

Lindsay Master Plan Subarea Project Narrative

MJS Investors, jointly with the City of Arlington, is conducting a community planning process to develop a vision, plan, and implementation strategies for the Lindsay subarea. This planning process will lay the groundwork for continued, coordinated, and efficient growth of the neighborhood.

The proposed project involves the development of a subarea plan for Lindsay, which will be incorporated in the City's development code. The plan will address key elements related to land use, economic development, the environment, public facilities and services, and transportation. The subarea plan is being developed for consistency with the Growth Management Act, countywide planning policies, and the City of Arlington Comprehensive Plan.

The City also plans to adopt a Planned Action Ordinance for the Lindsay Master Plan Subarea under RCW 43.21C.440 and associated State Environmental Policy Act (SEPA) rules in WAC 197-11. Future proposals consistent with a Planned Action Ordinance, Subarea Plan, and development regulations would have a streamlined environmental review and permitting process.

Alternatives. The Planned Action Environmental Impact Statement (EIS) will assess two alternatives:

1. **No Action Alternative** – This alternative assumes no development within the subarea would occur under the existing zoning (Rural Low Capacity) and development standards, due to limited development feasibility. This alternative is required under SEPA.
2. **Proposal** – The action alternative implements **Ordinance 2023-016**, accommodating low- to moderate-intensity residential uses, including small-lot detached single-family homes, townhomes, and multi-family housing. This alternative also includes investments in capital infrastructure, transportation improvements, and a comprehensive system of parks, open spaces, and trails within the subarea.

Study Area. The Lindsay Master Plan Subarea is bounded by 172nd St NE (SR 531) on the north, the 84th Ave NE alignment on the east, the 168th St NE alignment on the south, and the 75th Ave NE alignment on the west.



The Pending Project area consists of properties owned by MJS Investors, which are expected to develop soon after the adoption of the Subarea Master Plan. The Future Development area includes properties outside of MJS ownership but within the study area.

Proposal Description

The action alternative proposes updated zoning throughout the Master Plan Subarea to align with the requirements of Ordinance 2023-016, and a specific site plan with associated subdivision on the Pending Project area. The Master Plan Subarea also includes a general framework for streets and trails connections.

Updated zoning would allow for a mix of housing types, aiming for the following mix:

- 70% small lot (3,600 SF to 4,500 SF) single family
- 20% attached residential (e.g., townhouses, rowhouses, duplexes)
- 10% multifamily, mixed-use (commercial/residential), ADUs, or small commercial

It would also require 10% of the total area of land less the Native Growth Protect Areas (NGPA) to be recreational facilities, open space, and trail system. The conceptual site plan below and associated tables illustrate the layout and mix of housing types to meet the ordinance's goals.

The proposed street system includes a north-south connection—79th Ave NE—and east-west connections (non-continuous because of the stream) approximately 176 ft, 670 ft, and 1,330 ft south of 172nd St NE (SR 531). All streets and alleys would comply with complete streets principles and would follow appropriate street guidance, such as [NACTO](#) Neighborhood Street, Yield Street, Residential Shared Street, or Green Alley. Within the smaller areas, a trail network would provide connections for people walking, biking, and rolling (i.e., wheelchair, scooter) at shorter intervals. The City would install a roundabout at 80th Dr NE and the developer would improve 172nd St NE along the Lindsay Master Plan Subarea.

Exhibit 1. Conceptual Site Plan

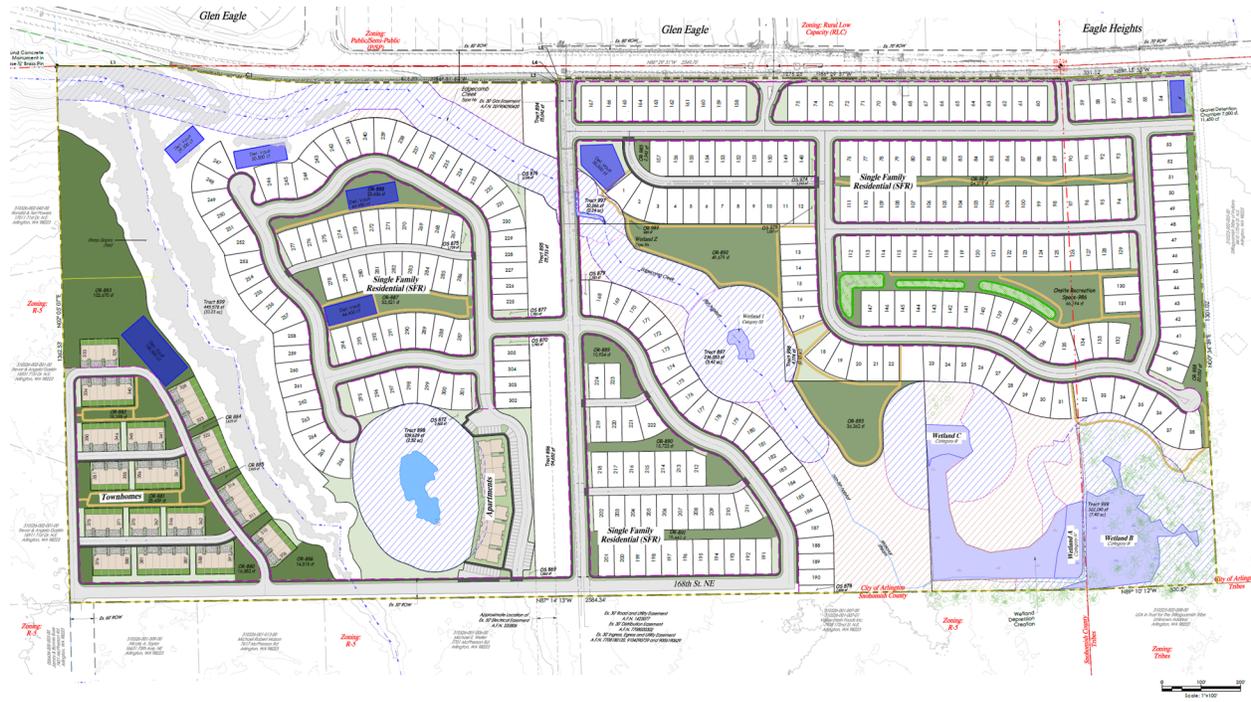


Exhibit 2. Housing Unit Counts and Percentages

| | Units | % of Total |
|--|-------------|-------------|
| Total Unit Count in Master Plan Subarea | 436 | 100% |
| Total Subarea Unit Yields | | |
| Single Family Dwelling (SFDUs) on Small Lots | 305 | 70% |
| Townhomes | 87 | 20% |
| Multi-Family | 44 | 10% |
| Pending Project Unit Yields | | |
| SFDUs on Small Lots | 167 | 38% |
| Townhomes | 0 | 0% |
| Multi-Family | 0 | 0% |
| Future Development Unit Yields | | |
| SFDUs on Small Lots | 138 | 32% |
| Townhomes | 87 | 20% |
| Multi-Family | 44 | 10% |
| Gross area (acres) | 87.5 | |
| Gross density (units per acre) | 5.0 | |

Exhibit 3. Recreational Facilities, Open Space, and Trail Systems

| | Area (sf) | % of Gross |
|--|------------------|------------|
| Total Master Plan Subarea | | |
| Gross Area | 3,810,914 | |
| Required Open Space (10% of (gross area minus NGPA)) | 268,302 | |
| Native Growth Protection Areas (NGPA) | 1,127,890 | 30% |
| Landscape Open Space | 208,332 | 5% |
| Storm Management, Recreation Areas | 469,369 | 12% |
| Pending Project Area | | |
| NGPA | 336,630 | 9% |
| Landscape Open Space | 111,554 | 3% |
| Storm Management, Recreation Areas | 52,706 | 1% |
| Future Development | | |
| NGPA | 791,260 | 21% |
| Landscape Open Space | 357,815 | 9% |
| Storm Management, Recreation Areas | 155,627 | 4% |

The Lindsay Subarea Plan would include architectural design standards to supplement Arlington’s [Development Design Standards](#). These will be developed through the subarea planning process and may focus on topics such as public-to-private space transitions, garage door placement, driveways, and alleys.

APPENDIX A

Lindsay Project Planning

Site Address:

Parcel Numbers:

Zoning: **RULC/Master Planned Neighborhood Overlay**

Designation: **Master Planned Neighborhood**

Shoreline: **NA**

Flood Plain Designation: **NA**

Area: **3,810,914 sf (87.49 acres)**

Portions of Sections 25 & 26, Township 31N, Range 05 East

Lindsay Subarea Initial Submittal for Subarea and SEPA Scoping

Submittal Summary: This submittal is for the Lindsay Master Planned Neighborhood Overlay. Before a development project can be submitted or approved, a Subarea Plan needs to be approved. This submittal is intended to be a scoping submittal for purposes of outlining directions for the Subarea Plan and for the Planned Action Environmental Impact Statement (EIS).

Subarea plans are to have elements of form-based code and are proposed to provide the community with a predictable design and development pattern that is customized for the specific area.

While some subareas may be developed to include specific areas of the subarea, the Lindsay Annexation subarea shall be developed in its entirety.

The Lindsay subarea plan being submitted does address the entire subarea with concept planning. For this subarea and scoping plans, we are submitting a "Plat Like" submittal per the Major Plat Preliminary >9 lots. There are two portions to this subarea, one we call the Pending Project Area (PPA) and the other the Future Development Area (FDA). Parcels in the PPA have signed Purchase Agreements with the applicant and a Major Plat application will be submitted soon after getting subarea approvals. The FDA is made up of parcels in the subarea but the landowners have made no commitment to development nor have they granted access to the land. Consequently, there are detailed reports on elements to SEPA for only the PPA portion of the subarea and the FDA just has general information available from GIS/LiDAR/Public Records; these properties will be subject to more detailed SEPA Reports when they decide to develop.

A Project Level SEPA Report is provided with this submittal that does address elements of SEPA in more detail on the PPA and gives general information on FDA.

Project Summary: the concept Preliminary Plat shows development of the 87.49 acres of the of the current subarea (a portion of the subarea was purchased by the Stillaguamish Tribe and is removed from this action). The plans show the code required diversity in percentage of different residential housing types. This preliminary plan will provide 436 lots and units. Per Code, 70% is required to be single-family lots between 3,600 sf and 4,500 sf—305 lots are proposed. Townhomes are required to be 20% of the total which is 87 units as shown. Apartments or other multifamily units are required to make up 10% of the total which is 44 units as shown.

A fourth element is **Residential Open Space (ROS)** that is to 10% of the total area of land. We are providing near 12% as straight ROS not including allowable portions of the 29% of the site that is designated as NGPA. Total ROS is over 14% of the site and in addition there is the uncounted critical areas, some Open Space that does not meet the definition of ROS, and some open space in utility corridors.

Critical Areas in the PPA have been delineated and reports are provided for those delineated CAs. Most of the CAs in the PPA are disturbed “pasture” type wetland. There is a wooded wetland in the SE corner that will remain as is. We have worked with the Tulalip Biologist on doing some renovation of the other wetlands. These renovations will improve the functionality of the wetlands and provide better water quality to the drainage that does flow to Edgcomb Creek. Critical Areas in the FDA are based on Aerial Photos and LiDAR or other GIS information. Details for these critical areas will come with future development. There is a fairly deep “canyon” that cuts across the western portion of the subarea and this drainage is designated by the Tulalips as the real Edgcomb Creek. The Tulalips have a restoration and mitigation plan for this area that is intended to re-establish that connection.

Access and Roads: Primary Access will be from 172nd St NE. There will be three access points to the subarea. These will be the only access points to the subarea until the SW half of the site develops and 168th St NE is developed from 79th Ave NE west to 75th Ave NE. The very SW corner of the subarea is at the City of Arlington municipal limits. Development of 75th Ave NE is in Snohomish County and is developed as Driveway/Private RD to 4 houses. Given the rural zoning south of the subarea, offsite road infrastructure will be a future event.

The three proposed access points along 172nd at located at 79th Ave NE, currently a Private Road; at 80th Ave NE, which will eventually be a roundabout and the Primary entrance; and at about 83rd Ave NE. The Primary entrance will be at 80th Ave NE. The other two may become right-turn only intersections—depending on the final design for 172nd At NE.

The Interior roads are “...*customized for the specific area*” (AMC 20.42.032) and specific zoning that requires higher densities on small lots, unit lots, and multifamily use. Seventy percent of the subarea residential yields are on 3,600—4,500 sf lots. These lots are considerably smaller than what has been allowed historically in Arlington and the current Road Standards were last updated in 2008. These current Standards are not conducive to the type of development desired/required for this subarea.

Proposed Road Sections "...customized..." for this subarea are mapped in the Plan Set. We show some "typical" Residential Streets, some local access streets, and some Drive Aisle "like". There are pedestrian access ways either on the street or in Open Space Corridors out the back of some of the lots.

Parking: AMC 20.72 designates parking requirements. Seventy percent of the site is single-family residential and per the cited code requires 2 parking spaces per residence. The Conceptual Plan does anticipate 2 car garages and 20' deep by 20' wide driveways. There is room for 4 vehicles to park but only two will count toward the code requirement.

For this small lot single-family residential lots, street parking is compromised. With typical lots only having 40' of frontage and a 20' driveway on each lot, with 5' setbacks from property line, total frontage lots 50' where driveways are "teamed" up every pair of lots. There is only 30' left for street parking where a 20' parallel stall is required. Street parking on these small lot projects is not very efficient. Typical yield on spaces are 2 spaces for every 4 lots or 160' by 8' of asphalt for two parking spaces; that is a lot of pollutant generating surface.

There are conceptually 87 townhomes and 44 apartments needed to meet the 70-20-10 percent divisions for residential diversity sought by the code. The Townhomes and Apartments are in the FDA and only are conceptually placed at this time. With the design and development for these future development areas, parking will have to be included per AMC Table 20.72-1 Table of Parking Requirements.

Stormwater Management: A targeted drainage study for the whole subarea is provided with this subarea submittal. There are detailed Stormwater Management (SWM) Plans and Reports prepared for the Pending Project Area as part of the Critical Area mitigation strategies that will be submitted with the project submittal. Storm water is managed in such a way to augment hydration to the revised/restored wetlands and the existing drainage channel. The SWM will consist of treatment facilities, detention/retention facilities, and level spreaders or dispersion BMPs.

Utilities: Concept Sewer Plans are provided with this submittal. So far, we have been unable to get downstream conditions from Public Works to ascertain if any upgrades will be needed.

There are several options for offsite hookups. There is an existing manhole on 172nd St NE at the NW corner of the site. This would require Mainline Sewer extension up 172nd to at least 79th St NE. It also appears this line would go through the Pump Station LS-08.

The portion of the site east of 80th Dr NE could hook up to the stub in 172nd directing a larger portion of the PPA away from the Pump Station.

All the western side of the project that includes all the FDA, will be more challenging. It can be serviced by gravity sewer but will require some 20- to 25-foot-deep manholes in the SW corner of the site, it will have to route back to the east and cross under what may be a stream; immediately east of the stream, it will have to turn north next to that open water

feature into the cul de sac at this conceptual lot 266. This line would travel north and have to cross "Edgecomb Creek" under the existing culvert on TPN: 31052600100800 and then to the 172nd St NE mainline.

There is an existing 12" Water Main in the 520 Pressure Zone currently in the 172nd St NE ROW. It is conveniently located on the south side of the ROW for ready access to this subarea. The 12" DI line does currently cover the frontage from the NW corner of the subarea to just west of 79th Ave NE. There it does turn north up the Overhead Electrical Utility Corridor.

There is also a 12" Water Main in the 520 Pressure Zone out of the subarea in 172nd St NE. A hookup here would require extending the Water Main across that same parcel described for the sewer service to the FDA. Or, the water connection could be made at 79th for the FDA and extending down the frontage along 172nd to the existing main.

Geology/Geotechnical/Terrain: The terrain varies with areas that are near level at one percent slope to areas exceeding thirty-three percent. The steeper slopes are located in the Future Development Area going into a little "canyon" that, per reports from the Tulalips, is the real route of Edgecomb Creek. We cannot determine if it is a Landslide Hazard Area (LSA) at this time having no permissions to enter these properties.

Except for this "little canyon" on the west section of the subarea, slopes are one percent to 14% with some isolated areas that approach 17%. There will be a reasonable amount of grading to make the site more compatible to development for residential use.

The surface soils are mapped as Tokul Gravelly Loam. The subsoils are mapped as Vashon Till. These soils are not conducive to infiltration facilities as there is typically interflow at the interface between the permeable Tokul surface soils and the restrictive layer provided by the Vashon Till soils. These interflows are typically 1 to 3 feet deep. These soils are compatible with dispersion and use of Level Spreaders that will be used where viable to keep the wetlands and streams well hydrated.