for determining LOS by mode and provides an analysis of the 2044 forecasts for Arlington.

Vehicles

Level of service is both a qualitative and quantitative measure of roadway and intersection operations. Vehicle level of service uses an "A" to "F" scale to define the operation of roadways and intersections as follows:

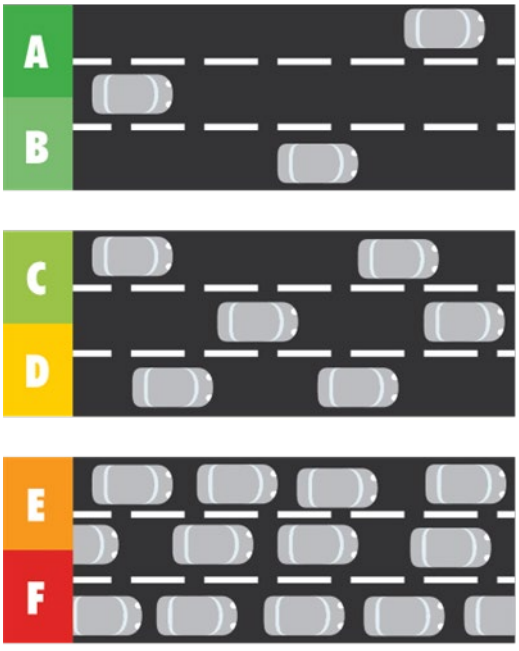


Figure 7.19 Illustration of Vehicle LOS

LOS A: Primarily free flow traffic operations at average travel speeds. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Control delays at intersections are minimal.

LOS B: Reasonably unimpeded traffic flow operations at average travel speeds.

LOS C: Stable traffic flow operations. However, the ability to maneuver and change lanes may be more restricted than in LOS B, and longer queues may contribute to lower-than-average travel speeds.

LOS D: Small increases in traffic flow may cause substantial increases in approach delays and decreases in speed.

LOS E: Significant delays in traffic flow operations and lower operating speeds.

LOS F: Traffic flows at extremely low speeds. Intersection congestion is likely, with high delays and extensive vehicle queuing.

As described in Chapter 3, there are adopted LOS standards for the facilities serving Sumner.

Arlington LOS Standards

The City of Arlington has adopted LOS D for City arterials and LOS C for all other streets. The LOS D standard applies to roads that primarily serve its business district or industrial areas. The City of Arlington further recognizes and adopts the most current LOS standard along state highways. **See Table 7.8**.

Table 7-8 Forecast 2044 Weekday PM Peak Hour Level of Service Summary

Intersections	Future Traffic Control	Current LOS Standard	Future 2044 Baseline		
			LOS[1]	Delay[2]	WM[3] or V/C[4]
1. SR 9/W Burke Avenue	Roundabout	D	A	7.1	0.71
2. E Burke Avenue/N Manhattan Avenue	TWSC	D	D	30.0	NB
3. SR 9/W Division Street[5]	Signal	D	C	30.4	-
4. N Olympic Avenue/E Division Street	AWSC	D	**E**	**37.6**	**-**
5. 67th Avenue NE/Lebanon Street	TWSC	D	**F**	**196.7**	**NB**
6. S Olympic Avenue/E Maple Street	AWSC	D	B	11.1	-
7. I-5 Southbound Ramps/SR 530	Signal	C	**D**	**40.2**	**-**
8. I-5 Northbound Ramps/SR 530	Signal	C	**F**	**95.3**	**-**
9. Smokey Point Boulevard/SR 530	Roundabout	D	A	8.8	0.81
10. Smokey Point Boulevard/Smokey Point Boulevard	TWSC	D	B	13.2	EBR
11. SR 530/211th Place NE	Roundabout	C	A	8.2	0.89
12. 67th Avenue NE/211th Place NE	Signal	D	B	18.1	-
13. S Stillaguamish Avenue/E Highland Drive	AWSC	C	C	20.6	-
14. Smokey Point Boulevard/200th Street NE	TWSC	D	**F**	**362.8**	**EB**
15. 67th Avenue NE/204th Street NE	Signal	D	B	18.1	-
16. SR 9/204th Street NE	Signal	D	**F**	**123.0**	**-**
17. Smokey Point Boulevard/188th Street NE	Roundabout	D	A	6.3	0.67
18. 67th Avenue NE/188th Street NE	Signal	D	A	8.2	-
19. SR 9/Crown Ridge Boulevard	Signal	D	C	30.0	-
20. Smokey Point Boulevard/Smokey Point Drive	Signal	D	B	15.8	-
21. Airport Boulevard/188th Street NE	Roundabout	D	A	7.0	0.41
22. I-5 Southbound Ramps/SR 531	Signal	D	A	7.3	-
23. I-5 Northbound Ramps/SR 531	Signal	D	C	28.9	-
24. Smokey Point Boulevard/SR 531[5]	Signal	D	**F**	**91.5**	**-**
25. 40th Avenue NE/SR 531[5]	Signal	D	D	50.2	-
26. 43rd Avenue NE/SR 531	Roundabout	D	A	9.5	0.67
27. 51st Avenue NE/SR 531	Roundabout	D	B	11.3	0.78
28. 59th Avenue NE/172nd Street NE	Roundabout	D	A	7.4	0.68
29. 67th Avenue NE/SR 531	Roundabout	D	**E**	**63.5**	**1.61**
30. Gleneagle Boulevard/SR 531	TWSC	D	**F**	**55.3**	**SB**
31. SR 9/SR 531	Roundabout	D	**F**	**147.5**	**1.99**

Source: *Highway Capacity Manual (HCM)*, 2022 and Transpo Group, 2023

Notes: **Bold** indicates LOS standard is not met.

1. Level of service (LOS), based on *Highway Capacity Manual* 7th Edition methodology unless otherwise noted.
2. Average delay in seconds per vehicle.
3. Worst movement reported for unsignalized intersections where EB = eastbound, WB = westbound, SBL = southbound left, NB = northbound, and EBL = eastbound left.
4. Volume to capacity (V/C) ratio for roundabout controlled intersections.
5. Evaluated utilizing HCM 2000 methodology due to limitations in signal timing parameters or the presence of U-turning movements.

State Highway LOS Standards

I-5 has a LOS D standard to milepost 207.76 in Arlington and a rural HSS with a LOS C standard to the north. SR 9 is an urban HSS through Arlington with a LOS D standard. There is also a portion of SR 530, between the I-5 interchange and 27th Avenue NE, which is a HSS and has a LOS D standard. GMA concurrency requirements do not apply to HSS facilities, per State legislation.

SR 531 and 530 are State Highway of Regional Significance. The level of service standard for regionally significant state highways in the central Puget Sound region is set by PSRC in consultation with WSDOT and the region's cities and counties. SR 531 is a Tier 2 road with a LOS D standard. SR 530 is a Tier 3 with a LOS C standard. PSRC notes that it will measure the level of service for regionally significant state highways on a one-hour PM peak period basis. Furthermore, PSRC notes that local agencies will need to decide whether to apply concurrency to state highways of regional significance.

Traffic Operations

Weekday PM peak hour traffic operations were evaluated at 31 intersections for forecast 2044 conditions consistent with existing conditions. The LOS analysis method was based on procedures identified in the *Highway Capacity Manual* (HCM). The analysis uses Synchro 12 for signalized and stop controlled intersections. Roundabout controlled intersections were evaluated utilizing Sidra 9 and the procedures established by WSDOT.

As shown in **Table 7-8**, 10 intersections would not meet the current adopted LOS standards during the weekday PM peak hour and currently operate at LOS E or F. The intersections not meeting current LOS standard include:

- N Olympic Avenue/E Division Street (all-way stop-controlled)
- 67th Avenue NE/Lebanon Street (two-way stop-controlled)
- I-5 Southbound Ramps/SR 530 (signal)
- I-5 Northbound Ramps/SR 530 (signal)
- Smokey Point Boulevard/200th Street NE (two-way stop-controlled)
- SR 9/204th Street NE (signal)
- Smokey Point Boulevard/SR 531 (signal)
- 67th Avenue NE/SR 531 (roundabout)
- Gleneagle Boulevard/SR 531 (two-way stop-controlled)
- SR 9/SR 531 (roundabout)

Poor operations tend to occur at stop-controlled intersections including N Olympic Avenue/E Division Street, 67th Avenue NE/Lebanon Street, Smokey Point Boulevard/200th Street NE, and Gleneagle Boulevard/SR 531 where growth in traffic an anticipated to occur. The intersection of Smokey Point Boulevard/SR 531 has had historically poor operations for which the City has looked at several different improvement options; however, additional improvement options are limited. All poorly operating intersections will be further reviewed as part of this transportation plan in the next chapter.

Non-Motorized

The City has established level of service standards for its active transportation network based on the methodology described in Figure 7.20 and the primary and secondary network identified and shown on Figure 7.17 and Figure 7.18.

Non-motorized LOS standards were developed based on the future primary and secondary on- sidewalk, pathway, and trail system. This non-motorized system was first identified in coordination with the City and in conjunction with the Complete Streets Program which identifies a Pedestrian Plan and a Bike Plan for the City. The LOS standards are shown in Figure 7.20 and emphasize the systems completion of sidewalks, pathways, or multi-use trails on arterial and collector roadways. The LOS designations are shown in green, orange, and red.

The active transportation network has been identified through a series of Primary and Secondary Routes. Corridors identified as **Primary** or **Secondary Routes** are not indicative of a hierarchy for future active transportation facility development. Rather, the Primary and Secondary route identification is used to make a distinction between routes that are more regional and extend completely through the community (primary), and those that serve the second leg of the journey and connect to destinations, extend into neighborhoods, or complete a loop (secondary).

A green LOS indicates a facility meets adopted roadway standards and has facilities on both sides of the street for primary routes, while a secondary facility may only have facilities on one side of the street. An orange LOS indicates a primary route has facilities on only one side of the roadway, when both sides would be preferred. A red LOS indicates no designated facilities are provided for active transportation users and is considered unacceptable.

Figure 7.20 Non-Motorized Levels of Service Overview

LOS	Primary Route	Secondary Route
	Meets City standards, facilities on both sides	Meets City standards, facilities on one or both sides
	Facilities exist, but only on one side	N/A
	No facilities exist, does not meet standards	No facilities exist, does not meet standards

Applying the methodology described, the existing non-motorized transportation LOS is show in Figure 7.20, an orange LOS is the standard for secondary routes, while a green LOS is the standard for primary routes. The City utilizes these standards to prioritize investments in the active transportation network and identify where significant gaps in the system need to be addressed to serve the City's land use plan. The long-term project list identified in the Transportation Element would implement the green LOS for primary and orange for secondary routes.

The pedestrian LOS analysis shows that most of the existing non-motorized transportation network meets standard. There are some key areas that are missing as well as corridors such as Cemetery Road, downtown, and Smokey Point Boulevard that have missing sidewalks. Many of the residential neighborhoods have sidewalks on at least one side of the roadway. The long-term project list identified in the Transportation Plan Recommendations (Chapter 5) would implement changes to improve the network LOS and ensure the City's standard of green or orange LOS is met.

Transit

The City of Arlington transit service is provided by Community Transit. While Transit service is not under the City's control, it is an important component of the overall transportation system. As required by GMA, the City supports the transit level of service standards set by Community Transit.

Community Transit does not have adopted level of service standards, rather Community Transit defines its service type based on future employment and population densities and a composite equity score. Within their system plan a set of descriptions for each of their service types that identifies frequency and characteristics. The different service types are intended to provide the best service for the population and job densities with higher frequency serving higher population and job densities and more flexible and on-demand service serving lower population and job density areas. **Table 7-9** provides a summary of the transit service categories for Community Transit.

Figure 7.21 Future Pedestrian Level of Service

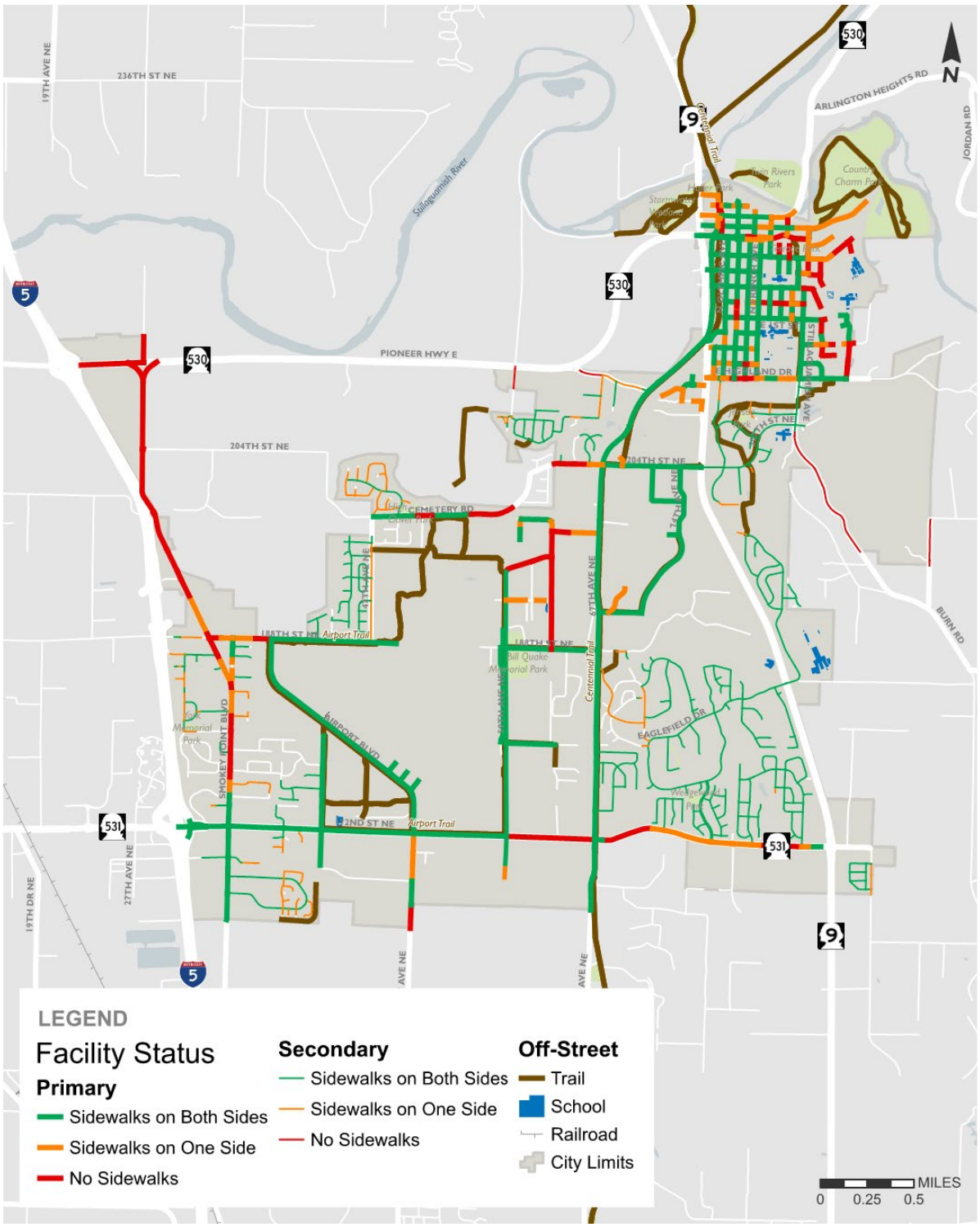


Figure 7.22 Future Bike Level of Service

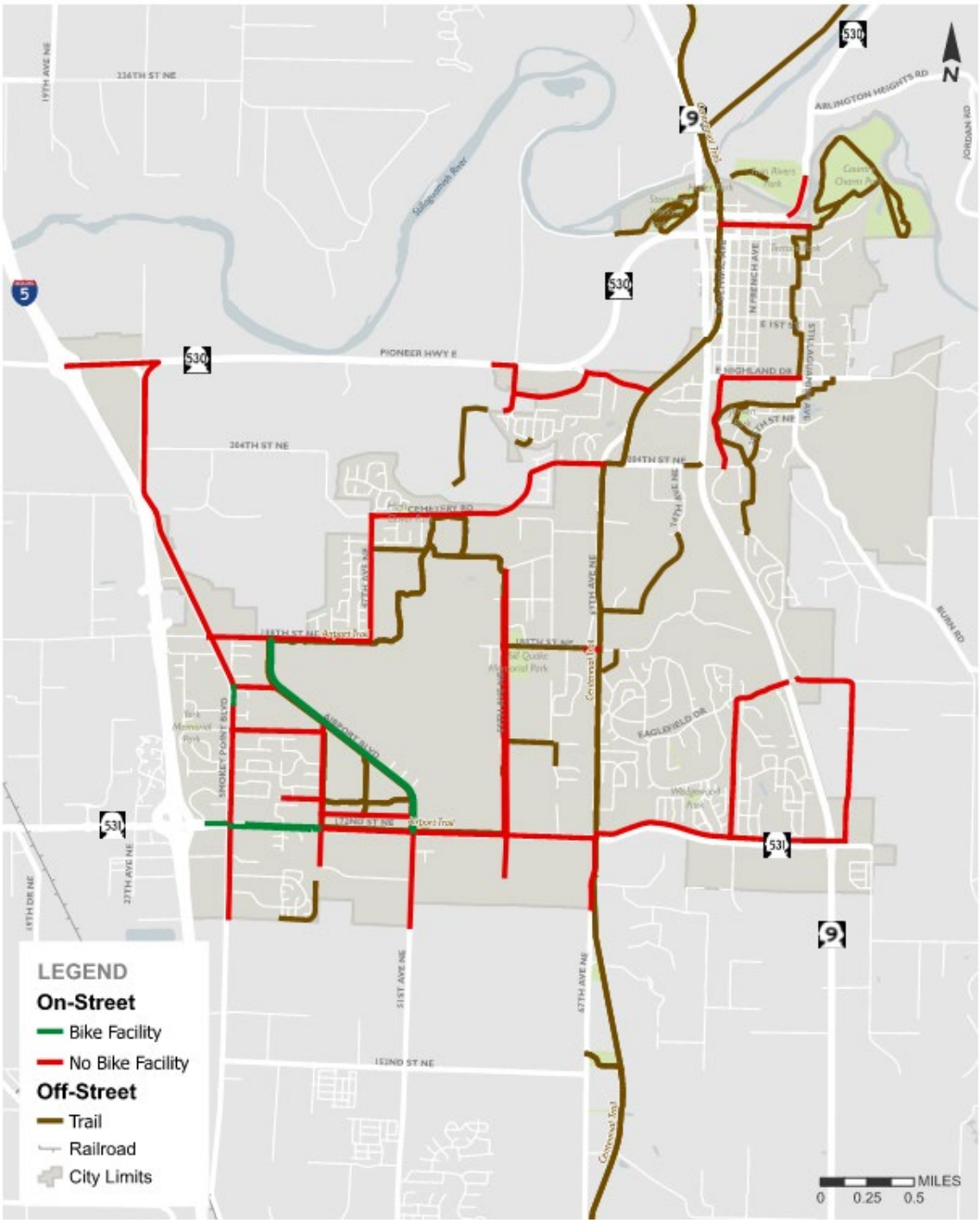


Table 7-9 Community Transit LOS Standards

Description	Service Type				
	Light Rail	**Swift BRT[1]**	**Regular Bus – Frequent**	**Regular Bus – Base**	**Innovative Services, Vanpool, DART[1]**
Key Features	Rapid, high capacity, very frequent	Rapid, high capacity, very frequent	Frequent Fixed-Route	Less Frequent Fixed-Route	Flexible, On-Demand
Desired Surround Land Use Density	-	Minimum of 30 people and jobs per acre	15 to 30 people and jobs per acre	7 to 15 people and jobs per acre	Varies
Peak/Midday Service Frequency	-	10 to 12 minutes	15 to 20 minutes	30 minutes	Average wait times are 10 to 20 minutes throughout the day
Evening/Weekend Service Frequency	-	20 minutes	30 minutes	30 to 60 minutes	

Source: Journey 2050, Community Transit, December 2023
1. BRT = Bus Rapid Transit. DART = Dial-A-Ride Transportation

Evaluations by Community Transit based on land use densities and composite equity scores affirmed the corridors with existing or future Swift Lines rank the highest, reinforcing the current and planned Swift Lines. Specifically, Community Transit identified the Smokey Point corridor as a need and has a planned Swift route along the corridor.

The future transit network assumes implementation of Community Transit's 2023-2028 Transit Development Plan (TDP) and the Journey 2050 long-range plan that proposes aligning and connecting bus service with Sound Transit Lynnwood Link light rail in 2024. Service in Arlington is currently provided via regular bus service with a frequency of over 60 minutes except for two routes which provide service every 10 and 30 minutes. Additional rapid service is anticipated by 2029 with the Swift Gold Line which would provide service between the Smokey Point Transit Center and the Everett Station. Link light rail service to the Everett Station is anticipated by 2041.

Transportation Systems Plan

The analysis conducted in Chapter 4 identified needs to support growth and meet LOS standards in 2044. The Arlington Transportation Improvement Plan (TIP) is a 20-year plan that includes projects that improve existing intersections or roadways, construction of new roadways, and provides improvements to non-motorized facilities such as sidewalks, paths, or bike lanes. As specific development projects are proposed the City will assess impacts during review of the proposal and determine whether additional improvements are needed.

The transportation improvement program is organized by travel mode, although the improvement projects and programs may overlap between modes (e.g., sidewalks are included as part of a roadway widening project).

The Plan focuses on recommendations for six components of the transportation system:

- Transportation Projects and Programs
- Streets and Highways
- Public Transit and Transportation Demand Management
- Non-Motorized Facilities
- Air Transportation
- Freight Rail Transportation

Based on the plans/programs, goals, and policies for the six components, an overall multimodal long-range list of transportation projects is recommended to support the transportation needs within the 20-year horizon.

Transportation Projects and Programs

The existing and future transportation needs analysis and the proposed modal plans for the components described above were utilized to develop a list of multimodal transportation improvement projects to support growth in the City of Arlington.

Transportation Projects

The improvements address safety, capacity, trail connections, and expanded non-motorized transportation facilities. Improvements also cover upgrades to existing roads and construction of new roadways and interconnected street systems to support the forecast economic development and growth in the City. The roadway and intersection projects incorporate needs for pedestrians, bicyclists, and transit riders that will use the same corridors. The projects were categorized into three primary types:

- Spot or intersection improvements
- Corridor or roadway improvements
- Non-motorized improvements

It is important to note that the identified lists of projects under each category would be the same for all alternatives, based on analysis of phased growth under each of the scenarios/alternatives analyzed.

Spot/Intersection Improvements

Spot or intersection improvements were identified where existing or forecast operational deficiencies are anticipated with growth in and around the City of Arlington. The projects are intended to improve operations at the identified intersections to meet the City's LOS standard. Some of the spot/intersection improvements were previously identified as a need in the 6-year transportation improvement program (TIP) and/or the Transportation 2035 Plan, 2017 Update and should continue to be considered to support growth into 2044. There are also new intersection improvements identified to support the Arlington land use plan. **Table 7-10** summarizes the spot/intersection improvements.

Corridors/Roadway Improvements

Similar to the spot/intersection improvements, some of the roadway improvements were previously identified as part of the 2024-2029 TIP and evaluation of the alternatives indicated continued need for the projects based on operations, safety, and completion of motorized and non-motorized networks. Additionally, new roadway connections were identified to support growth. No new roadway improvement projects are proposed beyond what was already identified on the 6 or 20-year TIP. **Table 7-11** summarizes the corridor/roadway improvements.

Table 7-10 2044 Transportation Improvement Project List: Spots / Intersections

Project ID (WSDOT ID)	Intersection	Project Description
SP1	SR 9/SR 530/W Division Street	Construct roundabout
SP2	SR 9/W Burke Avenue	Construct roundabout
SP3	Broadway Street/E Burke Avenue	Construct roundabout or signal
SP4	SR 530/Smokey Point Boulevard	Construct roundabout
SP5	67th Avenue NE/188th Street NE	-Construct signal -188th Street NE BNSF trail crossing
SP6	204th Street NE/74th Avenue NE	Construct signal
SP7	Smokey Point Boulevard/174th Place NE	Construct roundabout
SP8 (ARL-17B)	Smokey Point Boulevard/180th Street NE	Construct roundabout
SP9	Smokey Point Boulevard/183rd Street NE	Construct roundabout
SP10 (ARL-17A)	Smokey Point Boulevard/188th Street NE	Construct roundabout
SP11	63rd Avenue NE/SR 531 (172nd Street NE)	Construct roundabout
SP12	Airport Boulevard/188th Street NE	Construct roundabout
SP13	I-5/188th Street	New interchange
SP14	SR 9/SR 531 (172nd Street NE)	Construct two-lane roundabout
SP15	67th Avenue NE/Lebanon Street	Construct signal
SP16	I-5 Ramps/SR 530	Construct roundabouts or SPUI
SP17	Smokey Point Boulevard/200th Street NE	Construct roundabout

Notes: BNSF = Burlington Northern Santa Fe; SPUI = Single Point Urban Interchange

Table 7-11 2044 Transportation Improvement Project List: Corridor/Roadway

Project ID (WSDOT ID)	Roadway	Extents	Project Description
RW1	SR 531 (172nd Street NE) widening – Phase 1	43rd Avenue NE to 67th Avenue NE	Widen to 4 lanes
RW2	SR 531 (172nd Street NE) widening – Phase 2	67th Avenue NE to SR 9	-Widen to 4 lanes -Construct a roundabout at Gleneagle Boulevard/SR 531 -Construct NB right-turn lane at 67th Avenue NE/SR 531
RW3	Highland Drive	SR 9 to Stillaguamish Avenue	-Vehicle and non-motorized improvements -Signal improvements
RW4	Smokey Point Boulevard	174th Avenue NE to 200th Avenue NE	Corridor improvements
RW5	51st Avenue NE	SR 531 (172nd Street NE) to S City Limits	Widen to a 3-lane urban freight corridor
RW6	204th Street NE	74th Avenue NE to 69th Avenue NE	-Corridor improvements to provide an urban corridor -Construct a multiuse trail
RW7	180th Street NE	59th Avenue NE to BNSF ROW	-Improve to a 2-lane industrial road section with trail along the north side -Construct RAB at Airport Boulevard/183rd Street NE
RW8	183rd Street NE Extension	Smokey Point Boulevard to Airport Boulevard	-Extension of a 2/3-lane road section -Construct a multiuse path
RW9	59th Avenue Extension	195th Street NE to Cemetery Road	3-lane roadway extension
RW10	180th Street NE	Smokey Point Boulevard to Airport Boulevard	-Construct 2-lane urban freight corridor -Construct a multiuse path
RW11 (ARL-21)	169th Street NE	43rd Avenue NE to 38th Avenue NE	Develop of 2-lane urban freight corridor
RW12	173rd Street NE	40th Avenue NE to 43rd Avenue NE	-Construct a new roadway and pedestrian facilities -Construct a multiuse path
RW13	169th Street NE	51st Avenue NE to 59th Avenue NE	Construct a new roadway
RW14	47th Avenue NE	169th Street NE to the south City limits	Construct a 3-lane industrial section
RW15	63rd Avenue NE	188th Street NE through HCI property	Phases 2-4 complete missing gapes in the roadway network
RW16	71st Avenue NE	204th Street NE to Portage Creek	Widen to 3-lane facility
RW17	43rd Avenue NE	SR 531 to 180th Street NE	Widen to 3-lane facility
RW18	Smokey Point Boulevard	200th Street NE to SR 530	Widen to 3-lane facility including sidewalk facilities
RW19	172nd Street NE	SR 9 to 91st Avenue NE	Widen to 3-lane facility
RW20	89th Avenue NE	172nd Street NE to 186th Street NE	Widen to 3-lanes
RW21	Tveit Road	Stillaguamish Avenue to 87th Avenue NE	Widen to 3-lane facility
RW22	36th Drive NE	183rd St NE to 180th St NE	Construct 2-lane facility with sidewalk and multiuse path (one side)
RW23	211th Place NE Extension	211th Place to 59th Avenue NE	Construct 3-lane facility
RW24	169th Street NE Extension	59th Avenue NE to 67th Avenue NE	Construct 2-lane facility
RW25	173rd Street NE Extension	43rd Avenue NE to Airport Boulevard	--Construct 2-lane facility Construct multiuse path

Notes: BNSF = Burlington Northern Santa Fe

Non-Motorized Improvements

While non-motorized improvements will be incorporated into both the spot/intersection and roadway improvements, separate non-motorized specific improvements have been identified. Non-motorized projects have been identified to increase accessibility and connectivity by completing missing links in the current trail, pedestrian, and bike systems and to increase opportunities for alternative modes of transportation such as walking and biking and reducing reliance on SOVs. The non-motorized improvements include both projects that are already on the TIP as well as new improvements to support the Arlington land use plan. The non-motorized improvements are summarized in **Table 7-12**.

A summary of the identified spot/intersection, roadway, and non-motorized are summarized on **Figure 7.23**.

Table 7-12 2044 Transportation Improvement Project List: Non-Motorized

Project ID	Roadway	Extents	Project Description
NM1A	Cemetery Road Connector	47th Avenue NE to 67th Avenue NE	Multiuse trail
NM1B	47th Avenue NE	Cemetery Road to 188th Street NE	Multiuse trail
NM1C	188th Street NE	Airport Boulevard to 47th Avenue NE	Multiuse trail
NM2	Downtown Sidewalk Program	-N Alcazar Avenue (E Gilman Avenue to E 4th Street) -E 5th Street (N Alcazar Avenue to east end) -N Clara Street (E 5th Street to south end) -E 3rd Street/E Robinhood Drive (N Stillaguamish Avenue to east end) -W Washington Avenue (E 3rd Street to E 2nd Street and missing segment north of E 1st Street) -S Macleod Avenue (E Maple Street to E 2nd Street) -E Maple Street (north side E Maple Street to east end) -87th Avenue NE (west side 215th Street NE to Tveit Road)	Complete missing sidewalk connections to schools and hospital
NM3	Burn Road	307th Street NE to City Limit	Complete sidewalk on one side of roadway
NM4	188th Street NE	City Limits to Airport Boulevard	Complete missing sidewalk on south side
NM5	SR 531 Trail Segment	67th Avenue NE to SR 9	Construct multiuse trail along south side of SR 531
NM6	E Gilman Trail Segment	Railroad Street to N Alcazar Avenue	Connect the Centennial Trail to Country Charm Park
NM7	2nd Street Sidewalk Completion	French Avenue to Washington Avenue	Construct missing sidewalk
NM8ANM8A	59th Avenue NE Airport Trail Gap Project	SR 531 to 192nd Street NE	Improve Airport trail (west side)
NM8B	59th Avenue NE Sidewalk Project	SR 531 to 192nd Street NE	Connect gaps in sidewalk (east side)
	74th Avenue NE Trail	204th Street NE to 197th Place NE	Construct missing segment of 12-foot multi-use trail
NM9	188th Street NE Trail	67th Avenue NE to 66th Avenue NE	Multiuse trail
NM10	172nd Street NE Trail	43rd Avenue NE to 67th Avenue NE	Multiuse trail
NM11	Twin Rivers Trail	Trail to Park connection	Multiuse trail
NM12	Frontage Trail	Trail to Park connection	Multiuse trail
NM13	43rd Avenue NE	172nd Street to 168th Street	Multiuse trail
NM14	43rd Avenue NE	Airport Boulevard to 172nd Street	Multiuse trail
NM15	51st Street NE Trail	172nd Street NE to S City Limits	Multiuse trail
NM16	59th Avenue NE	172nd Street NE to 168th Street NE	Multiuse trail
NM17	59th Avenue NE	188th Street NE to 172nd Street NE	Multiuse trail
NM18	Edgecomb Trail	172nd Street NE to S City Limits	Multiuse trail to match Marysville/Development
NM19	Frontage Trail	211th Place NE to Portage Creek Wildlife refuge	Multiuse trail
NM20	Gleneagle Trail	Neighborhood Trail	Multiuse trail
NM21	Highland Drive	S Olympic Avenue to Stillaguamish Avenue	Multiuse trail
NM22	Island Crossing Trail	Island Crossing	Multiuse trail
NM23	S Olympic Trail	Highland Drive to 204th Street	Multiuse trail
NM24	Smokey Point Boulevard #1	SR 530 to 200th Street NE	Multiuse trail
NM25	Smokey Point Boulevard #2	200th Street NE to 172nd Street NE	Multiuse trail
NM26	Smokey Point Boulevard #3	172nd Street NE to S City Limits	Multiuse trail
NM27	89th Avenue NE Trail	172nd Street NE to 186th Street NE	Multiuse trail
NM28	59th Avenue NE	172nd Street NE and 195th Street NE	Sidewalk gaps program

Figure 7.23 20-Year Improvement Projects



Future Traffic Volumes with Improvement Projects

Implementation of the 20-year improvements described above, including new roadway segments, and widening, are anticipated to result in some shifting in traffic. **Table 7-13** summarizes the volumes at key intersections with implementation of the Plan.

Table 7-13 Plan Weekday PM Peak Hour Traffic Volumes

		2044 Baseline		2044 Plan	
Intersection	2022 Existing PM Peak Volumes	PM Peak Volumes	Average Annual Growth	PM Peak Volumes	Average Annual Growth
SR 9 & W Burke Ave	1,465	1,735	0.8%	1,870	1.1%
E Division St & SR 9	2,305	2,760	0.8%	2,855	1.0%
67th Ave NE & Lebanon St	805	1,140	1.6%	1,120	1.5%
I-5 SB Ramps & SR 530	1,170	1,460	1.0%	1,425	0.9%
I-5 NB Ramps & SR 530	2,070	2,695	1.2%	2,560	1.0%
Smokey Point Blvd & SR 530	1,735	2,235	1.2%	2,600	1.9%
200th St NE & Smokey Point Blvd	630	1,585	4.3%	1,300	3.3%
Smokey Point Blvd & 188th St NE	1,090	1,855	2.4%	3,340	5.2%
188th St NE & 67th Ave NE	1,170	1,505	1.2%	1,350	0.7%
Airport Blvd & 188th St NE	695	1,175	2.4%	1,195	2.5%
51st Ave NE & SR 531	2,020	3,630	2.7%	3,190	2.1%
59th Ave NE & SR 531	1,720	3,250	2.9%	2,860	2.3%
67th St Ave NE & SR 531	1,885	3,600	3.0%	3,435	2.8%
SR 531 & Gleneagle Blvd	1,025	2,270	3.7%	2,150	3.4%
SR 9 & SR 531	1,525	3,620	4.0%	3,140	3.3%

Source: Transpo Group, 2024

As shown in **Table 7-13**, with implementation of the Plan, the average annual growth at key intersections is anticipated to be between approximately 0.7 percent and 5.2 percent. The growth overall represents an increase over existing traffic volumes at key study intersections of between 180 to 2,250 weekday PM peak hour trips. The following section summarizes the operations at the study intersections with implementation of the Plan.

Future Traffic Operations with Improvement Projects

Intersection levels of service were re-evaluated for the 31 study intersections for the 2044 horizon year with the implementation of the transportation improvement projects identified and described above. These improvements, outlined above in **Table 7-10** and **Table 7-11,** vary by location, but typically include conversion to signalized or roundabout controlled intersections, new roadways, and roadway widening.

With the addition of multiple new or expanded roundabouts, widened roadways and the addition of the new I-5 Interchange at 188th Street NE, the 2044 improvement plan results in improved operations at all locations where deficiencies were previously shown.

Table 7-14 summarizes the PM peak hour intersection operations at the 31 study intersections under future 2044 conditions without and with plan improvements in place. LOS worksheets are included in Appendix C.

Table 7-14 Forecast 2044 Weekday PM Peak Hour Level of Service Summary

Intersections	Plan Traffic Control	Future 2044 Baseline				Future 2044 Plan		
		LOS Standard	LOS[1]	Delay[2]	WM[3] or V/C[4]	LOS	Delay	WM or V/C
1. SR 9/W Burke Avenue	Roundabout	D	A	7.1	0.71	A	8.2	0.64
2. E Burke Avenue/N Manhattan Avenue	TWSC	D	D	30.0	NB	D	25.1	NB
3. SR 9/W Division Street	Signal	D	C	30.4	-	B	18.8	0.91
4. N Olympic Avenue/E Division Street	AWSC	D	E	37.6	-	D	29.8	-
5. 67th Avenue NE/Lebanon Street	TWSC	D	F	196.7	NB	B	17.4	-
6. S Olympic Avenue/E Maple Street	AWSC	D	B	11.1	-	B	10.4	-
7. I-5 Southbound Ramps/SR 530	Signal	C	D	40.2	-	B	15.5	0.72
8. I-5 Northbound Ramps/SR 530	Signal	C	F	95.3	-	B	13.0	0.94
9. Smokey Point Boulevard/SR 530	Roundabout	D	A	8.8	0.81	A	6.6	0.46
10. Smokey Point Boulevard/Smokey Point Boulevard	TWSC	D	B	13.2	EB	B	11.3	EB
11. SR 530/211th Place NE	Roundabout	C	A	8.2	0.89	A	5.2	0.73
12. 67th Avenue NE/211th Place NE	Signal	D	B	18.1	-	B	17.8	-
13. S Stillaguamish Avenue/E Highland Drive	AWSC	C	C	20.6	-	B	13.1	-
14. Smokey Point Boulevard/200th Street NE	TWSC	D	F	362.8	EB	A	5.1	0.49
15. 67th Avenue NE/204th Street NE	Signal	D	B	18.1	-	B	19.6	-
16. SR 9/204th Street NE	Signal	D	F	123.0	-	F	107.4	-
17. Smokey Point Boulevard/188th Street NE	Roundabout	D	A	6.3	0.67	B	12.7	0.80
18. 67th Avenue NE/188th Street NE	Signal	D	A	8.2	-	A	7.6	-
19. SR 9/Crown Ridge Boulevard	Signal	D	C	30.0	-	D	36.9	-
20. Smokey Point Boulevard/Smokey Point Drive	Signal	D	B	15.8	-	B	15.0	-
21. Airport Boulevard/188th Street NE	Roundabout	D	A	7.0	0.41	A	5.9	0.42
22. I-5 Southbound Ramps/SR 531	Signal	D	A	7.3	-	A	5.7	-
23. I-5 Northbound Ramps/SR 531	Signal	D	C	28.9	-	C	25.3	-
24. Smokey Point Boulevard/SR 531[5]	Signal	D	F	91.5	-	E	65.1	-
25. 40th Avenue NE/SR 531	Signal	D	D	50.2	-	C	31.8	-
26. 43rd Avenue NE/SR 531	Roundabout	D	A	9.5	0.67	A	6.9	0.52
27. 51st Avenue NE/SR 531	Roundabout	D	B	11.3	0.78	A	8.2	0.59
28. 59th Avenue NE/172nd Street NE	Roundabout	D	A	7.4	0.68	A	7.2	0.47
29. 67th Avenue NE/SR 531	Roundabout	D	E	63.5	1.61	B	11.5	0.70
30. Gleneagle Boulevard/SR 531	TWSC	D	F	55.3	SB	A	6.3	0.41
31. SR 9/SR 531	Roundabout	D	F	147.5	1.99	B	11	0.68

Source: *Highway Capacity Manual (HCM)*, 2022 and Transpo Group, 2023

1. Level of service (LOS), based on *Highway Capacity Manual* 7th Edition methodology unless otherwise noted.
2. Average delay in seconds per vehicle.
3. Worst movement reported for unsignalized intersections where EB = eastbound, NB = northbound, and SB = southbound.
4. Volume to capacity (V/C) ratio for roundabout controlled intersections.
5. Evaluated utilizing HCM 2000 methodology due to limitations in signal timing parameters or the presence of U-turning movements.

With the implementation of the Plan improvements described above, all intersections meet the City of Arlington's adopted LOS standards under future 2044 conditions during the PM peak hour except for 2 intersections.

The SR 9/204th Street NE intersection is forecast to operate at LOS F under forecast 2044 conditions. SR 9/204th Street NE is a WSDOT intersection, and it is assumed that WSDOT will assess and address operational deficiencies. It is noted; however, that the intersection is forecast to operate with a lower delay with implementation of the Plan improvements.

The intersection of Smokey Point Boulevard/SR 531 is forecast to operate at LOS E under future 2044 conditions, an improvement from the Baseline LOS F. The intersection has numerous turn lanes and buildings located adjacent to the roadways. Additional capacity improvements are impractical and could increase difficulty for other modes such as pedestrian crossing the intersection.

Plan Recommendation 1. Update LOS standards at this intersection to LOS E.

Transportation Programs

ADA Transition Plan

The Americans with Disabilities Act (ADA) extended comprehensive civil rights protections to people with disabilities. Title II of the ADA addresses the law's requirements of local governments in their interactions with people with disabilities. Local governments are required to identify barriers that may limit accessibility for people with disabilities and develop transition plans describing how they will address identified barriers.

The City's ADA Transition Plan is being developed and aims to prioritize areas with higher pedestrian traffic levels, including school zones, hospitals, and areas with a high level of retail uses. The City of Arlington anticipates that annual roadway and pavement preservation projects will also correct ADA accessibility at a number of intersections. Every development project, both City and private, is required to correct all deficiencies within the project limits and upgrade all ADA facilities to current standards to the maximum feasible extent. The City is committed to making all sidewalk, crosswalks, and curb ramp areas accessible to everyone within as short a time as possible to ensure improved mobility for those with special needs.

Streets and Highways

Streets and highways serving the City of Arlington provide for the general movement of people and goods. They also serve other travel modes, including pedestrians and bicyclists. The street and highway element provides the core system of the Arlington Transportation Improvement Program. The key components of the street and highway element and recommendations are:

- Functional classification
- Truck routes

Functional Classification

Roadway functional classification provides for a hierarchy of roadways. These classifications also act as a guide for future development of the overall street system. The classifications range from limited access freeways that support regional through traffic movements to local streets that primarily serve access to individual properties. The system is used to identify the desired function of each roadway regarding the type and level of traffic it would carry, design standards, and eligibility for a range of funding programs.

Table 7-15 provides guidelines for the classifications used in the City of Sumner. There are no proposed changes to the guidelines from the 2017 Transportation Plan Update.

Table 7-15 Arlington Roadway Functional Classification

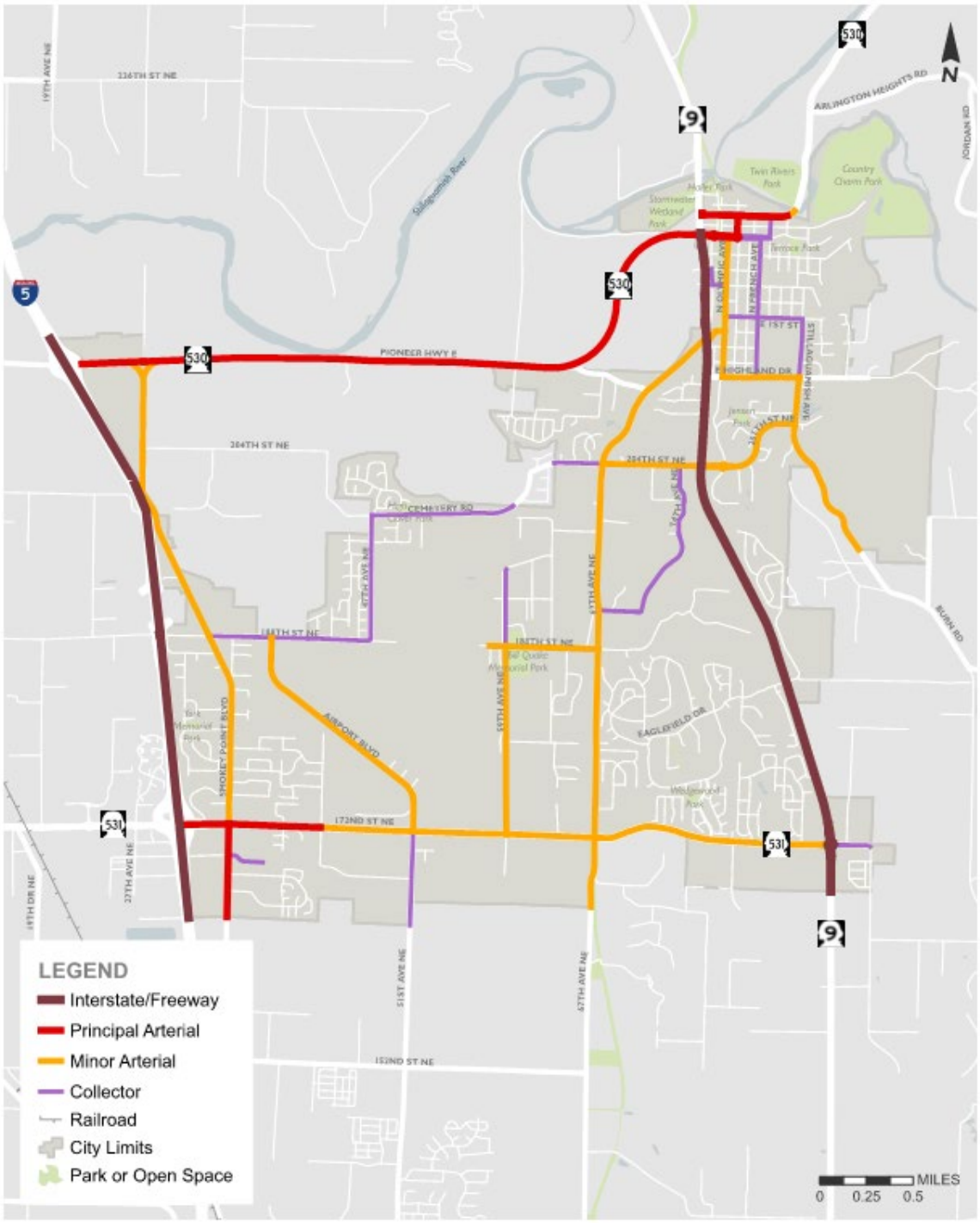
Roadway Type	Description / Purpose	Examples	Speed	ROW	ADT[1]
Freeway/Interstate	Freeways are multi-lane, high speed, high-capacity roadways, under WSDOT jurisdiction, that connect the City of Arlington with the Region.	Interstate 5 (I-5)	70 mph	-	>80,000
Arterial	Connect large subareas of the City. May serve secondary traffic generators and traffic to/from neighborhoods and within a large community.	172nd Street NE/SR 531 Smokey Point Boulevard	35 mph	60-110 feet	1,000 – 2,000+
Collectors	Promote the flow of vehicles, bicycles, and pedestrians from arterial roads to lower-order roads.	188th Street NE 211th Place NE	25 mph	60 feet	1,000 – 2,000
Local Access/ Residential Roads	Convey vehicles, pedestrians, and bicycles to/from destination points to higher-order roads.	200th Street NE 204th Street NE	25 mph	50 feet	250 or less
Alleys	Paved or unpaved access roads that do not carry through traffic. Provide access to a property or building.	-	15 mph	24 feet	250 or less

Note: WSDOT = Washington State Department of Transportation
1. ADT = Average daily traffic

Washington State has also classified some highways that provide transportation functions that promote and maintain statewide travel and economic linkages as being of statewide significance or Highways of Statewide Significance (HSS). In Arlington, I-5, SR 530, and SR 9 is designated as an HSS. Because of its designation as an HSS, the State is responsible for setting the level of service standard for the I-5, SR 530, and SR 9 routes.

Similarly, SR 531 is a State Highway of Regional Significance. Level of service standards for SR 531 is established by the Puget Sound Regional Council (PSRC), in consultation with WSDOT. **Figure 7.24** summarizes the functional classification plan for Arlington.

Figure 7.24 Functional Classification Plan



Truck/Freight Routes

A significant amount of trucking or freight activity occurs in the City consisting of distribution centers, warehousing, and light industrial activity located primarily in the southern and eastern part the City. Trucks have a significant impact on traffic operations, safety, and roadway maintenance. They also impact air quality and

noise levels in the City. **Figure 7.25** shows the freight routes for Arlington. The truck routes are the same as the 2017 TMP Update and would continue to support future transportation needs.

Based on the evaluation of existing vehicle classifications along the transportation network, it was shown that the truck sizes using some of the City freight routes are larger than what the design of the street supports. This Plan implements freight classifications for the freight route network. The classifications define the freight design vehicle on the freight routes within the City. The design vehicles that relate to the freight classifications are based on the American Association of State Highway and Transportation Officials (AASHTO), *A Policy on Geometric Design of Highways and Streets*, 7th Edition, 2018. The design vehicle represents the maximum allowable vehicle size that is accommodated on the freight route. The classification system provides three levels of design vehicles, which are define as follows:

- Level 1 (L1): Maximum WB-67
    - A WB-67 is defined as an interstate semi-truck trailer with a length of 73.5 feet.
- Level 2 (L2): Maximum WB-50 (inclusive of buses)
    - WB-50 is defined as an intermediate semi-truck trailer with a length of 55 feet.
- Level 3 (L3): Maximum of WB-40
    - A WB-40 is defined as an intermediate semi-truck trailer with a length of 45.5 feet.

The implementation of the freight classification system will reduce wear and tear and operational impacts to roadways not designed to support larger vehicles. The system can also improve traffic operations for passenger vehicles by decreasing delays associated with turning maneuvers of larger trucks that are not accommodated within the roadway design. The freight classifications are depicted on **Figure 7.26**. The majority of the existing truck routes would be designated as L1, which has limited restrictions and accommodates the maximum truck size observed on the transportation network today. Restrictions related to the freight classifications are primarily in downtown Arlington and north of the airport.

Figure 7.25 Freight Route Plan

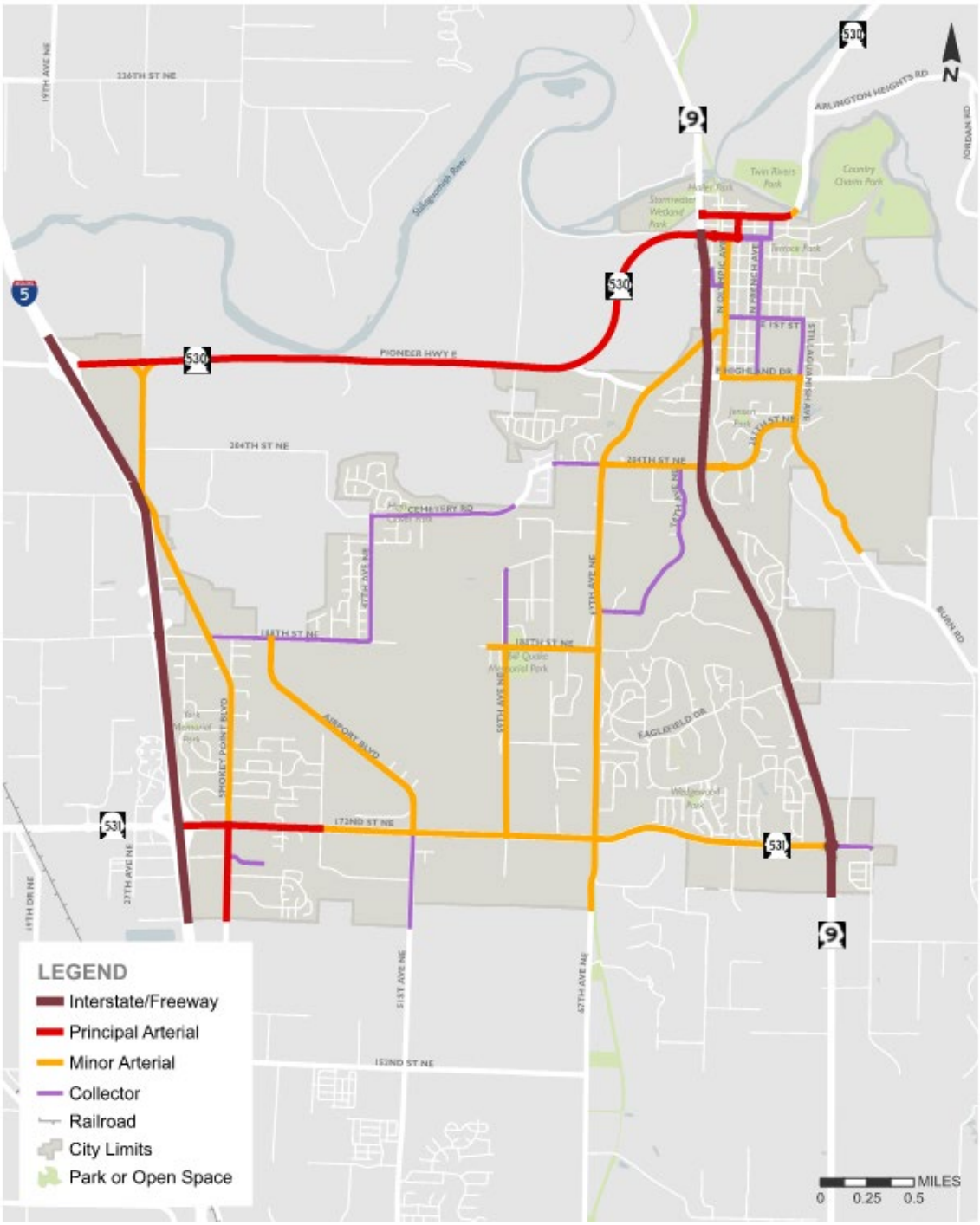
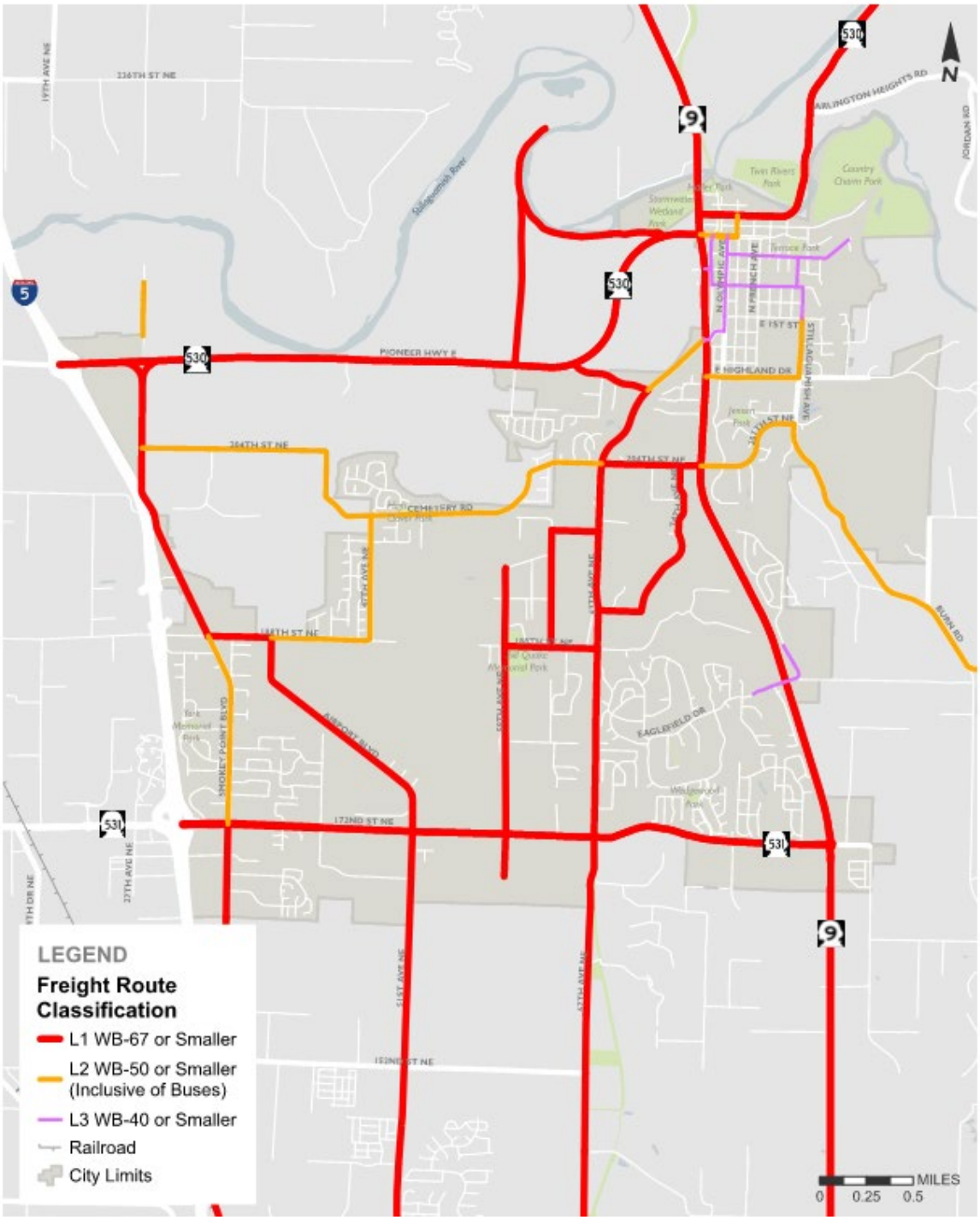


Figure 7.26 Freight Route Classifications



Public Transit and Transportation Demand Management

The City of Arlington recognizes the importance of transit and travel demand management programs as key elements of a multimodal transportation system. These programs build on regional programs and plans with some refinements to reflect the specific needs of the City. No changes are recommended related to the travel demand management program.

Transit

The City of Arlington supports Community Transit through implementation on projects to enhance connectivity to transit facilities. Projects are incorporated into the overall TIP to support connectivity and access to transit facilities. Transit objectives for Arlington focus on multimodal connectivity to the park and ride facilities and the Smokey Point Transit Center.

Transportation Demand Management

The City of Arlington Transportation Demand Management (TDM) strategy is multi-pronged and will reduce both local and regional vehicle trips. Projects recently or currently under way in the City include:

- **New Non-Motorized Facilities.** The City has been constructing the regional Centennial Trail as well as local trail networks to encourage increased non-motorized access throughout the City. In addition to the
- **Transit.** Transit service in Arlington is provided by Community Transit which provides seven routes in the City. Additional rapid service is anticipated by 2029 with the Swift Gold Line which would provide service between the Smokey Point Transit Center and the Everett Station. Link light rail service to the Everett Station is anticipated by 2041.
- **Park & Ride Facilities.** Park and ride facilities provide regional benefits as commuters can transfer to public transit or carpool from this location to destinations further west or south along SR-9, SR-530, SR-531, and I-5. The City currently has three park and ride facilities.
- **Commercial Development with Transit.** The City is encouraging commercial areas to include transit facilities as they develop, especially along the well-traveled SR 531 and Smokey Point Boulevard corridors.

Non-Motorized Facilities

Bicycle, pedestrian, and trail facilities play a vital role in the City's transportation environment. The Arlington non-motorized transportation system is comprised of facilities that promote mobility without the aid of motorized vehicles. A well-established system encourages healthy recreational activities, reduces vehicle demand on roadways, and enhances safety within the community.

Recommendation 2: Adopt the non-motorized system and LOS standards. Monitor implementation and performance of the non-motorized system as an important component of the overall transportation system.

The pedestrian and bicycle network identified in the previous chapter was used to confirm specific LOS standards for non-motorized transportation facilities and to identify and develop the long-term non-motorized project list. The future non-motorized transportation system, shown in **Figure 7.27**, provides a comprehensive network of

non-motorized transportation facilities for Arlington. The Plan shows the interconnected system of on-road and off-road facilities, which include sidewalks, pathways, shared-use trails, and bike facilities (e.g., bicycle routes, sharrows, or bike lanes). The system is designed to facilitate non-motorized travel to key destinations within Arlington. The non-motorized projects to achieve the Plan are described above.

The non-motorized plan contains a series of primary or secondary sidewalk routes. Corridors identified as primary or secondary routes are not indicative of a hierarchy for future non-motorized transportation facility development, rather they are used to make a distinction between routes that are more regional or that extend completely through the community (primary), and those that serve to make the second leg of the journey to connect to destinations, extend into neighborhoods, or complete a loop (secondary).
Along with the project list, the City has established an ADA Transition Plan, which will help maintain the existing sidewalk system by adding more wheelchair ramps. As part of the planned improvements described above, the Downtown Sidewalk Program has been identified to complete missing links in the downtown sidewalk network, provide ADA improvements, and create safe routes to school. The City works with neighboring property owners on sidewalk construction and maintenance. The sidewalk funding programs help maintain and improve the existing sidewalks already found throughout the city.

Recommendation 3: Adopt the Downtown Sidewalk program.

Air Transportation

The City owns and operates the Arlington Municipal Airport. The airport is located northeast of 51st Avenue NE/Airport Boulevard, north of SR 531 (172nd Street NE), west of 59th Avenue NE, and south of 188th Street NE. Uses at the airport include general aviation facilities, industrial, commercial, and public uses. The airport currently operates with two runways and accommodates industrial/airport uses. The airport does not have scheduled passenger flights. Vehicular access to the airport is provided via 192nd Street NE, 188th Street NE, and 51st Avenue NE. The Airport Master Plan is currently being updated.

Freight Rail Service

The City also has two freight rail corridors operated by the Burlington Northern Santa Fe (BNSF) Railroad. One BNSF line runs on the west side of the I-5 corridor and carries both freight and passenger rail traffic. Passenger rail is operated by Amtrack and runs from Eugene, Oregon to Vancouver, B.C. The closest passenger stations are in Everett and Stanwood. The second BNSF line is located on the east side of the City and connects Arlington with the I-5 mainline track at approximately 116th Street NE in Marysville. There are no changes to freight rail as part of this Plan.

Technology

Transportation System Management and Operations (TSMO) is an integrated approach to optimize the performance of existing infrastructure by implementing multimodal, intermodal, and often cross-jurisdictional systems, services, and projects. TSMO seeks to operate the existing transportation system as safely and efficiently as possible, often maintaining or even regaining previous capacity levels and improving safety performance levels. In practice, TSMO is applied on a corridor or in a region as a series of operational strategies. As part of maintaining the City's transportation system, the City will look for corridor strategies instead of just

intersection improvements to provide an integrated multimodal network. The City will continue to coordinate with WSDOT, the City of Marysville and the County in implementing a TSMO approach.

In addition, the City will continue to look for strategic locations to install and partner on EV charging infrastructure and support technology advances that help reduce emissions.

Financing Program

The City of Arlington is required to analyze the financial practicality of its 2044 Transportation Improvement Program. The analysis includes needs and resources and contains a multi-year financing plan. If a funding analysis shows that a plan is not affordable or achievable, the plan must discuss how additional funds will be raised, or how land use assumptions will be reassessed. This section demonstrates that the 2044 Arlington Transportation Master Plan is financially constrained and in compliance with state and federal laws.

State and federal legislation requires that the transportation plan be financially constrained. Only projects that the City can afford to complete with existing revenues or with revenues that are reasonably expected in the future are included. This requirement helps to ensure that the long-range plan is a realistic plan for transportation policy and investment. The financial forecast must consider the cost to maintain the existing system, as well as the cost to expand the transportation system to meet future demand.

Major capacity projects cannot be funded unless they are specifically identified in the Regional Transportation Plan. Regionally significant projects cannot be included in comprehensive plans and capital facilities plans unless they are also in the long-range transportation plan. If not, the City is unable to seek development fees, federal grants, or most state grants.

Financial Planning and Programming

The City uses a variety of criteria to prioritize transportation projects, including safety, mobility, and overall community benefit. The City must also consider the availability of funding and ability to leverage City dollars to raise additional funds. Project prioritization for capital improvements is often partially dependent on the ability to secure outside funding, and maintenance and preservation costs are dependent on the limited tax revenues available to the City. When establishing project costs, the City must consider:

- **Cost Estimates:** Costs provided are planning level estimates. Estimates will be more fully developed during subsequent planning efforts, including development of the Six-Year Transportation Improvement Program (TIP).
- **Historic Precedence:** Assessment of historical trends, such as local revenue attributed to development fees, annual growth rates, etc.
- **WSDOT Programming**: Projects that include improvements to WSDOT facilities must also be included in WSDOT's 10-year Improvement Program.
- **Growth:** Private sector project contributions assume that the forecasted growth will occur.

Funding Strategies

Transportation infrastructure construction or rehabilitation is costly, and a transportation project is seldom funded from a single source. To fund transportation improvement projects the City of Arlington, like other municipalities and jurisdictions, looks for funding from various sources. Funding mechanisms the City has identified are summarized below.

Transportation Mitigation Fees

The transportation improvement fund is the City's source for transportation system funding. The improvement fund is primarily financed by transportation mitigation fees, though other City funds (REET 1, REET 2, General Fund, etc.) can be used to finance this fund. The GMA allows agencies to develop and implement a transportation impact fee (TIF) program to help fund some of the costs of transportation facilities needed to accommodate growth or new development. State law (Chapter 82.02 RCW) requires that TIFs are:

- Related to improvements to serve new developments and not existing deficiencies.
- Assessed proportional to the impacts of new developments.
- Allocated for improvements that reasonably benefit new development.
- Spent on facilities identified in the capital facilities plan (CFP).

The City of Arlington allows for the assessment of transportation impact fees in accordance with Arlington Municipal Code (AMC) 20.90. Collected impact fees are used to mitigate impacts to existing facilities caused by the growth; however, fees cannot be used to correct existing deficiencies of public facilities. The City of Arlington allows TIFs to be used for costs associated with transportation system improvements, including, but not limited to, planning, design, engineering, right-of-way acquisition, financing, project administration, construction, and construction engineering. Arlington currently has two adopted TIFs. AMC 20.90.040 establishes the TIF for all new development in the City. AMC 20.90.045 is an additional fee for development projects within the Arlington Cascade Industrial Center (CIC).

The funding strategy assumes the TIF program for new development under AMC 20.90.040 is based on the updated 20-year list of improvement projects. State Bill 5452 effective July 23, 2023, amends 82.02.090(7) RCW to include bike and pedestrian facilities designed with the intent of multimodal commuting as part of the definition of public facilities where impact fees are allowed. With this amendment, the City intends to adopt a multimodal transportation impact fee to help fund transportation improvements. The funding strategy assumes that there will be no change to the CIC impact fees.

An evaluation and update of the TIF rates was conducted as part of this TMP to reflect adoption of the 2024 Comprehensive Plan and associated transportation and land use plans, goals and policies including new state legislation that allows funding be directed towards non-motorized transportation projects. The projects included on the TIF, which are still being determined, would be a subset of the long-term transportation projects identified on Figure 7.23.

Transportation Benefit District Funding

The State of Washington created an option for local governments to fund transportation maintenance and capital improvements through the creation of a Transportation Benefit District (TBD). A TBD is a quasi-municipal corporation with taxing powers that is created for the sole purpose of acquiring, constructing, improving, providing, and funding transportation improvements within the defined district. Many municipalities have formed TBDs to keep pace with the rising costs of maintaining and constructing transportation infrastructure.

The citizens of Arlington voted to create a 10-year Transportation Benefit District (TBD) in 2013 for the purpose of maintaining and preserving existing surface transportation infrastructure. In 2023, the citizens voted to renew the TBD for another 10-years. The current TBD can be used to fund traffic congestion relief, traffic slowing/calming projects, sidewalk connections, crossings, and repairs, street and road maintenance, and multi-use trails. Revenue also can be used as matching funds to access larger grants.

The governing board ("Board") of the transportation benefit district is the members of the Arlington City Council acting in an ex officio and independent capacity that has the authority to exercise the statutory powers set forth in chapter 36.73 RCW. The Mayor serves as chairperson of the Board.

Private Development

In addition to traffic impact fees, there are other forms of transportation system funding from private development. Developers and property owners may elect to form a Local Improvement District (LID) as a method of financing capital improvements that provide a special benefit to the properties within the boundary of the LID. Transportation improvements (roads, trails, sidewalks, etc.) constructed can be privately owned and maintained, or they can be dedicated to the City for long term maintenance and operation. If dedicated to the City, they will need to be constructed and inspected in accordance with City standards.

Developers may also have a responsibility for constructing partial roads and sidewalks or frontage improvements that abut the development as well as roads internal to the development. Internal roads constructed to City standards and inspected by the City may be dedicated to the City for long term operation and maintenance.

State Funding

State transportation funding can come from varied sources; the Transportation Improvement Board (TIB), the Community and Economic Redevelopment Board (CERB), WSDOT appropriated funding, and state bond measures are a few. Each of the funding sources carries with it a list of requirements specific to the state funding program and it is the City's responsibility to match each selected City transportation project with the funding source.

Federal Funding

Federal transportation funding is offered through a locality's Regional Transportation Planning Organization (RTPO) as well as grant programs. For Arlington, the RTPO funding would be offered through transportation programs administered by the PSRC. Other federal grant funding is offered through the Federal Highways Administration (FHWA) or from a special federal allocation and administered by WSDOT. Federal funding requirements are different than state funding requirements and can be more cumbersome as they require a lot more project reporting. As with state transportation funding, it is the City's responsibility to match the selected City transportation project with the funding source.

Other Funding

There are other transportation funding sources, but these sources are limited and typically reserved for specific transportation system components such as complete sidewalks, trails, education, and trip reduction. Though small, these funds, when applied correctly, can contribute to the complete funding of a transportation project.

Implementation Program

Implementation of the TMP involves several strategies. One strategy includes coordination with developers and partnering with other agencies to construct the transportation improvement projects and expand transit service to the City. Partnering with other agencies and use of grants will be especially critical in the implementation of safety, capacity, and operational improvements along SR 9, I-5, SR 531, and SR 530. Another strategy is re-prioritizing transportation projects as new funding sources become available or by focusing on areas most impacted by new development. The City will also continue to review strategies to phase improvements allowing funding to be spread over a longer time period. In addition, the City will need to review, maintain, and update its Concurrency Management Program, Transportation Impact Fee, and other development review processes to account for the revised multimodal LOS standards and assure that the impacts of growth are mitigated, and transportation improvements are completed concurrent with new development.

Partnering with Other Agencies

PSRC's Vision 2050 describes the investments and policies needed to create a safe, clean, and efficient transportation system essential to supporting the region's quality of life, health and economy as the region continues to grow. The TMP supports the City's role in the regional transportation strategy through its policies to support and expand use of transit, transportation demand management, and active travel to reduce the number of vehicle trips generated by development in the City. Arlington will need to coordinate with Community Transit, Snohomish County, and other nearby cities to implement facilities and services to meet those objectives. Coordination will also help assure consistency in plans and implementation programs between agencies to meet the goals of the regional plan.

The City will continue to partner with WSDOT to implement improvements along both SR 531, SR 9, I-5, and SR 530 consistent with the TMP project list. Projects along the state highways serve regional travel patterns as well as provide local access within Arlington. Without WSDOT as a partner, the City is unable to put a high priority on major capacity improvements along both state highways since the improvements serve significant levels of regional traffic and the projects will cost more than the City can reasonably fund on their own. These projects should be considered for joint submittal of grants, with the local match being combined from benefiting agencies. Partnering with WSDOT will be critical in the implementation of the TMP project list.

Other agency partnering opportunities involve Community Transit and Arlington School District. Coordination with both agencies could lead to cost sharing of improvements to construct pedestrian facilities around schools or transit routes.

Project Priorities and Timing

The City of Arlington will use the annual update of the Six-Year TIP to re-evaluate priorities and timing of projects. Throughout the planning period, projects will be completed, and priorities will be revised. The development of the TIP will also be used to identify potential phasing options to fit within available revenues during that 6-year time horizon. The City will monitor traffic volumes and the location and intensity of land use growth in the City. The City will also need to monitor traffic growth from adjacent communities. Based on this information, the City will then be able to direct funding to areas that are most impacted by growth or may fall below the City's level of service standard. The development of the TIP will be an ongoing process over the life of the plan and will be reviewed and amended annually.

Concurrency Management and Development Review

Concurrency refers to the ongoing process of coordinating infrastructure needs with community development. This concept was formalized in the GMA to ensure that adequate public facilities are provided in concert with population and employment growth. For transportation facilities, the GMA requirement is fulfilled if its level of service standards will continue to be met including the additional travel demand generated by each development.

Concurrency determinations for the roadway network are closely linked with development review decisions. In addition, the City reviews development applications pursuant to the State Environmental Policy Act (SEPA). Concurrency and SEPA are primarily focused on a shorter–term timeframe. The City requires payment of transportation impact fees to help fund growth related improvements, both long-term and short-term needs. Projects that result in adverse transportation impacts are required to fund or implement mitigation measures that reduce the impact below a level of significance and/or meet the level of service standard. The City provides credits where developers are required to construct improvements whose costs are included in the transportation impact fee program.

The City will need to regularly monitor the level of service of its transportation system as part of its concurrency program. The City will use information from its concurrency program in updating its Six-Year Transportation Improvement Program, grant applications, and coordination with WSDOT and other agencies.

As each development application is reviewed, the City will determine if concurrency has been met. If concurrency is not met, then the City will establish conditions of approval. Since I-5, SR 9 and SR 530 (between I-5 and 27th Avenue NE) are a Highway of Statewide Significance, the City cannot use concurrency to deny the development application if the proposal impacts these routes; therefore, conditions of approval will be established through SEPA and in coordination with WSDOT (as applicable) in order to mitigate any potential impacts of the development.

The City will monitor the performance of the transportation system throughout the City. The City will apply its multimodal LOS standards and the City's road standards to evaluate and identify appropriate improvements for mitigating impacts of developments in the City. The City will also conduct its own studies and work with other agencies to define needed improvements to be incorporated into its Six-Year Transportation Improvement Program, which is updated annually.

If expected funding for improvements to meet future transportation needs is found to be inadequate and the City will not be able to meet their adopted level of service standards, then the City will need to pursue options as laid out under the Reassessment Strategy, presented previously.

Consistency With Other Agencies

Arlington's transportation system is part of, and connected to, a broader regional highway and arterial system. The GMA works to increase coordination and compatibility between the various agencies that are responsible for the overall transportation system. Since transportation improvements need to be coordinated across jurisdictional boundaries, the Transportation Plan needs to be consistent with and supportive of the objectives identified in the Washington State Transportation Plan, PSRC's Vision 2050, and the transportation plans or capital improvement plans of the surrounding agencies. Developing the Transportation Plan is primarily a bottoms-up approach to planning, with the City exploring its needs based on the land use plan. Eventually, local projects are incorporated into regional and state plans. A schematic of this approach is shown below in Figure 7-1. The following sections provide a review of this Plan's consistent with neighboring jurisdictions.

Figure 7.27 Non-Motorized Plan

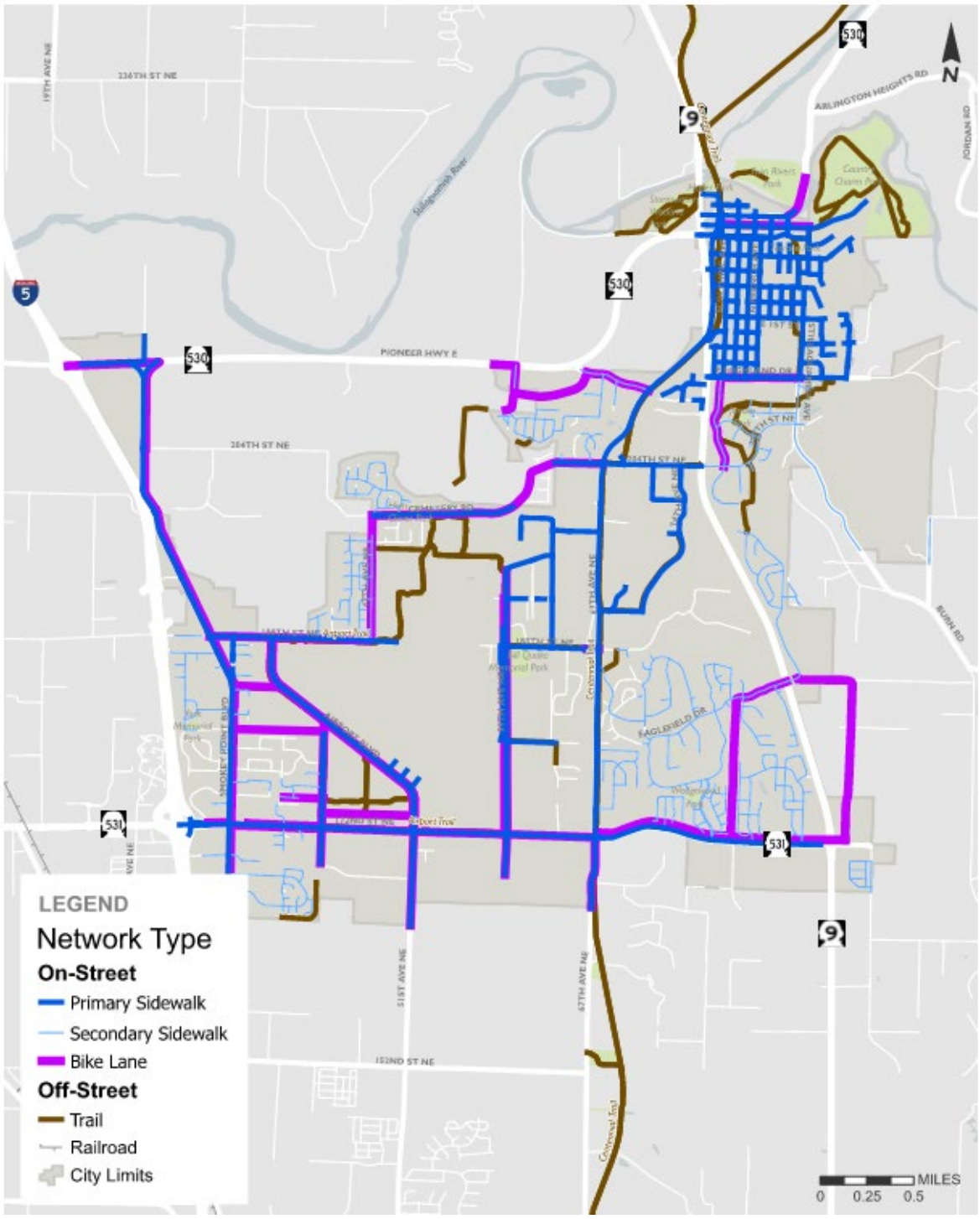
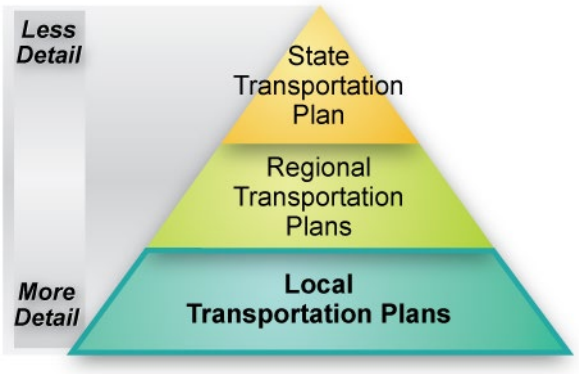


Figure 7.28 Transportation Plan Approach



WSDOT Highway Improvement Program and Six-Year Transpiration Improvement Program

As required by the 1998 amendments to the GMA, the Arlington Transportation Plan addresses the state highway system. Specifically, the Transportation Plan addresses the following elements related to the state highway system:

- Inventory of existing facilities – see Chapter 3
- Level of service standards – see Chapters 3, 4 and 5
- Concurrency on state facilities – see Chapters 4 and 5
- Analysis of traffic impacts on state facilities – see Chapters 4 and 5
- Consistency with the State Highway Systems Plan – see Chapter 5 and below

Summarized below are the improvements on state facilities listed in the Statewide Transportation Improvement Program (STIP) 2024 – 2027, which are consistent with the Plan identified in Chapter 5.

WSDOT maintains two improvements programs, the Highway System Plan (HSP) and the State Transportation Improvement Program (STIP). WSDOT is currently updating the HSP, which was last updated over 12 years ago. A draft of the HSP has been published and recommends new revenues for state highways be dedicated over the next 20 years.

The 2024-2027 STIP was approved in January 2023 and identifies 5 projects in Arlington. Three (3) of the projects are also identified on the PSRC Regional TIP described above and include the roundabouts at the 188th Street and 180th Street intersections with Smokey Point Boulevard and the 74th Avenue Trail. The other project is:

- **The Division/Broadway Pavement Restoration Project.** This project would mill and resurface Broadway Street between SR 530 and E Division Street and E Division Street from Broadway Street to N West Avenue. The roadway would be structurally repaired, where necessary, and replace curb ramps with ADA compliant curb ramps, install high visibility crosswalks and a rectangular rapid flashing beacon (RRFB). Mobility and safety improvements on traffic circles at the Broadway Street/E Division Street and

E Division Street/N West Avenue intersections including a raised center median, modification to the splitter island and improved pedestrian crossing facilities would also be constructed.

- **169th Street Connecting Segment.** Construct a two-lane roadway segment between 43rd Avenue NE and 37th Avenue NE.
- **74th Avenue Trail.** Construction of a 12-foot-wide multiuse trail segment parallel to 74th Avenue between 197th Place and 204th Street. The design includes streetlights, drainage (where necessary), paved trail, ADA compliant curb ramps, crosswalk striping, and landscaping. The project is anticipated to be completed in 2024.
- **Smokey Point Boulevard/188th Street.** Construction of a roundabout at the intersection. The project is anticipated to be completed in 2024.
- **Smokey Point Boulevard/180th Street.** Construction of a roundabout at the intersection. The project is anticipated to be completed in 2026.

Connecting Washington Transportation Improvement

Connecting Washington is a 16-year program, funded primarily by an 11.9-cent gas tax increase that was fully phased-in on July 1, 2016. Connecting Washington funding is distributed to projects that help preserve the State highway system and reduce congestion in the central Puget Sound area. Two projects are in or near Arlington that would enhance travel for the city:

- **SR 531 Widening.** This project would widen SR 531 between 43rd Avenue NE and 67th Avenue NE and provide intersection improvements along the corridor. The roadway would be widened to provide an additional lane in each direction resulting in a four-lane cross section with center median. The project would also construct a roundabout at the SR 531 (172nd Street NE) intersections with 51st Avenue NE, 59th Avenue NE, and 67th Avenue NE. Construction of the roundabout at 43rd Avenue NE/SR 531 was recently completed. Construction of the project is anticipated to begin in 2025. The project would help relieve periods of congestion experienced along SR 531 (172nd Street NE) and would help support growth associated with the adopted Cascade Industrial Center (CIC).
- **I-5/156th Street NE Interchange.** While not located in Arlington, the proposed interchange at 156th Street NE with I-5 would result in traffic shifts and could help alleviate congestion and delays along SR 531 (172nd Street NE). Current plans for the improvement include a Single Point Urban Interchange (SPUI) at 156th Street NE. Construction of the project is anticipated to begin in 2025 with completion at the end of 2031.

Puget Sound Regional Council

The Puget Sound Regional Council (PSRC) maintains the Regional TIP. The Regional TIP must be a 4-year program of projects that is updated at least every 4 years. The TIP ensures that transportation projects meet regional transportation, growth and economic development goals and policies, and clean air requirements. Regional TIP projects are required to meet the following criteria:

- Consistency with VISION 2050 and the Regional Transportation Plan
- Consistency with local comprehensive plans
- Funds are available or expected to be available

- Consistency with the region's air quality conformity determination
- Consistency with federal and state requirements such as functional classification
- Consistency with PSRC's project tracking policies

The 2023-2026 Regional TIP identifies 4 projects in Arlington including 3 identified above on the WSDOT STIP and the following Community Transit project:

- **Swift BRT Gold Line.** Community Transit bus rapid transit (BRT) between the Everett Station and Smokey Point Transit Center in Arlington with service to Everett Community College, Marysville, and the Cascade Industrial Center. Project will include design, engineering, construction, and purchase of 13 zero emission buses. Planned service start date is 2027 to 2029. This is a multi-year project, and the programming reflects the funds available within the span of the current TIP.

Snohomish County and Adjacent Cities

Countywide Planning Policies (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 for regional issues or issues affecting common borders. The Multicounty Planning Policies (MPPs) for transportation call for better integrated land use and transportation planning, with a priority placed on cleaner operations, dependable financing mechanisms, alternatives to driving alone, and lower transportation-related energy consumption. CPPs were last adopted in June 2011 and amended in February 2022 effective March 2022. The County's and Cities' comprehensive plans will be made consistent with the vision and policies in the Countywide Planning Policy Update.

The City works closely with adjacent jurisdictions to address transportation issues and mitigate impacts. Snohomish County and the City established an interlocal agreement in 1999 to address joint transportation system planning and traffic impact mitigation. The City of Arlington, WSDOT, Snohomish County and Marysville coordinate on the Cascade Industrial Center (CIC).

Snohomish County's six-year TIP (2024-2029) does not have any projects identified in Arlington. The County has identified one intersection improvement in Marysville south of Arlington. The improvement is at the 67th Avenue NE/152nd Street NE intersection and would include installation of a signal or roundabout. This intersection serves the joint Arlington Marysville Cascade Industrial Center (CIC) and helps facilitate north/south movements especially as CIC starts to develop.

Community Transit

Community Transit is a regional transportation provider that operates 2 swift lines, 26 local routes, 13 commuter routes to Seattle, 5 commuter routes to Northgate Station, and 6 sound transit express routes serving Seattle and Bellevue. Seven routes provide bus service for the City of Arlington. The City supports Community Transit's strategic plans and coordinates with the agency to identify how transit needs should be addressed, particularly as new development occurs.

Federal and State Air Quality Regulations

The City of Arlington is required to adopt a transportation plan that conforms with the State Implementation Plan for Air Quality. The City has included the Puget Sound Clean Air Agency (PSCAA) policies in its comprehensive plan to address federal and state clean air legislation and has goals and policies in place to reduce travel demand, reduce vehicle emissions of carbon monoxide and ozone air pollutants. These include support of transportation alternatives through Commute Trip Reduction (CTR) programs for major employers, construction of bikeways, walkways, and trails, as well as intersection and signal improvements that reduce vehicle idling.

The U.S. Environmental Protection Agency has set federal standards for seven air pollutants: fine particulate matter, larger particulate matter, ozone, carbon monoxide, sulfur dioxide, nitrogen dioxide and lead. The City of Arlington and all of Snohomish County are in an attainment area for all federally monitored air pollutants.

Significant Unavoidable Adverse Impacts

Because the effects of additional vehicles on traffic congestion would be mitigated to varying degrees through implementation of the transportation improvements, programs, actions, and coordination efforts identified in this chapter, as well as through compliance with City codes and standards, significant unavoidable adverse impacts generally would not be expected to occur.

However, significant unavoidable adverse impacts could result if one or more planned improvement projects identified to address expected impacts are not implemented. It is expected that all of the new roadway connections and intersection improvements identified in this chapter would be implemented over time through capital funding and/or the various financing mechanisms discussed. As part of transportation improvement planning conducted on an annual basis, projects will be prioritized and updated through regular capital facilities and transportation improvements planning, as required under the Growth Management Act. Over periods between updates, transportation concurrency is intended to manage the transportation system and ensure that development cannot be approved without suitable associated mitigation.

Chapter

8

PUBLIC SERVICES



Chapter 8 – Public Services

Introduction

This chapter of the Final Environmental Impact Statement (FEIS) republishes the analysis in the Draft Environmental Impact Statement (DEIS) that covered public services, including the affected environment (existing conditions) as well as potential impacts associated with growth under the alternatives and mitigation measures to address potential impacts.

Public services analyzed include:

- Public Safety and Police Services
- Fire and Emergency Services
- Recreation, Parks, and Open Space
- Public Schools
- Library Services
- City Operated Public Facilities

Impacts of the alternatives would be considered significant if they result in:

- Increased demand for public services that cannot be accommodated through regular planning and staffing programs and processes.
- Insufficient capacity to serve expected population based on standard levels of service metrics as applicable under each area of service.

Arlington's level of service for police, fire, and emergency medical services has generally been adequate as new growth and development have occurred. Arlington can maintain its level of service and accommodate growth with appropriate planning, adequate funding, and coordination. Individual service providers prepare for the future based on assumptions of growth from the Land Use and Housing Books of the Comprehensive Plan.

Affected Environment

Public Safety and Police Services

The Arlington Police Department provides police services 24 hours a day. The Police Department is responsible for law enforcement patrol, parking enforcement, and traffic enforcement. Services include complaint response, investigations, school safety, and records and evidence control. The department also offers a social worker program, bicycle registration program, fingerprinting services, and concealed pistol licenses. The Department uses a combination of directed patrol based on sound data analysis and strong community relationships to reduce crimes, such as motor vehicle prowls and stolen vehicles.

Police protection services are provided by the City of Arlington Police Department (APD). The APD handles a wide variety of requests for service and has a mission statement of "Preserve Life. Preserve Peace. Preserve Property."

The Arlington Police Department is guided by the following five core values:

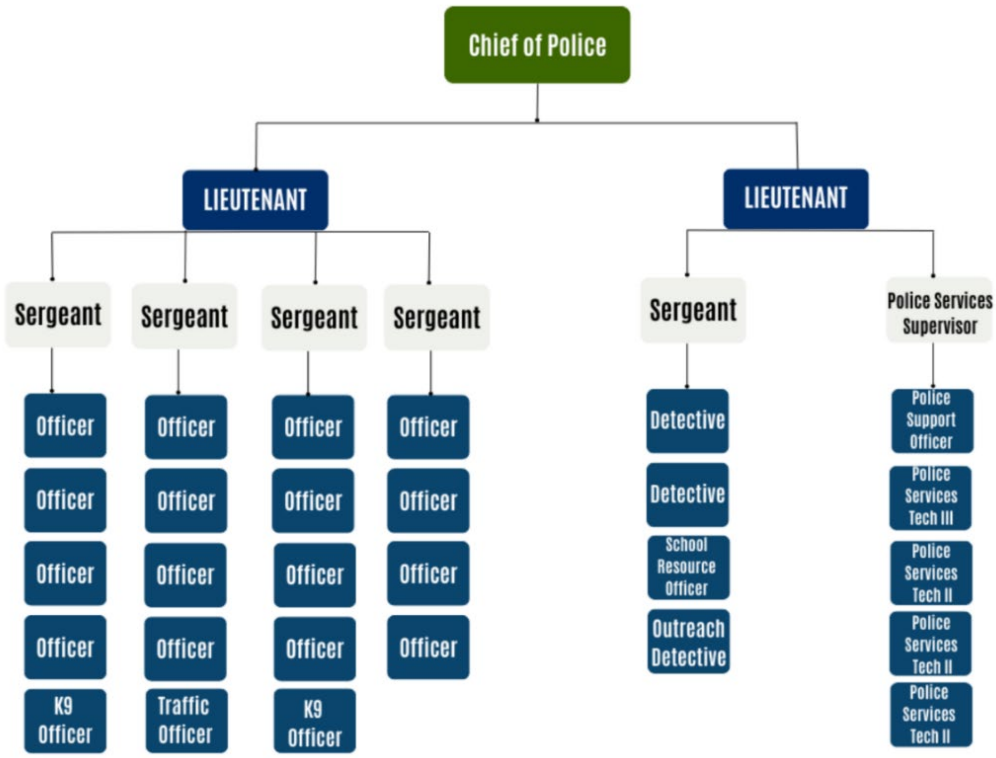
- Teamwork - Setting aside individual motivations to serve the common purpose of community safety.
- Respect - Enforcing the law courteously and appropriately without fear or favor, malice or ill will.
- Integrity - Our decisions and actions are based on trust and honesty.
- Professionalism - Our sense of duty to conduct ourselves to the highest level of competence and character.
- Innovation - To better protect our community, deter and solve crime, while keeping pace with expectations to meet the level of complexity of future threats.

Facilities and Staffing

The city has one police station located in the Old Town neighborhood which shares facilities with City Hall and the City Council Chambers. The city's assets include a police station, police vehicles, training facilities, and equipment.

The Arlington Police Department has 37 total personnel. The organization of the department is shown below in **Figure** 8.1[1].

Figure 8.1 - Arlington Police Department Organizational Chart



[1] arlingtonwa.gov/ArchiveCenter/ViewFile/Item/176

The Patrol Division is the largest division in the department, headed by the Operations Lieutenant who oversees 4 patrol sergeants, 16 patrol officers, and 2 Canine (K9) teams. The Patrol Division is responsible for handling 911 calls for service, traffic enforcement, and pro-active crime prevention in the city. Theft is the number one reported crime in the City with double the amount of theft incidents than any other crime (Figure 8.2[2]). There were 690 traffic collisions reported in 2022, up 4 percent since 2018 (Figure 8.3[3]).

Figure 8.2 - Crime Statistics

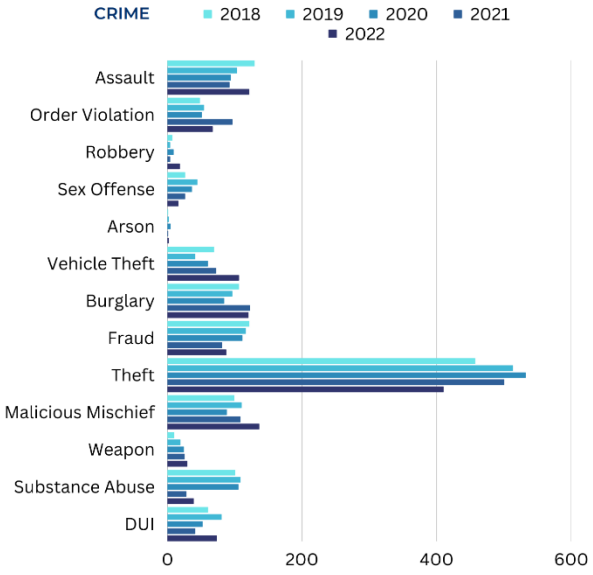
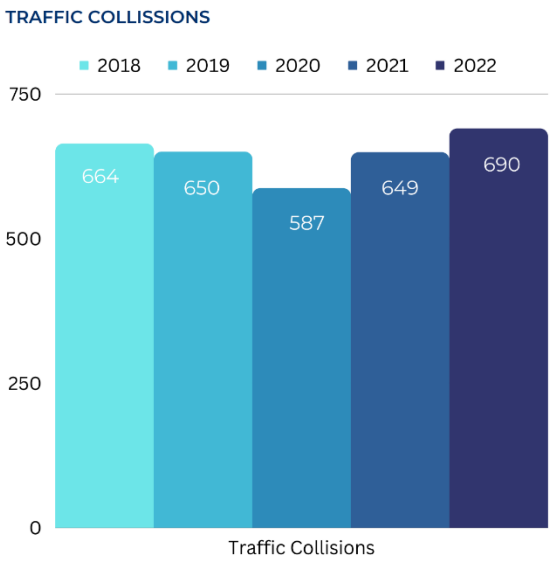


Figure 8.3 - Traffic Collisions



In 2022, Arlington Police Department adopted and implemented a new training program, Vector Solutions, to improve the administration, management, and efficiency of trainings for staff. The implementation and transition of this new training system was a significant undertaking to modernize the agency. The adoption and implementation of this system was necessary to meet the expanded training standards and requirements for Peace Officers in the State of Washington. The project has continued into 2023 with creation and utilization of the Department's Field Training Program in Vector, as well as processing all historical training records for active staff members from 2021 and before. In 2022, Arlington Police Department's staff received a total of 4,323 training hours. 2,136 of those hours were "required" training consisting of 696 "In-Service" hours and 1,440 Basic Law Enforcement Academy training hours. Arlington Police Department also invested a total of 2,187 hours of Professional Development training into staff members, accounting for 51 percent of all training for the year.

The Embedded Social Worker Program is an important resource within the City of Arlington Police Department to effectively focus on issues related to homelessness, substance addiction and mental health that are interrelated. This is a Co-Response Team that involves one full time City of Arlington Police Officer and one full time Social Worker. This outreach team is visible and pro-active within the community. The team takes both an outreach and

[2] arlingtonwa.gov/ArchiveCenter/ViewFile/Item/176
[3] arlingtonwa.gov/ArchiveCenter/ViewFile/Item/176

enforcement role to address identified problems. They work collaboratively with City of Arlington, local, and state services. During the 2022 period the team tracked the following data:

- 28 homeless persons housed
- 530 camp, car, park, business checks
- 444 contacts
- 133 new clients
- 147 enforcements related to trespass, parking, camping, other arrests\
- 160 transports to required services

The Arlington Police Department also utilizes a Mobile Integrated Health (MIH) program. The goal of MIH is to reduce the over-utilization of emergency services by addressing the root cause of the issues leading to consistent 911 calls. The Arlington Police Department works with the Center for Justice Social Work to assist community members in need of behavioral health or social supports. In 2020, the City received $750,000 to integrate a two-year pilot program to demonstrate how providing integrated social services to community members can decrease the use of 911 emergency calls for non-emergent requests. February 2022 reports show that 50 clients were served, 41 new referrals were made, and 222 services were provided, including therapeutic intervention, assessments of needs, planning with clients, coordination of care, home visit, and advocating for clients.

Corrections

Jail and correctional services are provided by the Snohomish County Jail located in Everett.

Police Services

The Police Services Division performs specialized functions, including management of the police facility, hiring and retention of staff, and monitoring the department budget. This division is made up of five support and service technicians who are supervised by a single police services manager. Additionally, this division provides record services for the Arlington Police Department.

Fire and Emergency Services

During the February 9, 2021 Special Election, voters overwhelmingly approved annexing the Arlington Fire Department to North County Regional Fire Authority (NCFA). Figure 8.4 indicates the locations of all fire stations under NCFA jurisdiction.

As of August 2021, the North County Regional Fire Authority (NCFA) provides fire and emergency services to the City of Arlington. The NCFA has five divisions: Operations, Emergency Medical Services, Community Risk Reduction/Fire Marshal/Fire Prevention, Logistics, and Training Center. These divisions provide the following services:

- Fire Suppression
- Basic Life Support (BLS) Emergency Medical Services and Transport
- Advanced Life Support (ALS) Emergency Medical Services and Transport
- Hazardous Materials "Operations Level" by all staff, with 6 Technician level members
- Fire Prevention, Inspections, and Plan Review
- Public Education
- Wildland Firefighting

- Rescue Swimmer
- Community Resource Paramedic

The Operations division provides emergency response and incident management for fires, rescues, medical emergencies, hazardous materials incidents, and disasters. The Emergency Medical Services division provides both BLS and ALS. The Community Risk Reduction/Fire Marshal/Fire Prevention division aims to minimize the probability and severity of occurrence of fire, natural disasters, and humanmade disasters. The Logistics department provides fire suppression, rescue, and medical response services. The Training Center division manages a Firefighter Training Center.

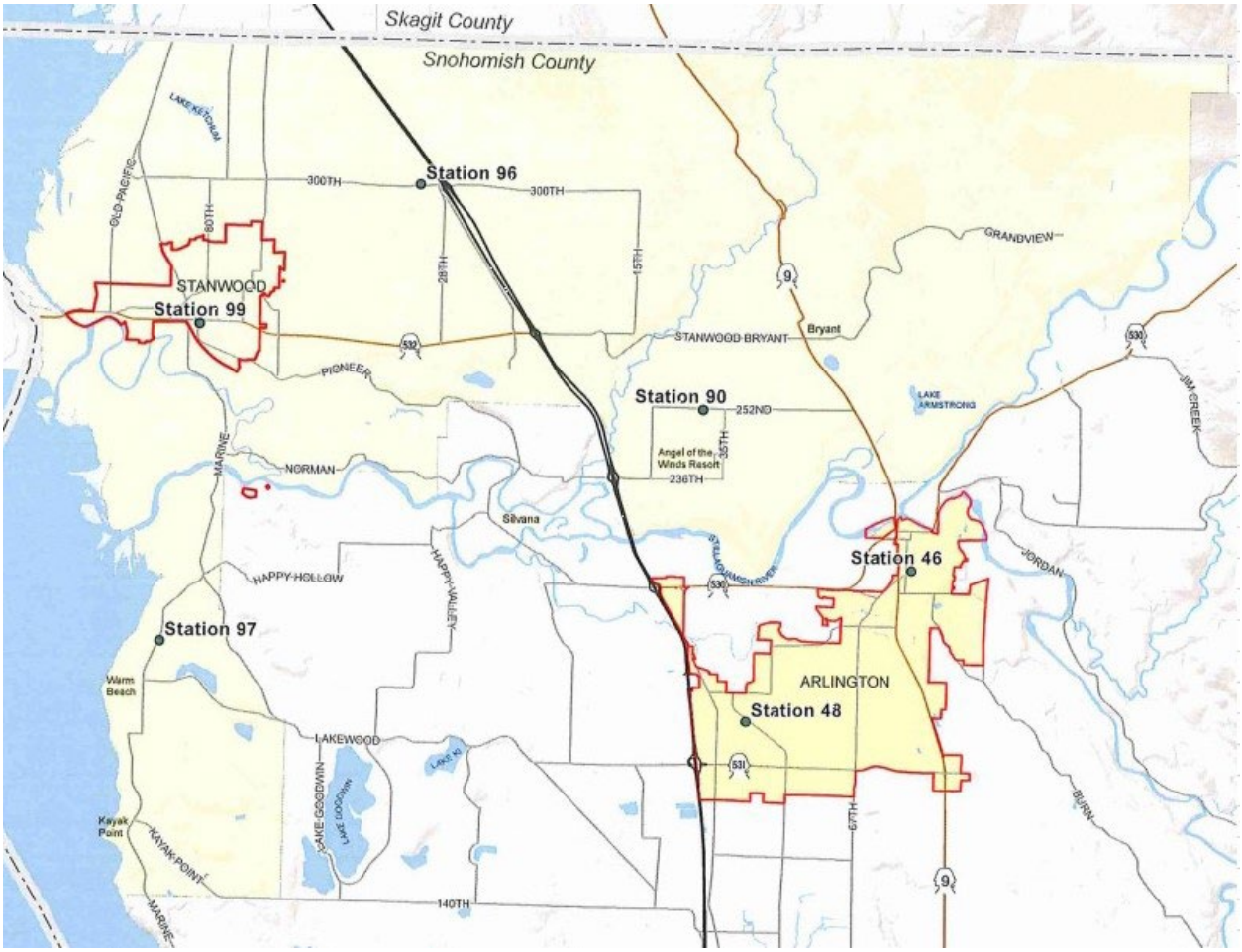
While the Firefighter Training Center is not yet complete, members were able to complete a significant amount of training in 2022, the first year as a merged entity. The Washington Survey and Rating Bureau requires 120 hours of category-specific training per member to be accredited. The training program includes emergency medical services, fire, rescue, administrative, and other categories. All members completed well above the required training. Members completed a total of 37,651 hours of training in 2022, an average of 409 hours per member. Participants received training on ventilation, driving, aerial placement, and other specialized techniques.

There are also several community programs operated by NCFA including the following:
- North County Community Emergency Response Team (NC CERT)
- Fire Explorers Post 697
- Address Signs
- First Aid/CPR Classes
- Station Tours
- Blood Pressure Checks

The NC CERT program is a growing group of volunteers in the Arlington-Stanwood area that have received FEMA-approved hands-on training to help the community in the event of a disaster. This training teaches volunteers disaster preparedness, building safety after a natural disaster, search and rescue, fire suppression, medical triage, first-aid, and team organization. If the capacity of NCFA has been exceeded or there is an obstruction and professional first responders are not the first on the scene the NC CERT volunteers have been trained to ensure non-professional response is as safe and effective as possible.

While there are 5 staffed fire stations that NCFA operates, two are in the City of Arlington, Station 46 and 48. Station 46 is located in downtown Arlington and has a medic unit, an engine, and a brush truck (a wildland suppression engine). Station 48 is located at the Arlington Airport and has a medic unit, ladder, and aid unit.

Figure 8.4. North County Regional Fire Authority Stations



NCFA has adopted response time standards throughout the region they serve. The adopted response times for the City of Arlington can be seen in

Table 8-1 and 8-2. Response times are a combination of the turn out time and the travel time. Turn out time is the time from when the unit is dispatched to when the crew has the appropriate gear on and are in the vehicle to respond. Travel time is the time from when the vehicle starts moving to when it arrives at the destination. NCFA must meet these response times 50 percent of the time but strives to meet the objectives 90 percent of the time.

Table 8-1 North County Fire Authority Response Time Standards[4]

	Adopted Response Time Objectives	
Response	**Area**	**Minutes**
Turn Out Time	Whole Department	2:00
Travel Time 1st Arriving Engine	City of Arlington	8:00
Travel Time 1st EMTs	City of Arlington	6:00
Travel Time 1st Paramedic	City of Arlington	6:00
Travel Time 1st HazMat Technician	City of Arlington	10:00
Travel Time Marine Rescue	Whole Department	15:00

Table 8-2 North County Fire Authority 2022 Response Times Standards for Urban Areas*

Response Area	Turn Out Time	Travel Time	Response Time
Fire	1:59	4:30	6:25
EMS	1:14	4:20	5:29
HazMat	1:14	3:59	5:13

**Urban Areas consist of the City of Arlington and the City of Stanwood*

NCFA is funded through tax levies based on assessed property value, one for fire and one for EMS. As the calls for NCFA increase, the cost for personnel, equipment, fuels, maintenance, and medical supplies increases.[5] However, NCFA is limited to a one percent revenue increase per year (less than inflation).[6] Over time, levy rates drop as property values rise to limit NCFA to a set amount of revenue each year plus a one percent increase allowed by state law (or any other voter-approved increase). Even if property values double, NCFA can only collect one percent more. This is called "levy compression" and impacts a fire authority's ability to provide emergency services.

On August 1, 2023 a primary election ballot asked voters for an EMS levy lid lift.[7] EMS is NCFA's most used service, accounting for 86 percent of emergency calls. If passed, the levy lid lift would support an additional six

[4] North County Regional Fire Authority 2022 Annual Report
[5] https://www.northcountyfireems.com/about-us/strategic-plan/strategic-plan
[6] https://www.northcountyfireems.com/home/showpublisheddocument/1260/638248380392330000
[7] https://www.northcountyfireems.com/home/showpublisheddocument/1134/638188754520670000

firefighter/EMTs or firefighter/paramedics per shift to provide an additional transport unit and full-time staffing at Station 96 in Freeborn. It would also replace three ambulances and fund local training programs.
NCFA developed a 2019-2024 strategic plan in response to an increase in demand. However, NCFA did not start serving the City of Arlington until 2021, so this strategic plan does not address the City.

One of the challenges identified in the 2022 Annual Report are large wildland fires. NCFA has 3 brush trucks that are available for wildland fires. The brush trucks are smaller than standard fire engines to allow for access to remote terrain. In 2022, NCFA responded to 44 calls to extinguish wildland fires within the response area. NCFA also responded to 2 state mobilizations, totaling 21 days of deployment and 17,966 acres of wildland fires.

The current edition of the International Fire Code is adopted by reference as the City's fire code. This includes the following chapters of the International Fire Code's appendix: B, E F, G, H, I, J and K. The International Fire Code is published by the International Code Council as set forth in Washington Administrative Code Chapter 51-54. It is then adopted by the state building code council under the provisions of RCW 19.27.

Facilities and Equipment

The NCFA operates six fire stations and a fleet of vehicles including five aid units, three medic units, four engines, one brush truck, two ladder trucks, and two tender units. Two of the six fire stations owned and operated by the NCFA are located in Arlington. Station 46 is located in downtown Arlington and has a medic unit, an engine, and a brush truck (a wildland suppression engine). Station 48 is located at the Arlington Airport and has a medic unit, ladder, and aid unit.

Resource Capacity and Reliability

The 2023 NCFA Annual Report includes published response times to emergencies. Various factors contribute to this process such as,

- Dispatch times
- Location of the emergency
- Traffic conditions, weather, and travel times
- How quickly the emergency is reported

Response times are split between both rural and urban areas and EMS and Fire services. Urban areas are the cities of Arlington and Stanwood. Rural areas are any other unincorporated areas within Snohomish County.

<u>EMS</u>

- 84.5 percent of urban travel times were below eight minutes with an average travel time of just under five minutes.
- 75.3 percent of rural travel times were below ten minutes with the average travel time being seven and a half minutes.
- 75.5 percent of urban response times were below ten minutes with the average response time being just over eight minutes.
- 76.6 percent of rural response times were below fourteen minutes with the average response time being just under eleven minutes.

Fire

- 90 percent of urban travel times were below ten minutes with the average travel time being just under five and a half minutes.
- 92 percent of rural travel times were below fourteen minutes with the average travel time being just under eight and a half minutes.
- 88.5 percent of urban response times were below twelve minutes with the average response time being just under eight and a half minutes.
- 86.5 percent of rural fire response times were below sixteen minutes with the average response time being just under eleven and a half minutes.

Recreation, Parks, and Open Space

The Arlington Park and Recreation Departments provide a variety of park and recreational programs and services. For example: schedules athletic leagues, manage recreational programs such as classes and workshops, organizes and supports community special events, maintains city parks and open spaces.

The Parks Department currently maintains 14 parks totaling 102.4 acres. This includes 6 softball and baseball fields, and 8 soccer fields and a skate park. The City purchased Country Charm Park and Conservation Area in 2010, consisting of approximately 140 acres. The City is currently only allowing walk in access for the public and there is no regular maintenance at Country Charm Park. The department also maintains the Centennial Trail inside Arlington and are responsible for the on all city buildings' grounds and landscaping in street medians. Arlington's park system is administered by the Department of Community and Economic Development, the Recreation Department is administered by Administration Department, and the natural areas are administered by the Natural Resources Department in Public Works.

The Park, Arts and Recreation Commission is an advisory board to the Mayor and City Council with respect to Parks, Arts and Recreation facilities and programs as well as changes, expansion or new acquisition of both facilities and programs. The Commission also serves as the Tree Board.

The Arlington Arts Council which was established in 2004, and is not a City government council, but has worked with the City to purchase and display several pieces of public art on City property, including the mural on Olympic Hill and the art in the City Council Chambers. The Council consists of about 50 members and their mission is to bring art to Arlington by providing quality art experiences to the community and support to Arlington's artists. The art helps define the character of our community, and the City will continue to support the Arlington Arts Council.

In 2010 the City initiated the Adopt a Park program. Since that time the following parks have been adopted: Legion Park by Kiwanis Club of Arlington, Centennial Park by Windermere, Terrace Park by Lions Club, Quake and Evans Fields by Stilly Valley Little League, and Haller Park by Arlington Rotary.

Parks and Recreation Master Plan

The Park and Recreation Master Plan provides for direction for the planning, acquisition, development, and renovation of parks, open space, recreation facilities and programs. The plan is designed to develop an

understanding of the short- and long-term park and recreation needs of the community. The Comprehensive Plan is the City's main policy document for guiding growth and development for the next 20 years. The Park and Recreation Master Plan (PRMP) includes goals and policies, an analysis of existing park and recreation facilities in Arlington and the surrounding community, public involvement and other processes used to develop the recommendations, forecasts to determine current and future demands and needs, proposals in line with the 20-year vision for Arlington, and an overview of the existing finances and prospective finances. The proposals are related to resource conservancies or open spaces, resource parks, trails, athletic parks, community facilities, special use facilities for special uses such as plazas, and support facilities such as for maintenance and administration.

The City has completed a 2024 update to the previous Park and Recreation Master Plan. This study analyzed the supply, demand, and need for public and private open space, trail, and park facilities and recreation services within Arlington on a citywide basis and in the city's urban growth area. The analysis includes city, county, state, school district, homeowner association (HOA), and some private park and recreation assets in order to holistically determine needs, and demand, and thereby the city's ultimate role in coordinating the development of park and recreational facilities in the future including the city's role and responsibilities. The PRMP includes proposals for Arlington's parks, recreation, and open space system which are summarized in Table 8-3. The PRMP notes that the proposals are conceptual and for some proposal studies and coordination are required.

Figure 8.5 City of Arlington Existing Facilities



Table 8-3 Park & Recreation Master Plan Proposed Facilities

Plan Element	Proposed Facility
Conservancies	Portage Creek Corridor: Conserve and enhance the riparian habitat along Portage Creek from that flows north through Arlington High School then west through and around Portage Creek Wildlife Area to the Stillaguamish River.
	March Corridor: Conserve and enhance the riparian habitat along March Creek that flows west from SR-9 to the Stillaguamish River.
	Middle Fork Quilceda Creek Corridor: Conserve and enhance the riparian habitat along the Middle Fork of the Quilceda Creek that flows north through Gleneagle Golf Course then south along SR-9 and through a series of irrigation canals.
Resource Parks – Waterfront Access	Extend riverfront trail network from Country Charm Park through this site and then to Post Middle School to increase access to waterfront.
Resource Parks - Campsites	Develop a seasonal campground for dry camping for tents and RVs.
Resource Parks – Picnic Facilities	Country Charm Park: Install picnic tables and shelter
	High Clover Park: Install picnic tables and shelter
Trails – Multipurpose Trails	188th Street Connector Extension: Extend trail from Centennial Trail east to SR-9 Trail.
	Airport Trail Extensions: Extend spurs to connect the Airport Trail to residential neighborhoods and employment centers on 1) 180th Street NE west to J Rudy York Memorial Park – 0.7 miles, 2) 173rd Place NE – 0.5 miles, 3) 43rd Avenue NE – 0.5 miles, 4) 51st Avenue NE, - 0.5 miles and 5) 59th Avenue NE – 0.4 miles. Add airport observation site along trail.
	Stormwater Park Trail/Dike Road: Extend the perimeter trail west onto Dike Road north along the Stillaguamish River.
	River Crest Trail Extension: Extend the trail west from SR-9 to Portage Creek Wildlife Area along Portage Creek.
	Zimmerman Hill Extension: Extend the trail south alongside SR-9 to Pioneer Elementary School and a connection to 188th Street Connector Extension.
	Riverfront Trail: Improve and extend trail from Country Charm Park along Stillaguamish River from Alcazar Avenue west under SR-530 to the Centennial Trail and Haller Park.
	Post Middle School Trail: Develop trail from Eagle Creek Elementary School through Post Middle School

Plan Element	Proposed Facility
	then down the slope to the Stillaguamish River and north to connect with Country Charm Park Trail.
	Gilman Avenue Trail: Develop trail from Centennial Trail east along Gilman Avenue to connect with Kruger-Portage Creek Trail at Terrace Park.
	First Street/Haller Middle Trail: Develop trail from Centennial Trail at Legion Park east past Haller Middle School to Kruger-Portage Trail on Stillaguamish Avenue.
	SR-531/172nd Street NE Trail: Extend Airport Trail east on 172nd Street NE to SR-9.
	59th Avenue Trail: Develop trail from Dike Road south on 59th Avenue (Kraetz Road) to Portage Creek Wildlife Area trailhead.
	Smokey Point Boulevard Trail: Develop trail from SR-530/Pioneer Highway south on Smokey Point Boulevard to 188th Street (Bjorn Road) then east to Airport Trail at Airport Boulevard.
	63rd Avenue Trail: Develop trail from Cemetery Road south on 62nd Drive NE then 63rd Avenue NE extended south across SR-530/172nd Street NE into the employment district.
	174th Avenue Trail: Develop trail from 204th Street NE south on 174th Avenue NE to 191st Place NE and 67th Avenue NE.
	SR-9 Trail: Develop trail on SR-9 from Centennial Trail south to SR-531/172nd Street NE.
	89th Avenue Trail: Develop trail from SR-9 east to 182nd Street NE then south on 89th Avenue NE to 172nd Street and SR-531.
	169th Street Trail: Develop trail from 43rd Avenue NE east on 169th Street NE through the employment district to 63rd Avenue Trail.
Athletic Parks – Playground/Play Facilities	Children’s playground for ages 5-12 designed with natural materials to compliment the park’s attributes.
	High Clover Park: Children's play area for ages 5-12
	Smokey Point Park: Children's playground for ages 2-5; Children’s playground for ages 5-12
Athletic Parks – Skateboard Dots and Pump Tracks	Forest Trail Park: Install skateboard dot in park activity area
	High Clover Park: Install skateboard dot in park activity area
	J Rudy Memorial Park: Install skateboard dot in park activity area

Plan Element	Proposed Facility
	Jensen Park: Install skateboard dot and pump track in park activity area
	Terrace Park: Install skateboard dot in park activity area
	The Rockery Park: Install skateboard dot in park activity area
Athletic Parks – Sport Courts	Bill Quake Memorial Park: Install sport court in park activity area
	High Clover Park: Install sport court in park activity area
	Jensen Park: Install sport court in park activity area
	Wedgewood Park: Install sport court in park activity area
Athletic Parks – Athletic Fields	Country Charm Park: Multipurpose rectangular fields with baseball diamonds in corners
Community Facilities	No proposed facilities
Special Use Facilities – Special Event Spaces	Country Charm Park: Develop large open fields suitable for major events
	Smokey Point Park: Entry plaza with water fountains with shade trellis and seat walls; Gazebo/performance stage facing grass lawn; 2 playgrounds for age 2-5 and 5-1; Synthetic turf play mounds; Concession and restrooms; 31 on-street and 2 handicap stalls on 178th Place NE; 6 off-street parking and 3 handicap stalls

Park Classification and Inventory

The City of Arlington owns, manages, or has access to fifteen parks and open spaces with three proposed conservation corridors. A list of all major sites and corridors has been included below.

Arlington Parks

- Country Charm Park
- Stormwater Wetland Park
- 67th Avenue & Cemetery Road
- Crown Ridge 5
- Old Burn Road
- Portage Creek Wildlife Area Access

Marysville Parks

- Strawberry Fields Athletic Complex
- Smokey Point Boulevard

Snohomish County Parks

- Centennial Trail Park
- Gissberg Twin Lakes
- River Meadows

- Twin Rivers Park

Washington State DNR
- SR-9

Arlington School District
- Post Middle School Open Space
- Pioneer Elementary School Open Space

Proposed Conservation Corridors
- Portage Creek
- March Creek
- Middle Fork Quilceda Creek Extended

Level of Service Standards

The 2024 Parks and Recreation Master Plan illustrates existing and proposed level of service standards. Arlington owns 172.9 acres of parkland or a ratio of 7.58 city park acres per 1,000 residents and the city, county, school districts, state, and HOAs own 1,349.8 acres or 59.20 acres per 1,000 city residents. The existing supply of parkland is sufficient if all sites are developed to capacity. While the present supply of open space does not need to be increased through purchase, the city's critical areas ordinance should continue to protect these important resource conservancies and if necessary, acquire development rights if portions of these private landholdings are in jeopardy of development or to provide public access for proposed wildlife habitat and trail corridors

Figure 8.6 Facility Inventory

Facility Type/Name	Subarea	Condition	Size	Unit
Parkland and School Recreation Land			**719.6**	**acres**
City Parks			**188.1**	**acres**
Community Parks			**176.0**	**acres**
Bill Quake Memorial Park	Airport/Industrial	Good	13.0	aces
Waldo E Evans Memorial Park	Airport/Industial	Good	6.0	acres
Haller Park	OTBD	Good	3.0	acres
Legion Memorial Park	OTBD	Good	1.0	acres
Twin Rivers Park	Outside City Limits	Good	50.0	acres
Terrace Park	Old Town	Good	4.0	acres
Country Charm Park & Cons.	Old Town	Undev.	89.0	acres
Storm Water Wetland Park (21 acres/51acres)	Oldtown	Good	10.0	acres
Neighborhood Parks			**12.1**	**acres**
Centennial Park	OTBD	Good	1.0	acres
Wedgewood Park	Hilltop	Good	2.0	acres
Woodway Park	Hilltop	Good	.5	acres
Forest Trail Park	Hilltop	Good	2.0	acres
High Clover Park	Arlington Bluff	Good	2.0	acres
J Rudy York Memorial Park	West Arlington	Good	2.0	acres
Lebanon Park	OTBD	Good	0.5	acres
The Rockery	OTBD	Good	0.1	acres
Jensen Park	Kent Prairie	Good	2.0	acres
Mini-Parks			**14.9**	**acres**
Aspenwood Meadows	West Arlington	Fair	0.13	acres
Bovee Acres, Tract 997	Hilltop		0.40	acre
Brickwood	West Arlington	Fair	0.71	acres
Brickwood	West Arlington	Poor	0.24	acres
Claridge Court	Arlington Bluff		0.12	acres
Country Manor 1, Tract 996	West Arlington	Fair	0.11	acre
Country Manor 1, Tract 997	West Arlington	Fair	0.09	acre
Country Manor 2, Tract 995	West Arlington	Fair	0.09	acre
Crossing at Edgecomb vault	Hilltop		0.69	acres
Crossing at Edgecomb	Hilltop		0.28	acres
Crown Ridge 1	Hilltop	Good	0.41	acres
Crown Ridge 2	Hilltop	Fair	0.75	acres
Crown Ridge 3	Hilltop	Fair	3.00	acres
Crown Ridge 4	Hilltop	Fair	0.17	acres
Crown Ridge 5	Hilltop	Fair	0.37	acres
Dogwood Meadows	Hilltop		0.33	acre
Eagle Heights, 1 Tract 995	Hilltop		0.46	acre
Eagle Heights 1 Tract 998	Hilltop		0.01	acres
Eagle Heights 2 Tract 996	Hilltop		0.12	acre
Eagle Heights 2 Tract 998	Hilltop		0.10	Acre
Gleneagle 1	Hilltop	Fair	0.10	acres
Gleneagle 2	Hilltop	Good	0.04	acres
Gleneagle 3	Hilltop	Fair	0.07	acres
Heartland 1	Arlington Bluff	Fair	1.05	acres

Facility Type/Name	Subarea	Condition	Size	Unit
Heartland 2	Arlington Bluff	Good	1.05	acres
High Clover	Arlington Bluff	Good	0.26	acres
Highland View Estates	Hilltop	Good	0.25	acres
Magnolia Estates, Tract 996	Hilltop		0.31	acre
Point Riley	West Arlington	Poor	0.14	acres
Rivercrest 1	Arlington Bluff	Good	0.25	acres
Rivercrest 2	Arlington Bluff	Good	0.21	acres
Rosecreek	Kent Prairie	Good	0.22	acres
Smokey Point Meadows	West Arlington	Poor	0.38	acres
Stoneway	West Arlington	Good	0.17	acres
Sweetwater, Tract 996	Arlington Bluff		0.32	acre
Terrah Marie, Tract 999	Arlington Bluff		0.22	acre
The Bluff	Arlington Bluff	Poor	0.03	acres
Trellis Court, Tract 996	West Arlington		0.08	acre
Twin Ponds 1	Kent Prairie	Good	0.15	acres
Twin Ponds 2	Kent Prairie	Fair	0.25	acres
Walnut Ridge 1	Arlington Bluff		0.14	acre
Whispering Breezes	Arlington Bluff		0.61	acres
County/Regional Parks			**457.3**	**acres**
Wenberg County Park	Outside UGA	Good	46.0	acres
Gissberg Twin Lakes	Outside UGA	Good	54.3	acres
Portage Creek Wildlife Area	Arlington Bluff		157.0	acres
River Meadows	Outside UGA	Good	200.0	Acres
Arlington Public School Facilities			**59.3**	**acres**
Arlington High School	Hilltop		16.5	acres
Post Middle	Old Town		8.2	acres
Haller Middle	Old Town		11.0	acres
Presidents Elementary	Old Town		6.5	acres
Eagle Creek Elementary	Southfork		8.4	acres
Kent Prairie Elementary	Kent Prairie		5.4	acres
Pioneer Elementary	Hilltop		3.3	acres
Trails			**69.8**	**miles**
City Trails			**12.2**	**miles**
Centennial Trail (City Portion)	Airport/Industrial, CBD	paved	2.7	miles
Airport Trail	Airport/Industrial	mixed	6.5	miles
Kruger –Portage Creek Trail	Kent Prairie	path	0 .4	miles
Zimmerman Trail	Hilltop, Kent Prairie	stairs	0.2	miles
River Crest Trail	Arlington Bluff	Path	0.2	miles
Eagle Trail	Old Town	path	.7	mile
Stormwater Park Trail	Old Town	gravel	1.0	Mile

County Trails			**57.6**	**miles**
River Meadows Park Trails	Outside City Limits	Good	1.6	miles
Centennial Trail	Outside City Limits	Good	29.0	miles
Whitehorse Trail	Outside City Limits	Fair	27.0	miles
Open Space			**328.2**	**acres**
Public			**109.0**	**acres**
Miscellaneous OS Tracts	Throughout City		10.0	acres
Country Charm Park habitat	Old Town		58.0	acres
Stormwater Wetland Park O.S.	Old Town		10.0	acres
Arlington Cemetery	Arlington Bluff		30.0	acres
Harwood Cemetery	Oldtown		1.0	acre
Private			**219.2**	**acres**
Miscellaneous OS Tracts	Throughout City			acres
Maureen Udman Envtl Center	Old Town		70.0	Acres
Pioneer School Envtl area	Hilltop	Good	4.2	acres
Gleneagle Golf Course	Hilltop		135.0	acres
Stilly Valley Pioneer Park	Arlington Bluff		10.0	acres
Cultural Resources			**38,444**	**sq ft**
Pioneer Historical Museum	Arlington Bluff		16,000	sq ft
Arlington Art Walk	Oldtown			
Byrnes Performing Arts Center	Hilltop		22,444	Sq ft
Indoor Recreation Facilities				
Arlington Boys & Girls Club	Airport/Industrial			
City Maint. Shop/Offices			**13,148**	**sq ft**
shop/office building #1	Airport/Industrial	Fair	6,840	sq ft
storage building #2		Poor	1,104	sq ft
equipment storage shed #3		Good	2,832	sq ft
storage building #4		Fair	2,372	sq ft

Figure 8.7 5-minute Walkshed around Parks and Schools

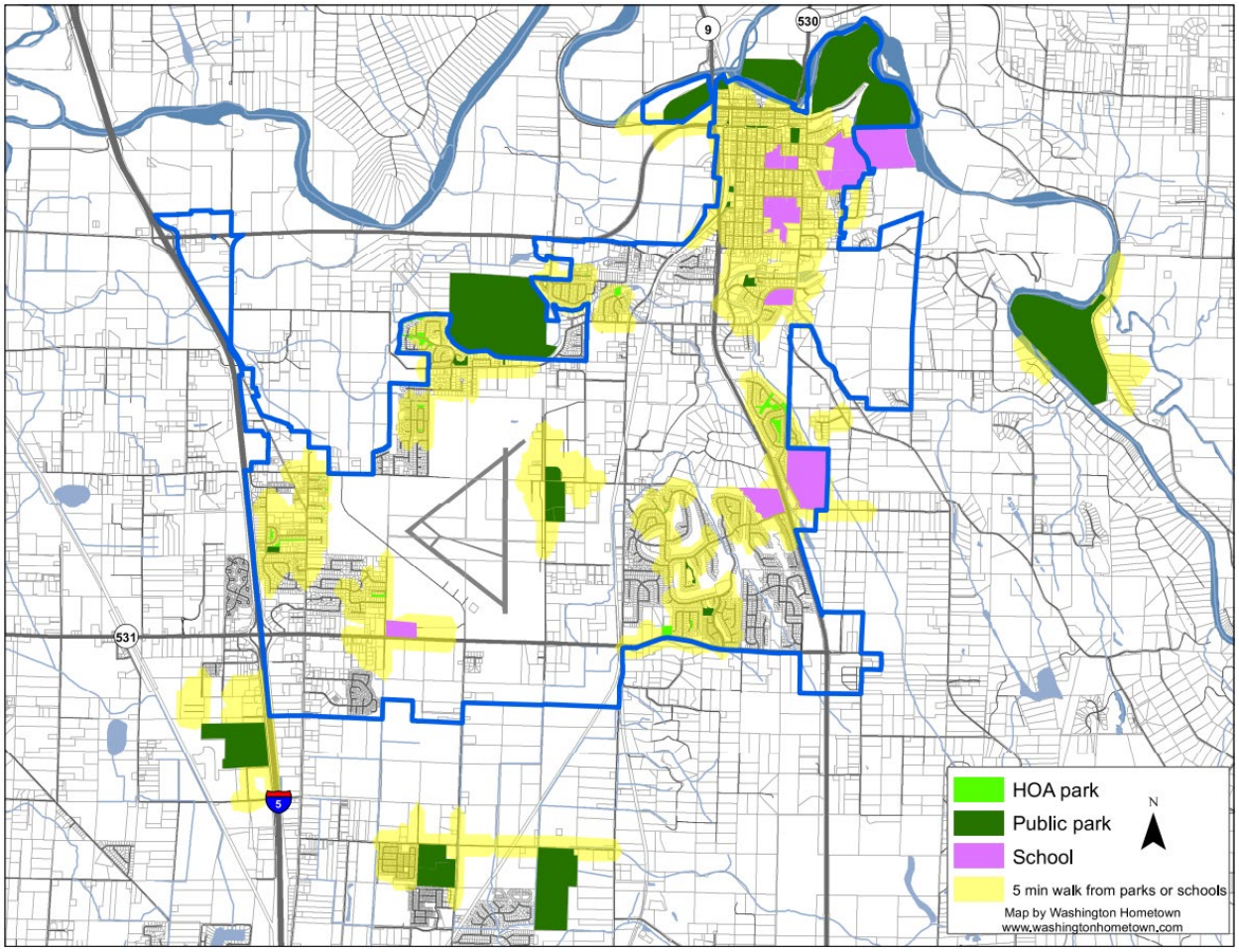


Figure 8.8 Income Distribution in Relation to Parks

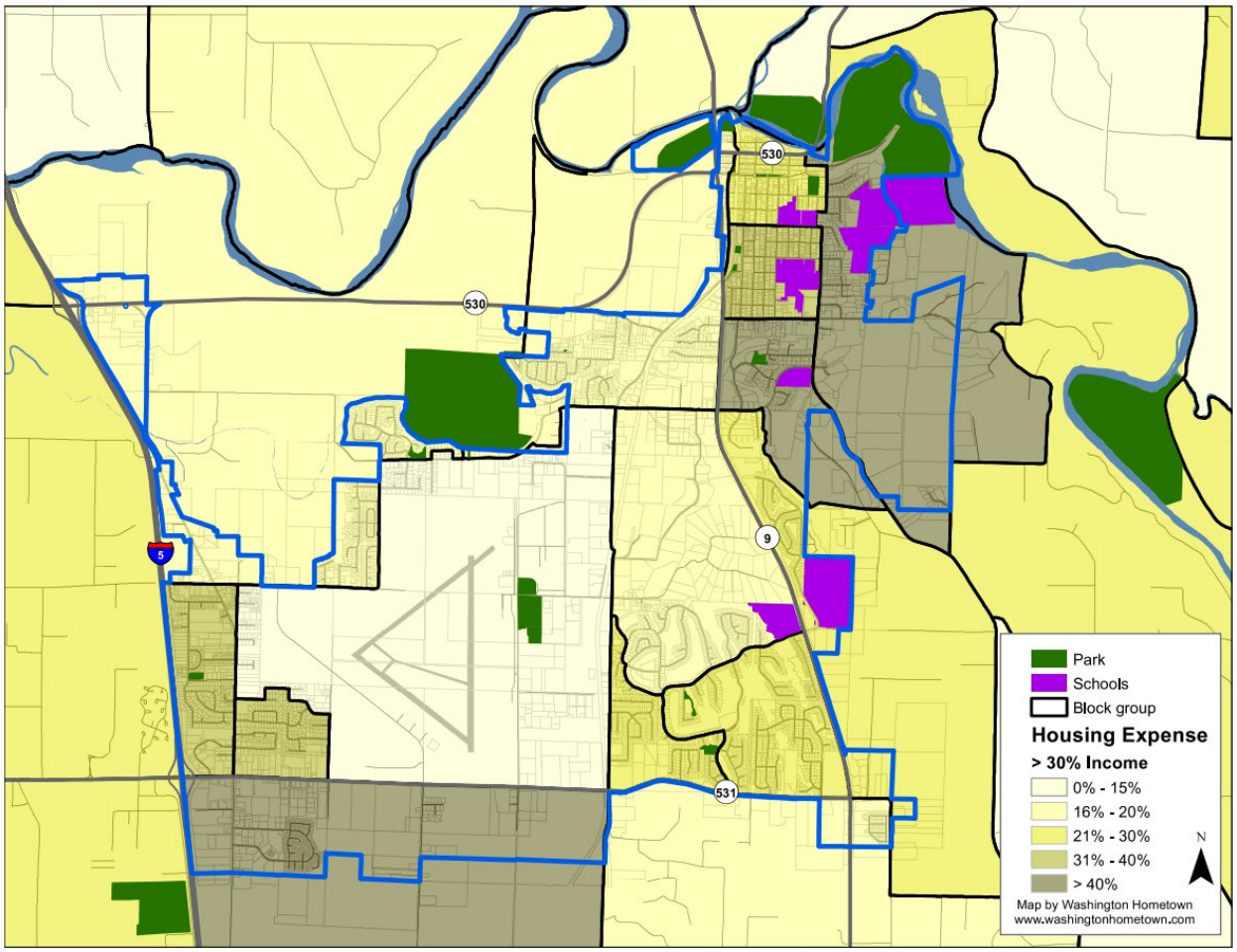


Figure 8.9 Percent Non English Speakers in Relation to Parks

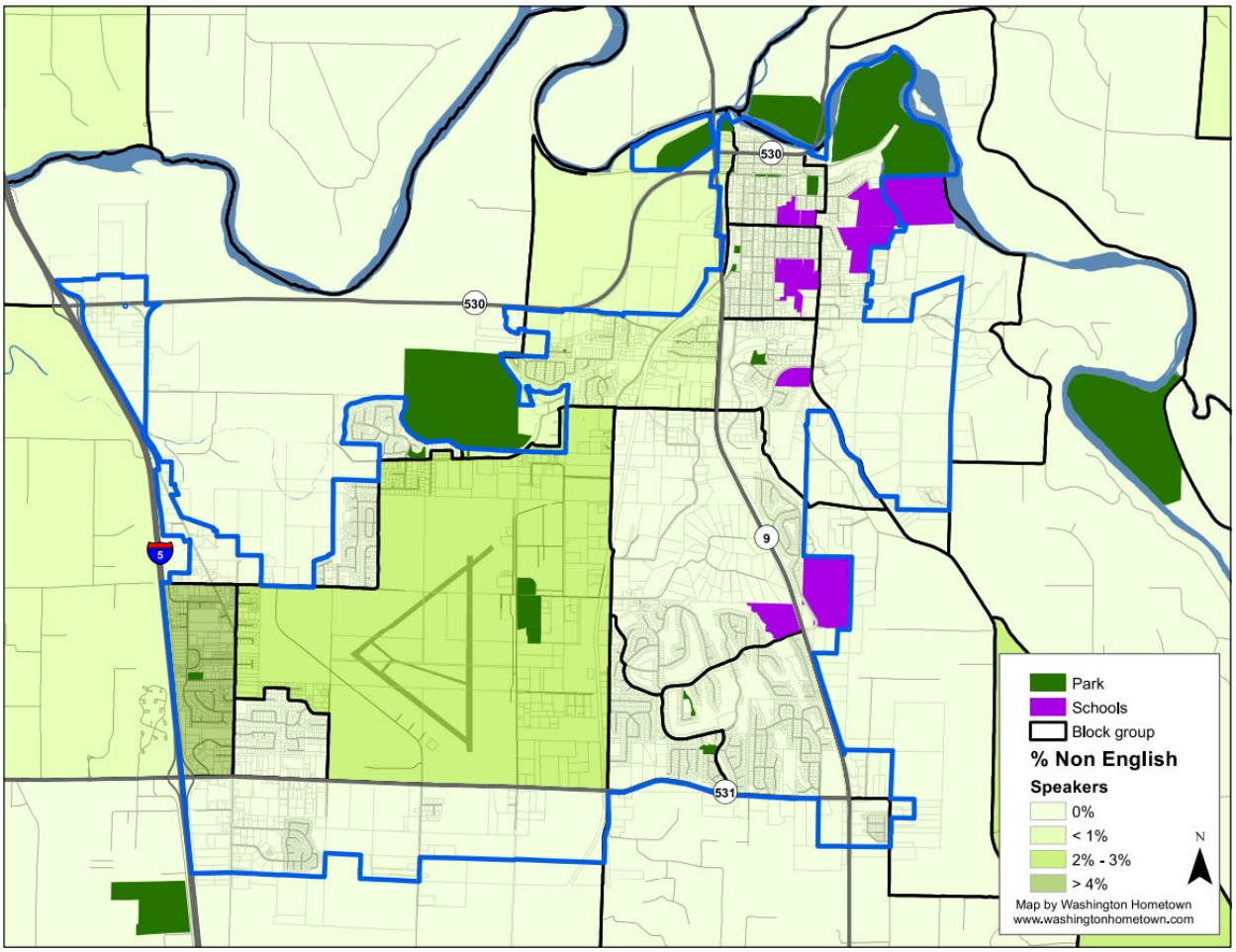


Figure 8.10 Percent Households with a Single Parent in Relation to Parks

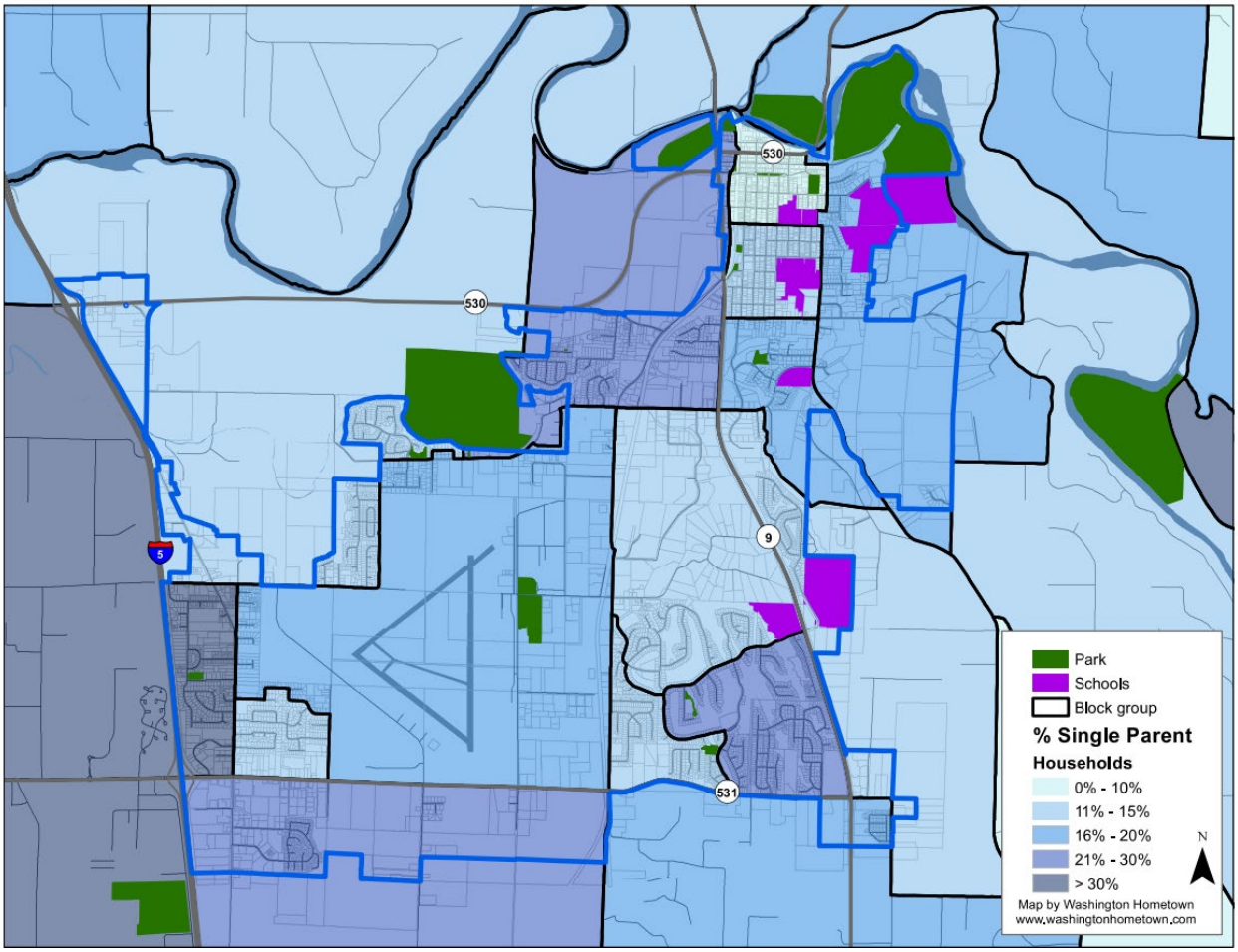
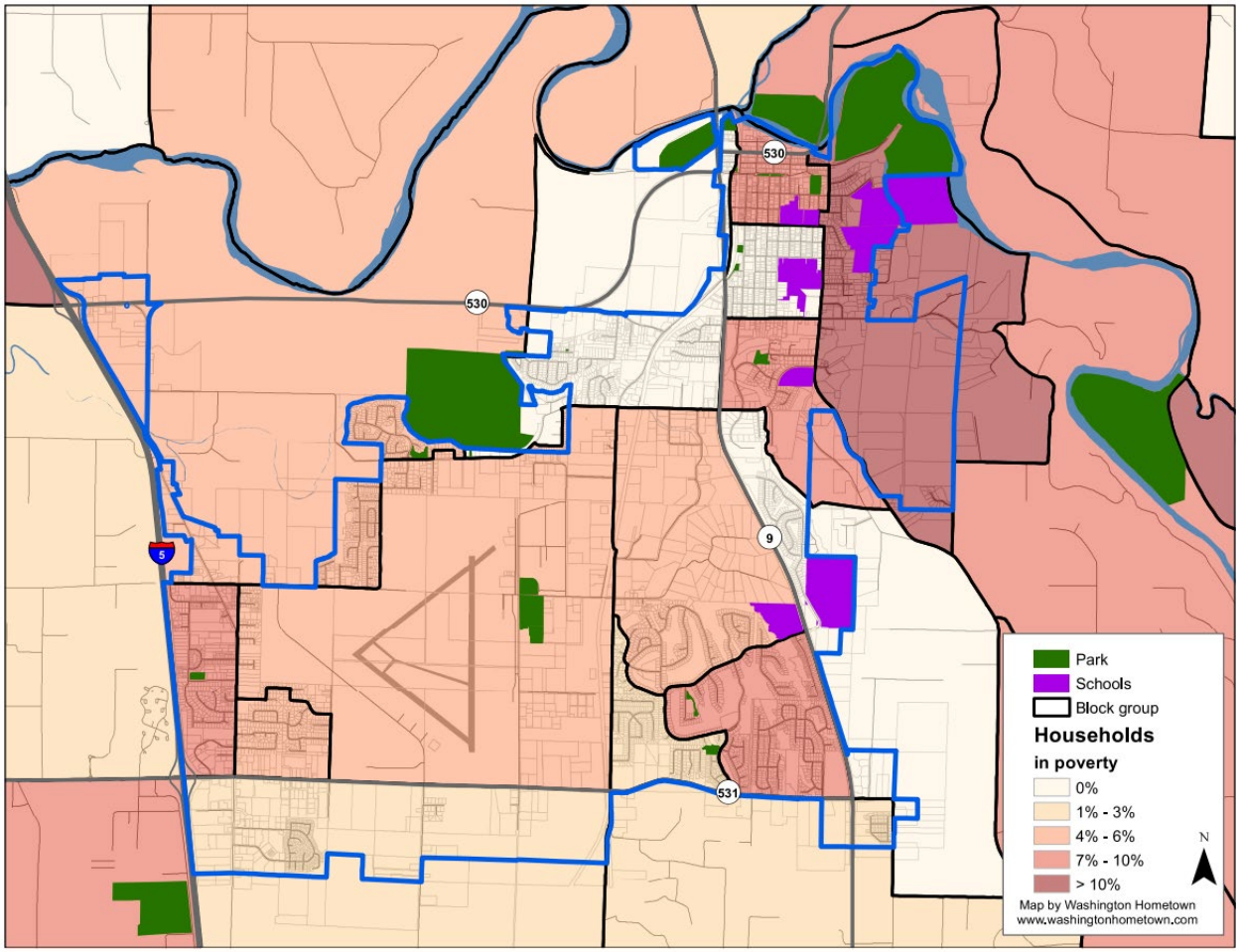


Figure 8.11 Percent of Households in Poverty in Relation to Parks



Public Schools

Two school districts serve the Arlington UGA, the Arlington School District and the Lakewood School District.

Arlington School District

The Arlington School District (ASD) extends far beyond the City of Arlington city limits and had nearly 5,500 students enrolled in the 2020-2021 school year. In its jurisdiction there are four elementary schools (Presidents, Eagle Creek, Kent Prairie and Pioneer), two middle schools (Post and Haller), two high schools (Arlington) and (Weston), the ECEAP/APPLE Preschool, and the Stillaguamish Valley Learning Center. The Stillaguamish Valley Learning Center is a public school offering alternative learning programs.

Although the District does not regard relocatable classrooms (portables) as a permanent solution for housing students, the District currently uses 17 of these classrooms at various school sites.[8] Funding for capital improvements comes from a number of sources, including bonds, State funds, and impact fees.

[8] https://www.snohomishcountywa.gov/DocumentCenter/View/124160/Arlington-SD---2nd-Draft-June-2024?bidId=

The 2024-2029 Capital Facilities Plan[9] projects capital facilities needs based on a six year forecast period. The planned improvements to accommodate projected student populations in 2029 include expansion of Post Middle School or constructing a new middle school to replace Post Middle School.

Lakewood School District

The Lakewood School District (LSD) covers approximately 23 square miles. As of 2023, the District provided service to 2,614 students.[10] Only a small portion of the LSD is within the Arlington UGA, near Smokey Point. In its jurisdiction there are three elementary schools (Lakewood, English Crossing, and Cougar Creek), one middle school (Lakewood), and one high school (Lakewood).

The 2024-2029 Capital Facilities Plan projects the student population to grow to 3,517 by 2044 and between 8 and 9 percent over the planning period (2024-2029).[11] To address future capacity needs LSD is planning to add potable capacity to address short term needs and did not plan for permanent capacity improvements in the 2024-2029 Capital Facilities Plan.

School Impact Fees

The City of Arlington has adopted school impact fee ordinances for Arlington and Lakewood School Districts. Arlington and Lakewood School Districts provide the City of Arlington and Snohomish County biennial updates to their School District Capital Facilities Plans (CFP) to be adopted by City Council with the City's biennial budget and with County Council. The school districts may collect impact fees per the Snohomish County operated school impact fee program authorized by RCW 82.02.040 and the Washington State Growth Management Act (GMA) under Chapter 36.70A RCW. The school districts are required to adopt their plans at both the City and County level because the school district boundaries of each district are located under both the City and County jurisdiction. These fees are calculated based on projected capital needs (land, facilities, and buses), and are updated every two years, based on the districts' revised 6-Year Capital Facilities Plans. The City causes most new residential development to pay their proportionate fair share toward these capital needs.

Level of Service Standards for Arlington School District

The educational level of service standards for the Arlington School District are expressed as a "not to exceed" number. The minimum level of service for each grade is expressed as the "maximum average class size". This figure is used to determine when another class is added. When this average is exceeded, the ASD will add additional classes if space is available.

Elementary School Standards

Class size for Kindergarten and grades 1-3 is targeted not to exceed 21 students, with a maximum average class size of 21 students.

Class size for grade 4 is targeted not to exceed 25 students, with a maximum average class size of 27 students.
Class size for grade 5 is targeted not to exceed 27 students, with a maximum average class size of 29 students.

[9] https://www.snohomishcountywa.gov/DocumentCenter/View/124160/Arlington-SD---2nd-Draft-June-2024?bidId=
[10] https://snohomishcountywa.gov/DocumentCenter/View/122006/Lakewood-SD-first-draft-CFP-April-Draft
[11] https://snohomishcountywa.gov/DocumentCenter/View/122006/Lakewood-SD-first-draft-CFP-April-Draft

Middle and High School Standards

Class size for grade 6 is targeted not to exceed 27 students, with a maximum average class size of 29 students. Class size for middle school grades 7-8 is targeted not to exceed 29 students, with a maximum average class size of 31 students.

Class size for high school grades 9-12 is targeted not to exceed 30 students, with a maximum average class size of 32 students.

It is not possible to achieve 100 percent utilization of all regular teaching stations throughout the day. Therefore, high school classroom capacity has been adjusted using a utilization factor in the range of 90 percent to 96 percent (based on a regular school day). Middle school classroom capacity has been adjusted using a utilization factor of 85 percent.
At a minimum, the average class size in the grades Kindergarten through 8th grade will not exceed 26 students, and the average class size in grades 9 through 12 will note exceed 32 students.

Level of Service Standards for Lakewood School District

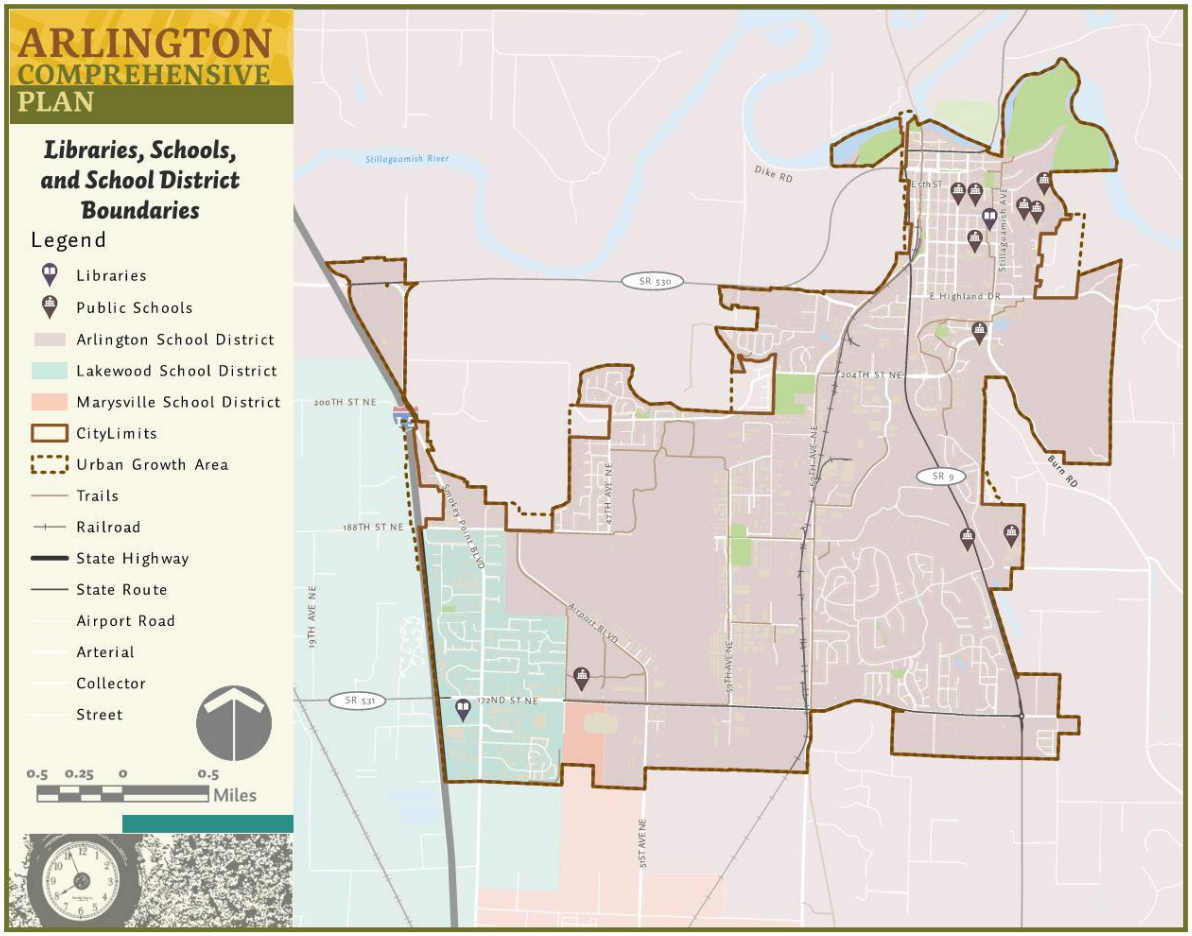
The Lakewood School District has identified a separate level of service for schools. K-5 classrooms are to have no more than 26 students per classroom, 6-8 classrooms to have no more than 28 students per classroom, and 9-12 classrooms to have no more than 30 students per classroom. Per the 2022-2027 Lakewood School District Capital Facilities Report, the minimum standards have not been met. K-4 classrooms have more than 26 students per classroom, 5-8 classrooms have more than 28 students per classroom, and 9-12 classrooms more than 30 students per classroom.

Library Services

Two libraries are present within Arlington city limits; Lakewood / Smokey Point and Arlington libraries are both part of the Sno-Isle Library system. One library branch, the Arlington Library, is located at 135 N Washington Avenue. The other library branch, called the Lakewood/Smokey Point Library, is located at 3411 169th Place NE. Sno-Isle Libraries offer free access to books, e-books, DVDs, printers, subscription databases, Internet on computers, and provides wireless Internet connectivity. The libraries offer a variety of programs for children, teens, and adults. Some of these programs include baby, toddler and preschool story times, reading programs, and a book discussion group.

The Arlington Library is being remodeled and is in the design phase at the time of writing. The project will include an extension to the south side of the building to add approximately 4,500 square feet, and the existing building will be remodeled inside and out. The new space will be fully accessible, include an HVAC system, improved energy efficiency and sustainability, and provide more usable space for the community to enjoy.

Figure 8.12 City of Arlington Libraries, Schools, and School District Boundaries



City Operated Public Facilities

The buildings associated with the maintenance functions of the City include a Maintenance Shop and an Equipment Storage Buildings. City-owned properties are depicted on the Critical Facilities Map below (Figure 8.13). City-owned facilities are also listed in Table 8.4.

Figure 8.13 City of Arlington Critical Facilities

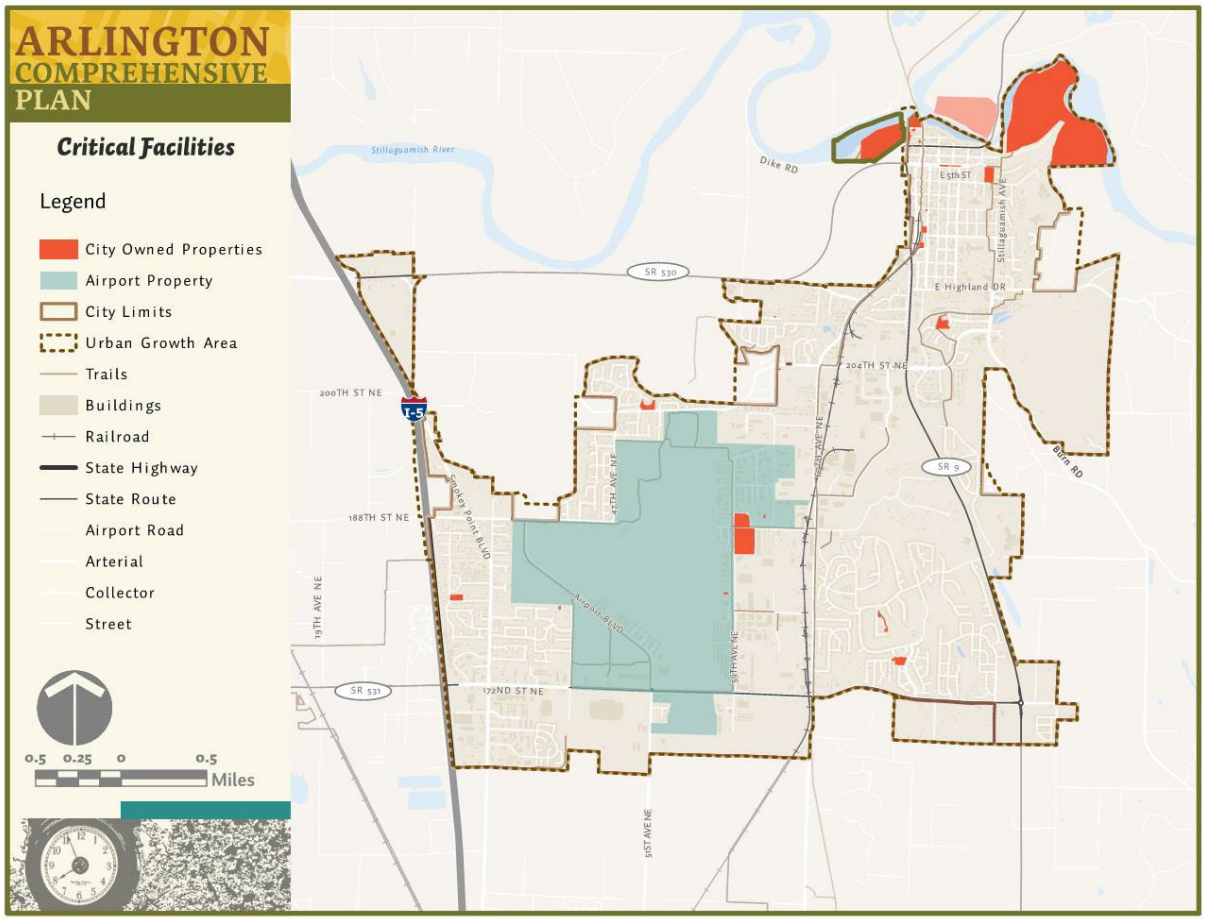


Table 8-4 Inventory of City-Owned Facilities

City Owned Facility	Address	Square Feet	Year of Construction	Current Use
Airport – Lot 23 Building	18008 59th Drive NE	25,746	1943	Rented as Navy Hangar Museum
Airport – Lot 23 Building	17998 59th Drive NE	7,341	1944	Rented as Parachute Loft
Airport – Lot 26	18204 59th Avenue NE	10,350	1973 Addition 2009	Airport and Community & Economic Development Administration Offices
Airport – Lot 27 Building	18218 59th Drive NE	2,388	1965 Renovation 1991	Rented to Ellie's at the Airport
Airport – Lot 28 Building	18228 59th Drive NE	4,080	1965	Rented to Commemorative Air Force

City Owned Facility	Address	Square Feet	Year of Construction	Current Use
Airport – Lot 29	18300 59th Avenue NE	112	1959	Airport Water Well 1R for City Water System
Airport – Lot 41	18722 59th Avenue NE	8,100	1973	Old Church Office
Airport – Lot 44	18810 59th Avenue NE	19,200	1986	Rented to Arlington Flight Services
Airport – Lot 48A Building	18928 59th Drive NE	3,686	1966	Rented to Vertex
Airport – Lot 57A	19128 59th Drive NE	1,213	1943	Rented to Private Entity
Airport – Lot 105 Building	6111 188th Place NE	3,832 Office 18,700 Storage	1971	Office Building Rented to Stillaguamish Genealogical Society and Maintenance & Operations Department Open Sided Storage Building for Vehicles and Equipment
Airport - Lot 106 Buildings	6205 188th Street NE	5,928 Maintenance Shop 4,375, 1,350, and 2,500 Storage Buildings	1943	Maintenance & Operations Department Offices and Maintenance Shop and three equipment and storage buildings, two enclosed and one open sided.
Airport – Lot 107 Building	19118 63rd Avenue NE	1,377	2007	Arlington Food Bank Storage Building
Airport – Lot 109	6231 188th Street NE	3,772	1984	Future Location of the City Information Technology Department Administration Office, includes Bay from Old Fire Station
Airport – Lot 111	19503 63rd Avenue NE	19,280	2005	Public Works Biosolids Composting Facility
Airport – Hangar C	17910 59th Drive NE	12,960	1971	Rented Airplane Hangars
Airport – Hangar D	17908 59th Drive NE	12,960	1972	Rented Airplane Hangars
Airport – Hangar E	17906 59th Drive NE	12,960	1974	Rented Airplane Hangars
Airport – Hangar G	17818 59th Drive NE	12,000	1975	Rented Airplane Hangars
Airport – Hangar H	17816 59th Drive NE	12,960	1976	Rented Airplane Hangars
Airport – Hangar J	17914 59th Drive NE	12,960	1977	Rented Airplane Hangars
Airport – Hangar K	17912 59th Drive NE	12,960	1978	Rented Airplane Hangars
Arlington Boys & Girls Club Building	18513 59th Avenue NE	28,286	1993 Addition 2016	Rented for Boys & Girls Club Offices, Gyms, Game Rooms, Meeting Room, and Youth Programs
Bill Quake Memorial Park Restrooms	18501 59th Avenue NE	450	1979	Park Restroom Facility
Cemetery Maintenance Shop	20310 67th Avenue NE	2,700	2000 Renovation 2011	Cemetery Administration Office and Maintenance Shop, with Vehicle and Equipment Storage

City Owned Facility	Address	Square Feet	Year of Construction	Current Use
Cemetery Storage Building	20310 67th Avenue NE	792	1952	Storage Room, Well Pump Room, and Ground Maintenance Garage
City Hall	238 N. Olympic Avenue	7,753	1924	Administration, Finance, Information Technology and Communications Administration Offices
Fire Station #46	137 N. MacLeod	5,165	1961 Addition 2011	Fire Station Rented to North County Regional Fire Authority
Fire Station #48	4228 Airport Boulevard	11.406	2021	Fire Station Rented to North County Regional Fire Authority
Gleneagle 342 Pump Station	17932 Oxford Drive	500	1993	Water Pump House
Gleneagle 342 Reservoir	17932 Oxford Drive	8,164	1975	Water Tank Reservoir for City Water System
Haller Park Restrooms & Concessions	1100 West Avenue	646	2018	Park Restroom and Concession Stand
Haller Well #2	1100 West Avenue	513	2001	Water Well for City Water System
Haller Well #3	1100 West Avenue	169	2001	Water Well for City Water System
Haller Well #4	1100 West Avenue	~170	Pending 2025	Water Well for City Water System
Innovation Center	404 N. Olympic Avenue	1,212	1948 Renovation 2019	Small Business Incubator Space
J. Rudy York Memorial Park Garage	3209 180th Street NE	720	1952	Storage Building for the Maintenance & Operations Department
Legion Park/Centennial Trail Restrooms & Visitors Information	114 N. Olympic Avenue	895	2012	Visitor Information Center and Restroom Building
Legion Park Gazebo	114 N. Olympic Avenue	650	2007	Gazebo Picnic Shelter and Special Event Use
Legion Park Stage	114 N. Olympic Avenue	550	2018	Covered Stage for Performances and Special Events
Lift Station #1	E. Haller Avenue	N/A	1998 Upgraded 2010	N/A
Lift Station #2	7116 204th Street NE	200	1989 Renovation 2018	Wastewater Pump House
Lift Station #3	63rd Avenue NE	80	1987	Wastewater Pump House
Lift Station #4	59th Avenue NE	140	1990	Wastewater Pump House
Lift Station #5	Airport Boulevard & 172nd Street NE	140	1990	Wastewater Pump House
Lift Station #6	Smokey Point Boulevard	140	1992	Wastewater Pump House
Lift Station #7	198th Avenue NE and 47th Avenue NE	140	1995	Wastewater Pump House

City Owned Facility	Address	Square Feet	Year of Construction	Current Use
Lift Station #8	67th Avenue NE and Highland View Drive	168	1996	Wastewater Pump House
Lift Station #9	State Route 530	140	1997	Wastewater Pump House
Lift Station #11	State Route 530	N/A	1978 Replaced 2000	N/A
Lift Station #12	5899 172nd Street NE	200	2002	Wastewater Pump House
Lift Station #13	215th Street and 87th Avenue NE	N/A	1994 Updated 2006	N/A
Lift Station #15	172nd Street NE	24	2020	Wastewater Pump House Located at the
Lift Station #16	168th Street NE	278	2022	Wastewater Pump House Located at the Outpost Development
Police Department and Council Chambers	110 E. 3rd Street	19,404	2005	Police Station, Police Administration Offices, and City Council Chambers
Public Works Administration Building	154 Cox Avenue	7,485	2011	Public Works Administration Office
Public Works Sewer Collections Building	108 W. Haller Avenue	2,542	2010	Public Works Wastewater Office and Equipment Storage
Public Works Solids Handling Building	108 W. Haller Avenue	3,765	1998 Renovation 2010	Public Works Wastewater Vehicle Storage, Equipment Storage, and SCADA System for Process Control
Public Works Water Distribution Office	108 W. Haller Avenue	3,000	1979 Renovation 1991	Public Works Water Office, Crew Room, Shop, Equipment Storage and Vehicle Storage
Public Works Water Reclamation Facility	108 W. Haller Avenue	2,000	2011	Public Works Water Office, Locker Room, Crew Room, and Lab
Public Works Water Treatment Plant Building	108 W. Haller Avenue	4,980	2001	Public Works Water Treatment, Water Pumps, and SCADA Process Control and Monitoring
Public Works 520 Reservoir	17003 91st Avenue NE	13,327	1993	Water Tank Reservoir for City Water System
Public Works 520 Reservoir Valve House	17003 91st Avenue NE	572	1993	Water Valve House
Siren / Antenna Building	3rd Street & Robinhood Drive	90	Unknown	Fire Siren & Antenna
Smokey Point Park Restroom Building	17903 Smokey Point Boulevard	504	2024	Park Restroom
Smokey Point Park Stage	17903 Smokey Point Boulevard	558	2024	Covered Stage for Performances and Special Events and Picnic Area
Smokey Point Park Picnic Shelter	17903 Smokey Point Boulevard	529	2024	Covered Picnic Area

City Owned Facility	Address	Square Feet	Year of Construction	Current Use
Terrace Park Restroom Building	809 E. 5th Street	350	1975	Park Restrooms
W.E. Evans Park Restroom & Concessions Building	18813 59th Avenue NE	500	1979	Park Restrooms and Concession Stand

Potential Impacts

Increased population as a result of growth under any of the alternatives (and related increases in housing units and employment uses) would increase the demand for public services. Compared to today's population-related demand, Alternatives 1 and 2 would result in an increased demand for public services of approximately 38.77 percent by the end of the 20-year planning horizon (through 2044). Alternative 3 would result in the same increase in demand in approximately 10 years.

Mitigation Measures

The City will continue to coordinate closely with public service providers on plans for growth. As a key provider of public services, the City will continue to proactively plan for increased demand for services with the growth in the community. Specific mitigation measures identified at this time are summarized below.

Public Safety and Police Services

Additional patrol officer capacity would be required to ensure that the Police Department can remain proactive and provide more community-focused preventative policing. Increasing patrol staffing is only one way to increase capacity. Patrol operations may also benefit from process improvements and increased use of non-commissioned personnel where appropriate.

To meet the demands of the increase in patrol operations our records department will need additional staff to process the work generated. The addition of the Body Worn Camera has also increased the number of records that need to be processed.

Staffing Recommendations

In addition, to the above service goals, the department suggests the addition of staff as outlined below:

- Increase staffing for the 4 patrol crews by 1 position each for a total of 4 officers. This will bring the 4 patrol crews to a staffing level of 1 Sargent and 5 Patrol Officers.
- Open and staff a swing shift schedule to allow for more coverage during the peak activity hours. It will also reduce the response times by having more officers available. Overtime reduction is also a benefit of this shift as officers will be on-duty during day-grave shift change.
- Expand Support Staff for Records and Evidence. With the addition of the patrol staff and specialty units the demand on the records staff will need to be addressed.
- Fund the Deputy Chief position. With the addition of new staff, professional standards software, and additional patrol staff to oversee, the workload of the administration continues to expand. Funding of this position will allow for a standard that aligns with the best practices for police agencies.

- Fund two additional School Resource Officer (SRO) positions. The need for additional SROs often arises from a variety of factors related to maintaining a safe and secure learning environment. SROs are trained to deal with a variety of issues and will work in collaboration with school staff to provide resources for all students in need. The presence of SROs contributes to proactive security presence and a visible deterrent to potential threats. The focus of the SRO is to create a safe and supportive learning environment for students and staff.

Recreation, Parks, and Open Space

Refer to the list of "Proposed Facilities" in Table 8-3, earlier in this chapter. In addition, the Parks and Recreation Master Plan identified a list of capital improvements needed for the next six years (2025-2029) as shown in Table 8-5.

Table 8-5 Parks Six-year Capital Improvement Plan (2025-2029)

Facility	Amenity	Year	Cost estimate	Funding	Action
74th Avenue Trail	Trail	2025	$ 1,600,000	Public Works grant	Construct new paved trail
SR 531 Trail east of 67th Avenue to SR 9	Trail	2025/2026/2027	TBD	Federal grant	Construct new paved trail
211th Street Trail	Trail	2025/2026	$ 500,000	PW project, TIB grant and PW transportation fund	Construct new paved trail
Airport Observation Area	Playground	2027/2028	$ 900,000	Airport capital	Playground and park amenities
Zimmerman Hill Extension and Repair	Trail	2029	$ 1,000,000	Parks capital	Develop trail to 204th Street and repair wood stairs
Bill Quake Park	Playground	2028/2029	$ 775,000	Parks capital	ADA upgrade
Bill Quake Park	Restrooms	2028	$ 650,000	Capital facilities/parks	Upgrade, this is in city's capital facilities plan
Bill Quake Park	Sidewalk	2027	$ 20,000	Parks capital	Install sidewalks from restroom to playground
Bill Quake Park	Field lights	2028/2029	$ 250,000	Parks capital, possible grant	Upgrade field lights to LED
Centennial Park	Sidewalk	2027	$ 100,000	Parks capital	Replace sidewalks
Country Charm Park	Trail	2028/2029	$ 400,000	Parks capital	Develop hiking trail

Country Charm Park	Bike track	2028/2029	$ 50,000	Possible grant	Develop dirt bike track/course
Forest Trail Park	Playground	2026-2027	$ 200,000	Parks capital	Playground upgrades for ADA
Haller Park	Sidewalk	2026	$ 200,000	Parks capital	Replace sidewalks north section
Haller Park	Shade shelter	2027	$ 50,000	Parks capital	Purchase and install shade sail
Haller Park	Parking lot	2027	$ 350,000	Parks capital	Pave gravel parking lot
J Rudy York Park	Dog park	2025	$ 50,000	Parks capital	Install fencing, seating
Jensen Park	Restrooms/parking	2025	$ 400,000	Parks capital and Snoco grant	Purchase pre-fab restroom, increase parking lot
Jensen Park	Bike track	2026-2027	$ 500,000	Possible grant	Develop bike pump track
Jensen Park	Shelter	2027	$ 100,000	Parks capital	Construct picnic shelter
Stormwater Wetland Park	Access	2029	$ 900,000	Parks capital, possible grant	Work with WSDOT for public access road
Terrace Park	Playground	2028	$ 600,000	Parks capital	Playground upgrade
Terrace Park	Restroom	2027	$ 50,000	Capital facilities/parks	Door replacement
Waldo E Evans Park	Restroom	2028	$ 650,000	Capital facilities/parks	Purchase and install pre-fab restroom
Waldo E Evans Park	Field lights	2027	$ 100,000	Parks capital, possible grant	LED upgrade
Wedgewood/Woodway Park	Playground	2027/2028	$ 50,000	Parks capital	ADA updates, curbing, ramps
Wedgewood/Woodway Park	Sidewalk	2027	$ 100,000	Parks capital	Sidewalk connecting the 2 parks
Lebanon Park	Sidewalk	2025	$ 50,000	Parks capital	Install sidewalk from street to trail
Haller Middle School	Pickleball	2025	$ 400,000	County grant	Construct 2-3 pickleball courts

Other Public Services

The increased demand for other public services resulting from population growth will be proactively monitored by each service provider. Through coordination efforts within the City and between the City and other service providers, additional needs for staffing, improvements, and facilities will be identified and planned for as the Arlington grows over the next 20 years.

Significant, Unavoidable Adverse Impacts

With proactive planning for growth ahead, and ongoing coordination between the City of Arlington and other service providers, it is anticipated that no significant unavoidable adverse impacts would occur that would prohibit the ongoing provision of public services under any of the alternatives. The City will proactively monitor the pace of growth to determine if mitigation measures (upgrades, improvements, expansion of services, programs, and actions) related to public services need to be provided at a more rapid pace over the next 20 years in the case of growth happening more intensively (such as at the rate anticipated under Alternative 3).

Chapter

9

UTILITIES



Chapter 9 – Utilities

Introduction

This chapter of the Final Environmental Impact Statement (FEIS) republished from the previous Draft Environmental Impact Statement (DEIS), discusses utilities, including the affected environment or existing conditions of the various utility systems. Information regarding potential impacts associated with population growth is also presented within this chapter.

Utility services analyzed within this chapter are as follows:

- Water Service
- Wastewater/Sanitary Sewer Service
- Surface and Stormwater Management and Facilities
- Power and Communications

Affected Environment

Water Service and Wastewater/Sanitary Sewer Service Background and Previous Planning

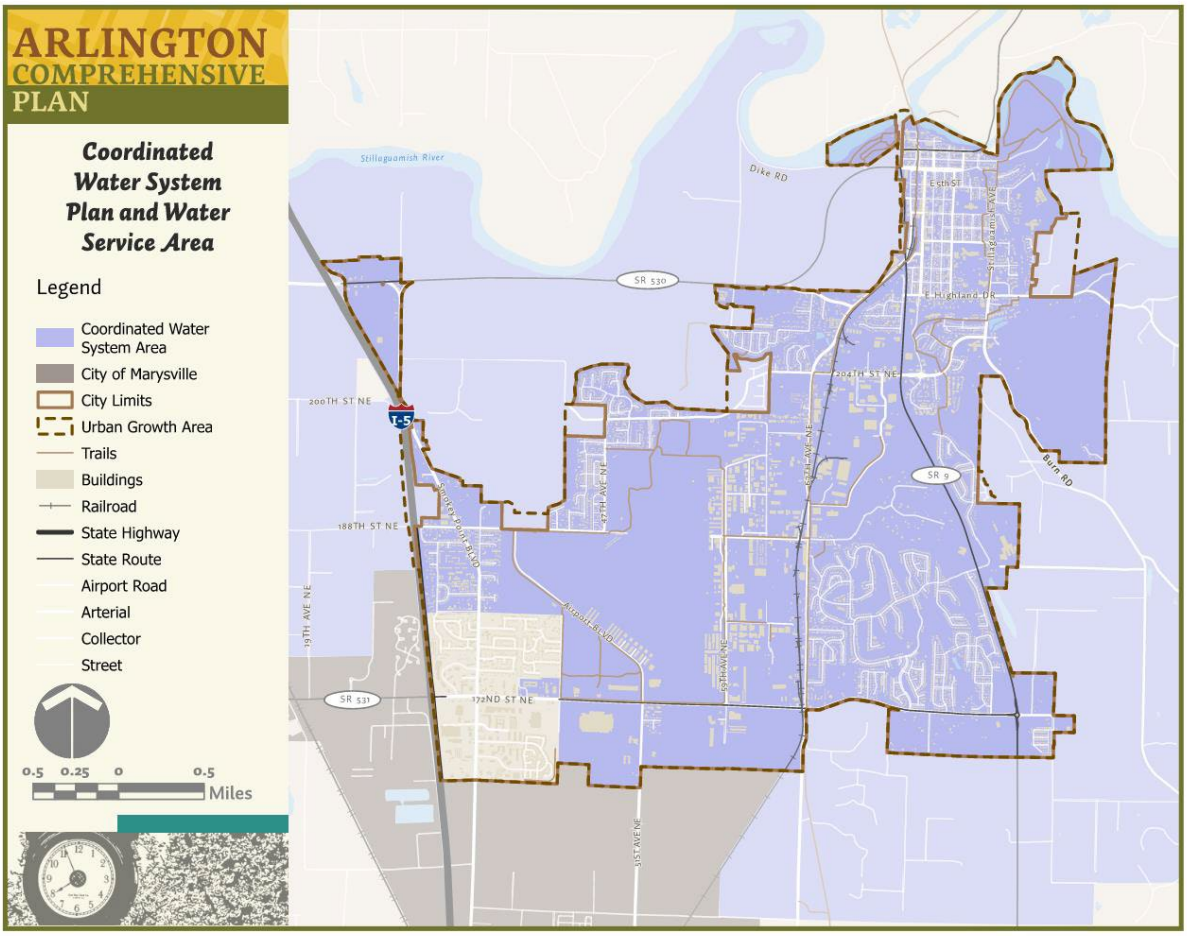
The City of Arlington is responsible for providing potable water and sanitary sewer services within its respective utility service areas. The most current document for these services is the 2019 amendments to the Water System Plan (WSP) and the 2017 amendments to the Comprehensive Wastewater Plan.

Water Service

Water supply to the City of Arlington is provided by: one treatment plant that receives water from two groundwater wells within the Haller Wellfield, which are under the direct influence of surface water; a groundwater well within the Airport Wellfield; and wholesale water purchased from the Snohomish County PUD No. 1 (PUD). Water storage is provided by two reservoirs that have a total capacity of 4.0 million gallons (MG). In addition, the City's water system has four primary pressure zones with nine pressure reducing valves, one booster pump station and approximately 114.1 miles of water mains. The City's water utility is staffed by nine treatment and distribution staff serving under the Utilities Manager.

In 2024, the City provided service to more than 5,900 customer connections, or about 9,200 equivalent residential units (ERUs), within the City's retail water service area (WSA) seen in Figure 9.1, which extends beyond the City limits as defined in the North Snohomish County Coordinated Water System Plan (updated 2024). The City limits comprise an area of approximately 9.7 square miles, whereas the existing retail WSA is approximately 25.3 square miles. The 2023 population within the City limits was 21,740, while water service was provided to approximately 18,739 people throughout the WSA. Total water production for residential, commercial, and industrial uses was 634.724 MG, or an overall demand of 93 gallons per person served.

Figure 9.1 Coordinated Water System Plan and Water Service Area



At one time much of the water distribution system in the downtown area and near the airport consisted of asbestos cement water mains that were constructed from the 1950s through the 1970s. The typical life expectancy of the older AC water mains is generally 50 years. However, corrosion within water mains has been greatly reduced through the development of cement mortar lined ductile iron pipe, which has a life expectancy in excess of 75 years. A large portion of these older water mains have been replaced within the last 30-40 years.

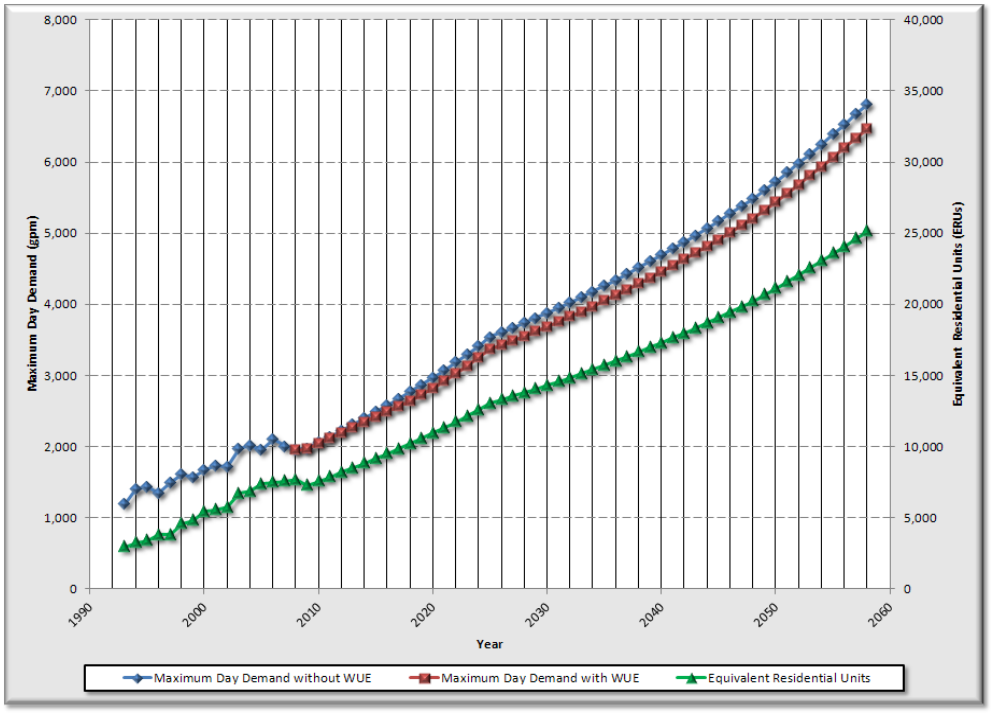
The City is implementing its plan to replace the remaining 2.7 miles of older AC water mains within the next 5 years.

Future system needs have been evaluated in the updated City Comprehensive Plan and Water Systems Plan (WSP). For the purposes of long-term water supply only, the Water Systems Plan assumes continued growth within the City of 1.35 percent through 2065 to obtain a water service population of more than 35,000. The adopted City and UGA population target for 2044 is 35,506. The 50-year water service area population projection (2064) is 71,500.

The chart in Figure 9.2 shows how water is used in Arlington. This information assists in projecting quantity and facility needs based on the 2035 land use plan. The Water Plan assumes a consumption rate of 80 gallons per day

per resident. For business and industry an Equivalent Residential Unit (ERU) measurement is used, ranging from 165-180 gallons per day, per equivalent household. These were used to forecast the amount and location of water supplies consistent with anticipated growth.

Figure 9.2 Maximum Day Demand Over Time



The City of Arlington's Water Department maintains a Water System Plan (WSP) which has been reviewed by the Department of Health to assure the provision of safe and ample water supplies for public health and fire protection. The current WSP was introduced in 2015 and amended in 2019 and is current for the purposes of the 2024 Comprehensive Plan Update.

The Water System Plan presents a description of the existing water system and service area, a forecast of future water demands, policies and design criteria for water system operations and improvements, the operations and maintenance program, staffing requirements, a schedule of improvements, a financial plan, a water quality monitoring plan, an emergency response plan, and a conservation plan. The Water System Plan was developed to be consistent with the City's population projections and expected land uses.

The City does not provide water service to all residents within the City limits. Outside the City limits, the City serves water to some customers, including west of the Arlington Cemetery and along Burn Road. The City of Marysville (Marysville) provides water service to many customers within the southwest portion of the City limits, west of 43rd Avenue NE and south of 180th Street NE. Marysville also serves a small residential area south of 172nd Street NE and east of 51st Avenue NE. Per the 2019 amendment to the Water System Plan, the single family residential class represents approximately 84 percent of all connections, but only about 60 percent of total system consumption. This is due to the lower consumption per connection of the single-family residential

customers as compared to other customer classes. The City tracks but does not quantify losses throughout the system. Historically, the City recorded a high distribution system leakage (DSL) percent at 20 percent in 2003, however after implementing several improvements, the annual DSL has since been reduced.

The City of Arlington was incorporated in 1903. After early efforts to provide a reliable water supply through its wood stave mains floundered, the City granted a franchise in 1916 to Puget Sound Power and Light Company (PSPL) to provide the City with water. The City purchased the water system back from PSPL in 1939, including the water filtration plant, distribution system, potable water well and water rights. Since 1939, the City has renovated the water treatment system, supplemented the system with additional supply and storage facilities, and expanded the distribution network. Much of the downtown area water system that remains today consists of Asbestos Cement (AC) water main and was constructed in the 1950s and 1960s. The remaining water system is relatively new, with the majority of the construction occurring within the last 30 years.

A July 1998 wholesale water agreement between the City of Arlington and the Snohomish County Public Utility District (PUD) provides water from the City of Everett's regional surface water supply and groundwater from two PUD wells to the City's water supply portfolio. The agreement allows the City to purchase wholesale water from the PUD at rates up to 1,000 gallons per minute (gpm) for resale to the City's water utility customers. The agreement extends through "2018 and thereafter", and PUD staff have indicated their intent to maintain the agreement indefinitely. Previously, two interlocal agreements for utilities between the City and the City of Marysville were in effect, however both are no longer effective.

The City of Everett sources drinking water from the Spada Reservoir which is located about 30 miles east of Everett at the headwaters of the Sultan River in the Upper Sultan River Watershed. The storage facility has a 50-billion-gallon capacity and serves as a collection point for rain and snowmelt from the Cascade Mountains. The City's water supply is provided by three active wells with one reserve well alongside the previously mentioned wholesale purchase agreement with the Snohomish County PUD.

The primary source of water is the City's three wells in the Haller Wellfield near the Stillaguamish River. The first of these wells was reportedly hand-dug in the late 1890s to serve Haller City and shingle mills along the Stillaguamish River. The three wells withdraw groundwater from the Stillaguamish Alluvial Aquifer, which is in hydraulic connection with the river (also referred to as groundwater under the influence of surface water, or GWI). The Airport Wellfield includes a single well that withdraws groundwater from the Marysville Trough Aquifer.

A water treatment plant is located within the City of Arlington's utility compound and treats water from the Haller Wellfield. Filtration and disinfection of the Haller source is required because the wellfield is under the influence of the Stillaguamish River (as described earlier in this section, it is GWI). Water is pumped from the Haller wells through a single influent pipe to the direct filtration system, which consists of three filter beds. Primary coagulant and filter aid are added to the raw water, which is also chlorinated prior to filtration. The total capacity of the filtration system is 1,710 gpm.

The plant operates with one or two filter beds in the winter and increases to three in the peak of the summer. As the water exits the clear well, sodium hydroxide is added to adjust the pH level for corrosion control, and the

water is disinfected in the distribution system. Three pumps are available for pumping the water into the distribution system, although only two can operate simultaneously. The design pumping capacity with one pump operating is 910 gpm and is 1,710 gpm with two pumps operating. Two additional pumps are available for backwashing the filter beds. The City's water is disinfected in the distribution system by flow-pacing diluted sodium hypochlorite during operation of the pump at the Airport Wellfield.

Level of Service (LOS) refers to measurements of extent or degree of service provided by a capital facility. The LOS standard for water service, which is based on maximum demand projections is 3,959 gallons per minute. Single family residential customers use an average of approximately 158 gallons per day per connection, compared to the multi-family customers who use an average of 773 gallons per day per connection, the commercial/industrial customers who use an average of 600 gallons per day per connection, and the school and city customers who use an average of 644 gallons per day per connection.

New water mains will be installed, and several existing water mains will be replaced and upgraded to accommodate projected needs and meet level of service standards. The WSP is planning to address growth in the Island Crossing area where demand is increasing more quickly than previously anticipated. Numerous facility improvements will be needed to meet projections during the planning period. The WSP plans to upgrade the water treatment plant to meet demand projections. Reservoirs will improve the City's projected system-wide storage and improve level of service standards. Some fire flow deficiencies have been identified as an issue needing attention in future growth planning. Several capital projects will address these deficiencies. Additionally, the City is looking to develop and increase reliance on alternative water sources and reduce reliance on its Haller and Airport wellfields. Property acquisition and capital projects, including new wells and a transmission line from a source north of the Stillaguamish River, are planned in the WSP. As a result, the City is at maximum capacity and is immediately planning to increase the production capacity of the water treatment plant to accommodate anticipated demand projections.

The City's Water Department maintains a Water System Plan (WSP) reviewed and approved by the Department of Health to assure provision of safe and ample water supplies for public health and fire protection.

Wastewater/Sanitary Sewer Service

Arlington owns and operates its sewer utility under a National Pollutant Discharge Elimination System (NPDES) Permit. It is managed by the Wastewater Department under the City's Public Works' Utilities Division. The City's wastewater utility consists of 10 treatment and collections staff serving under the Utilities Manager.

The sewer utility service area includes the city limits and UGA with the exception of a portion of the Smokey Point neighborhood that is served by the City of Marysville. The total sewer service area is approximately 9.59 square miles with a population of approximately 16,159. In 2024, there are 4,652 residential customer connections and 487 connections serving commercial, industrial, and institutional customers. The only other nearby sewer service system is that of the City of Marysville which provides water and sewer service to a southwest portion of the City of Arlington and portions south of the Arlington Airport. The Marysville sewer service area encompasses approximately 21.3 square miles.

The City's sewer system is comprised of a 4.0 MGD Water Reclamation Facility (WRF) that is currently permitted to treat 2.67 MGD. Membrane filtration, biological nutrient removal, and ultraviolet disinfection processes produce effluent of Class A or B reclaimed water quality. Collections staff maintain 2,034 manholes, 71.5 miles of gravity collection mains, and 15 pump stations which feed 8.75 miles of pressurized force mains. Biosolids are off-hauled and land applied in Eastern Washington.

Most of the City is served by sewer. Some existing older homes throughout the city (mainly areas within the Smokey Point Subarea and West Bluff Subarea) are still connected to septic. These homes have sewer readily available with extensions and are required to connect to sewer when the septic tank fails or when redevelopment of the property is proposed. Within the city limits there are two areas where sewer service is only available with major extensions and improvements. These areas include the neighborhood of Boyden and the East Hill Subarea. The property owners within the Boyden tracts are required to extend and provide sewer prior to allowing for higher density development. The property owners within the East Hill Subarea are required to provide a subarea plan meeting the requirements of Chapter 20.44.032 and required to extend and provide sewer prior to development. The City's current expansion plans do include capacity for the future connection of the East Hill Subarea properties when a subarea plan is developed by private developers.

The City's Wastewater Department maintains a General Sewer Plan (GSP) that is reviewed and approved by the Department of Ecology to assure treatment effectiveness is met for the health and protection of communities and the aquatic environment.

A Comprehensive Wastewater Plan (CWP) is in use by the City of Arlington and was last updated in 2017. The CWP fulfills state requirements by detailing how the City will safely and efficiently operate sanitary sewer and wastewater systems. The CWP contains a description of the existing wastewater system and service area, a forecast of future wastewater collection and treatment demands, policies and design criteria for wastewater system operation and improvements, wastewater system hydraulic analyses, the operations and maintenance program, staffing requirements, a schedule of improvements, and a financial plan to accomplish the improvements

The Biosolids Composting Facility (BCF) takes some of the digested and dewatered biosolids and produces Class A Exceptional Quality compost. Twelve lift stations currently operate throughout the service area to route collected wastewater through the sewer collection system. Six of the lift stations will require capacity improvements, while two will likely require total replacement. Two additional stations will need to be constructed to accommodate growth west of I-5 and in the Island Crossing area. The sewer utility maintains approximately 72 miles of force main and gravity sewer pipe. The sewer pipe is composed of various pipe material including PVC (79 percent), concrete (11 percent), and ductile iron (9 percent). The most common sewer pipe diameter is 8-inches (72 percent). All existing pipe is considered young and within its design life, including: 0-10 years (41 percent of total length); 20-30 years (38 percent); and 50-60 years (21 percent). By 2035, total main length is estimated to be 78.6 miles. Replacement of 7,700 feet of the oldest pipe will result in 15 percent aged 70 to 80 years.

Under existing conditions, portions of the primary interceptor (trunk line) along 67th Avenue NE (4,520 feet) and West Avenue (760 feet) are at or near capacity. Another 10,345 feet of pipes are considered deficient in their

capacity to convey wastewater flows. Most of this distance is in the Primary Interceptor, approximately 3,000 feet are eight-inch mains in Gleneagle's arterials. By 2035, another 3,075 feet of pipes in Gleneagle will be under capacity and in need of an upgrade. Lift stations 2, 4, 5, and 7 are currently at or near capacity during peak hour events. Lift station 4 exceeds capacity during storm events. Lift stations 8, 11, and 12 may require upgrades to accommodate projected flows by 2035. The CWP provides a proposed financing plan for system improvements which identifies expenditures and improvements through to 2035.

Figure 9.3 Sewer Service Area



Surface and Stormwater Management and Facilities

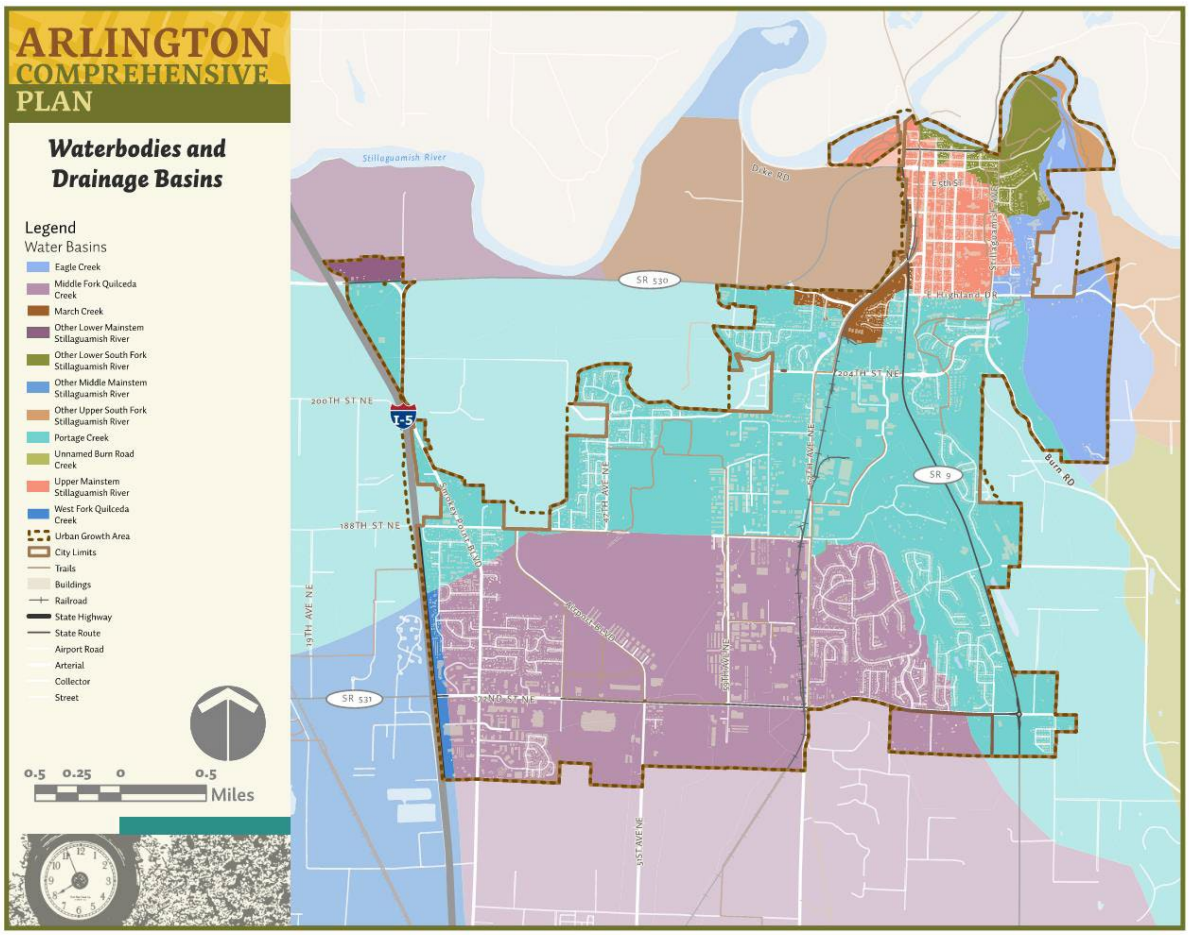
The City of Arlington owns and operates a stormwater utility to manage its stormwater drainage system, safeguard water resources, and ensure compliance with the NPDES Phase II stormwater permit issued by the Department of Ecology.

The City of Arlington sits within two surface water basins, the Stillaguamish River basin to the north and the Snohomish River basin to the south. Stormwater collected in the City's drainage structures is either discharged to surface waters or infiltrated into the ground. Stormwater infrastructure includes: 83.7 miles of City streets; 4,563 catch basins and stormwater manholes; 52.9 miles of stormwater conveyance pipes; 18.9 miles of ditches and swales; 3.0 miles of culverts; 206 detention basins; more than 34 rain gardens and bioswales; 71 outfalls to surface waters, and three stormwater wetlands.

The Stormwater Utility has two full time technical stormwater staff who report to the Utilities Manager. Supporting services are provided by Maintenance and Operations Department (street sweeping and shared maintenance of storm infrastructure) and the Wastewater Department (maintenance of storm infrastructure).

The Stormwater Utility has prepared, and the City of Arlington has adopted, a Comprehensive Stormwater Plan (SCP).

Figure 9.4 Waterbodies and Drainage Basins



Power and Communications

Power and Electricity

The City of Arlington receives its electricity from the Snohomish County Public Utility District No.1, which provides service across all of Snohomish County and Camano Island. As the largest public utility district in Washington State and the 13th largest in the U.S. based on customer count, the PUD serves over 360,000 customers. Its energy supply is diversified, including a long-term contract with the Bonneville Power Administration (BPA), energy-efficiency and load management initiatives, five hydroelectric projects it owns, customer-generated power, and several other long-term power agreements. More than 80 percent of the utility's electricity comes from BPA, with additional power sourced from PUD-owned hydroelectric facilities, wind

power, and wholesale market purchases. To accommodate daily and seasonal variations in energy demand, the PUD also engages in short-term power transactions. The utility oversees more than 6,500 miles of distribution and transmission lines.

Telecommunications services are provided by private companies who service and maintain cellular towers, landlines, and other infrastructure.

PUD's 2021 Integrated Resource Plan (IRP) considers demand and supply for the 2022 to 2045 horizon. Through the IRP the PUD expects to maintain a surplus average annual energy position until 2043. The PUD has a diversified power portfolio although in 2020 the Bonneville Power Administration (BPA) provided over 74 percent of the PUD's power needs. PUD's 20-year contract with the BPA expires in 2028 and the PUD is actively engaged with BPA as it considers the resource portfolio post-2028.

One PUD-owned generating resource is the Arlington Microgrid Solar Array located east of the Arlington Municipal Airport. This facility "is a demonstration testbed for several interconnected distributed energy technologies that are constructed to be self-sustaining if disconnected from the electrical grid at large".[1] This new local PUD office will serve northern Snohomish County and act as a staging area for recovery in the event of a large-scale disruption.

PUD has partnered with 3rd Party Provider to install and operate a Battery Energy Storage System (BESS) within the Cascade Industrial Center, east of the Arlington Municipal Airport, at the PUD Arlington Campus. The BESS facility is proposed to be constructed in 2025/2026. The BESS will allow for PUD to buy or store power at low rates on off-peak times and distribute to customers during high peak demand, while keeping costs relatively the same for customers.

Puget Sound Energy (PSE) owns and maintains a transmission corridor in the City of Arlington that transports electricity across the City. This corridor, which extends in a north-south direction on the east side of Arlington, contains two transmissions lines: the "Beverly – Beaver Lake" 115 kV line and the "Sedro Woolley – SCL Bothell" 230 kV line. These transmission lines serve the energy needs of areas to the north and south of Snohomish County. Under certain conditions, PSE's transmission line could support the local distribution grid by providing emergency back up to Snohomish PUD's system.

Natural Gas

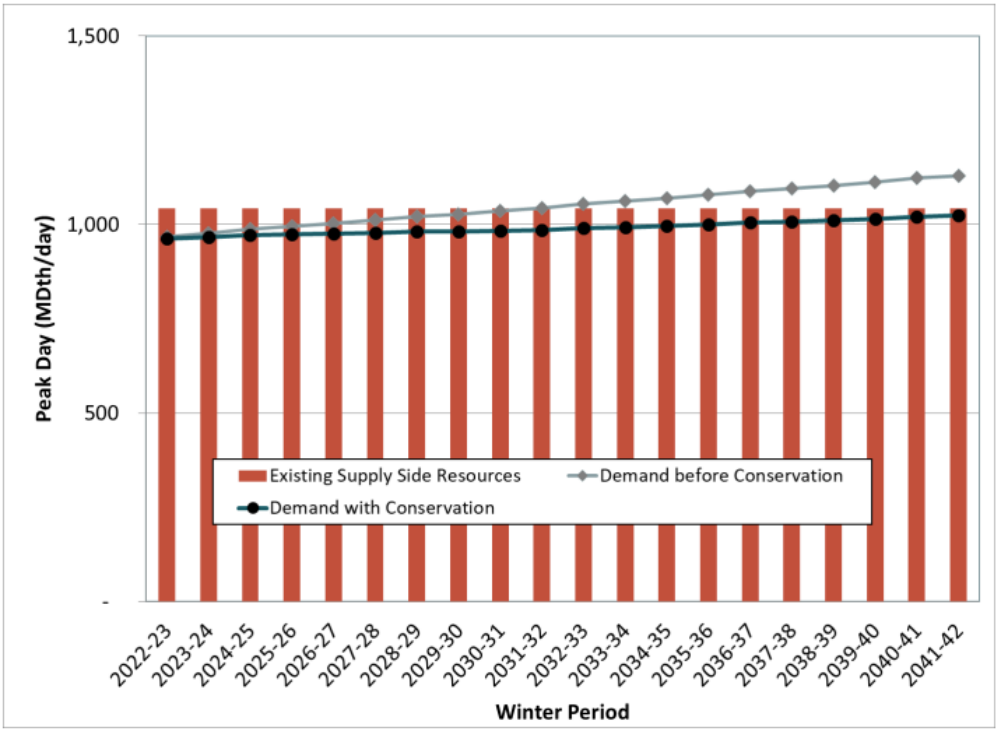
Natural gas service to Arlington is supplied by two companies: Puget Sound Energy (PSE), which serves areas south of SR-531 (172nd Street NE), and Cascade Natural Gas Company, serving all areas north of SR-531. Cascade Natural Gas Company's 2023 Integrated Resource Plan forecasts demand growth over a 28-year period, through 2050. This planning effort analyzes the most reliable and cost-effective means of meeting customer's gas service needs.

PSE's 2021 Integrated Resource Plan included a demand forecast through 2041 to determine the volume of natural gas that PSE is responsible for securing and delivering to its customers. This demand forecast considered

[1] https://www.snopud.com/wp-content/uploads/2021/12/Final_2021_IRP.pdf

three demand scenarios, temperature assumptions with consideration for warming trends, conservation, and renewable natural gas, among other considerations. The natural gas resource plan calls for increased investment in conservation to meet needs. As seen below in Figure 9.5 cost-effective, reliable conservation plays an important role.

Figure 9.5 Puget Sound Energy Natural Gas Sales Resource Plan[2]



Potential Impacts and Mitigation Measures

Increased population as a result of growth under any of the alternatives (and related increases in housing units and employment uses) would increase the demand for utilities. Compared to today's population-related demand, Alternatives 1 and 2 would result in an increased demand for utilities of approximately 38.77 percent by the end of the 20-year planning horizon (through 2044). Alternative 3 would result in the same increase in demand in approximately 10 years. Utilities related impacts analysis and needed upgrades in facilities (mitigation measures) are described in more detail below.

[2] https://www.pse.com/en/IRP/Past-IRPs/2021-IRP

Water Services

Numerous capital improvements will be required to accommodate the growth projections expected for the City and to increase the resilience of the City's water sources. Projects targeted in the 2024 WSP for the 20-year horizon (2044) are identified in Table 9-1. Descriptions for each project are provided in the Water System Plan.

Table 9-1 Water Utility Capital Improvement Projects, 2025-2044

2024 CIP No.	Project Description[1]	Horizon (5 years beginning)	Funding[2]	Cost
Water Main Improvements				
WM1	Annual Water Main Replacement Program	Annual	City	
WM2	New Water Source 12" Transmission Main	2030	City	
WM3	WTP Influent 16" Transmission Main	2030	City	
WM4	High Service BPS Discharge Piping	2025	City	
WM5	12" North Island Crossing Water Main	2028	City/DF	
WM6	Island Crossing Utility Local Improvement District	2028	City/DF	
Pressure Zone Improvements				
PZ1	Burn Road PRV	2025	City	
PZ2	Conversion of 710 Zone to 615 Zone	2025	City	
PZ3	Conversion of 540 Zone to 615 and 520 Zone	2025	City	
Facility Improvements				
F1	WTP Expansion and Upgrade	2025	City	
F2	SE (640) Pressure Zone BPS	2025	City	
F3	SE (640) Pressure Zone Reservoir	2035	City	
F4	Haller Wellfield Geotech Study and Improvements	2025	City	
F5	Abandon Airport Well	2030	City	
F6	New Mid-term Additional Supply Well	2030	City	
F7	New Water Source Property Acquisition	2030	City	
F8	New Water Source Production Well Development	2035, 2040	City	
F9	520 Reservoir Security Improvements	2035	City	
Miscellaneous Improvements				
M1	Drive-by to Radio Metering Conversion	2030	City	
M2	Source Water Protection Program	2030	City	
M3	Comprehensive Water System Plan Update	2030	City	
DF1	12" Water Main Loop from 59th Ave NE to 66th Ave NE	TBD	DF	
DF2	12" Water Main Replacement in 211th Pl NE	TBD	DF	
DF3	Jensen Farm High Density Residential 12" Water Main	TBD	DF	

DF4	59th Ave and Cemetery Road Industrial Improvements	TBD	DF	
DF5	12" Water Main in 196th St NE from Burn Road to Crown Ridge Blvd	TBD	DF	
DF6	Northwest Airport 12" Water Main Loop	TBD	DF	
DF7	North Island Crossing Commercial 12" Water Main Loop	TBD	DF	
DF8	Kraetz Rd Water Main	TBD	DF	
DF11	12" Water Main in 172nd St NE from 67th Ave NE to 71st Ave NE	TBD	DF	
DF12	12" Water Main in Troon Ct from Troon Ct Cul-de-Sac to 174th St NE	TBD	DF	
DF14	615 Zone Water Main	TBD	DF	

Notes:

[1] See WSP for individual project descriptions

[2] City (100 percent); Developer Funded, DF (100 percent); or shared cost

Capital projects identified in 2024 address several needs and fall into several categories: water main improvements, pressure zone improvements, facility improvements, developer-funded improvements, and miscellaneous improvements.

New water mains will be installed, and several existing water mains will be replaced and upgraded to accommodate projected needs and meet level of service standards. The WSP is planning to address growth in the Island Crossing area where demand is increasing more quickly than previously anticipated.
With respect to pressure zone improvements several improvements are identified in the WSP.

Numerous facility improvements will be needed to meet projections during the planning period. The WSP plans to upgrade the water treatment plant to meet demand projections. Reservoirs will improve the City's projected system-wide storage and improve level of service standards. Some fire flow deficiencies have been identified as an issue needing attention in future growth planning. Several capital projects will address these deficiencies. Additionally, the City is looking to develop and increase reliance on alternative water sources and reduce reliance on its Haller and Airport wellfields. Property acquisition and capital projects, including new wells and a transmission line from a source north of the Stillaguamish River, are planned in the WSP. As a result, the City is at maximum capacity and is immediately planning to increase the production capacity of the water treatment plant to accommodate anticipated demand projections.

Miscellaneous projects serve several functions including labor savings and a source water protection program. Developer-funded improvements will ensure level of service standards are met with new development and redevelopment projects.

The Water System Plan includes design standards and operational policies. These represent the overall Level of Service standard and are adopted by reference in this Plan.

Based on the foregoing analysis, the 2024 Water System Plan is consistent with the assumptions of the 2024 Comprehensive Plan.

Wastewater/Sanitary Sewer Service

Numerous wastewater capital improvements will be required to accommodate the growth projections expected for the City. Projects targeted in the 2024 GSP for the 20-year horizon (2044) are identified in Table 9-2.

Table 9-2 Wastewater Utility Capital Improvement Projects, 2025-2044

2024 CIP No.	Project Description[1]	Horizon (5 years beginning)	Funding[2]	Cost
Pipe Improvements				
SM1-SM30	Gravity sewer pipe replacement or rehabilitation required for 2044 targets; estimated 34,600 lf	Annually	City/DF	
SM27	Primary Interceptor (67th Avenue Trunkline) Improvements (Phase 1 & 2)	2025	City	
FM1	Cemetery Rd (LS7) Force Main Replacement	2025	City/DF	
FM2	204th Street to 69th Ave (LS2) Force Main Replacement	2030	City/DF	
FM3	North of Tviet Rd (LS13) Force Main Replacement	2035	City	
Lift Station Improvements				
PP1	New East Hill Lift Station (LS2 alternative)	2027	City/DF	
PP2	LS 6 Pump Improvements	2030	City	
PP3	LS 11 Improvements (replacement & expansion)	2025	City/DF	
PP4	LS 12 Improvements (increase capacity)	2030	City/DF	
PP5	LS 3 Rehabilitation	2030	City/DF	
PP6	LS 14 Construction	2030	City/DF	
Treatment Facility Improvements				
F1	WRF UV Disinfection System Replacement	2025	City	
F2	WRF Biosolids Handling Upgrade	2025	City	
F3	WRF Capacity Increase	2040	City	
Miscellaneous Improvements				
	Comprehensive Wastewater Plan Update	2030	City	

Notes:

[1] See GSP for individual project descriptions

[2] City (100 percent); Developer Funded, DF (100 percent); or shared cost

Surface/Stormwater Management and Facilities

The City's Comprehensive Stormwater Plan (SCP) evaluates stormwater programming to assure capital funding for community care and environmental protection. Numerous capital improvements will be required to accommodate the growth projections expected for the City. Projects targeted in the 2024 SCP for the 20-year horizon (2044) are identified in Table 9-3.

Table 9-3 Stormwater Utility Capital Improvement Projects, 2025-2044

2024 CIP No.	Project Description[1]	Horizon (5 years beginning)	Funding[2]	Cost
Stream Crossing Improvements				
22	Prairie Creek 71st Ave Culvert Headwall Repair	2027	City	
29	Kruger Cr Stillaguamish Culvert Replacement	2025	City	
31	Kruger Cr 207th St Culvert Replacement	2025	City	
40	Indian Creek Tveit Road Culvert Replacement	2035	City/County	
41	Eagle Creek Tveit Road Culvert Replacement	2035	City/County	
43	Edgecomb Cr. McPherson Branch 67th Ave Culvert Replacement	2030	City	
Detention and Treatment Facilities				
3	Storm Wetland Outfall Improvements	2030	City	
6	Stormwater Wetland Maintenance & Upgrades	Annual	City	
10	Cemetery Road Infiltration	2035	City	
34	Kruger Creek 196th St Detention Facility	2030	City	
35	Talcott Water Quality Facility	2035	City	
38	Broadway Water Quality Facility	2035	City	
Riparian Improvements and Sediment Stabilization				
11	Lower Portage Wetland Restoration	2035	City/County	
17	Portage Creek SR9 ROW Storm Improvements	2030	City	
23	Prairie Cr Jensen Business Pk Riparian Improvements	2025	City	
24	W. Fork Prairie Cr Stream Channel Stabilization	2030	City	
33	Kruger Creek Bank Stabilization	2025	City	
36	Country Charm Park Riparian Improvements	2030	City	
47	Beaver Relocation Program	Annual	City/Partner	
Drainage				
7	Haller Parking Lot Drainage Improvements	2025	City	
39	East Hill Critical Areas Stormwater Evaluation & Design	2025	City/DF	
42	Edgecomb Cr. Gleneagle Branch Reconstruction (WA Trucking)	2030	City/DF	

Notes:

[1] See SCP for individual project descriptions

[2] City (100 percent); Developer Funded, DF (100 percent); or shared cost

Power and Communications

Power and communications services are provided based on customer service charges and connections fees, which serve to cover the costs of system upgrades and expansions over time. The City of Arlington will continue to regularly coordinate with these utilities providers to inform them of plans for growth over the next 20 years and related expected population, housing units, and employment growth in geographic areas across the city.

Significant, Unavoidable Adverse Impacts

With proactive planning for growth ahead, and ongoing coordination of planning within the City of Arlington for utilities services and with external utilities service providers, it is anticipated that no significant unavoidable adverse impacts would occur that would prohibit the ongoing provision of utilities under any of the alternatives. The City will proactively monitor the pace of growth to determine if mitigation measures (upgrades, improvements, expansion of services, programs, and actions) related to utilities need to be provided at a more rapid pace over the next 20 years in the case of growth happening more intensively (such as at the rate anticipated under Alternative 3).

Chapter

10

RESPONSES TO DEIS COMMENTS



Chapter 10—Responses to Comments on the DEIS

Commenter	Date Received (Comments are Listed in Order of Date Received)	Comments	Responses
Commenter #1 Tricia R. Sears, Geologic Planning Liaison, Washington Geological Survey, Washington Department of Natural Resources	10/25/2024	In keeping with the interagency correspondence principles, I am providing you with comments on Arlington's Comprehensive Plan update (Commerce ID# 2024-S-7474). For this proposal submitted via Planview, I looked at the proposal and focused on areas related to WGS work. Of note, but not limited to, I look for language around the geologically hazardous areas, mineral resource lands, mining, climate change, and natural hazards mitigation plans. Specifically in this proposal, I reviewed the Arlington 2024 CP DEIS Chapter 5 Natural Environment for Posting and Arlington 2024 CP DEIS Chapter 6 Land Use Built Form Housing. Chapter 5 Page 5-1 includes Affected Environment, which includes a lot of great information about the landscape and hazards in Arlington. It's excellent that you included a Geologic Hazards Map. The map does not include erosion, landslides, or slopes information. Suggest adding additional maps for each hazard or adding them to the map. **See Response 1A.** Page 5-2 includes a section Landslides, Seismic, and Coal Mine Areas. There is no mention of coal mine areas in the paragraph or elsewhere in this chapter. Do you have mine hazard areas? Good work including a section called Mitigation Measures. Overall Chapter 5 has good info, nice work! **See Response 1B.** Chapter 6 There is a mention of Mitigation Measures. Suggest adding a statement that directs the reader to see also Chapter 5 where there is a bit more detail on it. **See Response 1C.** Recognizing the limitations of the current proposals, I want to mention that it would be great for you to consider these in current or future work, be it in your comprehensive plan, development code, and SMP updates, and in your work in general: Consider adding a reference to WAC 365-190-120 geologically hazardous areas for definitions in other areas besides the CAO. In addition, consider adding a reference to WAC 365-196-480 for natural resource lands. Consider adding a reference to the WGS	**Response 1A** Thank you for your comments. For erosion, landslides, and slopes information, the City references Snohomish County critical areas mapping available here via the PDS Portal: https://gismaps.snoco.org/Html5Viewer/Index.html?viewer=pdsmapportal A reference to this mapping has been added to the FEIS, in Chapter 5. **Response 1B** There are no coal mines within the City of Arlington. As such, we have removed the mention of coal mines in Chapter 5. **Response 1C** A reference in Chapter 6 to mitigation measures in Chapter 5 has been added. **Response 1D** The City will address WAC 365-190-120, WAC 365-196-480, and all other updated regulations from Department of Ecology and Washington Department of Fish and Wildlife in the update to the Critical Area Ordinance update in 2025. These will also be included in the next update of the Shoreline Master Program.

		Geologic Information Portal in other areas besides the CAO. If you have not checked our interactive database, the WGS Geologic Information Portal, lately, you may wish to do so. If you have not checked out our Geologic Planning page, you may wish to do so. **See Response 1D.** Thank you for considering our comments. If you have any questions or need additional information, please contact me. For your convenience, if there are no concerns or follow-up discussion, you may consider these comments to be final as of the 60-day comment deadline of 12/3/24.	
Commenter #2 Gayle Roeber, City of Arlington Planning Commissioner	10/26/2024	Several comments regarding errata found in the document. **See Response 2A.**	**Response 2A** We appreciate your time and review of the DEIS. All suggested edits and corrections have been incorporated into the FEIS.
Commenter #3 Russel Joe, Snohomish County Government Affairs Manager, Master Builders Association of King and Snohomish Counties (MBAKS)	11/1/2024	Dear Arlington Planning Commission: The 2024 Comprehensive Plan Update lays the groundwork for policies that shape housing choice, supply, and affordability in the city of Arlington. MBAKS appreciates the hard work conducted by the Planning Commission, city officials, and staff to update the Plan and respectfully submits the following comments for consideration. **Scenario 5** MBAKS recognizes the thoughtful planning that was devoted to the analysis of all the scenarios. MBAKS supports the work that Arlington has done to analyze Scenario 5. MBAKS applauds Arlington's recognition that additional residential capacity may be necessary to align with the regional policies for concentrating growth near the Manufacturing Industrial Center and high-capacity transit stations over the next twenty years. Finally, this option most fulfills Objective 1 from the Arlington Housing Action Plan (also see Middle Housing section below). **See Response 3A.** **Permitting and Regulation** MBAKS recognizes the Plan is important for protecting the incredible Puget Sound environment, while planning for and updating options and opportunities residents have regarding where they live, work, and play. We want to ensure policymakers remember that new and revised elements within a comprehensive plan often come along with unintended direct, or indirect, added costs to provide housing. We ask that the Planning Commission and staff analyze the proposed implementation of the proposal's revisions, new requirements arising from implementation, and potential costs to housing or delay in housing permit reviews to determine their impact on the supply and cost of housing. Additionally, the document should	**Response 3A** While Scenario 5 was one of the Alternatives analyzed in the DEIS (studied as Alternative 3), the allocated growth targets by Snohomish County to Arlington for 2044 reflect a growth level that is lower than Scenario 5 (studied as Alternative 2). Studying the faster-paced growth scenario in the DEIS has helped Arlington prepare for the potential for growth in the future if it occurs at more rapid pace than forecasted in the allocated growth targets. The City of Arlington will be closely monitoring growth over the next twenty years to determine the need for additional capacity for jobs and housing including potential expansion of the Urban Growth Area. **Response 3B** Comments acknowledged. We believe the 2024 Comprehensive Plan conveys the promotion of adequate and attainable housing as a top priority. Thank you for your willingness to work with the City of Arlington to further that goal. The City is bound by state regulations to comply with certain environmental aspects and critical areas. These regulations will be implemented in the Critical Area Ordinance, Shoreline Master Program and Floodplain Development Regulations. The city adopted the state regulations of SB

		reflect that Arlington regards the promotion of adequate and attainable housing as a top priority. MBAKS stands ready to work with the city of Arlington and other stakeholders to further that goal. **See Response 3B.** MBAKS would like to see in the Plan more provisions that recognize Arlington's role in providing attainable housing and a variety of housing types for all economic segments of the community; that encourage the city to work actively with the building industry to meet our housing needs; and that encourage permit reform consistent with new and existing state law. We support adding language to any provision that clarifies the goal expressed should not result in increased permit fees and permit timelines. **See Response 3C.** Additionally, MBAKS supports any efforts the City can take to comply ahead of the deadline with the permitting requirements established in SB 5290 this past legislative session. Adhering to the provisions of this new law would help address a key barrier to facilitating more housing choices. **See Response 3D.** **Housing** ▪ Accessory Dwelling Units: MBAKS supports policies to promote and enable the development of accessory dwelling units (ADUs). The city of Arlington has already made some substantial progress with ADUS. MBAKS supports consideration of additional policy support for ADUs consistent with new state legislation HB 1337. The city of Arlington has already made changes to allow two ADUs per lot and some other changes. Additional policy support now would be advantageous for residents and city policymakers. MBAKS supports the additional adoption of provisions within HB 1337, including: ○ Allowing impact fees below 50% for ADUs. ○ Priority permitting for ADUs. ○ Developing pre-approve form plans. ○ Removing off-street parking requirements. **See Response 3E.** ▪ Middle Housing: MBAKS encourages the city of Arlington to include provisions encouraging middle housing production to maximize housing options and incentivize development and supply of middle housing. This will create diverse housing options for community members, access to services and transit, and encourage a better job-housing balance. We	5290 and is following WAC 365-196-845 for permitting timelines. The City is also implementing an Affordable Housing Program in 2025. **Response 3C** The Housing Element of the Arlington 2024 Comprehensive Plan contains specific policies around providing attainable housing and a variety of housing types for all economic segments of the community. The City has completed analysis to confirm that zoning capacity addresses the needed housing per income band as required per HB 1220. The City will continue to actively work with the building industry to meet housing needs. The City is implementing an Affordable Housing Program that will align with the Comprehensive Plan's analysis of the housing needs per income band. The City has adopted permitting timelines from SB 5290. Building permit fees are adjusted per the International Code Council's Building Valuation Data Table on an annual basis. **Response 3D** The City adopted permitting requirements of SB 5290 through WAC 365-196-845 in Arlington Municipal Code Chapter 20.16 under Ordinance No. 2024-017. **Response 3E** The City adopted the new state regulations in accordance with HB 1337, regarding Accessory Dwelling Units through Arlington Municipal Code Chapter 20.44.042 with Ordinance No. 2023.016. **Response 3F** The City's population is not yet reached 25,000 residents. The state regulations require the housing listed in the comment to be allowed outright at that time. The City will be working towards these regulations and this will be analyzed in the Affordable Housing Program to be completed in 2025, along with changes to the permissible use table under Arlington Municipal Code

		encourage the City's inclusion of proposals that would: ○ Allow outright duplex, triplex, and fourplex multifamily developments in all residential zones. ○ Limit building heights to thirty-five feet in lower-density zones, to support compatible development with existing neighborhoods. ○ Reduce landscaping and on-site recreation requirements, and reduce parking requirements, to incentivize development of the middle housing types and improve affordability. **See Response 3F.** Thank you for the opportunity to comment on the 2024 Comprehensive Plan Update. MBAKS looks forward to engaging with the city of Arlington as these policies are further developed and implemented to support the goal of creating a sustainable Arlington. We appreciate your hard work and want to serve as a trusted resource for you, your staff, and the community. Please let us know if you have any questions or would like to discuss this further. **See Response 3G.**	Chapter 20.40. The City does allow middle housing options currently within most residential zones of the city, with zoning code amendments in 2020 under Ordinance No. 2020-019 and Ordinance No. 2020-024, in 2022 under Ordinance No. 2022-006 and Ordinance No. 2022-016 and in 2024 under Ordinance No. 2024-019. **Response 3G** Thank you for your comments and support to the City of Arlington.

Please note that comments also were submitted on the Draft Arlington 2024 Comprehensive Plan by the following entities. These comments were referenced in completion of final edits to the Comprehensive Plan.

- Jeff Aken, Senior Planner, Growth Management Services, Washington State Department of Commerce
- David Dixon, Growth Management, Puget Sound Regional Council (PSRC)
- Russell Joe, Snohomish County Government Affairs Manager, Master Builders Association of King and Snohomish Counties (MBAKS)
- Gayle Roeber, City of Arlington Planning Commissioner
- Timothy Stapleton, Washington Department of Fish and Wildlife, Region 4, Habitat Program Manager
- Julie E. Watson, Chair, Ecosystem Coordination Board, A Puget Sound Partnership Board

Comments received during the SEPA scoping period (November 1 through November 30, 2023 with a scoping meeting open to the public and agencies held on November 7, 2023) also were considered in the development of the DEIS (republished as this FEIS).



APPENDIX



Distribution List

The following agencies and organizations are receiving a notice that the Final Environmental Impact Statement is available for review.

FEDERAL OFFICIALS

- Arlington Postmaster & Office
- Stillaguamish Tribe of Indians
- Tulalip Tribe of Indians

STATE OFFICIALS

- Department of Agriculture
- Department of Archaeology and Historic Preservation
- WSDOT Aviation Division
- Department of Commerce
- Department of Corrections
- Department of Ecology
- Energy Facility Site Evaluation Council (EFSEC)
- Department of Fish and Wildlife
- Department of Health
- Department of Natural Resources
- Parks and Recreation Commission
- Puget Sound Partnership
- Puget Sound Regional Council
- Department of Social and Health Services
- Department of Transportation
- Department of Transportation - Management of Mobility Division

COUNTY OFFICIALS

- Snohomish County – Public Works
- Snohomish County – Planning

CITY OFFICIALS

- City of Marysville – Planning
- City of Marysville – Utilities
- City of Marysville - Cross Connection

AIR POLLUTION CONTROL AGENCIES

- Puget Sound Clean Air Agency

SPECIAL DISTRICT OFFICIALS

- Burlington Northern Railroad
- Cascade Natural Gas
- Community Transit
- Energy Facility Site Evaluation Council
- Snohomish County PUD
- Snohomish Health District
- Waste Management
- Arlington School District
- Lakewood School District

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The following references and links were reviewed in development of the Draft Environmental Impact Statement. Additional citations and data sources can be found throughout the document.

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Notice of SEPA
Determination of Significance and Request for Comments on Scope of Environmental Impact Statement (EIS) for Arlington 2024-2044 Comprehensive Plan Update

Arlington in Motion – 2024 and Beyond

Date of Issuance: November 1, 2023

Deadline for Comments: November 30, 2023 (by no later than 11:59 pm)

Lead Agency: City of Arlington Planning and Development Department

Proposal: 2024-2044 Comprehensive Plan Update

Location: City of Arlington (citywide)

Contact:

Marc Hayes
Community and Economic Development Director
18204 59th Dr. NE, Arlington WA 98223
O: 360 403-3457
mhayes@arlingtonwa.gov

Project Website: https://www.arlingtonwa.gov/784/Comprehensive-Plan-Update-2024

Project Notice Website: https://www.arlingtonwa.gov/310/Public-Notices-Hearings

Project Description

The City of Arlington is completing a periodic update to its Comprehensive Plan ("Plan") to cover the 20-year period through 2044, which per RCW 36.70A.130(5)(a) must be completed by December 31, 2024. The Plan is the city's primary policy document for guiding growth and development over the next 20 years and covers a wide range of topics such as land use, housing, transportation, parks and recreation, natural resources, economic development, utilities, and capital facilities. The Plan must be consistent with the Growth Management Act, Puget Sound Regional Council Vision 2050 Plan, and Snohomish County Countywide Planning Policies (CPPs). The most recent periodic update occurred in 2015 and the current version of the Comprehensive Plan is available here: https://www.arlingtonwa.gov/282/Comprehensive-Plan

As part of the periodic update, the city must evaluate how it can achieve its 20-year (2044) growth targets for population, housing units and employment. These growth targets are based on guidance from the Washington State Department of Commerce and developed following a collaborative process with the county and other cities through Snohomish County Tomorrow and have been incorporated into Appendix B of the Snohomish County CPPs. For Arlington, the 2044 growth targets are as follows:

	Baseline	2044 Target	Increase by 2044	Percent of County Total
Population (people)	19,868 (2020)	34,649	14,781	4.8%
Housing (units)	7,689 (2020)	15,483	7,794	4.7%
Employment (jobs)	10,267 (2019)	24,690	14,423	8.4%

Determination of Significance (DS) and Request for Comments on EIS Scope and Alternatives

The City of Arlington has determined that the proposal could potentially have a significant adverse impact on the environment and as such, requires programmatic environmental analysis within an environmental impact statement (EIS), as required under RCW 43.21C.030(2)(c) of the State Environmental Policy Act (SEPA). The programmatic EIS will evaluate potential impacts and prescribe mitigation measures to address these. Topics and that will be addressed (at a minimum) include:

- Environment (critical areas and other subtopics)
- Land Use
- Housing
- Economic Development
- Parks, Recreation, and Open Space
- Transportation
- Utilities
- Public Safety
- Capital Facilities

The EIS will evaluate a No Action Alternative (which assumes no changes to current plans, policies, regulations, or zoning) and one Action Alternative—Implementation of the 2024-2044 Comprehensive Plan, evaluating the plan's capability to meet the city's 2044 growth targets. Previous city plans and documents as well as recent state legislation will be incorporated into the alternatives analysis. This scoping period provides an opportunity for the public to help shape the topics that are covered in the EIS.

Agencies, affected tribes, and members of the public are invited to comment on the scope of the EIS, including alternatives, additional topics to address, potential environmental impacts, mitigation measures, approval and permitting requirements, and other considerations.

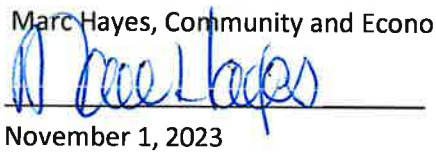
The deadline for public scoping comments is November 30, 2023. Comments may be submitted via:

- Email: ced@arlingtonwa.gov (Subject: Comp Plan EIS Scoping Comments)
- Mail: City of Arlington, Attn: Marc Hayes; Community and Economic Development Director 18204 59th Avenue NE Arlington, WA 98223
- Project website: https://www.arlingtonwa.gov/784/Comprehensive-Plan-Update-2024

PUBLIC MEETING:

The city will be holding a public meeting during the scoping period to gather comments to inform the scope of the EIS. This open house style meeting will be held on November 7, 2023 at City Council Chambers (110 E Third Street, Arlington, WA 98223), from 4:00 pm to 6:00 pm, with presentations at 4:30 pm and 5:30 pm.

Responsible Official: Marc Hayes, Community and Economic Development Manager

Signature: 

Date: November 1, 2023

Appeal Process

An agency or person may appeal the City's procedural compliance with WAC 197-11. The appeal shall meet the requirements of AMC 20.98.210, AMC 20.20, and AMC 20.24. The appeal period commences on the date of publication of notice. Any appeal to the Hearing Examiner must be addressed to the City Hearing Examiner, accompanied by an application, written findings, a filing fee (plus the actual cost of the Hearing Examiner), and be filed in writing at the City of Arlington, Community and Economic Development Department, 18204 59th Avenue NE, Arlington, WA 98223.

Comment Letters Received Related to SEPA Scoping and Comprehensive Plan Update

Listed in order received, from most recent:

- Ecosystem Coordination Board, August 14, 2024
- Washington Geological Survey (WGS), June 7, 2024
- Master Builders Association, January 23, 2024
- Puget Sound Energy, January 24, 2024
- Washington State Department of Transportation, November 30, 2023
- Washington State Department of Fish and Wildlife, November 21, 2023
- Snohomish County Public Utility District No. 1, October 21, 2022

August 14, 2024

Amy Rusko
Planning Manager
City of Arlington
238 North Olympic Avenue
Arlington, WA 98223

RE: CRITICAL AREAS ORDINANCE and/or COMPREHENSIVE PLAN PERIODIC UPDATE

Dear Amy Rusko,

On behalf of the Puget Sound Partnership's (PSP) Ecosystem Coordination Board (ECB), we submit this letter with respect to your jurisdiction's current periodic update process, and associated updates to development regulations. The Puget Sound Partnership's Ecosystem Coordination Board supports the Leadership Council in carrying out its duties, including the development and implementation of the Action Agenda. The ECB is made up of 33 members, representing local, state, federal, and tribal governments, environmental and business interests. This broad representation supports the ECB to provide cross-caucus reporting and dialogue on priority issues, such as how to ensure the protection and restoration of habitat for ecologically sustainable watersheds for the future of all species through local periodic updates. This letter provides background on the priorities described in the Action Agenda and the resources available to support Comprehensive Plans and Critical Areas Ordinances to align with those priorities. While this letter does not respond to materials produced as part of your comprehensive plan update, it does offer many specific recommendations and resources that we believe will support the protection and recovery of the Puget Sound.

The recovery of Puget Sound is vital to human wellbeing in the region, to sustain threatened salmon, orcas, and numerous other species, and to preserve Puget Sound's ecosystem functions and values for current and future generations. But the Puget Sound ecosystem is under increasing threats from the development of ecologically important habitats, forests, farmlands, and other working lands, especially outside of urban growth areas. The smart growth strategy in the 2022-2026 Action Agenda identifies a key opportunity to "improve the implementation of the Growth Management Act within local jurisdictions land use planning and decisions, and across jurisdictions to include the protection of natural areas and working lands."

New planning requirements, updated science, and learning from the past ~8 years of Growth Management Act (GMA) implementation make this round of Comprehensive Plan updates a critical juncture and inspiring opportunity in our region's collective work to recover Puget Sound. As you know, the Comprehensive Plan sets the stage for development activities and decisions which all have an impact on how well we achieve our goals to protect and restore Puget Sound. To support recovery of the Puget Sound, we recommend

that jurisdictions in the Puget Sound region make use of the many science-based resources available to support development of Comprehensive Plan and Critical Area Ordinance (CAO) amendments that protect natural areas and working lands.

Our collective understanding of the complex relationships between land cover, development, and ecosystem health improves over time, and this is why cities and counties must include current, best available science and information in their local land use planning amendments during the periodic update. Fortunately, our state Departments of Fish and Wildlife, Ecology, Natural Resources, and Commerce have been busy updating and distributing science-based guidance to support local governments in this process. Cities and counties should leverage these resources below, and other science-based resources, to effectively amend their Comprehensive Plans and Critical Areas Ordinances:

- Local Integrating Organizations (LIOs) and LIO Ecosystem Recovery Plans
- Local Salmon Recovery Watershed Chapters
- Department of Fish and Wildlife's current Priority Habitats and Species information
    - Riparian Management Zone Checklist for Critical Areas Ordinances
- Ecology's Wetland Guidance for Critical Areas Ordinance (CAO) Updates
- Ecology's Climate Resilience and Shoreline Management webpage
- Commerce's Critical Areas Handbook and Checklist

To ensure smart growth in the Puget Sound region, the ECB recommends that jurisdictions consider and take action on the following:

1) **At key points in the Comprehensive Plan update process, review and apply the Sound Choices Implementation Checklist.** The checklist was developed by the Puget Sound recovery community and is intended to help local jurisdictions make updates to their comprehensive plans that align with Puget Sound recovery strategies and actions.
2) **Ensure your local planning department takes advantage of funding for additional staff resources to incorporate salmon and Puget Sound recovery into local planning by applying for the Salmon Recovery through Local Planning Grant Program.** Depending on funding availability, Washington State Department of Commerce will hold a fall 2024 round of funding. For more information contact angela.sanfilippo@commerce.wa.gov.
3) **Understand how your local land use decisions will support region-wide efforts to achieve positive trends in Regional Land Use Indicators.** The Puget Sound Partnership assesses the status and trends of threats through a set of regional land use indicators.
4) **Reach out to and involve local experts in Puget Sound recovery** including Local Integrating Organization members, Salmon Recovery Lead Entities, as well as your local representative on the Ecosystem Coordination Board. For additional support in facilitating connections with these local experts please reach out to Laura.Rivas@psp.wa.gov.

As you help shape the future of the City of Arlington at this pivotal moment in time, the ECB requests that you take advantage of the valuable tools and resources included in this letter to ensure we are doing all we can to support our local communities and Puget Sound recovery. Thank you for considering our recommendations, tools, and resources.

Sincerely,



Julie Watson, Chair

Cc:
Bill Dewey, co-Vice Chair Ecosystem Coordination Board
Ellen Southard, co-Vice Chair Ecosystem Coordination Board
Dave Somers, Snohomish County Executive, Snohomish-Stillaguamish LIO representative
Gregg Farris, Snohomish County Surface Water Management Director
Kathleen Pozarycki, Snohomish-Stillaguamish LIO Coordinator

MASTER BUILDERS ASSOCIATION of King and Snohomish Counties

WEB MBAKS.COM | OFFICE 425.451.7920 | FAX 425.646.5985
335 116TH AVENUE SE | BELLEVUE, WASHINGTON 98004

January 23, 2024

Mayor Vanney and Arlington City Council
City of Arlington
238 North Olympic Ave.
Arlington, WA 98223

RE: 2024 Comprehensive Plan – policy analysis request

Dear Mayor Vanney and Arlington City Council:

The Master Builders Association of King and Snohomish Counties (MBAKS) thanks you for the opportunity to engage with you as you embark on your 2024-2044 Comprehensive Plan update. With nearly 2,600 members, MBAKS is the largest local homebuilders' association in the United States, providing a range of housing choice and affordability. We aspire to be the most trusted and respected housing experts in the region.

As the City of Arlington begins efforts to update its comprehensive plan out to 2044, we would like to proactively engage with you as planning efforts move forward. According to the Puget Sound Regional Council (PSRC), 1.8 million more residents and 1.2 million more jobs will come to King, Snohomish, Pierce, and Kitsap Counties by 2050. Given that the Growth Management Act (GMA) directs most growth to existing urban areas, there is a substantial challenge which lies ahead.

Goal 4 of the GMA (RCW 36.70A.020(4) states "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."

This important goal is implemented through the Housing Element requirements in RCW 36.70A.070(2) which was recently updated with the passage of House Bill 1220. More than ever, there is a focused lens on providing a variety of housing types for all economic segments of the community.

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As part of the comprehensive plan update, you will be working to accommodate additional population and employment out to 2044. We look forward to supporting you in those efforts. You will also be updating your policies to implement changes in state law, Vision 2050, and countywide planning policies.



As new and revised policies are being developed and considered, it is important to remember that each policy change is required to be implemented. Many times, new and revised policies are implemented through the development of new or modified regulations. New regulations often have a direct or indirect impact on the cost to provide housing. This can include:

- Increased permit fees
- New application or submittal requirements which increase the amount of time to prepare and submit permit applications
- Longer internal review timelines associated with new code requirements which increases the amount of time to obtain permits
- New requirements associated with building a project. This could range from increasing requirements to protect existing trees to new construction requirements. These all add costs.

These impacts not only occur from changing housing policies but new or revised policies in other chapters of the comprehensive plan. To avoid new and revised policies negatively impacting the cost of housing in the future, we ask that the following questions be analyzed at the staff level and discussed by the City of Arlington council as policies are developed for your consideration.

- How will the proposed new or revised policy be implemented?
- Could implementation of the new or revised policy require additional applications, fees, or studies for housing projects?
- Could implementation of the policy require additional internal review processes for permit applications? Could this increase the overall time to review permit applications for housing?
- Could the proposed new or revised policy increase the cost to build and provide housing by increasing requirements related to housing projects?

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If you can understand the connection between new and revised policies and possible impacts on housing upfront, you will be able to make more informed choices as policies are developed and considered. This work will also help ensure you are meeting GMA Housing Element requirements. We have prepared a table, attached to this letter, which can be utilized for this important analysis. We are also here to assist your staff if they have questions along the way.

We understand and appreciate the challenges that come from increased growth in our region. MBAKS is committed to working with you and your staff as your Comprehensive Plan update moves forward.

Please let us know if you have any questions or would like to discuss this further.

Sincerely,

Russell Joe

Russell Joe
Snohomish County Government Affairs Manager

Everyone deserves a place to call home.

cc: Marc Hayes, Community and Economic Department Director

MASTER BUILDERS ASSOCIATION of King and Snohomish Counties

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New or revised policy	How will the proposed new or revised policy be implemented?	Could implementation of the policy require additional applications, fees, studies, or development costs for housing projects?	Could implementation of the policy require additional internal review processes for permit applications? Could this increase the overall time to review permit applications for housing?	Could the proposed policy increase the cost to build and provide housing by increasing requirements related to housing projects?
Insert draft new or revised policy here				

PUGET SOUND ENERGY

January 24, 2024

Amy Rusko, Planning Manager
City of Arlington Land Use & Planning Division
18204 59th Avenue NE
Arlington, WA 982923

RE: City of Arlington Comprehensive Plan 2024 Update: Utility Element

Dear Ms. Rusko:

In response to the 2024 Comprehensive Plan Update for the City of Arlington, Puget Sound Energy would like to submit the following comments:

Company Overview: Puget Sound Energy (PSE) is a private utility provider of electric and natural gas service to homes and businesses in Puget Sound. With a 6,000 square mile service territory encompassing 10 counties, PSE provides power to more than 1.2 million electric customers and 900,000 natural gas customers.

PSE creates 46% of electricity from its own hydro, thermal, solar and wind facilities; the company has 3,500 megawatts of power-generating capacity, and purchases the rest of its power supply from other utilities, independent power producers, and energy marketers across the United States and Canada. In 2022, PSE provided 3,794,770 MWh of renewable energy produced from wind and hydropower facilities. Electric and natural gas planning efforts are integrated and centered on providing safe, reliable, and efficient energy service.

Regulatory Environment: PSE's operations and rates are governed by the Washington Utilities and Transportation Commission (UTC). PSE electric utility options and standards are further governed by the Federal Energy Regulatory Commission (FERC), the National Electric Reliability Corporation (NERC), and the Western Electricity Coordinating Council (WECC). These respective agencies monitor, assess and enforce compliance and reliability standards for PSE.

Additionally, the Clean Electricity Transformation Act (CETA) became law in Washington State in 2019. CETA requires PSE provide electricity free of greenhouse gas emissions by 2045. The UTC and Washington Department of Commerce (WDOC) adopted CETA implementation rules that require utilities develop four-year plans known as Clean Energy Implementation Plans (CEIP) to outline plans for clean energy investments, equitable distribution of customer benefits, and 100% clean energy by

2045. The first CEIP covers the time period of 2022-2025 and was filed with the UTC on December 17, 2021. It includes programs and investments such as expanding energy efficiency efforts, deploying new technologies, installing localized sources of clean energy, and investing in renewable energy. The CEIP Library, including the 2023 Biennial Update, can be found: https://www.cleanenergyplan.pse.com/ceip-library

Further government regulation includes the Washington Climate Commitment Act (CCA), which caps and reduces greenhouse gas emissions from large emitting sources to lower 95% of carbon emissions by 2050. This new program puts a price on greenhouse gas emissions emitted in the state and increases the cost to deliver electricity and natural gas to our customers.

Arlington residents rely on PSE and the City to coordinate efforts on ordinances and codes that protect existing energy facilities and embrace new clean energy technology. One of the primary intentions of the Utility Element is to assure proper coordination of public land use planning and infrastructure planning by providers. Routine utility maintenance work—including vegetation management and avian protection— is required for regulatory compliance with FERC, NERC, WECC, and CETA.

PSE Planning: Integrated Resource Plan (IRP): Puget Sound Energy plans years in advance to ensure we have the supply and infrastructure necessary to deliver clean, safe and reliable energy. An IRP is a plus year view of PSE's energy resource needs, which is developed through a planning process that evaluates how a range of potential future outcomes could affect PSE's ability to meet our customers' electric and natural gas supply needs. The analysis considers policies, costs, economic conditions, physical energy systems, and future resource procurement. PSE's latest IRP was filed with the UTC on April 1, 2021 and is the foundation for PSE's first Clean Energy Implementation Plan (CEIP).

The 2021 IRP can be accessed at:
https://www.pse.com/en/IRP/Past-IRPs/2021-IRP;
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Equity: Many of PSE's clean energy products include enhanced incentives for historically marginalized communities, and the community-based organizations, government agencies, and Tribal entities that serve them. For many products, PSE is moving away from qualifying customers for enhanced incentives or services based on solely on their geographic location within these communities, as mapped. Instead, PSE is focused on whether or not a project or its location will primarily serve and/or benefit these communities. Ensuring code language makes clean energy programs and products accessible to these communities will be key.

Distributed Energy Resources: PSE offers the Distributed Energy Resources program to commercial customers in order to fulfill our commitment to a clean energy future. DER's aim is to support the development of customer-owned renewable energy projects that generate between 100 kilowatts and 5 megawatts to interconnect to the PSE electrical distribution grid. Current federal and state laws require

the interconnection customer to be responsible for all costs related to connecting their system to PSE's power grid. Therefore, PSE works with customers to ensure the interconnection process is efficient, while maintaining a grid that is safe and reliable.

PSE Gas System Overview: PSE builds, operates, and maintains an extensive gas system in Snohomish County, which consists of transmission and distribution natural gas mains, odorizing stations, pressure regulation stations, heaters, corrosion protection systems, above ground appurtenances, and metering systems. In Snohomish County, PSE takes gas from Williams Northwest Pipeline at 15 gate/town border stations. PSE operates and maintains 75 miles of high pressure main, 78 District Regulators, nearly 2,175 miles of intermediate main, and serves 152,000 metered customers. Presently, PSE serves approximately 150 commercial/industrial and 350 residential natural gas customer meters within the City of Arlington.

PSE's culture of total safety is reflected in our approach to gas treatment, pressure reduction, and distribution. Gate Station infrastructure serves as a place of custody transfer, measurement, odorant treatment, and pressure regulation. Gas pressure is most commonly reduced to levels at or below 250 PSIG, then continues throughout PSE's supply system in steel mains ranging in diameter of 2" to 20." Over-pressure protection mechanisms release gas into the atmosphere, enact secondary regulation, or completely shut off the gas supply to ensure safety. PSE also applies corrosion control mitigation systems to prevent pipe damage. Yet another safety feature PSE uses involves odorants. Since natural gas is naturally odorless, the odorant mercaptan is injected so that leaks are detectable.

In 2021, PSE launched a Renewable Natural Gas (RNG), program in which more than 4,700 customers lowered their carbon footprint by replacing a portion of their conventional natural gas usage with renewable natural gas. The renewable natural gas offered to customers is made from gas captured at a landfill —not from fossil fuels. Since launching RNG, PSE sold more than 92,000 therms of this cleaner alternative. In 2024, PSE strives for 3.5% RNG by volume.

Hydrogen Hub: In 2023, the U.S. Department of Energy selected the Pacific Northwest Hydrogen Association's PNWH2 hub as a regional Clean Hydrogen Hub to kick start a national network of clean hydrogen producers, consumers, and connective infrastructure while supporting the production, storage, delivery, and end-use of clean hydrogen. This Hub will receive $1 billion in federal funding spanning nine years of development phases. PSE's portion of the project seeks to use clean hydrogen for peaking applications to support the utility's push to meet Washington State's mandated Clean Energy Transformation Act (CETA), which calls for no fossil fuel use by 2045.

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1. CETA Implementation
2. Natural Gas Decarbonization
3. Regulatory and Legislative Enablement
4. Customer Solutions

PSE Electrical System Overview: To provide Puget Sound with electricity, PSE maintains an extensive integrated electric system consisting of generating plants, transmission lines, substations, switching stations, sub-systems, overhead and underground distribution systems, attachments, appurtenances, and metering systems. Electricity provided by PSE to customers is often produced elsewhere, then interconnected to the Northwest's regional grid.

The PSE electric transmission facilities in Snohomish County are important components of the regional grid serving Puget Sound. For example, PSE serves Skagit, Island (Whidbey Island only), Whatcom, and King Counties with electricity by linking transmission facilities that pass through Snohomish County. In addition, PSE jointly owns the Anderson Canyon – Beverly Park line serving customers along Highway 2.

Transmission Facilities in Snohomish County
PSE owns and operates 114.5 miles of transmission line (230 kV and 115 kV) as well as the Horse Ranch substation in Snohomish County. The details of these facilities are provided in the table below.

Line Name	Voltage (kV)	PSE-Owned Mileage in Snohomish County
Sedro Woolley - Horse Ranch	230	24.5
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Transmission Lines

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Future PSE Projects & Programs:

Electric: To meet increasing regional electric demand, new transmission lines and substations may need to be constructed. In addition, existing facilities will need to be maintained and possibly rebuilt. The system responds differently year to year and PSE is constantly modifying infrastructure to meet demands, including:

- **Wishbone Crossarm Replacement Program**
  Transmission poles constructed with wishbone crossarms have exhibited failure modes requiring proactive replacement. There is an active system wide program to replace these crossarms. Sections of the Anderson Canyon – Beverly Park line are constructed using wishbone crossarms.

Gas: To meet regional natural gas demand, PSE's delivery system is modified every year to address customer growth, load changes that require system reinforcement, Rights-Of-Way (ROW) improvements, and pipeline integrity issues. PSE must maintain large-diameter transmission pipelines, system components and infrastructure, city gate stations, and smaller utility-owned gas mains. The system responds differently year to year so PSE is constantly adding or modifying infrastructure to meet gas volume and pressures demands.

Ongoing gas system integrity work may include:

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- PSE Integrated Resource Plan (IRP) – 25 year Long-range Plan
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Further, PSE poses the following questions to the City for consideration:

- How will the 2024 Comprehensive Plan meet requirements for the 2019 Washington Clean Energy Transformation Act (CETA)?

- How will the City of Arlington implement Transportation Electrification and Building Electrification, including electric vehicle deployment? These energy strategies have potential impacts to both electric and natural gas transmission and distribution facilities. Such impacts should be identified and evaluated as part of the 2024 Plan.
- How will all potential impacts be integrated into the 2024 Comprehensive Plan, specifically within the Utilities Element, Subarea Plans, and other elements identified in RCW 36.70A?

On behalf of Puget Sound Energy, thank you for the opportunity to provide comments on the Update. If there is any additional information that PSE can provide, please contact me.

Sincerely,

Jacquelyn Styrna

Jacquelyn Styrna, MPA
Senior Municipal Liaison Manager

Cc:
Tom Buroker, WA Department of Ecology
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PUGET SOUND ENERGY

January 24, 2024

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Sincerely,

Jacquelyn Styrna

Jacquelyn Styrna, MPA
Senior Municipal Liaison Manager

Cc:
Tom Buroker, WA Department of Ecology
Dave Anderson, WA Department of Commerce

From: Krueger, Morgan (DFW)
To: Marc Hayes; Amy Rusko
Cc: Weilert, Kathryn L (DFW)
Subject: RE: WDFW GMA Assistance
Date: Tuesday, November 21, 2023 7:14:04 PM
Attachments: image001.png

This message is from an External Sender

This message came from outside the City of Arlington

Hi Marc,

I saw in the planning commission meeting tonight (11/21) that there were policies relating to the comprehensive plan that were in draft form being discussed. Are these policies for the annual amendment cycle or for the Periodic Comprehensive Plan Update, due 2024? WDFW would very much like to be a part of the group that receives these drafts to offer our comments. We would also like to offer our comments on any planning/developmental document drafts as they come out. Thanks so much in advance.

All the best,

Morgan Krueger (she/her)
Regional Land Use Planner, Habitat Division
Washington Dept. of Fish and Wildlife
Region 4

Morgan.Krueger@dfw.wa.gov
206-707-5434

From: DFW R4Cplanning
Sent: Thursday, September 14, 2023 2:04 PM
To: mhayes@arlingtonwa.gov
Subject: WDFW GMA Assistance

Hi Marc,

I wanted to reach out to you and provide a couple great resources WDFW has recently updated, which you can find attached to this email. We are committed in meeting your planning needs as deadlines quickly approach for code amendments, Comprehensive Plan updates, and more. Our duty is to provide Best Available Science resources, but we feel if we just stopped there, we would not be doing our job. Please reach out to me with any questions, concerns, or just to chat. I would be more than happy to set up a time to meet your planning team, give a presentation, go through our science, or all the above to better meet you specific planning needs.

I look forward to hearing from you soon,

Morgan Krueger (she/her)
Land Use Environmental Planner, Habitat Division
Washington Dept. of Fish and Wildlife
Region 4

Morgan.Krueger@dfw.wa.gov
206-707-5434

SNOHOMISH COUNTY PUD
PUBLIC UTILITY DISTRICT NO. 1

Energizing Life in Our Communities

October 21, 2022

Barb Tolbert, Mayor
238 N Olympic AVE
Arlington, WA 98223

Dear Mayor Tolbert:

Snohomish County PUD is pleased to be given the opportunity to participate in the public process specifically related to the updating of City of Arlington Comprehensive Plan. The PUD appreciates your leadership and staff efforts to plan for necessary public services and facilities to accommodate future growth.

Environmental stewardship and prudent, wise investments for long-range growth and capacity in our service territory are critically important to the PUD. Due to this interest, the utility is keen to engage in the comprehensive planning process to provide utility-focused perspective regarding climate change, energy efficiency, electric vehicles, building electrification, and sustainable resource management to provide energy and critical power infrastructure to meet long-term population and economic growth.

A team of professionals at the PUD has spent several weeks working on a document which I have attached for the City of Arlington review. In this document is a specific range of priorities for the utility which may be of interest and benefit to the City of Arlington comprehensive plan.

PUD staff is interested in engaging and/or having further discussion with exchange of additional information which may be helpful to your efforts. Should this be of interest to your staff, please contact either Brenda White, PUD Government and External Affairs (425-783-8011) or Chuck Peterson, PUD Key Accounts (425-783-8244).

Thank you for your time and interest.

Sincerely,

John Haarlow
CEO & General Manager

CC: Amy Rusko, Planning Manager, City of Arlington
Brenda White, Local Government and External Affairs, Snohomish County PUD
Chuck Peterson, Senior Executive Account Manager, Snohomish County PUD

INPUTS TO THE CITY OF ARLINGTON COMPREHENSIVE PLAN

INTRODUCTION TO SNOHOMISH COUNTY PUD

Snohomish County Public Utility District No. 1 (the PUD) provides electrical service to the City of Arlington planning area. The PUD, which serves all of Snohomish County plus Camano Island, is the largest public utility district in the state of Washington and is the 13th largest in the nation in terms of customers served.

The PUD relics on a diversified power portfolio consisting of a long-term power supply contract with the Bonneville Power Administration (BPA), a broad range of energy-efficiency and load management programs, five PUD-owned hydroelectric projects, some customer-owned generation, and several long-term power supply contracts. The PUD purchases over 80% of its power supply from BPA, with the remainder coming from PUD-owned hydroelectric operations, PUD-contracted wind operations, and wholesale market purchases. The PUD makes short-term purchases and sales in the wholesale power market to balance daily and seasonal fluctuations in its load and resources.

The utility maintains over 6,500 miles of distribution and transmission lines to serve its more than 360,000 electric customers. The PUD also serves over 22,000 water customers in the cities of Lake Stevens and Granite Falls, and east Snohomish County areas.

The PUD's Mission Statement is to make a difference in our customers' lives by safely providing quality products and services in a cost-effective and environmentally sound manner. There are many ways in which we strive to meet this mission.

One of our primary goals is to be sensitive to the natural environment in our planning, construction, and operations. We also value and promote a safe workplace and a healthy and safe environment for our employees and customers. Valuing clean air, clean water, and responsible resource use helps ensure a healthy and safe environment for all.

The PUD:

- Introduces new energy-efficient products and services, like heat pump technology for space and water heating.
- Applies current science and technology to managing its own generation facilities in a cost effective and environmentally responsible manner.
- Has a commitment to providing clean energy by directly investing in environmentally sound energy technologies including solar, wind, small hydro, and energy storage.
- Partners with the community to optimize the grid with transportation electrification and load flexibility.

The PUD is committed to continuous improvement throughout the organization and strives to be a leader among utilities in environmental responsibility. In acting on its mission, the PUD's Board of Commissioners has committed the utility to meeting load growth to the extent possible through cost-effective energy efficiency and renewable generation sources.

PUD PLANNING AND STRATEGIES

Planning - Climate Action

The PUD recognizes that many local jurisdictions are developing plans to reduce greenhouse gases (GHG) in their operations and communities and wants to support these efforts. Given the impact that buildings and transportation have on GHG emissions in our region, clean energy resources and energy efficiency are a significant consideration in climate action plans.

The below sections describe how the PUD incorporates climate action planning into its strategies for meeting current and future resource needs. Federal/state/local policies, regulatory requirements, and funding to decarbonize communities can, in addition to meeting sustainability goals, have a significant impact upon electric power systems.

The PUD can support local government decarbonization plans by participating in advisory committees, lending expertise during plan development, and providing educational presentations on the PUD's clean fuel mix and programs to help achieve reduced GHG emissions.

Planning - Resources

The PUD's Board of Commissioners (Board) has provided clear policy direction to meet the utility's load growth first by pursuing all cost-effective energy efficiency measures. For load growth not met by conservation, the utility will pursue a diverse portfolio of clean, renewable resource technologies, and innovative rate and load management programs.

Integrated Resource Plan: The PUD's Integrated Resource Plan (IRP) provides a long-term strategy regarding future energy resources. It establishes an action plan that ensures enough resources are available, at a reasonable cost, to meet future energy loads. It is updated every two years.

The PUD's current 2021 IRP addresses a 2022-2045 study period and how the PUD will meet energy and capacity needs under the new Clean Energy Transformation Act policy in Washington state. The PUD has a carbon-free portfolio of power resources and proposes to add to its portfolio with energy efficiency programs, demand response, local solar, and energy storage to meet customer needs at the lowest cost, while maintaining reliability and a commitment to clean energy.

The 2021 IRP identifies cumulative new, cost-effective conservation and additional energy efficiency of 171 average megawatts over the planning horizon. With the PUD's owned hydro, contracts for wind, customer-owned generation, and Bonneville Power Administration supply contracts, future power supplies are not needed until 2024. Future supply-side power resources consist of a mix of small local utility-scale solar PV and utility-scale energy storage.

The IRP positions the utility to serve the electricity needs of its customers well into the future through the following actions as identified in the IRP's Action Plan:

1. Pursue all cost-effective conservation and further explore programmatic conservation portfolio optimization, to include consideration of capacity-value, distribution-system value, and BPA reimbursement.

   Conservation is the single largest portfolio addition for every scenario evaluated in the 2021 IRP. It remains the PUD's resource of choice for meeting future load growth as it has in previous IRP cycles. The acquisition of conservation savings reduces the demand for electricity, delaying the need to acquire or develop and more expensive and/or less effective new resources, which can reduce the overall cost of energy and capacity, including deferral for additional transmission and distribution capacity upgrades.

The PUD has been a regional leader in its acquisition of conservation for over 40 years. It has successfully developed and operated numerous cost-effective programs that help customers of all types to conserve or use energy more efficiently. The 2021 IRP identifies a need to acquire 171 aMW of new cumulative annual energy savings and 222 aMW of new winter on-peak energy savings over the 2022 through 2045 period. The 10-year conservation potential for the Long-Term Resource Strategy (Base Case) was identified at 77 aMW.

To attain this level of conservation achievement, the PUD must continue to develop strategies and programs that reach all sectors, with special focus on implementation strategies for conservation that brings capacity contributions.

2. Pursue acquisition of significant long-duration utility-scale energy storage.

   The 2021 IRP clearly identifies long-duration storage as the supply-side resource of choice, finding it cost-effective across all eight scenarios. The Long-Term Resource strategy specifically defines the need for utility-scale 8-hour dispatch duration energy storage scaling to 70 MW nameplate capacity by 2029. This Action Item will require PUD staff to perform additional due diligence on the storage technologies available at the highest value and lowest reasonable cost to customers, with a goal of acquiring or building a significant resource around 2024.

3. Develop a roadmap to significant, lowest-cost Demand Response programs leveraging AMI, to include dispatchable demand response programs and smart rate constructs.

   The PUD has been developing pilot programs that explore various deliveries and designs of demand response programs, and as would be expected, these programs are at a pilot scale. In order to meet the programmatic scale goals for demand response, the PUD needs to develop the roadmap for the organization to bring the highest-value programs to scale. This must necessarily plan for how to best leverage the roll out of AMI technology, which is expected to yield the lowest cost programs. Further, the PUD should explore programmatic demand response portfolio optimization, to include consideration of capacity-value, and distribution-system value.

4. Further develop geospatial modelling capabilities of demand-side resource potential.

   The intention is to refine the PUD's ability to capture avoided transmission & distribution system costs from demand-side investments, and to better understand the geographic distribution of planned investments. Further develop analytical methodology for applying geospatial analysis to inform future Clean Energy Implementation Plans.

5. Continue to enhance and leverage short and long-term resource portfolio modeling capabilities; expand cost and risk tradeoff analyses.

   PUD staff's development of in-house modeling tools leveraging the KNIME Analytics Platform and other programming resources have played crucial roles in allowing staff to create advanced models regarding load resource balance, new resource output, energy pricing simulations throughout various defined environments, and portfolio optimization. As the electricity markets, industry, and policies continue to evolve, staff must keep pace with these changes and develop the modeling tools that provide visibility into potential risks and opportunities for the PUD.

6. Continue to participate in regional forums and assess impacts associated with climate change, reduction in greenhouse gas emissions, clean energy policy compliance, and regional power and transmission planning efforts.

   Given the renewable content of the PUD's portfolio, and the close relationship of renewable resources with local and regional weather, it is important for PUD staff to continue to monitor climate science to inform future outlooks, and policies related to carbon reduction in order to identify and optimize the PUD's clean energy portfolio for the benefit of its customers.

7. Continue to participate in the development of a regional resource adequacy program to further limit reliability risks to customers.

   As regional capacity resources retire, it will be important for the PUD to stay involved in regional efforts to improve resource adequacy. The PUD has been a participant in the Northwest Power Pool's Western Resource Adequacy Program (WRAP), contributing ideas to its design and governance structure. This effort holds promise for low-cost resource adequacy mitigation to augment the PUD's resource portfolio with an efficiently designed resource sharing program. PUD staff should continue to be involved in the program development, and upon its maturity towards a binding, final program design, critically evaluate the PUD's participation to assess if joining will bring net benefits for PUD customers.

8. Continue to participate in regional forums discussing the formation of organized markets in the Pacific Northwest to ensure hydropower is appropriately valued, that the economic opportunities and risks of planned dispatchable resources are accounted for, and that the forecast cost of service is appropriate.

   Various regional discussions on RTO's, Day-Ahead Markets, and other market structures can present new risks and opportunities for the PUD. To adequately plan for the future, and influence market formation and design considerations, PUD staff should continue to participate in relevant discussions, evaluations, and exploratory efforts in order to develop new opportunities for the PUD on behalf of its customers and mitigate risks.

9. Continue to participate in the post-2028 contract negotiation process with the Bonneville Power Administration in pursuit of a low-cost, high environmental quality, and reliable post-2028 contract.

   PUD staff should continue to play an active and collaborative role developing a sustainable, affordable, and practical BPA contract to take effect in 2029. This contract should seek to help the PUD comply with all relevant state and federal policy requirements for clean energy and carbon, appropriately position the PUD for the potential of future markets, mitigate or address capacity needs, and continue to incentivize conservation investment. As the contract negotiation process matures, PUD staff must also critically evaluate all the BPA power products available to the PUD in order to find the products that would result in the lowest reasonable cost to PUD customers. This analysis is expected to be included in the 2023 IRP update.

From a planning perspective, capacity assessments for the PUD focus on analysis of "System Peak Demand" – the largest amount of power the utility is called upon to deliver at any one time. Before any new demand or supply-side resources are acquired or wholesale market energy reliance is considered, the PUD's Load-Resource Balance deficit forecast under adverse conditions[1] for winter peak week[2] is expected to grow from 25 average megawatts (aMW) in 2022 to over 300 aMW by 2045.

To meet this growing peak, the PUD created the Long-Term Resource Strategy as part of the 2021 IRP process covering the 24-year period from 2022 through 2045, the strategy realizes the PUD Board's two guiding principles noted earlier: to meet load growth (1) first with cost-effective energy efficiency

[1] Adverse conditions are P5, or 5th percentile.
[2] Peak Week is a Snohomish PUD planning metric in the 2021 IRP which are the 8 hours, 4 morning and 4 evening, that make up the demand peaks of Monday through Friday minus holidays.

measures and then with (2) a diverse portfolio of clean, renewable resource technologies and innovative rate and load management programs.

Consistent with the first guiding principle to first meet load growth by pursuing all cost-effective energy efficiency measures, the Resource Strategy forecasts 171 aMW of new cost-effective energy efficiency across the planning horizon. This, given the PUD's long-term contract with the BPA, which is set to meet the majority of the PUD's load with power produced from the Federal Columbia River Power System, leaves a small amount of new resource needed to meet the wide range of possible futures.

While energy efficiency programs help to lessen forecast average and peak loads, demand response and smart rates programs help shift load from peak hours to off-peak hours. The Long-Term Resource Strategy calls for over 31 cumulative peak week aMW by 2031. In November of 2021, the PUD launched its Flex Energy pilot programs to encourage load shifting and reduction during peak hours from the residential sector.

Even with forecast conservation and demand response, an additional need for a future capacity resource still exists as early as 2024. The Long-Term Resource Strategy identifies a need for long dispatch duration utility-scale energy storage.

As evidenced by its recent and committed resource additions, the PUD is equally committed to fulfilling the second guiding principle to pursue a diverse portfolio of clean, renewable resource technologies. In June of 2019, the Arlington Microgrid Solar Array began operation. The PUD completed construction and began operation of the Hancock and Calligan Creek run-of-the-river hydroelectric projects in February of 2018. The PUD commissioned the Youngs Creek Hydroelectric project in October of 2011; it was the first new small hydroelectric project constructed in the Northwest in over 17 years. The Long-Term Resource Strategy adds up to 5 MW of local utility-scale solar PV resource by 2029, and up to 70 MW of utility-scale long dispatch duration energy storage by 2029.

Energy Independence Act: It is worth noting that the 2021 IRP is compliant with Washington State's Energy Independence Act (EIA), Revised Code of Washington (RCW) 19.285 (or Initiative 937), for both conservation and renewable resources. Additionally, the 2021 Long-Term Resource Strategy considers cost, reliability, risk, environmental concerns, and operational constraints.

Clean Energy Transformation Act: On May 7, 2019 Governor Jay Inslee signed into law the Clean Energy Transformation Act (CETA) (E2SSB 5116, 2019), which commits Washington to an electricity supply free of greenhouse gas emissions by 2045. Analysis from the 2021 IRP indicates that the PUD is on track to meet this goal with its existing and planned future portfolio of carbon-free resources.

Commercial Clean Buildings Standards: According to the Washington State Department of Commerce (Commerce), buildings are the most rapidly growing source of greenhouse gas emissions in Washington state. As population continues to grow, so does the number of business spaces being constructed. Each time a building is constructed or remodeled, either inefficient or efficient energy use materials and technologies are locked in for decades to come. The Commercial Clean Buildings Standards (CCBS) required Commerce to develop and implement an energy performance standard for commercial buildings greater than 50,000 square feet and provide incentives to encourage energy efficiency improvements. Industrial and agricultural buildings are exempt from the standard. The PUD is committed to working with local jurisdictions and building owners/operators to help them meet the CCBS energy efficiency standards.

Working symbiotically with Snohomish County and local governments, the PUD, through its planning process, can ensure that future load within Snohomish County is met in a sustainable manner, including the inclusion of energy efficiency in both the existing and future building and housing stock, as described in more detail below, and ensuring that additional energy and capacity needs are met through sustainable, renewable resources.

Not only does this give Snohomish County and local governments a tool to contribute to the community's goals for climate change, but it also helps maintain protection of the environment. The PUD will continue to secure access to a low-cost source of electricity for both residents and businesses which, in turn, will support economic development in Snohomish County while playing a role in keeping Snohomish County an affordable place to live.

Energy Efficiency: Energy efficiency programs help to ensure that homes and businesses use energy in ways that reduce costs for customers and support customer interests including business productivity, customer sustainability interests, and residential housing affordability, among others. The PUD develops and implements energy efficiency programs because energy efficiency is a "least cost resource" (i.e., it costs less to save energy than to produce it) that mitigates the cost of the energy system (thereby saving all customers money).

Improving the energy efficiency of homes and businesses is consistent with the goals of Vision 2050. These goals include support for economic growth, the environment, mitigation of climate change and development of healthy, sustainable, and affordable housing.

As part of its commitment the PUD offers a wide range of energy efficiency solutions for its commercial, industrial, and residential customers. Many of these solutions include technical assistance, financial

incentives or rebates for existing building retrofits such as HVAC (heating/cooling) system optimization, LED lighting upgrades, commercial kitchen appliances, and weatherization (windows/insulation).

The PUD is constantly working to make energy efficiency more accessible to our customers by providing resources such as an on-line marketplace and in-store instant rebates, eliminating the need for extra paperwork. A list of all available rebates and incentives as of July 2022 is provided in Appendix 2.

Historically, the multi-use and higher-density housing sectors have been challenging for the PUD to influence energy efficiency design due to the unique challenges presented with this building type. The utility has made strides to partner with these communities early, while the buildings are still in the design process, to pursue efficiency within multi-family new construction.

Investing the PUD's energy efficiency incentive dollars before buildings are built, we hope will support our communities' economic vitality, and reduce the environmental impact. The PUD has also included an additional incentive for energy efficiency within multi-family buildings that are providing at least 51% Income Qualified housing, hoping to further reduce the economic burden of the electric bills to those most in need.

As the PUD continues to pursue approaches to address the challenges faced by multi-family new construction, we are very interested in pursuing partnerships with the City of Arlington to help ensure that, as multi-use and higher density housing is developed, it is done so in an energy-efficient manner.

Planning – Infrastructure

A PUD focus is to coordinate with customers in planning to meet future electrification demands, and to use conservation and energy efficiency programs to help serve population growth in the City of Arlington. This will be done in conjunction with improvements in system operation and infrastructure.

Capital Plans: Future service plans to meet growth throughout Snohomish County are guided by the PUD's short-term (5 years) and long-term (20 to 60 years) capital plans. Both plans are updated periodically.

The objectives of the PUD's 60-year electric system planning horizon are as follows:

- Decrease electric system capital and operating costs
- Increase system utilization
- Improve financial integrity

- Reduce undesirable service quality impacts
- Ensure environmental compatibility
- Comply with the latest applicable local, state, and federal regulations

The approach in development of the ultimate system needs for the PUD electrical system includes three major steps:

- Ultimate electric load saturation forecasting
- Transmission and distribution facility sizing optimization analysis
- Load center, facility siting, and capital addition optimization

The PUD's capital plans rely on comprehensive land use plans as their basis, and it is expected that the land use plans will continue to change in future years. In addition, as electrification, sustainability, and energy efficiency measures are more heavily implemented, load forecasting models will likely be revised. Thus, it is expected that data models will be updated, and the PUD's capital plans will be updated as necessary, or on a periodic basis. Related to climate change concerns, building electrification and the market rise of electric vehicles (EV) are two factors that could have significant impacts to load forecasting and power planning.

Building Electrification: The PUD recognizes the significant opportunity that transitioning from fossil-fuel based heat to electric heat presents in supporting local efforts to reduce GHG emissions. However, we want to work with communities to make this transition efficiently and strategically to mitigate impacts to the electric grid and to maintain our low-carbon resource portfolio. With the ongoing community/political movement towards building all new buildings with electric heat instead of natural gas to avoid carbon emissions there could be significant impacts to the electrical system. The average electrical demand for electric heating versus natural gas heating will have a minimum 3-to-1 or greater impact in the winter months. If 10,000 new housing units are expected that would have been natural gas in the past it would be equivalent to 30,000 new natural gas units if they are served with electricity. Many multifamily residential buildings are already being served with electricity so the changes there will be minimal. If there are incentives to rapidly convert existing natural gas heated homes and appliances to electric heat, it is expected that the electrical demands for those existing building loads to triple or more in the winter.

Electric Vehicles (EV): Rapid conversion of fossil fuel vehicles to EV's would have a significant impact on future electric supply and capacity needs. Similar to building electrification, the PUD recognizes the

significant opportunity that transitioning from fossil-fuel powered vehicles to EV's presents in supporting local efforts to reduce GHG emissions. However, as with building electrification, we want to work with communities to make this transition efficiently and strategically to mitigate impacts to the electric grid and to maintain our low-carbon resource portfolio.

The installation of EV chargers in fossil fuel heated homes, depending on home type and existing electrical usage, could potentially double or triple energy usage (kWh) and triple or quadruple electrical demand (kW). Thus, the addition of a Level 2 (L2) charger in an existing fossil fuel home could be the equivalent of adding a new home to the system.

For example, PUD has data where an existing natural gas heated home used 500 kWh during October/November 2020; with a L2 charger installed a year later in October/November 2021 the home consumed 1500 kWh or three times as much. Demand wise, if the home's average peak demand is 4kW, with an L2 charger during evening peak hours (5pm – 9pm) demand could increase from 4kW to 14-16kW for the four hours the EV is charging – a fourfold increase in electrical demand. This potentially can overload existing transformers serving neighborhood loads.

The impact of adding an L2 charger is not near as great with an all-electric house. For example, if an all-electric house is using 4,000 kWh during its billing cycle, the addition of an L2 charger adding 1,000 kWh would only be a 20% increase in energy use. Demand wise, if peak demand was 10kW – 15kW, then EV charging during the four peak hours would double demand to 20kW – 27kW.

See the *Transportation Electrification* section below for discussion on the PUD's *Electric Transportation Plan.* Also see the below *Advanced Metering Infrastructure (AMI) – The PUD's "Connect-Up" Program Enhancing Benefits for Customers* for potential mitigation measures such as Time-of-Use (TOU) rates and load management to help reduce the impacts of electrification.

Facility Siting and Electrical Service Requirements: In order to most reliably and cost-effectively serve electrical demand, load-serving facilities are sited as close as practicable to the load center. Transmission facilities are located so as to optimize electrical system reliability and performance, and these plans are developed and implemented in close collaboration with neighboring utilities.

Siting, construction, and equipment requirements for Snohomish PUD's distribution system are established to comply with PUD policies, electrical industry standards, and applicable national/state/local construction and electrical codes. The PUD's *Electrical Service Requirements Manual* (ESR) is intended to provide electrical contractors, architects, building contractors, engineers, and other customers with the information needed for determining acceptable methods of receiving electrical service from the PUD.

The ESR requirements are based on PUD policies and standards as well as national/state/local electrical codes. Their use is intended to promote a safe, efficient manner for connecting to the PUD grid and receiving electrical service. It is the responsibility of the customer to conform with the PUD's requirements, as well as pertinent national/state/local electrical codes. When new facilities are required to serve capacity-constrained areas, to improve reliability of electric service to PUD customers, or to support customer requests for dedicated electrical facilities, the PUD makes every attempt to work with the local jurisdictions to ensure that facilities blend with the character of the area as well as meeting the operational needs of the utility.

New Load Policy: A key consideration for new or expanded facilities is the PUD's New Load Policy (NLP). The NLP requires an up-front, refundable deposit for new or existing customers that grow by more than 2.5 MVA, the equivalent electrical load of 400 single-family homes. This policy protects PUD ratepayers from bearing costs spent to serve a customer who leaves before providing the amount of energy demand and revenue anticipated when infrastructure to support them is built. For additional information see the below *Appendix 3: PUD Line Extension and New Load Policy*.

Planning – Coordinating with Mass Transit Development

The PUD has extensively coordinated with regional and local jurisdictions in the development of mass transit facilities and the accompanying increased land use density associated with their development. Paramount in this effort is the planning and electrical infrastructure development associated with light rail development and rapid bus transit in the PUD service area for the Sound Transit (ST) ST2 and the ST3 Plans approved by voters in 2008 and 2016, respectively. This includes the development of light rail segments to the City of Lynnwood (ST2) and the City of Everett (ST3).

Key partners in this planning and development include Sound Transit, Snohomish County, the City of Mountlake Terrace, the City of Lynnwood, and the City of Everett. Location of transit routes, transit stations, transit electrical substations, and land use plans are key factors in developing electrical capacity to serve the light rail and accompanying high-density land use development. In addition, relocation of electrical infrastructure to accommodate development of light rail routes is a significant part of the planning and development effort.

Planning – Transportation Electrification

The PUD Board of Commissioners approved an *Electric Transportation Plan* in July 2020 following the passage of *Washington SHB 1512* which provided the authority and funding limit for utility investment in transportation electrification. This plan has three key strategies that guide the PUD's transportation electrification efforts while focusing on our community and optimizing the grid. Since the adoption of the

plan, the PUD has continued to support customer and third-party investments in transportation electrification and promoted new pilots and incentives for our customers.

The first strategy addresses the top barrier to transportation electrification by building community through outreach and education. The PUD proactively addresses limited awareness and education resources with ride and drive events for both passenger cars and commercial vehicles coupled with in-depth website content. In 2020, a pilot was launched to learn more about individual electric vehicles and customer charging behavior with additional incentives for off-peak charging starting in the Fall of 2021.

The second strategy focuses on optimizing the grid with transportation electrification resulting in benefits for all ratepayers. By partnering with customers electrifying their fleets or individual vehicles, their cost and impact on the grid are minimized through managed charging strategies. As we gain early knowledge of electrified fleets, it will be incorporated in electrical system planning models. At our Arlington microgrid, we are piloting new technologies to assess the viability of integrating vehicles as a resource for the power grid and potential customer benefits from vehicle to grid (V2G) technology.

The final strategy enables Customer adoption of electric transportation with incentives supporting our customers. The PUD has a portfolio of incentive programs supporting our customers including financial incentives for the charging costs of a new or leased electric vehicle and the purchase of connected EV chargers. In addition, the PUD has Time-of-Use rate pilot programs encouraging EV off-peak charging. The PUD has been successful in securing several grants in partnership with our public agencies for public fast charging and wireless induction charging for transit buses.

Transportation is the largest contributor to greenhouse gas emissions (GHG) and electrifying City/County fleets along with transportation electrification from businesses and individuals is one of the most effective ways to reduce GHG emissions at a local level. The PUD is committed to support our communities in the adoption of electric transportation and build out of charging infrastructure by our customers.

Distributed Energy Resources Including Customer Solar Power

The PUD is committed to providing customers with a number of options for participating in renewable energy programs, as well as initiatives that help customers and the PUD optimize existing energy resources on the grid to save customers money on their bills and to save on energy acquisition and grid infrastructure costs in the future. Collectively, these types of energy resources and activities are referred to as Distributed Energy Resources (DERs).

The PUD has and continues to offer a number of ways in which customers can participate in DER initiatives including rooftop solar, community solar, purchase of renewable energy credits, and financial

incentives to use energy when its most abundant on the grid. Existing programs and pilots are described in the Appendix 2 tables below. A key focus for PUD staff is continuing to research and engage with customers to develop additional offerings that meet customer needs, maintain electric reliability, increase community and grid resilience, and ensure ample clean energy resources for the future.

Advanced Metering Infrastructure (AMI) – The PUD's "Connect Up" Program Enhancing Benefits for Customers

The PUD's Connect Up program is an infrastructure and technology project that includes deploying new metering technology that will deliver an array of added benefits for customers and help the PUD become the "Utility of the Future." The PUD has already built much of the infrastructure in preparation for the Connect Up Program, including modernizing its substations, deploying automated devices on its distribution system, and extending communication technology to critical points across its service territory.

The Connect Up program will focus on PUD customers, giving them new options to take control of their energy usage and lower their bills. The infrastructure and technology deployed through the Connect Up program will empower customers and enable many benefits, including:

- Outage detection: Customers will no longer have to call in their outage. The PUD will have the capability to know right away as soon as a customer's power goes out.
- Detailed energy usage: Customers will have detailed insight into how much energy they are using, allowing them to make informed decisions and save on their energy bill.
- Flexible billing: Customers will be able to choose their billing date range, receive accurate 30-day billing and take advantage of pre-pay.
- No more estimates: Customers will no longer receive an estimated monthly bill as the Connect Up program will make meter reading easier and more efficient. Today, estimated bills can occasionally occur due to weather or access issues.
- Same-day reads: Reads will be obtained the same day a move-in or move-out is scheduled, providing accurate billing and expedited final bills.

New rate designs: Customers will be able to save money by using lower cost energy during non-peak periods or decreasing their demand to earn bill credits. The PUD is now piloting Time-of-Use (TOU) rates and load management programs to prepare for future opportunities and to help mitigate the impacts of

electrification. This also includes EV rates where customers who own electric vehicles will be able to take advantage of cheaper rates if they charge their vehicle at night.

The Connect Up program is in the early stages. PUD will be installing 140 base stations throughout its service territory between November 2021 and September 2022. This work is in being done in preparation for the installation of advanced meters beginning in 2023. The base stations will be installed at new and existing PUD pole locations. The base stations are standard equipment used by utilities throughout the world.

APPENDICES OVERVIEW

In addition to the above provided information, additional information is provided in a set of Appendices as follows:

- Appendix 1: Capital Construction Projects in the City of Arlington Identified in the PUD's latest 5-Year Capital Plan 2022 - 2026
- Appendix 2: Energy Efficiency Rebates and Incentives as of May 2022
- Appendix 3: New Load Policy

APPENDIX 1

CAPITAL CONSTRUCTION PROJECTS IN THE CITY OF ARLINGTON

Capital construction projects in the City of Arlington area identified in the PUD's latest 5-Year Electric System Capital Plan, 2022-2026, are shown in the below table:

Project Name	Project Description	Problem Summary
Portage Substation Double Bank	Design, construct and install a second power transformer bank at Portage Substation. Build four new distribution circuits from the second bank. Two feeders will serve the Mura Cascade Project.	The PUD performed a system impact study for serving the Mura Cascade Project from the Portage Substation. The recommendation of the study is to install a second bank at Portage Substation plus two new distribution feeders to serve Mura Cascade. The design and construction of the new distribution feeders to serve Mura Cascade are planned for 2025.

Project Name	Project Description	Problem Summary
Edgecomb Substation Double Bank	Design, construct and install a second power transformer bank at Edgecomb Substation. Build 4 new distribution circuits from the second bank. Two feeders will serve the Northpointe Cascade Business Center.	The PUD performed a system impact study for serving the Northpointe Cascade Business Center from the Edgecomb Substation. The recommendation of the study is to install a second power transformer bank at Edgecomb Substation and to build two new 12kV feeders to serve Northpointe. The design and construction of the new distribution feeders to serve the business park are planned for 2029.

Project Name	Project Description	Problem Summary
Project Roxy	Build a new 0.5 mile distribution circuit from Edgecomb Substation to serve the Amazon Plant.	The PUD performed a system impact study for serving the Amazon Plant from the Edgecomb Substation. The recommendation of the study is to install a 12kV breaker at Edgecomb Substation, Bank 2, and to build a new 12kV feeder to serve Amazon. The design and construction of the new distribution feeder to serve Amazon is planned for 2023.

APPENDIX 2

ENERGY-EFFICIENCY REBATES AND INCENTIVES AS OF MAY 2022

The following series of tables identifies all available rebates and incentives for customers of Snohomish County PUD. Note: rebates and incentive levels are subject to change at any time.

These tables are organized as follows:

- Table 1: Solar Options
- Table 2: Electric Vehicle and EVSE
- Table 3: Commercial, Industrial, Multi-Family Energy Efficiency Incentives

TABLE 1: SOLAR OPTIONS

Program/Pilot	Rate Schedule
All Customers	
Net Metering (Solar systems with nameplate capacity up to 100 kW AC)	Customer credited at retail rate
Carbon Solutions (Voluntary Renewable Energy Credit program)	Schedule 80, $4.50 per REC (1000 kWh)
Commercial	
Pilot Small Distributed Generation Rate Schedule (Eligible customers installing systems with nameplate capacity > 100 kW AC up to 200 kW AC)	Excess generation bought at market rate
Small Renewables Pilot (Generating systems up to 2 MW)	Excess generation bought at market rate

TABLE 2: ELECTRIC VEHICLE CHARGING AND ELECTRIC VEHICLE SUPPLY EQUIPMENT (EVSE) INCENTIVES AS OF JULY 1, 2021

Measure	Incentives
Commercial/Industrial	
L2 Connected EV Charger (new construction)	$500 per port up to $5000
L2 Connected EV Charger (retrofit)	$1000 per port up to $10,000
Residential	
L2 Connected EV Charger	$500 per charger

TABLE 3: COMMERCIAL, INDUSTRIAL AND MULTIFAMILY EE INCENTIVES

MEASURE	INCENTIVE RATES
Lighting Incentive Program	
Lighting Retrofits	Avg. $0.18 / kWh
Networked Lighting Controls	Avg. $0.30 / kWh
Rebates Program	
Heating, Ventilation and Air-Conditioning	
Heat Pump Retrofits (Replacing Electric Heat)	$1,150 - $1,250 / ton
Packaged Terminal Heat Pumps	$600 ea. ($100 for new construction)
Variable Refrigerant Flow Systems	$1,000 / ton
Connected Thermostats	$200 ea.
Advanced Rooftop Unit Controls	Up to $4,500 ea.
Variable Speed Drives for Air-Handling Units	$300 / hp
Building Envelope	
Windows	$6 - $9 / sqft
Insulation	$0.50 - $2.50 / sqft
Refrigeration	
Electronically Commutated Motors (ECMs)	$55 & $140 ea.
Anti-Sweat Heater Controls	$40 / lnft
Strip Curtains for Walk-in Coolers and Freezers	$9 / sqft
Kitchen	
Demand-Controlled Kitchen Ventilation	$200 & $400 / hp
Water	
Heat Pump Water Heaters	$300 & $600 ea.
Commercial Clothes Washers	$25 - $125 ea.
Pool Pumps	$50 - $800 ea.
Engine	
Generator Engine Block Heaters	$200 & $1,500 ea.
Vehicle Engine Block Heater Controls	$200 ea.
Industrial	
Compressed Air Equipment	Avg. $0.25 / kWh
High Frequency Battery Charger Upgrades	$0.25 / kWh
Welding Machine Upgrades	$0.25 / kWh
Water System Leak Abatement	$0.25 / kWh

Building Efficiency Program	
Equipment Upgrades (HVAC, Refrigeration, Pumps, Fans, etc.)	$0.35 / kWh
Control Upgrades	$0.20 / kWh
Building Retro-Commissioning	$0.20 & $0.05 / kWh
Cannabis Production Lighting	$0.20 / kWh
Cannabis Common Areas Lighting	$0.12 / kWh
Cannabis HVAC	$0.35 / kWh
Building Benchmarking	$0.05 / sqft ($15,000 cap)
New Construction Program	
Whole Building - Pay-for-Performance	$0.20 - $0.50 / kWh

APPENDIX 3

PUD LINE EXTENSION AND NEW LOAD POLICY (NLP)

When customers of all sizes hook up to the PUD's grid, the utility must build infrastructure and upgrade electrical equipment to serve that customer. For residents and small businesses, that typically means running a new wire from the power lines that are already near the new building and a transformer to serve that new customer's needs.

Customers pay the cost of these new wires through an upfront payment called a Line Extension Fee. For the vast majority of customers who require a PUD-owned transformer, those are funded through a separate upfront fee determined by the amperage rating of the new customer's electrical panel, called an Amp Fee.

When customers with large power needs connect to the PUD's grid, in addition to installing the normal extensions and transformers that all customers require, the utility often must upgrade or expand the existing grid to meet that increased power demand. This can cost millions of dollars and take years to design, acquire permits, and construct.

The PUD New Load Policy (NLP) requires an up-front, refundable deposit for new or existing customers that grow by more than 2.5 MVA, the same amount of electrical load as 400 single-family homes. This policy protects PUD ratepayers from bearing costs spent to serve a customer who leaves before providing the amount of energy demand, and revenue, anticipated when infrastructure to support them is built.

New large customer loads can have significant impacts to the grid that require significant increases in electrical capacity. Therefore, the PUD needs to perform a System Impact Study (SIS) to determine system improvements necessary to serve the new load. These loads are subject to the NLP which is an extension of the PUD's Line Extension Policies and applies to common purpose load increases of over 2.5 MVA. The NLP requires that one-time connection fees be imposed to recover the costs of expanding the PUD's electric system for new or existing loads that grow by more than 2.5 MVA.

The NLP fee for a large new load Customer is calculated by the PUD based on the information in an SIS and the actual costs incurred by the PUD to serve the Customer. The fee shall be calculated by determining the applicable costs, useful shared capacity provided by any improvements or expansions, and applying a proration factor for shared facilities, as set forth in the NLP. The Customer may also then be eligible to recoup a portion of the NLP fee through a demand credit as described in the NLP.

From: Sears, Tricia (DNR)
To: Amy Rusko
Cc: Sears, Tricia (DNR); Vanegas, Ted (COM)
Subject: Arlington Chapter 20.44 Supplemental Use Regulations : WGS comments
Date: Friday, June 7, 2024 9:54:31 AM

This message is from an External Sender

This message came from outside the City of Arlington

6/7/24

Hello Amy,

In keeping with the interagency correspondence principles, I am providing you with comments on the proposed changes to the Arlington Chapter 20.44 Supplemental Use Regulations (Commerce ID# 2024-S-7115).

For this proposal submitted via Planview, I looked at the proposal and focused on areas related to WGS work. Of note, but not limited to, I look for language around the geologically hazardous areas, mineral resource lands, mining climate change, and natural hazards mitigation plans.

Specifically in this proposal, I reviewed the Chapter 20.44 Supplemental Use Regulations. Kudos to you for making changes to your provisions. These changes are not specific to the topics I noted above, therefore, WGS does not have recommendations for changes to the proposal.

Please consider the items below that could be useful in your comprehensive plan update and in other planning related endeavors.

Recognizing the limitations of the current proposals, I want to mention that it would be great for you to consider these in future work, be it in your comprehensive plan, development code, and SMP updates, and in your work in general:

- Consider adding a reference to WAC 365-190-120 geologically hazardous areas for definitions. In addition, consider adding a reference to WAC 365-196-480 for natural resource lands.
- Consider adding a reference to the WGS Geologic Information Portal. If you have not checked our interactive database, the WGS Geologic Information Portal, lately, you may wish to do so. Geologic Information Portal | WA - DNR
- If you have not checked out our Geologic Planning page, you may wish to do so. Geologic Planning | WA - DNR

Thank you for considering our comments. If you have any questions or need additional information, please contact me. For your convenience, if there are no concerns or follow-up discussion, you may consider these comments to be final as of the 60-day comment deadline of 8/2/24.

Cheerio,
Tricia

Tricia R. Sears (she/her/hers)
Geologic Planning Liaison
Washington Geological Survey (WGS)
Washington Department of Natural Resources (DNR)
Cell: 360-628-2867 | Email: tricia.sears@dnr.wa.gov

Washington State Department of Transportation

Management of Mobility Division
2901 3rd Avenue, Suite 500
Seattle, WA 98121-3014
206-464-1211 / FAX: 206-464-1189
TTY: 1-800-833-6388
www.wsdot.wa.gov

November 30, 2023

Community Planning & Development
18204 59th Dr. NE
Arlington WA 98223

Dear Mr. Hayes,

The Washington State Department of Transportation (WSDOT) appreciates the opportunity to review and comment on the scope of the Environmental Impact Statement (EIS) for the Arlington 2024-2044 Comprehensive Plan Periodic Update. Alignment between local, regional, and state planning efforts is vital to advance shared interests in the comprehensive planning process. WSDOT offers the following input in support of the city's efforts.

Alternatives

WSDOT recognizes the importance of coordinated land use and transportation strategies to effectively manage demand and provide travel options in the Puget Sound region. WSDOT supports the city exploring alternatives that concentrate employment and population growth around local and regional transit. Such growth patterns support our state and regional goals to reduce greenhouse gas emissions and vehicle miles traveled by reducing the number of single occupancy vehicle trips. They also create opportunities by connecting destinations across the region through transit and active modes and reflect the city's role as a High Capacity Transit Community, as identified in the Puget Sound Regional Council's Regional Growth Strategy adopted in VISION 2050.

EIS Analysis Scope

WSDOT requests that the City of Arlington's transportation element and EIS provide thorough analysis and documentation of the "estimated multimodal level of service impacts to state-owned transportation facilities resulting from land use assumptions" (RCW 36.70a.070(6)(a)(ii)). We also suggest that the transportation element include forecasts of multimodal transportation demand and needs for at least ten years based on the adopted land use plan, to inform the development of a transportation element that balances transportation system safety and convenience to accommodate all users of the transportation system.

Other Relevant Considerations

WSDOT offers the following statewide legislative priorities for consideration during the development of the comprehensive plan update and EIS:

- **Complete Streets:** In 2022, the Washington State Legislature passed Senate Bill 5974, the Move Ahead Washington package. The bill directs WSDOT to incorporate the principles of Complete Streets in most state transportation projects. More information, including staff contacts, can be found on WSDOT's Complete Streets webpage.
- **Vehicle Miles Traveled (VMT):** RCW 47.01.440 establishes statewide targets for reducing VMT per capita, and WSDOT is currently responding to a legislative proviso to help advance these goals. Local decisions and partnerships between local jurisdictions and state agencies are critical to achieving state VMT reduction goals. We look forward to further working with the City of Arlington on VMT reduction.
- **SSSB 5412:** Legislation passed in the 2023 session provides a State Environmental Policy Act (SEPA) categorical exemption for most residential development, provided that proposed projects are consistent with the comprehensive plan and development regulations, and that the comprehensive plan "analyzes multimodal transportation impacts, including impacts to neighboring jurisdictions, transit facilities, and

the state transportation system." The legislation requires that WSDOT be consulted "on impacts to state-owned transportation facilities including consideration of whether mitigation is necessary for impacts to transportation facilities." WSDOT suggests that the EIS scoping include an expansive multimodal transportation analysis to allow for potential project-level categorical exemptions.

WSDOT Resources

WSDOT's comprehensive planning resources for local agencies can be found on our Land Use and Transportation Guidance page. This includes a wealth of information on how WSDOT reviews local agency plans, our land use and transportation goals, best practices in building transportation efficient communities, and pertinent concurrency and SEPA guidance.

WSDOT's Community Planning Portal may be particularly helpful for local jurisdictions. The portal includes data on the state transportation system often needed to complete the transportation element inventory required by the Growth Management Act. In addition to the data included in the portal, local planners can add their own data to ArcGIS Online and create custom reports.

Further Engagement & Coordination

Please reach out if you would like to discuss opportunities for ongoing engagement and coordination, as well as technical assistance available during your plan updates. We also ask that you add the address nwrcompplansupport@wsdot.wa.gov to your distribution list of planning related documents (i.e., scoping documents, draft plans, annual amendments, EIS documents, etc.).

Thank you again for the opportunity to comment on the scope of the Arlington 2024-2044 EIS. We look forward to our continuing productive partnership.

Sincerely,



Jeff Storrar

WSDOT Policy Manager

CC: Matt Kenna, WSDOT
Elizabeth Sjostrom, WSDOT
David Strich, WSDOT

Engagement Summary, Including SEPA Scoping Materials and Summary of Public Meeting During Scoping

Memorandum

To:	Marc Hayes, Amy Rusko, and Raelynn Jones, City of Arlington
From:	Brendan Wedderspoon, Cara Donovan, Mandi Roberts Otak, Inc.
Copies:	File
Date:	March 19, 2024
Subject:	DRAFT Arlington 2024 Comprehensive Plan Update Public Engagement and Outreach Summary 2021-2024
Project No.:	20695

DRAFT

Executive Summary

Public engagement and outreach for the Arlington 2024 Comprehensive Plan Update began has consisted of several efforts starting in 2021 through 2024: a project kick-off and visioning survey, an online subarea survey and in-person subarea workshop sessions, State Environmental Impact Statement (SEPA) scoping, a community survey, meetings of community-based focus group held regularly during the planning process, and various holiday and special event activities aimed at gathering meaningful input. In addition to these activities, the public will have opportunities to provide comments and input on the draft comprehensive plan and draft Environmental Impact Statement in 2024 when these documents are published for public and agency review.

The public, tribes, adjacent jurisdictions, and various agencies and organizations have had multiple opportunities to be engaged and provide comments to help shape the direction for the Arlington 2024 Comprehensive Plan—Arlington 2044 and Beyond. Short summaries of each engagement effort are provided below with graphics that showcase public interaction. Additionally, the following appendices are provided for further information:

- Appendix A: April 2023 Open House Presentation
- Appendix B: July 2023 Street Fair Presentation
- Appendix C: Subarea In-Person Engagement Results
- Appendix D: SEPA Scoping Notice
- Appendix E: SEPA Scoping Presentation
- Appendix F: SEPA Scoping Engagement Results
- Appendix G: Zencity Community Survey Report

Arlington Kick-off and Visioning Survey

A survey was conducted in the fall of 2022 through spring of 2023. The survey asked a series of questions to gather respondents' thoughts about Arlington and how the community could be strengthened through implementation of the 2024 Comprehensive Plan. The survey was comprised of five open-ended questions that were able to be accessed by QR code or weblink. The following flyer was prepared to promote the survey:



The survey was distributed through and promoted at the following locations and events:

- Hometown Halloween on October 29, 2022
- Hometown Holiday Santa Parade on December 3, 2022
- Eagle Festival between February 3 and 4, 2023
- Joint City Council/Planning Commission Meeting on January 23, 2023
- Open House on April 27, 2023

Information on how and where to access the kick-off survey was located or posted at the following locations:

- City of Arlington All-Staff Bulletin emailed weekly to employees

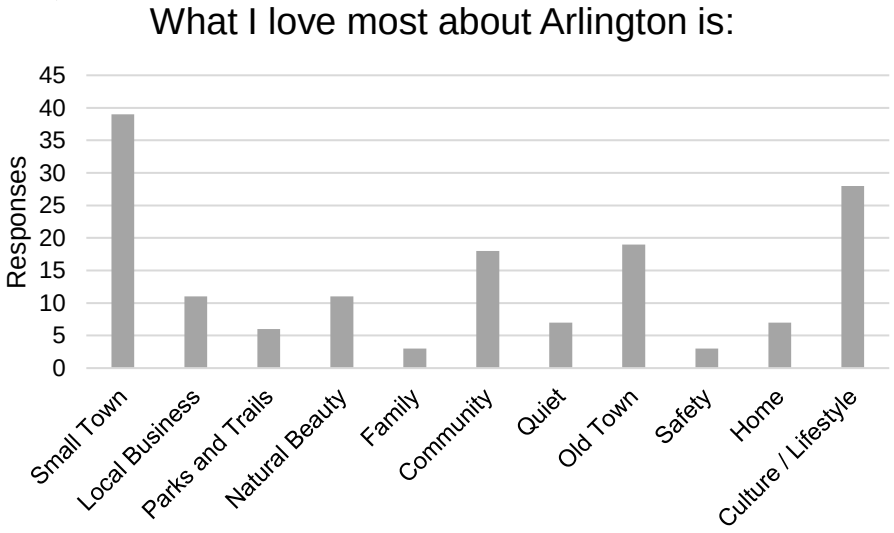
- City of Arlington E-News posted on City website and emailed to all registered persons
- Comprehensive Plan Update (2024) webpage on City website
- City of Arlington Facebook posts
- Project postcards which were included with utility bills to all properties within City limits
- Project flyers distributed at various locations in Arlington, including at faith organizations
- Food banks

The City received responses from 96 respondents participating between October 2022 and May 2023. Brief narrative summaries of the most frequently observed themes and a graphic representation of the most common themes seen for each question are featured below.

Question 1: What I LOVE most about Arlington is:

Respondents noted that they loved the sense of community and hometown and small town feel of Arlington, Old Town, and the overall culture and lifestyle present within the community. Individuals also noted enjoying the parks and trails as well as the natural beauty of the City. Respondents also noted that family and safety were important. Several responses to Question 1 can be seen below along with a summary graph.

- "The small town feel and the amazing views pretty much everywhere you go. LOVE being surrounded by full, tall trees and the main reason we moved here."
- "The hometown/ small-town feel of downtown and the welcoming feeling of getting to know people because Arlington is small enough to just run in to them often. "
- "A great place to raise a family! Beautiful nature, clean parks, outdoor recreation, community activities, safe area, and nice people."
- "The small town feel but with all the services and shopping needed. We don't have to go far to get what we might need or want."
- "Community activities! These help us find out about the area, the local businesses, the history and even the future plans."

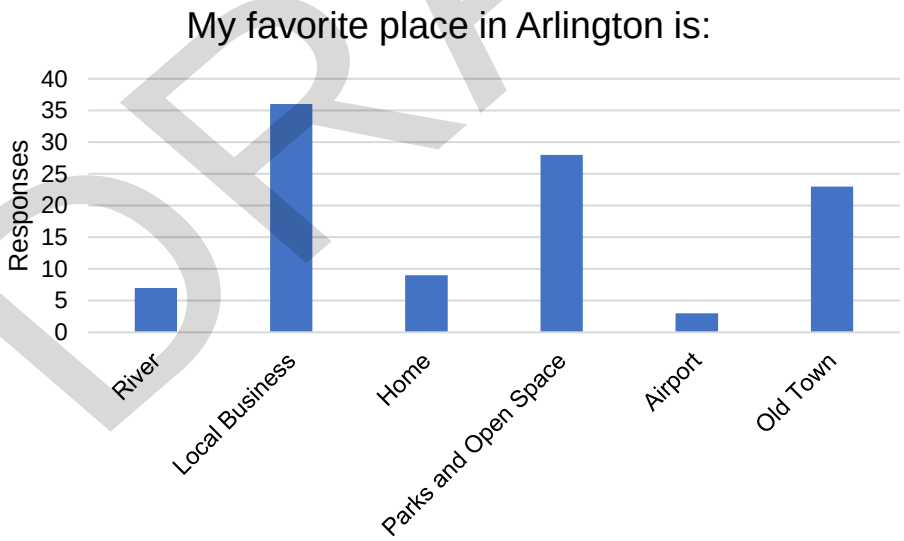


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Question 2: My favorite place in Arlington is:

Responses about favorite places generally fell into three common themes: local businesses, parks and open spaces, and Old Town. Many respondents stated that their favorite place was a local business, be that the iconic Arlington Hardware, or a local restaurant or business. Additionally, the parks and open spaces were listed, as many respondents noted that they enjoyed being outdoors and close to the river. Furthermore, Old Town was mentioned as a popular place in Arlington. Many respondents also stated their enjoyment of the strong sense of community in Arlington. Several responses to Question 2 can be seen below along with a summary graph.

- "Olympic street! We love the Stilly Diner and Rocket Alley. We also enjoy other places on Olympic to shop, walk, or hang out."
- "My favorite business is The Bistro. My favorite park is the Centennial Trail. It is a gift that the trail runs through town. Arlington did a nice job with the installed artwork."
- "Locally owned shops."
- "Two favorite places. View of Olympic Ave from the top of the hill. Another favorite place is the old high school on French Street."
- "Legion Park on Farmers Market days tied with the airport! We love housing our private plane and flying out of the Arlington airport!"



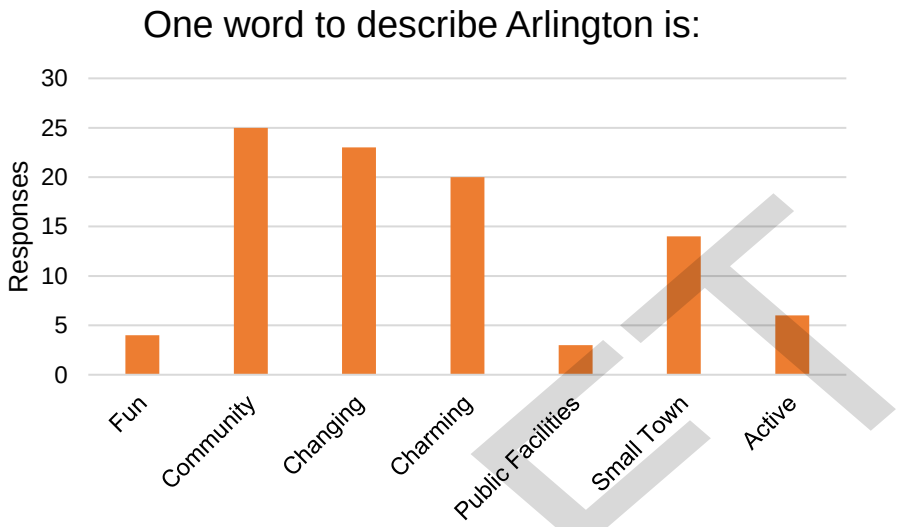
Question 3: One word to describe Arlington is:

"Community" was the most common response to Question 3 followed by "changing." Many respondents had positive things to say about their community, which was condensed into the "charming" category. A list of common responses to Question 3 is provided below along with a summary graph.

- "Community"
- "Friendly"
- "Quaint"
- "Hometown"

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- "Growing"

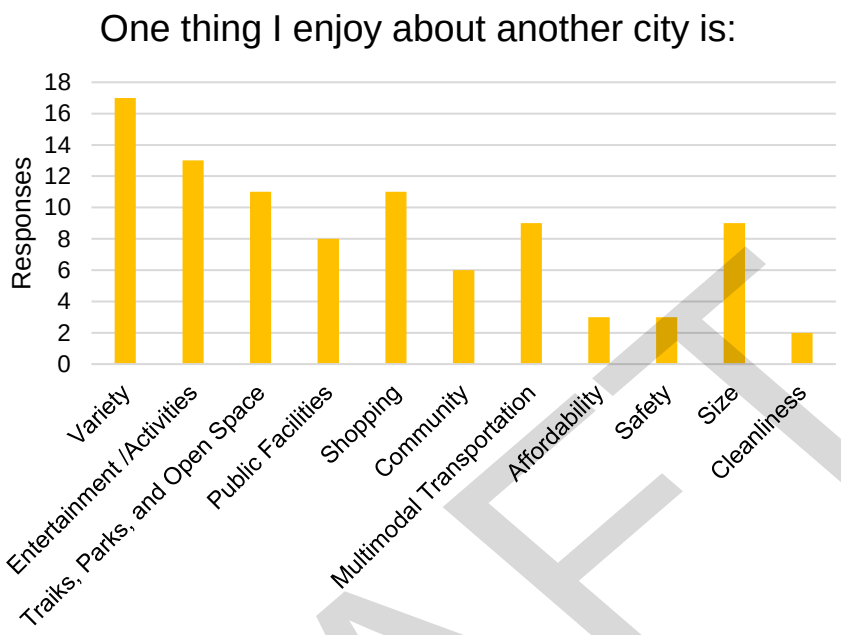


Question 4: One thing I enjoy about another city is:

Respondents placed a high value on a variety of resources being available to the community. Additionally, respondents noted a need for more shopping, entertainment, and recreation options close to home. Many individuals noted having to leave Arlington to access these places. Some respondents also noted the affordability and safety of nearby municipalities as a value. Several responses to Question 4 are listed below along with a summary graph.

- "Access to more recreational activities like swimming and indoor recreational sports like basketball and volleyball. Think YMCA or a community recreational complex with indoor and outdoor opportunities."
- "The grocery stores."
- "Everett does their summer concerts on the waterfront every week."
- "Things to do: shopping, variety of restaurants, activities, especially in the wintertime."
- "Movie theater. Sidewalks for easy/safe walking – such as if we had them on Cemetery Road to walk to Kent Prairie."

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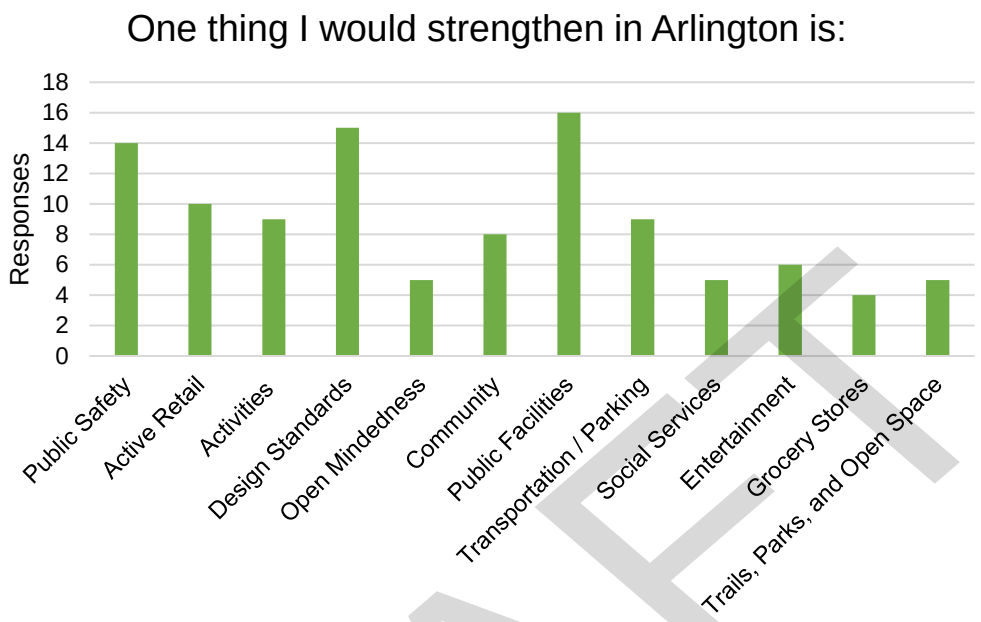


Question 5: One thing I would strengthen in Arlington is:

New and well-maintained public facilities represented a significant portion of what respondents would like to be strengthened in Arlington. Additionally, 15 respondents indicated a desire for more aesthetically pleasing designs for new developments, represented by the "Design Standards" category below. Concerns for public safety were also frequently mentioned along with a desire for infrastructure updates. Several responses to Question 5 are provided below along with a summary graph.

- "Traffic enforcement. (Speed limits, stopping for pedestrians, aggressive driving behavior, throwing car doors open while other vehicles are passing by, jaywalking, and parking in non-designated areas creating unsafe driving conditions.)
- "More public recreational opportunities. Also, more connectivity between areas. If one lives in the west side of the airport, there isn't a safe walking or biking path to downtown."
- "More bike trails connected by bike lanes; make the old high school into an active community center – use the theater for cultural events."
- "Opportunities for kids to be involved (in government, in the community garden, in cleanups)."
- "More local businesses on Olympic that aren't realtors, CPA's, etc. More shops, restaurants, etc.!"

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Arlington Subareas Online Survey

In October of 2022, the City also launched the subareas survey as a start of community engagement efforts in support of the 2024 Comprehensive Plan Update. The survey ran for one full year from October 1st, 2022 to October 2nd, 2023. It should be noted that during the course of the survey the term "neighborhood" was changed to "subarea". The 2024 Comprehensive Plan will discuss neighborhoods at a smaller scale than the subareas outlined in this survey. The survey link and associated QR code were distributed by City staff at the following events:

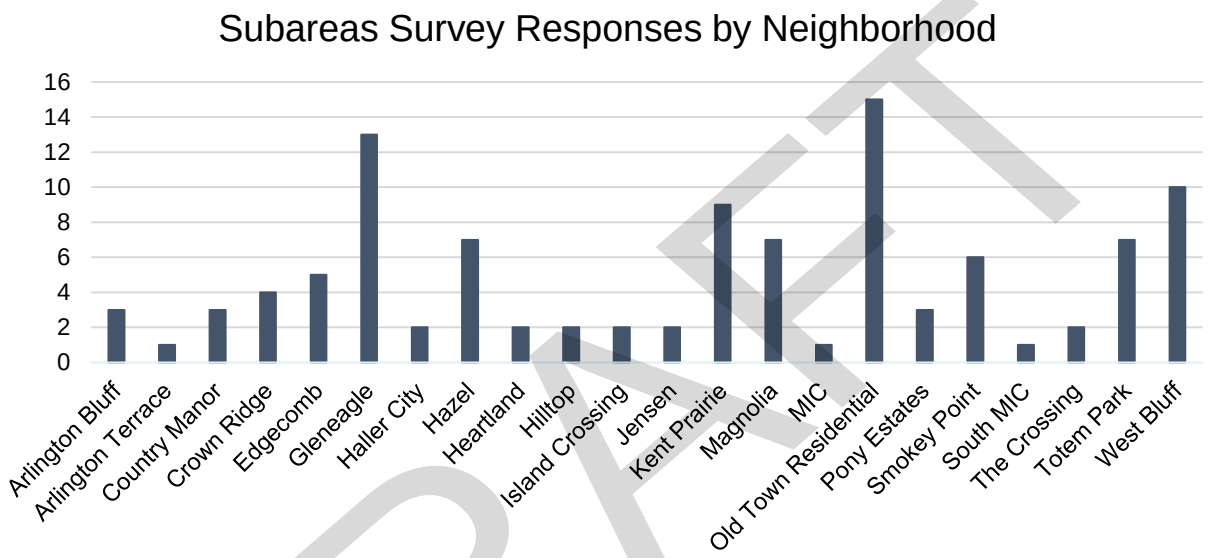
- The City's Comprehensive Plan Update (2024) webpage
- Hometown Halloween on October 29, 2022
- Hometown Holiday Santa Parade on December 3, 2022
- Joint City Council/Planning Commission Meeting on January 23, 2023
- Open House Workshop Sessions on April 27, 2023
- Arlington Street Fair between July 7 and 9, 2023

Information on how and where to access the subareas survey was located or posted at the following locations:

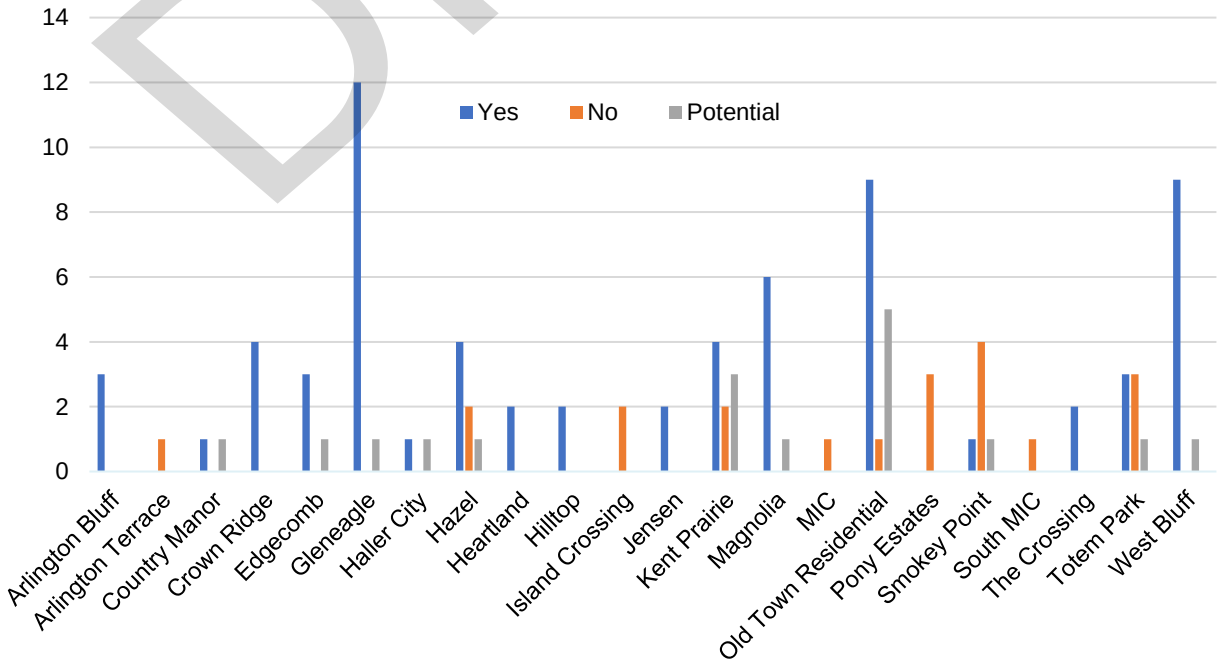
- City of Arlington All-Staff Bulletin emailed weekly to employees
- City of Arlington E-News posted on City website and emailed to all registered persons
- Comprehensive Plan Update webpage on City website
- City of Arlington Facebook posts
- Project postcards which were included with utility bills to all properties within City limits

- Project flyers

The survey was made up of 17 yes/no questions with room for comments after each question. In total, 107 responses were recorded. Respondents were instructed to identify the subarea where they lived. The largest portion of respondents lived in Old Town, Gleneagle, and West Bluff. Responses to the survey questions are displayed in the graphs below. Topics where respondents agreed or shared similar thoughts are included for some questions below.



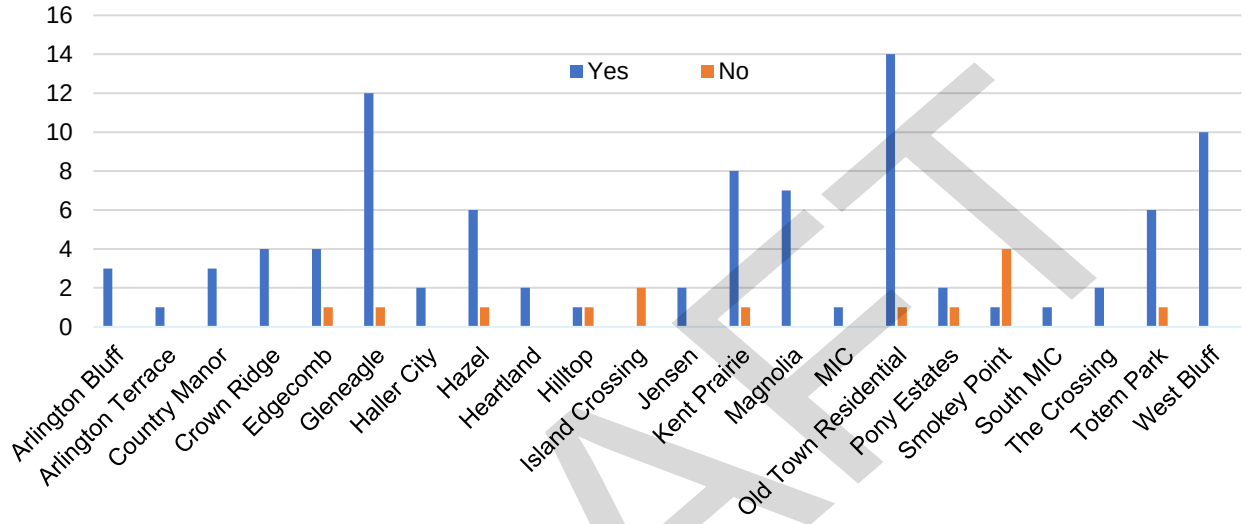
Question 1: What is the appearance of your neighborhood?



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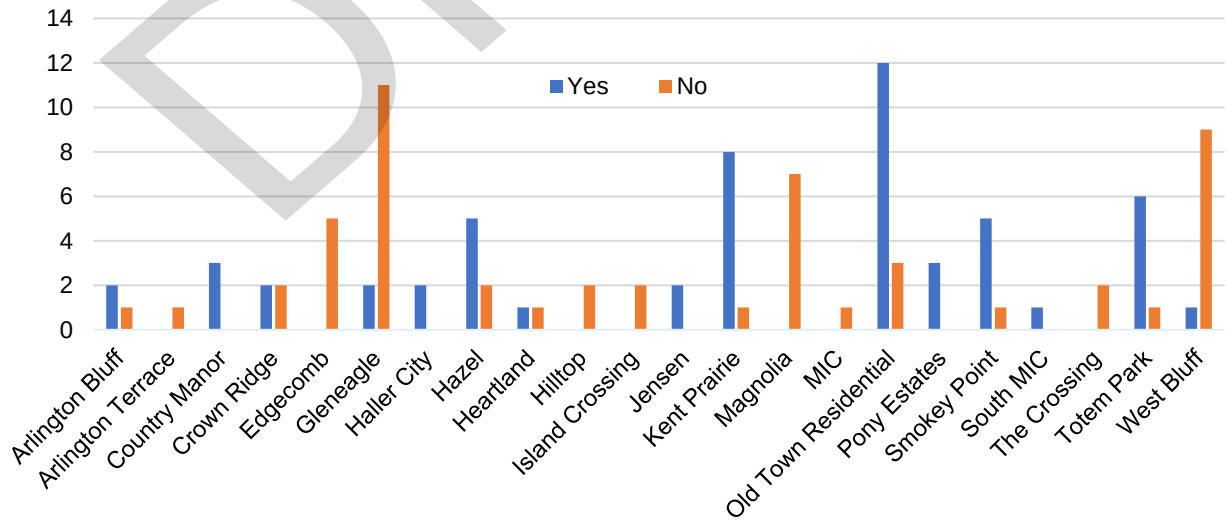
Question 2: Is your neighborhood walkable?

Most respondents found their subareas to be walkable. However, most Smokey Point respondents stated that their subarea was not walkable.



Question 3: Are essentials nearby?

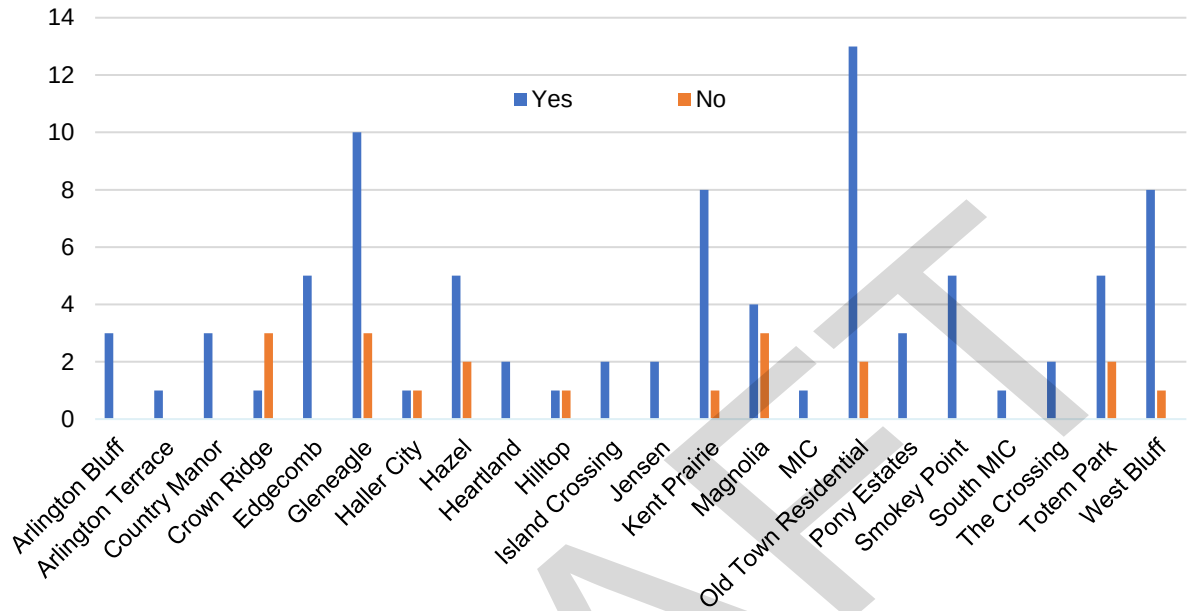
Most respondents stated that essential services and utilities were not located near their subarea. Many noted that access to essentials was only possible through use of a car rather than walking.



Question 4: Is your neighborhood close to employment opportunities?

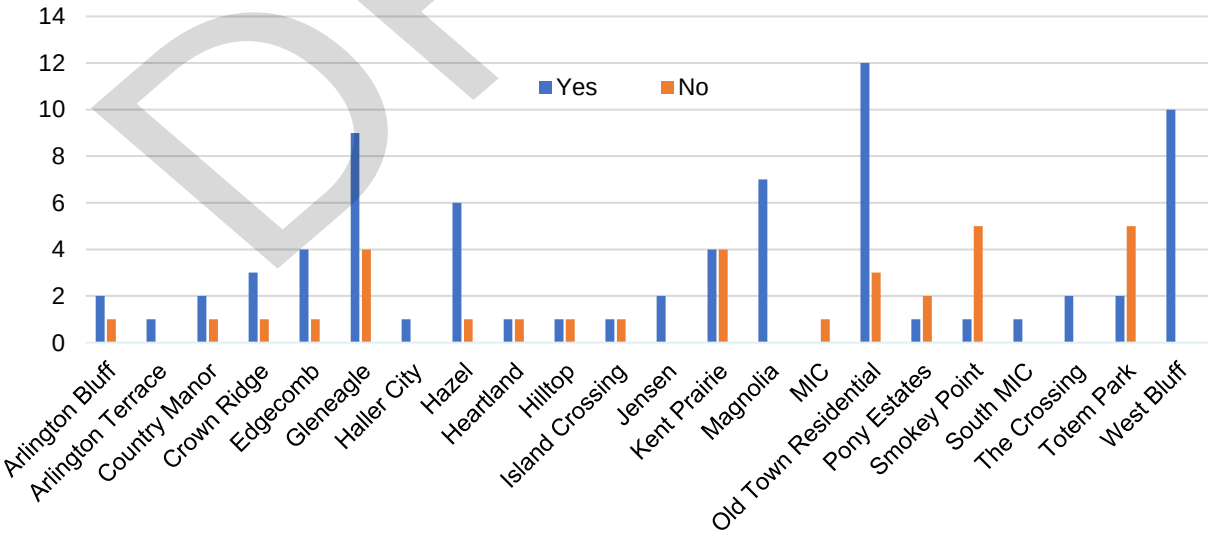
Respondents overall believed that they lived in a subarea that was close to local employment opportunities. Ease of access to other subareas was noted by several respondents.

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Question 5: Is your neighborhood safe?

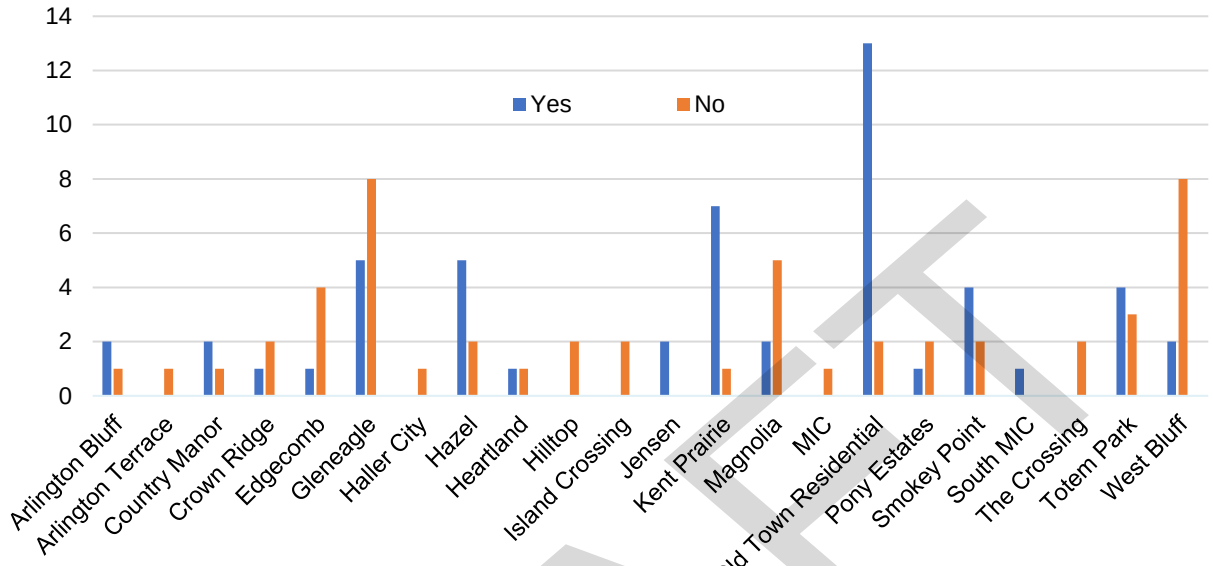
Most respondents stated that they found their subareas to be safe, with Smokey Point, Totem Park, and Pony Estates being the locations where more respondents felt more unsafe than safe.



Question 6: Does your neighborhood have easy access to medical services?

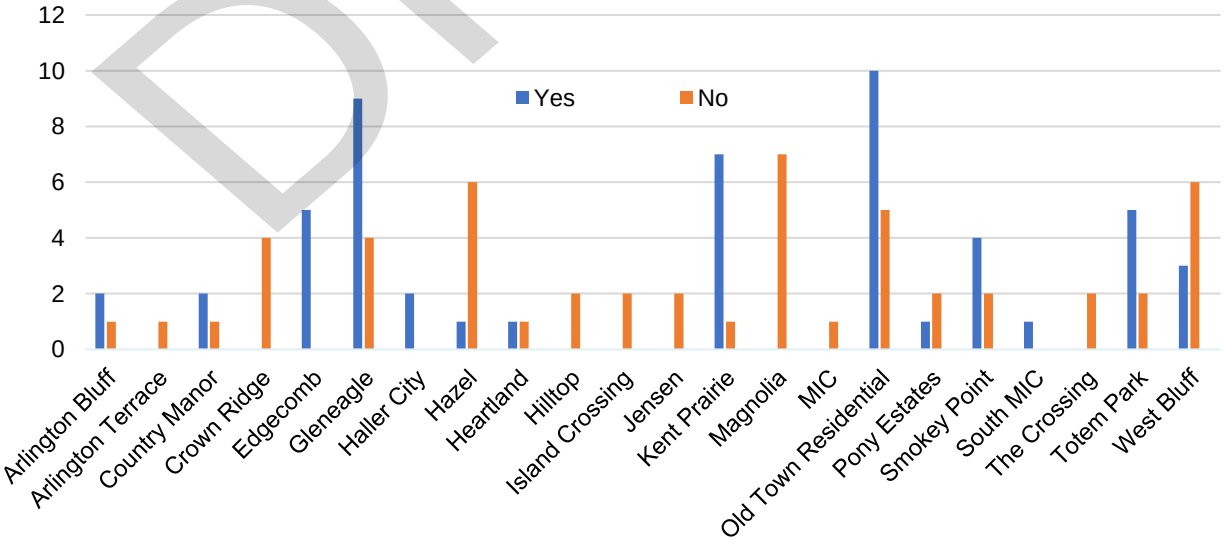
Generally, respondents noted that most subareas were not located near or had easy access to medical services. Most respondents in Jensen, Old town Residential, Smokey Point, and Hazel responded that they have easy access to medical services.

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Question 7: Does your neighborhood have a variety of housing types?

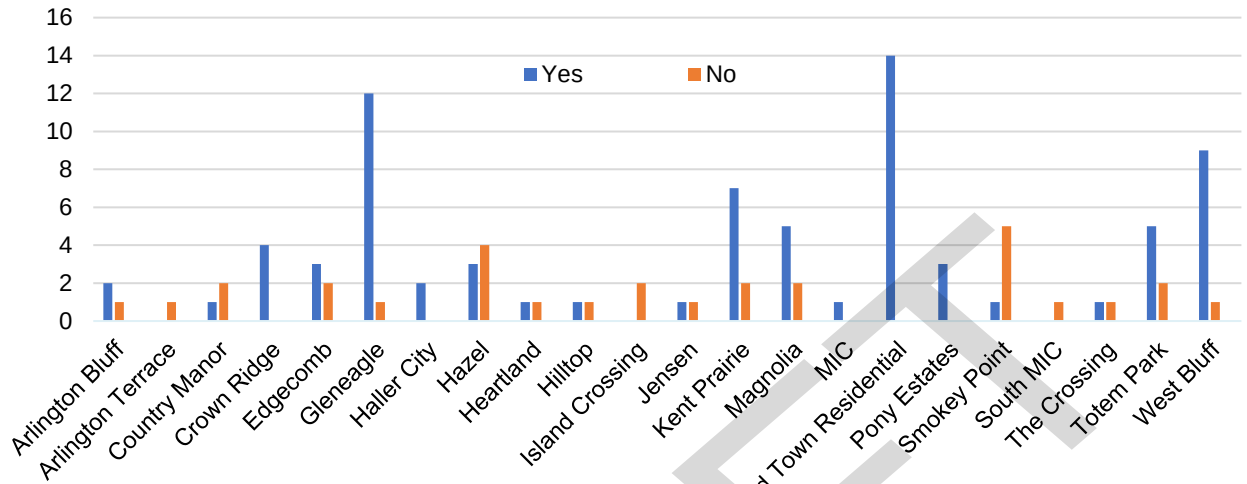
Responses to this question were varied. Many respondents believed that the greatest variety of housing types existed in the Edgecomb, Gleneagle, Haller City, Kent Prairie, Old Town Residential, Smokey Point, and Totem Park subareas.



Question 8: Does your neighborhood have public services?

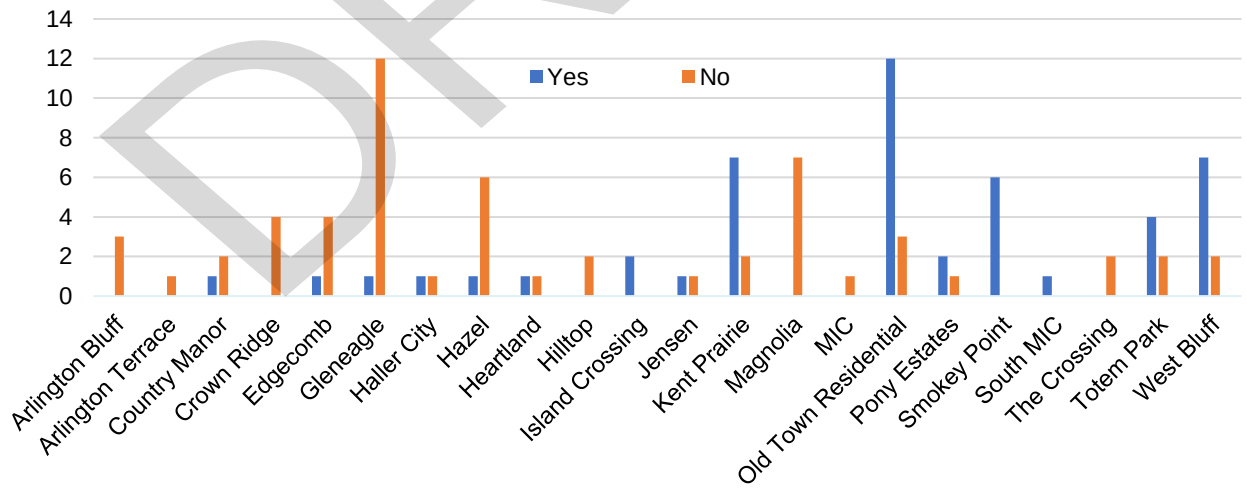
Respondents overwhelmingly believed that their subareas included public services. However, many respondents in Smokey Point, Island Crossing, and Hazel stated otherwise.

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Question 9: Does your neighborhood have bus stops?

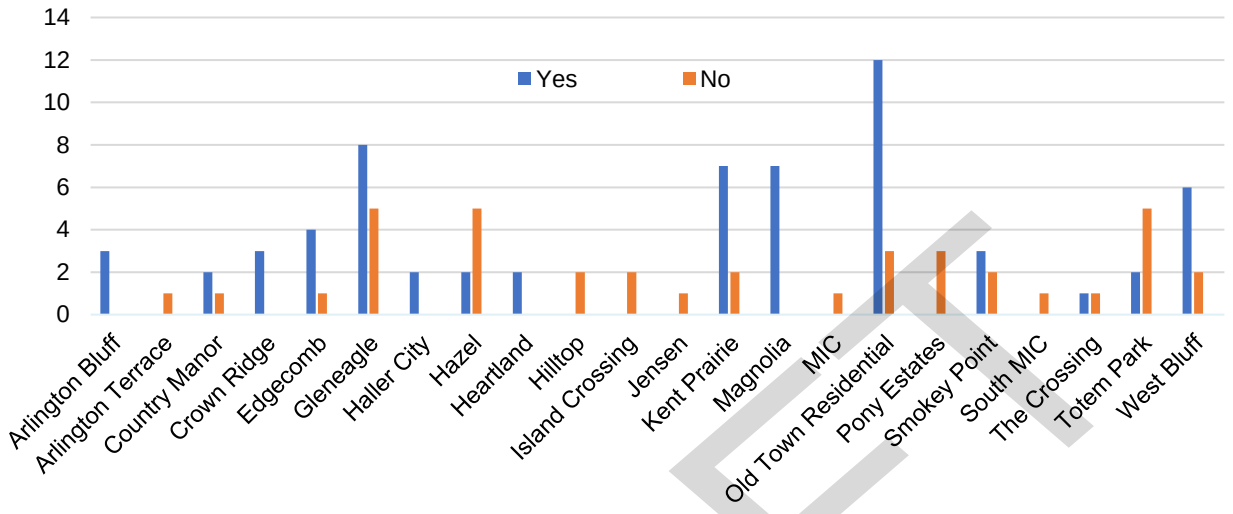
Most respondents located outside Kent Prairie, Old Town Residential, Smokey Point, Totem Parks, and West Bluff stated that their subareas lacked bus stops or public transit opportunities. Some respondents noted that they were uncertain about being able to rely on public transportation to reach their destinations.



Question 10: Does your neighborhood have fully improved streets?

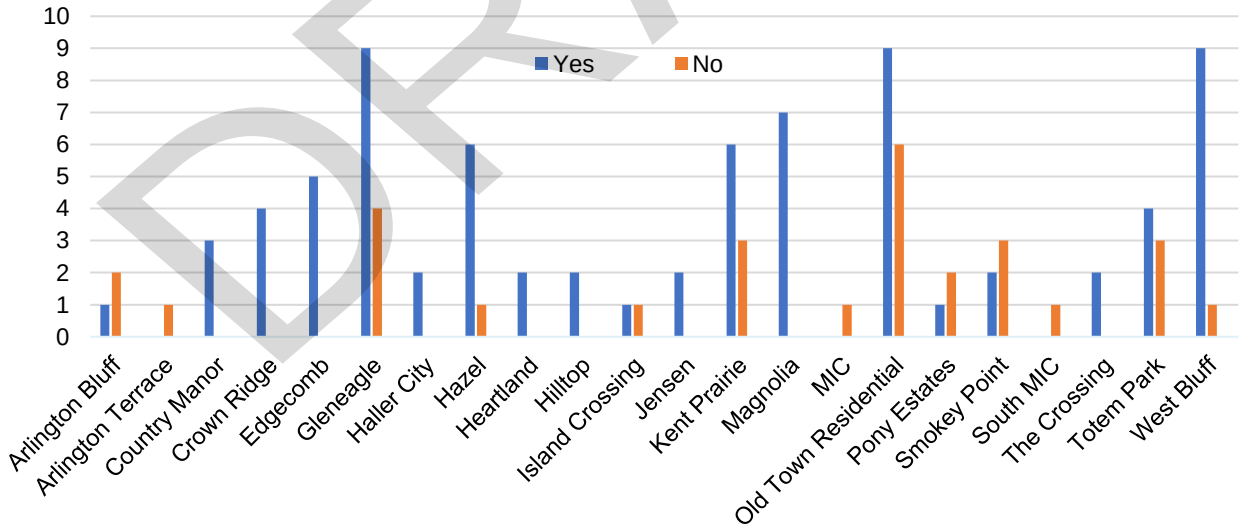
Most respondents felt that the quality of road infrastructure in their subarea was acceptable; however, several noted that there were insufficient sidewalks and trail connections.

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Question 11: Does your neighborhood have adequate lighting?

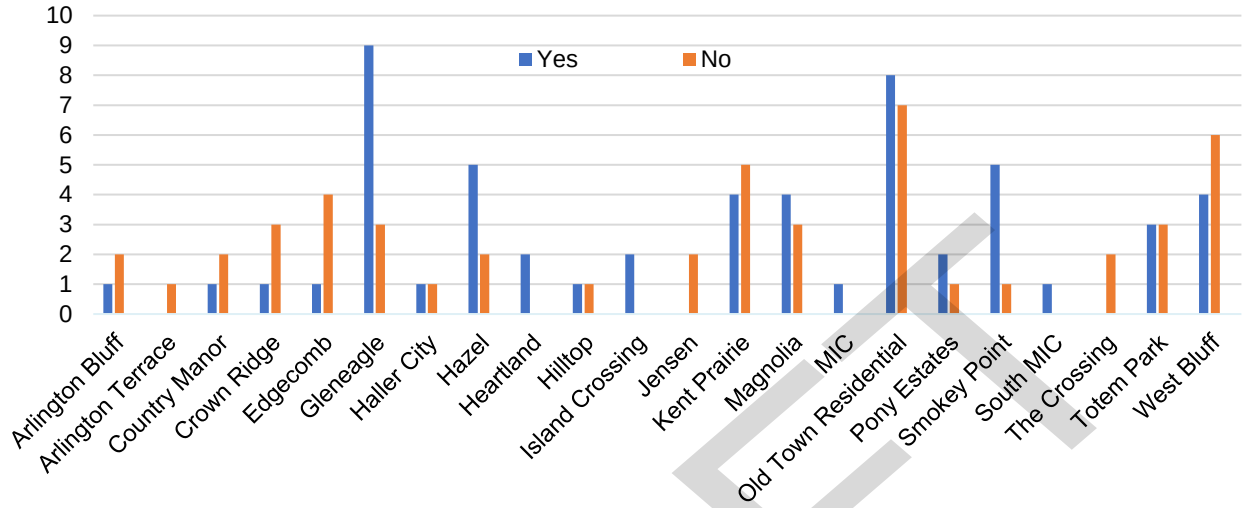
Many respondents stated that their subareas were generally well lit; however, some noted that there were several streets that would benefit from lighting improvements.



Question 12: Does your neighborhood have obvious pedestrian safety concerns?

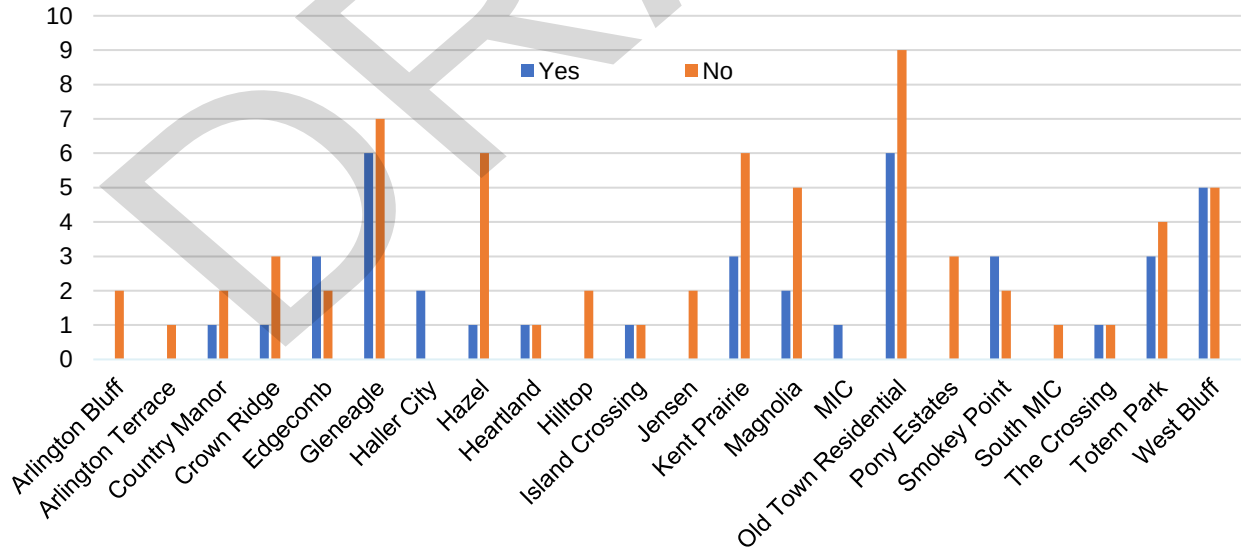
Several notable issues with pedestrian safety were brought up by respondents throughout Arlington. Multiple respondents noted specific concerns about the high speed of traffic, lack of speed bumps, and missing sidewalks.

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Question 13: Is your neighborhood situated to be part of a trail network?

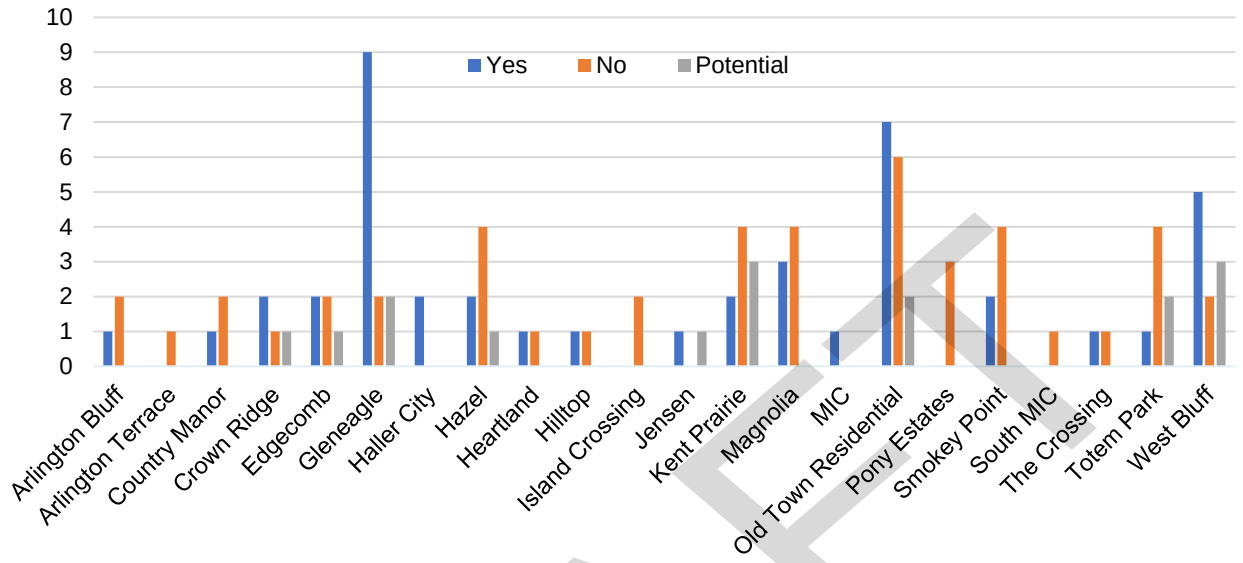
Many respondents stated that they do not believe their subareas have access to existing trail networks. Several people also noted that while they may live near resources like the Centennial Trail, they would like to have more connections to existing trails.



Question 14: Does your neighborhood have a site for socialization?

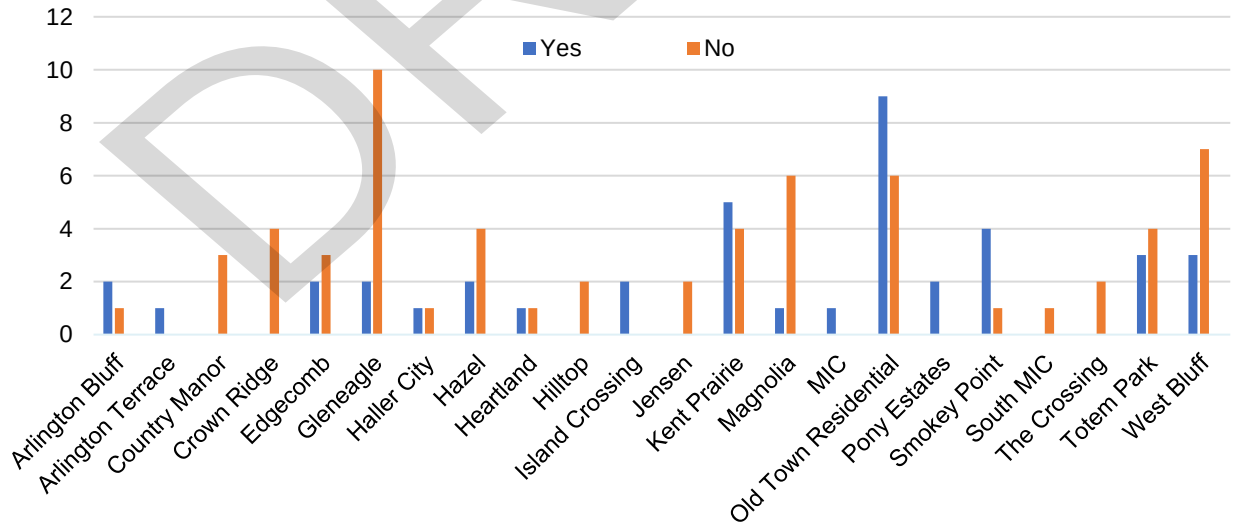
Collectively, most respondents found that their subareas lacked a site to socialize with Gleneagle being a notable exception. Many noted that there is potential for new public gathering sites to be created.

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Question 15: Does your neighborhood have obvious detractions?

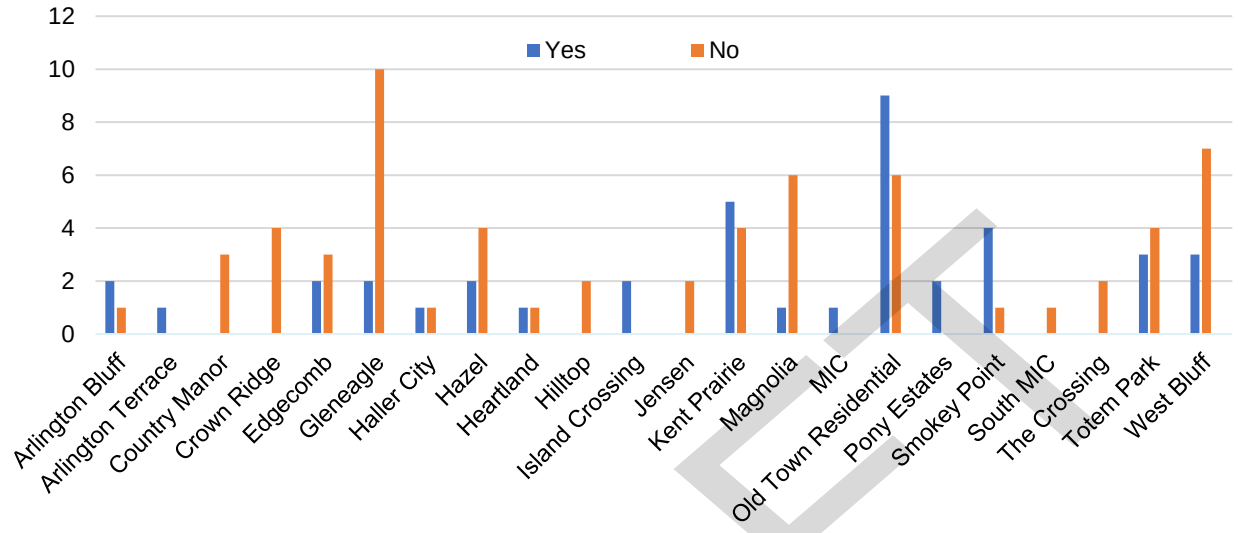
Overall, respondents did not think their subareas had detractions. The subareas of note that were thought to have detractions were Kent Prairie and Old Town Residential. Several individuals noted a small number of blighted properties in their vicinity.



Question 16: Does your neighborhood have obvious attractions?

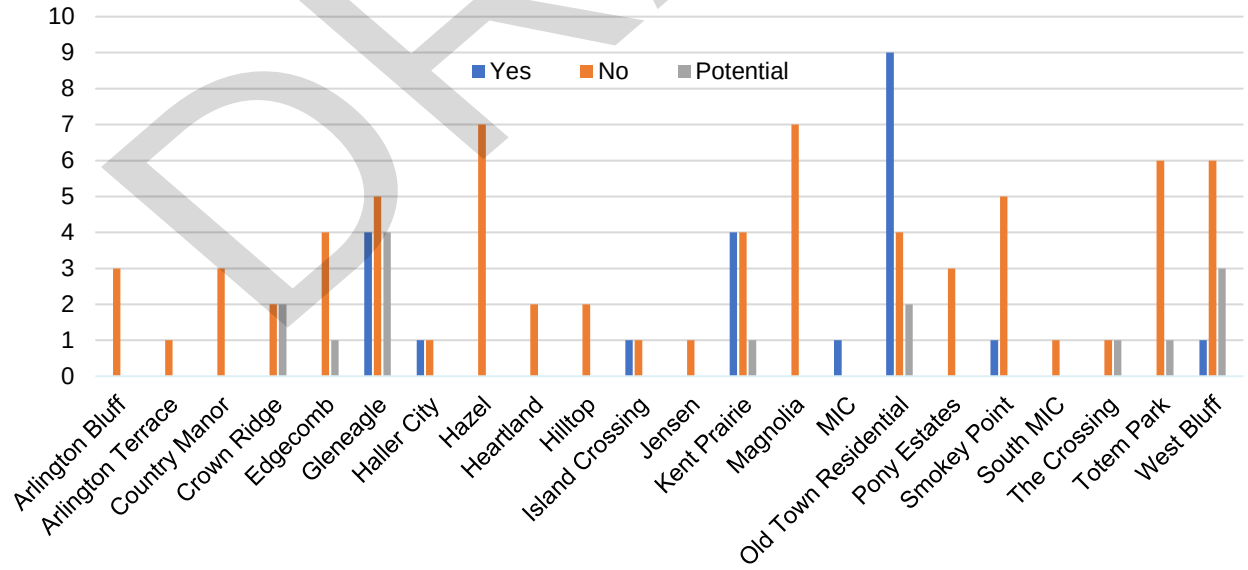
Respondents believed that many of their subareas lack obvious attractions. Parks and trails were mentioned in several responses as local attractions, along with the qualities of location and affordability.

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Question 17: Does your neighborhood have public art?

Many respondents noted a lack of public art in nearly all subareas, aside from Old Town Residential. Many expressed concerns about funding potentially expensive art projects; however, others expressed a passion for public art already present within the community.



Arlington Subareas In-Person Engagement

In-person engagement for Arlington subareas was conducted at multiple workshops during two events. These events were advertised digitally and through notices on the City's website and social media platforms. Additionally, events were promoted at events such as the Hometown Halloween Event, Hometown Holidays Santa Parade, and others.

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The City's first open house was hosted on April 27, 2023. The second event, the Arlington Street Fair, took place from Friday July 7th, 2023, through Sunday July 9th, 2023 with the City present on both the 7th and the 8th. Two workshop sessions were held at the open house and one workshop session was held during the Arlington Street Fair. Presentations given at these events covered elements such as the overall Comprehensive Plan Update timeline, information about the community, growth allocations for population, housing, and employment, and went over the framework of the Comprehensive Plan goals. The presentation given on April 27th, 2023 can be found under Appendix A. The presentation given at the Arlington Street Fair can be found under Appendix B.



The input gathered for Arlington's subareas during these events was prompted by slightly different questions than those asked in the online survey. Several boards were displayed at each event that combined adjacent subareas, such as Glendale, Edgecombe, and Hill Top as seen below. In addition, each subarea group had a map available for comment and a poster that asked the following questions:

- What is your favorite feature in your neighborhood?
- What improvements would benefit your neighborhood?

Attendees at the Open House event and correlating workshop sessions were encouraged to add their comments to the physical map or poster provided. Residents were also given a QR code to scan which would allow for them to indicate what subarea they lived or worked in and provide comments on the online subarea survey.

In total, nearly 80 comments were collected during these events. The majority of comments were related to the following subareas: Old Town, Haller City, Arlington Terrace, Kent Prairie, Crown Ridge, the Airport, and the Cascade Industrial Center. The most common favorite features listed were: trails, parks, and local business. Improvements requested were varied with common suggestions being lighting, public bathrooms, wheelchair accessibility, multi-transportation improvements, parking, maintenance, a recreation center, increased police presence, and an additional grocery store. The comments can be found in Appendix C.

Airport & CIC

Accessibility was a big concern from individuals in these subareas. Providing bike-friendly and wheelchair accessible trails and paths were mentioned by several respondents. Concerns were raised about the facilities present on the Airport Trail with people noting a desire for an off-leash dog park in the area.

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Arlington Terrace & Kent Prairie & Crown Ridge

Respondents raised concerns about motorist safety along 204th St with multiple individuals noting that speeding was common along this route. Additional amenities and recreational space were requested with respondents stating a desire for more childcare opportunities, off-leash dog parks, a recreation center, and an increase in public art.

Glendale & Edgecomb & Hill Top

Interconnectivity along 172nd street was noted by many respondents who desired trail connections, sidewalks, and widening of the road. Several respondents had stated desires for a community public pool facility to be built in this area.

Island Crossing & Gateway

Only two respondents gave comment on these subareas. One individual suggested implementing some form of conservation of farmland. The other comment given was a desire for a freeway on- and off-ramp near the rest stop area.

Old Town & Haller City

Several respondents noted that their favorite features of these subareas were the parks and Centennial Trail. Additionally, multiple individuals stated that they enjoyed the pedestrian connectivity in the downtown area. Concerns were raised regarding public safety and police presence within downtown. Respondents stated a desire for another grocery store to be built in the downtown area due to the recent amount of population growth. Much like other subareas, there was interest from respondents in the construction of a new recreational facility with a community pool.

Smokey Point

Respondents noted that public safety was a large concern with several individuals noting that the Park and Ride facilities alongside the parking lots at Safeway and Rite-Aid were not safe. Additionally, respondents noted a lack of accessible sidewalks and parks within the subarea and several individuals requested the presence of more streetlights along the main thoroughfares.

Arlington SEPA Scoping Meeting

The City hosted a scoping meeting to gather input for the Comprehensive Plan Environmental Impact Statement (EIS), which is a recommended step under the State Environmental Policy Act (SEPA). The scoping meeting was held on November 7th, 2023 to gather additional community input for the Comprehensive Plan and to help guide topics analyzed in the EIS. The City had published a Scoping Notice and Determination of Significance for the Comprehensive Plan update, seen in Appendix D. As a result, the City hosted the scoping meeting to gather input from the public as part of the planning and environmental analysis process. The scoping meeting was advertised on the City's website and a post card was sent to every property owner within the city limits with the scoping meeting information and website.

Topic-specific boards were created for members of the community to post comments on. Context boards were also included to orient attendees to the purpose of scoping, topics to be addressed in the

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Comprehensive Plan and EIS, and other information relevant to the 2024 Comprehensive Plan Update. Two presentations were conducted at separate times during the scoping meetings.

The presentation included information about what a comprehensive plan is, why the plan is being updated, what the plan does, and how the plan will be developed (planning process). Additionally, information about SEPA scoping was presented, including details about the purpose of scoping for the EIS. The presentation can be found in Appendix E.





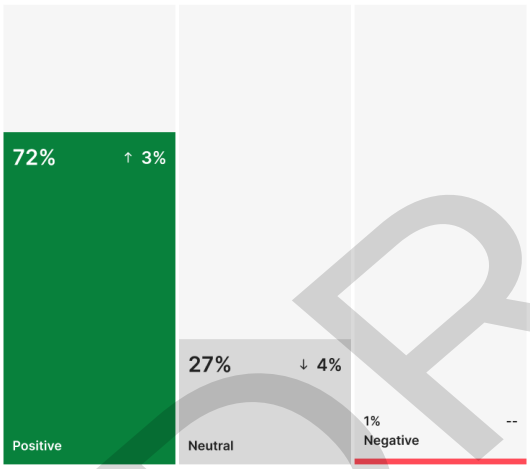
The land use board did not receive any comments. The remaining board topics and comments collected are below. Photos of the topic-specific boards can be found in Appendix F.

- **Economic Development**
  - ***Issues/Aspirations:*** More financial incentive/breaks given to small businesses vs. big businesses.
- **Housing**
  - ***Issues/Aspirations***: More single-family housing, less multi-use especially in Old Town
- **Capital Facilities and Utilities**
  - ***Issues/Aspirations:*** Athletic Facilities and Other “fun” facilities (i.e. indoor go karts, swimming, etc.)
  - ***Needs:*** Hospital will need to be larger to accommodate growth and Larger or another hospital
- **Parks, Recreation, and Open Space**
  - ***Issues/Aspirations:*** Would love to see a multi-use recreation center.
- **Environment**
  - ***Issues/Aspirations:*** Ensuring old and new tree growth – minimize land clearing.
- **Transportation**
  - ***Issues/Aspirations:*** Being able to bike or at least get across the city without a car and being able to bike safely to Smokey Point either on 172nd or 530.
  - ***Needs:*** Commuting options
- **Public Safety**
  - ***Issues/Aspirations:*** More street lighting
  - ***Needs:*** Lighting at 530 round abouts

In addition to the comments collected during the scoping meeting the Washington State Department of Transportation (WSDOT) reviewed and commented on the scope of the EIS. Their comments can be seen in Appendix F.

Community Survey

A community survey was conducted online by Zencity October 1, 2023 to January 20, 2024. This survey measured how satisfied residents were with the community and with local government-provided services. The survey allows the City to compare scores over time and against a cohort of similar communities. This survey was a representative sample of 685 individuals, matching respondents with 2020 Census data. 72% of surveyed residents were overall satisfied with life in Arlington, based on general quality of life and satisfaction with different characteristics of life in Arlington. The report generated by Zen City is attached to this memo in Appendix G and outlines responses to the specific questions, comparisons to the City's cohort, word clouds, and more.



QUESTION	RESIDENT SATISFACTION
How is the overall quality of life in Arlington?	63% • ↓ 1%
How likely are you to recommend Arlington as a place to live?	56% • ↑ 3%
How likely are you to be living in Arlington 5 years from now?	64% • ↑ 6%
Average rating from the Community Characteristics questions	59% • --

Focus Group Meetings

The City of Arlington Community and Economic Development (CED) Department has ongoing focus group meetings every Tuesday from 4:30 pm to 6:30 pm at the CED office located at 18204 59th Avenue NE, Arlington, WA 98223. These meetings are open to the public and a variety of land use topics are discussed to educate the community on the complex issues that revolve around land use and zoning. The meetings are noticed on the City's website under public notices.

The focus group was organized in 2017 and is led by the CED Director, Marc Hayes. Regular attendees include one or two City Council members, one or two Planning Commission members, developers in the community, and occasional members of the public. Over the years the focus group has learned different land use techniques and strategies through trainings, example projects, research, and discussions. In preparation for the 2024 Comprehensive Plan periodic update the focus group started discussing the future of Arlington in 2021 and is currently reviewing sections of the Comprehensive Plan as they are drafted. The main portions of the Comprehensive Plan that have been reviewed by and discussed within the focus group meetings are the goals and policies for each book (element) of the Plan.

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Appendix A: April 2023 Open House Presentation





ARLINGTON COMPREHENSIVE PLAN

April 27, 2023







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Presentation Topics

- Planning Process and Timeline
- Comprehensive Plan Table of Contents
- Community Profile and Mapping
- Engagement—Public Comments and Input Received to Date
- Next Steps

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Planning Process & Timeline

2022	2023	2024

Focus Group and Inter-Departmental Coordination *(meetings ongoing)*

1. REVIEW BACKGROUND & CONFIRM VISION

- Branding & Templates
- Review Existing Plans
- Outline & Frame
- Define Process
- Engagement Plan
- Confirm Vision & Values
- Identify Update Needs
- Format & Style Parameters

2. POLICY FRAMEWORK & PLANNING SCENARIOS

- Develop & Review Preliminary Draft Elements
- Revision Rounds (1-2)

3. DRAFT COMPREHENSIVE PLAN & ENVIRONMENTAL REVIEW

- Compile & Review Full Draft Revision Rounds (2-3)
- Align Capital Facilities & Capital Improvements

4. FINALIZE & ADOPT

- Finalize Plan
- Code/Zoning Recommendations
- Support Formal Adoption Process



Public Engagement *(ongoing)*

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Plan Framework

Economic Stability and Vibrancy

Neighborhoods and Connectivity

Climate Adaption and Resiliency

Equity

Healthy Active Lifestyles



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Plan Framework

SECTION I: Introduction and Plan Organization

SECTION II: Foundation Principles

- Equity
- Neighborhoods & Connectivity
- Economic Stability & Vibrancy
- Climate Adaption & Community Resiliency
- Healthy, Active Lifestyles

SECTION III: Neighborhoods

SECTION IV: Books

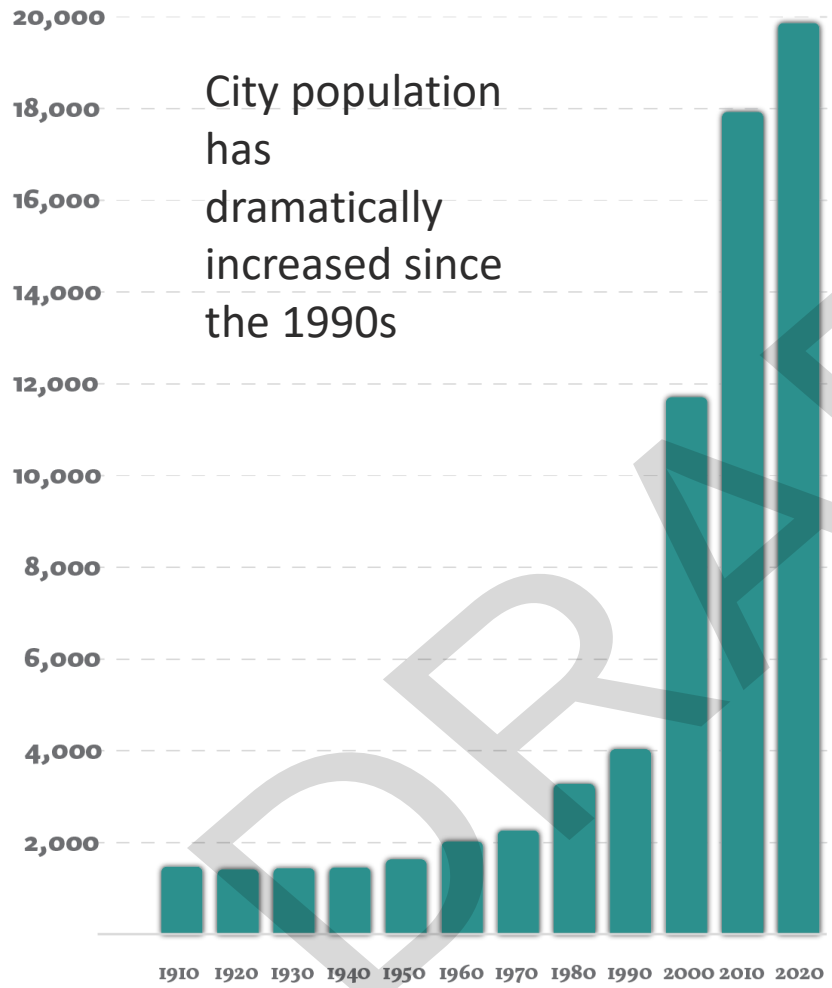
- Book 1 Environment
- Book 2 Land Use
- Book 3 Housing
- Book 4 Economic Development
- Book 5 Park, Recreation, Open Space
- Book 6 Transportation
- Book 7 Utilities
- Book 8 Public Safety
- Book 9 Capital Facilities

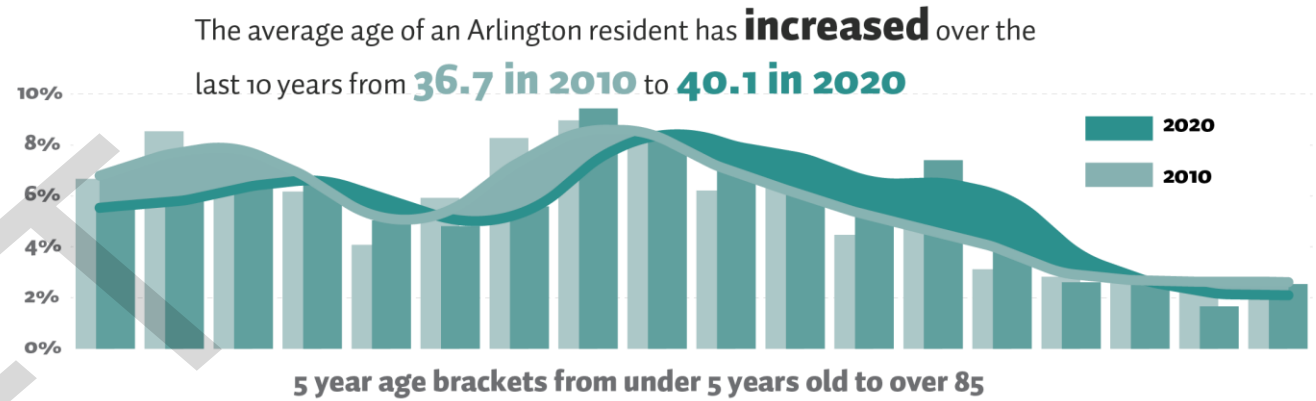
SECTION V: Implementation and Monitoring

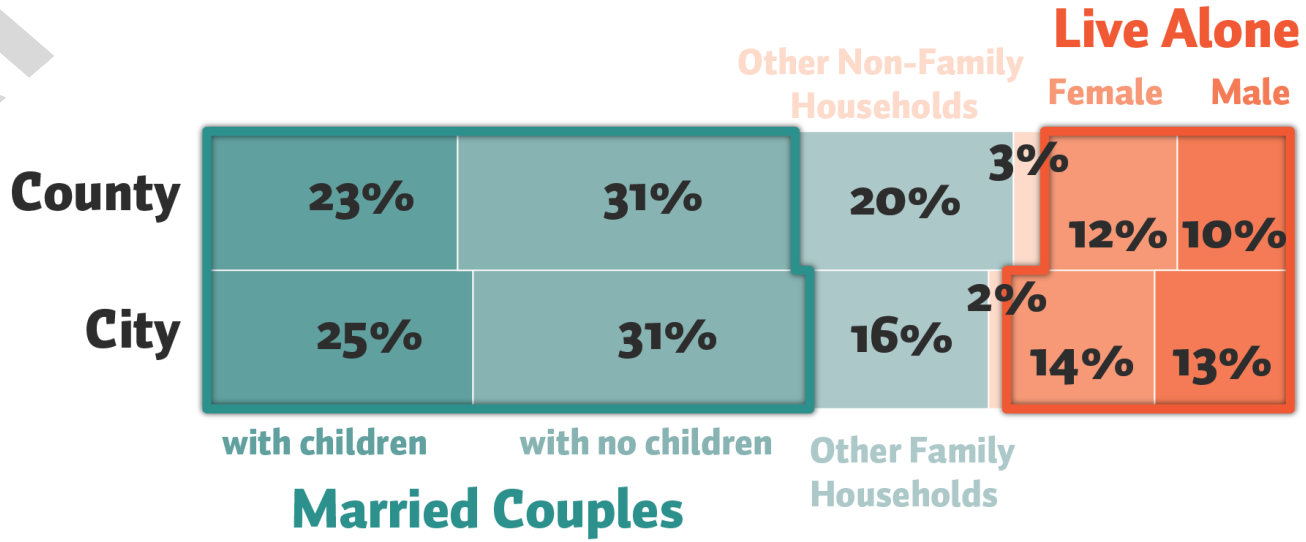
APPENDIX

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Community Profile

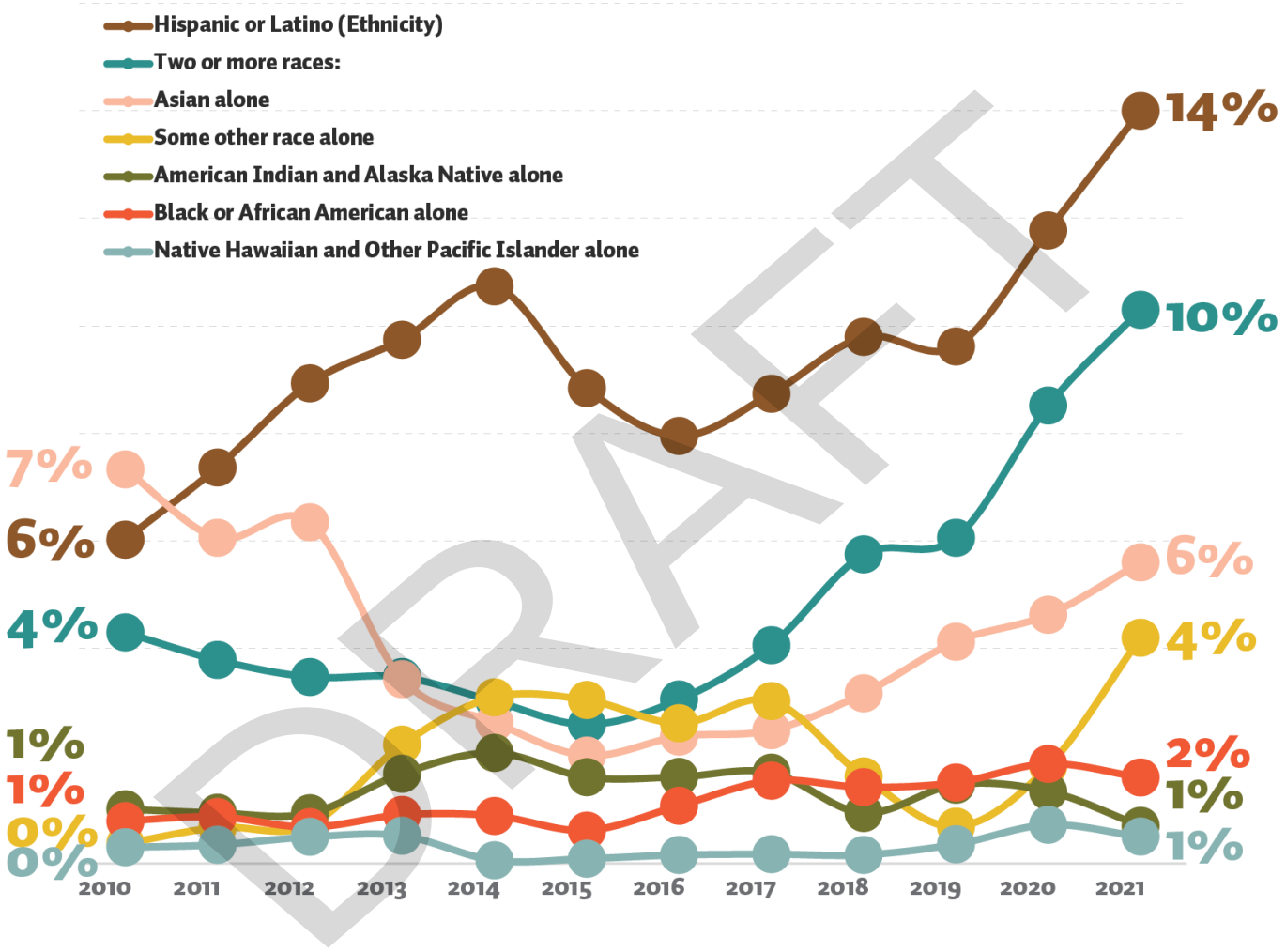




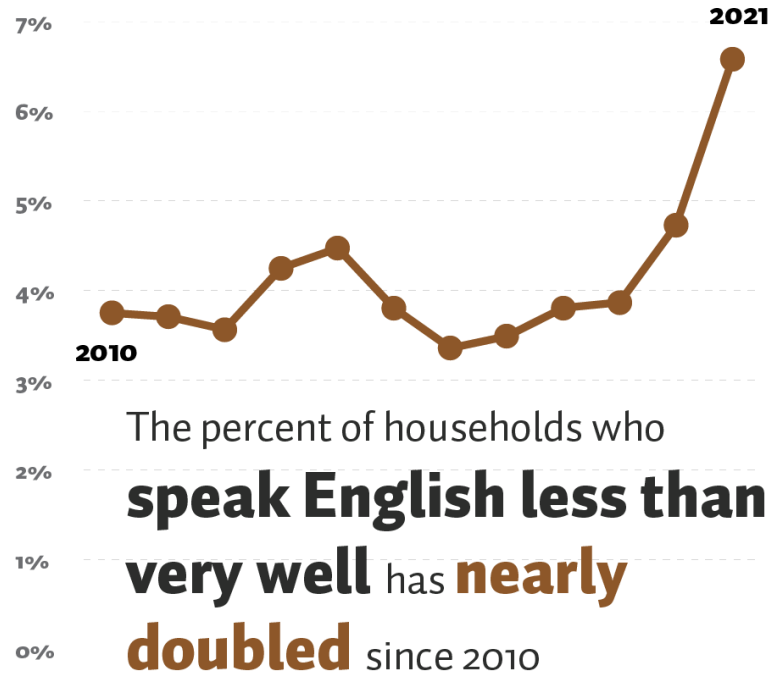


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Community Profile



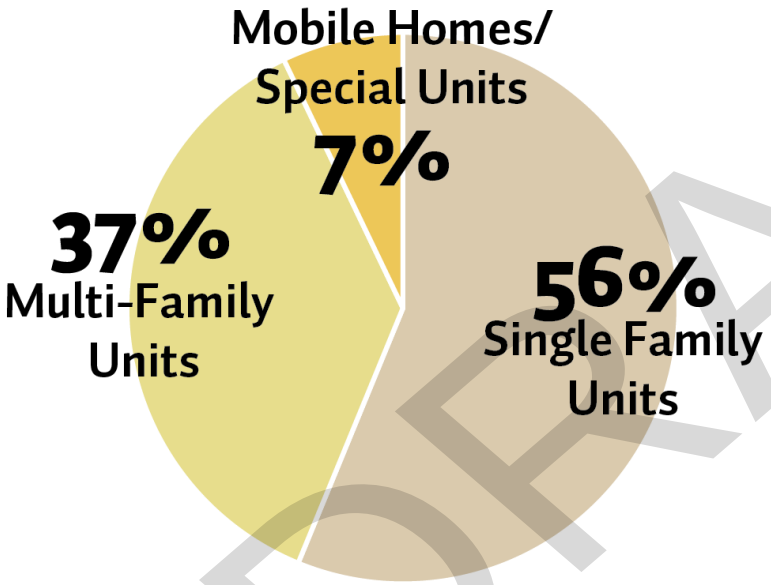
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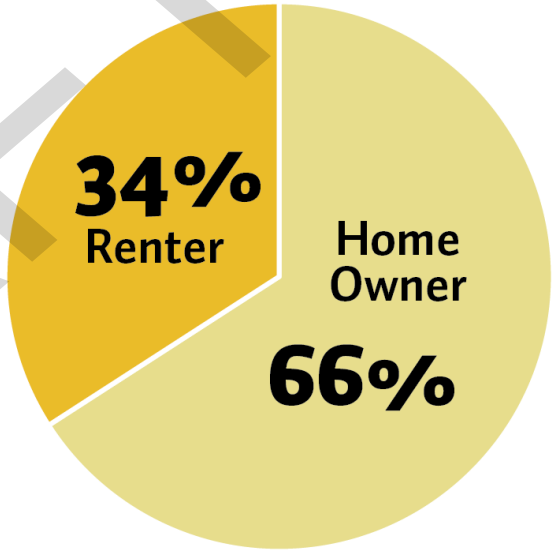
The percent of households who **speak English less than very well** has **nearly doubled** since 2010

Community Profile

94.6% of units are **Occupied**



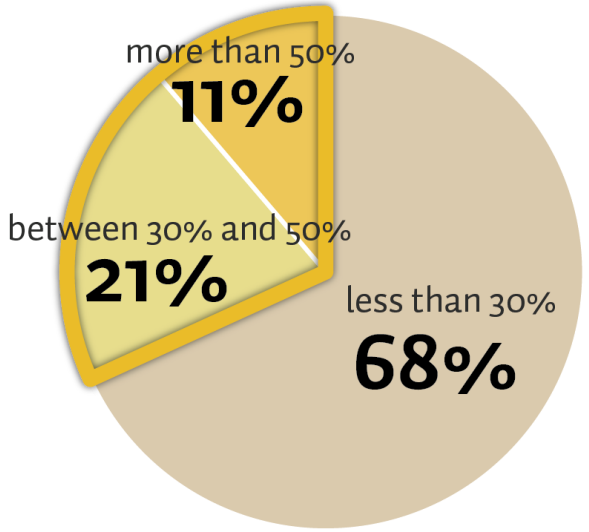
Mix of Unit Types Citywide



Housing Tenure

A third of households **rent their homes**

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

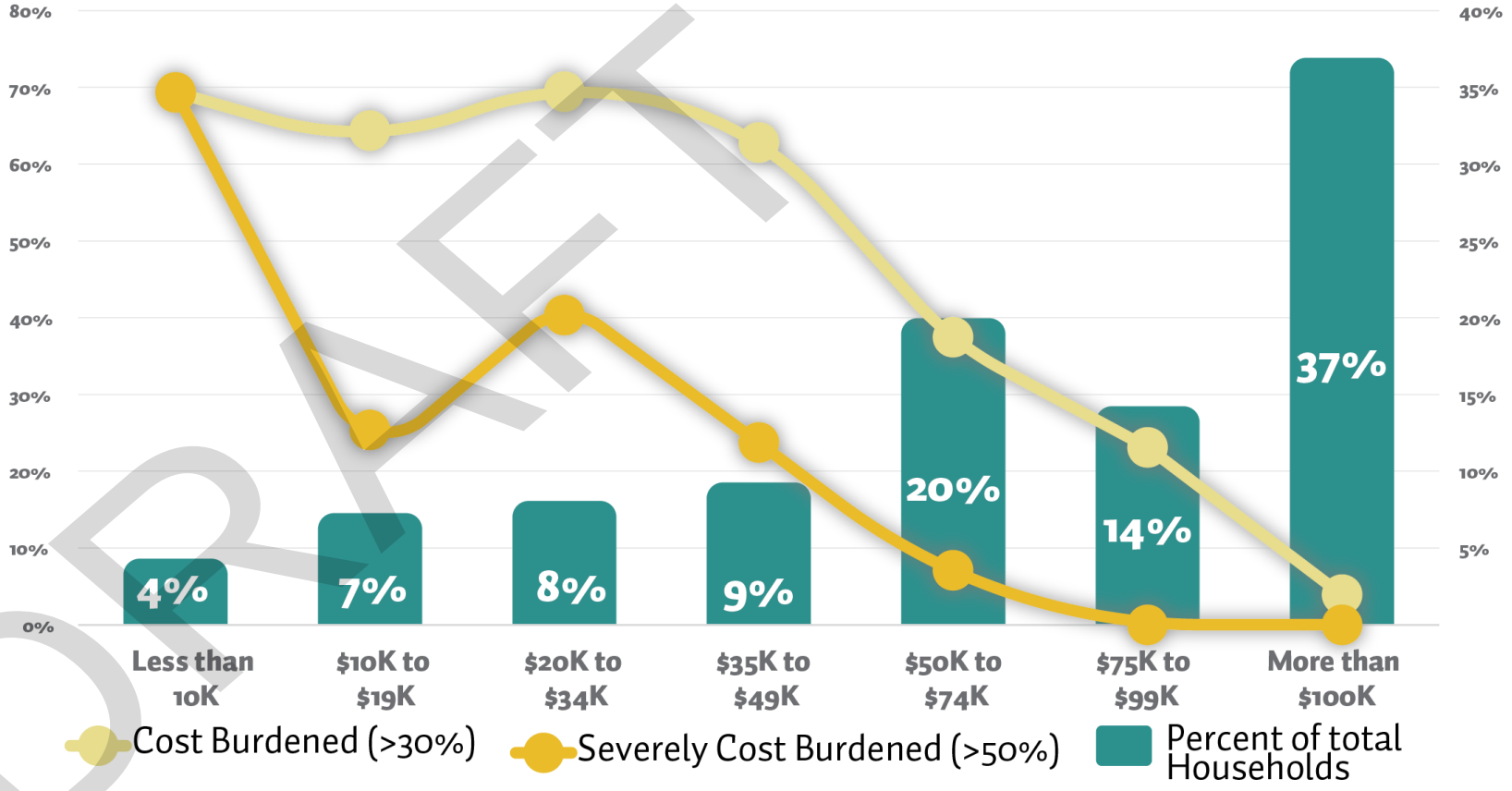


Percent of household income spent on housing

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Community Profile

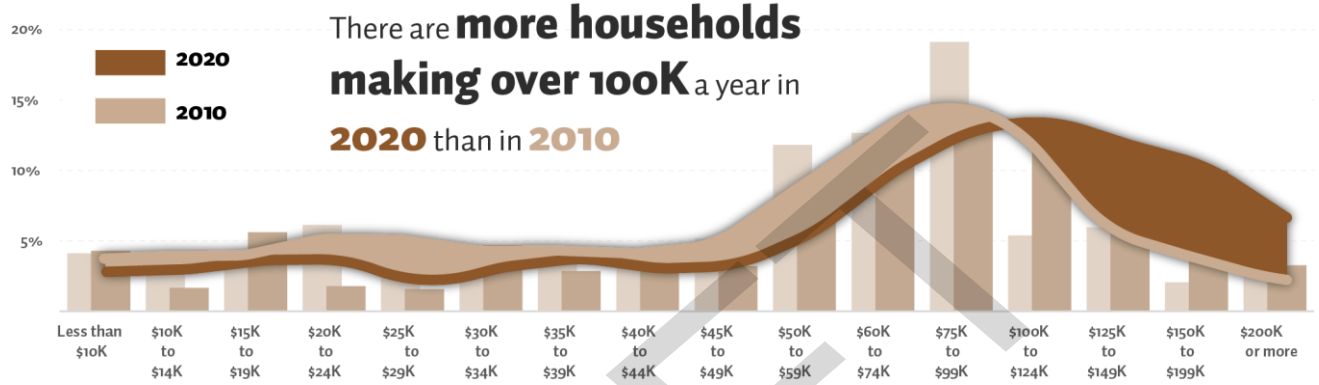
Households who make less than the median household income of **$77,023** are **more likely to be housing cost burdened**

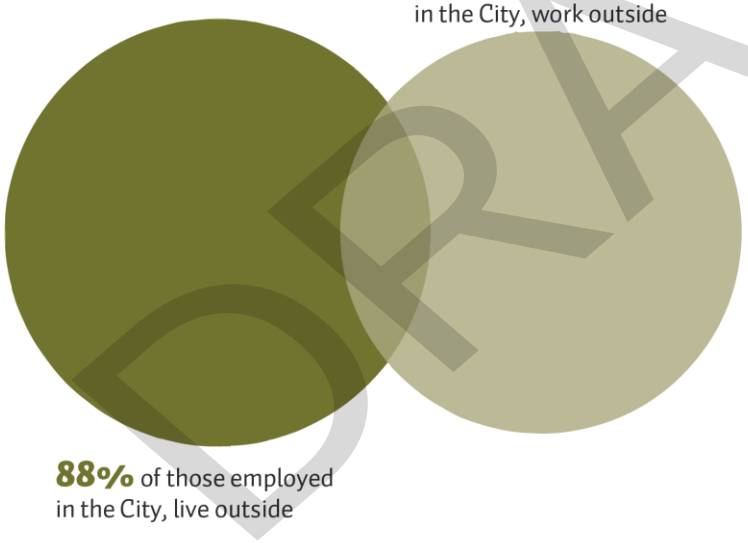


over a third of households make **more than 100K in a year**

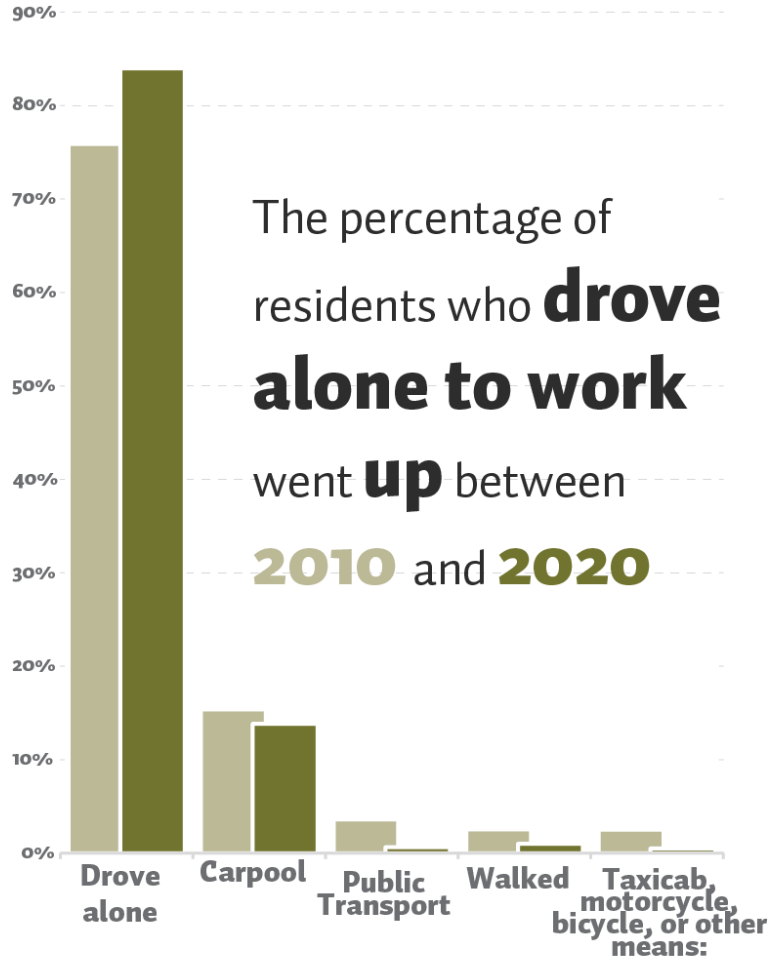
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Community Profile





Only 13 % of residents work within the City Limits



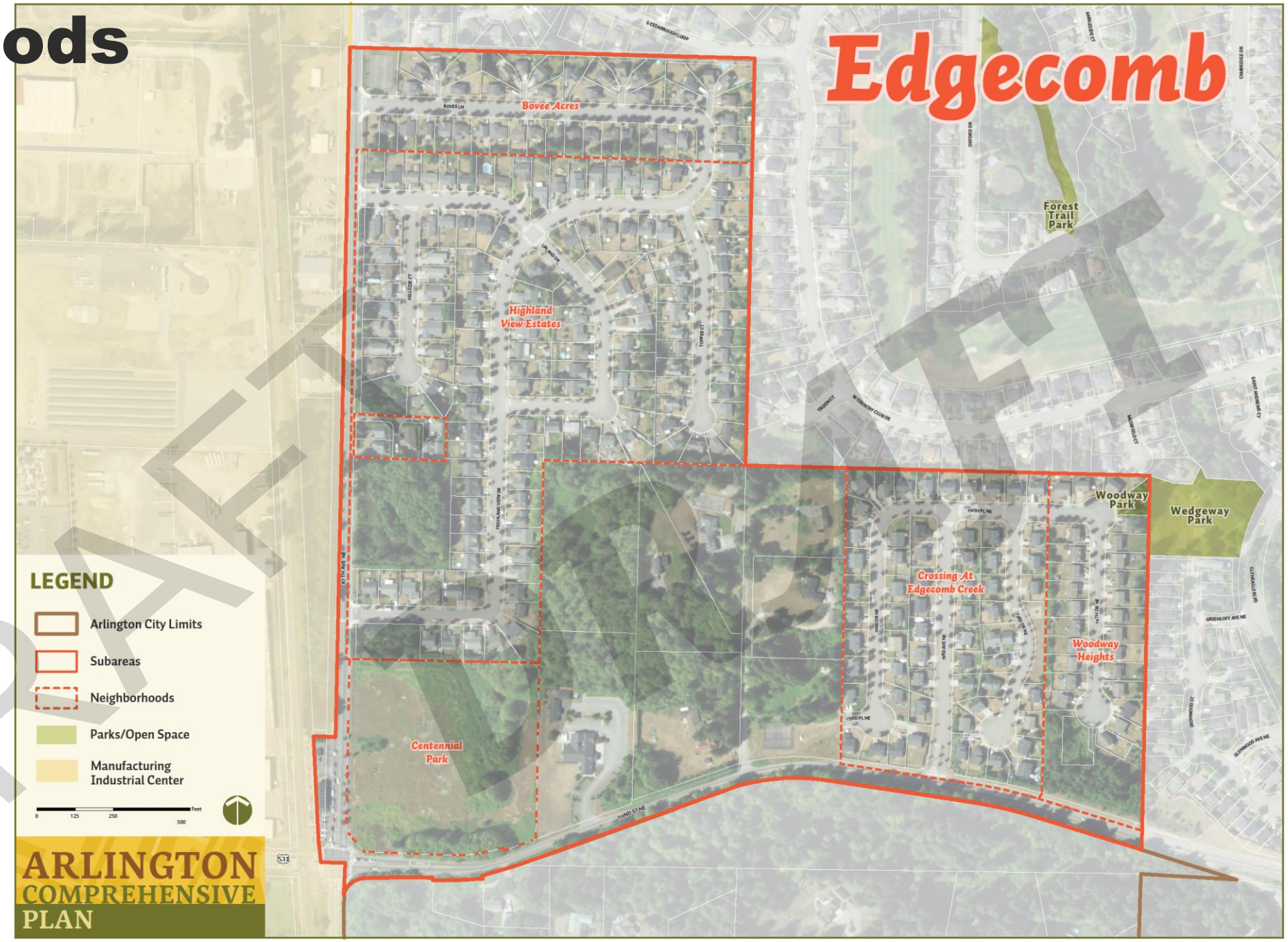
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Subareas



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Neighborhoods

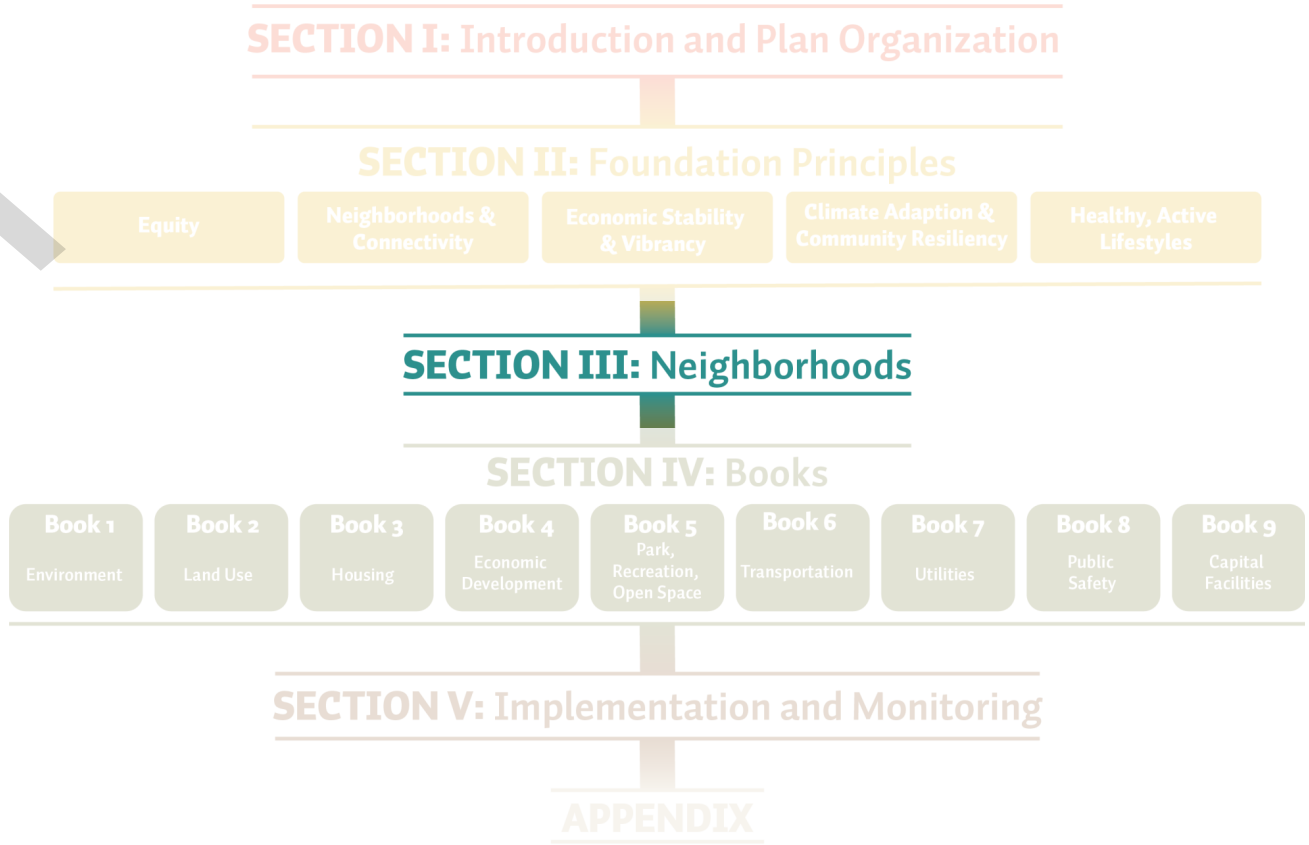


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Plan Table of Contents

SECTION III: NEIGHBORHOODS

- Existing characteristics of neighborhoods (needs), goals and opportunities for the next 20 years



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ARLINGTON COMPREHENSIVE PLAN

Public Comments and Input Received So Far





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Question 1: What do you LOVE about Arlington?



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Question 2: Favorite Places in Arlington

COMMONLY MENTIONED:

- Downtown / Old Town
- Stillaguamish River
- Farmer's Market
- Olympic Avenue
- Home
- Airport
- Farms
- Parks and Trails
  - Legion Park
  - Wetland Park
  - Centennial Trail
  - Haller Park
  - Terrace Park
- Local Businesses
  - Arlington Hardware
  - Moe's
  - Stilly Coffee House
  - Bistro San Martin
  - Bluebird Café
  - Nutty's Junkyard Grill
  - Rocket Alley Bar and Grill
  - Hammond Bread Company
  - Garden Treasures
  - Andrew's Hay
  - Co-op Supply
  - Arlington Velo Sport

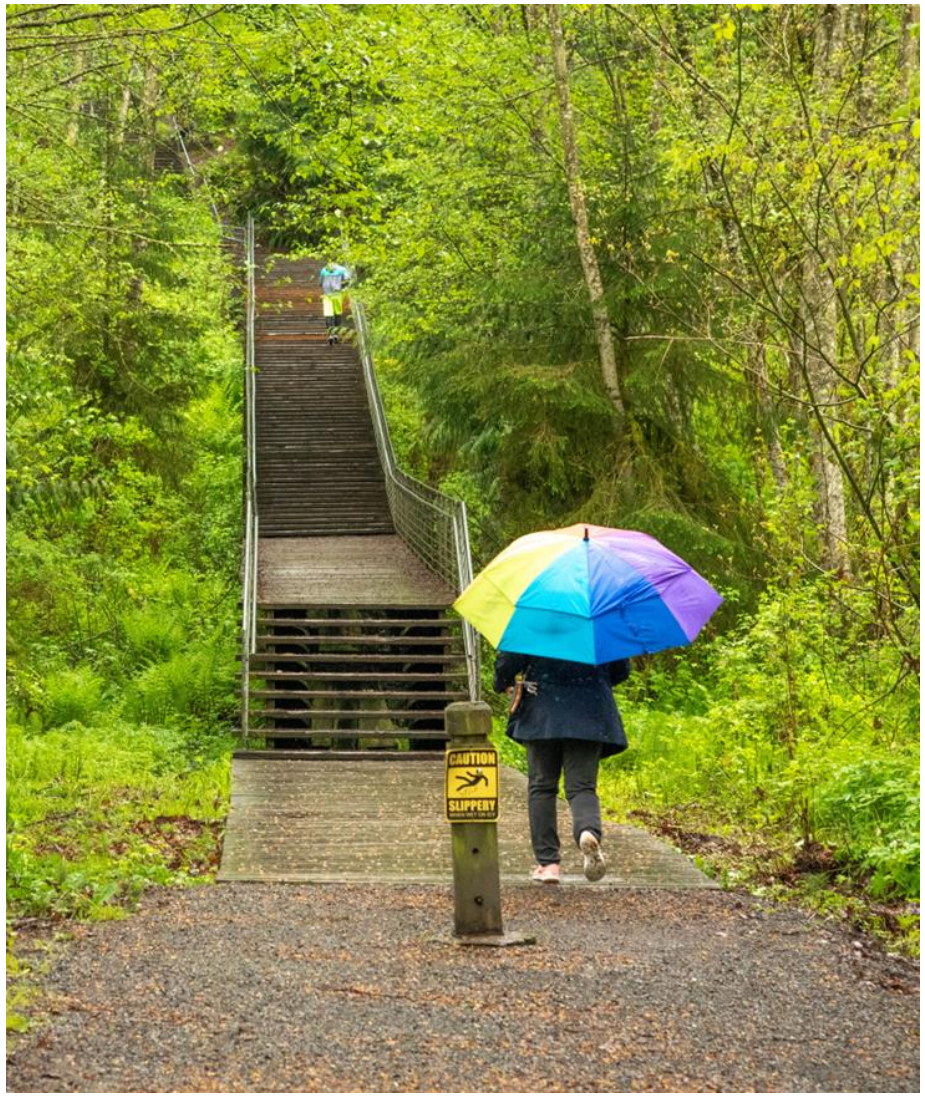


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Question 3: One Word to Describe Arlington

COMMONLY MENTIONED:

- Small
- Charming
- Hometown
- Changing
- Community
- Crowded
- Festive
- Authentic
- Friendly
- Peaceful



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Question 4: One Thing Enjoyed in Another City

COMMONLY MENTIONED:

- Variety of Businesses
- Grocery Stores
- Small
- Safety
- Parks and trails
- Recreation Opportunities
- Community Center
- Live Entertainment
- Parking Availability
- Public Transportation
- Diversity
- Quiet
- Murals
- Historical Landmarks
- Urban Design
- Cleanliness
- Affordability



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Question 5: What would you strengthen?



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ARLINGTON COMPREHENSIVE PLAN

Next Steps





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Open House

And now….Please share YOUR IDEAS and TELL US what improvements you would like to see in your neighborhood!

- Find the subarea you live and/or work in
- Add your comments to the map or board
- Scan the QR code to provide more detailed feedback

The comprehensive planning team is available for questions!

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Appendix B: July 2023 Street Fair Presentation





ARLINGTON COMPREHENSIVE PLAN

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July 8, 2023







Presentation Topics

- Overview of Project
- Growth Allocation
- Foundational Principles and Guiding Goals
- Public Feedback Received to Date
- Opportunities to Provide Feedback

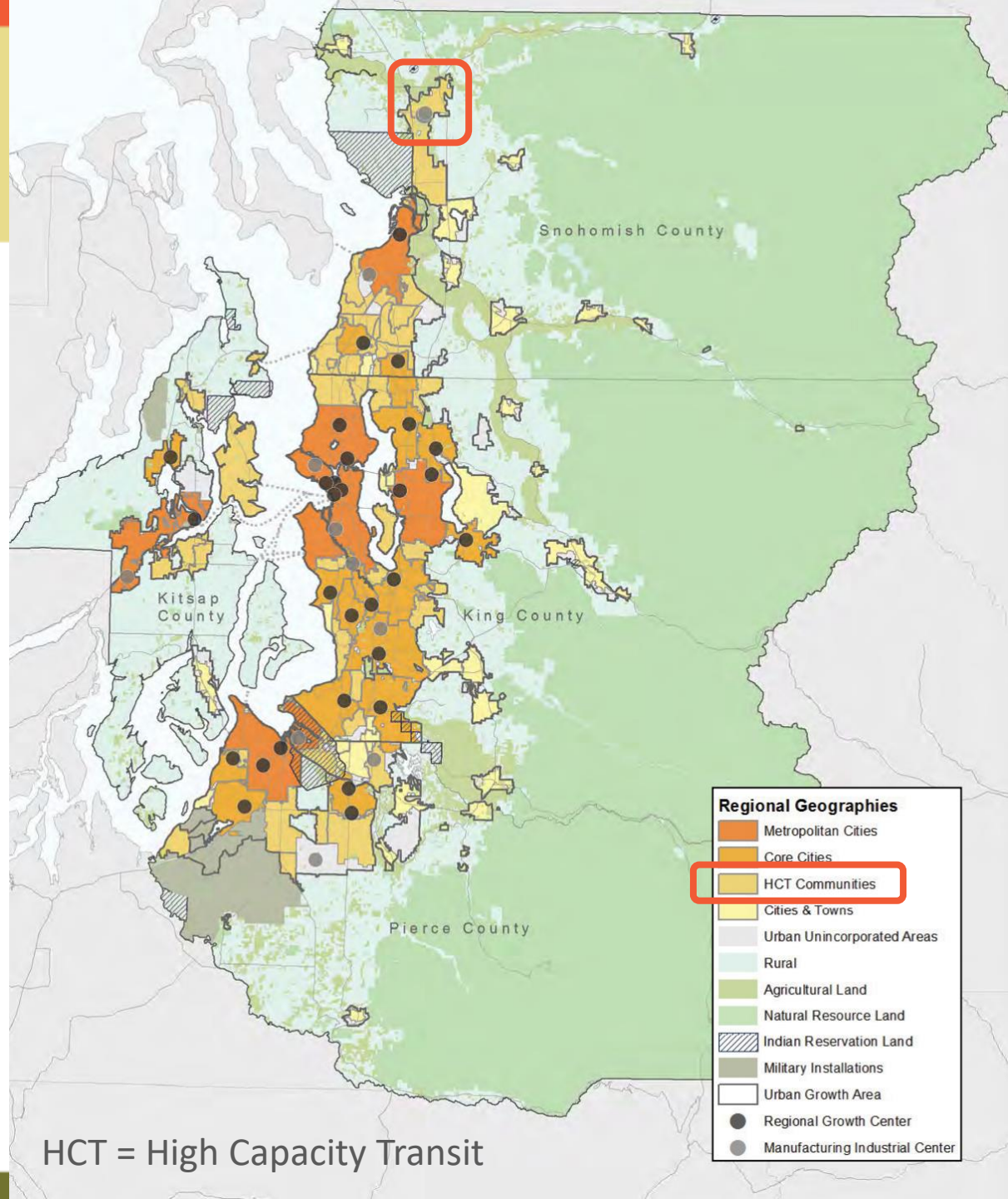
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Overview

- Washington State Growth Management Act (GMA) enacted in 1990.
- GMA provides a framework for state, regional, county, and local planning coordination.
- Cities, counties, and ports develop and update comprehensive plans to plan for growth for the next 20 years (2044).

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Source: Puget Sound Regional Council VISION 2050



HCT = High Capacity Transit

Planning Process & Timeline

2022	2023	2024

Focus Group and Inter-Departmental Coordination *(meetings ongoing)*

1. REVIEW BACKGROUND & CONFIRM VISION

- Branding & Templates
- Review Existing Plans
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2. POLICY FRAMEWORK & PLANNING SCENARIOS

- Develop & Review Preliminary Draft Elements
- Revision Rounds (1-2)

3. DRAFT COMPREHENSIVE PLAN & ENVIRONMENTAL REVIEW

- Compile & Review Full Draft Revision Rounds (2-3)
- Align Capital Facilities & Capital Improvements

4. FINALIZE & ADOPT

- Finalize Plan
- Code/Zoning Recommendations
- Support Formal Adoption Process

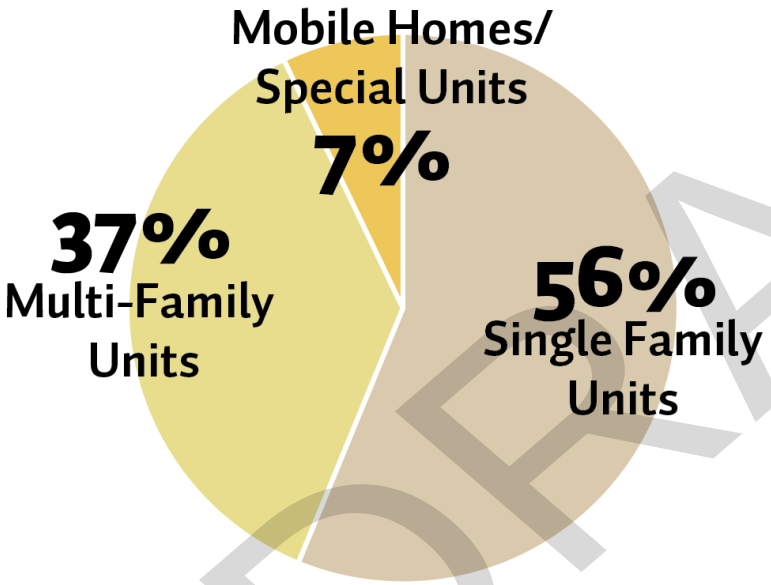


Public Engagement *(ongoing)*

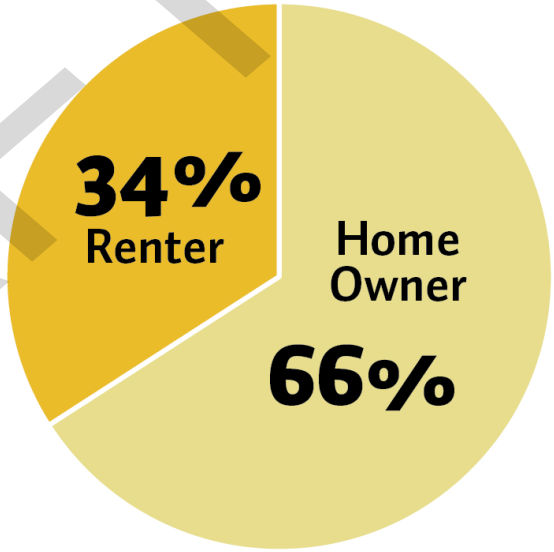
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Community Profile

94.6% of units are **Occupied**



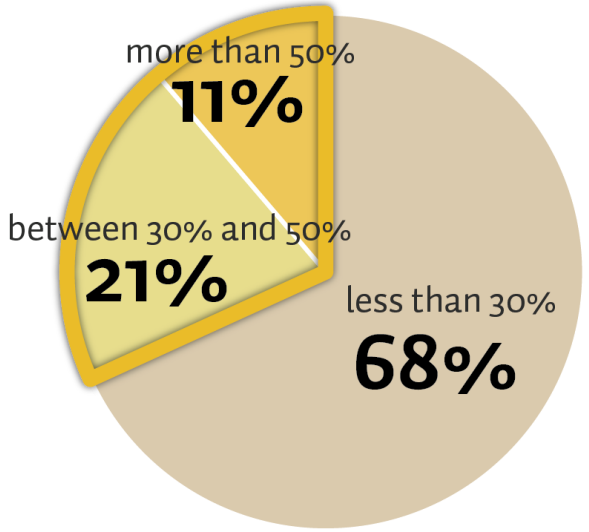
Mix of Unit Types Citywide



Housing Tenure

A third of households **rent their homes**

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

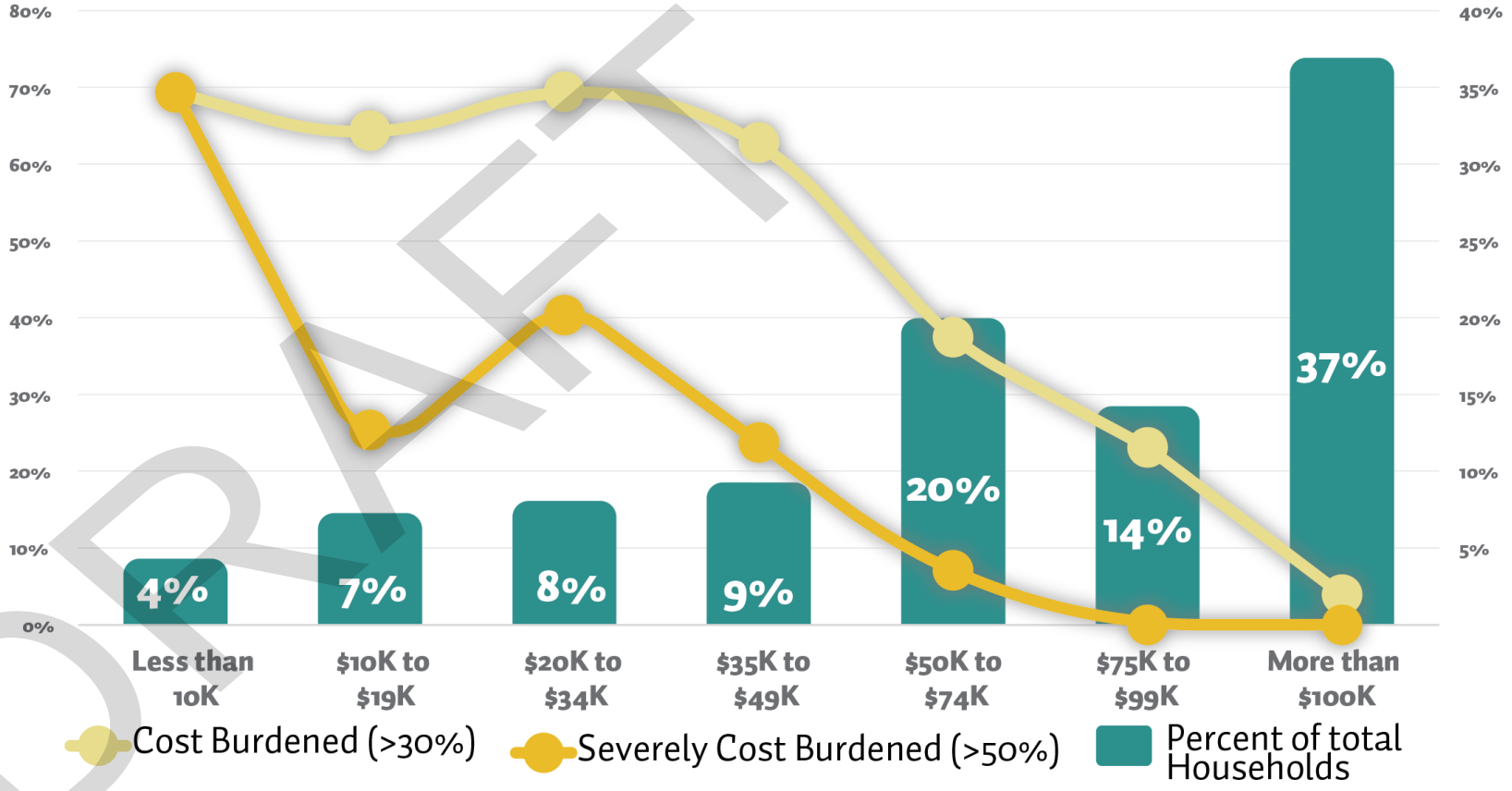


Percent of household income spent on housing

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Community Profile

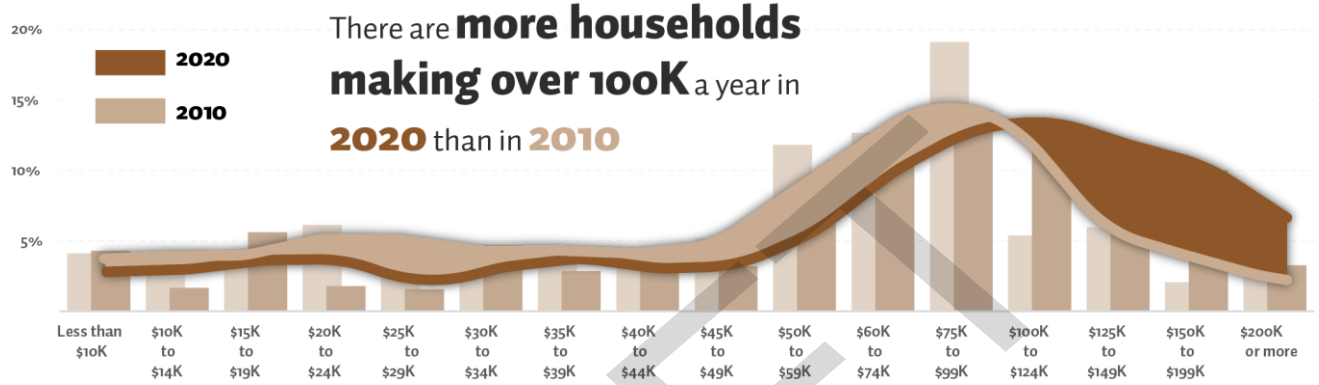
Households who make less than the median household income of **$77,023** are **more likely to be housing cost burdened**

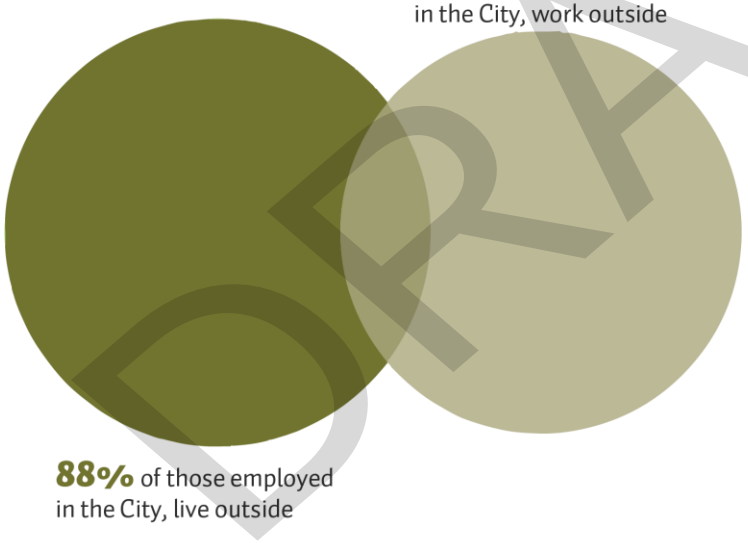


over a third of households make **more than 100K in a year**

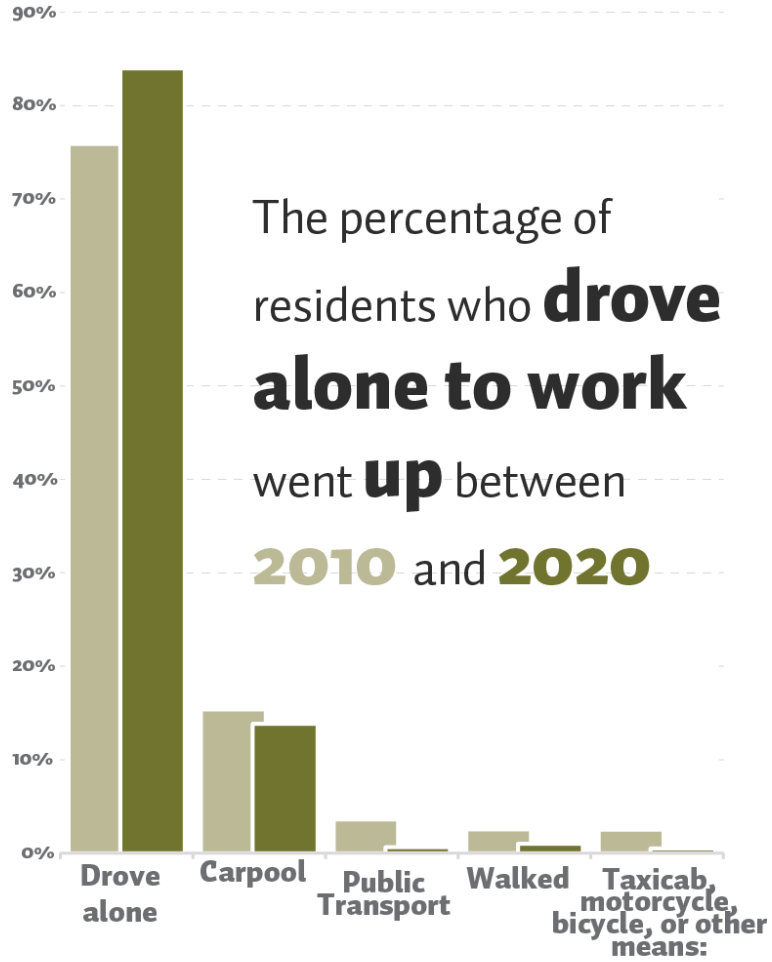
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Community Profile



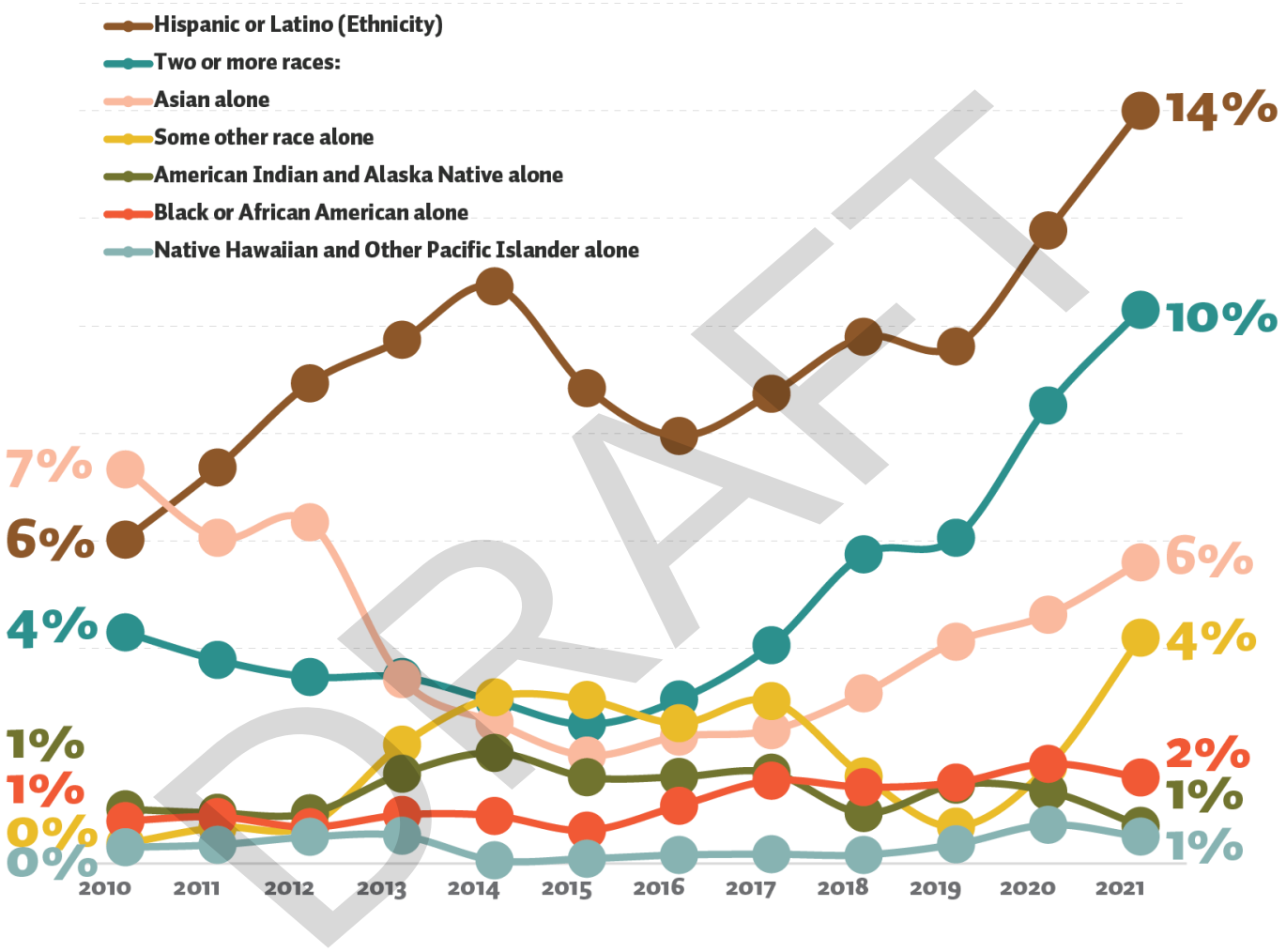


Only 13 % of residents work within the City Limits

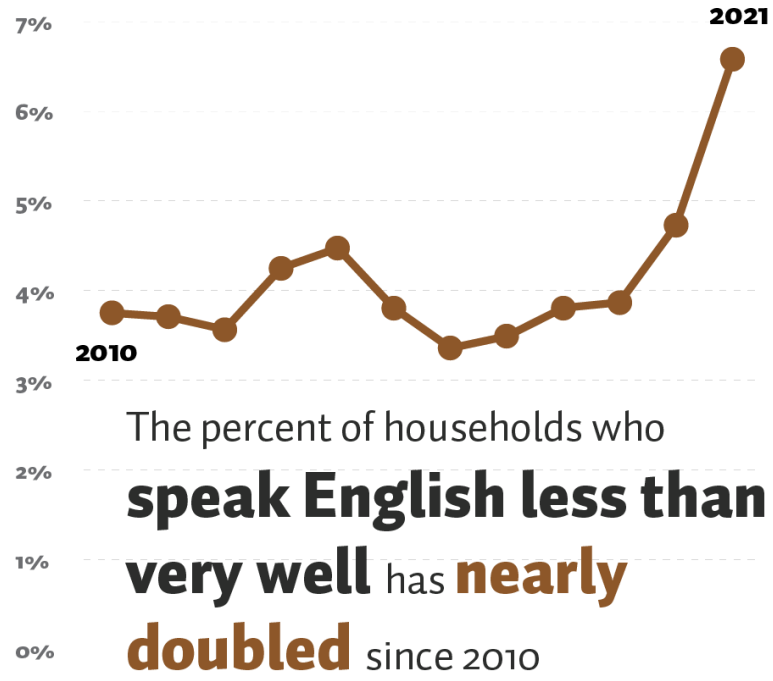


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Community Profile

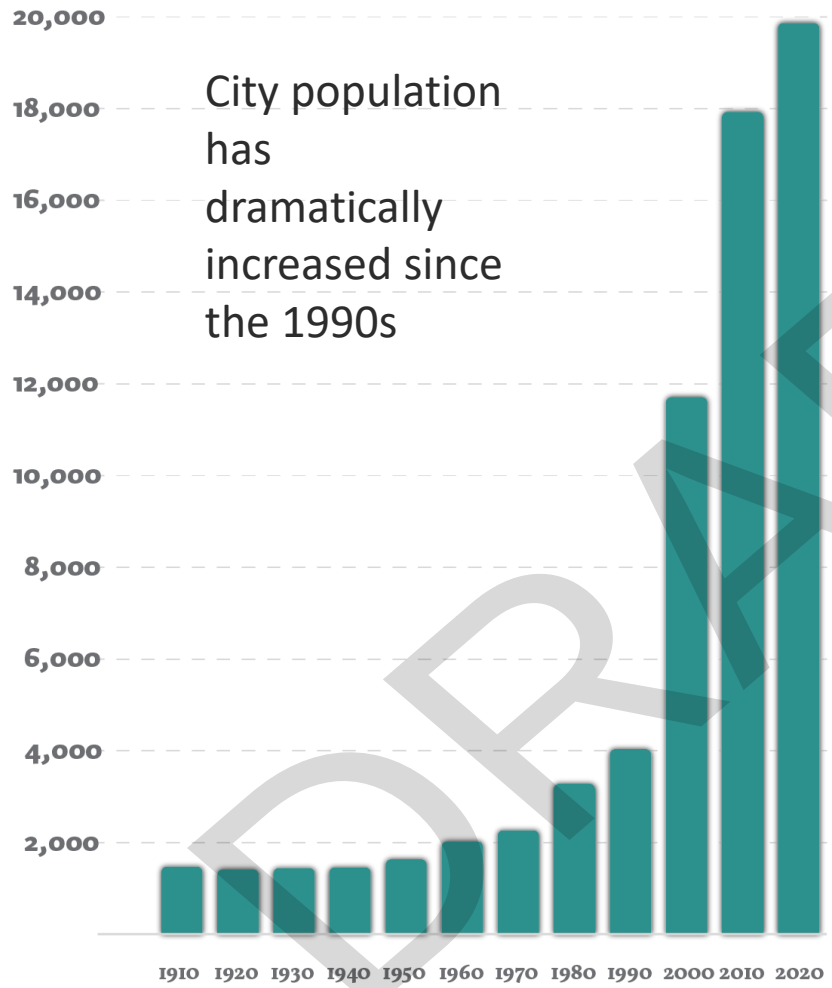


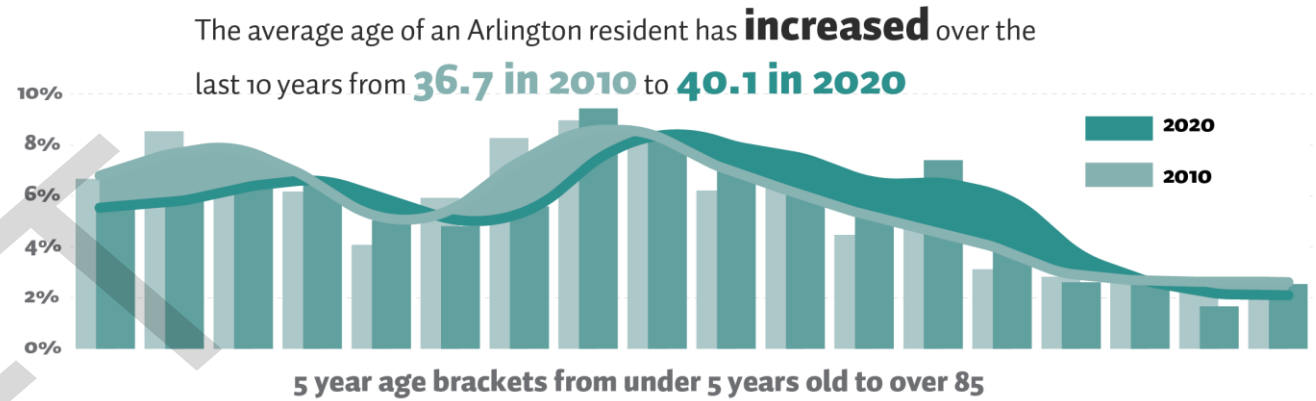
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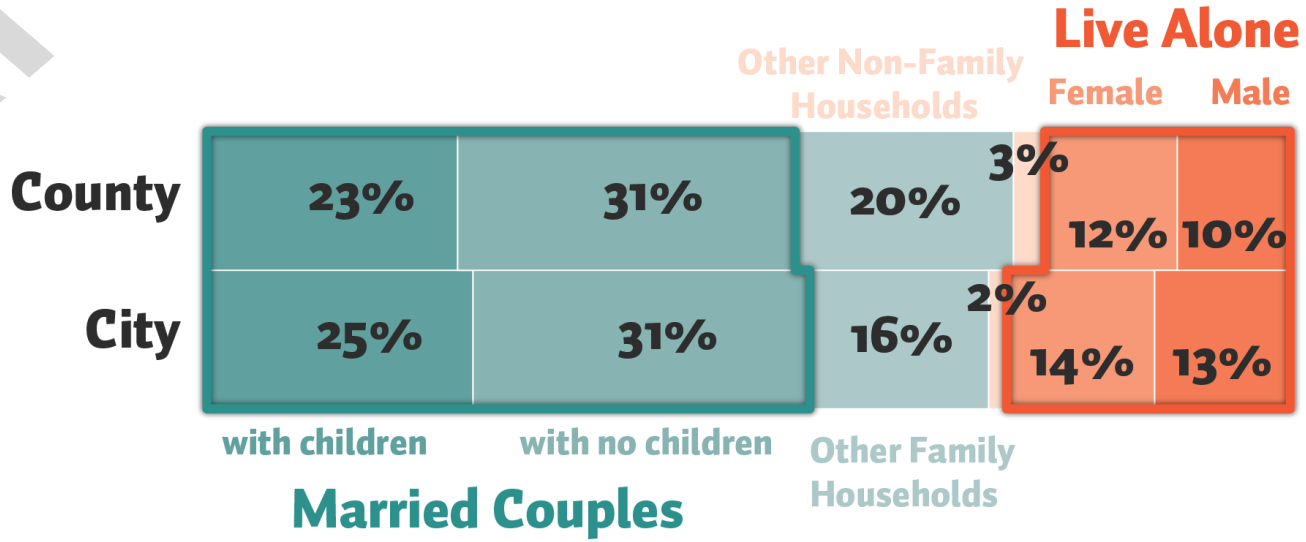


The percent of households who **speak English less than very well** has **nearly doubled** since 2010

Community Profile







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ARLINGTON COMPREHENSIVE PLAN

Growth Allocation





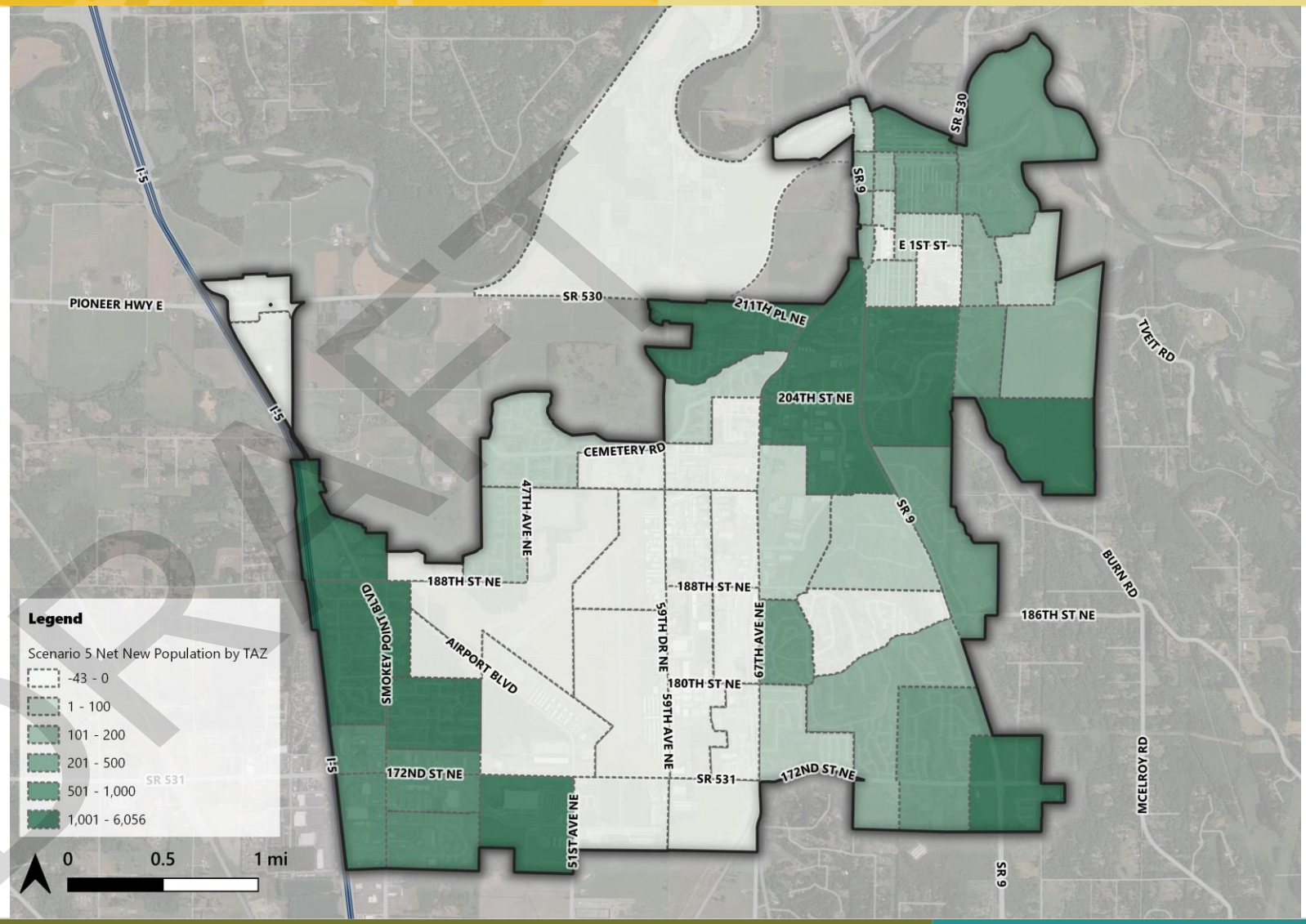
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Growth Allocation

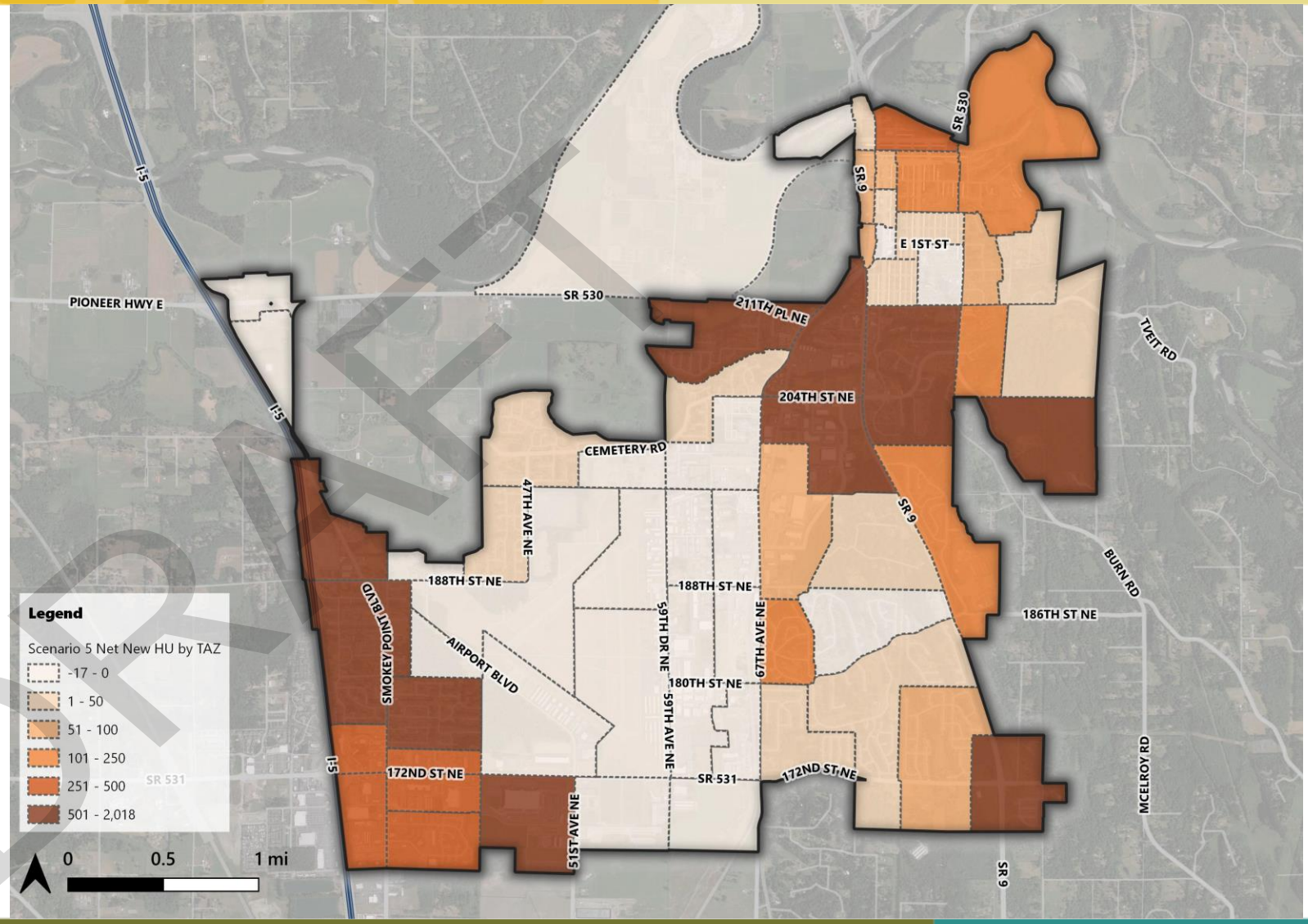
Allocation	2020 Baseline	2044 Allocation	2020-2044 Growth
Population	20,418	35,506	15,088
Housing	9,120	15,483	6,363
Employment	12,449	24,751	12,302

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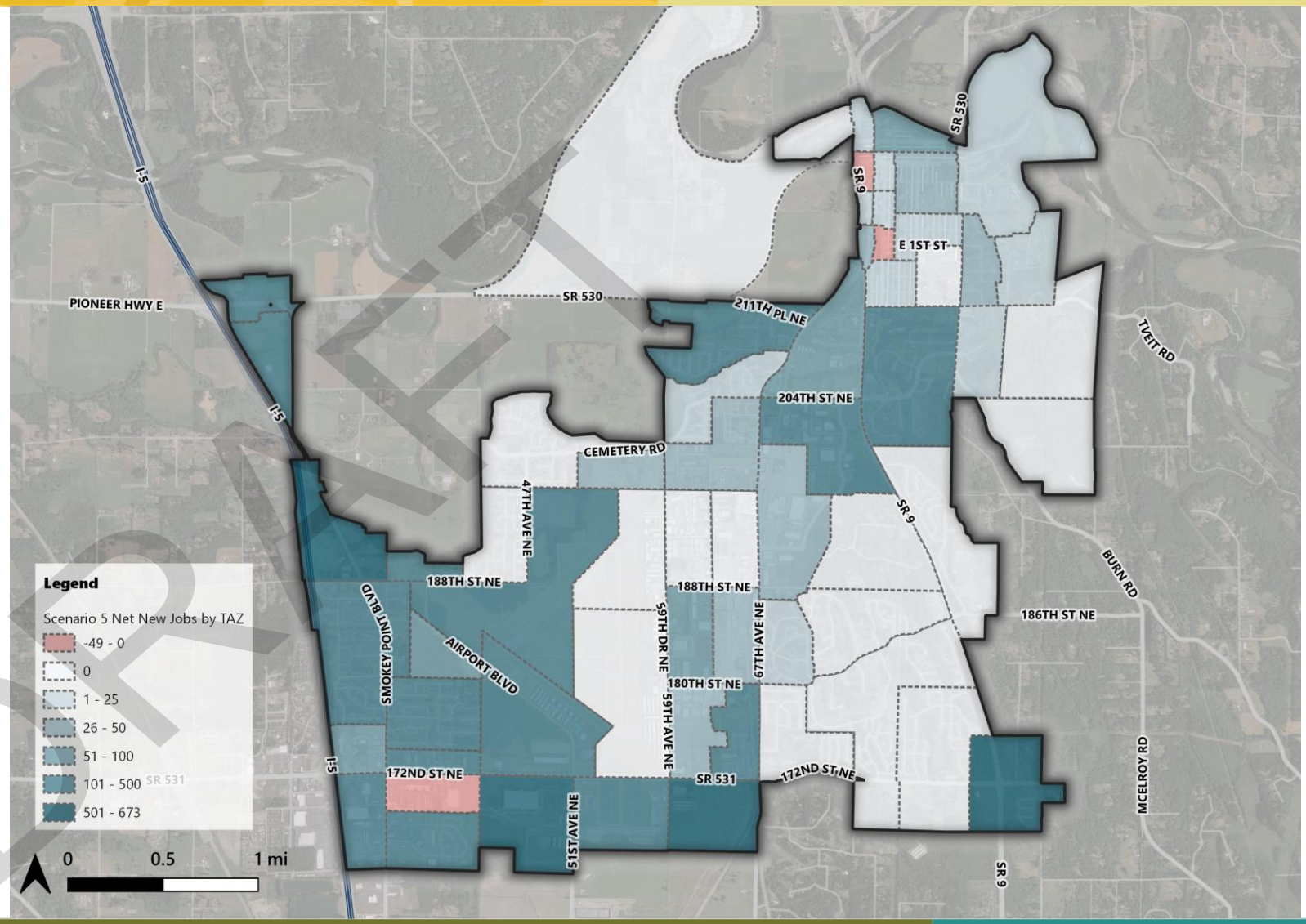
Growth Allocation - Population



Growth Allocation - Housing



Growth Allocation - Employment



ARLINGTON COMPREHENSIVE PLAN

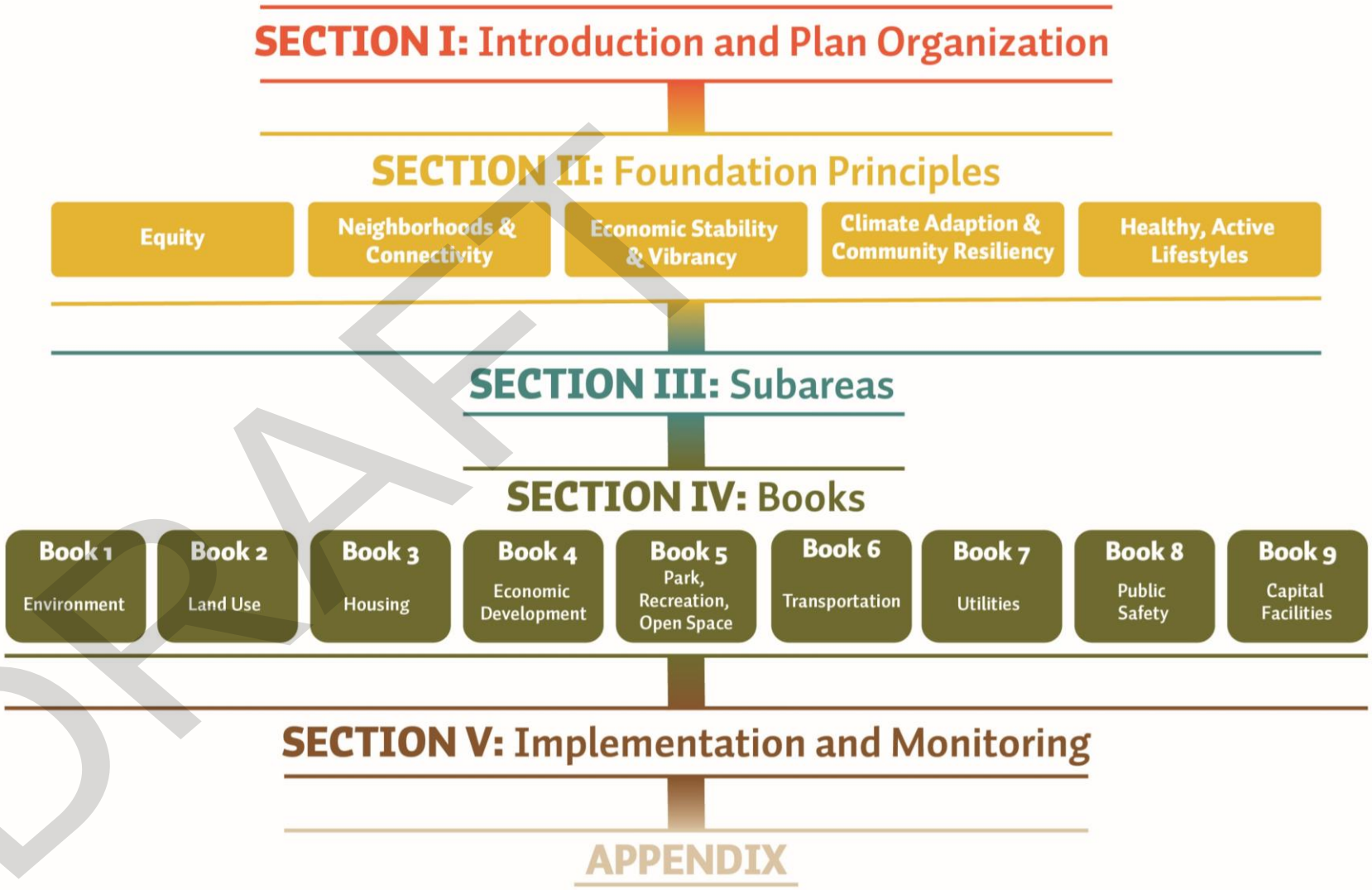
Foundational Principles & Guiding Goals





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Plan Framework



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Plan Framework

Economic Stability and Vibrancy

Neighborhoods and Connectivity

Climate Adaption and Resiliency

Equity

Healthy Active Lifestyles



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Economic Stability and Vibrancy Guiding Goals



- Support the development of new approaches to economic growth and innovation.
- Encourage local businesses through the continued application of mixed-use residential corridors and multiple locations for neighborhood serving businesses.
- Ensure that the airport remains a viable, long-term employment and economic engine for the City of Arlington.
- Promote a strong, diversified, and sustainable local and regional economy, while respecting the natural environment and preserving and enhancing the quality of life in the City.
- Promote diverse and sustainable employment sectors to support and encourage residents to live and work in Arlington.
- Encourage active cooperation between the City and local businesses concerning economic development issues, particularly of those businesses that have specialized infrastructure, building design, transportation or other needs.
- Minimize the adverse impacts of industrial uses to adjacent and abutting residential properties.
- Foster economic development throughout the City's many economic subareas.
- Ensure adequate utility, capital facility, and transportation services to accommodate businesses providing jobs.

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Neighborhoods and Connectivity Guiding Goals



- Use equitable and measurable planning tools to preserve neighborhood character in existing homes and provide regulatory context for new construction or re-development of existing housing stock.
- Create new parks and public spaces to enhance the quality of life in all our neighborhoods.
- Ensure new development and new services and facilities will arrive concurrently prior to the annexation of unincorporated Urban Growth Areas.
- Encourage a mix of residential densities throughout the City.
- Ensure stable residential neighborhoods through public investment in infrastructure and preserving existing housing stock and accommodate new development in a manner that enhances Arlington's quality of life, its natural environment, and its historical and cultural amenities.
- Ensure the development of new multi-family housing and small single-family units occurs near high capacity transit and designated neighborhoods.
- Consider the special needs of subarea transportation facilities including appearance and safety.

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Neighborhoods and Connectivity Guiding Goals



- Maintain and enhance the safety of the transportation system, including non-motorized networks, and reduce the chance of accidents.
- Plan, develop, and maintain a balanced transportation system for the efficient movement of people, goods, and services within the City and between the community and other activity centers in the region.
- Ensure concurrency by providing an effective roadway network with adequate capacity to meet the demand for travel within the City at the adopted Level of Service (LOS) standard.

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Climate Adaptation and Resiliency Guiding Goals

- Mitigate climate impact by reducing greenhouse gas emissions.
- Cultivate safe, prepared, and resilient communities through emergency planning.
- Identify, protect, and enhance natural areas to foster resiliency to climate impacts, as well as areas of vital habitat for safe passage and species migration.
- Identify, protect, and enhance community resiliency to climate change impacts, including social, economic, and built environment factors, that support adaptation to climate impacts consistent with environmental justice.
- Address natural hazards created or aggravated by climate change, including sea level rise, landslides, flooding, drought, heat, smoke, wildfire, and other effects of changes to temperature and precipitation patterns.
- Promote energy conservation by developing incentives and/or requirements for energy-saving transportation, land development patterns and practices, and building construction and operation methods and materials.
- Develop transportation strategies that encourage the use of pedestrian, bicycle, and mass transit facilities that will lead to savings of nonrenewable energy sources and reduce vehicle miles traveled.
- Minimize air quality impacts caused by the transportation system.
- Remain a Tree City and encourage an increased tree canopy.

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Climate Adaptation and Resiliency Guiding Goals

- Implement Travel Demand Management and Transit Oriented Design to create a more walkable city.
- Provide opportunities/resources to educate the public on the importance of preserving natural resources and reducing individual carbon impacts.

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Equity Guiding Goals

- Provide housing options affordable to all demographics.
- Provide unique places and context for the growth of social capital.
- Preserve and enhance open space, natural, and cultural resources and strive for equitable geographic and demographic distribution.
- Encourage development of housing opportunities to accommodate the homeless, elderly, physically or mentally challenged, and other segments of the population who have special needs.
- Encourage a quality and diverse housing stock within the City.
- Promote environmental justice by not creating or worsening environmental health disparities.
- Ensure capital facilities and utilities achieve efficient delivery of services, support equitable distribution of services, minimize environmental impacts, and maximize value for the community.
- Ensure equitable access to City resources and programs through proactive and transparent communication, multiple platforms, and where appropriate, in multiple languages.
- Where possible, incentivize affordable and workforce housing near transportation and employment centers.
- Provide equal access to quality, life-long educational opportunities.

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Healthy Active Lifestyles Guiding Goals

- Create and enhance environments that support physical activity and healthy living.
- Improve collaboration between health organizations, schools, faith-based organizations, and other organizations to promote preventative care and improve access to health services.
- Provide a trail system that creates links between commercial and residential areas in Arlington and connects to regional trails.
- Work towards and maintain an aesthetically pleasing environment that enhances livability for residents.
- Maintain the existing, diverse range of recreational, cultural, and educational activities and support new opportunities.
- Encourage the identification, protection, maintenance, and preservation of landmarks, districts, or structures that have special significance because of historical, archaeological, architectural, recreational, social, cultural, and/or scenic importance.
- Continue to work with other jurisdictions and/or agencies to establish joint use agreements, thus increasing available parkland and facilities at minimum cost.
- Utilize “Vision Zero” and “Safe Routes to School” guidelines to provide safe walking and biking routes for our youth.

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ARLINGTON COMPREHENSIVE PLAN

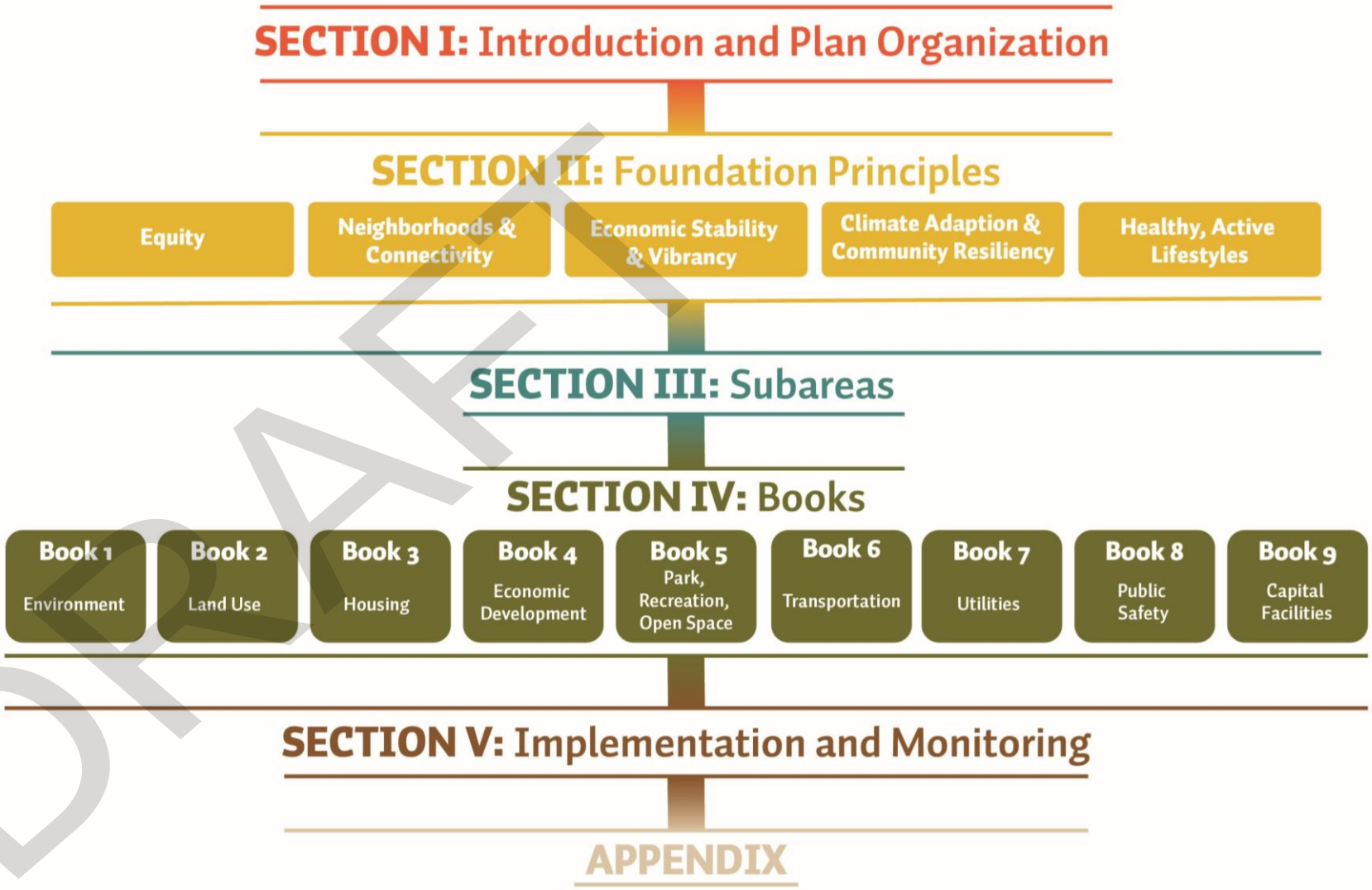
Subareas





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Plan Framework



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Subareas



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ARLINGTON COMPREHENSIVE PLAN

Feedback

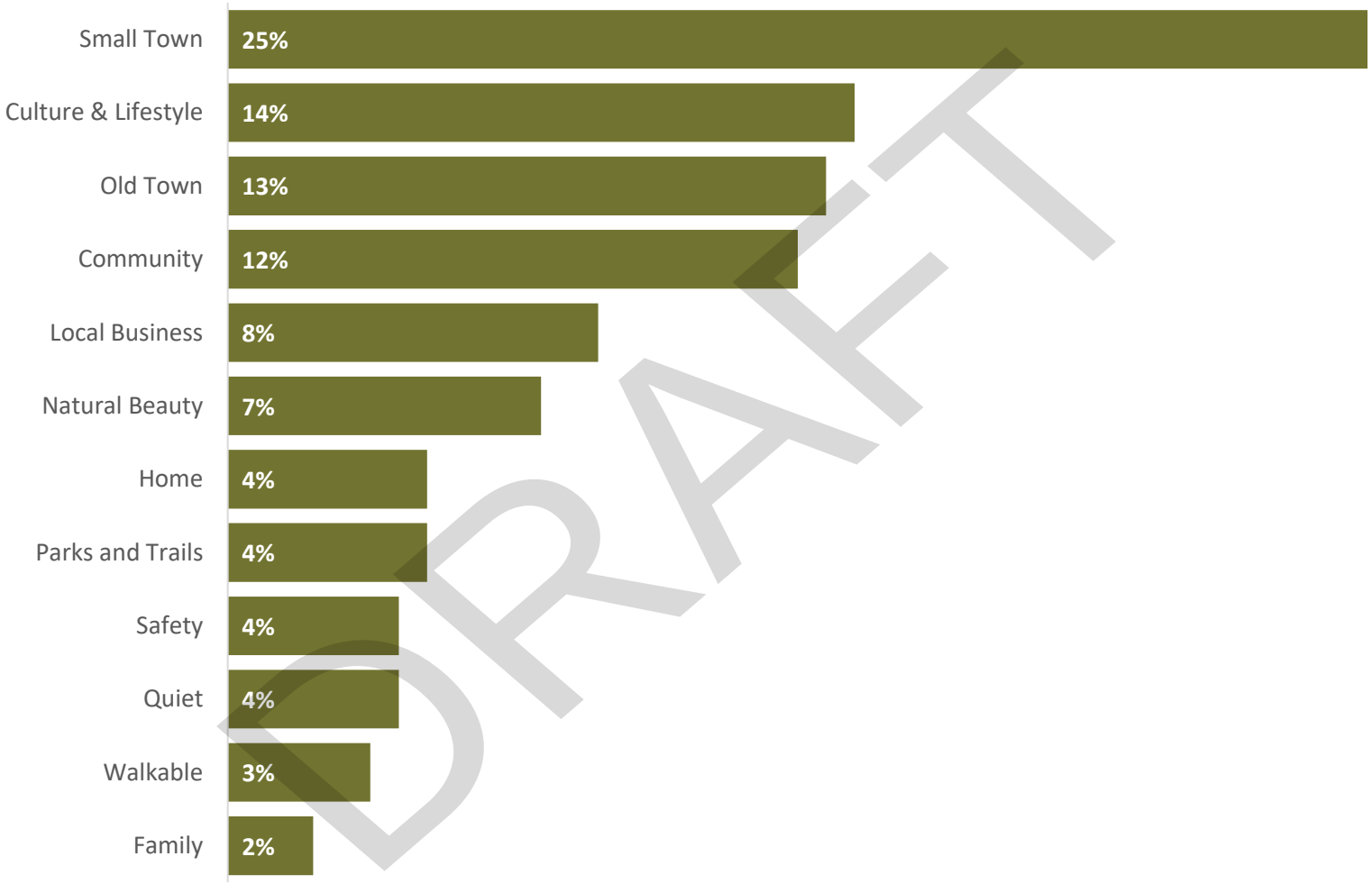




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Question 1

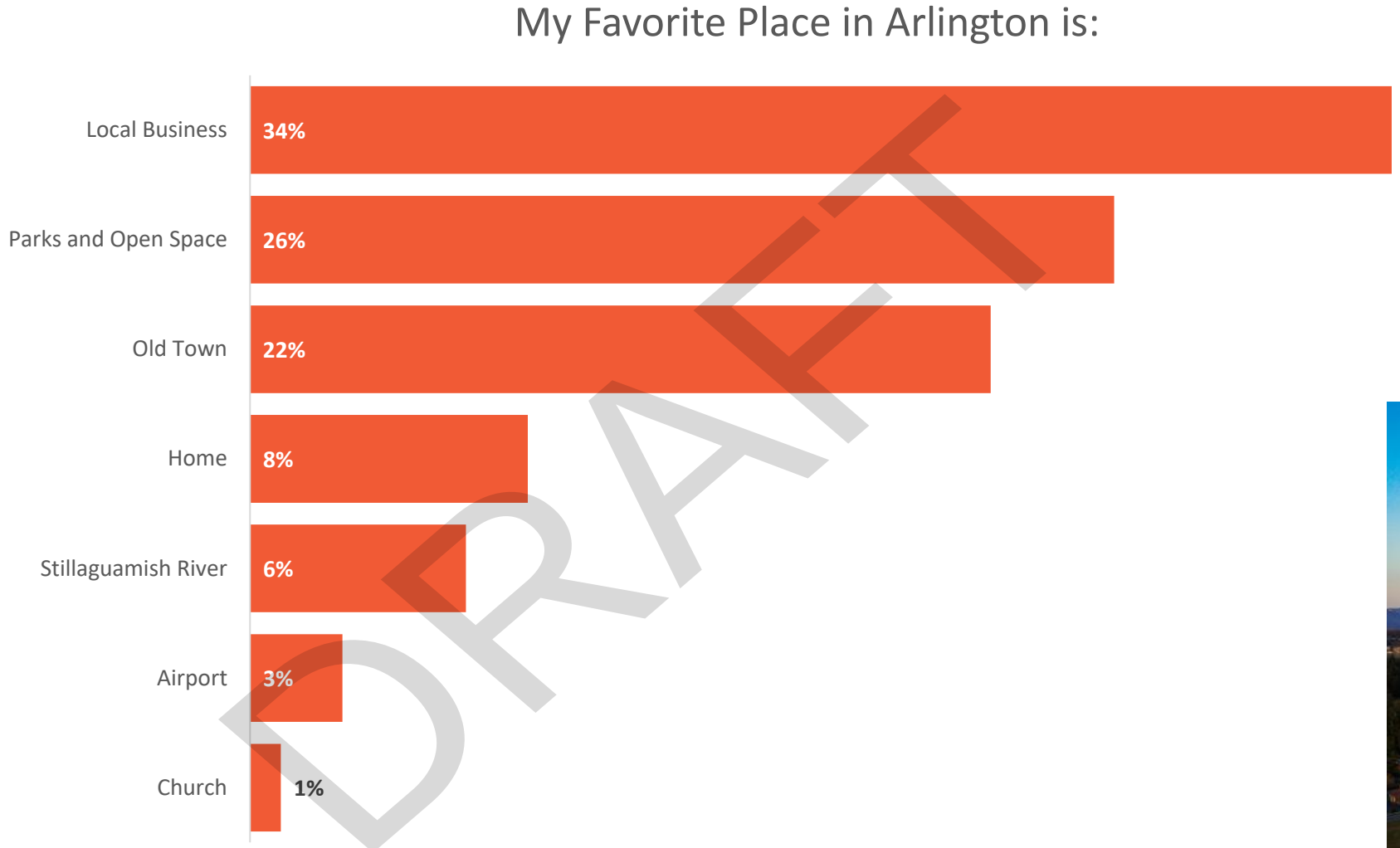
What I love most about Arlington is:



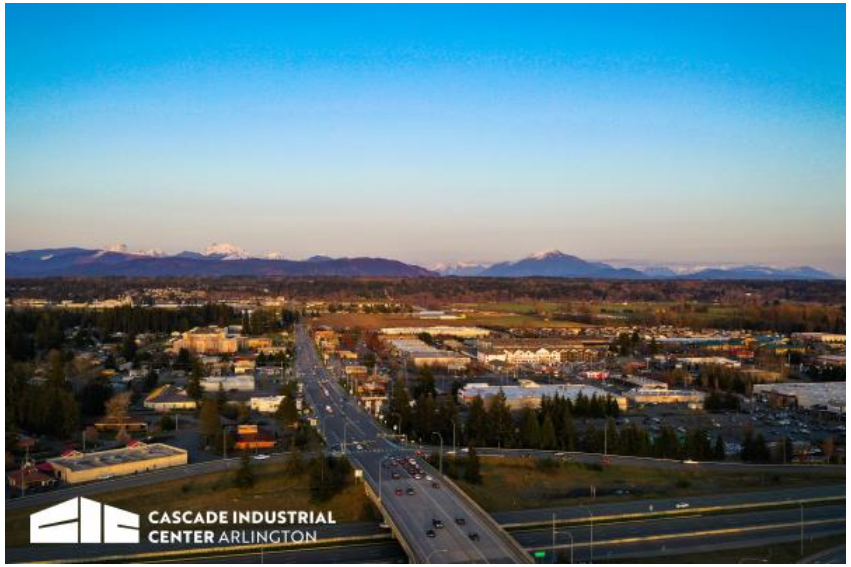
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Question 2



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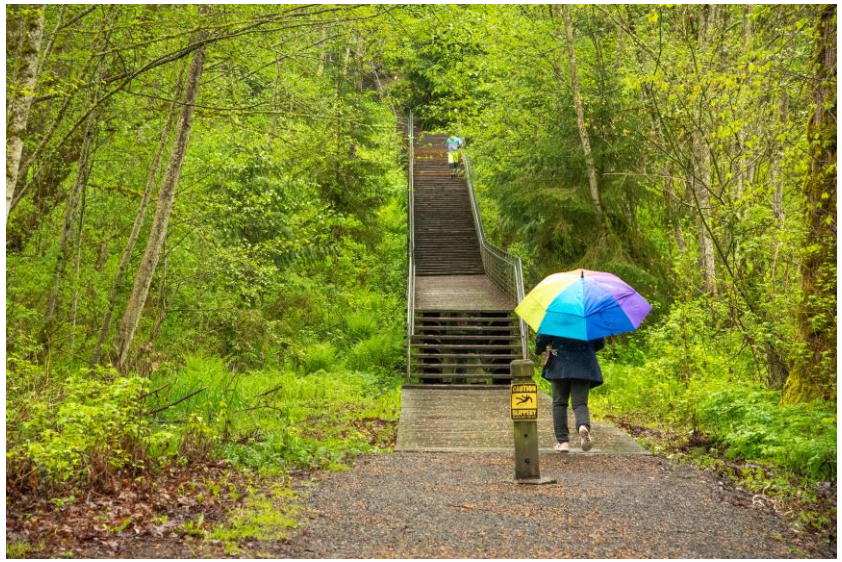


Question 3

One word to describe Arlington is:

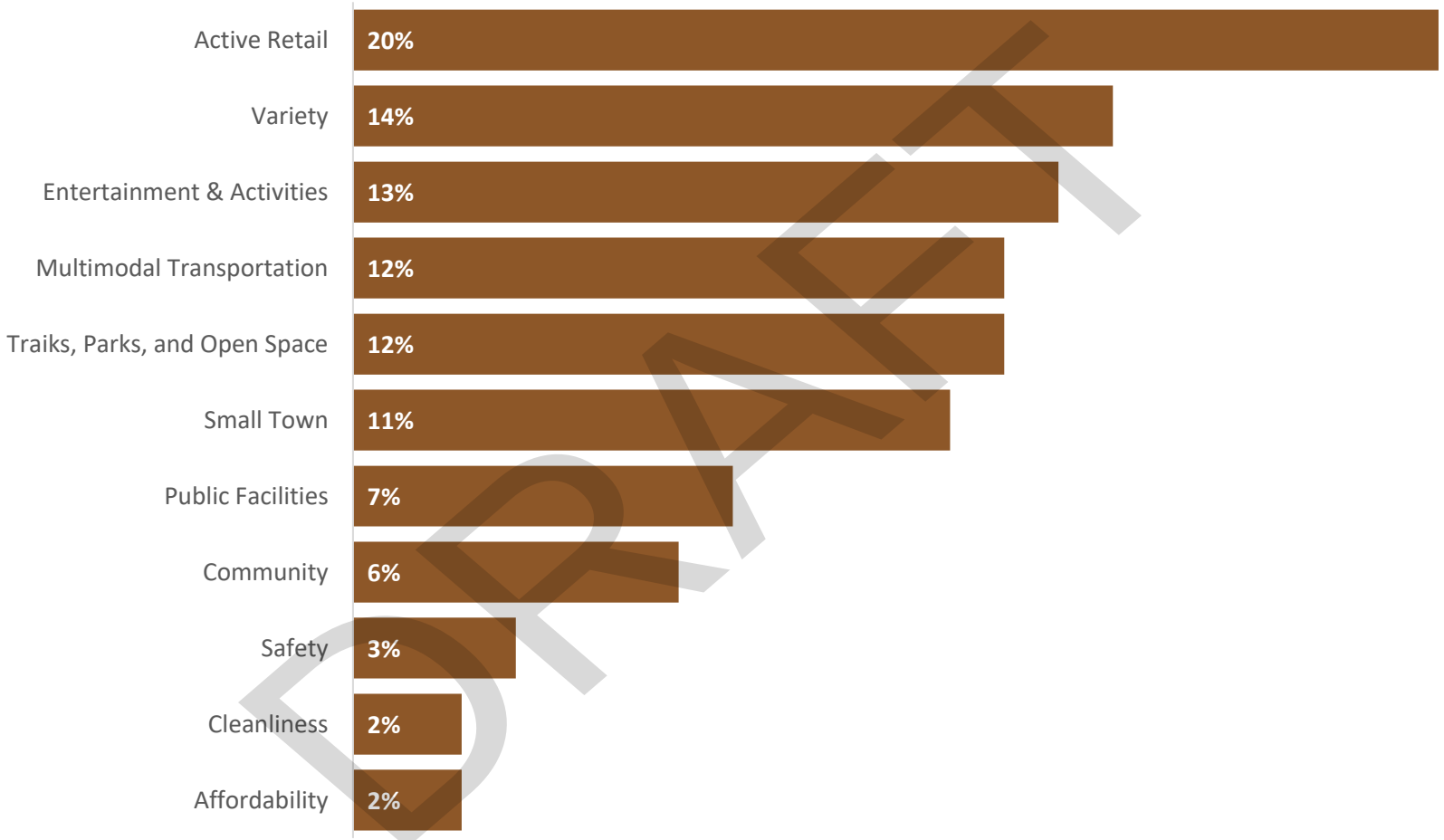


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Question 4

One thing I enjoy about another city is:

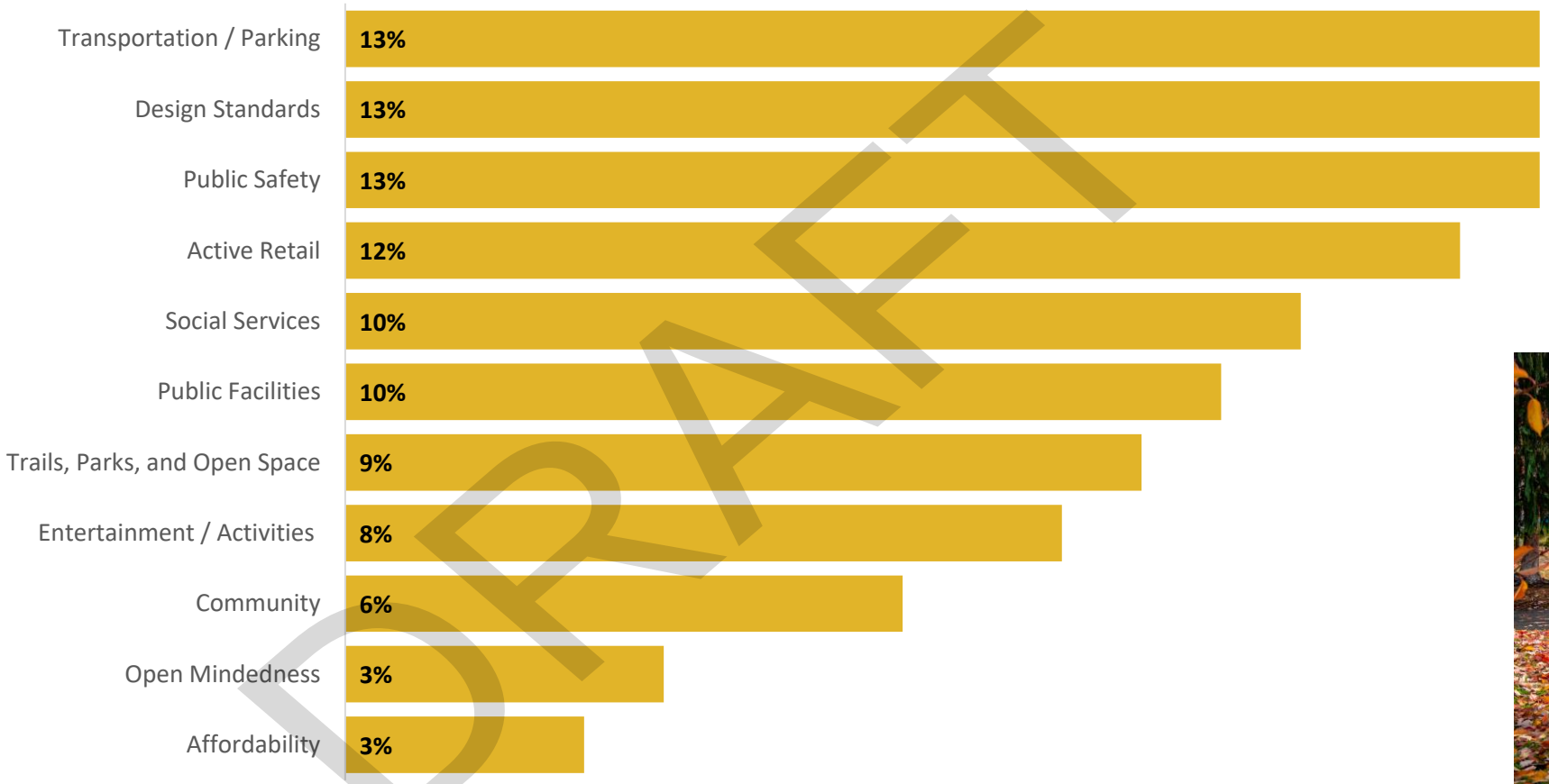


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Question 5

One thing I would strengthen in Arlington is:



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Provide Feedback!

Please share YOUR THOUGHTS and TELL US:

- **What the foundational principles mean to you**
- **What improvements you would like to see in your subarea**



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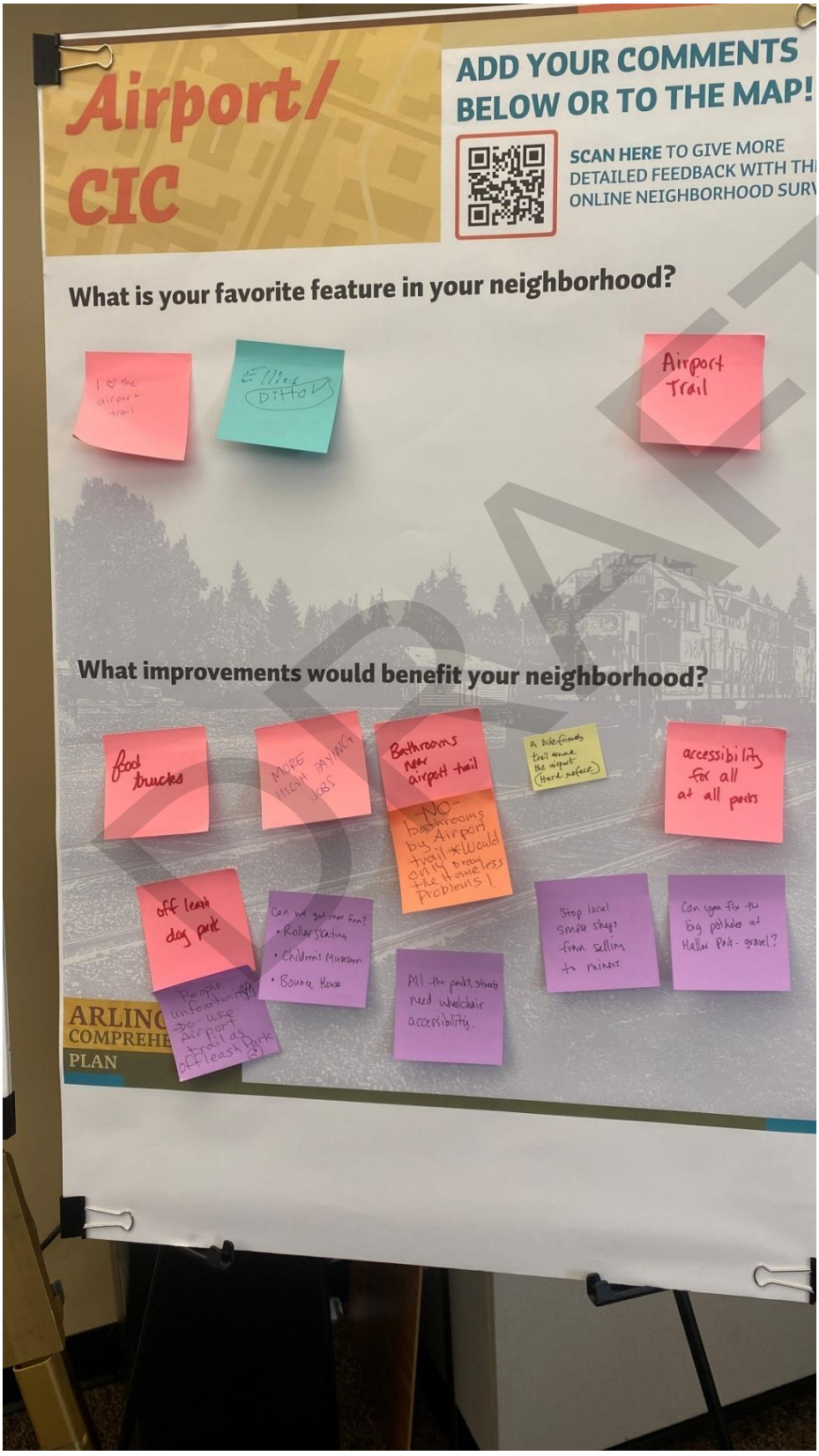


Thank You!

Appendix C: Subarea In-Person Engagement Results

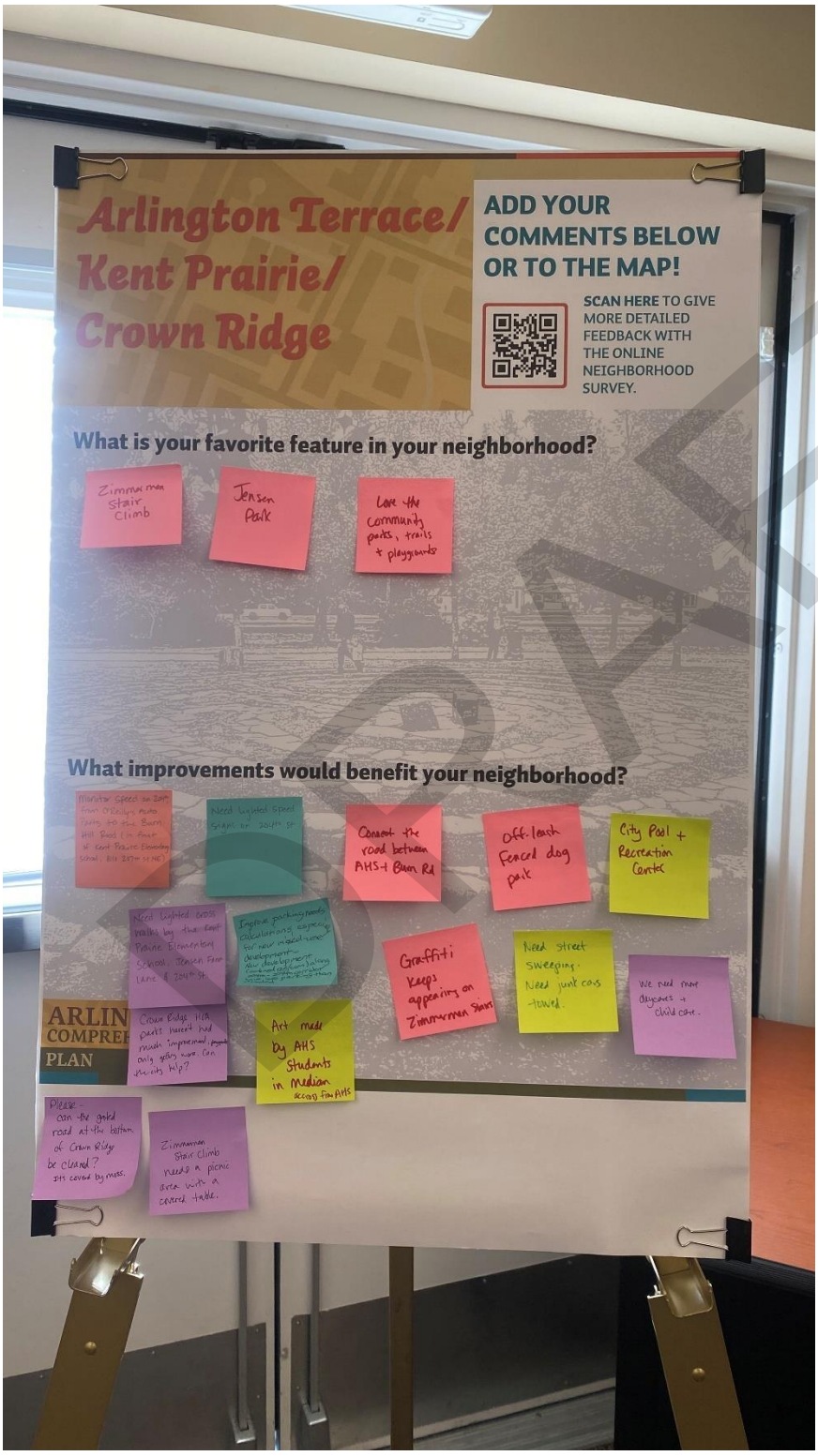
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Airport / CIC

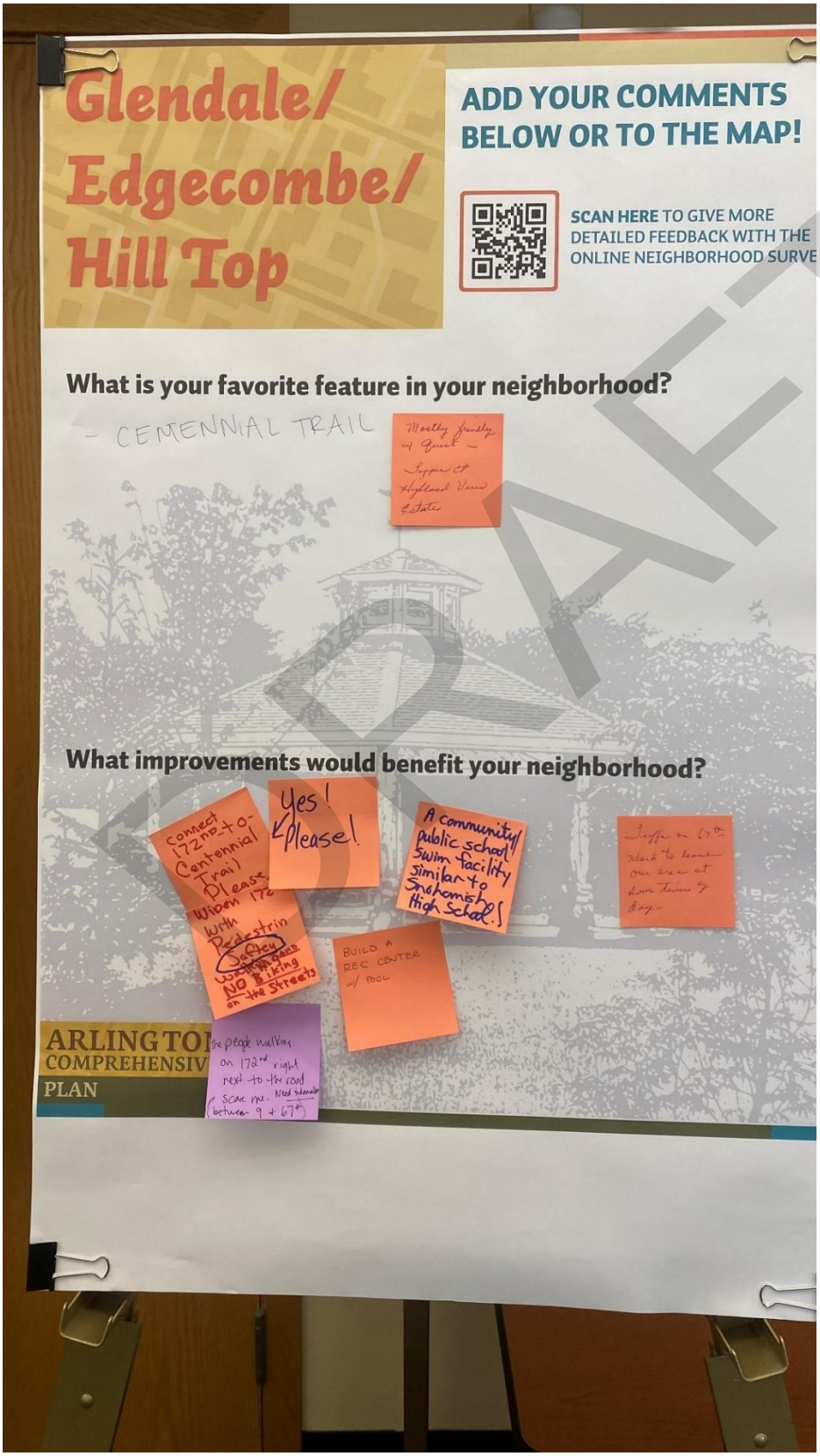


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Arlington Terrace / Kent Prairie / Crown Ridge

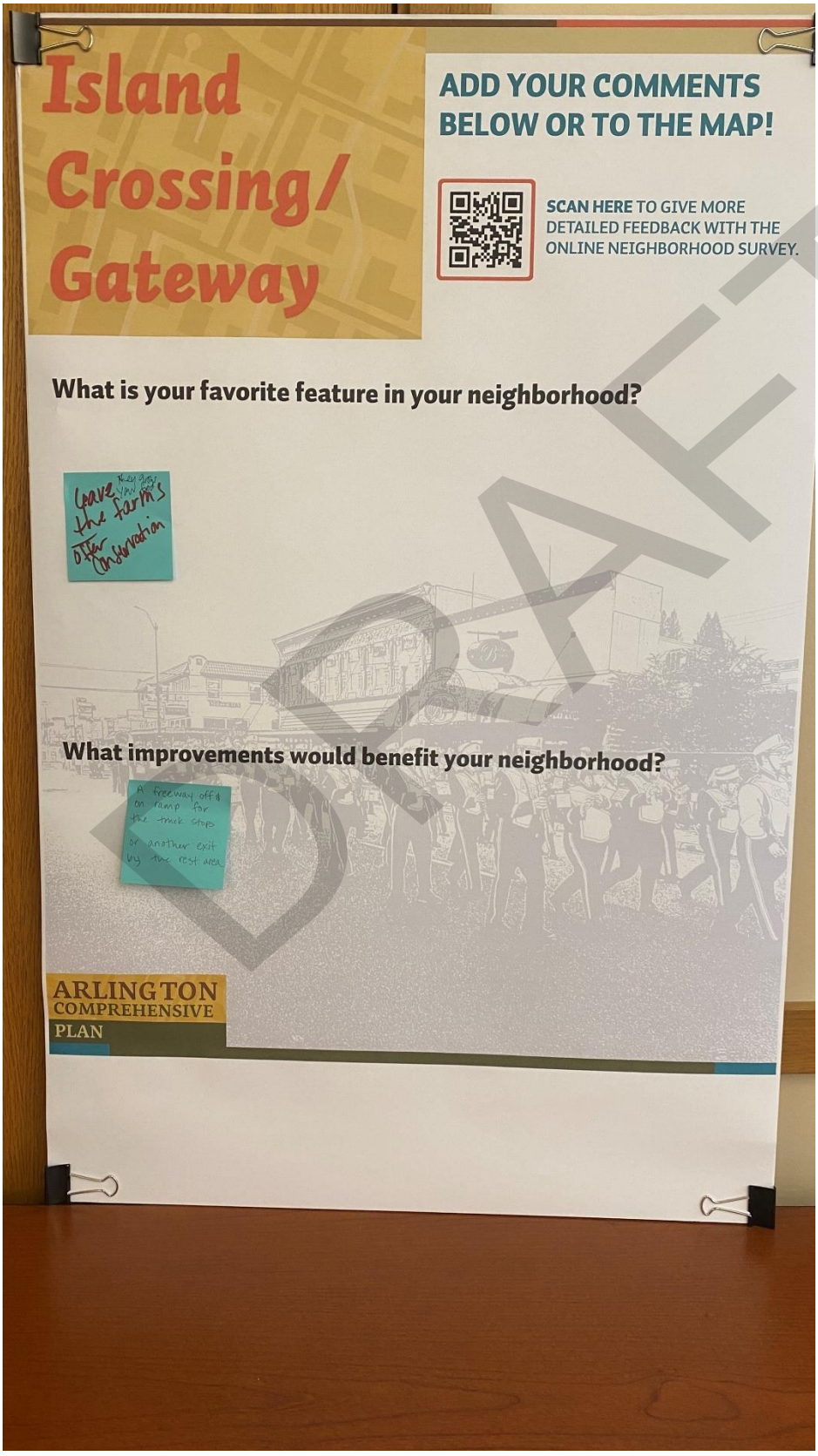


Glendale / Edgecomb / Hill Top



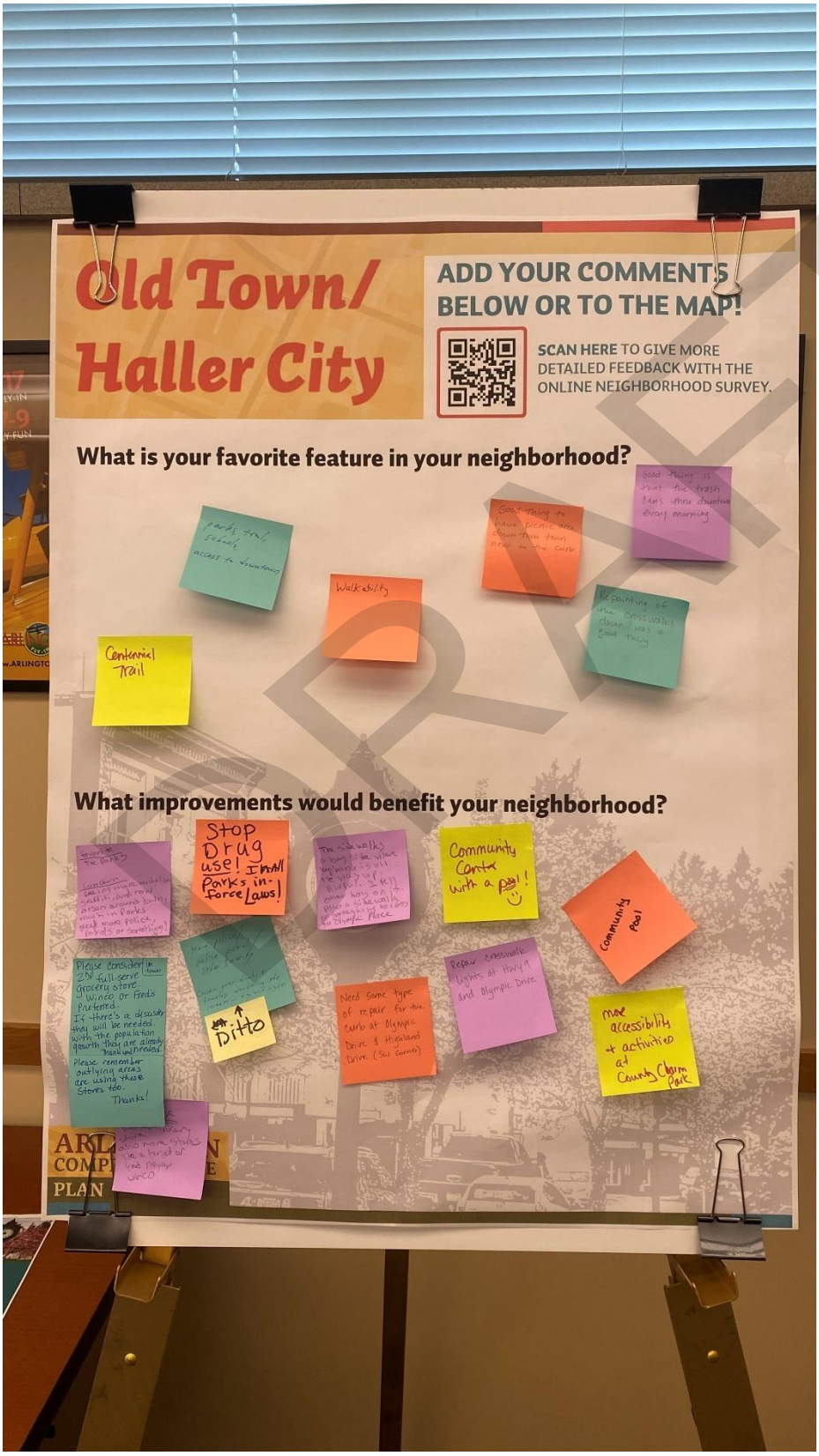
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Island Crossing / Gateway



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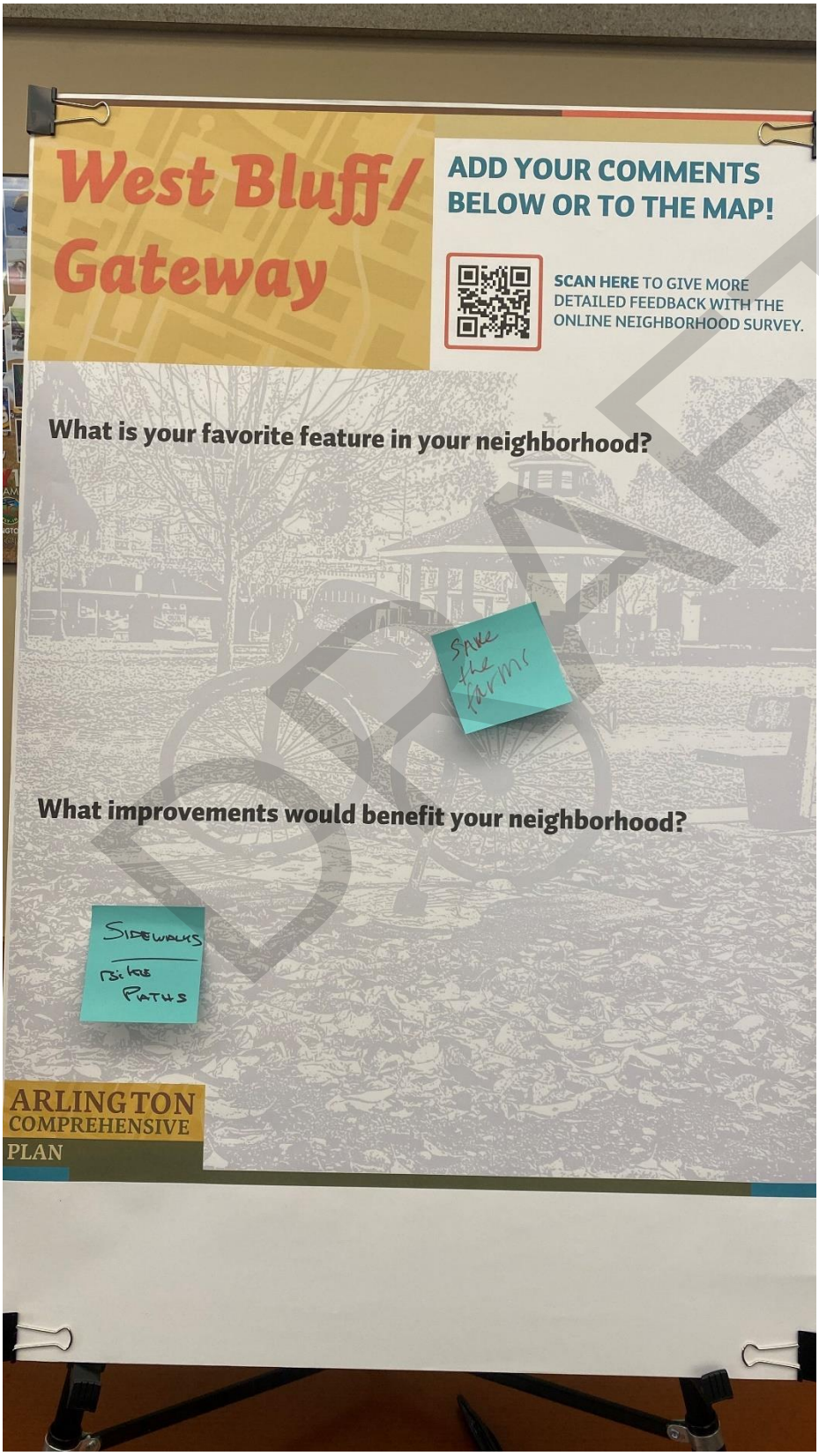
Old Town / Haller City



Smokey Point



West Bluff / Gateway



Comment Number	Neighborhood	Favorite Feature	Improvements
Board Responses			
1	Airport & CIC	Airport Trail	
2	Airport & CIC	Ellie's	
3	Airport & CIC	Ellie's	
4	Airport & CIC	Airport Trail	
5	Airport & CIC		Food trucks
6	Airport & CIC		More high paying jobs
7	Airport & CIC		Bathrooms near Airport Trail
8	Airport & CIC		No bathrooms by Aiport Trail, would only draw the homeless problems
9	Airport & CIC		A bike friendly trail around the Airport (hard surface)
10	Airport & CIC		Accessibility for all at all parks
11	Airport & CIC		Off leash dog park
12	Airport & CIC		People unfortunately do use Airport Trail as off leash park
13	Airport & CIC		Can we get more fun? - roller skating - Children's museum - Bounce house
14	Airport & CIC		All the parks, streets need wheelchair accessibility
15	Airport & CIC		Stop local smoke shops from selling to minors
16	Airport & CIC		Can you fix the big potholes at Haller Park - gravel?
17	Arlington Terrace & Kent Prairie & Crown Ridge	Zimmerman Stair Climb	
18	Arlington Terrace & Kent Prairie & Crown Ridge	Jensen Park	
19	Arlington Terrace & Kent Prairie & Crown Ridge	Love the community parks, trails, and playgrounds	
20	Arlington Terrace & Kent Prairie & Crown Ridge		Monitor speed on 204th, from O'Reilly's Auto Parts to the Burn Hill Road (in front of Kent Prairie Elementary School, 8110 207th St NE)
21	Arlington Terrace & Kent Prairie & Crown Ridge		Need lighted speed signs on 204th
22	Arlington Terrace & Kent Prairie & Crown Ridge		Connect the road between AHS and Burn Rd
23	Arlington Terrace & Kent Prairie & Crown Ridge		Need lighted cross walks by the Kent Prairie Elementary School, Jensen Farm Lane & 204th St.

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24	Arlington Terrace & Kent Prairie & Crown Ridge		Improve marking needs calculations, especially for new mixed-use development - new development (combined res/com) along 204th-207th corridor have less parking than needed
25	Arlington Terrace & Kent Prairie & Crown Ridge		Graffiti keeps appearing on Zimmerman stairs
26	Arlington Terrace & Kent Prairie & Crown Ridge		Art made by AHS students in median across from AHS
27	Arlington Terrace & Kent Prairie & Crown Ridge		Crown Ridge HOA parks haven't had much improvement, playgrounds only getting worse. Can the City help?
28	Arlington Terrace & Kent Prairie & Crown Ridge		Please - can the gated road at the bottom of Crown Ridge be cleared? It's covered by moss.
29	Arlington Terrace & Kent Prairie & Crown Ridge		Zimmerman stair climb needs a picnic area with a covered table.
30	Arlington Terrace & Kent Prairie & Crown Ridge		Off-leash fenced dog park
31	Arlington Terrace & Kent Prairie & Crown Ridge		City pool + recreation center
32	Arlington Terrace & Kent Prairie & Crown Ridge		Need street sweeping. Need junk cars towed.
33	Arlington Terrace & Kent Prairie & Crown Ridge		We need more daycares + child care.
34	Glendale & Edgecomb & Hill Top	Centennial Trail	
35	Glendale & Edgecomb & Hill Top	Mostly friendly and quiet - Lopper Ct Highland View Estates	
36	Glendale & Edgecomb & Hill Top		Connect 172nd to Centennial Trail please
37	Glendale & Edgecomb & Hill Top		Widen 172nd with pedestrian safety walking and no biking on the streets
38	Glendale & Edgecomb & Hill Top		Yes please "Widen 172nd with pedestrian safety walking and no biking on the streets"
39	Glendale & Edgecomb & Hill Top		Build a rec center with pool
40	Glendale & Edgecomb & Hill Top		The people walking on 172nd right next to the road. Need sidewalks. (Scare me between 9 and 67th)
41	Glendale & Edgecomb & Hill Top		A community public school swim facility similar to Snohomish High School.
42	Glendale & Edgecomb & Hill Top		Traffic on 67th - Hard to leave our area at some times of day

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43	Island Crossing & Gateway	Leave the farms; offer conservation	
44	Island Crossing & Gateway		A freeway off and on ramp for the truck stops or another exit by the rest area
45	Old Town & Haller City	Centennial Trail	
46	Old Town & Haller City	Parks, trail, schools, access to downtown	
47	Old Town & Haller City	walkability	
48	Old Town & Haller City	Good thing to have picnic area down thru town next to the curb	
49	Old Town & Haller City	Repainting of the crosswalks down was a good thing	
50	Old Town & Haller City	Good thing is that the trash cans thru downtown every morning	
51	Old Town & Haller City	The parks	
52	Old Town & Haller City		Seeing more vandalism, graffiti, and now arson around town, much in Parks. Need more police, patrols or something!
53	Old Town & Haller City		Stop druge use! In all parks. In-force Laws!
54	Old Town & Haller City		The sidewalks along side where Key Bank is all the way up. Awful. I fell other day on it. Also a sidewalk or something to cross to Olympic Place
55	Old Town & Haller City		Community Center with a pool! :)
56	Old Town & Haller City		Community pool
57	Old Town & Haller City		Repair crosswalk lights at Hwy 9 and Olympic Drive
58	Old Town & Haller City		More accessibility and activities at County Charm Park
59	Old Town & Haller City		Need some type of repair for the curb at Olympic Drive and Highland Drive (SW corner)
60	Old Town & Haller City		More police/police patrols/other security Concern over drunks and homeless wondering around the streets - day and night
61	Old Town & Haller City		Ditto to: "More police/police patrols/other security Concern over drunks and homeless wondering around the streets - day and night "

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62	Old Town & Haller City		Please consider 2nd full-serve grocery store. Winco or Fred's preferred. If there's a disaster they will be needed. With the population growth they are already needed! Thank you! (in town) Please remember outlying areas are using those stores too. Thanks!
63	Old Town & Haller City		Another grocery store also more stores like Target or Fred Meyer Winco
64	Smokey Point	Walker's coffee stand	
65	Smokey Point	Stilly Valley Center	
66	Smokey Point	We lived in Smokey Point 40 yrs Used to be Airport Trail - have fear of homless in the woods on the trail	
67	Smokey Point		I understand there will be plants in the median - who will maintain them? And isn't it dangerous to weed in the middle of the street?
68	Smokey Point		Park and ride is not safe to use as intended
69	Smokey Point		Agree with "Park and ride is not safe to use as intended " Rite Aid Bus Area Walking sm. Pt. N <-> S
70	Smokey Point		Citywide - we need to get ahead of the growth of disadvantaged/homeless/humhomed - adopt policies to build support proactively for the future number of people with these conditions
71	Smokey Point		Sidewalks Lighting
72	Smokey Point		Street lights in all communities (neighborhoods) to help stop crime, drugs, etc.
73	Smokey Point		Need graffiti removed
74	Smokey Point		Accessible sidewalks and parks
75	Smokey Point		Parking lots at Safeways and Rite-Aid not safe
76	Smokey Point		Small businesses
77	West Bluff / Gateway	Save the farms	
Map comments			
1	Arlington Terrace & Kent Prairie & Crown Ridge		Steps up to Crown Ridge need some maintenance

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2	City of Arlington		Growth for all without handouts… real places for people to go that have mental health problems in the growth plan… include mental health care that really works… not enabling kind of lies that don't work
3	City of Arlington		Artisan market or gathering place like Wenachee's market

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Appendix D: SEPA Scoping Notice

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Notice of SEPA
Determination of Significance and Request for Comments on Scope of Environmental Impact Statement (EIS) for Arlington 2024-2044 Comprehensive Plan Update

Arlington in Motion – 2024 and Beyond

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Date of Issuance: November 1, 2023

Deadline for Comments: November 30, 2023 (by no later than 11:59 pm)

Lead Agency: City of Arlington Planning and Development Department

Proposal: 2024-2044 Comprehensive Plan Update

Location: City of Arlington (citywide)

Contact:

Marc Hayes
Community and Economic Development Director
18204 59th Dr. NE, Arlington WA 98223
O: 360 403-3457
mhayes@arlingtonwa.gov

Project Website: https://www.arlingtonwa.gov/784/Comprehensive-Plan-Update-2024

Project Notice Website: https://www.arlingtonwa.gov/310/Public-Notices-Hearings

Project Description

The City of Arlington is completing a periodic update to its Comprehensive Plan ("Plan") to cover the 20-year period through 2044, which per RCW 36.70A.130(5)(a) must be completed by December 31, 2024. The Plan is the city's primary policy document for guiding growth and development over the next 20 years and covers a wide range of topics such as land use, housing, transportation, parks and recreation, natural resources, economic development, utilities, and capital facilities. The Plan must be consistent with the Growth Management Act, Puget Sound Regional Council Vision 2050 Plan, and Snohomish County Countywide Planning Policies (CPPs). The most recent periodic update occurred in 2015 and the current version of the Comprehensive Plan is available here: https://www.arlingtonwa.gov/282/Comprehensive-Plan

As part of the periodic update, the city must evaluate how it can achieve its 20-year (2044) growth targets for population, housing units and employment. These growth targets are based on guidance from the Washington State Department of Commerce and developed following a collaborative process with the county and other cities through Snohomish County Tomorrow and have been incorporated into Appendix B of the Snohomish County CPPs. For Arlington, the 2044 growth targets are as follows:

	Baseline	2044 Target	Increase by 2044	Percent of County Total
Population (people)	19,868 (2020)	34,649	14,781	4.8%
Housing (units)	7,689 (2020)	15,483	7,794	4.7%
Employment (jobs)	10,267 (2019)	24,690	14,423	8.4%

Determination of Significance (DS) and Request for Comments on EIS Scope and Alternatives

The City of Arlington has determined that the proposal could potentially have a significant adverse impact on the environment and as such, requires programmatic environmental analysis within an environmental impact statement (EIS), as required under RCW 43.21C.030(2)(c) of the State Environmental Policy Act (SEPA). The programmatic EIS will evaluate potential impacts and prescribe mitigation measures to address these. Topics and that will be addressed (at a minimum) include:

- Environment (critical areas and other subtopics)
- Land Use
- Housing
- Economic Development
- Parks, Recreation, and Open Space
- Transportation
- Utilities
- Public Safety
- Capital Facilities

The EIS will evaluate a No Action Alternative (which assumes no changes to current plans, policies, regulations, or zoning) and one Action Alternative—Implementation of the 2024-2044 Comprehensive Plan, evaluating the plan's capability to meet the city's 2044 growth targets. Previous city plans and documents as well as recent state legislation will be incorporated into the alternatives analysis. This scoping period provides an opportunity for the public to help shape the topics that are covered in the EIS.

Agencies, affected tribes, and members of the public are invited to comment on the scope of the EIS, including alternatives, additional topics to address, potential environmental impacts, mitigation measures, approval and permitting requirements, and other considerations.

The deadline for public scoping comments is November 30, 2023. Comments may be submitted via:

- Email: ced@arlingtonwa.gov (Subject: Comp Plan EIS Scoping Comments)
- Mail: City of Arlington, Attn: Marc Hayes; Community and Economic Development Director 18204 59th Avenue NE Arlington, WA 98223
- Project website: https://www.arlingtonwa.gov/784/Comprehensive-Plan-Update-2024

PUBLIC MEETING:

The city will be holding a public meeting during the scoping period to gather comments to inform the scope of the EIS. This open house style meeting will be held on November 7, 2023 at City Council Chambers (110 E Third Street, Arlington, WA 98223), from 4:00 pm to 6:00 pm, with presentations at 4:30 pm and 5:30 pm.

Responsible Official: Marc Hayes, Community and Economic Development Manager

Signature: _____

Date: November 1, 2023

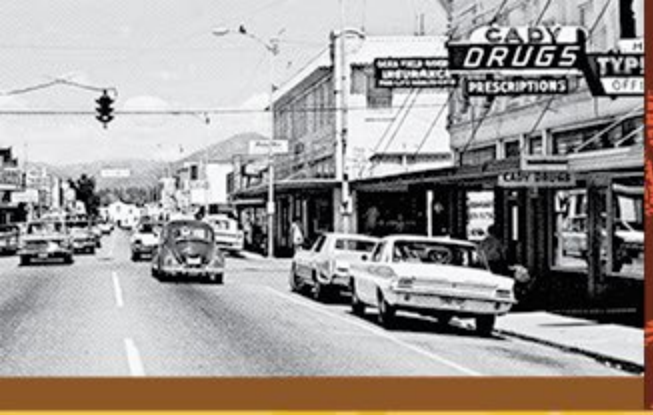
Appeal Process

An agency or person may appeal the City's procedural compliance with WAC 197-11. The appeal shall meet the requirements of AMC 20.98.210, AMC 20.20, and AMC 20.24. The appeal period commences on the date of publication of notice. Any appeal to the Hearing Examiner must be addressed to the City Hearing Examiner, accompanied by an application, written findings, a filing fee (plus the actual cost of the Hearing Examiner), and be filed in writing at the City of Arlington, Community and Economic Development Department, 18204 59th Avenue NE, Arlington, WA 98223.

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Appendix E: SEPA Scoping Presentation

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ARLINGTON COMPREHENSIVE PLAN

SEPA Scoping

November 7, 2023





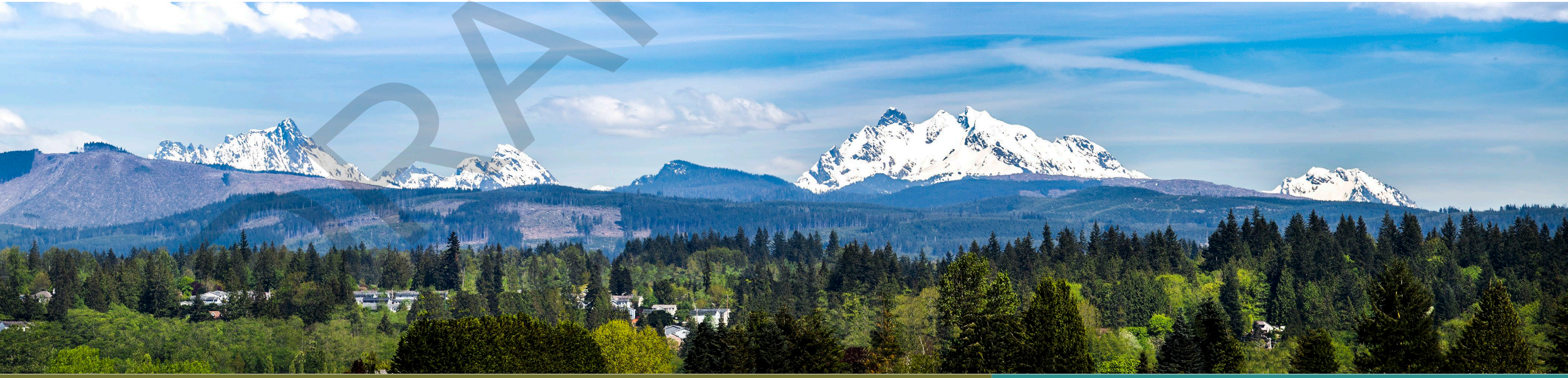


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Presentation Topics

- What is the Comprehensive Plan?
- What is SEPA scoping?
- Alternatives
- Next steps

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ARLINGTON COMPREHENSIVE PLAN

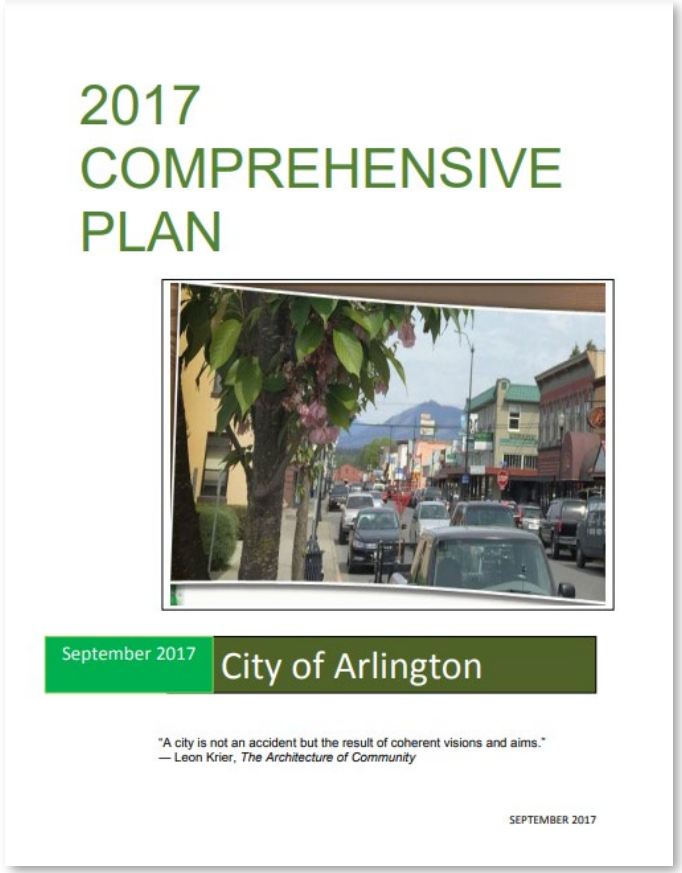
What is the Comprehensive Plan?



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What is a Comprehensive Plan?

- 20-year vision and roadmap for Arlington's future
- Meets requirements to ensure the City is eligible for important funding
  - Growth Management Act
  - Puget Sound Regional Council
  - Snohomish County
- Guides decisions on infrastructure, housing, and more
- Framework that guides other important documents
  - Parks & Recreation Master Plan
  - Transportation Improvement Plan
  - Stormwater Comprehensive Plan



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Planning Process & Timeline

2022	2023	2024

Focus Group and Inter-Departmental Coordination *(meetings ongoing)*

1. REVIEW BACKGROUND & CONFIRM VISION

- Branding & Templates
- Review Existing Plans
- Outline & Frame
- Define Process
- Engagement Plan
- Confirm Vision & Values
- Identify Update Needs
- Format & Style Parameters

2. POLICY FRAMEWORK & PLANNING SCENARIOS

- Develop & Review Preliminary Draft Books
- Revision Rounds (1-2)

3. DRAFT COMPREHENSIVE PLAN & ENVIRONMENTAL REVIEW

- Compile & Review Full Draft Revision Rounds (2-3)
- Align Capital Facilities & Capital Improvements

4. FINALIZE & ADOPT

- Finalize Plan
- Code/Zoning Recommendations
- Support Formal Adoption Process

Public Engagement *(ongoing)*

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Plan Framework



Economic Stability and Vibrancy



Neighborhoods and Connectivity



Climate Adaption and Resiliency



Equity



Healthy Active Lifestyles

SECTION I: Introduction and Plan Organization

SECTION II: Foundational Principles

- Equity
- Neighborhoods & Connectivity
- Economic Stability & Vibrancy
- Climate Adaption & Community Resiliency
- Healthy, Active Lifestyles

SECTION III: Subareas

SECTION IV: Books

- Book 1 Environment
- Book 2 Land Use
- Book 3 Housing
- Book 4 Economic Development
- Book 5 Parks, Recreation, Open Space
- Book 6 Transportation
- Book 7 Utilities
- Book 8 Public Safety
- Book 9 Capital Facilities

SECTION V: Implementation and Monitoring

APPENDIX

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ARLINGTON COMPREHENSIVE PLAN

What is SEPA Scoping?



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State Environmental Policy Act (SEPA)

- The SEPA process identifies and analyzes environmental impacts associated with governmental decisions (e.g. the Comprehensive Plan)
- The Environmental Impact Statement (EIS) can be used to mitigate probable impacts
- The purpose of scoping for the EIS is to:
  - Identify the elements that will be evaluated in the EIS
  - Narrow the issues to those that are significant
  - Provide a public comment period so that the public and other agencies can comment on key environmental issues and concerns

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Topics

- Environment (critical areas and other subtopics)
- Land use
- Housing
- Economic development
- Parks, recreation, and open space
- Transportation
- Utilities
- Public safety
- Capital facilities



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Growth Targets

Target	Baseline	2044 Target	Increase by 2044	Percent of County Total
Population (people)	19,868 (2020)	34,649	**14,781**	4.8%
Housing (units)	7,689 (2020)	15,483	**7,794**	4.7%
Employment (jobs)	10,267 (2019)	24,690	**14,423**	8.4%

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ARLINGTON COMPREHENSIVE PLAN

Alternatives



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Alternative 1: No Action

- This scenario analyzes the environmental impact if the 2024 Comprehensive Plan were not adopted and there were no changes to zoning, regulations, and other plans
- Alternative 1 represents a continuation of recent trends
- The 2024-2044 Comprehensive Plan would not be certified. The City of Arlington would not be eligible for important funding
- Existing plans and zoning provide capacity to meet the housing units and employment target. However, the growth may not be realized according to the community's vision and recent subarea planning



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Alternative 2: Action

- This scenario analyzes the environmental impact if the 2024-2044 Comprehensive Plan were adopted
- Alternative 2 assumes varying growth trends through sub-alternative analyses
- The 2024-2044 Comprehensive Plan would be certified. The City of Arlington would be eligible for important funding
- Existing plans and zoning provide capacity to meet the housing units and employment target. The Plan calls for growth and redevelopment aligned with the community's vision and recent subarea planning, specifically the Smokey Point Boulevard Corridor Project



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ARLINGTON COMPREHENSIVE PLAN

Next Steps





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Public Comments

And now….Please share YOUR IDEAS and tell us your thoughts on each topic!

- What are your concerns?
- What would you like to see?
- What is needed?



The public comment period is open until November 30, 2023. Please send additional comments to Marc Hayes at ced@arlingtonwa.gov.

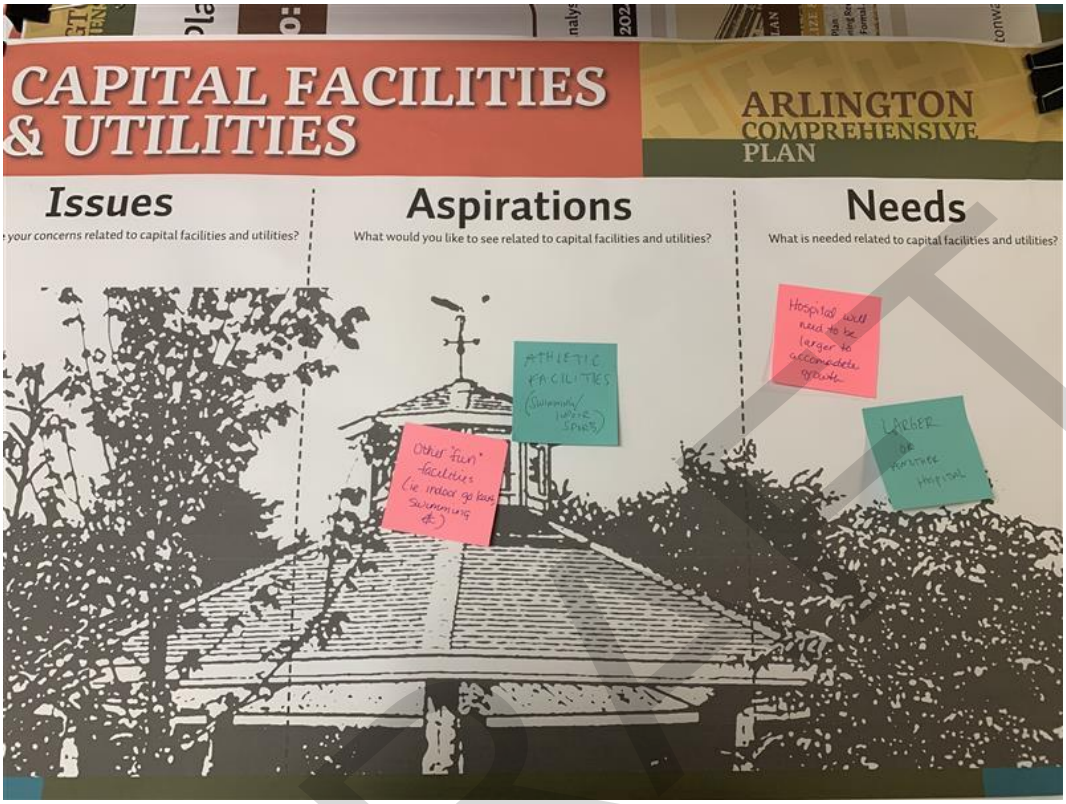
Look for publishing of the draft EIS in February 2024.

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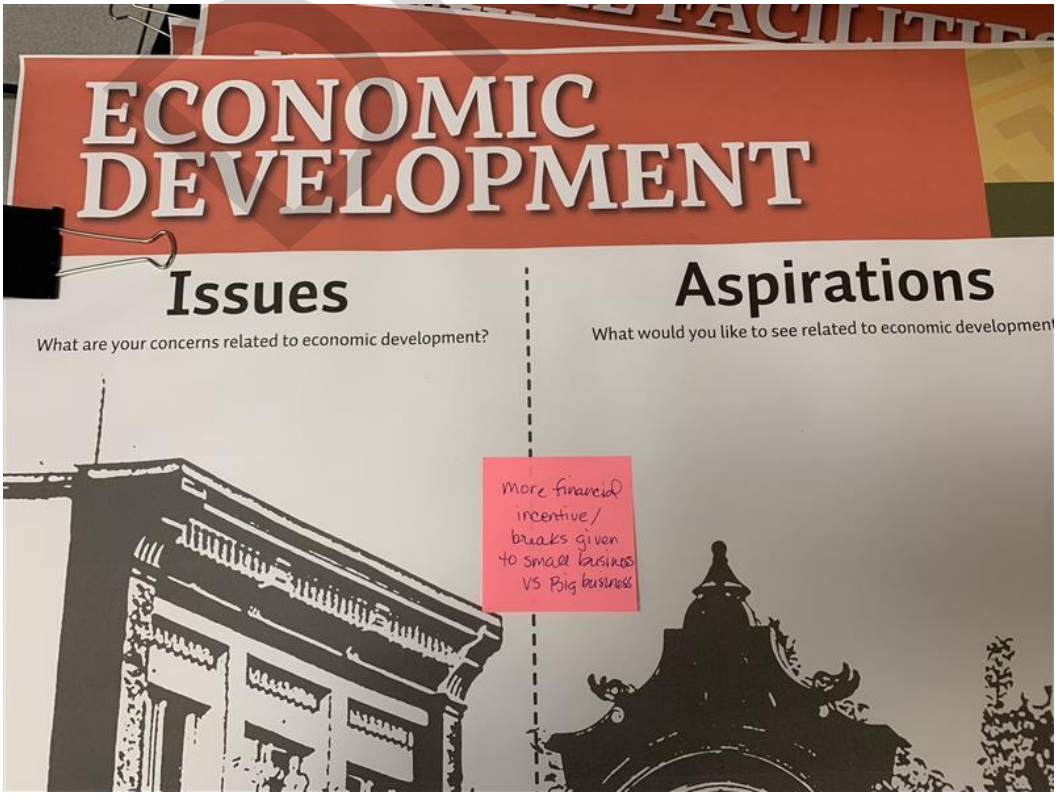
Appendix F: SEPA Scoping Engagement Results

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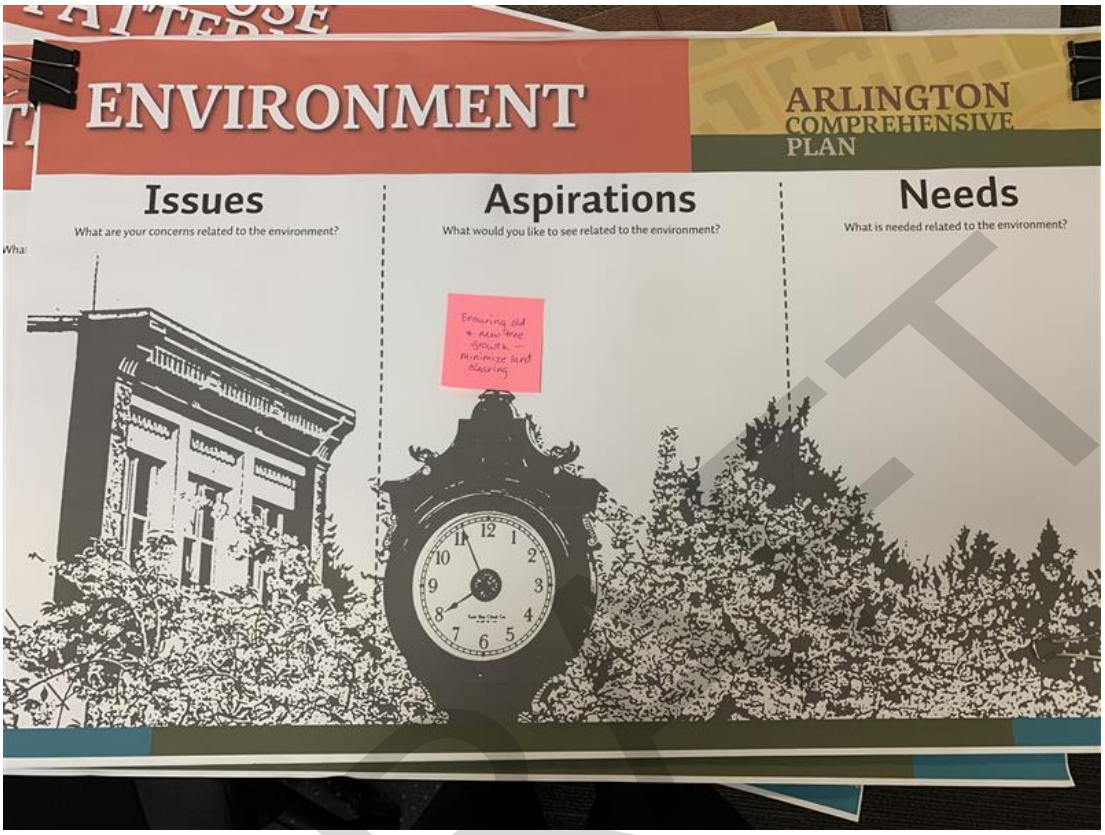
Capital Facilities and Utilities



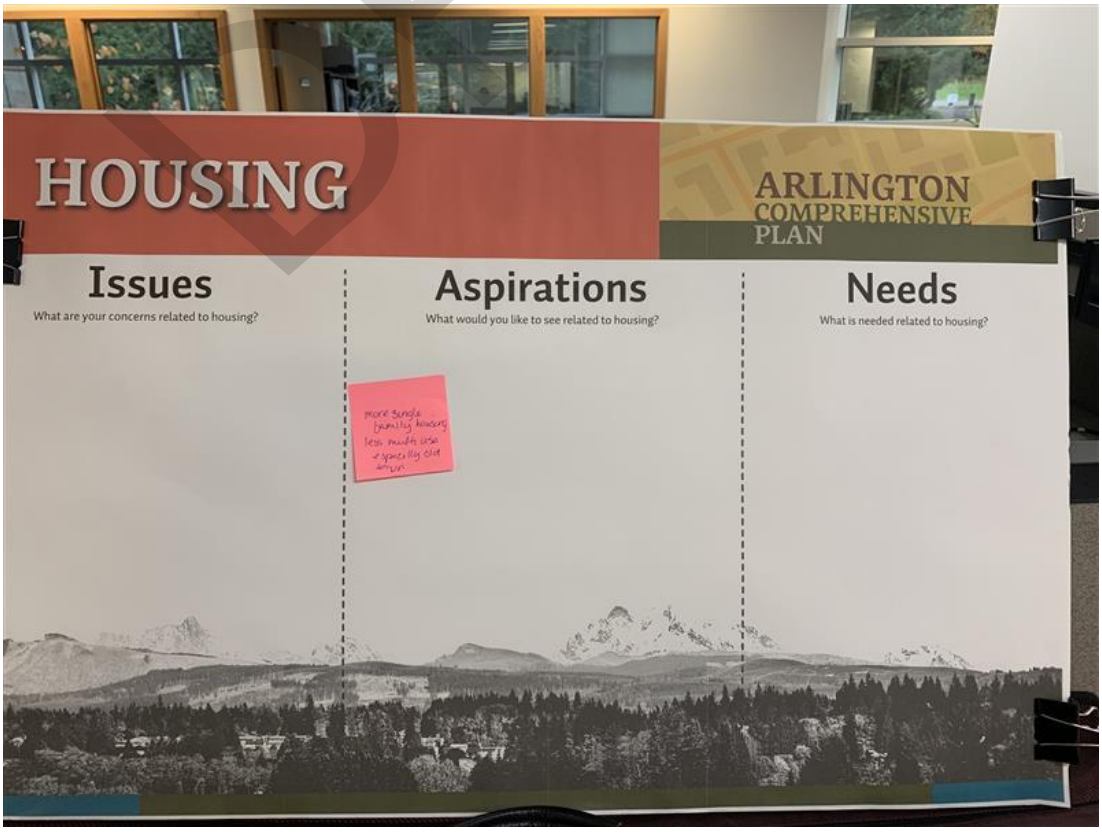
Economic Development



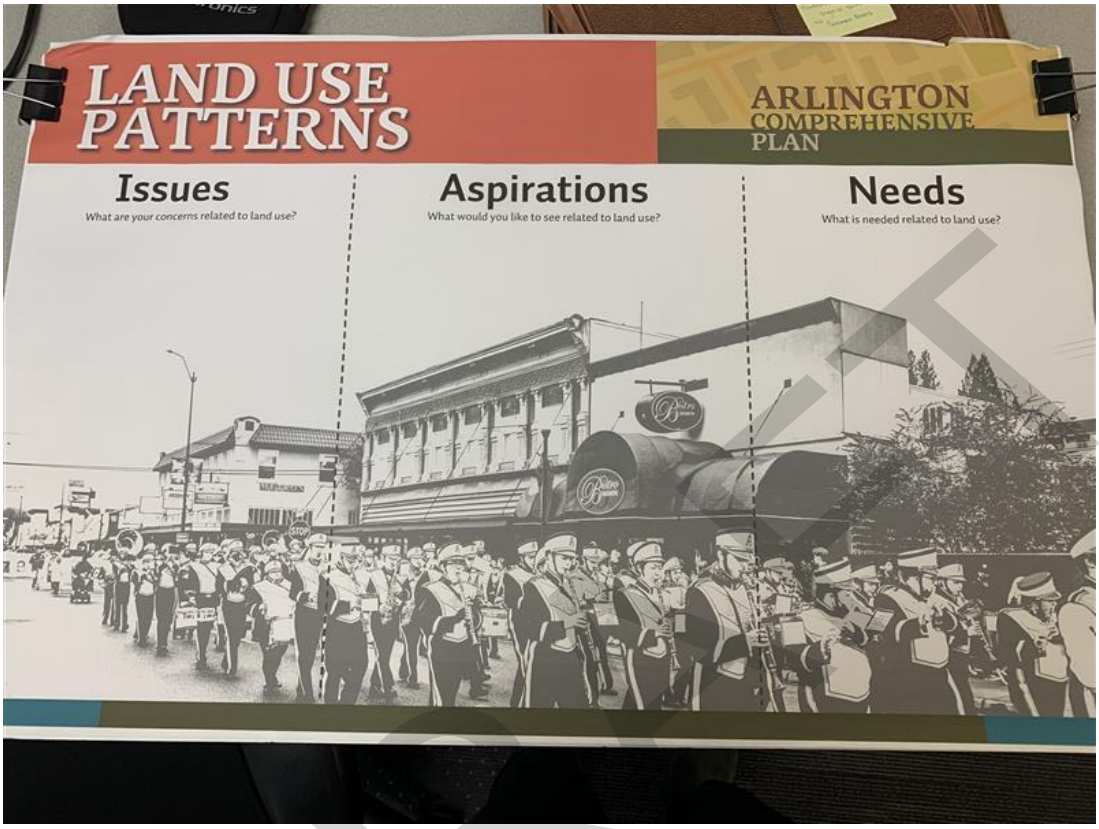
Environment



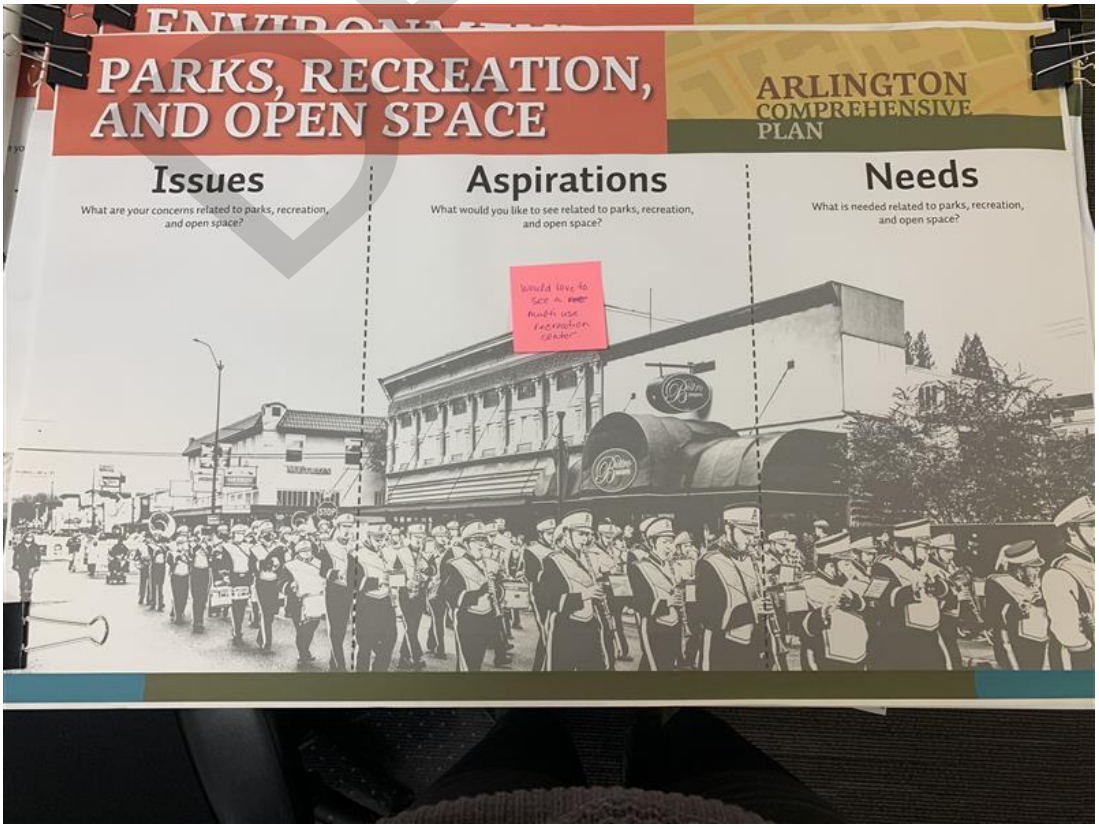
Housing



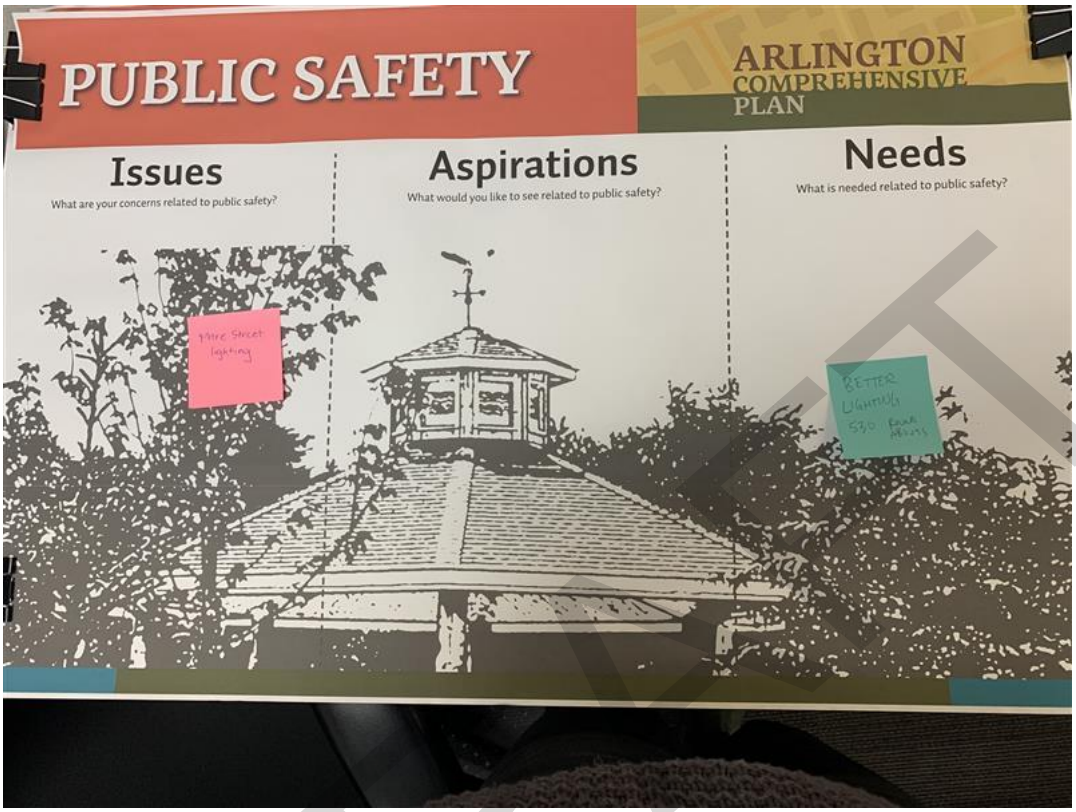
Land Use Patterns



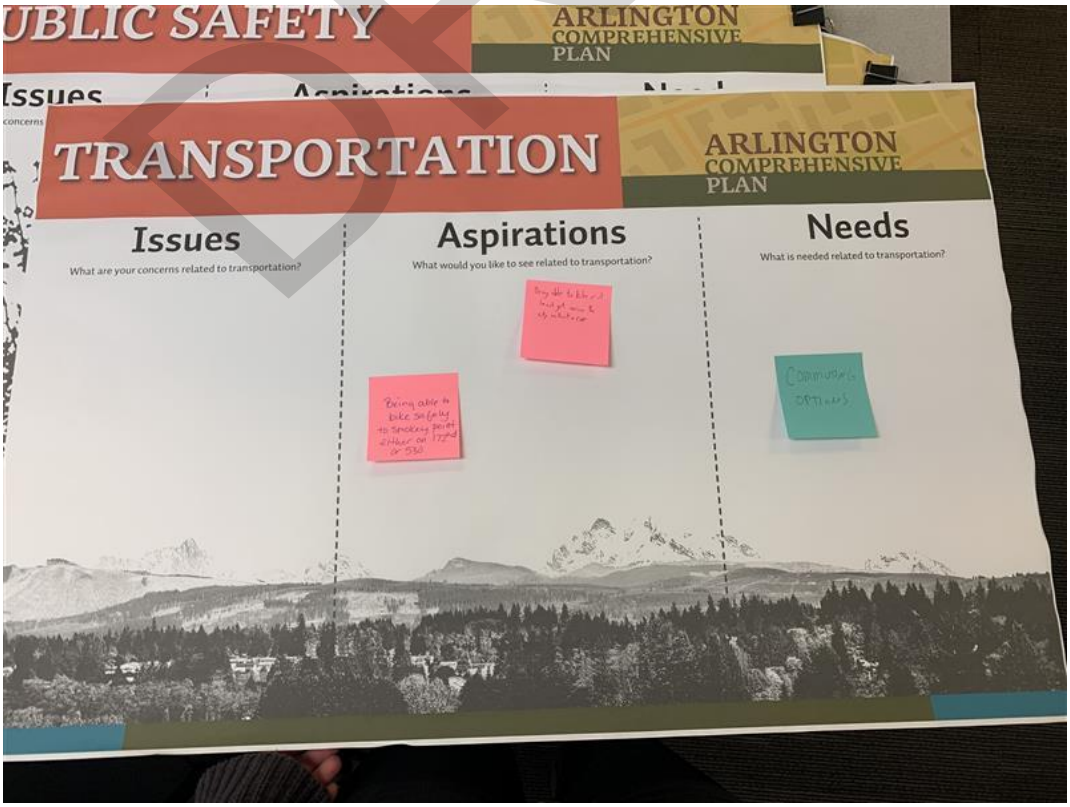
Parks, Recreation, and Open Space



Public Safety



Transportation



PUGET SOUND ENERGY

January 24, 2024

Amy Rusko, Planning Manager
City of Arlington Land Use & Planning Division
18204 59th Avenue NE
Arlington, WA 982923

RE: City of Arlington Comprehensive Plan 2024 Update: Utility Element

Dear Ms. Rusko:

In response to the 2024 Comprehensive Plan Update for the City of Arlington, Puget Sound Energy would like to submit the following comments:

Company Overview: Puget Sound Energy (PSE) is a private utility provider of electric and natural gas service to homes and businesses in Puget Sound. With a 6,000 square mile service territory encompassing 10 counties, PSE provides power to more than 1.2 million electric customers and 900,000 natural gas customers.

PSE creates 46% of electricity from its own hydro, thermal, solar and wind facilities; the company has 3,500 megawatts of power-generating capacity, and purchases the rest of its power supply from other utilities, independent power producers, and energy marketers across the United States and Canada. In 2022, PSE provided 3,794,770 MWh of renewable energy produced from wind and hydropower facilities. Electric and natural gas planning efforts are integrated and centered on providing safe, reliable, and efficient energy service.

Regulatory Environment: PSE's operations and rates are governed by the Washington Utilities and Transportation Commission (UTC). PSE electric utility options and standards are further governed by the Federal Energy Regulatory Commission (FERC), the National Electric Reliability Corporation (NERC), and the Western Electricity Coordinating Council (WECC). These respective agencies monitor, assess and enforce compliance and reliability standards for PSE.

Additionally, the Clean Electricity Transformation Act (CETA) became law in Washington State in 2019. CETA requires PSE provide electricity free of greenhouse gas emissions by 2045. The UTC and Washington Department of Commerce (WDOC) adopted CETA implementation rules that require utilities develop four-year plans known as Clean Energy Implementation Plans (CEIP) to outline plans for clean energy investments, equitable distribution of customer benefits, and 100% clean energy by

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2045. The first CEIP covers the time period of 2022-2025 and was filed with the UTC on December 17, 2021. It includes programs and investments such as expanding energy efficiency efforts, deploying new technologies, installing localized sources of clean energy, and investing in renewable energy. The CEIP Library, including the 2023 Biennial Update, can be found: https://www.cleanenergyplan.pse.com/ceip-library

Further government regulation includes the Washington Climate Commitment Act (CCA), which caps and reduces greenhouse gas emissions from large emitting sources to lower 95% of carbon emissions by 2050. This new program puts a price on greenhouse gas emissions emitted in the state and increases the cost to deliver electricity and natural gas to our customers.

Arlington residents rely on PSE and the City to coordinate efforts on ordinances and codes that protect existing energy facilities and embrace new clean energy technology. One of the primary intentions of the Utility Element is to assure proper coordination of public land use planning and infrastructure planning by providers. Routine utility maintenance work—including vegetation management and avian protection— is required for regulatory compliance with FERC, NERC, WECC, and CETA.

PSE Planning: Integrated Resource Plan (IRP): Puget Sound Energy plans years in advance to ensure we have the supply and infrastructure necessary to deliver clean, safe and reliable energy. An IRP is a plus year view of PSE's energy resource needs, which is developed through a planning process that evaluates how a range of potential future outcomes could affect PSE's ability to meet our customers' electric and natural gas supply needs. The analysis considers policies, costs, economic conditions, physical energy systems, and future resource procurement. PSE's latest IRP was filed with the UTC on April 1, 2021 and is the foundation for PSE's first Clean Energy Implementation Plan (CEIP).

The 2021 IRP can be accessed at:
https://www.pse.com/en/IRP/Past-IRPs/2021-IRP;
The 2023 GAS IRP: https://www.pse.com/en/IRP/Past-IRPs/2023-IRP
PSE's 2023 Electric Progress Report: https://www.pse.com/en/IRP/Past-IRPs/2023-IRP

Equity: Many of PSE's clean energy products include enhanced incentives for historically marginalized communities, and the community-based organizations, government agencies, and Tribal entities that serve them. For many products, PSE is moving away from qualifying customers for enhanced incentives or services based on solely on their geographic location within these communities, as mapped. Instead, PSE is focused on whether or not a project or its location will primarily serve and/or benefit these communities. Ensuring code language makes clean energy programs and products accessible to these communities will be key.

Distributed Energy Resources: PSE offers the Distributed Energy Resources program to commercial customers in order to fulfill our commitment to a clean energy future. DER's aim is to support the development of customer-owned renewable energy projects that generate between 100 kilowatts and 5 megawatts to interconnect to the PSE electrical distribution grid. Current federal and state laws require

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the interconnection customer to be responsible for all costs related to connecting their system to PSE's power grid. Therefore, PSE works with customers to ensure the interconnection process is efficient, while maintaining a grid that is safe and reliable.

PSE Gas System Overview: PSE builds, operates, and maintains an extensive gas system in Snohomish County, which consists of transmission and distribution natural gas mains, odorizing stations, pressure regulation stations, heaters, corrosion protection systems, above ground appurtenances, and metering systems. In Snohomish County, PSE takes gas from Williams Northwest Pipeline at 15 gate/town border stations. PSE operates and maintains 75 miles of high pressure main, 78 District Regulators, nearly 2,175 miles of intermediate main, and serves 152,000 metered customers. Presently, PSE serves approximately 150 commercial/industrial and 350 residential natural gas customer meters within the City of Arlington.

PSE's culture of total safety is reflected in our approach to gas treatment, pressure reduction, and distribution. Gate Station infrastructure serves as a place of custody transfer, measurement, odorant treatment, and pressure regulation. Gas pressure is most commonly reduced to levels at or below 250 PSIG, then continues throughout PSE's supply system in steel mains ranging in diameter of 2" to 20." Over-pressure protection mechanisms release gas into the atmosphere, enact secondary regulation, or completely shut off the gas supply to ensure safety. PSE also applies corrosion control mitigation systems to prevent pipe damage. Yet another safety feature PSE uses involves odorants. Since natural gas is naturally odorless, the odorant mercaptan is injected so that leaks are detectable.

In 2021, PSE launched a Renewable Natural Gas (RNG), program in which more than 4,700 customers lowered their carbon footprint by replacing a portion of their conventional natural gas usage with renewable natural gas. The renewable natural gas offered to customers is made from gas captured at a landfill —not from fossil fuels. Since launching RNG, PSE sold more than 92,000 therms of this cleaner alternative. In 2024, PSE strives for 3.5% RNG by volume.

Hydrogen Hub: In 2023, the U.S. Department of Energy selected the Pacific Northwest Hydrogen Association's PNWH2 hub as a regional Clean Hydrogen Hub to kick start a national network of clean hydrogen producers, consumers, and connective infrastructure while supporting the production, storage, delivery, and end-use of clean hydrogen. This Hub will receive $1 billion in federal funding spanning nine years of development phases. PSE's portion of the project seeks to use clean hydrogen for peaking applications to support the utility's push to meet Washington State's mandated Clean Energy Transformation Act (CETA), which calls for no fossil fuel use by 2045.

PSE 2030: PSE strives to decarbonize via PSE 2030, a strategic framework for guiding our company's capital investments over the next 10 years. PSE 2030 is in alignment with our Beyond Net Zero Carbon goals and our commitments to safety, reliability, affordability and equity. PSE 2030 has four main focus areas of:

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1. CETA Implementation
2. Natural Gas Decarbonization
3. Regulatory and Legislative Enablement
4. Customer Solutions

PSE Electrical System Overview: To provide Puget Sound with electricity, PSE maintains an extensive integrated electric system consisting of generating plants, transmission lines, substations, switching stations, sub-systems, overhead and underground distribution systems, attachments, appurtenances, and metering systems. Electricity provided by PSE to customers is often produced elsewhere, then interconnected to the Northwest's regional grid.

The PSE electric transmission facilities in Snohomish County are important components of the regional grid serving Puget Sound. For example, PSE serves Skagit, Island (Whidbey Island only), Whatcom, and King Counties with electricity by linking transmission facilities that pass through Snohomish County. In addition, PSE jointly owns the Anderson Canyon – Beverly Park line serving customers along Highway 2.

Transmission Facilities in Snohomish County
PSE owns and operates 114.5 miles of transmission line (230 kV and 115 kV) as well as the Horse Ranch substation in Snohomish County. The details of these facilities are provided in the table below.

Line Name	Voltage (kV)	PSE-Owned Mileage in Snohomish County
Sedro Woolley - Horse Ranch	230	24.5
Sedro Woolley - SCL Bothell - Horse Ranch	230	35
Horse Ranch - BPA Monroe - BPA Snohomish	230	3.5
Beverly Park - Cottage Brook	115	11.4
Anderson Canyon - Beverly Park	115	40
BPA Snohomish - Beverly Park #4	115	0.1
	Total:	114.5

Transmission Lines

PSE wholly owns the Sedro Woolley – Horse Ranch 230 kV transmission line which runs from Skagit County to Snohomish County. PSE jointly owns two other 230 kV transmission lines: Sedro Woolley – SCL Bothell – Horse Ranch and Horse Ranch – BPA Monroe – BPA Snohomish.

In addition to the 230 kV lines, PSE wholly owns the Beverly Park – Cottage Brook 115 kV line. PSE jointly owns two other 115 kV transmission lines operating in Snohomish County: Anderson Canyon – Beverly Park and BPA Snohomish – Beverly Park #4.

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Future PSE Projects & Programs:

Electric: To meet increasing regional electric demand, new transmission lines and substations may need to be constructed. In addition, existing facilities will need to be maintained and possibly rebuilt. The system responds differently year to year and PSE is constantly modifying infrastructure to meet demands, including:

- **Wishbone Crossarm Replacement Program**
  Transmission poles constructed with wishbone crossarms have exhibited failure modes requiring proactive replacement. There is an active system wide program to replace these crossarms. Sections of the Anderson Canyon – Beverly Park line are constructed using wishbone crossarms.

Gas: To meet regional natural gas demand, PSE's delivery system is modified every year to address customer growth, load changes that require system reinforcement, Rights-Of-Way (ROW) improvements, and pipeline integrity issues. PSE must maintain large-diameter transmission pipelines, system components and infrastructure, city gate stations, and smaller utility-owned gas mains. The system responds differently year to year so PSE is constantly adding or modifying infrastructure to meet gas volume and pressures demands.

Ongoing gas system integrity work may include:

- **Pipe Replacement**: PSE will continue pipe investigations to determine the exact location of any DuPont pipe and qualified steel wrapped pipe requiring replacement. Dupont manufactured polyethylene main and service piping, plus qualified steel wrapped intermediate pressure main and service piping may require attention.

- **Sewer Cross Bores:** PSE will conduct investigations of cross bores to determine where gas lines have been cross bored through sewer lines, and then make subsequent repairs.

- **Buried Meters:** There will be ongoing projects to remediate locations where above ground gas meter set piping was inadvertently buried.

PSE encourages the City of Arlington to consider the following documents:

- PSE Integrated Resource Plan (IRP) – 25 year Long-range Plan
- PSE Clean Energy Action Plan (CEAP) – 10 year Strategy Plan
- PSE Clean Energy Implementation Plan (CEIP) – 4 year Plan

Further, PSE poses the following questions to the City for consideration:

- How will the 2024 Comprehensive Plan meet requirements for the 2019 Washington Clean Energy Transformation Act (CETA)?

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- How will the City of Arlington implement Transportation Electrification and Building Electrification, including electric vehicle deployment? These energy strategies have potential impacts to both electric and natural gas transmission and distribution facilities. Such impacts should be identified and evaluated as part of the 2024 Plan.
- How will all potential impacts be integrated into the 2024 Comprehensive Plan, specifically within the Utilities Element, Subarea Plans, and other elements identified in RCW 36.70A?

On behalf of Puget Sound Energy, thank you for the opportunity to provide comments on the Update. If there is any additional information that PSE can provide, please contact me.

Sincerely,

Jacquelyn Styrna

Jacquelyn Styrna, MPA
Senior Municipal Liaison Manager

Cc:
Tom Buroker, WA Department of Ecology
Dave Anderson, WA Department of Commerce

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Appendix G: Zencity Community Survey Report

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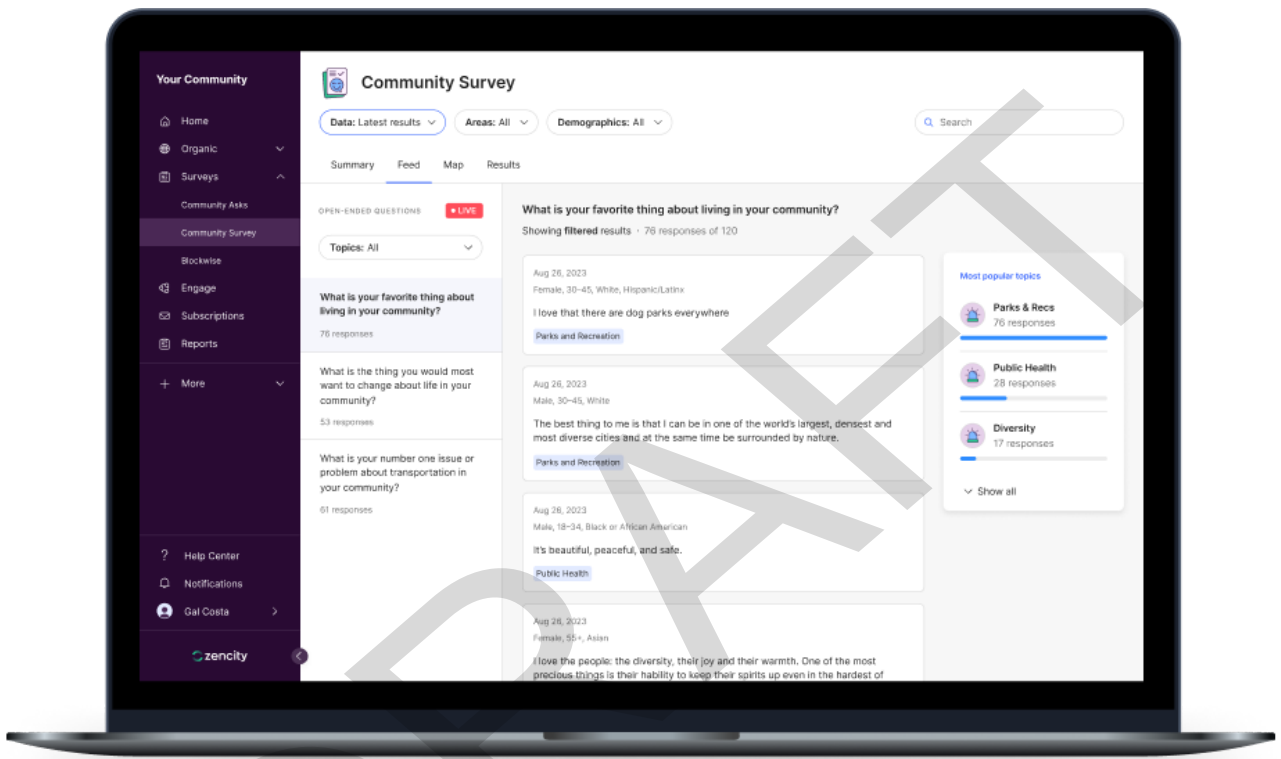
Arlington, WA

Community Survey

October 2023 - January 2024

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Powered by Zencity



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The Zencity Community Survey

A recurring survey that never stops running, the Zencity Community Survey measures how satisfied residents are with their community and with local government-provided services and allows officials to compare these scores over time and against a cohort of similar communities.

Survey Methodology

685 respondents were digitally recruited (e.g. over social media, mobile apps, local websites, and survey panels) between October 2023 - January 2024. Zencity built a representative sample by matching respondent data to the U.S. Census Bureau's race, ethnicity, age, and gender distributions in Arlington, WA. Finally, rake-weighting was applied as a statistical safeguard to balance out any remaining discrepancies in distribution, so no demographic group is overrepresented or underrepresented in the final score.

Score Calculation

The overall satisfaction score is calculated by averaging how each resident rated quality of life and community characteristics on a numeric scale (1-5), and classifying this average as satisfied, neutral, or not satisfied. The resulting score, then, is the weighted percentage of residents who gave an overall satisfied rating.

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Overall Satisfaction

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The overall satisfaction score is calculated from the questions in the two main sections of the survey: general quality of life and satisfaction with different characteristics of life in your community.

We take the average of these questions, then classify the score as positive (3+), neutral (1.5 to <3), or negative (≤1.5). The percentages represent the percent of respondents in each category.

If you have a previous cycle, the up (↑) and down (↓) arrows will show the change in percentage points.

Zencity Community Survey

Arlington, WA
October 2023 - January 2024

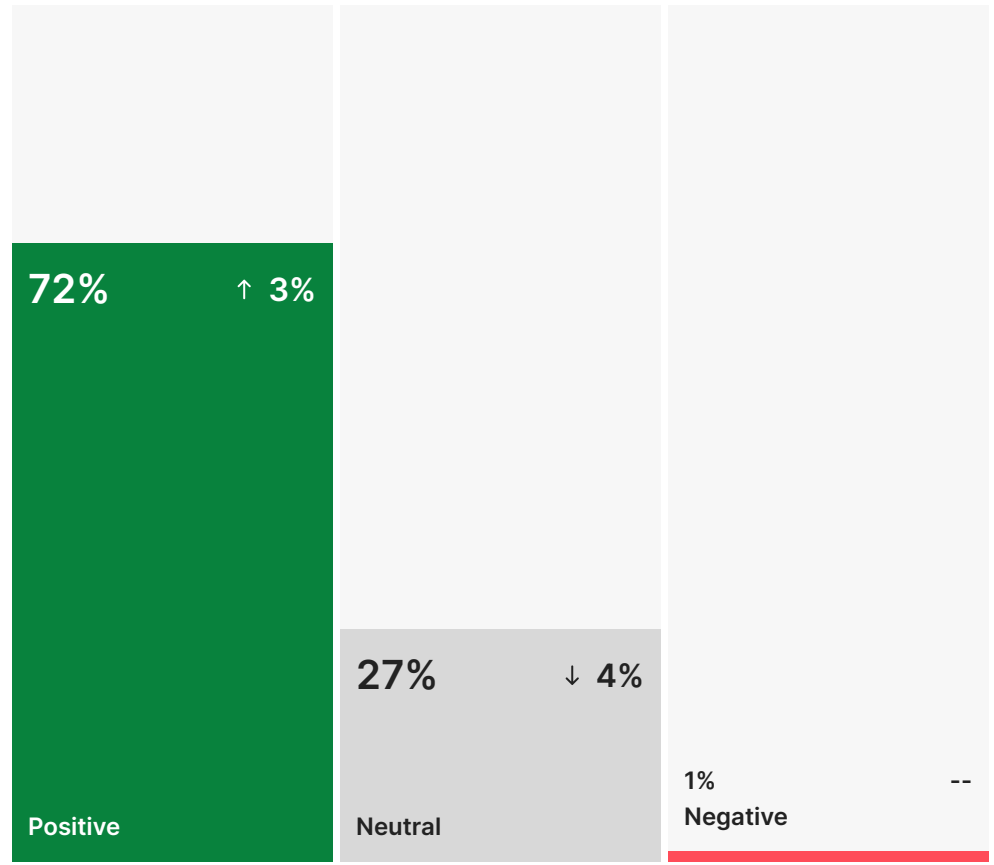
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72%

of 685 surveyed residents are satisfied with life in Arlington

↑ 3% vs. previous cycle

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These are the main measures of satisfaction in your community

The bars on the right show the proportion of responses that are positive (4 or 5), neutral (3), or negative (1 or 2). The percentages show the percent in the positive category.

We take the average of the Community Characteristics, then classify the score as positive (3+), neutral (1.5 to <3), or negative (≤1.5). The percentages represent the percent of respondents in each category.

If you have a previous cycle, the up (↑) and down (↓) arrows will show the change in percentage points.

QUESTION	RESIDENT SATISFACTION
How is the overall quality of life in Arlington?	**63%** • ↓ 1%
How likely are you to recommend Arlington as a place to live?	**56%** • ↑ 3%
How likely are you to be living in Arlington 5 years from now?	**64%** • ↑ 6%
Average rating from the Community Characteristics questions	**59%** • --

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Demographic Breakdown

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Smaller sample sizes can lead to unreliable estimates. For this reason, we hide scores for groups under 30 respondents.

For groups between 30 and 49 respondents, we highlight the small sample size using an asterisk (*). Use these scores with caution.

Zencity Community Survey

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DEMOGRAPHIC	GROUP	SCORE	N
Age	18-34	66%	127
Age	35-54	69%	215
Age	55+	80%	314
Education	High school degree or less	75%	169
Education	Some college or college degree	71%	447
Education	Higher education degree	81% *	46
Ethnicity	American Indian or Alaska Native	76% *	31

DEMOGRAPHIC	GROUP	SCORE	N
Ethnicity	Hispanic/Latino	75% *	34
Ethnicity	White	75%	571
Gender	Female	73%	463
Gender	Male	70%	218
Income	$49,999 or less	64%	131
Income	$50,000-$149,999	77%	325
Income	$150,000 or more	73%	128

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Life in Arlington

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The bars show the percent of respondents who reported positively (4 or 5) in response to questions about community characteristics.

We also display the percent of respondents who were neutral (3, shown with a gray dot) or negative (1 or 2, shown with a red dot).

Zencity Community Survey

Arlington, WA
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COMMUNITY CHARACTERISTIC	SATISFACTION SCORE	CHANGE
Quality of waste and recycling services	62% 27% 11%	↑ 4% ↓ 1%
Overall cleanliness and maintenance	54% 30% 16%	↑ 5% ↓ 5%
Quality of parks and recreational amenities	54% 29% 17%	↑ 3% ↓ 2%
Access to quality education	53% 29% 18%	↑ 2% ↑ 3%
Overall quality of services provided by Arlington	51% 32% 16%	↑ 3% ↑ 1%
Access to quality health care services	51% 32% 16%	- 0% ↓ 1%
Sense of community among residents	48% 30% 22%	↓ 3% ↑ 3%
Acceptance of residents of all backgrounds	47% 22% 31%	↓ **3%** ↑ **10%**

KEY

- POSITIVE
- NEUTRAL
- NEGATIVE

↓ ↑ CHANGE IN POSITIVE SCORE

↓ ↑ CHANGE IN NEGATIVE SCORE

The 'Change' column shows the percentage point changes in positive and negative scores from the previous cycle. In addition, questions with the largest changes above 5% are highlighted.

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Zencity Community Survey

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COMMUNITY CHARACTERISTIC	SATISFACTION SCORE	CHANGE
Sense of overall safety	44% 29% 27%	↓ 1% ↑ 1%
Availability of a variety of art and cultural events	40% 35% 25%	↓ 1% ↓ 2%
Ability of residents to give input to the Arlington government	26% 31% 42%	↓ **4%** ↑ **9%**
Availability of jobs that pay a living wage	19% 40% 41%	↓ 2% ↑ 4%
Ease of getting around by public transportation	18% 26% 55%	↓ **8%** ↑ **17%**
Availability of affordable housing	12% 28% 60%	↓ **6%** ↑ **13%**

KEY

- POSITIVE
- NEUTRAL
- NEGATIVE

↓ ↑ CHANGE IN POSITIVE SCORE

↓ ↑ CHANGE IN NEGATIVE SCORE

The 'Change' column shows the percentage point changes in positive and negative scores from the previous cycle. In addition, questions with the largest changes above 5% are highlighted.

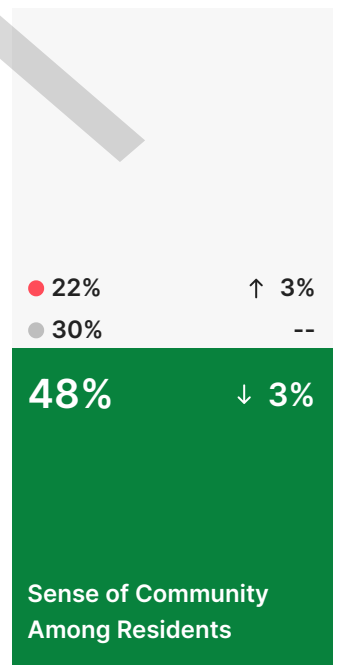
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The ratings residents gave these parts of life showed a connection to their overall satisfaction

In order to appear here, a characteristic must a) demonstrate a strong correlation with how residents rated their overall satisfaction and b) receive a notably high or low satisfaction score

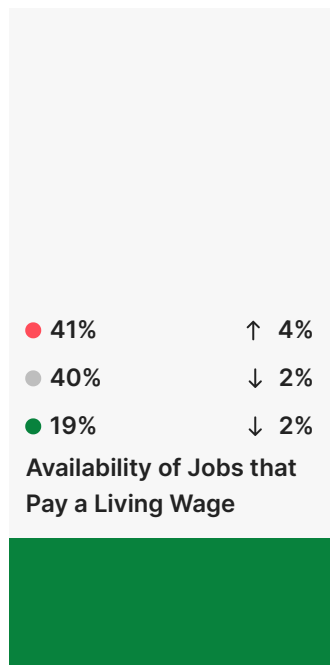
Maintain

High-scoring characteristics with strong correlation to overall satisfaction



Focus on

Low-scoring characteristics with strong correlation to overall satisfaction



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Strengths

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This community characteristic was selected because it had a high correlation with satisfaction AND received a notably high score.

The percentages shown indicate the percent of respondents who responded positively (4 or 5). The bars indicate the proportion of respondents who were positive, neutral (3), or negative (1 or 2).

For groups between 30 and 49 respondents, we highlight the small sample size using an asterisk (*). Use these scores with caution.

Zencity Community Survey

Arlington, WA
October 2023 - January 2024

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48%

of residents are satisfied with the sense of community among residents

↓ 3% vs. previous cycle



Neutral
30% • --

Dissatisfied
22% • ↑ 3%

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AGE

18-34	35% • ↓ 13%	
35-54	48% • --	
55+	59% • --	

RACE/ETHNICITY

White	52% • ↓ 2%	
Hispanic/Latino *	41% • ↓ 6%	

GENDER

Male	47% • ↓ 3%	
Female	50% • ↓ 3%	

HOME OWNERSHIP

Owned	48% • ↓ 6%	
Rented	54% • ↑ 7%	

In Focus

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This community characteristic was selected because it had a high correlation with satisfaction AND received a notably low score.

The percentages shown indicate the percent of respondents who responded positively (4 or 5). The bars indicate the proportion of respondents who were positive, neutral (3), or negative (1 or 2).

For groups between 30 and 49 respondents, we highlight the small sample size using an asterisk (*). Use these scores with caution.

Zencity Community Survey

Arlington, WA
October 2023 - January 2024

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19%

of residents are satisfied with the availability of jobs that pay a living wage

↓ **2%** vs. previous cycle



Neutral
40% • ↓ 2%

Dissatisfied
41% • ↑ 4%

EDUCATION		
Some college or college degree	**19%** • ↓ 1%	
Higher education degree *	**31%** • ↓ 6%	
High school degree or less	**18%** • ↑ 1%	
AGE		
18-34	**18%** • ↓ 4%	
35-54	**17%** • --	
55+	**23%** • ↓ 1%	
GENDER		
Male	**19%** • ↓ 6%	
Female	**19%** • ↑ 1%	

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Community Benchmark

DRAFT

How we compare Arlington, WA to other similar communities

DRAFT

Residents from more than 1,000 communities across the United States have participated in Zencity's Community Surveys. We use the combined results from these surveys to produce our benchmark estimates. By averaging across respondents from dozens or hundreds of different communities, it's possible to arrive at a picture of what the results for a "typical" community in that cohort look like. This offers a way to compare your results- particularly strengths and areas for improvement- within a greater context. Each community running a Community Survey with Zencity receives a customized community benchmark cohort that reflects its unique characteristics.

First, the cities, towns, and counties in the United States are allocated into cohorts using variables such as population size, geography, density, and demographics to group similar communities together. Then, each cohort's benchmarks are calculated using the same scoring methodology outlined in the Survey Methodology section. Finally, since recruitment methods can differ slightly according to the needs of each community, cohort benchmarks are adjusted accordingly to match the exact distribution of recruitment methods.

Community Benchmark

Arlington, WA
October 2023 - January 2024

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These are some of the communities represented in your cohort

Density is calculated by people per square mile of land area.
Diversity is measured by percentage of people who are not in the largest race or ethnicity group.
Median income is the median annual dollars of income per household.

COMMUNITY NAME	TOTAL POP	DENSITY	DIVERSITY	MEDIAN INCOME ($)
Arlington, Washington	19,947	2,033	10.36%	$77,023
Tumwater, Washington	23,390	1,337	11.24%	$76,676
Covington, Washington	21,131	3,562	19.65%	$106,737
Bremerton, Washington	41,258	1,451	18.99%	$57,963
Puyallup, Washington	41,666	2,948	13.65%	$76,565
Kelso, Washington	12,237	1,504	8.64%	$48,005

+ more communities with similar characteristics

The data displayed on this page was sourced from the U.S. Census Bureau's 2020 Census of Population and Housing.

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Community Benchmark

Arlington, WA
October 2023 - January 2024

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The overall resident satisfaction in Arlington is lower than its cohort.

72%	75%	76%
Arlington	Cohort	National

- Arlington
- Cohort
- National

QUESTION	NATIONAL	COHORT	YOUR SCORE	SATISFACTION COMPARISON
How is the overall quality of life in Arlington?	63%	61%	63%	
How likely are you to recommend Arlington as a place to live?	61%	57%	56%	
How likely are you to be living in Arlington 5 years from now?	64%	67%	64%	

0% 25% 50% 75% 100%

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Community Benchmark

Arlington, WA
October 2023 - January 2024

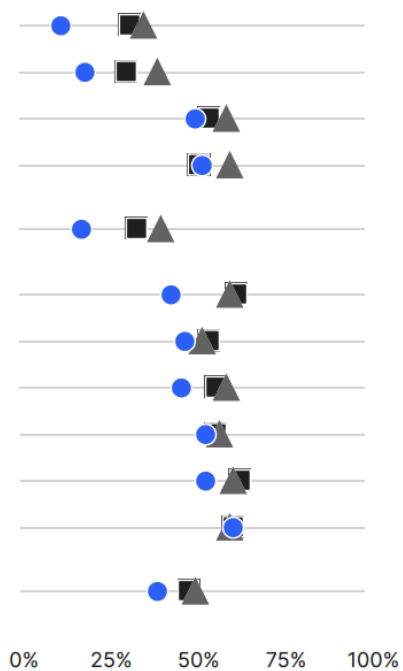
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Satisfaction with Life in Arlington, WA

Breakdown by characteristic

- Arlington
- Cohort
- National

QUESTION	NATIONAL	COHORT	YOUR SCORE	SATISFACTION COMPARISON
Availability of affordable housing	36%	32%	12%	
Availability of jobs that pay a living wage	40%	31%	19%	
Access to quality health care services	60%	55%	51%	
Access to quality education	61%	52%	53%	
Ease of getting around by public transportation	41%	34%	18%	
Sense of overall safety	61%	63%	44%	
Sense of community among residents	53%	55%	48%	
Acceptance of residents of all backgrounds	60%	57%	47%	
Overall cleanliness and maintenance	58%	57%	54%	
Quality of parks and recreational amenities	62%	64%	54%	
Quality of waste and recycling services	61%	62%	62%	
Availability of a variety of art and cultural events	51%	49%	40%	



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Free-Text Responses

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What residents love

Question: What is your favorite thing about living in Arlington?



What residents want changed

Question: What is the one thing you would change in Arlington?



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Rotating Survey Section

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The rotating survey section focuses on one issue per survey cycle and can be updated as new areas of interest emerge.

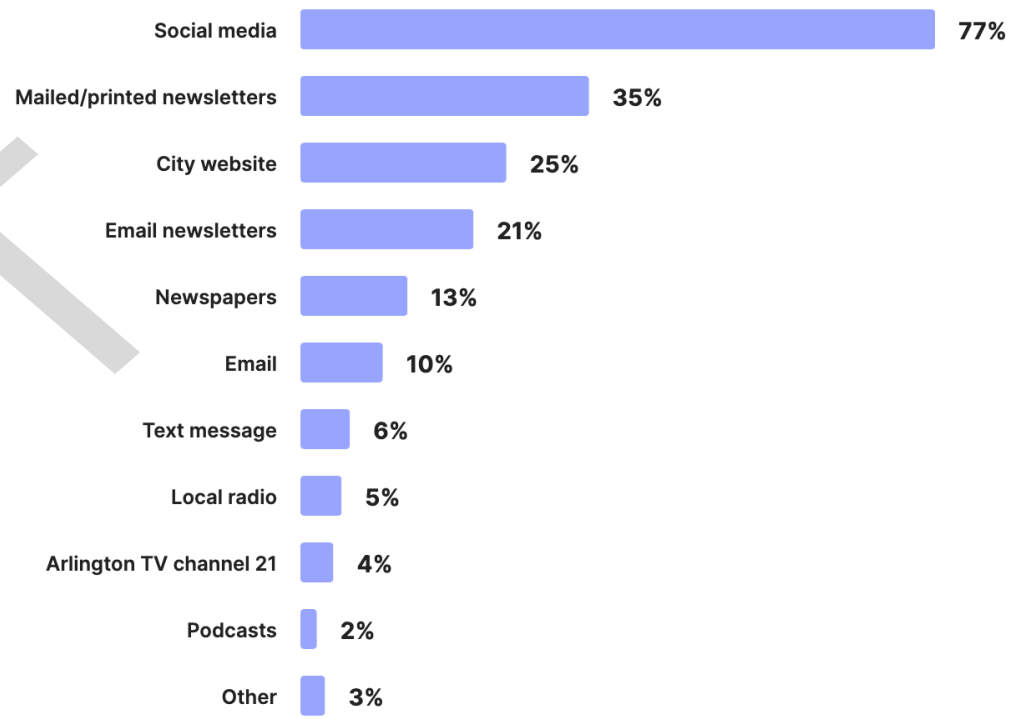
Zencity Community Survey

Arlington, WA
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77% of respondents like to receive their local Arlington news and information from social media.

The question: How do you like to receive local Arlington news and information?



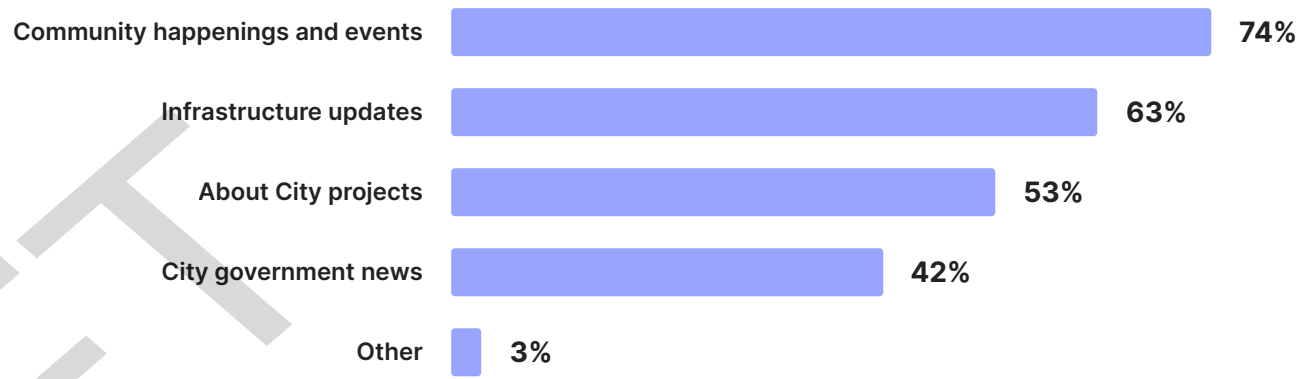
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Zencity Community Survey

Arlington, WA
October 2023 - January 2024

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74% of respondents would like to see communications about community happenings and events.



The question: What types of communications would you most like to see from City of Arlington?

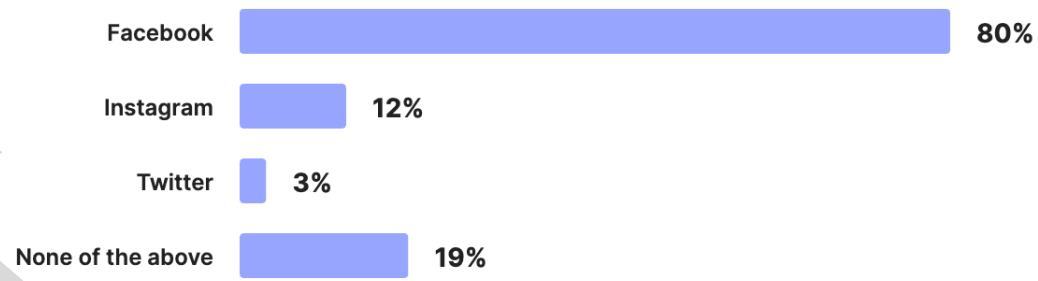
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Arlington, WA
October 2023 - January 2024

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80% of respondents currently follow the City of Arlington on Facebook.



The question: Which of the following City of Arlington social media accounts do you currently follow?

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The Questionnaire

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Zencity Community Survey

Arlington, WA
October 2023 - January 2024

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Section 1

General Satisfaction

QUESTIONS	CHOICES
How is the overall quality of life in Arlington? *	1 - 5 Scale (Poor - Excellent)
How likely are you to recommend Arlington as a place to live? *	1 - 5 Scale (Very unlikely - Very likely)
How likely are you to be living in Arlington 5 years from now? *	1 - 5 Scale (Very unlikely - Very likely)
What is your favorite thing about living in Arlington?	Open Ended
What is the thing you would most want to change about life in Arlington?	Open Ended

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Section 2

Community Characteristics

QUESTIONS
Availability of affordable housing
Availability of jobs that pay a living wage
Access to quality health care services
Access to quality education
Availability of a variety of art and cultural events
Ease of getting around by public transportation
Sense of overall safety
Sense of community among residents

QUESTIONS
Acceptance of residents of all backgrounds
Ability of residents to give input to the Arlington government
Overall cleanliness and maintenance
Quality of parks and recreational amenities
Quality of waste and recycling services
Overall quality of services provided by Arlington

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Section 3

Rotating Survey Section

QUESTIONS	CHOICES
How do you like to receive local Arlington news and information?	Social media / Podcasts / Mailed/printed newsletters / Email newsletters / Newspapers / City website / Text message / Email / Local radio / Arlington TV channel 21 / Other
What types of communications would you most like to see from City of Arlington?	Community happenings and events / Infrastructure updates / City government news / About City projects / Other
Which of the following City of Arlington social media accounts do you currently follow?	Facebook / Twitter / Instagram / None of the above

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Section 4

Demographics

QUESTIONS	CHOICES
In what year were you born? *	Open Ended
Which of the following do you identify as? *	Male / Female / Prefer to self-describe
Please state the gender you identify as.	Open Ended
Which one of these statements best describes your current situation? *	Full-time employed / Part-time employed / Unemployed / Student / Apprentice/intern / In retirement or early retirement / Permanently disabled / Fulfilling domestic tasks or looking after children/family / Prefer not to say / Other
Are you of Hispanic, Latino, or Spanish origin? *	Yes / No / Prefer not to say
What is your race? *	White / Black or African American / American Indian or Alaska Native / Asian / Native Hawaiian, Samoan, Chamorro, or other Pacific Islander / Prefer not to say / Other
Is your home: *	Owned by you or someone in your household, with or without a mortgage or loan? / Rented? / Occupied without payment of rent? / Prefer not to say

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Section 4

Demographics

QUESTIONS	CHOICES
What is the highest level of school you have completed or the highest degree you have received? *	Less than a high school diploma / High school graduate or GED / Some college but no degree / Associate degree in college / Bachelor's degree (For example: BA, AB, BS) / Master's degree (for example: MA, MS, MBA) / Professional School Degree (for example: MD, DDS, DVM, LLB, JD) / Doctorate degree (for example: PhD, EdD) / Prefer not to say
Do any children under the age of 18 live in your household at least half of the time? *	Yes / No / Prefer not to say
Were you born in the United States? *	Yes, born in the United States / No, born outside the United States / Prefer not to say
Which category best represents your household's total income over the past year? *	$14,999 or less / $15,000 to $24,999 / $25,000 to $34,999 / $35,000 to $49,999 / $50,000 to $74,999 / $75,000 to $99,999 / $100,000 to $149,999 / $150,000 to $199,999 / $200,000 to $299,999 / $300,000 or more / Prefer not to say

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support@zencity.io

Housing Needs and Land Capacity Analyses

Arlington 2024 Comprehensive Plan Update

Population, Housing and Jobs Forecast | DRAFT

Methodology and Discussion

Leland Consulting Group, 2023

Overview

To help inform Arlington's 2024 Comprehensive Plan Update, Leland Consulting Group (LCG) analyzed a range of development scenarios to forecast where the growth necessary for meeting its 2044 Snohomish County growth allocations for population and jobs is most likely to occur. These forecasts were prepared at the Transportation Analysis Zone (TAZ) level, a small geography used primarily in origin-destination travel modeling. Five scenarios were developed to reflect different potential development outcomes, described in detail below. This document summarizes LCG's methodology and findings.

Forecast Inputs

Vacant and Underutilized Land and Parcel-Level Data from Buildable Lands Report

The City provided a layer of vacant and underutilized lands to serve as the base from which forecasted job, housing and population growth will occur. Of 1,197 records, 63 were removed either because they have recent projects identified by the City or were duplicates. GIS data from the Snohomish County 2021 Buildable Lands Report (BLR) was incorporated for baseline housing and estimated jobs/housing lost to redevelopment. Parcel-level data was exported from GIS into Excel for forecasting calculations.

For Scenarios 2 through 5, parcels with high value improvements were removed, since these were considered to be less likely to develop during the planning horizon. Improvement-to-Land Value ratio (the relative value of buildings, also referred to as improvements, compared to the underlying land) was used for defining such parcels, using County Assessor parcel data. Parcels with an improvement-to-land value ratio at or over 1.0 were removed. Twenty-nine parcels with no calculated ILV (due to missing property value data) were kept in all scenarios.

Baseline Jobs, Housing and Population

Jobs

The Snohomish County 2021 Buildable Lands Report (BLR) provides an estimate of 10,289 jobs in the UGA in 2019, based on data from the Washington Employment Security Department (ESD). Because there is no parcel-level data on existing jobs available, LCG used micro-analysis zone (MAZ)-level existing jobs data provided by the County to apportion the 10,289 jobs to TAZs, based on each TAZs share of existing MAZ employment.[1]. In order to use 2020 as the baseline year for analysis, LCG added known 2020 jobs data from recent real estate development projects provided by the City and CoStar (a leading nationwide data source for commercial real estate development). Unless provided directly, existing jobs were estimated based on square feet (SF) of commercial development and BLR estimates of square feet per job by employment type as follows:

- Retail: 1 job per 700 SF
- Office/Live Work: 1 job per 350 SF
- Mini-Storage: 1 job per 20,000 SF
- Other: 1 job per 400 SF
- Manufacturing: 1 job per 500 SF
- Wholesale, Transportation, Utilities (WTU): 1 job per 2,000 SF (City revision of estimate in 2021 BLR)

The final baseline 2020 jobs count for Arlington used in all scenarios is **12,449 jobs**.

[1] The assignment of MAZ-level jobs to TAZs was estimated using the parcel-level; "EXEM_T" field in the 2019 BLR GIS data. This field represents the County's estimate of "Existing total employment estimate on parcel" and was developed during the BLR process to estimate the number of jobs which would be lost to redevelopment on redevelopable parcels, but also serves as a useful proxy for the relative job distribution across TAZs.

Housing and Population

The BLR provides an estimate of 7,733 housing units in the UGA in 2019, and as with employment, LCG added units from 2020 projects provided by the City and CoStar to arrive at **9,120 units** in 2020. The UGA's 2020 **population of 20,418** (according to the Countywide Planning Policies) was apportioned to TAZ's by taking each TAZ's 2020 housing units multiplied by the observed 2020 persons per household (calculated as 20,418 population divided by 9,120 housing units, resulting in 2.23 people per household).

Pending Jobs, Housing and Population

LCG assumed that projects that have been built since 2020, are permitted, or are under construction, should be included in the total unit and jobs counts for the 2020-2044 period using their actual unit and square footage counts. These projects were designated as "pending" in this analysis. For projects built in 2021 or later, LCG used housing unit and jobs numbers from the City, CoStar, and the BLR. BLR data was only used when neither City nor CoStar data was available, for example, for a 135,000 SF Swire Coca-Cola warehouse distribution center on 59th Avenue. LCG assumed that sites that developed during this "pending" period will not be redeveloped again during the study period (2020 to 2044). Pending population was calculated by multiplying pending housing units at the parcel level by an estimated persons per household (2.00 for Multifamily, Commercial and Mixed Use zones; 3.00 for Single Family, per City input).

Development Assumptions for Vacant and Underutilized Parcels

For vacant and underutilized parcels, the following assumptions for development density and development rate (Table 1) were applied in order to produce forecasts for the five scenarios.

Table 1. Scenario Assumptions for Arlington Population, Housing and Jobs 2044 Forecasts

	Scenario 1: Lower Job, Housing Density	**Scenario 2:** 1 + Higher Job, Housing Density	**Scenario 3:** 2 + No Development Rate Reduction	**Scenario 4:** 2 + Higher Commercial Density, WFH	**Scenario 5:** 2 + WFH + No Development Rate Reduction
Developable Land	City V/UU Layer	City V/UU Layer with High-Value Properties Removed	City V/UU Layer with High-Value Properties Removed	City V/UU Layer with High-Value Properties Removed	City V/UU Layer with High-Value Properties Removed
Employment Density *Rentable Building Area/acre:* • Mixed Use/Comm. Zones • Industrial Zones *SF per Job:* • OTBD Zone • Other Comm. Zones • Industrial Zones	 • 3,200 • 10,000 • 400 • 1,000 • 2,000	 • 6,600 • 10,000 • 400 • 500 • 2,000	 • 6,600 • 10,000 • 400 • 500 • 2,000	 • 12,000 • 10,000 • 400 • 500 • 2,000	 • 6,600 • 10,000 • 400 • 500 • 2,000
Work from Home Included in Employment #s?				✔	✔
Residential Density • SFR Zones • Smokey Point Area • RHC Zones • Mixed Use Zones	 3-7 du/ac 27 17 15	 3-7 du/ac 27 34 34	 3-7 du/ac 27 34 34	 3-7 du/ac 27 34 34	 3-7 du/ac 27 34 34
Market-Based Development Rate Reduction Applied?	✔	✔		✔	

Employment Assumptions

Forecasted job totals were estimated by applying square foot per job estimates to estimated rentable building acres (RBA) of commercial and industrial space to be developed.

- **Rentable building Area per Acre (RBA/acre).** RBA/acre is the area within a building that will be rented to or owned by job-creating tenants; it does not include area rented as apartments. The estimated RBA/acre for mixed use zones is based on the average commercial space developed in mixed use projects in these zones over the past ten years (4,084 SF for scenarios 2 through 5, with a lower estimate of 897 SF for Scenario 1) and an estimated RBA/acre of 12,000 SF/acre for purely commercial projects.[2] From these estimates, an average RBA/acre was calculated for mixed use zones (3,200 for Scenario 1, 6,600 for Scenarios 2, 3, and 5), based on the share of commercial versus multifamily RBA/acre developed in these zones over the past ten years (30 percent commercial, 70 percent multifamily). Scenario 4 assumed 12,000 SF/acre for mixed use zones (explained further under "Scenario Development"). For the Business Park zone, which does not allow housing, an RBA/acre of 12,000 was used. For industrial zones, 10,000 was used for all scenarios, based on the density of past development.
- **SF per job.** Estimated SF per job varies by zone. The highest density employment, or 400 SF per job (across all scenarios), is seen in Old Town Business District zones, and was calculated using CoStar data on the existing square footage of commercial space and existing employment estimates from the BLR GIS data. The 2,000 SF per job for industrial zones (across scenarios) is based on City input regarding recent density for the prevailing employment type (WTU) in industrial zones. For commercial and mixed use zones, the 1,000 SF per job used in Scenario 1 was based on existing job density in commercial zones (using BLR job and CoStar SF data), and the 500 used in all other scenarios was based on the density of recent and pipeline projects provided by the city.

Housing and Population Assumptions

- **Single Family Zones:** based on density of existing development (calculated with BLR data), which was in line with allowed densities per the zoning code.
- **Mixed Use and Multifamily Zones:**
    - *Residential Moderate ("RMod") and Medium Capacity.* No CoStar data was available for projects within these zones, and because calculated density of existing development (6 and 4 du/acre respectively) is below the allowed densities of (7-11 du/acre for RMod, 12-16 for Residential Medium Density), a middle ground 10 du/acre was used across all scenarios.
    - *Residential High Capacity.* For Scenario 1, City input of 17 units per acre was used (also the RHC zone allowed density). The 34 units per acre used for all other scenarios was based on the 42 per acre average seen in multifamily projects developed over the past ten years, reduced slightly (20 percent) considering the City's expectation of lower density development.
    - *Commercial and mixed use zones.* For Scenario 1, City input of 15 units per acre was used (also the RHC zone allowed density). For all other scenarios, the RHC assumption was used.
- **Population:** Across all scenarios, an average household size of 2.00 persons per household was used for multifamily development, and 3.00 for single family, per City input.

[2] The lower 897 RBA/acre assumption incorporated in Scenario 1 was an initial estimate based only on data available in CoStar, while the higher 4,084 figure incorporated data on more recent mixed use projects provided by the City. The 12,000 RBA/acre (rounded from 12,197) for commercial development is based on a Floor Area Ratio of 0.28 assumption.

Development Rate

Development Rate is the percent of vacant and redevelopable parcels that are estimated to redevelop between 2020 and 2044 (Table 2). LCG estimated development rates for all zones, used across all scenarios, based on:

- **Single and Multifamily Zones:** based on average annual acreage developed in single family homes for 2010-2021, using HUD permit data, and apportioned to zones based on their share of available single-family acreage.
- **Commercial/Mixed-Use and Industrial Zones:** based on CoStar data on average annual acreage developed into a commercial or industrial use since 2015, including planned/future pipeline development, and each zone's share of available commercial/mixed-use or industrial acreage.

Development Rate can also be estimated by reviewing construction, deliveries, and to a lesser degree, absorption data that is reported by various planning and real estate data sources. Development Rate can even focus on density expected from future development, versus what has been seen in the past.

Table 2. Development Rate

		Development Rate*
Multi-Family		
	Residential High Capacity	19%
Commercial / Mixed Use		
	Neighborhood Commercial	80%
	Old Town Business District - 1	7%
	Old Town Business District - 2	0%
	Old Town Business District - 3	0%
	General Commercial	100%
	Highway Commercial	25%
	Business Park	100%
	Commercial Corridor District	7%
	Medical Services	0%
Industrial		
	Light Industrial	46%
	General Industrial	46%

*Applied in Scenarios 1, 2, 4 only. While Development Rate represents the Percent that WILL develop, BLR and other studies quantify this metric as "Market Factor," which is the inverse of Development Rate (or the percent that will NOT develop).

Forecast Methodology

Capacity Calculation

Using the inputs described above in Table 1, LCG calculated Arlington's "capacity" for development that can accommodate population, housing, and jobs within the City of Arlington Urban Growth Area by 2044. These capacity totals were added to baseline and pending totals and compared to 2044 growth allocations from Countywide Planning Policies (for population and jobs) and County PAC Working Group (for housing) to determine if the Arlington UGA has sufficient capacity of land to accommodate allocated housing and employment growth, as required by RCW 36.70A.115. Figures 1 and 2 show the steps used to calculate capacity across scenarios.

Figure 1. Employment Capacity Calculation

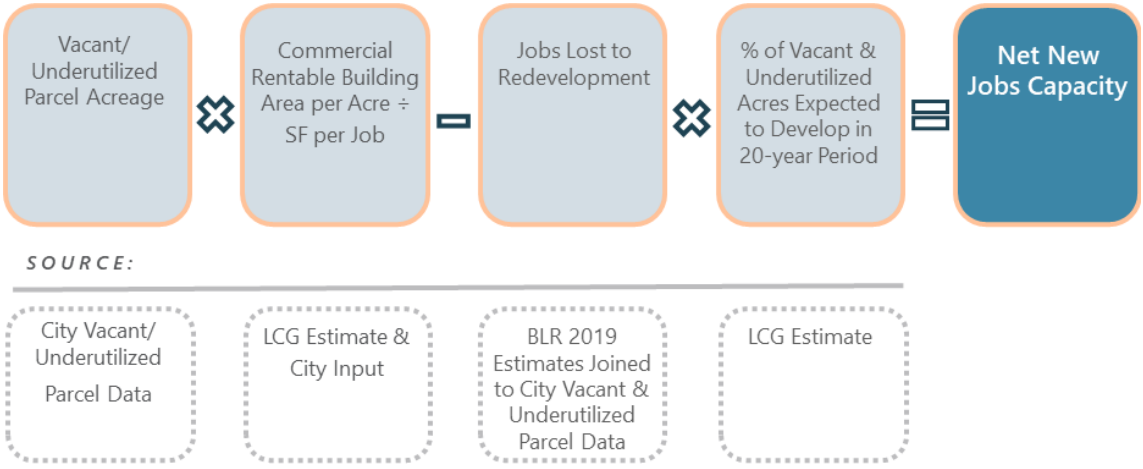
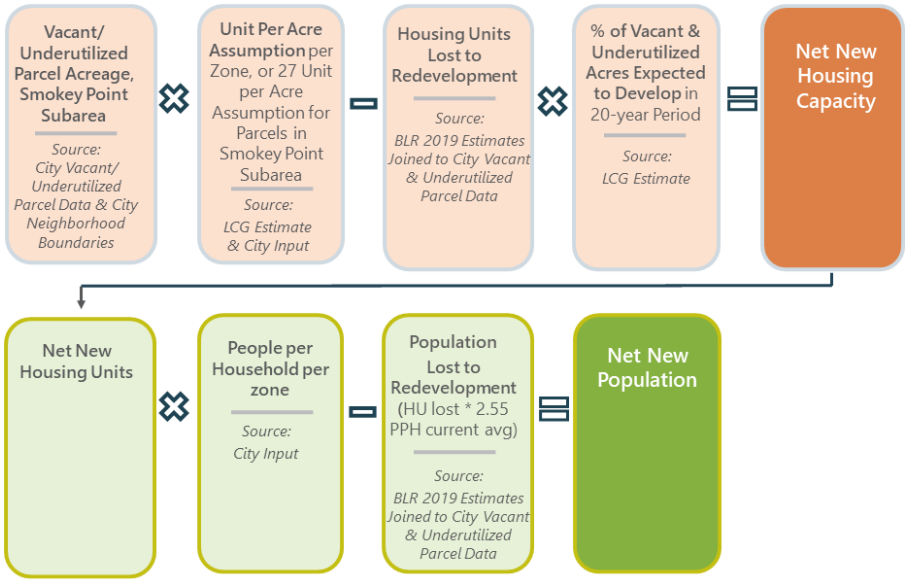


Figure 2. Housing and Population Capacity Calculation



Note: Scenarios 2, 3, 4, 5 removed parcels with Improvement-to-Land-Value Ratios of 1 or higher from Vacant/Underutilized layer.

Scenario Development

Leland Consulting Group (LCG) analyzed a range of development scenarios to forecast where the growth necessary for meeting its 2044 regional growth targets for population, housing and jobs is most likely to occur.[3] All scenarios calculated growth using the same methodology as shown in Figures 1 and 2, but are differentiated in terms of inputs used (e.g., assumed density of residential development), which are depicted in Table 1. Scenario 1 began with assumptions based on past growth trends for housing and jobs, but though the course of LCG analysis, higher density assumptions and other variables needed to be applied in order to reach the 2044 Snohomish County jobs target, which resulted in the multiple scenarios presented here. While **all scenarios showed sufficient capacity for meeting 2044 housing and population targets, only Scenario 5 met the future jobs target** (as shown below in Figures 3, 4, and 5). A summary of the context behind scenario development follows.

Scenario 1: Lower Job, Housing Density. The initial scenario utilized assumed residential and employment densities provided by City staff and included all parcels marked as Vacant or Underutilized in the City's Vacant and Underutilized layer.

Scenario 2: *Scenario 1* + Higher Job, Housing Density. LCG removed parcels from the City's Vacant and Underutilized layer with high value improvements that, based on consultant experience, are considered less likely to redevelop within the planning horizon (as described above under "Forecast Inputs"). Excluding these parcels led to smaller losses of existing jobs and housing units due to redevelopment. Other changes in this scenario include higher job and housing densities, based on the density of recent and pending developments (while keeping employment densities the same for Industrial and Old Town zones—though with a higher rate of Rentable building Area per Acre in Old Town).

Scenario 3: *Scenario 2* + No Market-Based Development Rate Reduction. Because calculated jobs capacity in Scenarios 1 and 2 fell short of the 2044 jobs target, LCG removed development rate, and performed the analysis as if all Vacant and Underutilized land (without the high Improvement to Land Value-rating parcels) were to redevelop by 2044. Past market constraints on development may be less of a factor for future development in Arlington due to the addition of high-capacity transit and ongoing economic development activity geared towards ensuring that the Cascade Industrial Center serves as a significant employer for the region. As stated in Puget Sound Regional Council's Guidance for Growth Targets to Implement VISION 2050, "historical growth targets may not be as useful a guide for these [high-capacity transit] jurisdictions compared to some cites. In many cases, transit investments represent new, future opportunities to accommodate growth."

Scenario 4: *Scenario 2* + Higher Commercial Density, Work from Home (WFH). This scenario sought to answer the question of whether the jobs target could be met while including development rates, if more aggressive (though not unreasonable) density of commercial development were assumed in mixed use zones and estimated future work from home populations included. LCG calculated work from home population at 10.3 percent of 2044 population, which is based on national estimates for days worked from home per week by sector and workers employed in that sector in Arlington (applied only to the employed share of Arlington's population, calculated using current figures).

Scenario 5: *Scenario 2* + WFH + No Market-Based Development Rate Reduction. Because calculated job capacity for Scenario 3 fell short of the 2044 target, LCG removed the market-based reduction and ran the model at "full-build out" to analyze if the jobs target would be met if all parcels assumed to be vacant and redevelopable (excluding high-value parcels as described above) were to redevelop during the planning horizon. As in Scenario 4, an estimate of work from home population was included. In this scenario, the housing allocation was greatly exceeded and the jobs allocation was met and slightly exceeded.

[3] 2044 regional growth targets for population and jobs are derived from Countywide Planning Policies, while housing targets are set by the State Department of Commerce for counties, and allocated to jurisdictions by the Planning Advisory Committee (Snohomish County Tomorrow).

Figure 3. Job Capacity (2044) Findings, All Scenarios

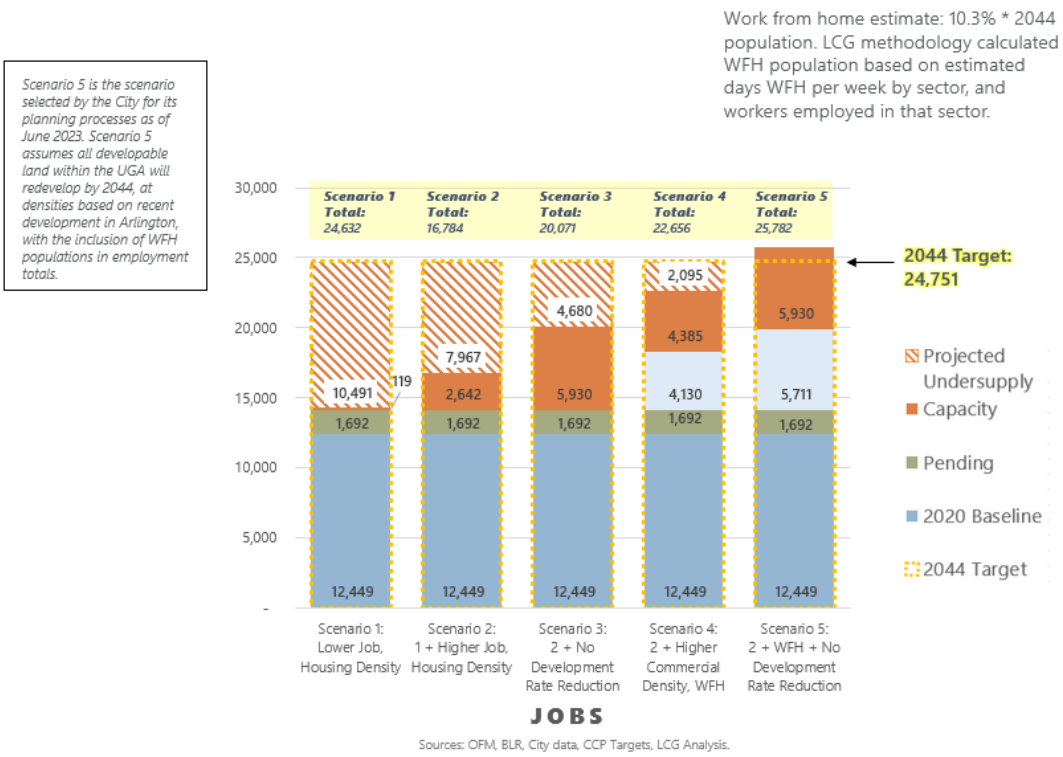
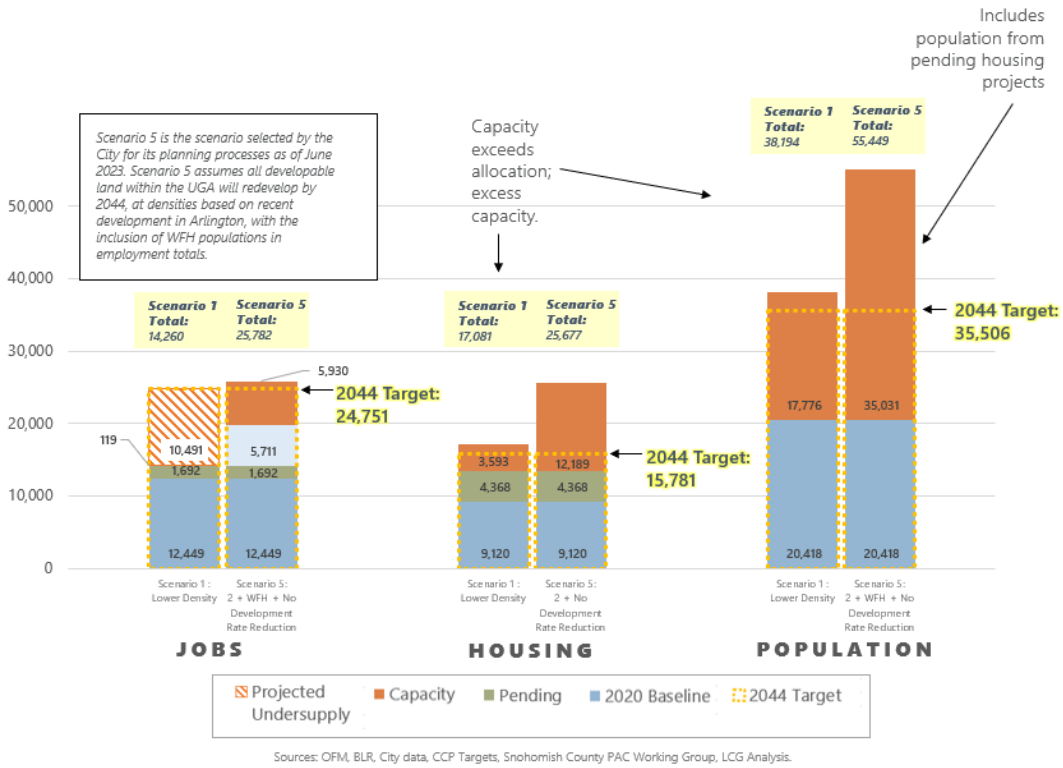


Figure 4. Housing Capacity (2044) Findings, All Scenarios



Figure 5. Scenario 1, 5 Findings



Sources: OFM, BLR, City data, CCP Targets, Snohomish County PAC Working Group, LCG Analysis.

Discussion

While all scenarios showed sufficient capacity for meeting 2044 housing and population targets, only Scenario 5 met the future jobs target. Scenario 5 meets this target by assuming high-end rates of commercial development densities, a continuation of current work from home trends, and **that all developable land within the UGA will redevelop by 2044—regardless of market constraints**. **While Scenario 5 is an aggressive outlook on development, the City considers it most prudent to plan for the highest end of potential development, and is utilizing the Scenario 5 forecasts for its 2024 plan development.**

Scenario 5's removal of the development rate reduction produces a surplus residential capacity—or a capacity for 9,896 additional units beyond the 15,781 unit target for 2044. While the Puget Sound Regional Council advocates for consistency with county-provided growth targets, their Plan Review and Comprehensive Plan FAQ advises that "capacity for growth can exceed growth targets, which may be particularly important in planning for growth under new affordability requirements in HB 1220." Additionally, PSRC's Guidance for Growth Targets to Implement VISION 2050 states "historical growth targets may not be as useful a guide for these [high-capacity transit] jurisdictions compared to some cites. In many cases, transit investments represent new, future opportunities to accommodate growth." Because Arlington is a high-capacity transit community, with bus rapid transit service anticipated in 2027—and Scenario 5's base of vacant and underutilized land from the City contained significantly more parcels in the Smokey Point area (where the BRT transit center will be located) than the BLR, Arlington arguably has capacity for more residential development than previous analyses suggest. PSRC's FAQ also states that "when a community substantially increases capacity beyond its adopted target it should document how the additional capacity is necessary to support regional policies." This report has documented how the additional residential capacity was deemed necessary in order to align with regional policies for concentrating growth near Manufacturing Industrial Centers and high-capacity transit stations.

Arlington's existing land capacity may prove to be insufficient for accommodating the 2044 employment target if the City's current lower-density development trends continue. Future planning processes should assess how development trends of employment and other lands have shifted in light of CIC development, connection to the region's high-capacity transit, and other changes.



Arlington Comp Plan

Land Use Forecasts

PREPARED BY

LELAND CONSULTING GROUP

2023

Overview

Key Questions

- How many residents and jobs were located in Arlington 2020*? Where were they located, and in what densities?
- How do population and jobs allocations made by Snohomish County for 2044 compare to a) the City's *capacity* to accommodate population and jobs, and b) the *likely* number of residents and jobs.
- Can the City accommodate the 2020-2044 population and jobs allocations within its current boundaries, or will boundary expansions to the west and southeast be necessary at some point in the future?

*2020 used as a baseline year as the latest available year for some data sources when planning process began.

Forecast Scenarios Overview

Scenario 1 — Lower Density

Uses City's vacant/underutilized layer; City assumptions re/ employment and housing density.

Scenarios 2-5 — Higher Job, Housing Density

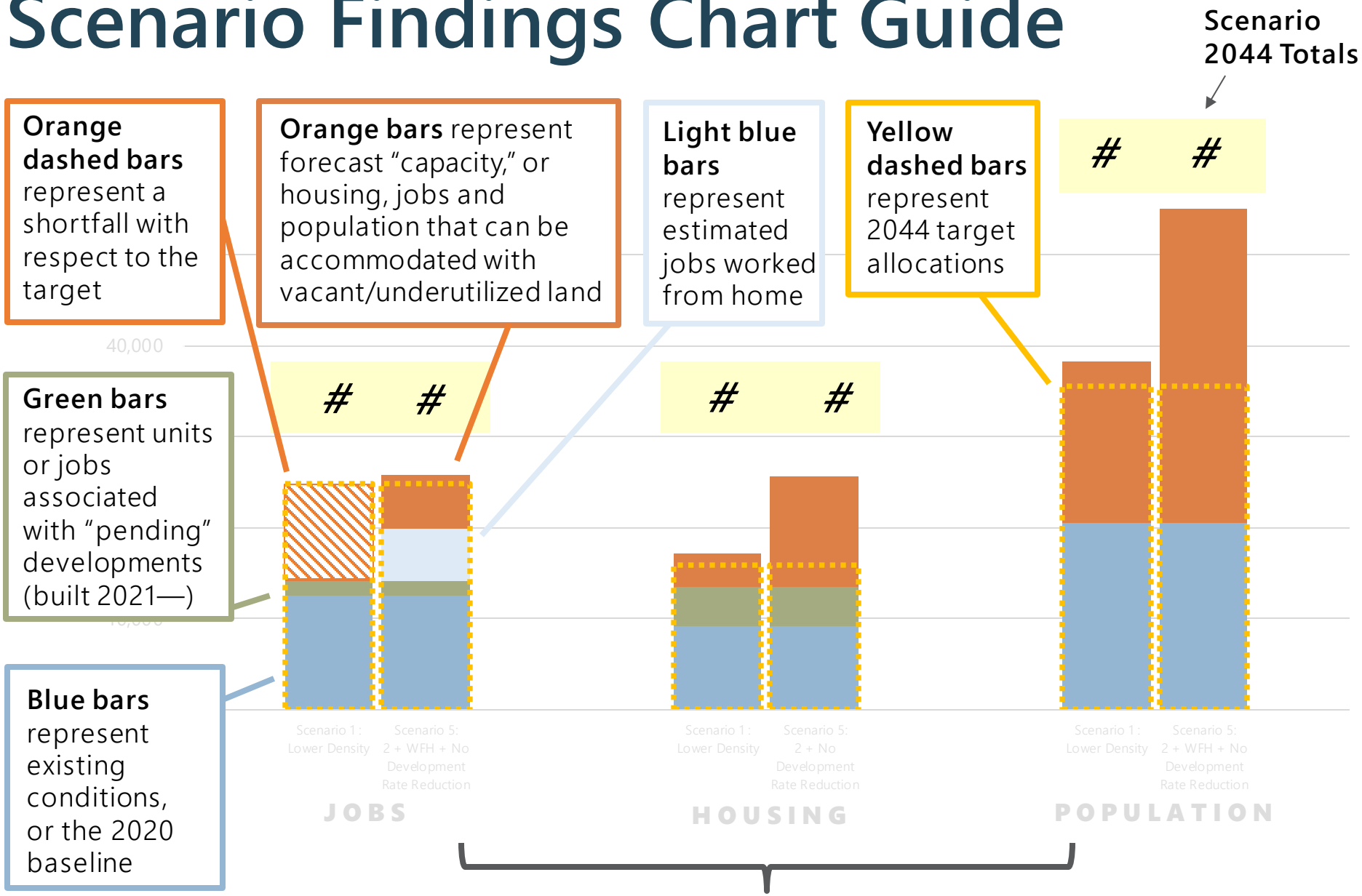
- Removes high-value properties from City's vacant/underutilized layer to reflect lower likelihood of redevelopment and to reduce losses for existing jobs and housing.
- Density assumptions for employment and housing based on recent development trends using CoStar (commercial real estate information company) and City data on recent developments.

Variations added: Work from home estimates, higher density commercial development in Mixed Use zones, and removal of market-based development rate reduction (which reduces the amount of land expected to redevelop in 20 years based on recent development trends by zone).

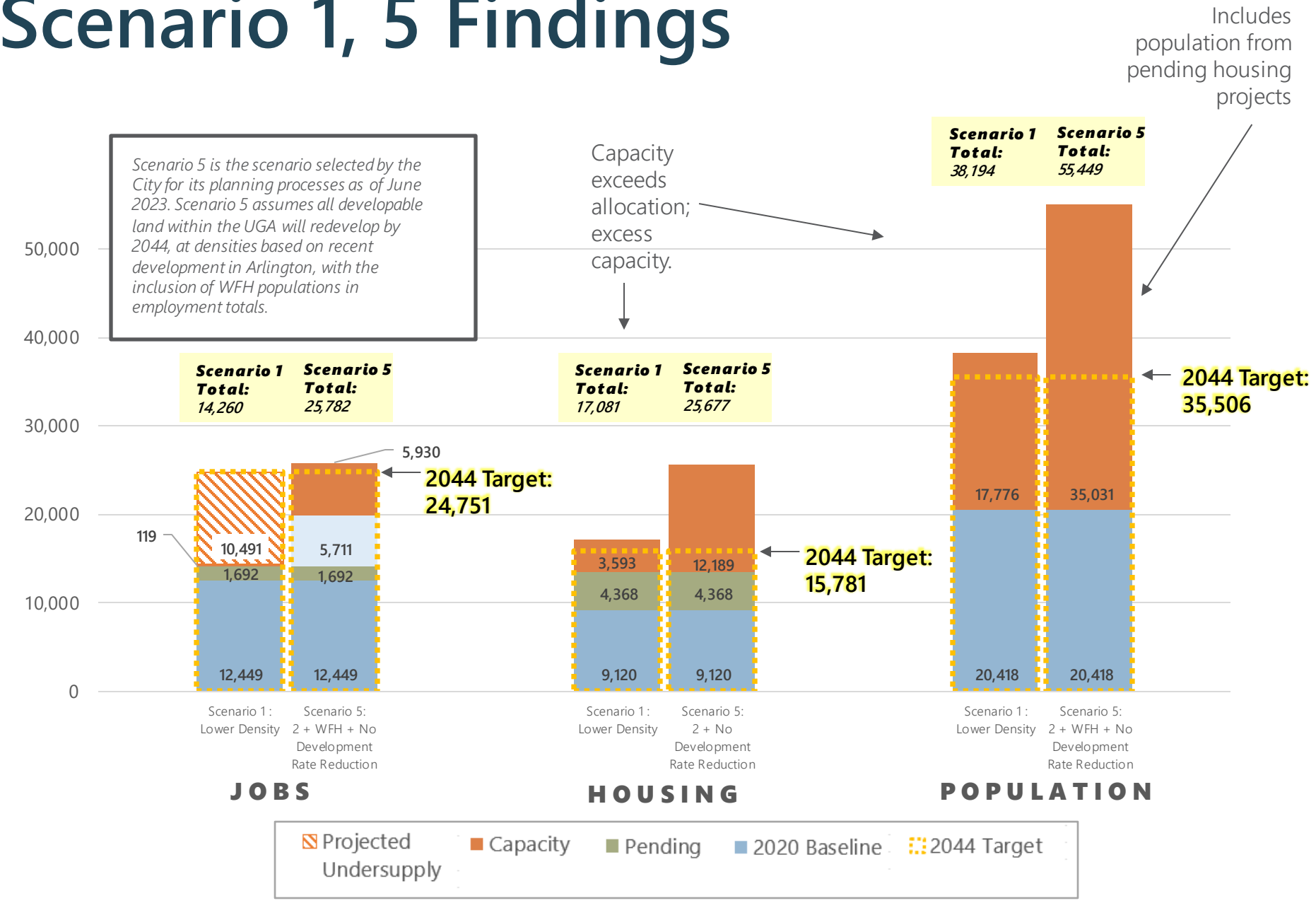
Forecast Scenarios Overview

	Scenario 1: Lower Job, Housing Density	**Scenario 2:** 1 + Higher Job, Housing Density	**Scenario 3:** 2 + No Development Rate Reduction	**Scenario 4:** 2 + Higher Commercial Density, WFH	**Scenario 5:** 2 + WFH + No Development Rate Reduction
Developable Land	City V/UU Layer	City V/UU Layer with High-Value Properties Removed	City V/UU Layer with High-Value Properties Removed	City V/UU Layer with High-Value Properties Removed	City V/UU Layer with High-Value Properties Removed
Employment Density *Rentable Building Area/acre:* • Mixed Use/Comm. Zones • Industrial Zones *SF per Job:* • OTBD Zone • Other Comm. Zones • Industrial Zones	 • 3,200 • 10,000 • 400 • 1,000 • 2,000	 • 6,600 • 10,000 • 400 • 500 • 2,000	 • 6,600 • 10,000 • 400 • 500 • 2,000	 • 12,000 • 10,000 • 400 • 500 • 2,000	 • 6,600 • 10,000 • 400 • 500 • 2,000
Work from Home Included in Employment #s?				✔	✔
Residential Density • SFR Zones • Smokey Point Area • RHC Zones • Mixed Use Zones	 3-7 du/ac 27 17 15	 3-7 du/ac 27 34 34	 3-7 du/ac 27 34 34	 3-7 du/ac 27 34 34	 3-7 du/ac 27 34 34
Market-Based Development Rate Reduction Applied?	✔	✔		✔	

Scenario Findings Chart Guide



Scenario 1, 5 Findings



Sources: OFM, BLR, City data, CCP Targets, Snohomish County PAC Working Group, LCG Analysis.

Jobs

Jobs Estimates

JOB ESTIMATES		
Estimate	**Year**	**Source**
10,706	2019	2021 HNA using OFM 2019
10,289	2019	2021 SnoCo BLR UGA estimate
15,733	2019	SnoCo BLR GIS total for UGA (EXEM_T field)
10,390	2019	OnTheMap LEHD (US Census)
10,267	2019	City Slides, source unknown
11,215	2020	PSRC Covered Employment Estimates (No geographic breakdown)
12,477	2020	2021 HNA using LUV2, 2017; OFM Estimates 2019
12,818	2023	ESRI Business Analyst
16,219	2020	EXEM_T adjusted, + 2020 projects (City/CoStar)
12,449	**2020**	**LCG Analysis (BLR + 2020 projects)**
JOB TARGETS		
21,320	2040	2021 HNA using LUV2, 2017; OFM Estimates 2019
24,751	**2044**	**UGA CCP Official Targets, City Slides**

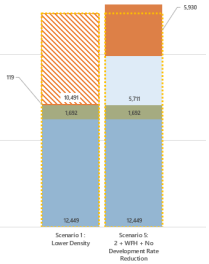
Baseline Job Calculation

2019 Job Estimate (2021 Snohomish County BLR)	# Jobs
	10,289

2020 Projects and Corrections to Existing Jobs (City, CoStar)

Project	Comm. SF	NAICS Type	SF per Job	# Jobs
Amazon Fullfillment Center	3,000,000	WTU	2,400	1,250
188th St Business Park	146,137	WTU	2,000	73
Gayteway Business Park	129,617	WTU	2,000	65
Epoch Design	90,000	WTU	2,000	45
Emory Lofts	6,000	Retail	700	9
Emory Lofts	10,000	Office	350	29
Emory Lofts	5,000	Other	400	13
The Lux	7,250	Retail	700	10
The Lux	7,250	Office	350	21
Centennial Park	7,655	Retail	700	11
SIMPLY Self Storage	45,458	Storage	20,000	2
BLR Job estimates for pending commercial development	461,068	Various	728	633
Subtotal				**2,160**

2020 Baseline (2019 Job Estimate + 2020 Projects): **12,449** →

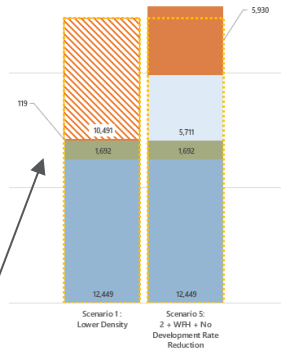


WTU = Wholesale, Transportation, and Utilities.

Pending Job Calculation 2021-2023

Pending Projects (City, CoStar, BLR)

Project	Comm. SF	NAICS Type	SF per Job	# Jobs
Cacade Business Park per CoStar	1,252,000	WTU	2,000	626
Smart Cap				300
Outpost	91,040	Office	350	260
Public Utility District (PUD) Campus per BLR	235,000	WTU	2,000	118
Zahradnik	51,500	Retail	700	74
Swire Coca-Cola Distribution Center 59th Ave per BLR	135,000	WTU	2,000	68
WSU campus				63
Cascade Mixed Use	8,901	Retail	700	13
Cascade Mixed Use	1,393	Office	350	4
Cascade Mixed Use	1,842	Other*	400	5
Williams	43,000	Retail	700	61
Pilchuck Village	18,721	Retail	700	27
VanLeuven	5,229	Office	350	15
Reece Construction per BLR	4,451	Office	350	13
Ironwood	8,990	Retail	700	13
Fullwiler	4,352	Office	350	12
Goldstream	6,250	Retail	700	9
Royal Storage per BLR	124,320	Storage	20,000	6
Paisley Lofts	4,000	Retail	700	6
Total Pending:				**1,692**



** "Other" = "residential lounge" in Cascade Mixed Use apartment development.

Employment Capacity Calculation - **Scenario 1**



SOURCE:

City Vacant/ Underutilized Parcel Data	LCG Estimate & City Input	BLR 2019 Estimates Joined to City Vacant & Underutilized Parcel Data	LCG Estimate

Employment Capacity Calculation - **Scenario 2, 3, 4, 5**

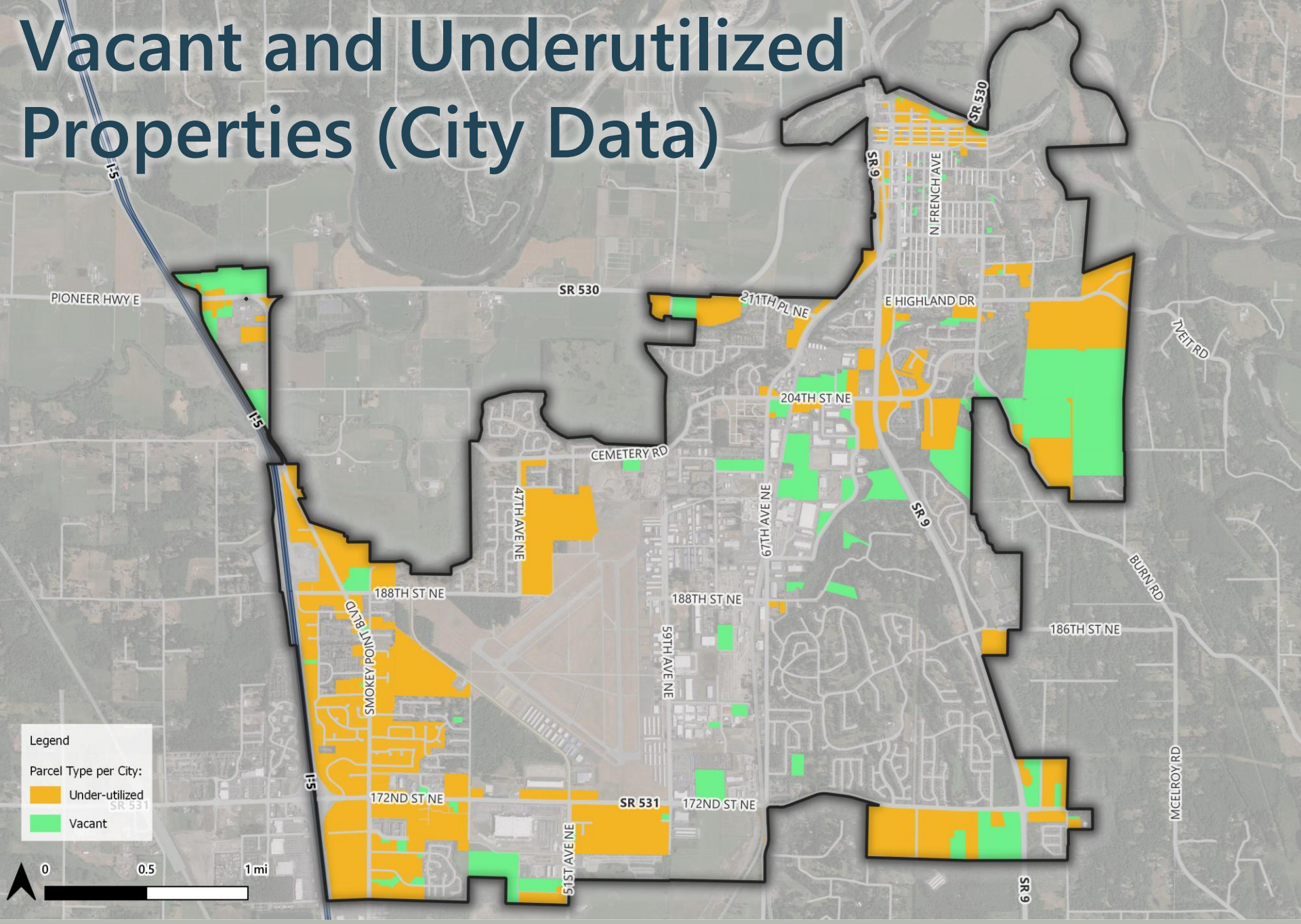


SOURCE:

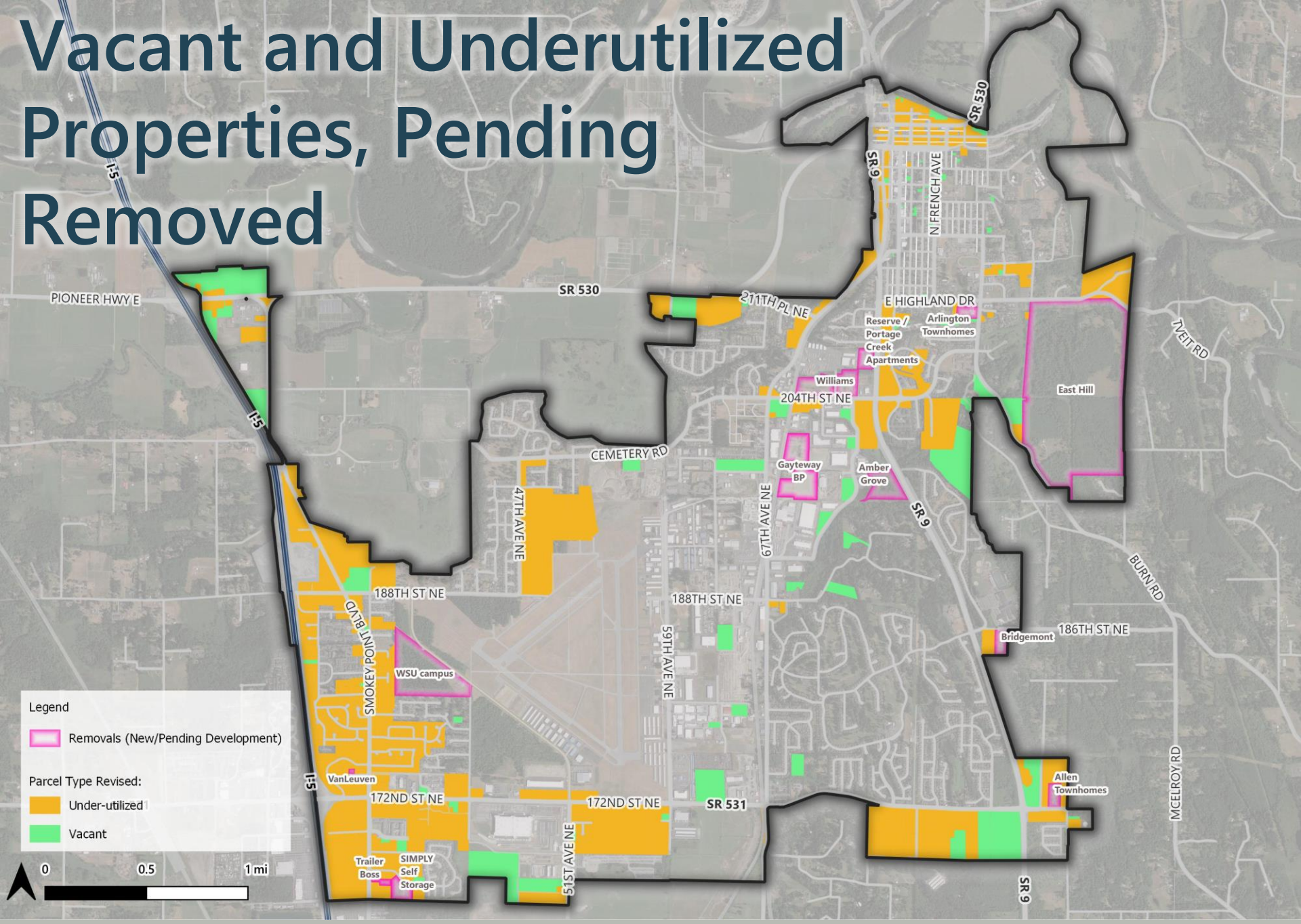
City Vacant/ Underutilized Parcel Data, County Property Value Data	LCG Estimate & City Input	BLR 2019 Estimates Joined to City Vacant & Underutilized Parcel Data	LCG Estimate

*High value properties defined as those with an Improvement to Land Value Ratio, or ratio of building value relative to land, at or over 1.0.

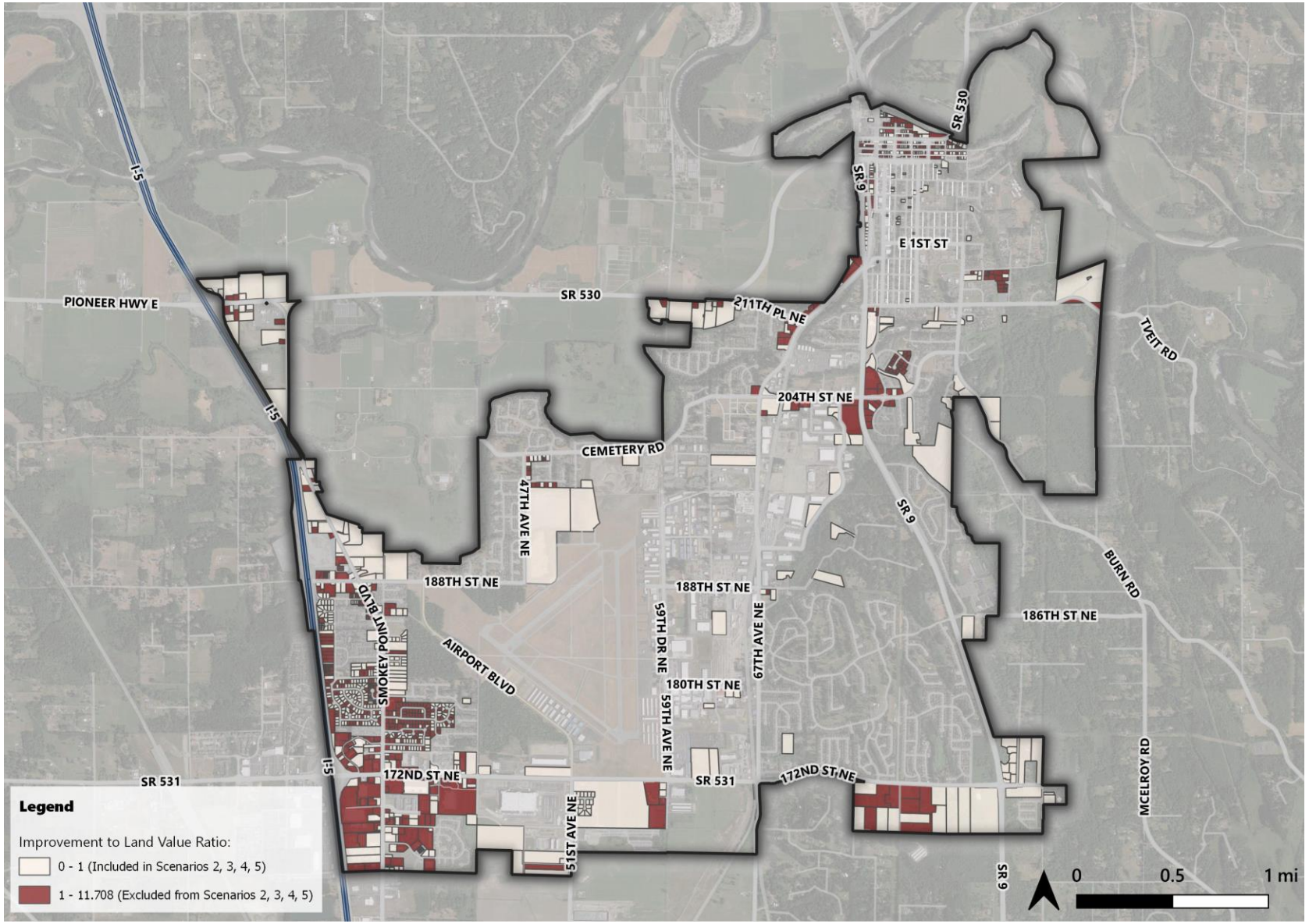
Vacant and Underutilized Properties (City Data)



Vacant and Underutilized Properties, Pending Removed



Scenario 2, 3, 4, 5. High-Value Properties Excluded



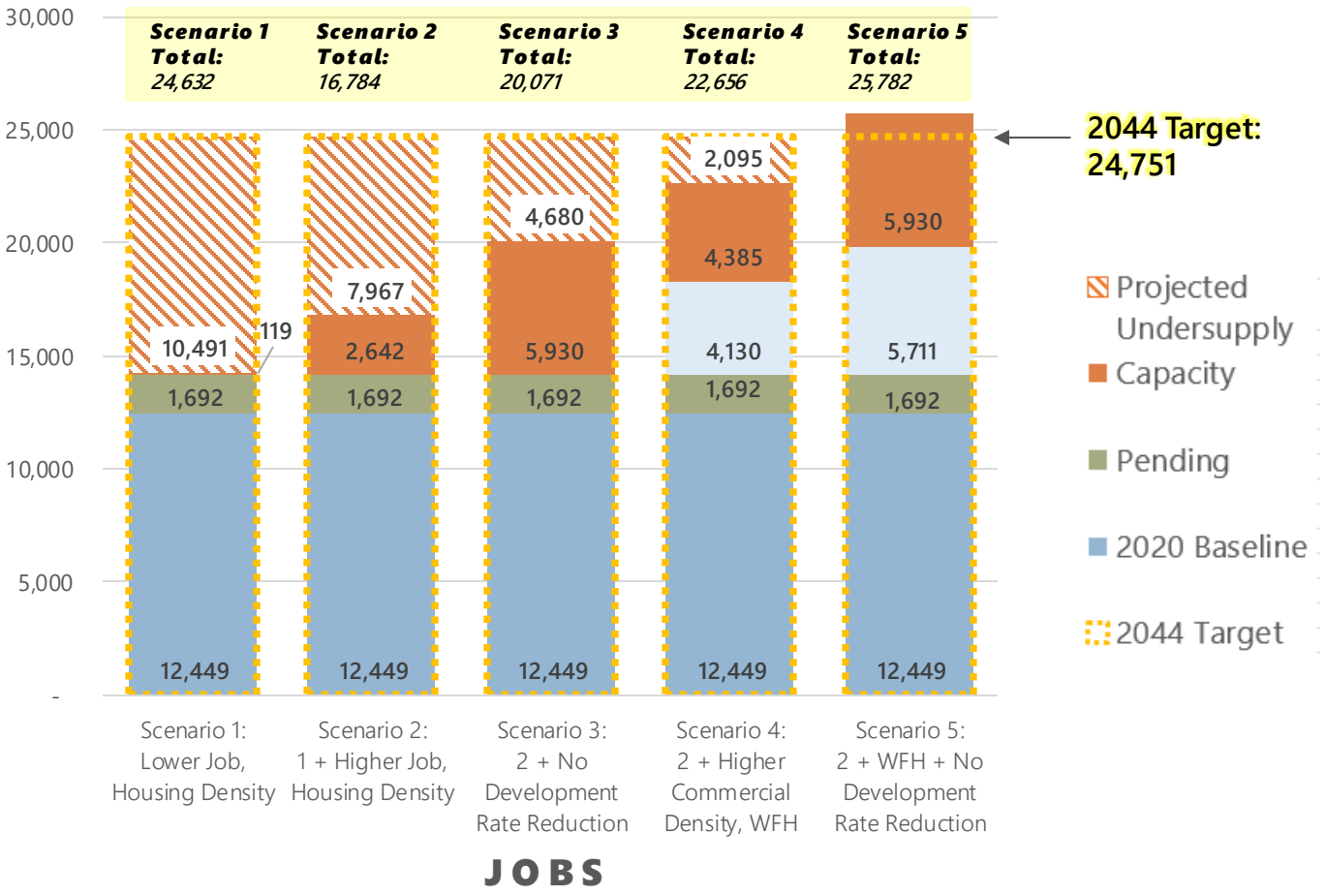
Scenario 2, 3, 4, 5. High-Value Properties Excluded



Job Capacity (2044)

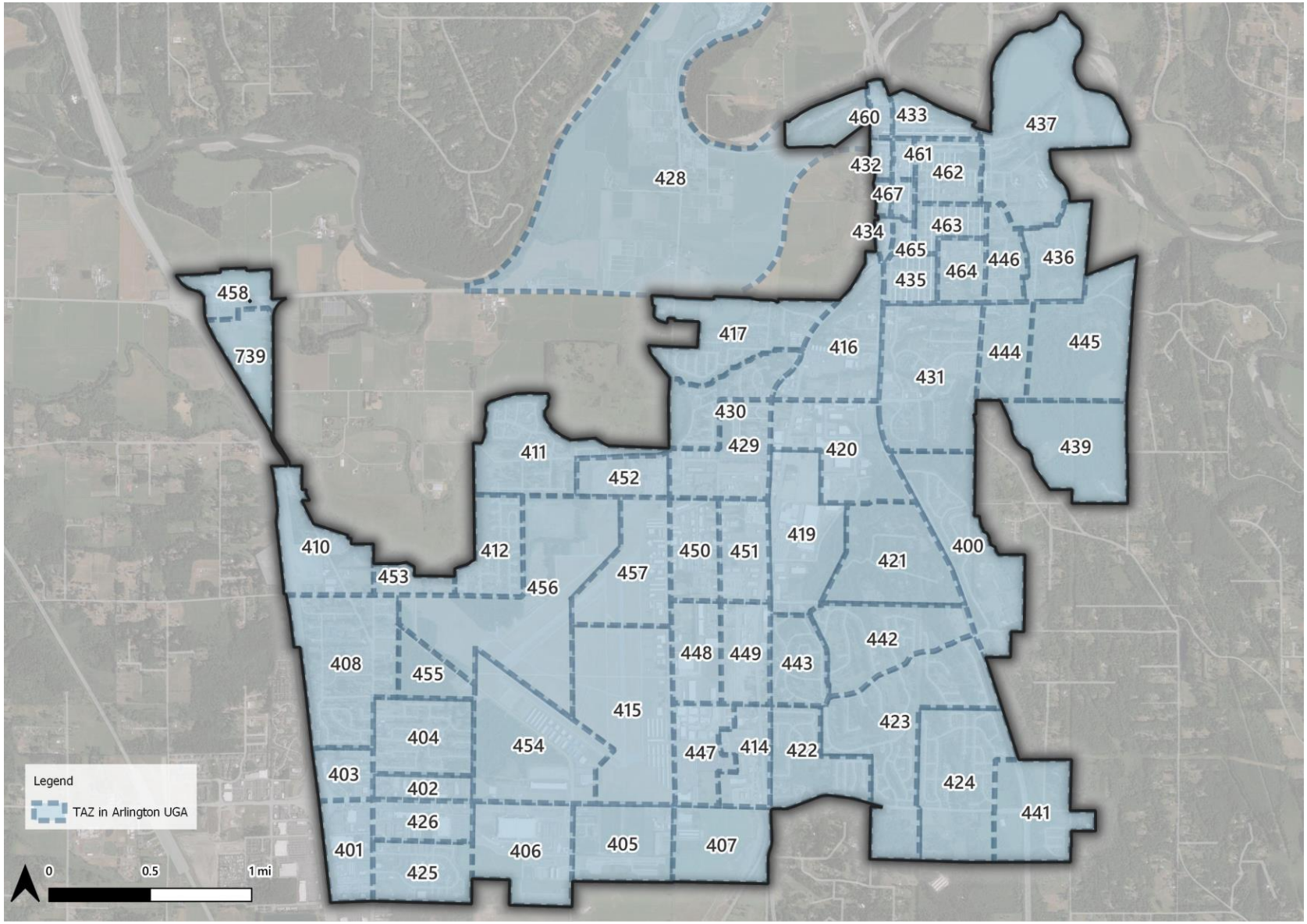
Scenario 5 is the scenario selected by the City for its planning processes as of June 2023. Scenario 5 assumes all developable land within the UGA will redevelop by 2044, at densities based on recent development in Arlington, with the inclusion of WFH populations in employment totals.

Work from home estimate: 10.3% * 2044 population. LCG methodology calculated WFH population based on estimated days WFH per week by sector, and workers employed in that sector.

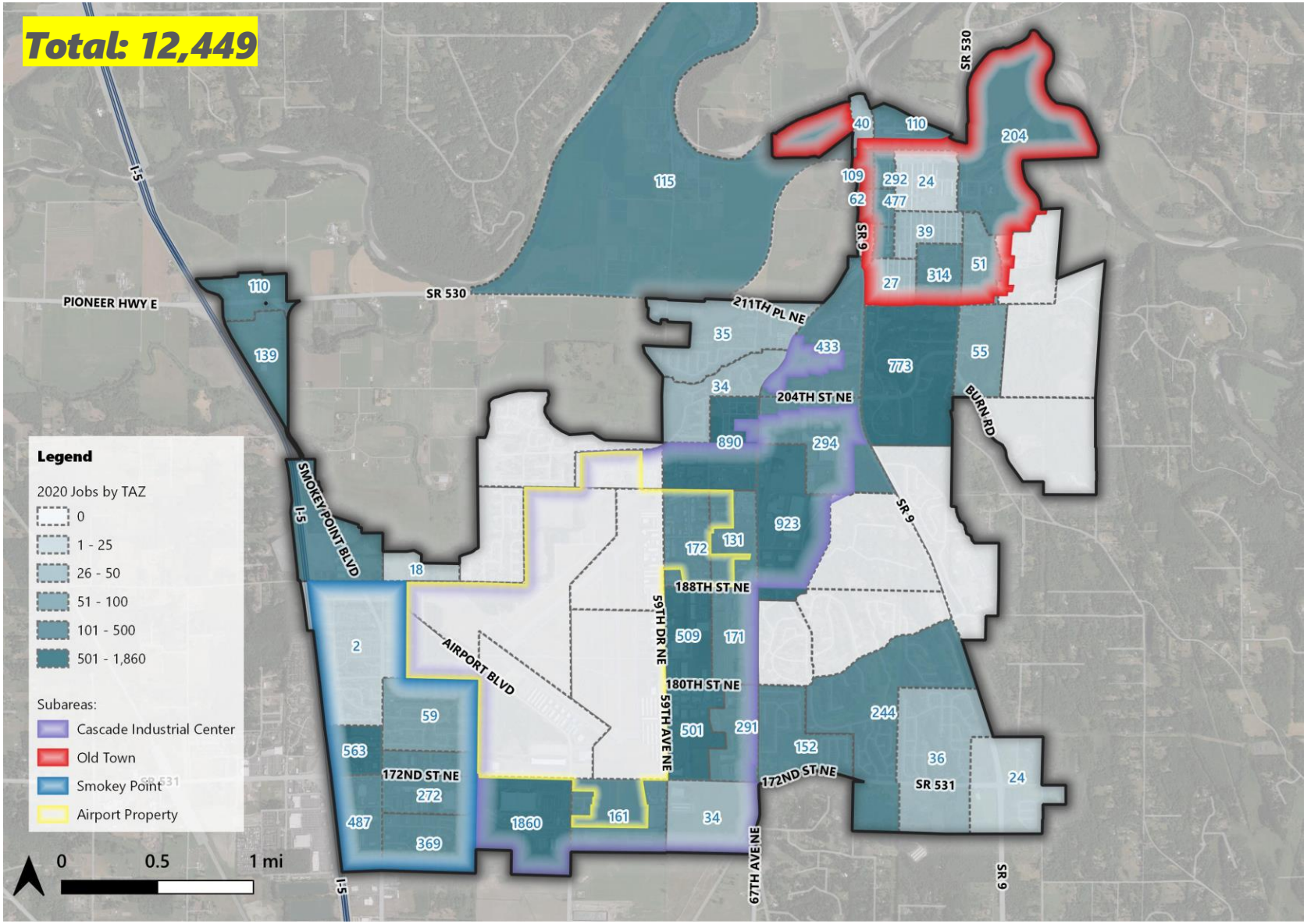


Sources: OFM, BLR, City data, CCP Targets, LCG Analysis.

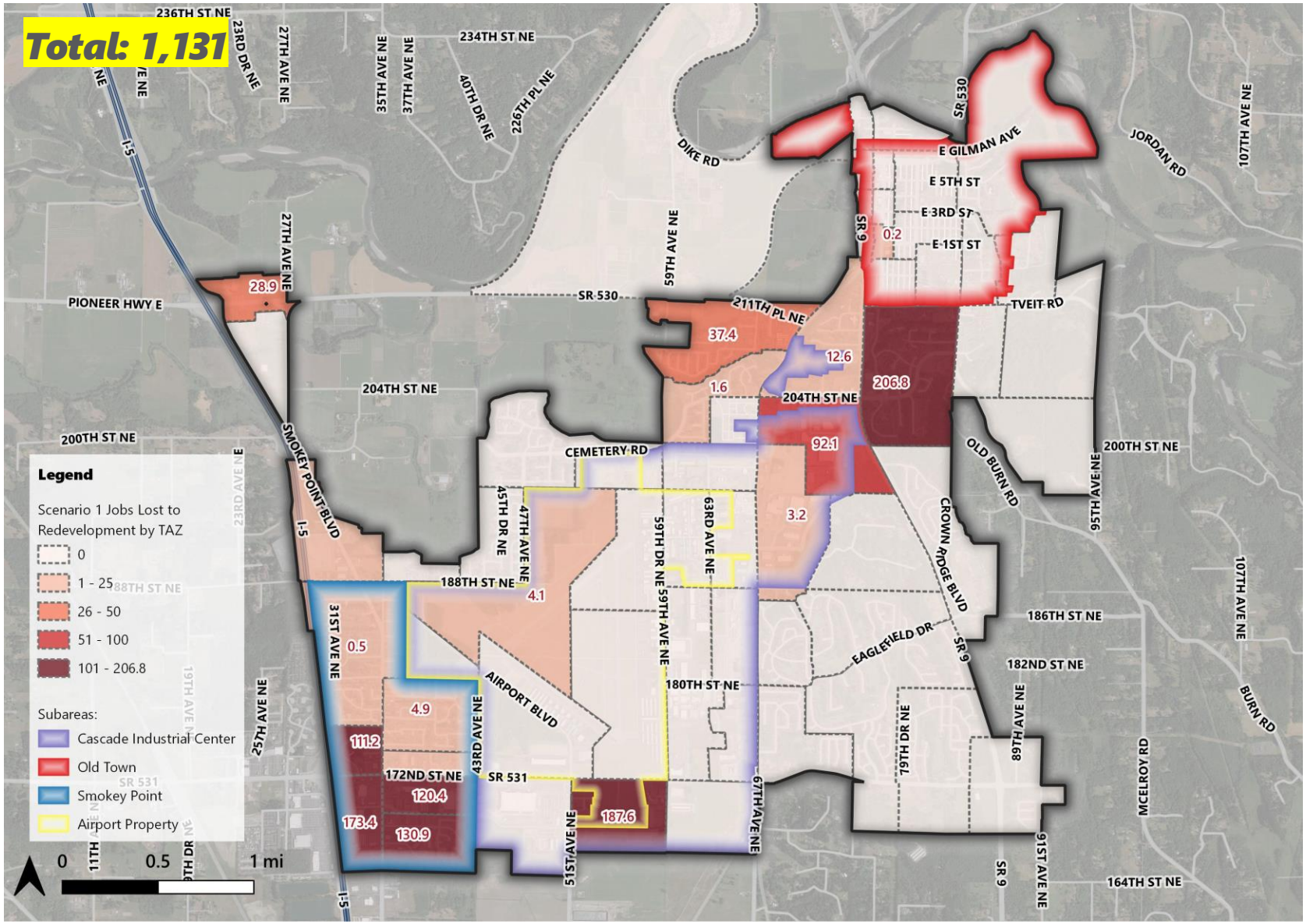
TAZ Boundaries



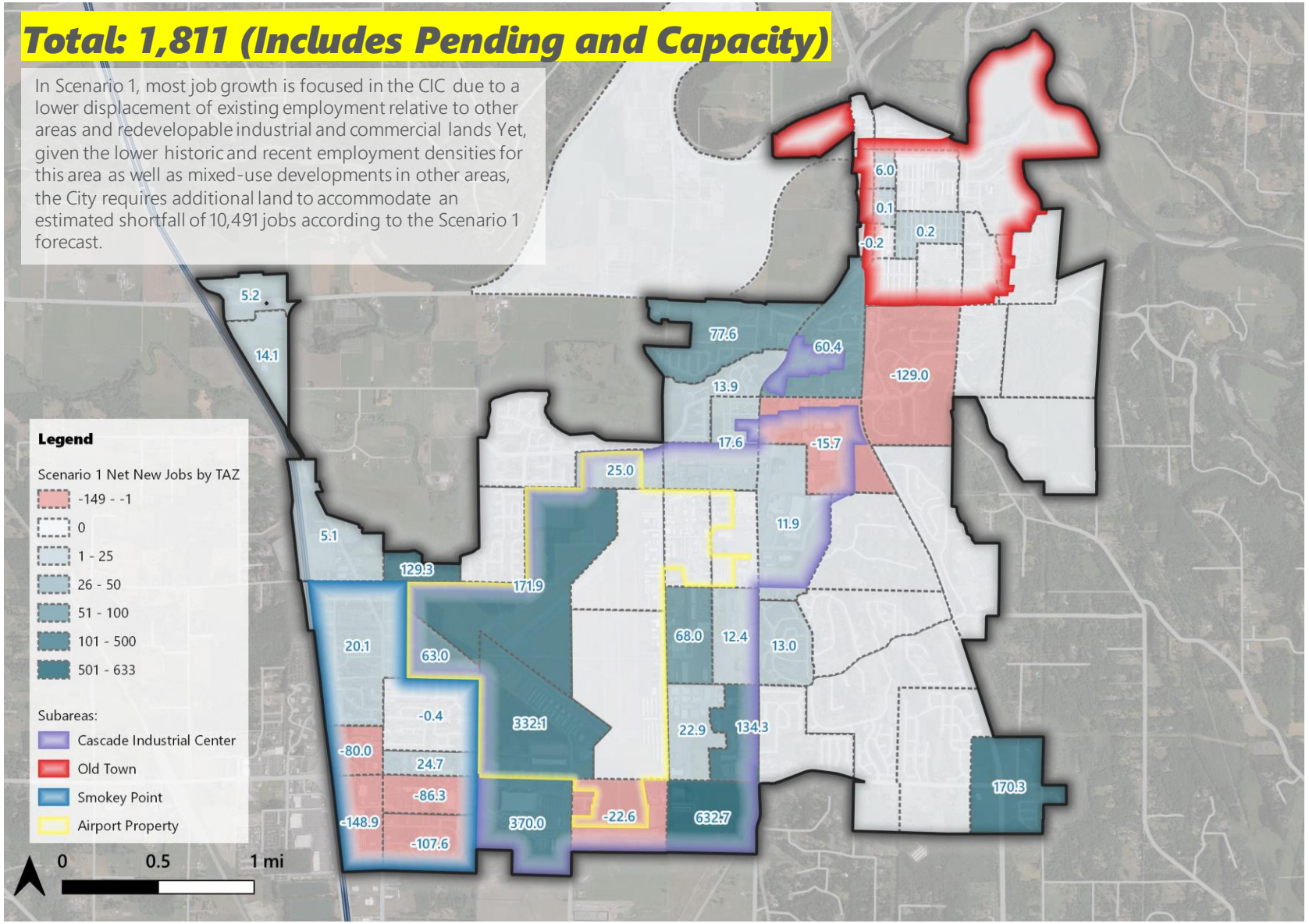
Current Jobs by TAZ (2020)



Scenario 1. Jobs Lost to Redevelopment by TAZ



Scenario 1. Net New Jobs Units by TAZ (2044)

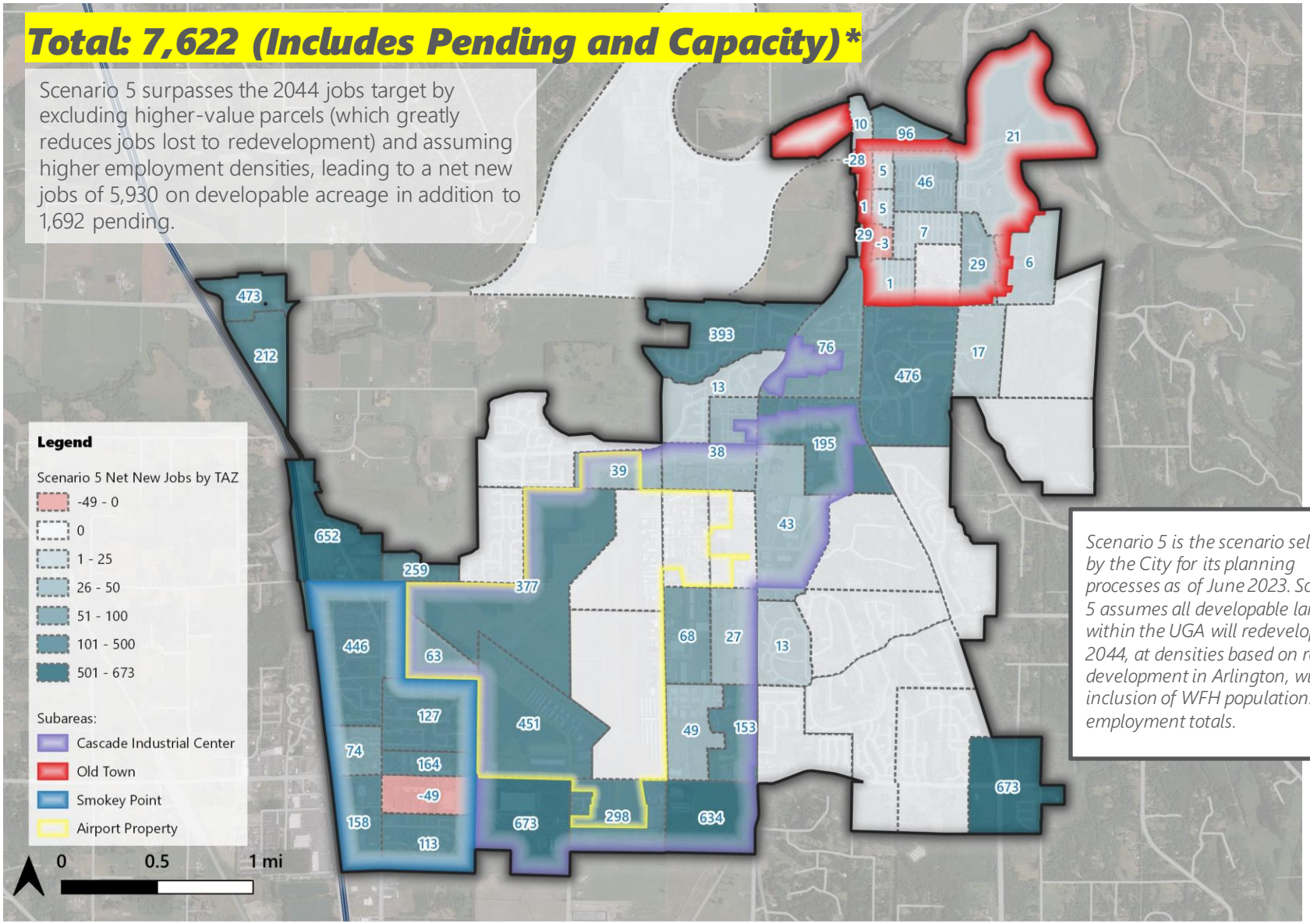


*Work from home estimates associated with pending housing development not included.

Scenario 5. Net New Jobs Units by TAZ (2044)

Total: 7,622 (Includes Pending and Capacity)*

Scenario 5 surpasses the 2044 jobs target by excluding higher-value parcels (which greatly reduces jobs lost to redevelopment) and assuming higher employment densities, leading to a net new jobs of 5,930 on developable acreage in addition to 1,692 pending.

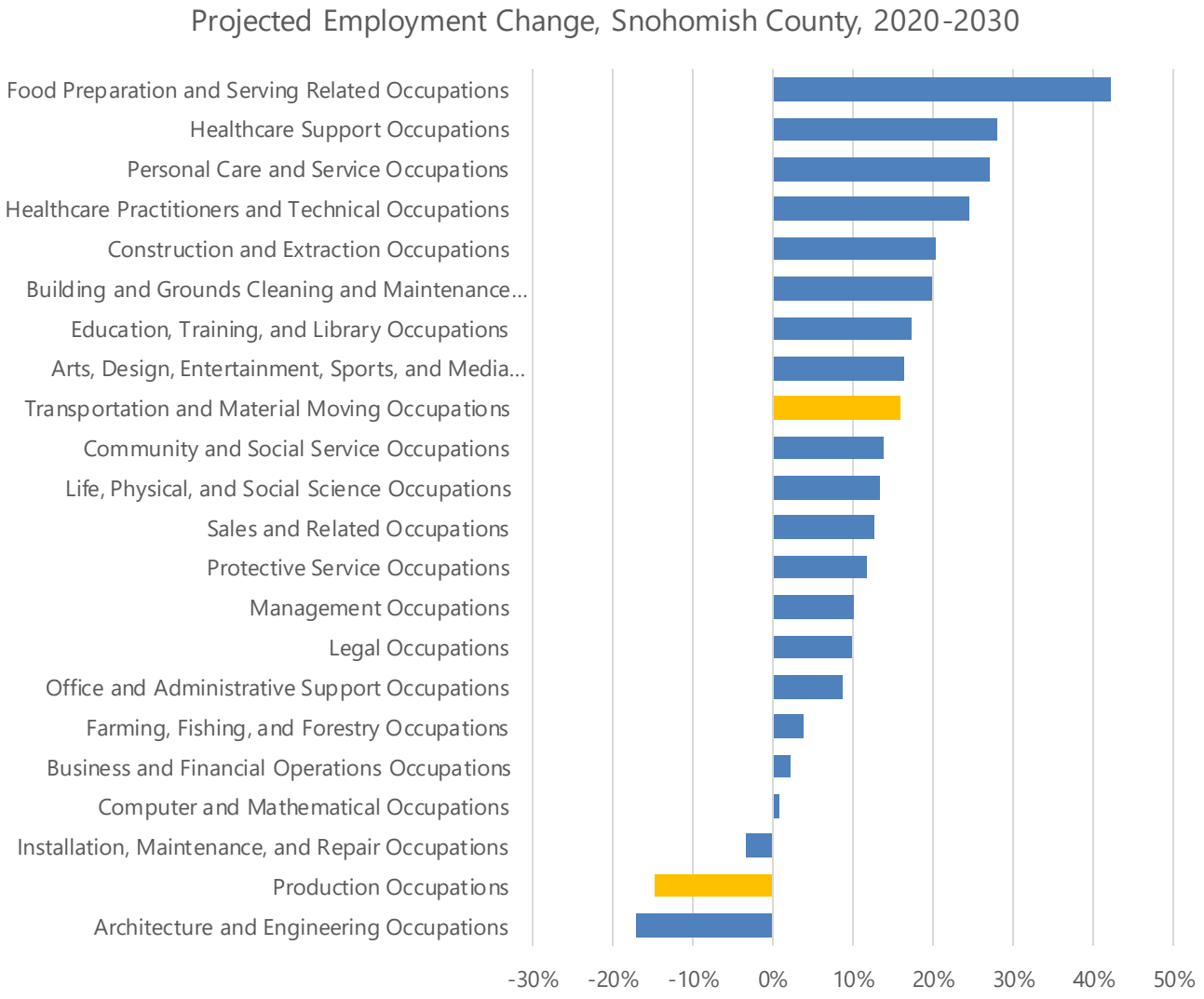


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*Does not include WFH totals.

Projected Employment Change

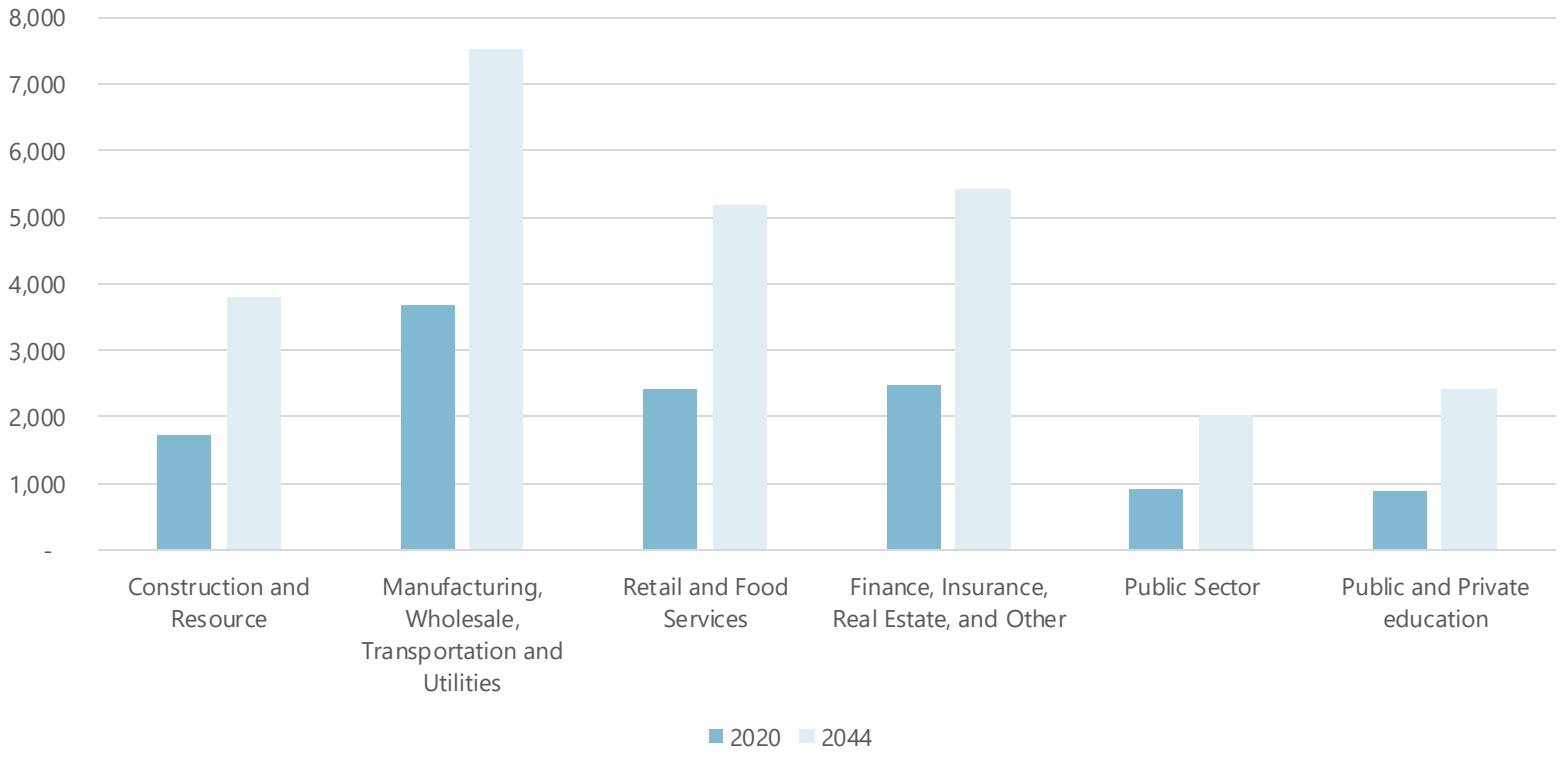
For the **county overall, higher-density occupations including healthcare and education are expected to grow faster than lower-density industrial jobs**—with potential implications for future employment land use needs in Arlington.



Source: Washington Employment Security Department, Long-term alternative occupational employment projections, July 2022

Projected Employment Change

Yet Puget Sound Regional Council (PSRC) forecasts the **largest actual increase in jobs in Arlington will be in Manufacturing and WTU** (2020-2044).



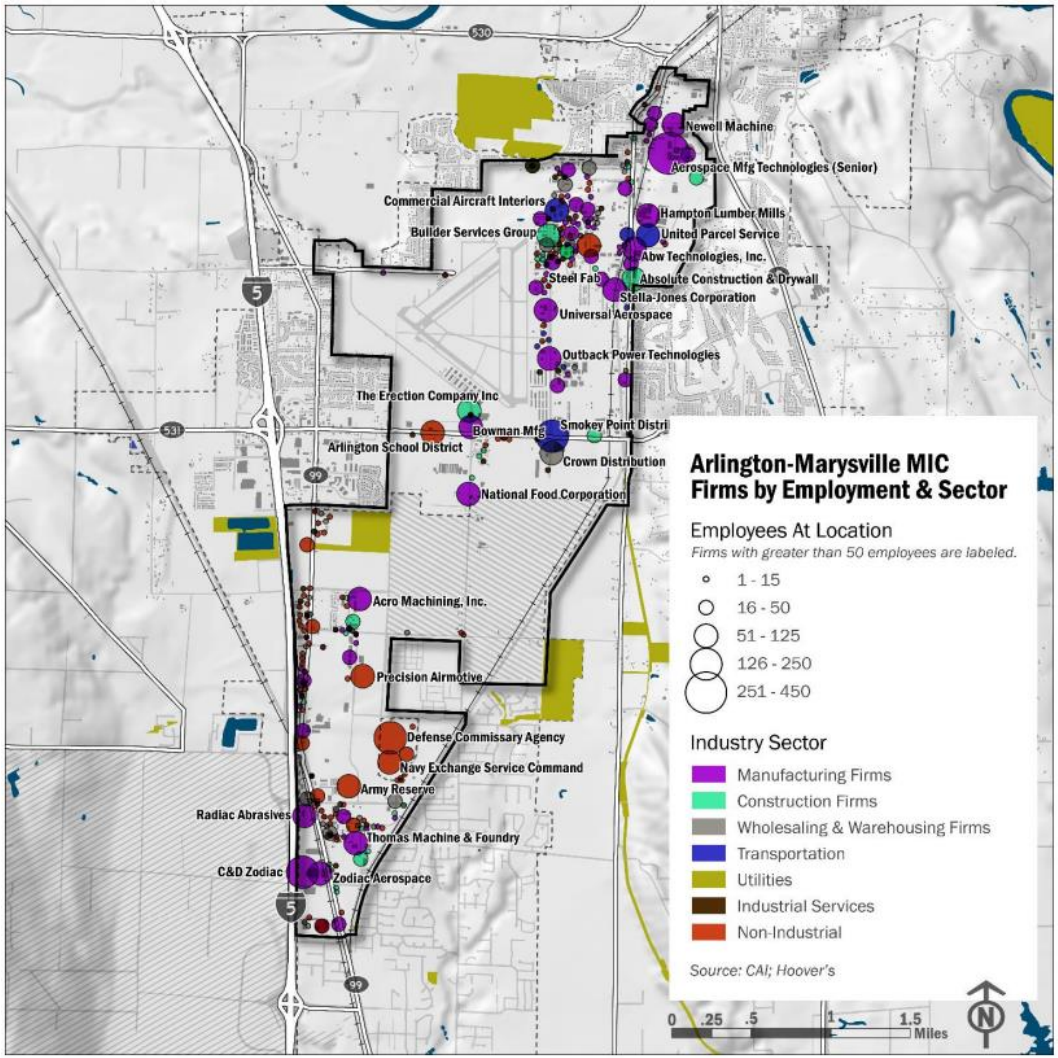
Source: PSRC LUV-IT Land Use Projections, May 2023

Cascade Industrial Center

Historically, the CIC has been a "**low density**" Manufacturing Industrial Center (1.3 jobs per acre 2010) due to:

- Varied density of industrial, non-industrial uses
- Construction HQ housing equipment vs. workers
- Marijuana production

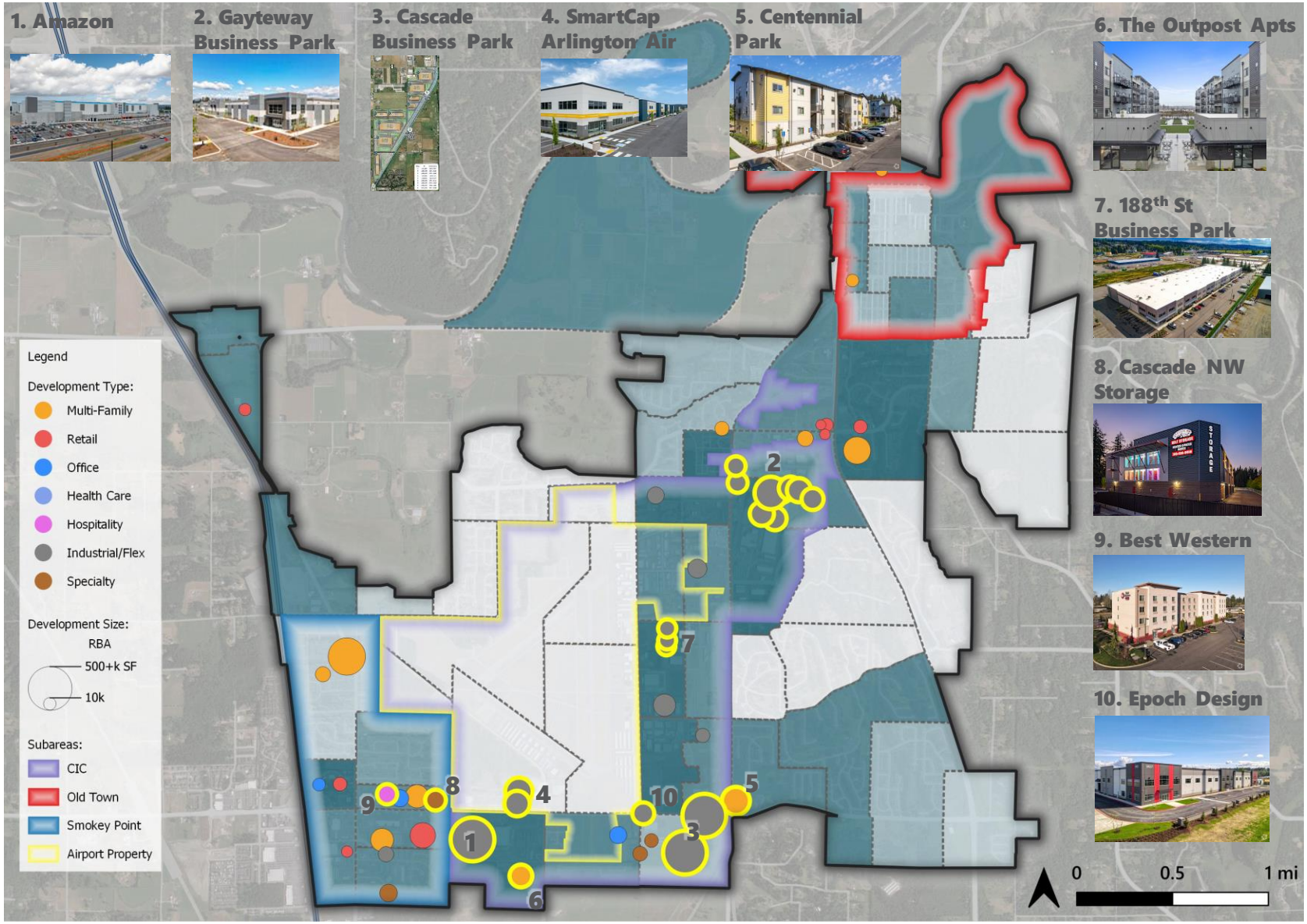
AMMIC Firms by Employment & Sector, 2015



Source: Arlington-Marysville Manufacturing-Industrial Center Market Study, Community Attributes Inc 2016, pp 2, 13, 28, 37.

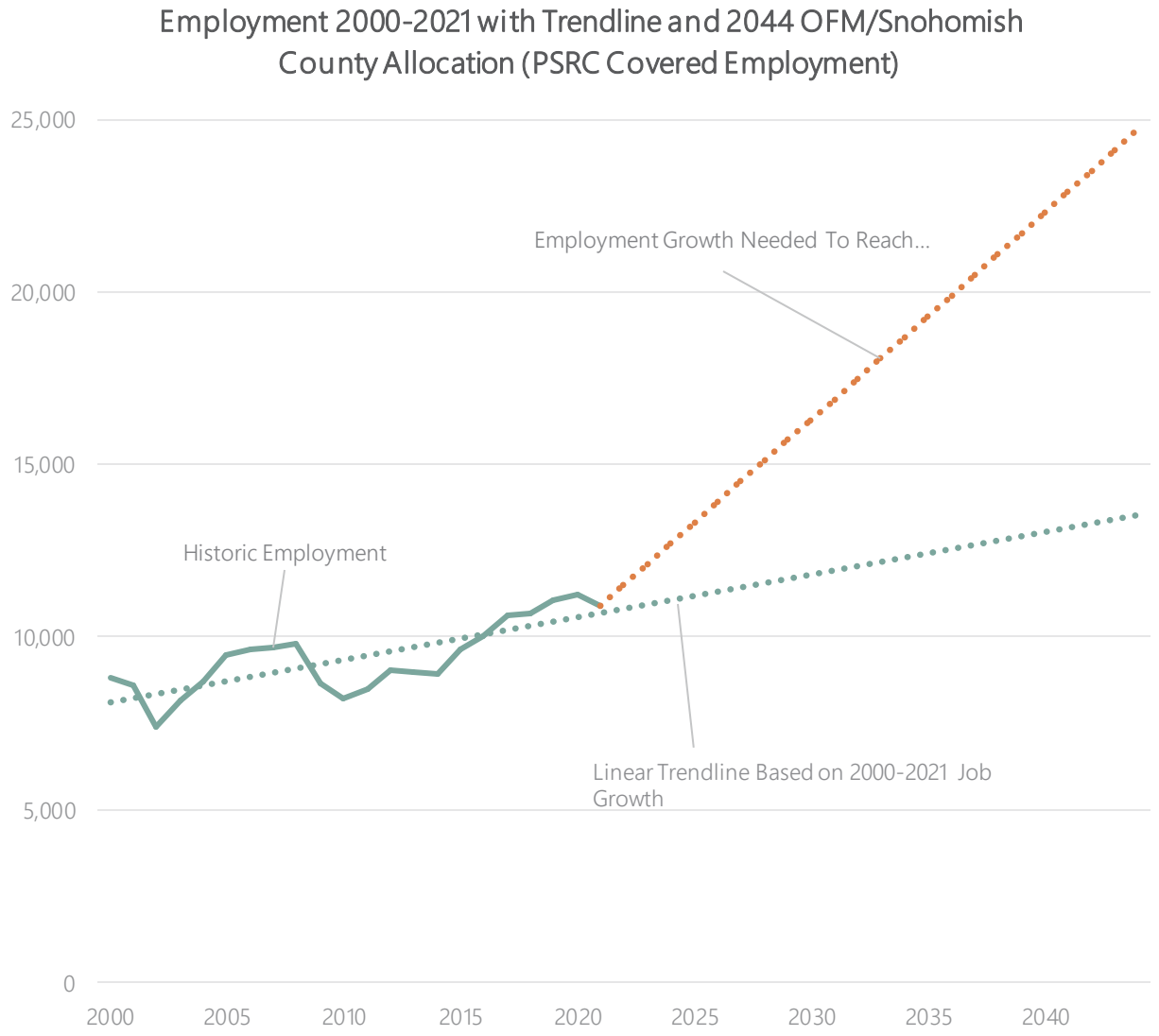
Recent Project Employment Density

Top Ten Employment Projects Built 2012+ by Rentable Building Area



Historic and Future Job Growth

Arlington's jobs target does not match actual historic trends in job growth.

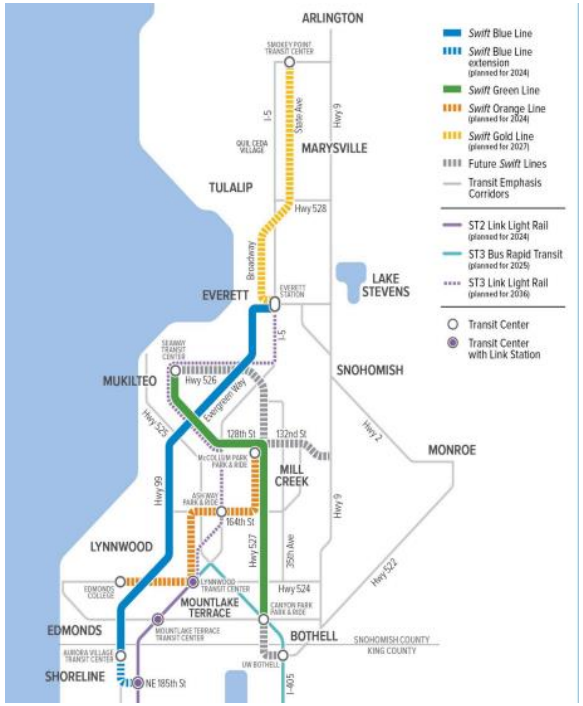


Future Employment Density

Allocation of Growth Targets:

- PAC developed a methodology for translating the population and employment projections in VISION 2050 by regional geography to individual jurisdictions
- Methodology takes into account the capacity results to 2035 from the 2021 BLR
- In addition, a series of data factors were used to distribute growth beyond 2035 to individual jurisdictions, that take into account:
  - existing population and employment distribution
  - change over the past decade
  - volume of pending development
  - number of light rail and HCT stations
  - MIC locations, and
  - transportation accessibility to job centers (for population)

High-Capacity Transit: Bus Rapid Transit, 2027



Source: [2044 Initial Growth Targets Recommended by SCT PAC presentation, 2021]

Source: [Community Transit]

Future Employment Density

Cascade Industrial Center Recent, Future Development

BRAND LEADERSHIP

There is major development underway in CIC, with more industry leaders announcing plans for the future.

Over 2,000 jobs in high-tech manufacturing, packaging, and distribution will be filled in 2021 and nearly 12,000 new jobs will be ready by 2040.

Source: Cascade Industrial Center webpage



Amazon.com founder Jeff Bezos stands next to an exhaust nozzle during a media tour of Blue Origin in Kent in 2016. (AP Photo/Donna Blankinship)

Company related to Bezos' space venture lands in Arlington

Casting Operations, which is affiliated with Blue Origin of Kent, is building on six acres near the airport.



Eviation's all-electric plane in flight Tuesday morning, in Moses Lake. (Eviation)

Arlington's all-electric plane, Alice, takes first test flight

Eviation Aircraft's battery-powered plane logs successful first flight from Grant County International Airport in Moses Lake.

Source: HeraldNet.com

Housing and Population

Housing Estimates

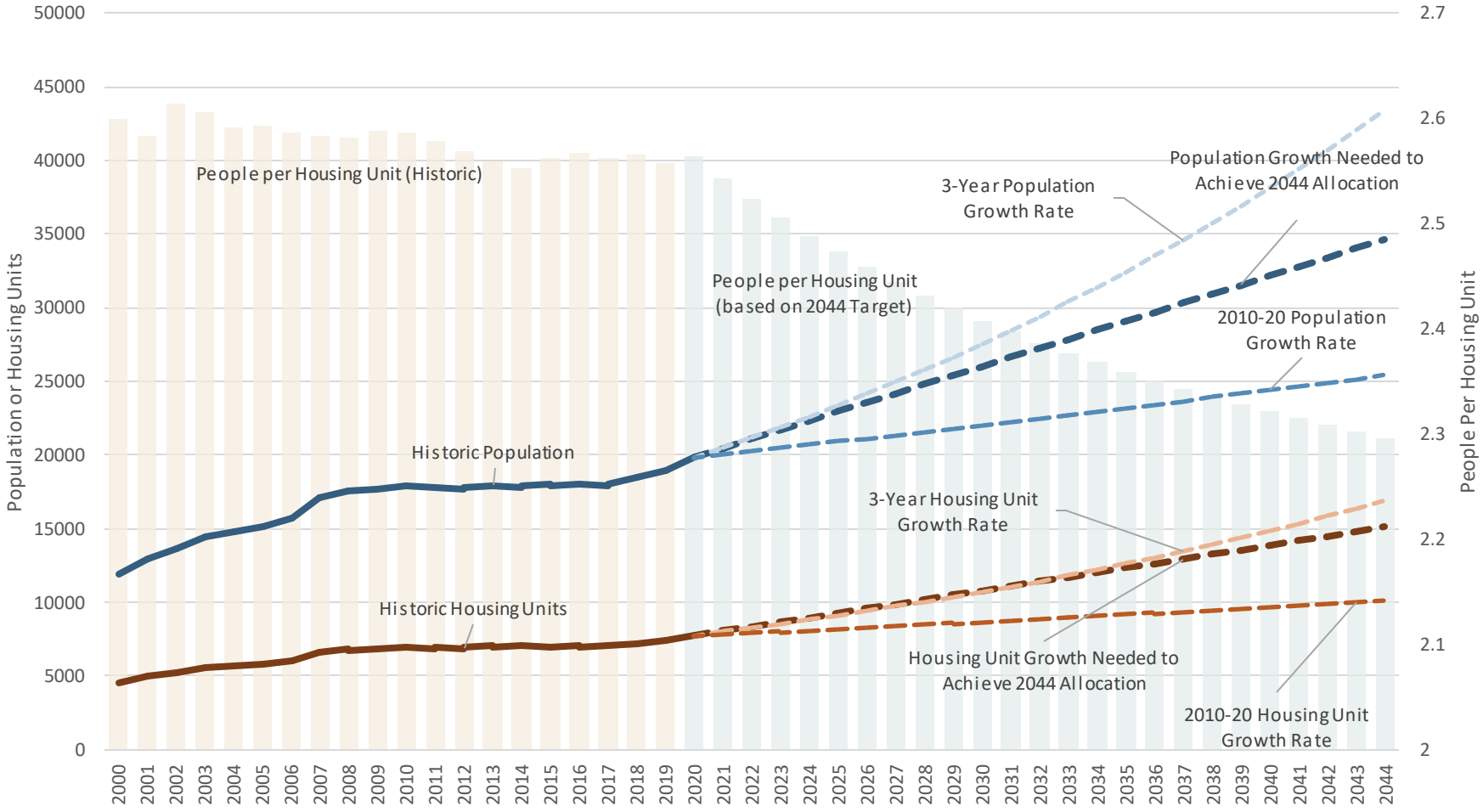
HOUSING ESTIMATES		
Estimate	**Year**	**Source**
7,254	2019	2021 HNA using OFM 2019
7,521	2019	2021 SnoCo BLR
7,733	2019	SnoCo BLR GIS
8,269	2020	ACS 5-Year
7,751	2020	OFM
7,750	2020	County PAC Working Group
9,120	2020	LCG Analysis (BLR + 2020 projects)
HOUSING TARGETS		
9,654	2040	2021 HNA using LUV2, 2017; OFM Estimates 2019
15,088	2044	HO-5 Report (To be replaced by HO-5 update)
15,781	2044	County PAC Working Group Target

Population Estimates

POPULATION ESTIMATES		
Estimate	**Year**	**Source**
19,740	2019	2021 HNA using OFM 2019
19,734	2019	2021 SnoCo BLR
19,868	2020	Census (CITY ONLY)
19,868	2020	OFM (CITY ONLY)
20,418	2020	UGA CCP Official Targets (UGA)
POPULATION TARGETS		
26,390	2040	2021 HNA using LUV2, 2017; OFM Estimates 2019
34,649	2044	CITY CCP Official Targets, City Slides
35,506	2044	UGA CCP Official Targets, City Slides

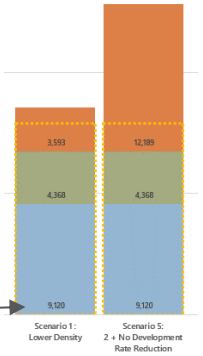
Achieving Arlington's population and housing allocations would be possible based on more recent growth trends, but not the longer-term historic growth rates.

OFM Population and Housing Units, 2000-2020, OFM/Snohomish County 2044 Population Allocations and



Baseline Housing Calculation

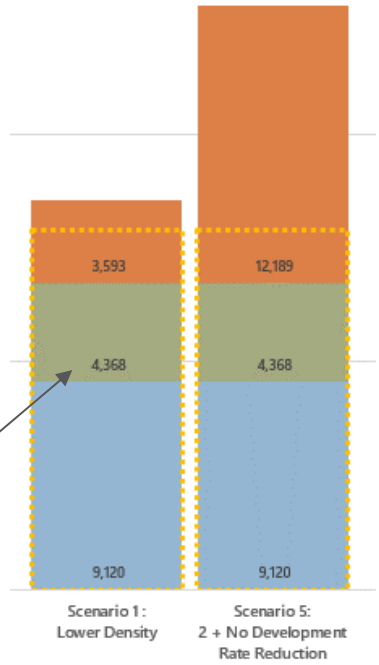
2019 Housing Estimate (BLR GIS)	# Units	
	7,733	
2020 Projects (City)		
Project	**# Units**	**Notes**
The Villas	428	Adds 312 to 116 in BLR
Cedar Point Senior / Baker Moore	255	
Centennial Park	206	
Park 77	200	Adds 18 to 182 in BLR
Emerald Springs RV Park	180	
Affinity	170	
The Lux	129	
Smokey Point RV Park	65	BLR states 85
Emory Lofts	64	
31st St Apartments / The Landing at Smokey Point	48	
SFR Completed Units per City	25	
Subtotal	1,770	
2020 Baseline (2019 Units + 2020 Project Units):	**9,120**	



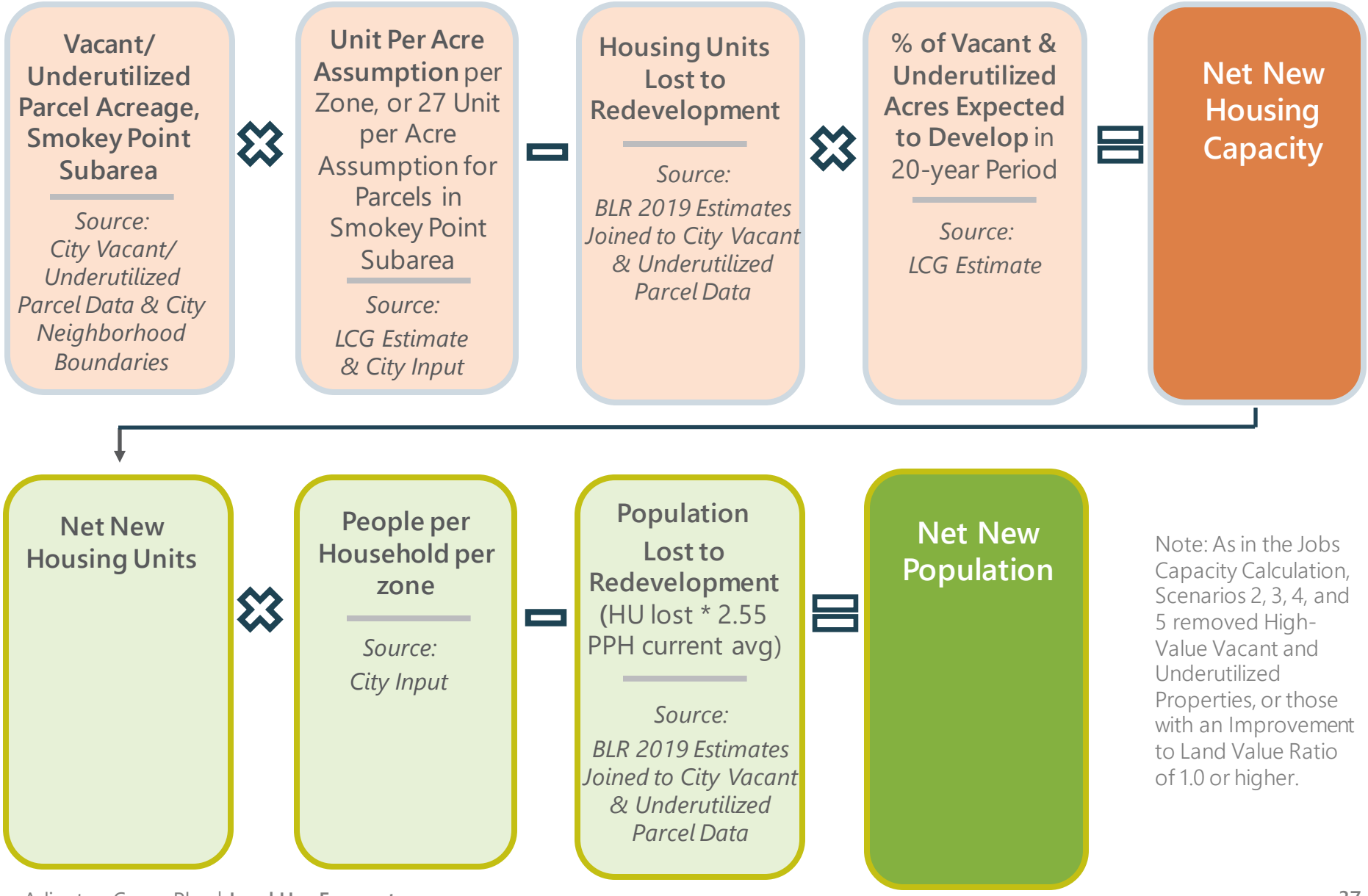
Pending Housing Calculation 2021-2023

Pending Projects (City, BLR)

Project	# Units
East Hill	2,000
Outpost	516
Zahradnik	334
Williams	300
Pilchuck Village	182
Reserve / Portage Creek Apartments	150
Gillman Walk Townhomes	115
Cascade Mixed Use	108
Ironwood	102
Magnolia Place	100
Goldstream	96
Pioneer Point	94
Amber Grove	84
Paisley Lofts	46
Allen Townhomes	43
Fullwiler	28
VanLeuven	18
Arlington Townhomes	18
Bridgemont (Single family homes)	18
Portage Creek Village	8
SFR Pending in BLR	8
Total Pending:	**4,368**



Housing & Population Capacity Calculation



Note: As in the Jobs Capacity Calculation, Scenarios 2, 3, 4, and 5 removed High-Value Vacant and Underutilized Properties, or those with an Improvement to Land Value Ratio of 1.0 or higher.

Housing Capacity (2044)

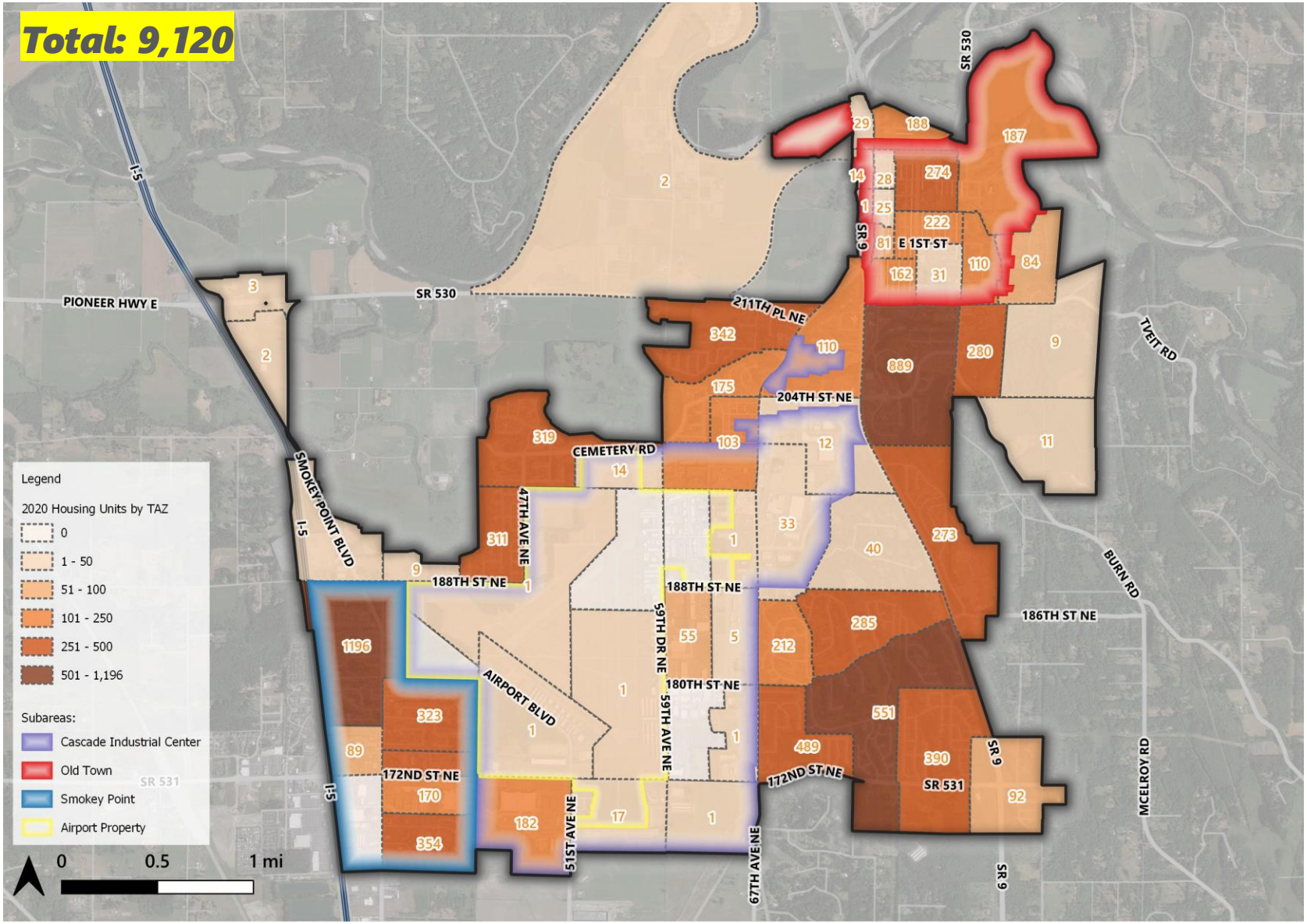
Scenario 5 is the scenario selected by the City for its planning processes as of June 2023. Scenario 5 assumes all developable land within the UGA will redevelop by 2044, at densities based on recent development in Arlington, with the inclusion of WFH populations in employment totals.



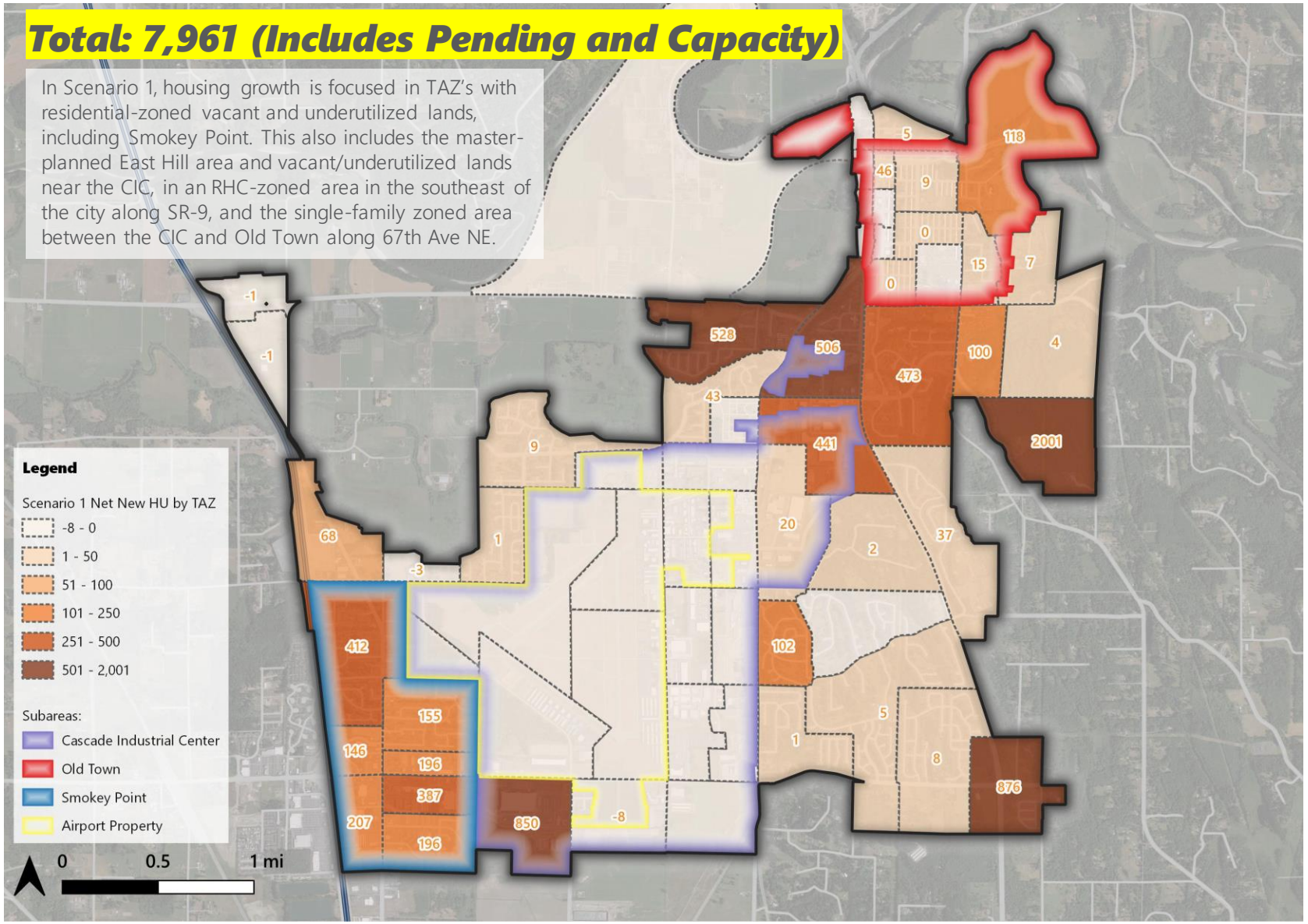
HOUSING

Sources: OFM, BLR, City data, Snohomish County PAC Working Group, LCG Analysis.

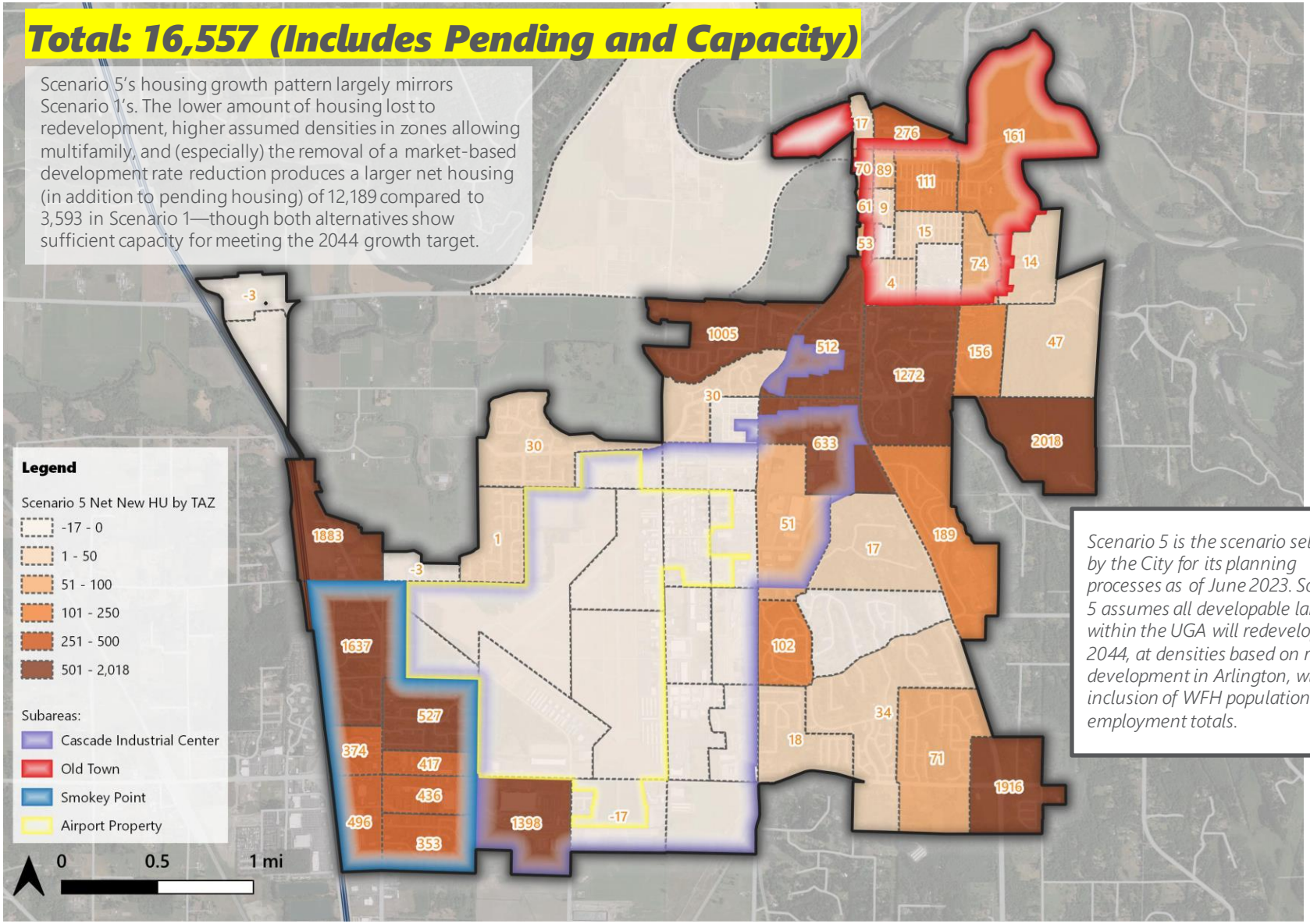
Current Housing Units by TAZ (2020)



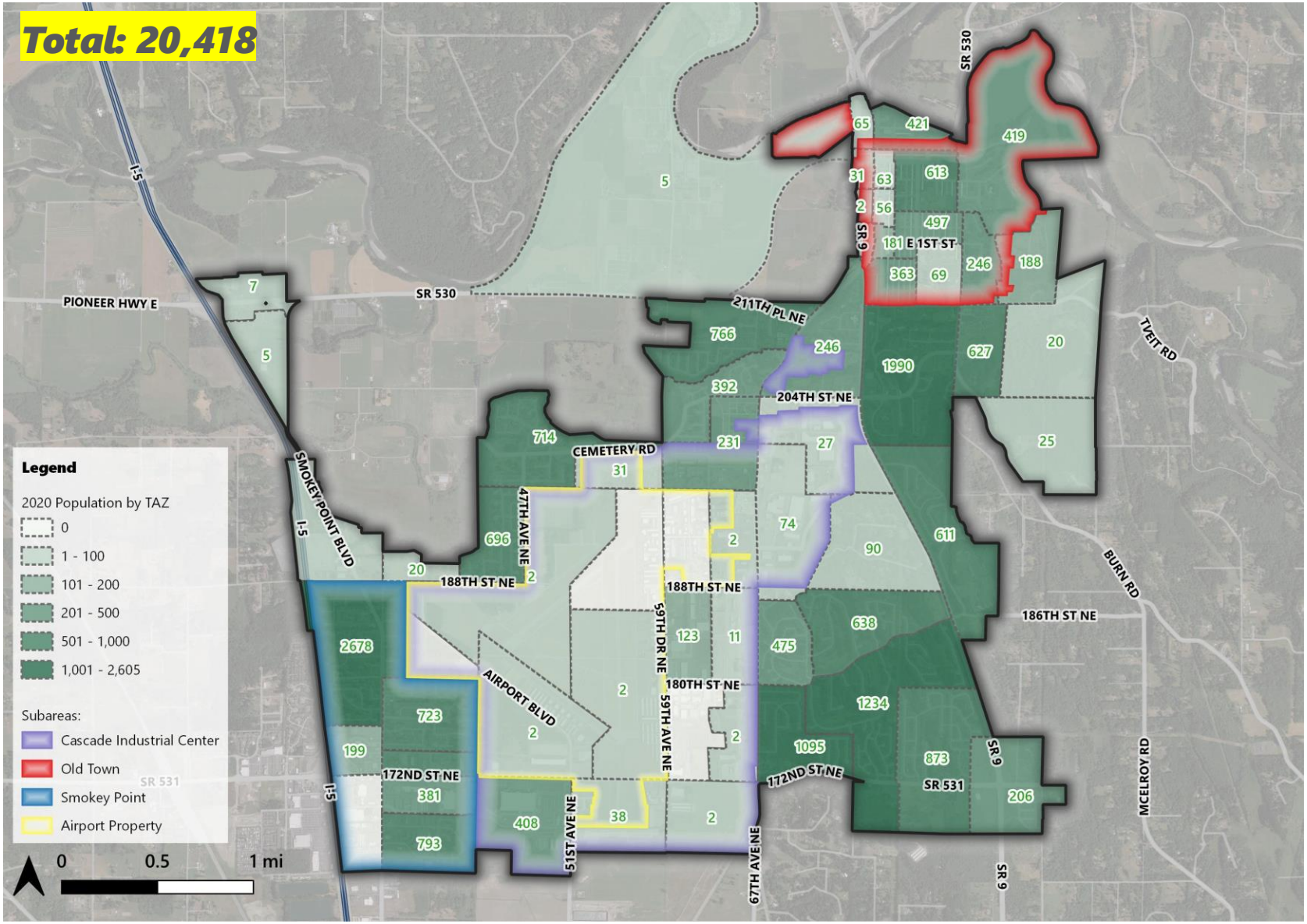
Scenario 1. Net New Housing Units by TAZ (2044)



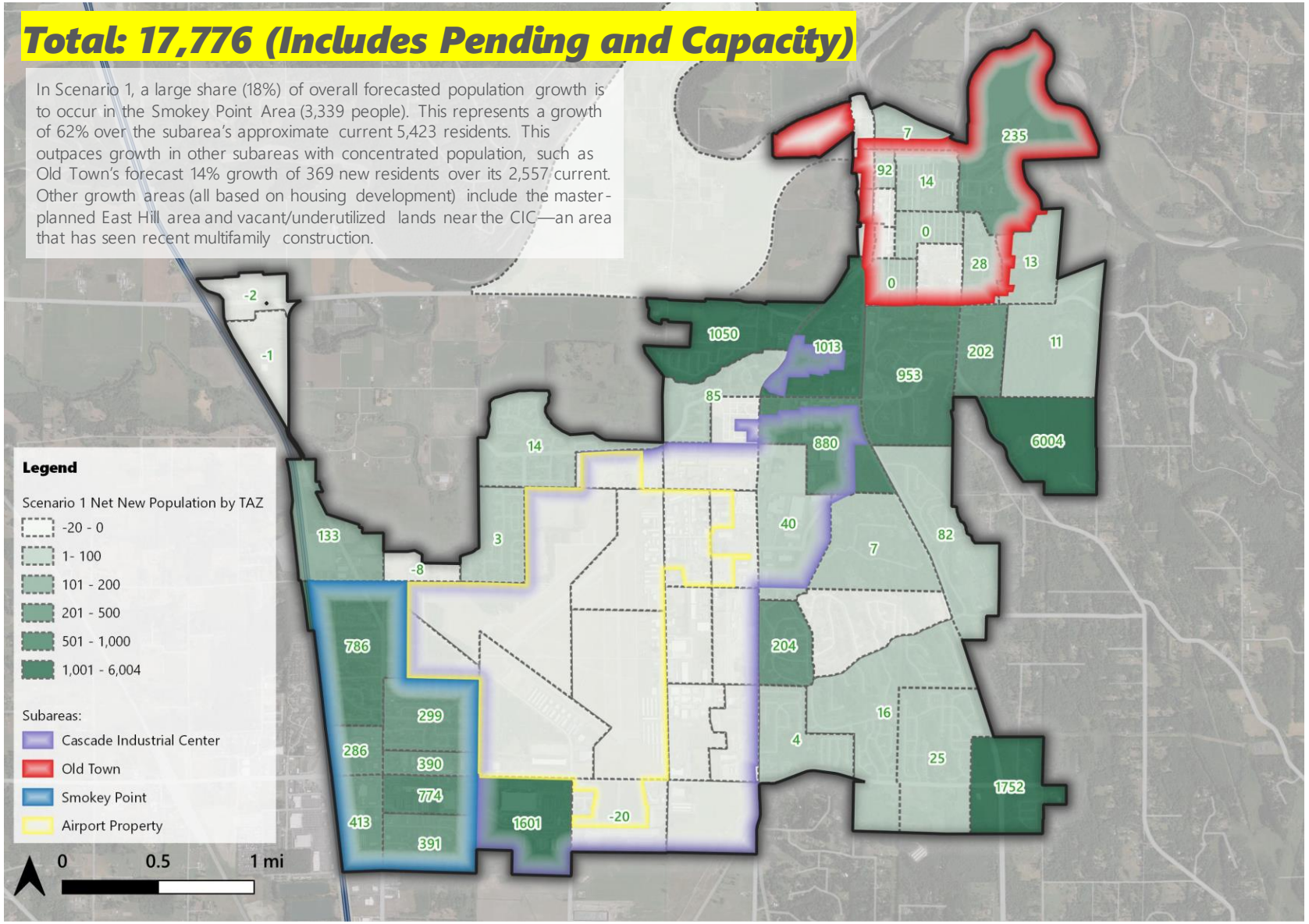
Scenario 5. Net New Housing Units by TAZ (2044)



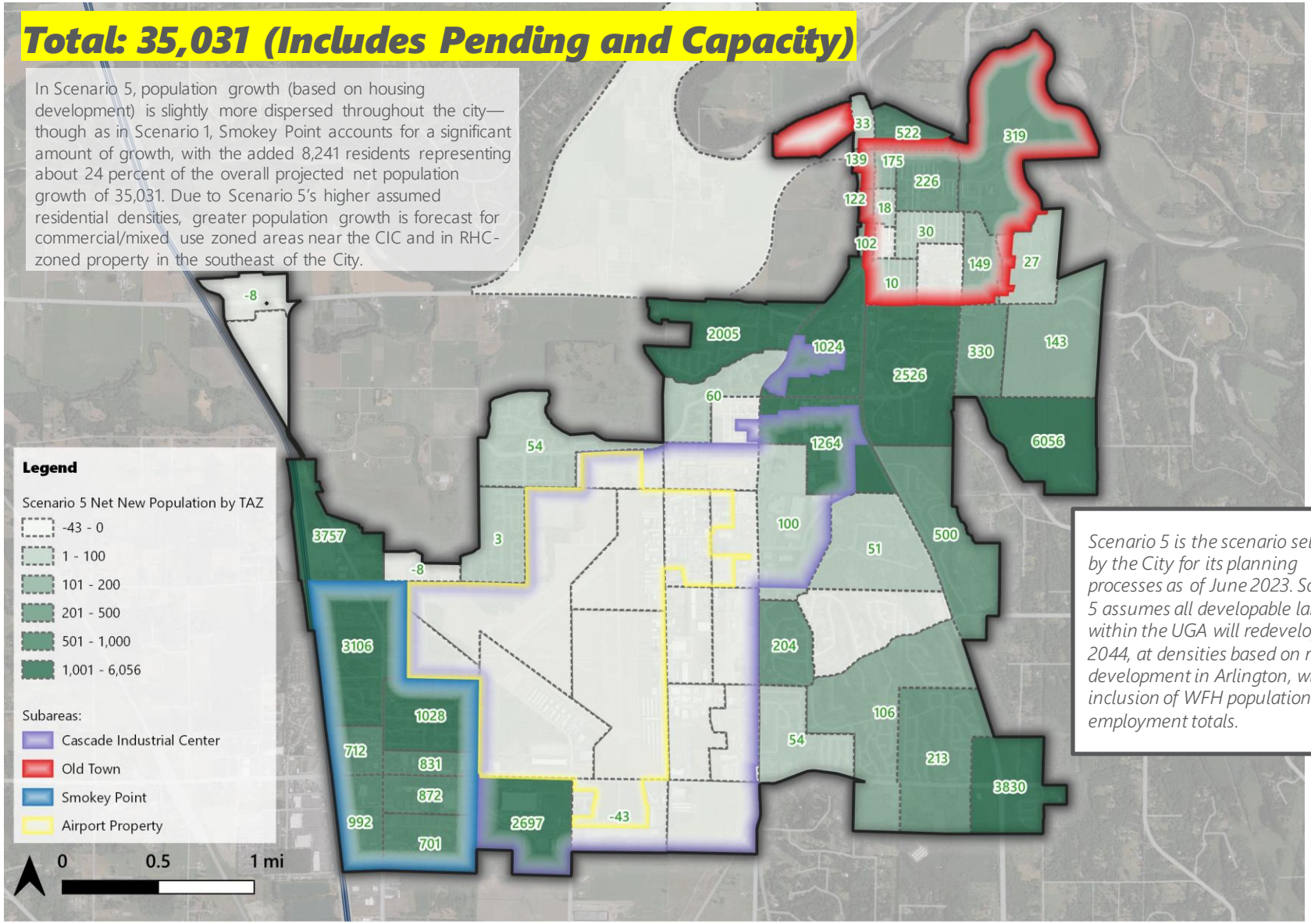
Current Population by TAZ (2020)



Scenario 1. Net New Population by TAZ (2044)



Scenario 5. Net New Population by TAZ (2044)



Conclusions

Key Takeaways

- Jobs
  - **Only under Scenario 5 does the City have enough land to accommodate future jobs targets, but this is an aggressive outlook on development,** which assumes a continuation of the current estimated work from home levels and that all developable land within the UGA will redevelop by 2044, regardless of market constraints observable in recent development.
  - Future land needs for (and densities of) employment depends on many factors, including what job types the market brings—either lower-density industrial jobs as seen in past and recent development, higher-density industrial employment in emerging industries, and/or increased employment in higher-density occupations such as healthcare.
- Housing + Population
  - **All forecasts show sufficient land for accommodating the 2044 housing and population targets.** Scenario 5 assumes all developable land within the UGA will redevelop by 2044, at densities based on recent development in Arlington.



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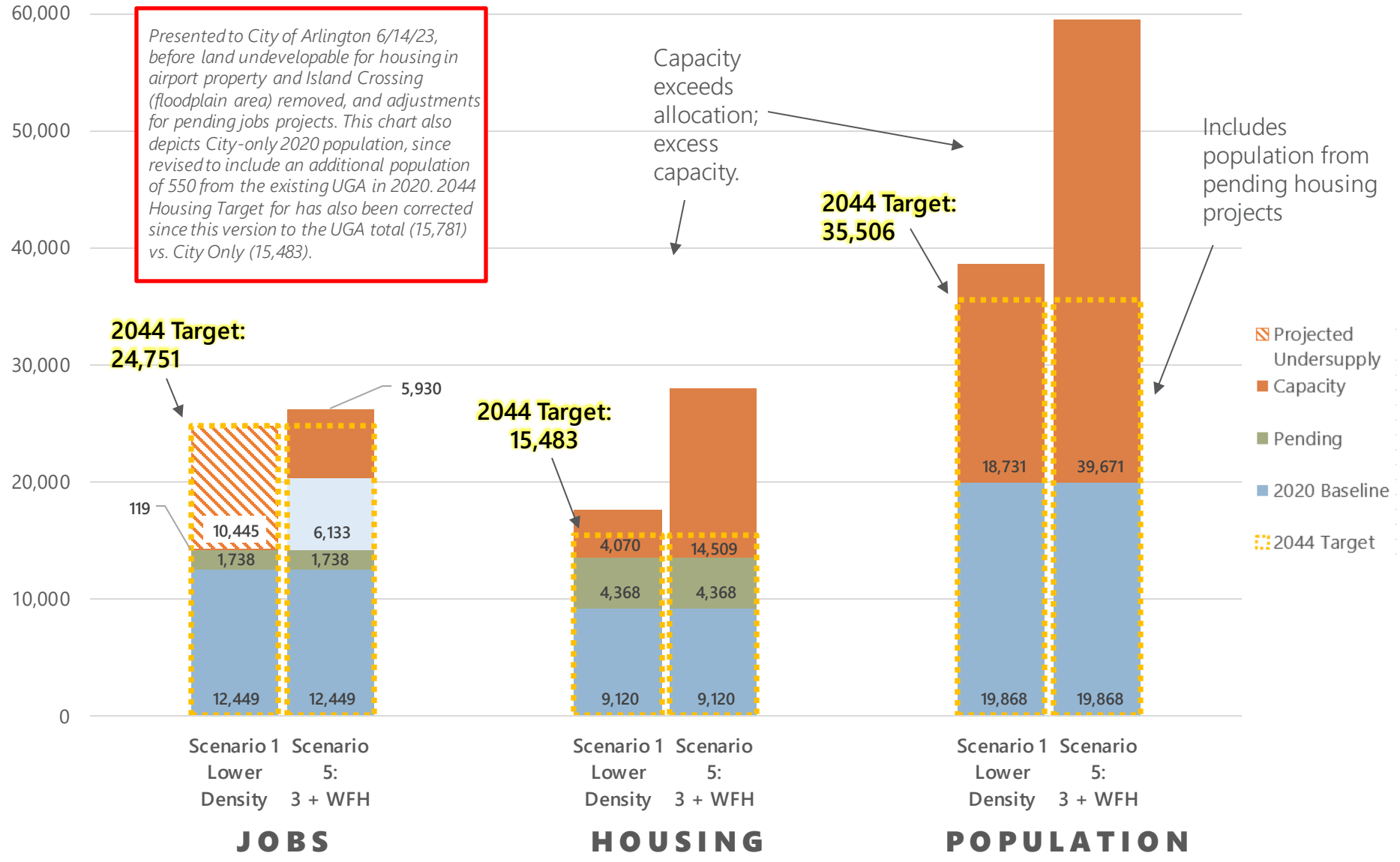
People Places Prosperity

503.222.1600
www.lelandconsulting.com

Strategic Advisors to Public and Private Development

Forecast Charts and Maps Presented 6/14/23

Scenario 1, 5 Findings

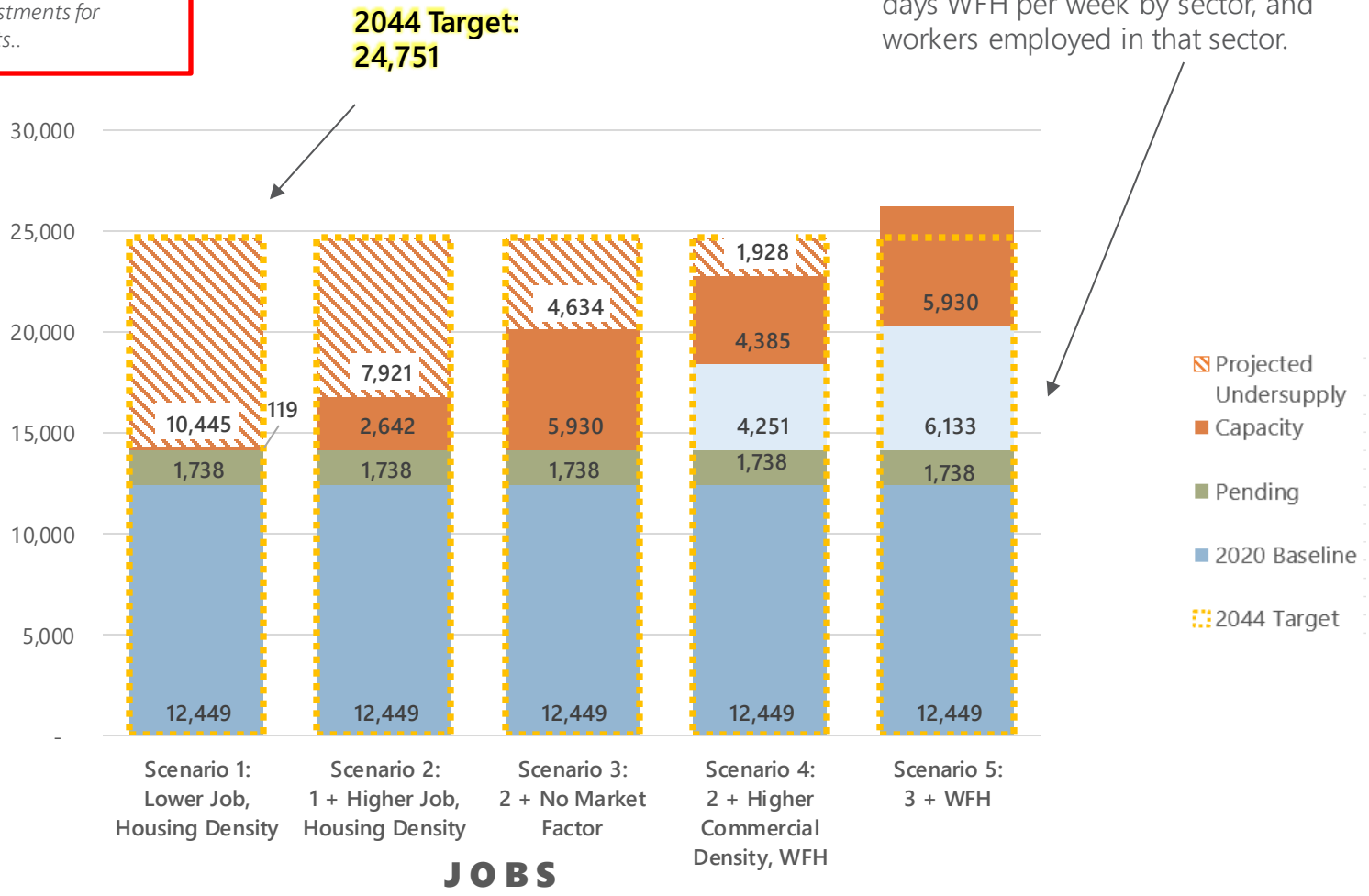


Sources: OFM, BLR, City data, CCP Targets, Snohomish County PAC Working Group, LCG Analysis.

Job Capacity (2044)

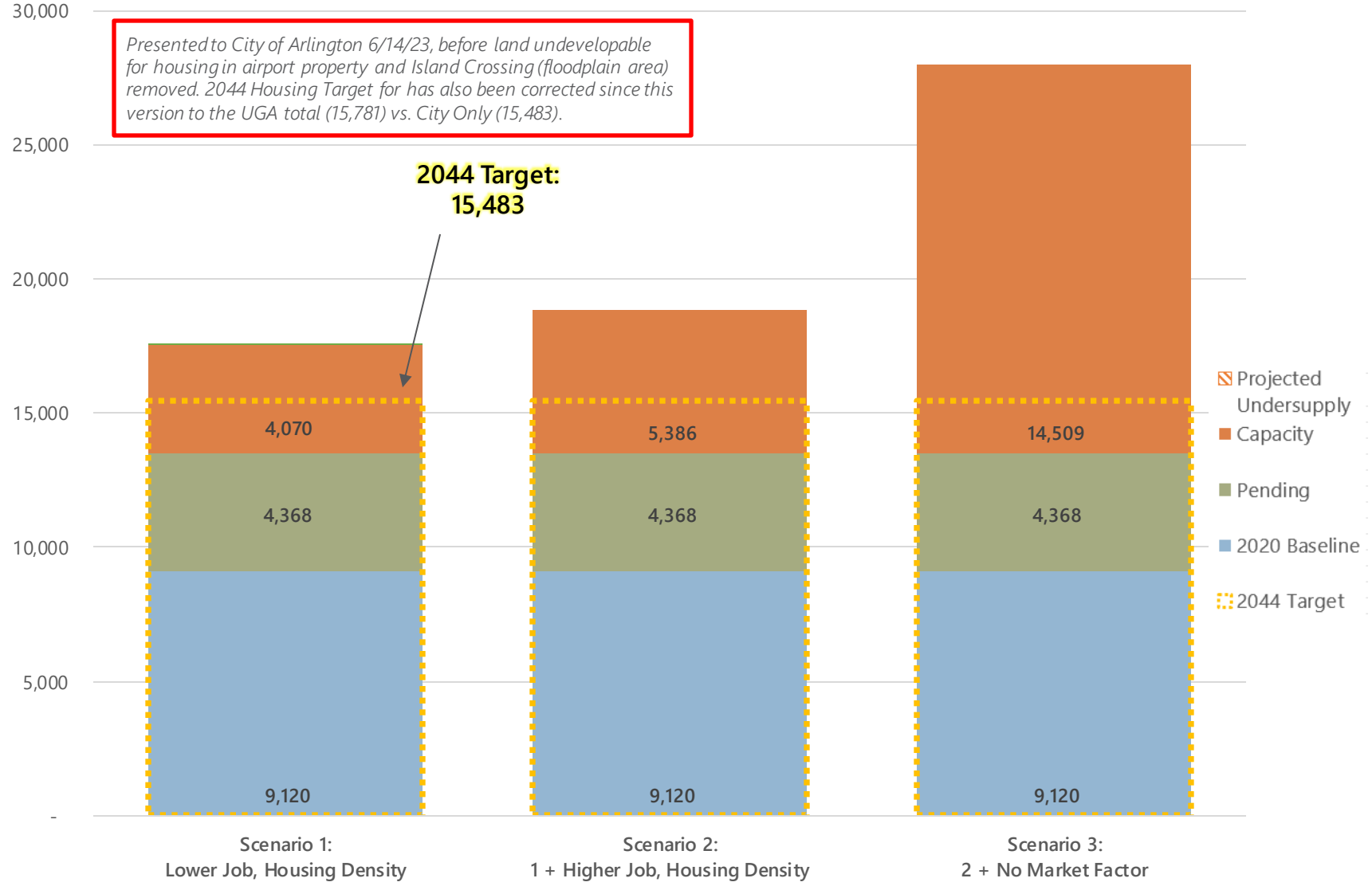
Presented to City of Arlington 6/14/23, before land undevelopable for housing in airport property and Island Crossing (floodplain area) removed , and adjustments for pending jobs projects..

Work from home estimate: 10.3% * 2044 population. LCG methodology calculates WFH population based on estimated days WFH per week by sector, and workers employed in that sector.



Sources: OFM, BLR, City data, CCP Targets, Snohomish County PAC Working Group, LCG Analysis.

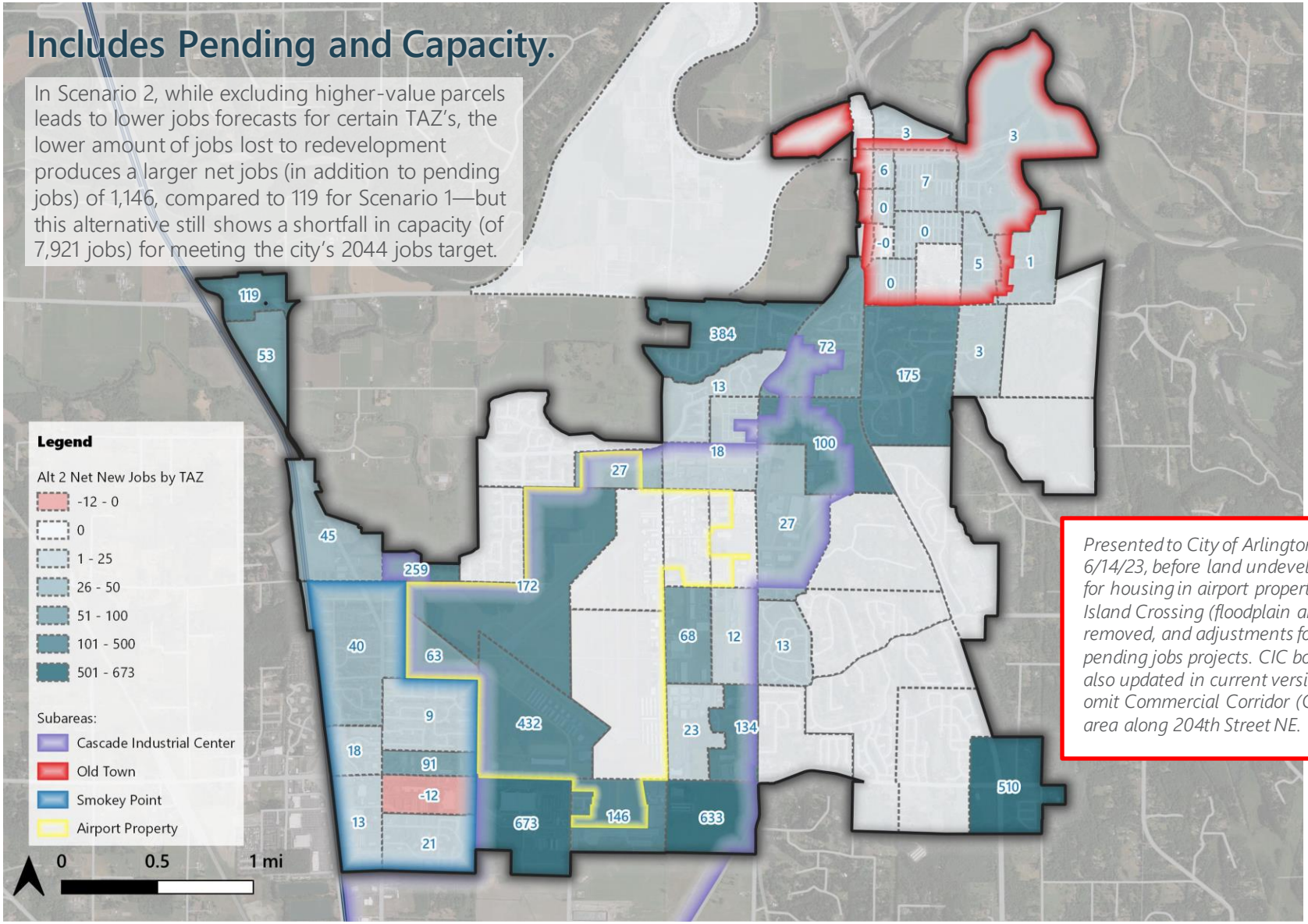
Housing Capacity (2044)



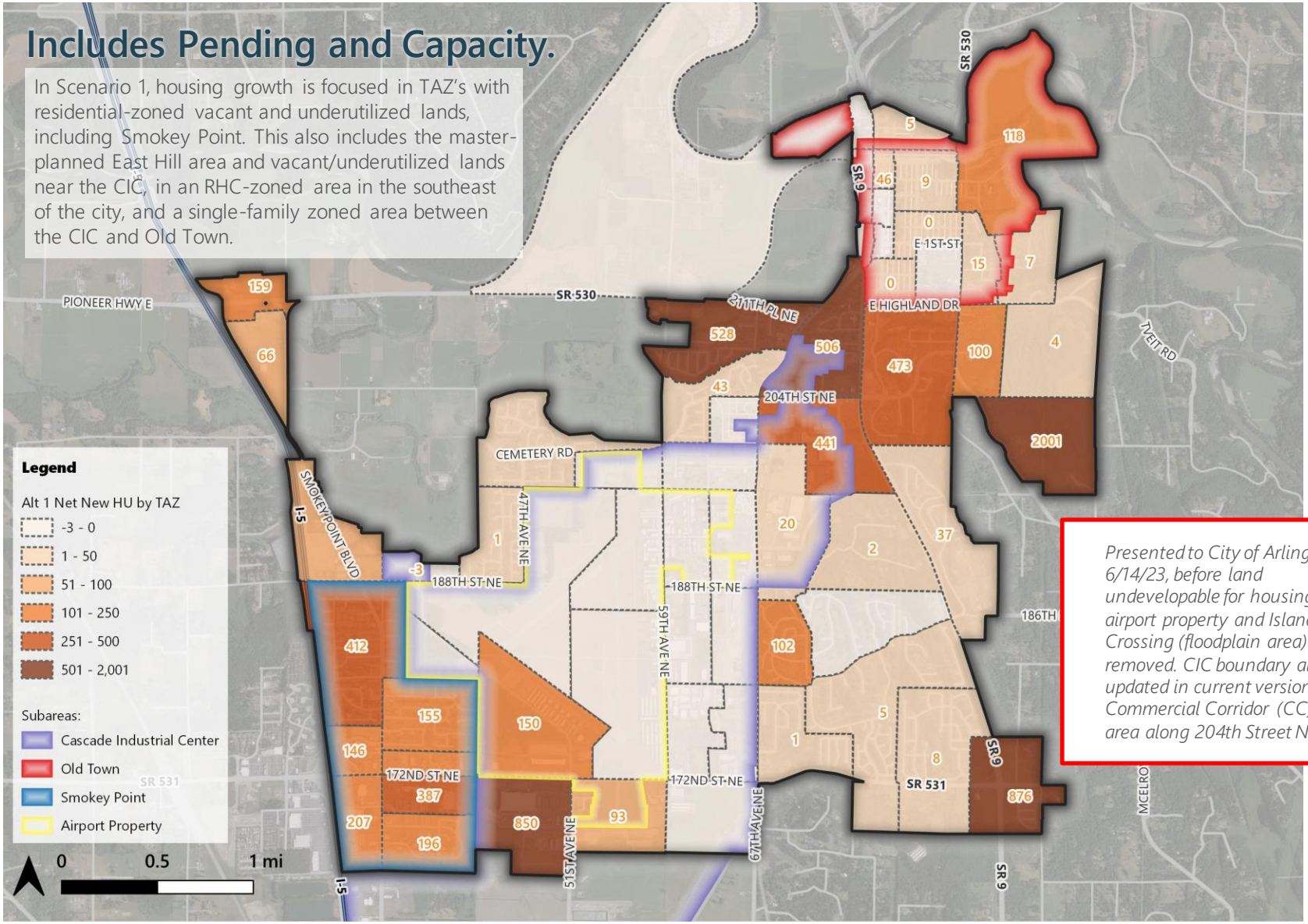
HOUSING

Sources: OFM, BLR, City data, CCP Targets, Snohomish County PAC Working Group, LCG Analysis.

Scenario 2. Net New Jobs Units by TAZ (2044)

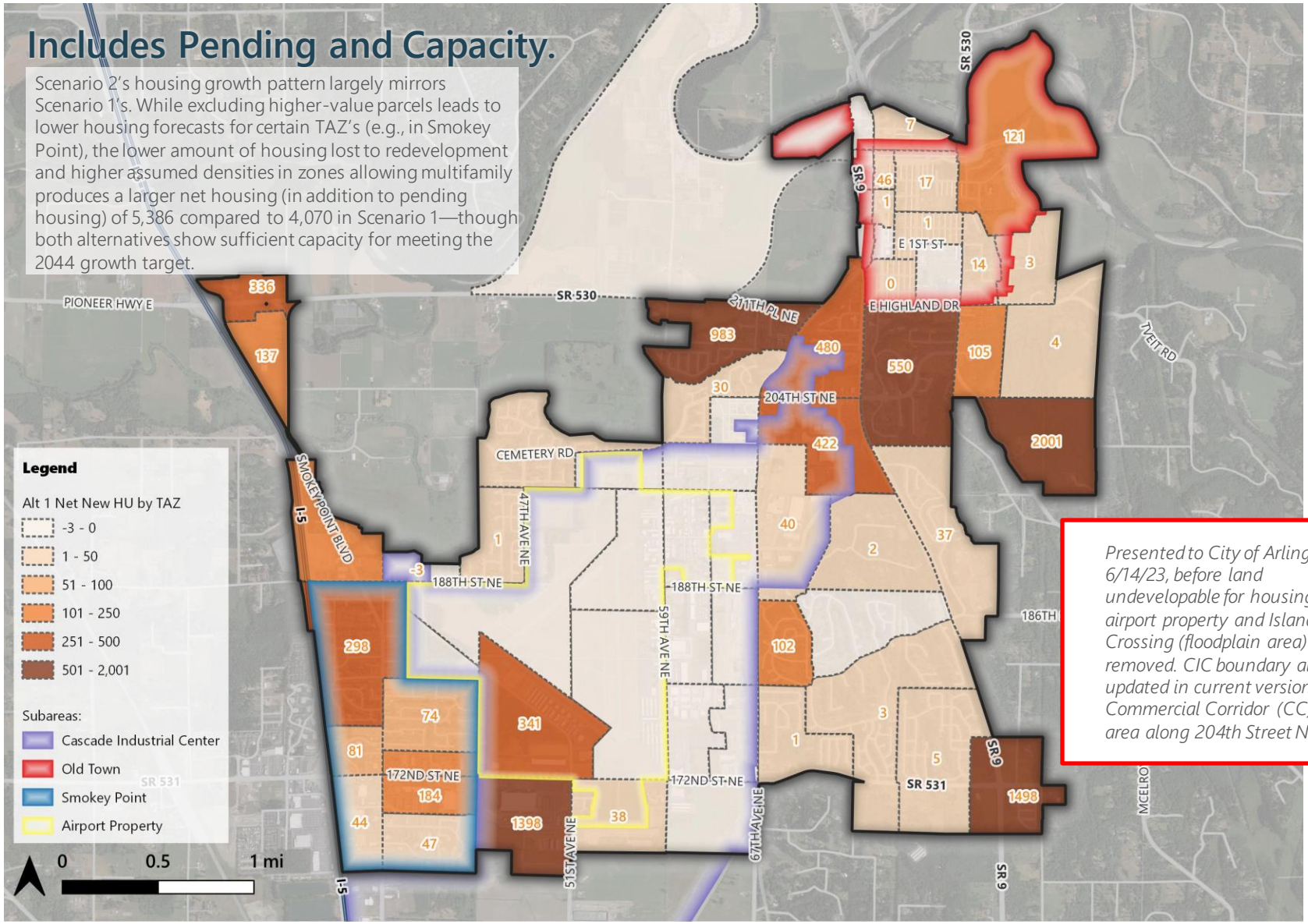


Scenario 1. Net New Housing Units by TAZ (2044)

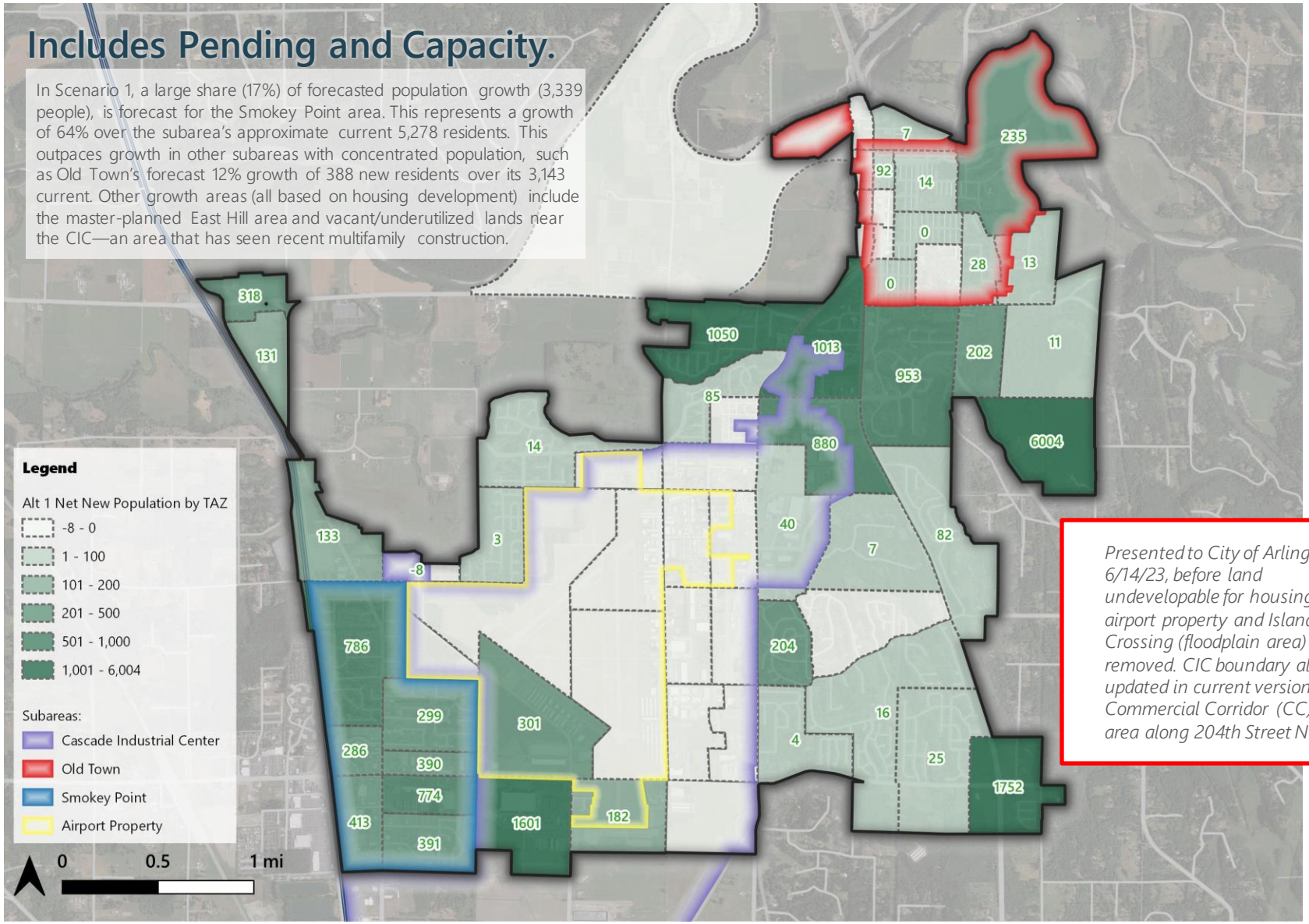


Presented to City of Arlington 6/14/23, before land undevelopable for housing in airport property and Island Crossing (floodplain area) removed. CIC boundary also updated in current version to omit Commercial Corridor (CC) zone area along 204th Street NE.

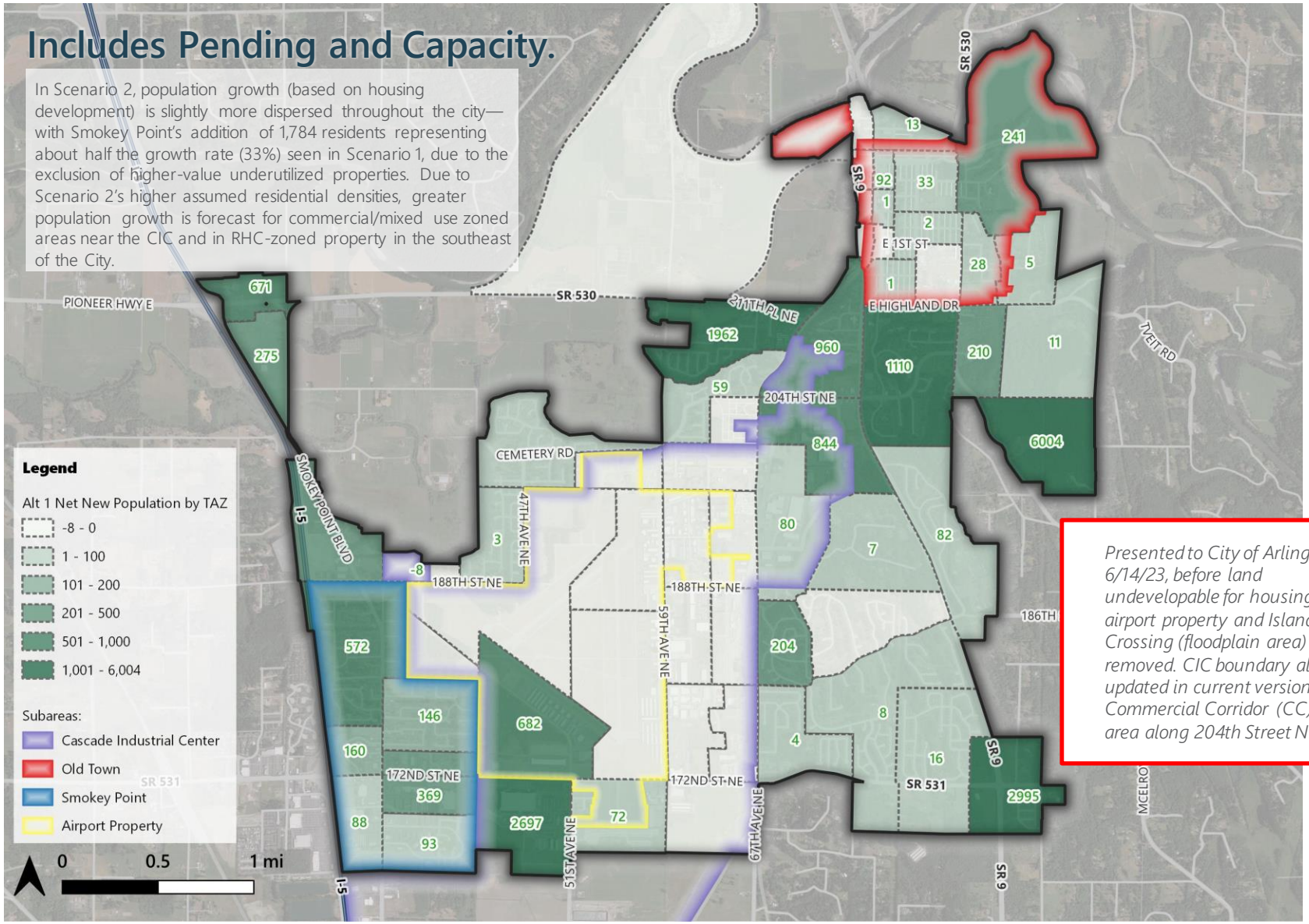
Scenario 2. Net New Housing Units by TAZ (2044)



Scenario 1. Net New Population by TAZ (2044)



Scenario 2. Net New Population by TAZ (2044)



Additional Slides/ Appendices

Employment Capacity Results

	Scenario 1 Gross Buildable Acres V & UU*	Scenario 2 Gross Buildable Acres V & UU*	Scenario 1 New Jobs	Scenario 2 New Jobs	Scenario 1 Jobs Lost Redev.	Scenario 2 Jobs Lost Redev.	Scenario 1 Net New Jobs	Scenario 2 Net New Jobs
Multi-Family								
Residential High Capacity	0	54	0	708	0	4	0	704
Commercial / Mixed Use								
NC (Neighborhood Commercial)	13	5	32	64	42	0	-10	64
OTBD - 1 (Old Town Business District)	1	1	0	14	0	3	0	11
OTBD - 2	10	7	0	109	0	115	0	-6
OTBD - 3	18	10	0	170	0	62	0	108
GC (General Commercial)	148	114	474	1509	440	33	34	1476
HC (includes HC-N BLR acres)	179	92	144	1217	515	389	-371	828
BP (Business Park)	11	11	129	259	0	0	129	259
CC (Commercial Corridor)	214	142	47	1874	73	269	-26	1605
Medical Services	0	0	0	0	0	0	0	0
Subtotal	**593**	**381**	**827**	**5,216**	**1,070**	**871**	**-243**	**4345**
Industrial								
LI (Light Industrial)	142	135	324	677	61	11	263	666
GI (General Industrial)	43	43	100	215	0	0	100	215
Subtotal	**185**	**178**	**424**	**892**	**61**	**11**	**363**	**881**
Total:	**778**	**613**	**1,250**	**6,816**	**1,131**	**886**	**119**	**5,930**

*From City's layer of vacant and underutilized parcels.

Assumption Details

Commercial Rentable Building Area/Acre is the amount of commercial rentable area that will be developed per acre of commercial and mixed-use zoned land. LCG estimates are based on typical FARs and averages for recent developments using CoStar data (see next slides).

The **SF per Job** assumption of 500 is based on averages for recent projects provided by the City; 400 for past development in OTBD, and 2,000 for WTU/industrial provided by the City.

Development Rate is the % of vacant and underutilized parcel acreage expected to develop or redevelop during the study timeframe. LCG estimates are based on historic growth patterns by zone.

Note: new changes to assumptions in yellow.

					Scenario 1			Scenario 2		
	% Residential	% Commercial	% Industrial	Development Rate (Scenarios 1, 2, 4)	Commercial RBA/Acre	SF per Job	Du/Acre	Commercial RBA/Acre	SF per Job	Du/Acre
Multi-Family										
Residential High Capacity	70	30	0	19%	3,200	0	17	4,000	500	34
Commercial / Mixed Use										
Neighborhood Commercial	70	30	0	80%	3,200	1,000	15	4,000	500	34
Old Town Business District - 1	70	30	0	7%	3,200	400	0	4,000	400	34
Old Town Business District - 2	70	30	0	0%	3,200	400	0	4,000	400	34
Old Town Business District - 3	70	30	0	0%	3,200	400	0	4,000	400	34
General Commercial	70	30	0	100%	3,200	1,000	15	4,000	500	34
Highway Commercial	70	30	0	25%	3,200	1,000	15	4,000	500	34
Business Park	0	100	0	100%	12,000	1,000	0	12,000	500	0
Commercial Corridor District	70	30	0	7%	3,200	1,000	15	4,000	500	34
Medical Services	70	30	0	0%	3,200	1,000	0	4,000	500	0
Industrial										
Light Industrial	0	0	100	46%	10,000	2,000	0	10,000	2,000	0
General Industrial	0	0	100	46%	10,000	2,000	0	10,000	2,000	0

Comm. Rentable Building Area/Ac Calculation

Vacant and Underutilized Acres in Commercial/Mixed Use Zones:	593	
Area that will redevelop as:		
Commercial	30%	*Based on development last 10 years in Commercial & Mixed Use Zones*
Multifamily	70%	
Future Development Type (Acres):		
Commercial	178	
Mixed-Use/Multifamily	415	
Assumed Commercial Rentable Building Area/Acre:		
Commercial	12,197	*FAR 0.28 * 43,560 (SF in Acre)*
Mixed-Use/Multifamily	4,084	*Avg for developments last 10 years*
Total Commercial Rentable Building Area:		
Commercial	2,169,846	
Mixed-Use/Multifamily	1,695,268	
Total	3,865,115	
Avg Commercial Rentable Building Area/Acre:	6,600	

Multifamily and Mixed Use Projects

Arlington Multifamily Projects, 2012-2022

Project	Year Built	Units	DU/Acre	Commercial Rentable Building Area	Rentable Building Area per Acre	Acres
Cedar Pointe	2020	256	63	0	0	4.05
Emory Lofts	2019	40	58	21000	30435	0.69
Fullwiler	2023	29	50	2755	4750	0.58
Affinity at Arlington	2020	171	48	0	0	3.54
Bridge Place	2014	8	47	0	0	0.17
Pilchuck Village	2022	181	46	18721	4788	3.91
Stillaguamish Gardens	2014	30	38	0	0	0.8
Centennial Park	2021	202	23	7655	869	8.81
Park77	2017	182	23	0	0	8.02
Villas at Arlington	2019	312	21	0	0	14.71
Average			**42**	**5,013**	**4,084**	**4.528**

What amount of land is needed to accommodate undersupply (Scenario 5)?

Projected Jobs Undersupply	4,634	4,634	4,634
Future Land Use Pattern	Mostly Office and Retail	Mix of Commercial and MFR	Historical Pattern MFR, Com, Ind Land
RBA/Acre	12,000	4,000	
SF/Job	500	500	
Jobs/Acre	24	8	1.6
GBA Parcel Acres required to meet the 2044 jobs shortfall	193	579	2,884
Gross Acres required to meet the 2044 jobs shortfall*	261	782	3,893

Employees per acre assumptions in WA + OR:

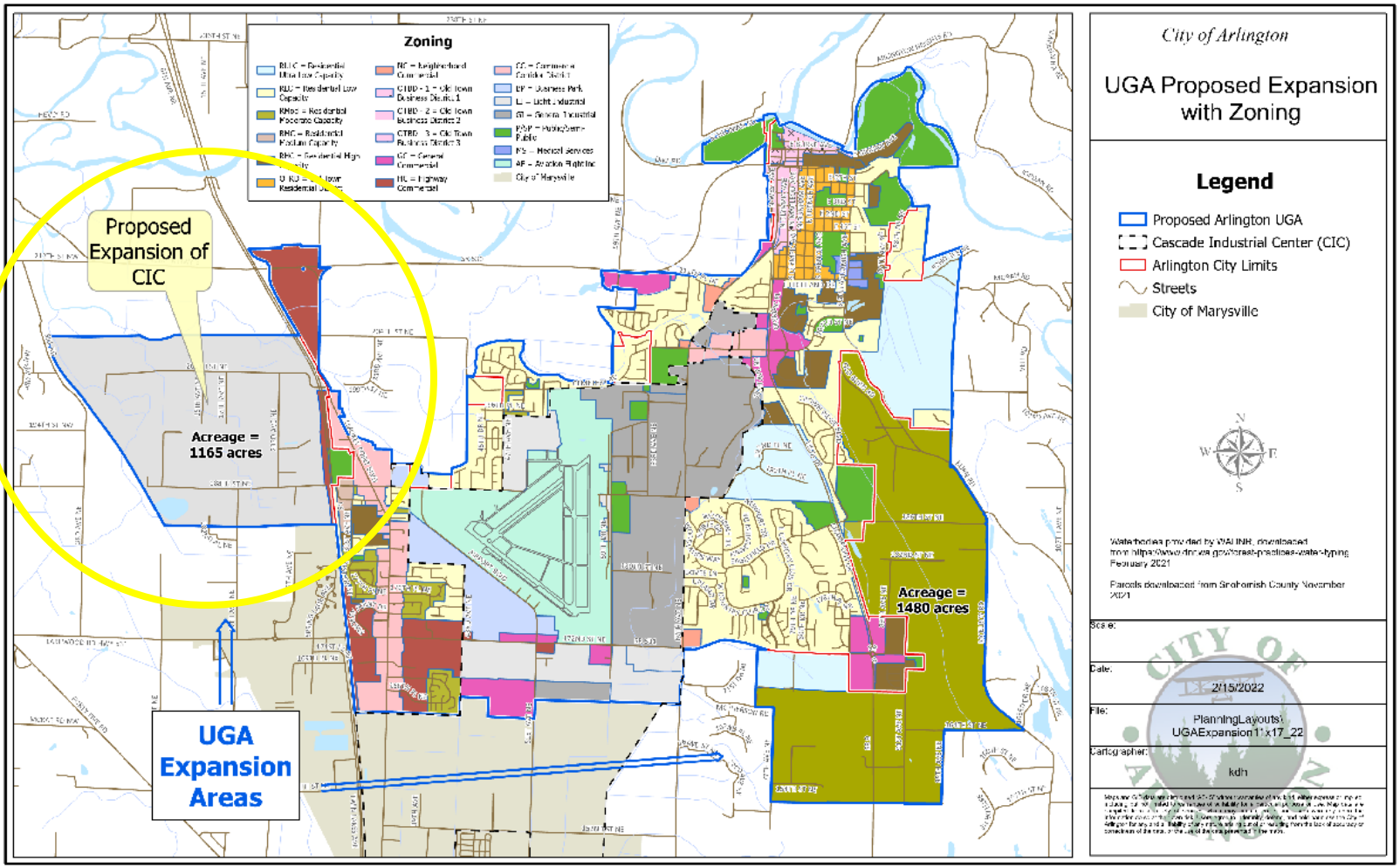
Jurisdiction	Commercial EPA	Industrial EPA
Clark Co., WA (2015)	20	9
Island Co., WA (2016)	17	8
Thurston Co., WA (2014)	3.3	1.5
Tualatin, OR (2017)	27	15
McMinnville, OR (2017)	23	10
Redmond, OR (2018)	11-18	8

Source: ECONorthwest, Employment Density Assumptions in Clark Co. Vacant Buildable Lands Model.

Scenario 1 New Jobs per buildable acre

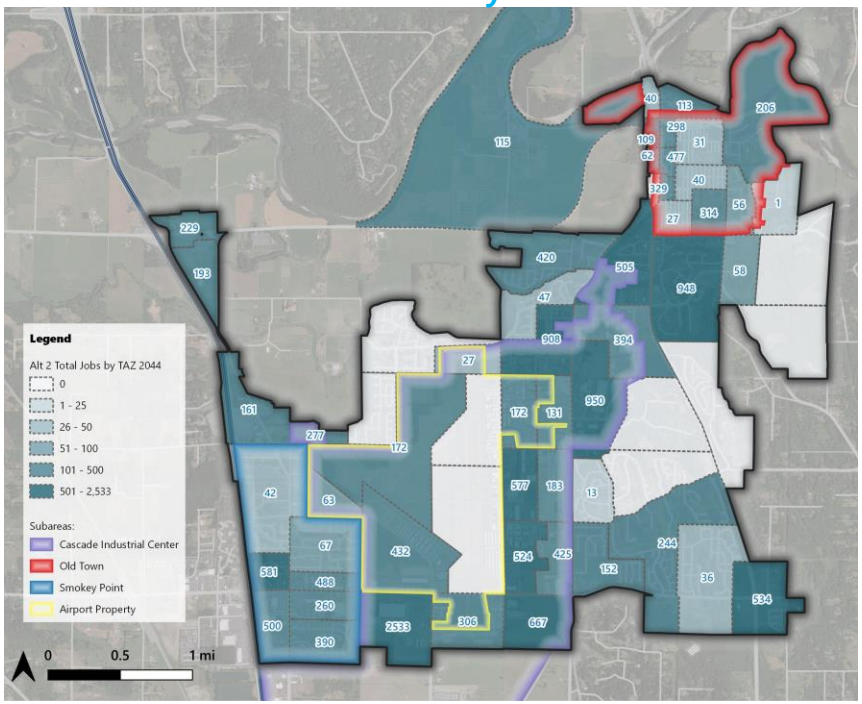
*Assumes 35% of land for roads, critical areas, buffers, easements, and other undevelopable uses.

What amount of land is needed to accommodate undersupply?

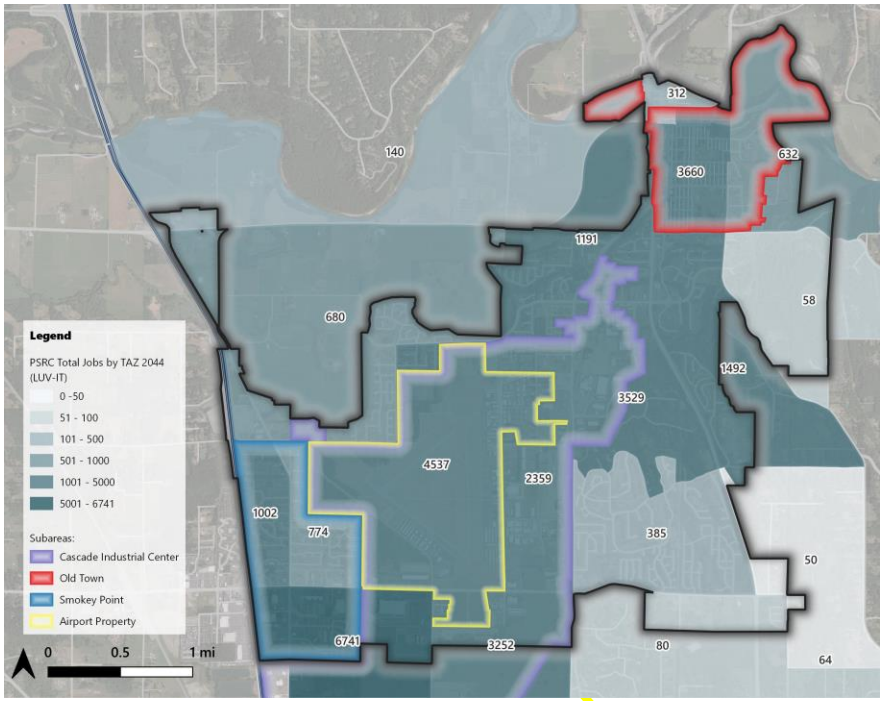


Future Employment Density

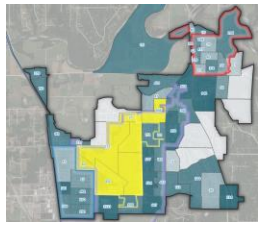
Scenario 2 2044 Total Jobs by TAZ



PSRC LUV-IT Model 2044 Total Jobs by TAZ



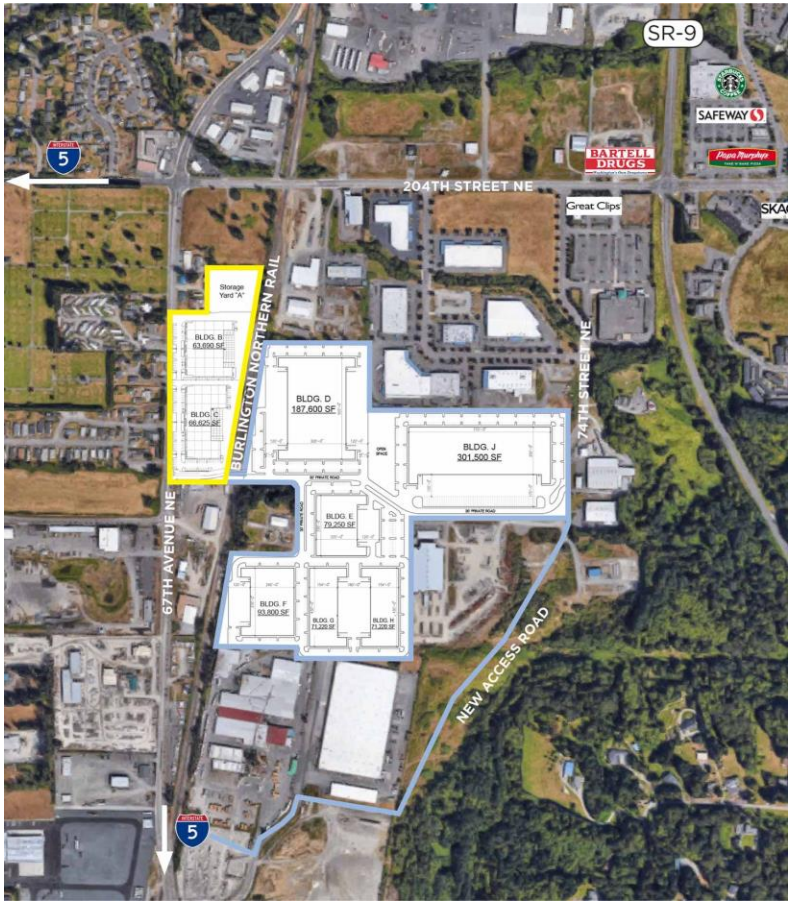
vs. 1,601 jobs in Scenario 2



Gayteway Business Park

20015 67th Avenue NE
1 million SF industrial & manufacturing
18,519 units per acre
Built 2022





Smokey Point Medical Center

3823 172nd Street NE
41,915 SF; Built 2012
8,843 SF/acre



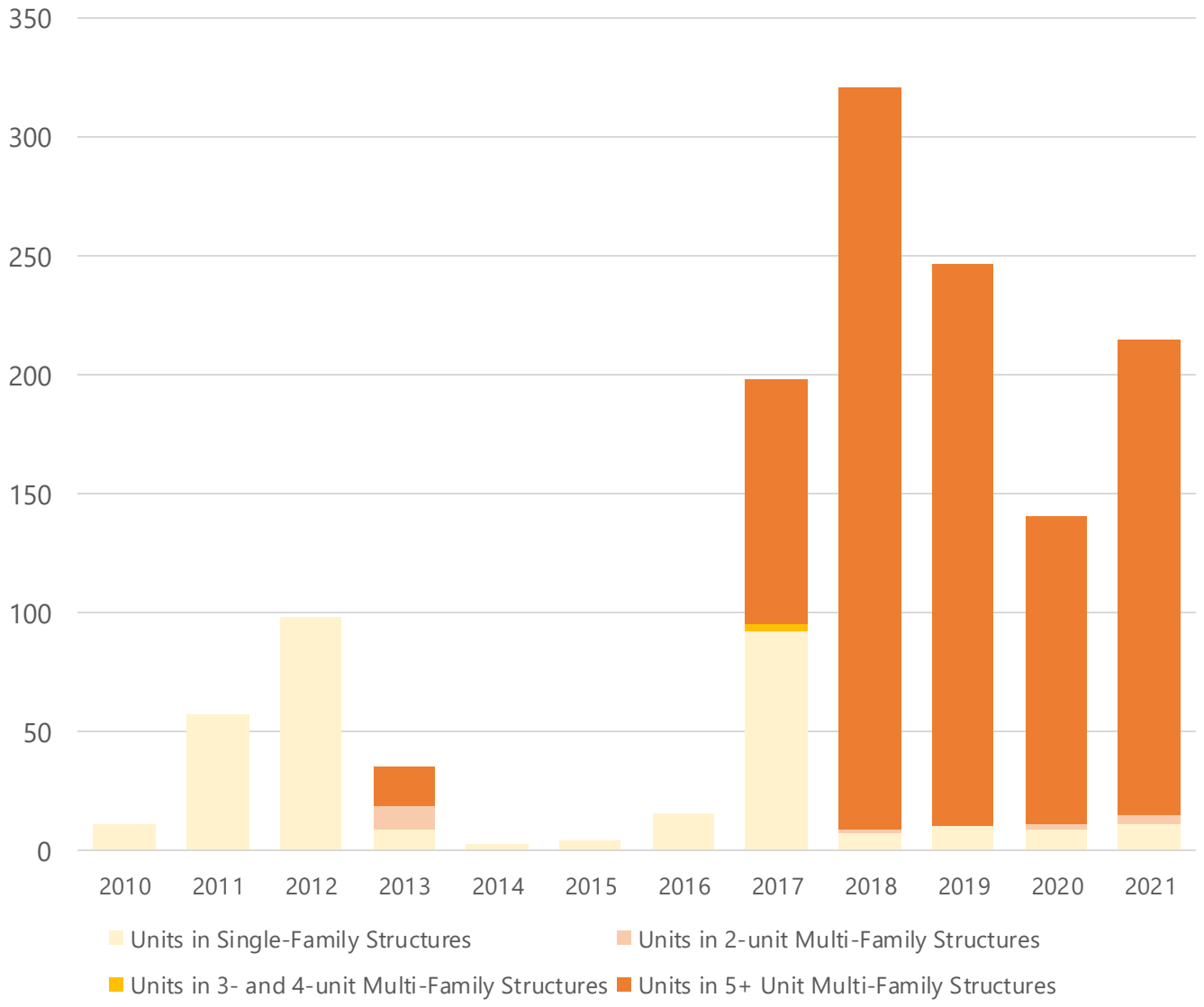


Residential, Population Density Assumptions

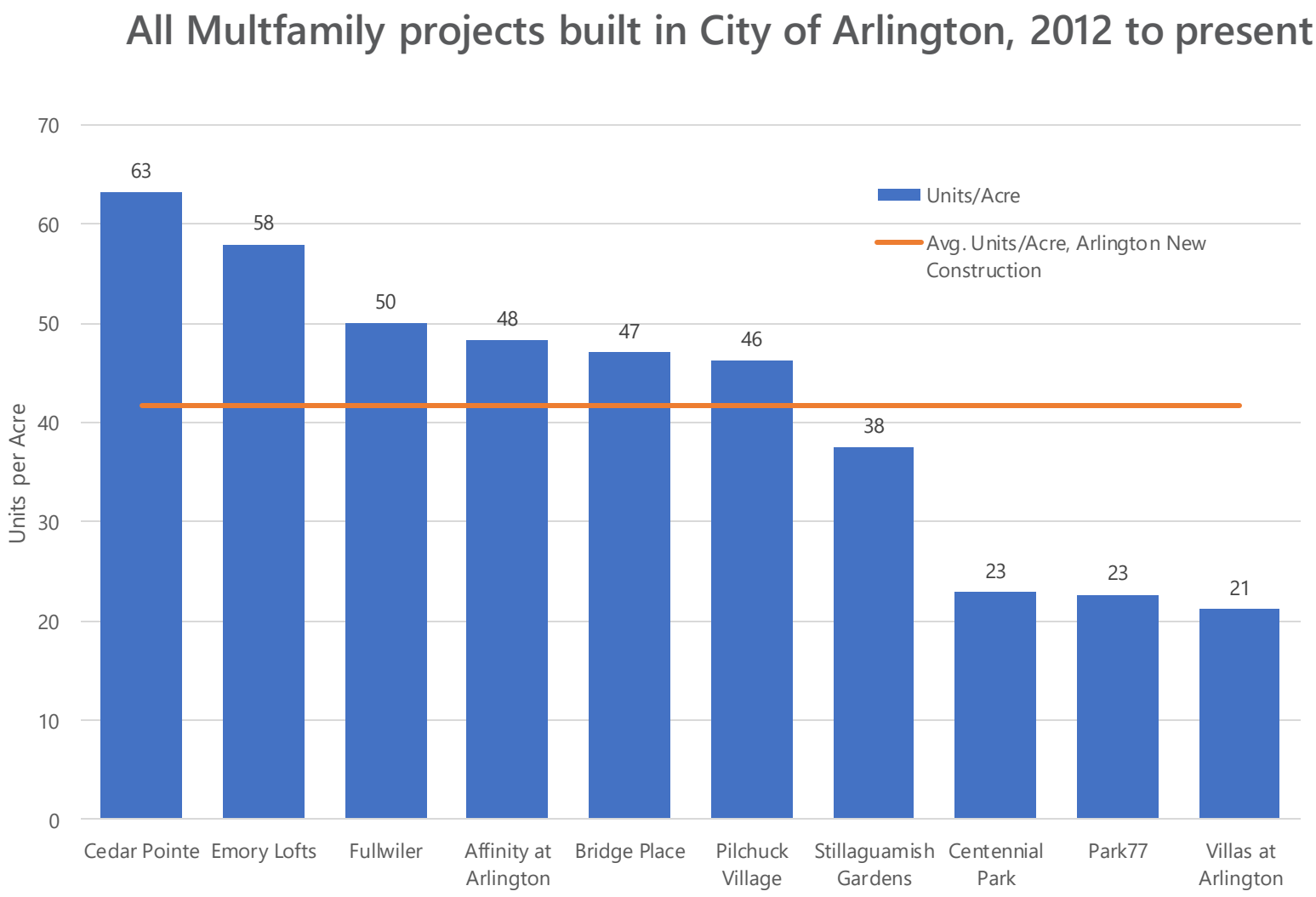
	Scenario 1		Scenario 2		
	Residential Du/Ac	People per HH	Residential Du/Ac	People per HH	Development Rate (same as in jobs calcs)
Single-Family					
Residential Ultra Low Capacity	3	3.00	3	3.00	8%
Residential Low Capacity	5	3.00	5	3.00	8%
Old Town Residential District	7	3.00	7	3.00	8%
Multi-Family					
Residential Moderate Capacity	10	2.00	10	2.00	19%
Residential Medium Capacity	12	2.00	12	2.00	19%
Residential High Capacity	17	2.00	34	2.00	19%
Commercial / Mixed Use					
Neighborhood Commercial	15	2.00	34	2.00	80%
Old Town Business District - 1	0	0.00	34	2.00	7%
Old Town Business District - 2	0	0.00	34	2.00	0%
Old Town Business District - 3	0	0.00	34	2.00	0%
General Commercial	0	2.00	34	2.00	100%
Highway Commercial	15	2.00	34	2.00	25%
Business Park	0	0.00	0	0.00	100%
Commercial Corridor District	15	2.00	34	2.00	7%
Medical Services	0	0.00	0	0.00	0%

Housing Development Since 2010 (HUD)

- Housing development in Arlington has changed significantly since 2010.
- Before 2017, most of the housing built in the City was single family housing.
- After 2017, most of the housing has been multifamily.



Dwelling Units per Acre



Source: CoStar.

Chelsea Village, 19 units/acre

18222 Smokey Point Boulevard
69 units; Built 2009
3.64 acres





Centennial Park, 23 units/acre

17327 67th Avenue NE
202 units; Built 2021
5,022 SF retail/office
8.81 acres





Stillaguamish Gardens, 38 units/acre

18318 Smokey Point Boulevard, Arlington
30 units; Built 2014
0.8 acres





6605 Apartments: 50 units/acre

6605 204th Street NE, Arlington
29 units; Built 2023
2,755 SF retail/office
0.58 acres





Cedar Pointe: 63 units/acre

17309 40th Avenue NE, Arlington
256 units; Built 2020
4.05 acres





Arlington 2024 Comprehensive Plan Update

HB 1220 Analysis | DRAFT

Leland Consulting Group, 2023

Overview

As part of Arlington's 2024 Comprehensive Plan Update, Leland Consulting Group (LCG) analyzed Arlington's compliance with new statewide regulations resulting from HB 1120's amendments to the Growth Management Act (GMA) requiring jurisdictions to evaluate land capacity for all housing needs as well as to make adequate provisions to accommodate all housing needs. This report documents LCG's findings as outlined in the Washington State Department of Commerce guidebooks for this process.[1]

Land Capacity Analysis

Overview and Arlington Allocation

As amended by HB1220, RCW 36.70A.070(2)(c) requires cities to show **sufficient land capacity to meet housing needs of moderate, low, very low, and extremely low-income households**, defined by household income as a percentage of area median income (AMI), and show capacity for permanent supportive housing and emergency housing and shelters. The methodology for this analysis, as outlined in the Department of Commerce guidebook, is shown at right in Figure 1.

Figure 1. Land Capacity Analysis Methodology



Source: Washington State Department of Commerce

Using this methodology, the capacity for new housing development or redevelopment in Arlington is summarized by zone, and the zones are then aggregated into zone categories based on housing types allowed in those zones. These categories are then related to the potential income levels that could be served by new housing development or redevelopment in those areas. Generally, the methodology assumes that the housing needs of **lowest-income households** (earning between 0 and 80 percent AMI) will be provided in zones allowing **medium- to large-scale multifamily development**, such as the type of deeply subsidized affordable apartment development typically funded by the Low-Income Housing Tax Credit (LIHTC), as well as other denser apartment types. The housing needs of **moderate-income households** (earning 80 to 120 percent AMI) are assumed to be served by zones allowing various **"middle housing" types** such as duplexes, triplexes, and 4-plexes, as well as by ADUs in any zone. Finally, **higher-income households** (earning over 120 percent AMI) are assumed to be served by zones allowing **single-family detached housing**. Per Commerce guidance, cities may also show additional potential for higher-income households to be served by higher-end market-rate housing in a portion of multifamily or mixed-use zones, based on market-rate and subsidized development trends in those zones.[2]

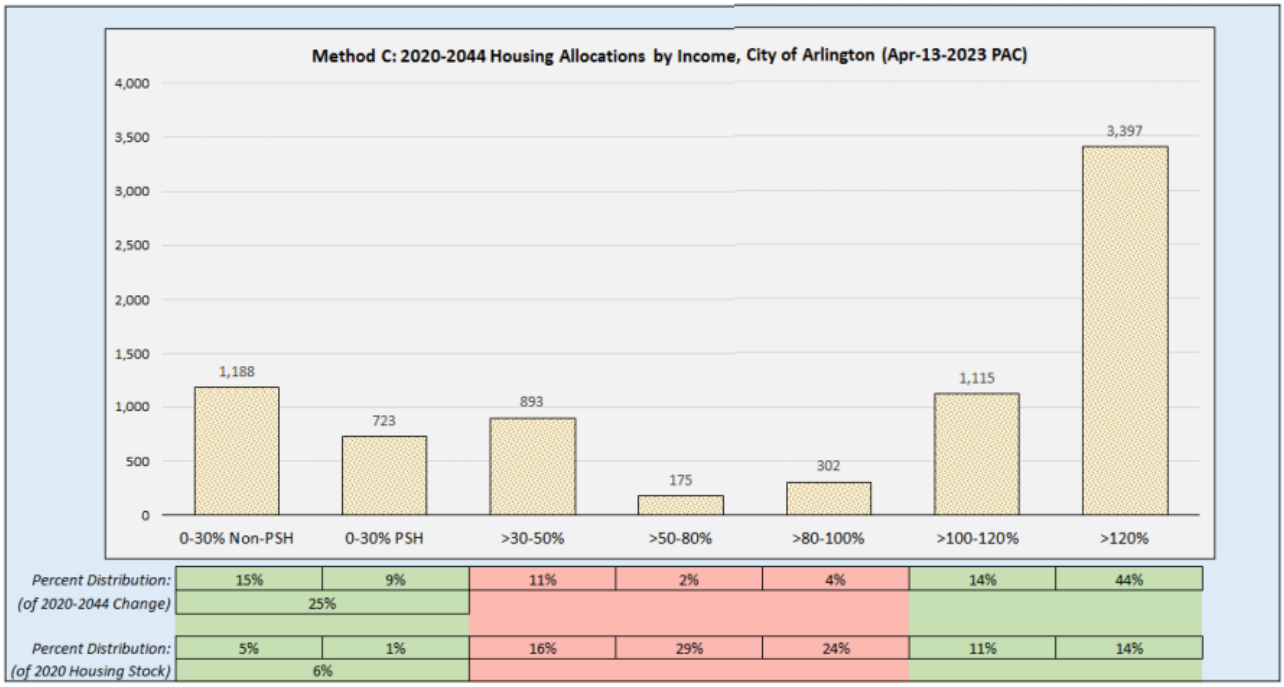
Figure 2 below shows Arlington's housing allocations by income band for the 2020-2044 planning horizon. These allocations were determined by the County PAC working group in winter and spring 2022 resulting from a methodology which combined elements

[1] The full Commerce guidebooks are available at https://www.commerce.wa.gov/serving-communities/growth-management/growth-management-topics/planning-for-housing/updating-gma-housing-elements/

[2] Department of Commerce. "Guidance for Evaluating Land Capacity to Meet All Housing Needs." December 2022. Footnote 4, p. 14

of the original Commerce methodologies "A" and "B" provided to the counties in the Housing for All Planning Tool.[3] The new methodology, called "Method C" as shown below, allocates future housing needs by income band to all Snohomish County jurisdictions. In total**, Arlington must plan to accommodate 7,794 new permanent units by 2044, and an additional 482 emergency housing units**.

Figure 2. Arlington Housing Allocations by Income



Source: Snohomish County HO-5 Report

Step 1 – Capacity by Zone

The first step in the analysis is to determine the potential unit capacity within each of Arlington's zones which allow housing. This was accomplished using data developed by LCG during the forecasting process for this comprehensive plan update. To provide an additional level of detail for this analysis, parcels in the Mixed-Use Overlay were considered separately, using the more recent form-based code Transects which supersede the base zoning, and which have more specific assumptions and regulations about future housing types. This provided a more granular level of detail on what types of housing were assumed to develop over the planning horizon within the Mixed-Use Overlay. The overall result of this analysis is a capacity for **11,183 new units** on vacant or redevelopable acreage in the City. Figure 3 below shows the calculations for this capacity analysis and a discussion of data sources and methodology follows.

[3] Housing For All Planning Tool (HAPT): https://deptofcommerce.app.box.com/s/48o8fzedzxnh63xth6aofi2jc2npcjoa

Figure 3. Capacity for New Housing by Zone in Arlington, 2020-2044

	Gross Developable Land (acres)	Reduction Factor (unbuildable)	Net Developable Land (acres)	Assumed Max Density (units/acre)	Gross Residential Capacity (units)	Existing Housing on Developable Land (units)	Net Residential Capacity (units)
Outside of Mixed Use Overlay							
Single-Family (Outside MU Overlay)							
Residential Ultra Low Capacity	87.9	32%	59.6	3	179	13	**166**
Residential Low Capacity	38.4	10%	34.6	5	173	4	**169**
Old Town Residential District	2.1	7%	1.9	7	14	12	**2**
Multi-Family (Outside MU Overlay)							
Residential Moderate Capacity	19.0	2%	18.6	10	186	54	**132**
Residential Medium Capacity	0.0	0%	0.0	12	0	0	**0**
Residential High Capacity	41.9	13%	36.6	34	1,245	49	**1,196**
Commercial (Outside MU Overlay)							
NC (Neighborhood Commercial)	0.0	0%	0.0	12	0	0	**0**
OTBD - 1 (Old Town Business District)	1.0	13%	0.9	34	29	1	**28**
OTBD - 2	6.7	2%	6.6	34	223	19	**204**
OTBD - 3	10.9	16%	9.2	34	313	85	**228**
GC (General Commercial)	0.0	0%	0.0	34	0	0	**0**
HC (includes HC-N BLR acres)	0.0	0%	0.0	34	0	0	**0**
CC (Commercial Corridor)	0.5	2%	0.5	34	16	2	**14**
Within Mixed Use Overlay							
Transect							
T4F	61.1	12%	53.5	12	642	33	**609**
T4MS	60.4	5%	57.3	34	1,950	135	**1,815**
T4N MV	47.2	21%	37.1	34	1,260	10	**1,250**
T4N SV	59.0	3%	57.4	12	688	89	**599**
T5F	36.1	2%	35.5	45	1,599	76	**1,523**
T5 MS	29.0	2%	28.4	45	1,280	0	**1,280**
T5N LV	13.5	2%	13.2	45	596	5	**591**
T5N MV	42.8	18%	34.9	45	1,572	194	**1,378**
Total	**557.4**	**13%**	**485.9**		**11,964**	**781**	**11,183**

Source: Snohomish County, City of Arlington, Washington Department of Commerce, Leland Consulting Group

The gross vacant or redevelopable acreage was based on City data provided during the forecasting process, and the reduction factor was determined by the percentage of land in each zone considered unbuildable in the Snohomish County Buildable Lands Report (BLR). This resulted in the net developable acreage by zone. The assumed maximum density in single-family zones was based on the zoning code. In multifamily zones, commercial zones and the mixed-use overlay transects, assumed maximum density was based on achieved density in recent and forthcoming projects as well as city feedback received during the forecasting process. Data on the number of existing housing units on parcels considered to be redevelopable was from the Snohomish County Buildable Lands Report.

Step 2 – Categorize Zones by Housing Types

The next step in the process was to assign each zone and mixed-use transect to one of several categories based on the type of housing allowed in the zone/transect. These housing types were based on the description of the zone in the zoning code or form-based code. The zone categories used for this analysis are shown below.

Figure 4. Categories for Classifying Zones by Housing Types Allowed

Zone Category	Housing Types Allowed
Low Density	Detached Single-Family, Limited Duplexes
Moderate Density	Some Detached Single-Family, Duplex, Triplex, Fourplex, Attached Townhomes/Row Houses
Low-Rise	Garden Apartments, Condos, Attached Townhomes/Row Houses, Live/Work Units
Mid-Rise	Vertical or Horizontal Mixed Use up to 4 stories, Multifamily Apartments above Commercial

The breakdown of all allowed housing types and corresponding zone categories in Arlington's zones and mixed-use transects is shown below in Figure 5, along with the unit capacity of each zone or transect.

Figure 5. Arlington Zones and Transects with Housing Types and Zone Categorization

Zone	Housing Types Allowed (per code)	Assigned Zone Category	Net Residential Capacity (units)
Single-Family			
Residential Ultra Low Capacity	Detached Single-Family	Low Density	166
Residential Low Capacity	Detached Single-Family, Some Duplex	Low Density	169
Old Town Residential District	Detached Single-Family, Duplex, Triplex, Fourplex, Garden Style	Moderate Density	2
Multi-Family (Outside of MU Overlay)			
Residential Moderate Capacity	Attached Single-Family, Duplex, Triplex, Fourplex, Garden Apartments	Moderate Density	132
Residential Medium Capacity	Multifamily, Townhomes, Condos, Live/Work	Low-Rise	0
Residential High Capacity	Large Scale Multifamily, Mixed-Use, Live/Work	Mid-Rise	1,196
Commercial (Outside of MU Overlay)			
NC (Neighborhood Commercial)	Apartments, Fourplex, Attached townhouses and rowhouses	Moderate Density	0
OTBD - 1 (Old Town Business District)	Multifamily or apartment above commercial	Mid-Rise	28
OTBD - 2	Multifamily or apartment above commercial	Mid-Rise	204
OTBD - 3	Multifamily or apartment above commercial, apartments, townhouses	Mid-Rise	228
GC (General Commercial)	Apartments, Fourplex, Attached townhouses and rowhouses	Mid-Rise	0
HC (includes HC-N BLR acres)	Apartments, Fourplex, Attached townhouses and rowhouses	Mid-Rise	0
CC (Commercial Corridor)	Apartments, Fourplex, Attached townhouses and rowhouses	Mid-Rise	14
Mixed Use Overlay (by Transect)			
T4F	Detached or Attached SF/MF up to 2 stories	Moderate Density	609
T4MS	Retail, Commercial, Residential mixed up to 3 stories	Low-Rise	1,815
T4N MV	SF Detached or Middle Housing up to 3 stories, primarily residential	Moderate Density	1,250
T4N SV	Detached or Attached SF/MF up to 2 stories	Moderate Density	599
T5F	Vertical or Horizontal Mixed Use up to 4 stories	Mid-Rise	1,523
T5 MS	Vertical or Horizontal Mixed Use up to 5 stories	Mid-Rise	1,280
T5N LV	Vertical or Horizontal Mixed Use up to 4 stories	Mid-Rise	591
T5N MV	Vertical or Horizontal Mixed Use up to 4 stories	Mid-Rise	1,378

Source: Washington Department of Commerce, Arlington Zoning Code, Arlington Form-Based Code, Leland Consulting Group

Step 3 – Relate Zoning Categories to Income Levels

The next step of the analysis is to relate the zoning categories to the potential income levels that could be served by new development or redevelopment in those areas. The Department of Commerce provides assumed affordability levels for each zone category in their guidance. To refine these affordability assumptions, recent housing sales price data from Redfin and multifamily rent data from CoStar was analyzed by Zone or mixed-use transect. These prices were compared Arlington's income limits used by HUD to calculate housing cost burden and eligibility for subsidized housing. As shown below, the market data from Arlington shows a wide range of potential incomes being served by moderate density, low-rise, and mid-rise zones. Further discussion of the assumed breakdown between future market-rate and subsidized units in low- and mid-rise zones is found below in Steps 4 and 5.

Figure 6. Arlington Zoning Categories and Income Levels

Zone Category	Rents Affordable to Arlington Household AMI %	Ownership Affordable to Arlington AMI %	Assumed Affordability Level for Capacity Analysis
Low-Density	100%	90-110%	>120%
Moderate Density	80%	80-115%	80-120%
Low-Rise	50-115%	80-100%	0-100% + PSH
Mid-Rise	50-115%	80-100%	0-100% + PSH

Source: CoStar, Redfin, HUD, WA Center for Real Estate Research at UW, Leland Consulting Group

Step 4 – Summarize Capacity by Zone Category

The next step in the methodology is to total the previously calculated capacity by zone category. In addition, an extra step beyond Commerce's methodology was added in Arlington to reflect the large amount of housing currently under construction or in the development pipeline, as well as the potential split of future units in low- and mid-rise zone categories between subsidized and market-rate units.

In LCG's forecasting model for this comprehensive plan, there were 4,368 units considered to be "pending" based on data provided by the City. These are units which have been constructed, are under construction, or are currently planned for the period from 2020-2044, and therefore should be factored into the total 2044 unit counts. These units were categorized by location and assigned a zone category, and were also classified as market-rate or subsidized units based on City data provided during the forecasting process.

Because the income range potentially served in low- and mid-rise zones is very wide, a portion of the capacity of each zone category (aside from Low Density) was assumed to develop as market-rate units serving households above 120 percent AMI. This share of capacity was calculated based on the acreage of each zone which redeveloped as market-rate housing over the past 10 years projected forward for the next 20 years. The remaining acreage is assumed to be flexible to accommodate units serving a wide range of income levels, including potentially subsidized units. The pending units, assumed market rate share of capacity, and total unit capacity are shown below in Figure 7.

Figure 7. Arlington Capacity by Zone Category and Assumed Market-Rate Share

Zone Category	Pending Market-Rate Units	Pending Subsidized Units	Capacity in Zone Category	*Assumed Market-Rate Share of Capacity*	*Remaining Capacity (Subsidized or Market-Rate)*	Total Expected Market-Rate Units (including pending units)	Total Remaining Unit Capacity (Subsidized or Market-Rate, including pending units)
Low Density	2,026	0	335	335	0	2,361	0
Moderate Density	468	0	2,592	170	2,422	638	2,422
Low-Rise	742	0	1,815	233	1,582	975	1,582
Mid-Rise	616	516	6,442	498	5,944	1,114	6,460

Source: City of Arlington, Leland Consulting Group

Step 5 – Compare Housing Needs to Capacity

The final step in the methodology is to compare the aggregated housing needs as determined by Snohomish County and Arlington's land capacity to determine if a shortfall exists. As shown below in Figure 8, this analysis shows a surplus of land capacity in each zone category in Arlington, after capacity and pending units have been allocated to zone categories and income bands as described above.

Figure 8. Arlington Housing Needs and Capacity, 2020-2044

Income Level	Supply (2020)	Additional Allocation	Zones Serving These Categories	Aggregated Housing Needs	Total Capacity	Surplus/ Shortfall
0-30% Non-PSH	404	1,188	Low-Rise + Mid-Rise (subsidized or potential subsidized)	2,979	8,042	**5,063**
0-30% PSH	40	723				
30-50%	1,246	893				
50-80%	2,241	175				
80-100%	1,854	302	Moderate Density (subsidized or potential subsidized)	1,417	2,422	**1,005**
100-120%	864	1,115				
>120%	1,101	3,397	Low Density + Assumed Market-Rate Units in Other Categories	3,397	5,087	**1,690**
Total	**7,750**	**7,793**		**7,793**	**15,551**	**7,758**

Emergency Housing Needs

[to be completed]

Adequate Provisions Analysis

RCW 36.70A.070(2)(d) also requires that jurisdictions compare the yearly production of housing type by zoning category which would be needed to reach countywide targets with historical production trends in the city to see if there is a demonstrated barrier to production of a certain housing type. If barriers are found for a housing type, the jurisdiction must document the barriers that exist and appropriate programs and actions to overcome each identified barrier for that housing type. This analysis also requires an analysis of employment location in relation to housing location and considerations of ADUs as a tool to meet housing needs.

Step 1 – Review Housing Production Trends

The first step is to review data on recent housing production. Figure 9 below shows data on recent housing production trends in Arlington provided by city staff, showing permits for single-family and "middle housing" units and production statistics for market-rate and below market-rate multifamily units over the past five years, including 2023 to date. As shown, there has been a recent uptick in "middle housing units" as well as consistent production of multifamily units in recent years, including a substantial number of subsidized units.

Figure 9. Historic Permit and Development Data in Arlington

Year	Single-Family	Live-Work	Duplex	Triplex	4-Plex	Multifamily (Below Market-Rate)	Multifamily (Market-Rate)
2019	8	0	0	0	0	312	376
2020	8	0	4	0	0	255	425
2021	17	20	6	0	0	0	204
2022	4	0	2	6	48	0	330
2023	0	0	8	3	28	101	203
Total	37	20	20	9	76	668	1,538
Yearly	7	4	4	2	15	134	308

Source: City of Arlington

Next, this data is compared with the annual unit production needed to achieve countywide growth targets by income band discussed in the Land Capacity Analysis section above. As in the Land Capacity Analysis, a more granular view of low-rise and mid-rise zone categories was used in this analysis, breaking out historic production of below-market rate and market-rate units in those zones to more accurately reflect the wide potential range of incomes being served by those zones. The results shown below in Figure 10 show that Arlington is producing a sufficient amount of low-rise and mid-rise subsidized units as well as low density and market-rate units. However, past production trends indicate a barrier to the production of moderate density units such as townhomes, duplexes, triplexes, and ADUs.

Figure 10. Historic Production and Annual Needed Production in Arlington by Zone Category, 2020-2044

	Low-Rise + Mid-Rise (Below Market-Rate)	Moderate Density	Low Density + Market-Rate in Other Zones	Total
Aggregated Housing Need (2020-2044)	2,979	1,417	3,397	7,793
Annual Unit Production Needed	124	59	142	325
Historical Average Annual Unit Production	134	21	319	474
Is there a barrier to sufficient production?	**NO**	**YES**	**NO**	

Source: City of Arlington, Washington State Department of Commerce, Leland Consulting Group

Steps 2 and 3 – Gather Information on Barriers and Document Programs and Actions to Overcome Barriers

Barriers to the production of moderate density housing types can take numerous forms. Commerce guidance breaks down these barriers into three categories: Development Regulations, Process Obstacles, and Limited Land Availability and Environmental Constraints. The checklist below in Figure 11 is designed to document both potential barriers to moderate density housing production and programs and actions designed to overcome these barriers.

These programs and actions are not required to be adopted by the periodic update deadline of this comprehensive planning process, but Arlington will be required to submit a progress report to the Department of Commerce five years after this plan's adoption covering:

- The implementation of previously adopted changes to the housing element and any effect those changes have had on housing affordability and availability
- Permit processing timelines
- Progress towards implementing any actions to achieve reductions to meet greenhouse gas and vehicle miles traveled requirements as provided for in any element of the comprehensive plan

Figure 11. Moderate Density Housing Barrier Review Checklist

Barrier	Is this barrier likely to affect housing production? (yes or no)	Why or why not? Provide evidence.	Actions needed to address barrier.
Development Regulations			
Unclear development regulations			
Prohibiting some moderate density housing types, such as: • Duplexes • Triplexes • Four/five/six-plexes • Townhomes • Cottage housing • Live-work units • Manufactured home parks	No	Middle housing is allowed in many areas of Arlington, particularly in the mixed-use overlay districts in the Smokey Point Boulevard Corridor. Duplex, triplex, and fourplex construction has increased in recent years as shown above in Figure 9.	
High minimum lot sizes			
Low maximum densities or low maximum FAR			
Low maximum building heights			
Large setback requirements			
High off-street parking requirements			
Lack of alignment between building codes and development codes			
Other (for example: complex design standards, maximum impervious			
Process Obstacles			
Conditional use permit process			
Design review			

Lack of clear and accessible information about process and fees			
Permit fees, impact fees and utility connection fees			
Processing times and staffing challenges	Yes	The most significant difference is that we request that all permits applied for go through concurrent review processes; land use, civil review and building review. This creates an environment that requires collaboration of all reviewing staff so that any issues identified during the review process can be addressed immediately and resolved with the applicant in a time sensitive manner.	Streamline permit processes by eliminating the requirements for some conditional uses or zoning verifications frequently found in the permissible use table.
SEPA process			
Limited Land Availability and Environmental Constraints			
Lack of large parcels for infill development			
Environmental constraints			

Consideration of Housing Locations in Relation to Employment Location

Another requirement of this analysis is that cities consider the location of housing in relation to employment location. Arlington is a jobs center, with a portion of the Cascade Industrial Center within city limits. Strategic Objective I from the Arlington's Housing Action Plan contains considerations around the housing-jobs balance and ensuring adequate housing supply for Arlington employees:

> *Arlington has been expanding and is projected to continue doing so. As an employment center, jobs and businesses are increasing and prospering. As a desirable place to live, more and more people are seeking to build a life here. The goal of this strategic objective is to ensure those opportunities not only remain but thrive. The City has a high jobs-to-housing ratio. Although the City wishes for the high ratio to remain, it can still ensure people who work in Arlington also have the option to live here. The lack of affordable housing options (particularly for ownership) is supported by responses to the Arlington Housing Needs Survey. A goal of this objective is to alleviate the inadequate supply of affordable homeownership opportunities by connecting those interested in ownership with more resources. It can also expand the allowances for more affordable options to be built, so developers have the tools to meet this demand.*
>
> *If more people that work in Arlington also live there, intracity trips will increase, decreasing commute times and giving the City more reason to expand its multimodal transportation network. For some households, monthly transportation costs, usually tied to a long commute, can equal or exceed a household's monthly housing costs. Transportation costs cannot be left out of the City's discussion of Arlington's affordability. Another goal of this objective is to leverage Arlington's growth to increase quality of life in Arlington. The City should evaluate mechanisms for funding affordable housing in tandem with increased commercial and industrial investment. It should also figure out how to efficiently combine residential development with planned infrastructure improvements.*
>
> *This strategic objective serves as Arlington's highest priority for implementation. All actions under this objective should be pursued within the next five years, with resources, such as staff time and budget allocations, that are specified in this plan being primarily devoted toward their completion.*

Consideration of the Role of ADUs in Meeting Housing Needs

This analysis also requires that cities consider the role of ADUs in meeting housing needs. Although ADUs are allowed in Arlington, none have been permitted in recent years, per city staff. The passage of HB 1337 in 2023 will significantly change ADU regulations statewide, and as part of that legislation, Arlington will be required to further relax any remaining restrictions on ADU development. The new legislation requires that cities allow 2 attached or detached ADUs on all lots and eliminates other barriers to ADU development such as owner-occupancy requirements and size, location, and design requirements that are more stringent than those imposed on the primary dwelling. Finally, the new legislation will cap impact fees for ADUs at 50 percent of those charged for the primary unit. Implementing HB 1337 will significantly reduce barriers to ADU production in Arlington. In addition, as outlined in Action 1.2 of the Housing Action Plan, Arlington could consider other incentives to ADU development such as streamlining permitting processes through providing stock designs for ADUs in the city.