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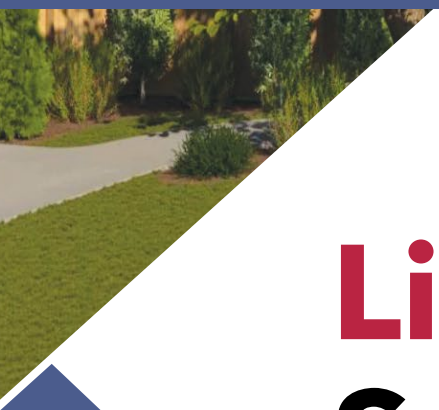

Lindsay
Subarea Plan

November 2025

Acknowledgements

We would like to acknowledge everyone in the Arlington community who supported this effort by attending meetings, providing feedback, and helping shape the vision. We thank you for contributing your time and effort to the development of this plan.

DEVELOPMENT APPLICANT
MJS Investors

CITY OF ARLINGTON
Amy Rusko, Community & Economic Development Director
Jen Haugen, Planning Manager
Thad Newport, Development Services Engineering Manager

CONSULTANTS
MAKERS architecture and urban design, LLP
Land Technologies, Inc.
Transpo Group
Soundview Consultants

Land Acknowledgement

We gratefully acknowledge that the indigenous Stillaguamish, Tulalip, Upper Skagit, Cayuse, Umatilla, and Walla Walla people are the original caretakers of the waters and landscape that are known today as Arlington. With gratitude, we honor the land, the water, and its people.

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1 Introduction

1.1 Purpose

The Lindsay Annexation was completed in 2022 under *Ordinance 2022-003*, officially bringing Lindsay into the City of Arlington, where it is now one of the neighborhoods within the Hilltop Subarea. In November 2023, *Ordinance 2023-016* amended Arlington Municipal Code (AMC) Section 20.44.032 Subarea Plans. This amendment reflects community priorities identified through the 2024 Comprehensive Plan engagement process and emphasizes the importance of coordinated land development through subarea planning. This amendment introduced several key changes:

1. Subarea plans must be created for all Comprehensive Plan-designated subareas, including the Lindsay and East Hill areas, both of which fall under the Master Planned Neighborhood (MPN) overlay.
2. Each subarea plan must be developed in conjunction with a Planned Action Environmental Impact Statement (EIS).
3. Planning must support a coordinated and efficient approach to neighborhood development, including a diverse mix of housing, transportation options, parks and trails, infrastructure, and capital improvements.

In 2024, MJS Investors, in partnership with the City of Arlington, initiated the community planning process for the Lindsay Subarea. This process addresses planning elements such as future land use, transportation, environmental stewardship, parks and trails, and utilities and public services. The subarea plan is also being developed in accordance with the Washington State Growth Management Act (GMA), countywide planning policies, and the City of Arlington's Comprehensive Plan. Once adopted, the subarea plan will be integrated into the City's development code.

The Lindsay Subarea Plan offers a roadmap to guide growth and development. It articulates a long-term vision that reflects the subarea's unique character, identifies critical infrastructure and service needs, and outlines strategies to advance citywide goals and community priorities. The plan establishes a clear framework to shape Lindsay into a peaceful, connected community by cultivating spaces that support well-being and welcome all who call it home.

1.2 Study Area

The Lindsay Subarea, also referred to as the Subarea, is located at the south end of the Hilltop neighborhood and is approximately 87.49 acres. It is bounded by SR 531 (172nd St NE) 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 SR 531 (172nd St NE) and SR 9 provide local and regional connections across Arlington and into neighboring cities. Edgecomb Creek tributaries flow through the site in two locations.

The Lindsay Subarea includes two development areas:

- **Pending Project Area:** Properties assembled by MJS investors, and where development is anticipated to follow soon after the subarea plan adoption.
- **Future Development Area:** Properties within the Subarea that are outside of MJS land assembly. The timing and nature of development in this area remain uncertain.

Exhibit 1-1. Study Area

Source: MAKERS, 2025

1.3 Existing Conditions

The following topics are addressed in *Appendix B Existing Conditions Report* and summarized in Exhibit 1-2:

- Land Use, Development, and Design
- Transportation
- Natural Environment
- Utilities & Public Services

Exhibit 1-2. Top Takeaways – Lindsay

Topic	Summary
 *Land Use, Development, and Design*	▪ Lindsay is zoned Rural Ultra Low Capacity (RULC) with a Master Planned Neighborhood Overlay. The primary existing land use is low-density residential homes, with 17 housing units as of 2024. The area retains a rural character, with large open fields and natural areas. ▪ Unincorporated Snohomish County rural residential land, including a chicken farm and Stillaguamish Tribe property, abuts the subarea to the south and west. ▪ The Northern Hilltop and Gleneagle neighborhoods to the north, developed in the 1990s-early 2000s, include single family houses, parks, trails, and a golf course. ▪ No residential development has occurred over the past two decades on the Lindsay properties. The low-density zoning limits development feasibility. ▪ Anticipated commercial development at the intersection of SR 531(172nd St NE) and SR 9 presents opportunities for services to support Lindsay's growth. ▪ AMC 20.44.032 Subarea Plans requires Lindsay development to include diverse housing types and open space. ▪ Community interests for future land uses within the subarea include a strong desire to maintain a residential character, interest in small commercial (e.g., corner store, café), and mixed views on housing, including both concerns and interest in smaller lot sizes and greater variety of home types.
 *Transportation*	▪ Roads serving the Lindsay Subarea are SR 531 (172nd St NE) and SR 9. SR 531 (172nd St NE) runs along the northern edge of the Subarea and connects I-5 to SR 9. SR 9, a north-south route, connects to Lake McMurray to the north and unincorporated Snohomish County to the south. ▪ Sidewalks have only been developed where there are existing residential subdivisions. ▪ There are no bicycle facilities along SR 531 (172nd St NE), and the Centennial Trail runs north-south along 67th Ave a little over half a mile to the west of Lindsay. ▪ The nearest bus stop is 2.75 miles away at Smokey Point Blvd/SR 531 (172nd St NE). ▪ Lindsay lacks an internal street network; existing development directly accesses SR 531 (172nd St NE), 79th Ave NE, or 75th Ave NE.

Topic	Summary
	▪ The City's Transportation Master Plan includes several planned motorized and non-motorized projects for this area.
 *Parks and Trails*	▪ No parks exist within Lindsay. The Gleneagle and Northern Hilltop neighborhoods directly north include public and HOA parks, a golf course, open space, and trails. ▪ AMC 20.44.032 Subarea Plans requires that a portion of the site area is dedicated to parks and recreation (i.e., trails). ▪ There are planned trail extensions along SR 531 (172nd St NE) and SR 9, including the planned interconnected trail system as part of the subarea developed.
 *Natural Environment*	▪ Edgecomb Creek and a tributary to the creek are within the Lindsay Subarea. The Tulalip Tribes and MJS Investors are coordinating on Edgecomb Creek, which runs through the wooded ravine located on the western portion of the site. Another stream just east of Lindsay connects to Tex Lake, Portage Creek, and the Stillaguamish River. ▪ Edgecomb Creek provides suitable fish habitat for important salmonid species, such as the Coho Salmon and Bull Trout, and an existing fish barrier could be removed. The other two streams are non-fish bearing due to natural and manmade barriers. ▪ Eleven wetlands have been identified either within Lindsay or within 300 feet of the Subarea. Many are considered degraded due to prior land clearing, mowing, encroachment of non-native species, and/or used for agriculture. ▪ Vegetation includes pasture grasses, forests, and scrub-shrub patches and corridors. Disturbed/degraded areas include non-native invasive species. ▪ The area supports typical urban wildlife, such as deer, squirrels, crows, songbirds, and other small birds and mammals.
 *Utilities & Public Services*	▪ Existing homes currently use on-site septic systems and domestic wells. Future water and sewer service will be provided by City of Arlington Public Works Water and Sewer Divisions. ▪ The City is currently at maximum capacity and is planning numerous facility improvements, including increasing the production capacity of the water treatment plant. ▪ Snohomish County Public Utility District (SPUD), Waste Management, Ziply, and Comcast serve the Lindsay area and are expected to continue coordinating with the City to accommodate growth in Lindsay. ▪ The City recently updated its water and sewer system model. However, the modeling results have not yet been made available to fully assess the system's capacity to serve the Lindsay Subarea. This modeling would help clarify necessary offsite improvements to maintain systems capacity. ▪ With continued planning, adequate funding, and interagency coordination, schools, police, and fire/emergency services are anticipated to adequately serve Lindsay.

1.4 What We Heard

The input from the April 2025 EIS Scoping Neighborhood Meeting and 2024 Comprehensive Plan and Housing Action Plan outreach informed the ideas and goals for the subarea. The summary of the public engagement is below:

Exhibit 1.4-1. Engagement Summary

Event	Date	What We Heard
Comprehensive Plan Public Engagement and Outreach – Housing Survey	2022-2024	▪ 48% of those surveyed are satisfied with the sense of community among residents. ▪ 12% of those surveyed believed there was an availability of affordable housing within the city. ▪ 47% of those surveyed had acceptance of residents of all backgrounds.
Comprehensive Plan Public Engagement and Outreach – Hilltop Subarea Survey*	2022 - 2024	▪ Good appearance and has adequate lighting ▪ No essential services nearby ▪ No easy access to medical services ▪ No variety of housing types ▪ No bus stops ▪ No fully improved streets ▪ Not part of a trail network ▪ No obvious attractions ▪ No public art ▪ Mixed results on walkability, neighborhood safety, close to employment, public services, pedestrian concerns, and sites for socialization.
EIS Scoping/ Neighborhood Meeting **(Planned Action Ordinance Community Meeting as required by RCW 43.21C.440)**	March 20 – April 10, 2025/ April 7, 2025	▪ Community members value the rural character of the area but there are conflicting visions for future land uses within the Subarea. ▪ Single-family homes and attached home styles are most preferred in the area. Some community members raised concerns about smaller lot sizes and higher housing density, noting they may not align with the character of surrounding neighborhoods. Others emphasized the importance of offering affordable housing options to support young families and future generations. ▪ There is equal interest in placing multifamily homes close or away from 172nd St. ▪ There is strong interest in expanding park and recreational opportunities. The most desired park feature is an open field or lawn, followed by pedestrian lighting, playgrounds, and seating. Parks located near 172nd St are considered the most likely to be used by participants. ▪ Community members stressed the importance of conducting further traffic studies and prioritizing investments in infrastructure along 172nd St to address safety and meet anticipated capacity needs. ▪ Preservation of cultural artifacts and environmental resources in coordination with the Tulalip and Stillaguamish Tribe. ▪ Residents should be made aware of the proximity of their dwelling to the Arlington Municipal Airport and associated airport-related

Event	Date	What We Heard
		impacts (noise and air pollution). Future plans should be reviewed for airspace hazard.

*Note: The following survey response is for the broader Hilltop Subarea.

2 Vision and Plan Concepts

2.1 Vision and Guiding Principles

Arlington's Comprehensive Plan, *Arlington in Motion 2024 & Beyond*, establishes a community vision for the Hilltop Subarea, including the Lindsay neighborhood:

> *"In 2044 Hilltop has a diversity of housing types allowing all types of families to call this subarea home. Hilltop is home to many residents of Arlington and has entertainment and retail opportunities for the community"*

Building on this vision, the Lindsay Subarea will grow into a peaceful, connected neighborhood by cultivating spaces that support well-being and welcome all who call it home.

The following guiding principles, as detailed in the framework plan, reflect the community's priorities for Lindsay and inform the strategies outlined in the chapters that follow:

- **Encourage diverse housing options**
- **Invest in safe, multimodal connectivity**
- **Create a well-connected network of parks and open space**
- **Enhance natural environment health**

2.2 Framework Plan

Exhibit 2.2-1 illustrates the vision and key proposals for Lindsay Subarea, reflecting the guiding principles outlined above. The Lindsay Subarea Framework Plan aligns with the City of Arlington's land use planning framework and supports implementation of AMC 20.44.032 Subarea Plans.

Exhibit 2.2-1. Lindsay Framework Plan

1. Accommodate planned 172nd St improvement and continue advocating for implementation.
2. Install a roundabout to improve traffic flow and foster community interaction to neighboring sites.
3. Accommodate a variety of housing types and allow for mixed use and commercial.
4. Lay out residences for community interaction balanced with privacy.
5. Develop a cohesive network of streets and trails to ensure convenient, safe connections between homes, parks, and other community destinations. Connect internal trails throughout the site, especially along the other buffer of open spaces.
6. Consider using the power lines easement as a park with trails and amenities like community gardens and play spaces.

Chief Sealth Trail, Seattle

7. Connect to the city and regional trails like Gleneagle and Forest Park, Airport, and Centennial Trail.
8. Set up street systems to facilitate future offsite connections.
9. Design parks and trail systems for comfort and safety through "eyes on the parks" strategies.
10. Create a total of at least 2+ acres in park space (location flexible) that encourages public use, builds community pride, and supports environmental stewardship.
11. On-site stormwater treatment with bioretention and vaults as planned in Action PT-2.
12. Continue working with the Tulalip Tribes to restore Edgecomb Creek.
13. Preserve Native Growth Protection Area (NGPAs) to protect habitat corridors and critical areas.
14. Enhance the wetland systems through a combination of wetland mitigation bank credits, wetland creation, and preservation of the wooded wetland.

- Single family homes
- Future Development Area - residential (and potential commercial) mix
- Public to private transition
- Public to private transition - location to be determined with future site planning
- Parks
- Parks - location to be determined with future site planning
- Easement
- Streams
- Natural areas
- Wetland
- Wooded wetland

Source: MAKERS, 2025

Housing

The City of Arlington and Snohomish County are planning for housing growth in the Lindsay Subarea (see *Appendix B Existing Conditions Report – Land Use, Development, and Design*), and employment growth within the larger Hilltop area. In accordance with AMC 20.44.032, the Lindsay Framework Plan aligns with these growth targets and includes a diverse mix of housing types. The plan accommodates a total of around 436 units at an average gross density of 5 units per acre, resulting in a net increase of around 419 housing units. Houses and townhomes are allowed to be up to 3 stories, and apartments up to 5 stories. Housing types are envisioned to be similar to the examples shown in Exhibit 2.2-4.

To meet the City and community goals for housing variety, the plan accommodates single-family homes (approximately 70% of the expected housing units), townhomes (20% of units), and multifamily homes (10% of units). Additionally, AMC 20.44.032 Subarea Plans allows for a small portion of mixed-use, small commercial, and ADUs, which could be included in the Future Development Area.

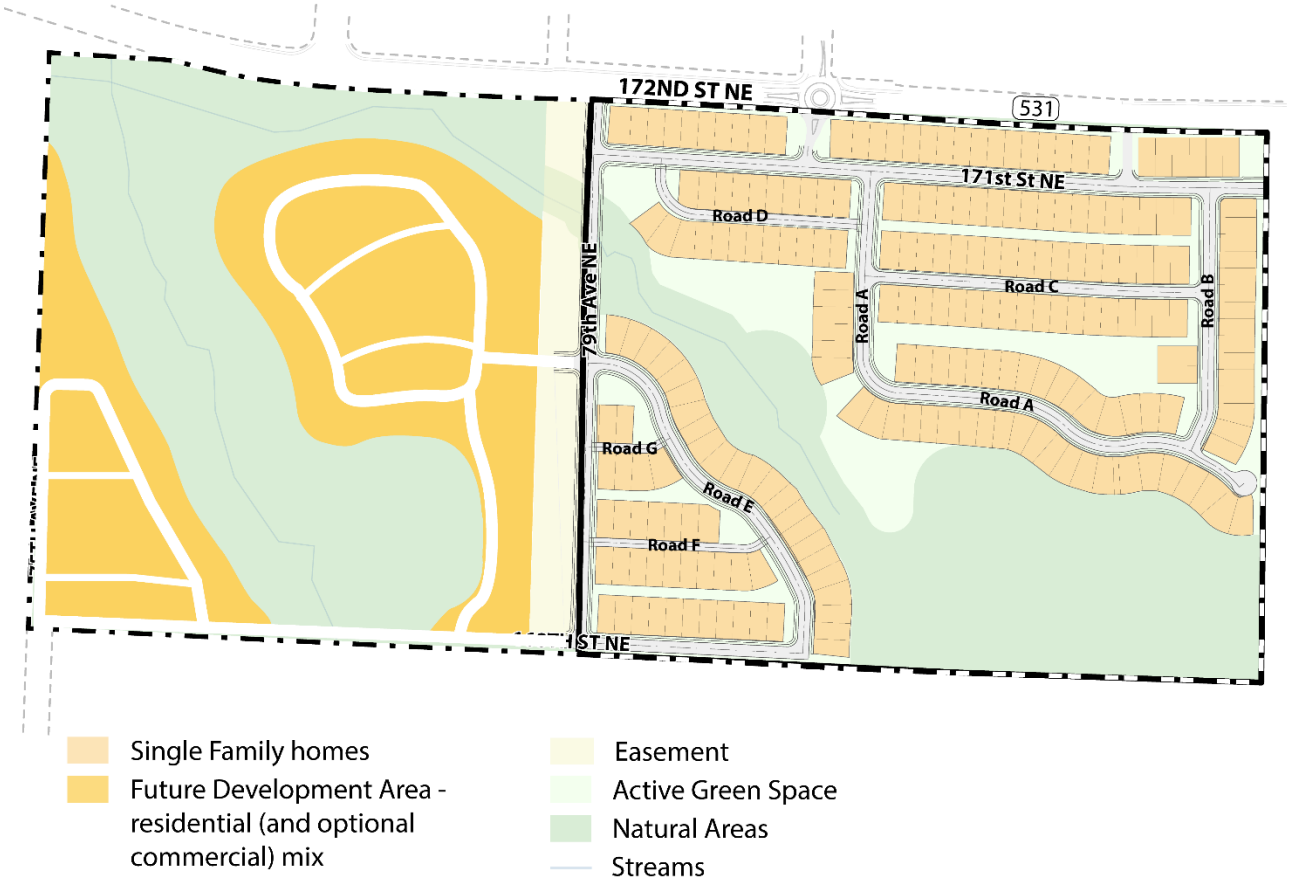
Exhibit 2.2-2. Lindsay's Expected Housing Units

	Single family homes	Townhomes	Multifamily homes or other[1]	Total
Pending Project Area	224 (51%)	0 (0%)	0 (0%)	**224 (51%)**
Future Development Area[2]	81 (19%)	87 (20%)	44 (10%)	**212 (49%)**
Lindsay Subarea	**305 (70%)**	**87 (20%)**	**44 (10%)**	**436**

1.Mixed-use, small commercial, and ADUs are allowed, but not included in draft proposal.
2. Example land use breakdown meeting AMC 20.44.032 and aligning with Pending Project Area developments.

	Existing	Net New	Total
Housing Units	17	419	**436**
Gross area (acres)			**87.5**
Gross density (units per acre)			**5.0**

Exhibit 2.2-3. Housing Type Map



Note: The types and configuration of development may be updated in future phases, provided the intent for land uses under AMC 20.44.032 is maintained. Source: MAKERS, Land Technologies, 2025

Exhibit 2.2-4. Housing Type Examples

Source: Land Technologies, MAKERS, 2025

Parks and Open Space

Housing would be organized around two open space corridors that follow the Edgecomb Creek tributaries, and parks and trails would be interspersed throughout the development. The parks and open space plan features include:

- Several active green spaces (see illustrations in Exhibit 2.2-5), including common open spaces between buildings and parks facing the natural open space corridors, some of which double as stormwater vaults.
- A planned trail system connecting sidewalks and open spaces.
- A preserved wooded wetland in the southeast corner.
- Restoration of other wetlands and the historic Edgecomb Creek in coordination with the Tulalip Tribes.

Exhibit 2.2-5. Open Space and Trails

Note: The types and configuration of development may be updated, provided the intent for land uses under AMC 20.44.032 is maintained. Source: MAKERS, Land Technologies, 2025

Approximately 12% of the site would be designated as active green space and trails, exceeding the AMC 20.44.032 requirement for 10% of the non-Native Growth Protection Area (NGPA) site area to be recreation, open space, and trails. The NGPA would account for 30% of the site.

Exhibit 2.2-6. Recreational Facilities, Open Space, and Trail System

	Area (sf)	% of Gross
Total Lindsay Subarea Gross Area	**3,810,914**	
Required Open Space (10% of (gross area minus NGPA))	**268,223**	
Native Growth Protection Areas (NGPA)	1,128,685	30%
Open Space	108,244	3%
Parks: Storm Management, Recreation Areas	470,776	**12%**
Pending Project Area		
NGPA	337,425	9%
Open Space	43,834	1%
Parks: Storm Management, Recreation Areas	122,426	3%
Future Development Area		
NGPA	791,258	21%
Open Space[1]	64,410	3%
Parks: Storm Management, Recreation Areas[1]	348,350	9%

Sources: Land Technologies, 2025

Exhibit 2.2-7. Common Open Space Illustrations

Sources: Land Technologies, 2025

Transportation

The proposed street system would ensure the new neighborhood is interconnected and accessible with streets and trails for people walking, biking, rolling (e.g., wheelchair, stroller, scooter), transit riding, and driving. Major connections within Lindsay include 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 SR 531 (172nd St NE).

To ensure the larger transportation system runs smoothly, the developer and/or City would install a roundabout at 80th Dr NE, depending on timing of development, and the developer would improve SR 531 (172nd St NE) along the Subarea to help implement City and WSDOT plans for SR 531 (172nd St NE).

Exhibit 2.2-8. SR 531 (172nd St NE) Roundabout Concept

Source: Land Technologies, 2025

Street types and associated cross sections can be found in **Chapter 4 Transportation.**

2.3 Goals and Policies

Development and Design Objectives

Goals

1. Accommodate planned housing growth within the subarea that aligns with citywide goals.
2. Encourage high-quality, pedestrian-oriented design that prioritizes walkability, safety, accessibility, and opportunities for social connection.
3. Advance Arlington's tree canopy goals and climate resilience strategies.

Objectives

1. Update development and design standards to support a mix of housing types that meet the evolving needs of Arlington's households.
2. Protect the privacy of individual properties while encouraging shared spaces that promote social interaction.
3. Integrate parks and common open spaces into neighborhoods to create accessible areas for informal gathering, recreation, and neighborly interaction.
4. Preserve existing mature trees where feasible and require tree retention and tree planting.
5. Require landscaping to minimize impervious surface area, increase green space, and enhance aesthetics.

Transportation

Goals

1. Develop a safe, comfortable, and accessible transportation network for people of all ages and abilities – whether walking, biking, rolling (e.g., wheelchairs and mobility devices), or driving.
2. Design the transportation network with the capacity and flexibility to support future growth and evolving travel needs.
3. Use complete street design to improve connectivity, support multimodal travel, and strengthen neighborhood identity.
4. Reduce reliance on single-occupancy vehicles by promoting active transportation.
5. Integrate sustainable design in transportation infrastructure to minimize environmental impacts.

Objectives

1. Coordinate with WSDOT to improve SR 531 (172nd St NE) to enhance safety, expand capacity for increased traffic volumes, and provide safe access for all users.
2. Develop a cohesive network of sidewalks, shared paths, and trails to ensure safe and comfortable multimodal connections throughout the neighborhood.
3. Prioritize safety of children and other vulnerable people by separating paths for people from fast-moving vehicles – encouraging play and independent neighborhood travel.
4. Connect to regional trail systems, expanding recreational access and mobility options.
5. Implement traffic calming measures on internal roadways to slow traffic and enhance pedestrian comfort.

Parks and Trails

Goals

1. Create a cohesive green space and trail network.
2. Improve access to nature and promote opportunities for both active and passive recreation.
3. Encourage environmental stewardship and habitat preservation through thoughtful park and trail design.
4. Design parks and trails as community gathering spaces that foster social interaction and inclusion.

Objectives

1. Dedicate at least 10% or more of the total land area (minus the NGPA) to recreation facilities, parks, and trails
2. Integrate the trails with the broader green space system to provide continuous, accessible pathways throughout the neighborhood
3. Create flexible, multi-functional active green spaces that accommodate a variety of activities such as play, events, and quiet reflection.
4. Design parks to respond to the site's natural features, incorporating native vegetation, stormwater features, and topography.

Natural Environment

Goals

1. Protect and enhance wetlands, critical areas, and their buffers to maintain ecosystem services.
2. Restore the health of Edgecomb Creek and its tributaries.
3. Protect fish and wildlife habitat in the subarea.

Objectives

1. Preserve the Native Growth Protection Area (NGPA) and critical areas and their associated buffers
2. Implement wetland mitigation plan and protect the wooded wetland.
3. Partner with the Tulalip Tribes to restore fish passage and ecological functions of Edgecomb Creek.

Utilities

Goals

1. Manage stormwater through integrated systems that support a healthy natural environment.
2. Serve the area with adequate infrastructure.

Objectives

1. Manage stormwater with green stormwater infrastructure where feasible to filter and reduce runoff and support wetland health.
2. Coordinate with utilities to meet future capacity needs and support long-term development.
3. Integrate utility corridors with multi-functional uses (e.g., trails, habitat corridors, or greenways) where appropriate.

3 Development and Design Standards

3.1 Context

Over the past two decades, while the greater Hilltop Subarea saw significant residential development, the Lindsay portion has seen no new development and retains much of its rural and agricultural character. Existing land uses are predominantly low density residential, with single family homes situated on large lots interspersed among open fields and wooded areas.

Gleneagle and Northern Hilltop, just north of Lindsay, include single family houses interwoven with public parks, HOA mini-parks, and a private golf course. Newer developments east of SR 9 have introduced smaller lot single family, reflecting a shift toward more compact housing.

Nearby subdivisions – Edgecomb, Gleneagle, and Northern Hilltop
Source: Google, 2025

The Subarea benefits from proximity to the following hubs:

- **Commercial** – the future SR 531(172nd St NE)/SR 9 commercial node
- **Civic** – Pioneer Elementary School, Arlington High School, and the Byrnes Performing Arts Center northeast of Hilltop
- **Industrial** – the Cascade Industrial Center, one of Snohomish County's employment centers

These hubs attract residents and are a driving factor to foster housing growth in Lindsay.

Community members envision Lindsay as a residential hub aligned with the Hilltop Subarea vision for diverse housing, retail, and entertainment. Lindsay Subarea planning participants were interested in compatible development patterns with quality design, parks and trails, and enhanced neighborhood connectivity. This chapter positions Lindsay to evolve into a complete, connected neighborhood that supports local residents and the broader community.

3.2 Strategies

The community's development and design goals for the Lindsay Subarea include:

A. Promote diverse housing options (See Exhibit 2.2-2) to meet community needs,
B. Complement the surrounding neighborhood pattern, and
C. Promote a walkable and welcoming community.

The following strategies advance these goals.

Land Use Mix and Density

AMC 20.44.032 Subarea Plans section (f) regarding Master Planned Neighborhood (MPN) Overlay areas requires the following land uses:

- 70% small lot detached single family homes (3,600 SF to 4,500 SF).
- 20% attached residential (e.g., townhouses, rowhouses, duplexes).
- 10% multifamily, mixed-use (commercial/residential), accessory dwelling units (ADUs), or small commercial.
- 10% of the total area of land minus the Native Growth Protection Areas (NGPA) to be recreational facilities, open space, and trail system.

Exhibit 3.2-1 Land use map illustrates the anticipated mix of land use types, with development in the Pending Project Area providing small lot detached single family homes, and the Future Development Area providing the remainder of the required mix of housing types.

Exhibit 3.2-1. Land Use Map

Note: The Pending Project Area is likely to develop as illustrated. The Future Development Area is anticipated to develop completing the remainder of land uses to meet the required land use mix across Lindsay.
Source: Land Technologies, MAKERS, 2025

Exhibit 2-23. Future Development Area Minimum Residential Density

Future Development Area Minimum Residential Density	
Future Development Area gross area (acres)	39
Unbuildable land critical areas, buffers, and easements (acres)	20
Gross buildable land (acres)	19
Minimum Residential Density Expected units/gross buildable land acres (units/acre)	**11**

Source: Land Technologies, 2025

DS-1 **Land use mix.** Apply this subarea plan to the Lindsay Subarea, allow the land uses as described in AMC 20.44.032(f)(3), and require the land use mix described above. See also Strategy **PT-1.**

DS-2 **Residential density.** Across the **full Lindsay Subarea**, residential development shall achieve a minimum density of 5 dwelling units per gross acre (includes critical areas, buffers, and easements), i.e., approximately 436 units/87.5 acres. Residential development shall not exceed 436 units across the full Lindsay subarea; however, if more units are proposed in the future the application for the additional units is required to update and/or revise all necessary documents to describe and mitigate any additional impacts, and provide a site plan and calculations that show compliance with the 70/20/10 residential housing split.

Because the Pending Project Area includes approximately 227 small lot single family units, residential development in the **Future Development Area** must achieve a minimum density of 11 dwelling units per gross buildable area (excludes critical areas, buffers, and transmission lines easement) and maximum unit count of approximately 209 units (unless providing additional impacts analysis and information as described in the paragraph above). This density is required to ensure that the subarea as a whole meets the intent of AMC 20.44.032's required mix of land uses. If an individual future project area cannot meet the minimum density due to site constraints, the applicant must provide a site plan that illustrates how the Future Development Area as a whole would meet this density and land use mix requirement.

If development in the Pending Project Area does not develop as anticipated, the subarea-wide minimum gross density and land use mix requirements continue to apply, though the distribution of density may be adjusted. Development may be configured across the full subarea differently than displayed in the example site plan.

Development Regulations

Exhibit 3.2-1 identifies the changes to apply to the Lindsay subarea, which are intended to encourage housing development and accommodate the growth anticipated in the city and region.

DS-3 Apply the following dimensional standards to the Lindsay Subarea to accomplish the concept shown in Exhibit 2.2-1. Lindsay Framework Plan.

Exhibit 3.2-45. Lindsay Development Standards

Single-family or cottage housing	
Minimum Lot Size	3,600 square feet
Maximum Lot Size	4,500 square feet
Minimum Lot Width	30 feet
Single-family houses, cottage housing, or townhouses	
Maximum Height	35 feet
Building Setbacks	Front – minimum: 10 feet*
	Front – maximum: 15 feet (greater distance allowed if lot shaped requires it)
	Side – minimum: 5 feet
	Rear Loaded Rear Setback from sidewalk or drive aisle paving edge if no sidewalk: ▪ Garage: 2-5 feet or 20-22 feet, or ▪ Surface parking only: 20’ minimum if parking is perpendicular to drive aisle, or 10’ if parking is parallel to drive aisle Front Loaded Rear Setback: 10 feet minimum
	Projections: Roof overhangs, fireplace projections, and bay and box windows are allowed to project up to 18” inches into the setbacks
Parking Orientation	Drive aisles are encouraged. When drive aisles are present, parking must be accessed from the drive aisle. Otherwise, front-loaded parking is allowed. Also see **Vehicular Entrances and Driveways.**
Impervious Coverage	Refer to setback and stormwater manual for initial development. For redevelopment, impervious surface area may not increase by more than 10%.
Apartments, mixed use, or small commercial	
Maximum height	50 feet
Building Setbacks	Front – minimum: 5 feet*
	Side – minimum: 5 feet
	Rear: 10 feet
Parking Orientation	See **Vehicular Entrances and Driveways** and **Parking Lots Location.**
Commercial Size	Maximum: 2,000 square feet
Impervious Coverage	Refer to setback and stormwater manual for initial development. For redevelopment, impervious surface area may not increase by more than 10%.

* Porches are allowed within the front setback up to 5’ from the property line.

Design Standards

To fulfill community goals for Lindsay, the design standards guide development to be functional, well designed, and integrated into the surrounding natural and built environment. These standards supplement the Arlington Municipal Code (AMC) Title 20 – Zoning and the Development Design Standards.

The table below provides an overview of the citywide Development Design Standards that are either maintained or amended for the Lindsay Subarea as follows:

- ✓ Existing citywide standard applies to Lindsay Subarea
- ○ Refined design standard applies to the Lindsay Subarea, as amended in the corresponding sections of this chapter
- ★ New topic applies to the Lindsay Subarea, as outlined in the corresponding sections of this chapter

Exhibit 3.2-6. Lindsay Design Standards Overview

Citywide Development Design Standards		Subarea Plan Reference	Relevant Codes
Street Character and Liveliness			
Inhabited Streets	○	Pedestrian-Oriented Facade	
Pedestrian Environment			
Access to Buildings from the Street	✓		
Screening Blank Walls and Retaining Walls	○	Pedestrian-Oriented Facade	
Service Element Screening	✓		
Screening Parking Lots	✓		
Screening Parking Garages	✓		
Parking Garage Entries and Driveways	○	Vehicular Entrances and Driveways	
Lighting Design	○	Lighting	
Landscape Design			
Continuity Along the Street	✓		
Parking Lots	✓		
Trees	★	Trees	20.76.124 Shade Trees on Lots and 20.76.110 Required Trees Along Dedicated Streets
Transition Between Occupied Spaces and Street			

Citywide Development Design Standards		Subarea Plan Reference	Relevant Codes
Buffering Private Spaces	○	Trees	20.46.080 Walls and Fences
Neighborhood Character			
Creating Streetscape Compatibility	✓		
Orienting the Building to the Street	○	Orienting to Public Spaces	
Compatibility within Emerging Centers	✓		
Adjacent Properties			
Retaining Privacy and Solar Access	○	Solar Access	
Parking Adjacent to Residences	○	Parking Lots Location	Chapter 20.72 Parking, 20.76.130 Shade Trees in Parking Areas, and 20.76.110 Required Trees Along Dedicated Streets
Siting			
Creating Usable Open Space	○	Residential Open Space	20.44.032 Subarea Plans and 20.52.030 Residential Usable Open Space
Siting Parking Areas	○	Parking Lots Location Vehicular Entrances and Driveways	Chapter 20.72 Parking, 20.76.130 Shade Trees in Parking Areas, and 20.76.110 Required Trees Along Dedicated Streets
Siting Service Elements	✓		
Transit Facilitation			
Integrating Transit into Site Planning	✓		
Pedestrian Circulation in Multi-Family Complexes	○	Parking Lots Location	Chapter 20.72 Parking, 20.76.130 Shade Trees in Parking Areas, and 20.76.110 Required Trees Along Dedicated Streets
Architecture Character			
Consideration of Site Conditions	✓		
Unifying Design Concept	✓		
Compatibility with Neighborhoods	✓		
Character and Massing			
Articulation and Modulation	✓		
Architectural Scale	✓		
Rooflines	✓		
Architecture Elements			

Citywide Development Design Standards		Subarea Plan Reference	Relevant Codes
Human Scale	✓		
Building Features	✓		
Entries	✓		
Exterior Finish Materials			
Appropriate Materials	✓		
Parking Garages			
Compatibility with Occupiable Spaces	✓		
Integration with the Attached Building	✓		
Mixed-Use Buildings			
Site and Building Design	✓		

Legend: ✓ = Applicable citywide Development Design Standard
○ = Refined design standard for the Lindsay Subarea ★ = New topic for the Lindsay Subarea

Orienting to Public Spaces

Intent

This standard adds to the citywide **Development Design Standard 2.1, Access to Buildings from the Street,** and **Orienting to Public Spaces** standards that require primary entries to face streets. In the Lindsay Subarea, many units' primary entries will face active green spaces instead of streets. Ensure that lots facing designated parks or common open spaces have direct and comfortable pedestrian connections to the public sidewalk network, supporting walkability, neighborhood sociability, and "eyes on the park" for safety.

Standards

DS-4 Orient buildings toward public space, which includes streets, parks, and common open space. When a townhouse complex or multifamily building abuts multiple public spaces (e.g., a corner lot on 2 streets or a street and a park), face at least one unit toward each public space when feasible. For lots abutting parks and common open space, relate to and connect to the space through the following measures:

4.1. Orient primary pedestrian entries toward the park or common open space.

4.2. Provide a direct path to the sidewalk or trail in the park or common open space (also see **Trails**).

4.3. See **Public to Private Space Transitions** to ensure primary entries balance privacy with opportunities for neighborly int0eraction.

Pedestrian-Oriented Facade

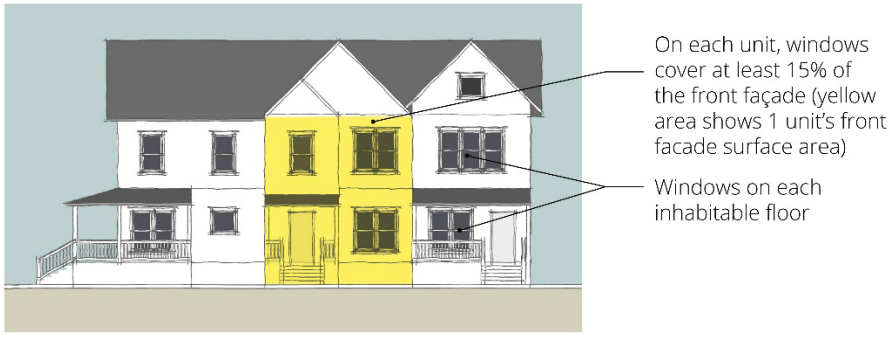
Intent

These standards add to citywide **Development Design Standards 1.1 Inhabited Streets** about creating lively street edges and **2.2 Screening Blank Walls** about preventing inactive spaces. It builds on these goals by clarifying requirements for residential facades facing streets and common open spaces.

Standards

DS-5 Create lively street edges through the following measures:

5.1. **Transparency.** Provide transparent windows or doors on at least 15% of the primary pedestrian façade (all vertical surfaces of a residence facing the street or open space that contain living space or garage) to promote visibility and connection between the building interior and the public realm. For secondary streets on corner lots, a minimum of 10% transparency is required. All areas inside an individual window frame may be counted in transparency calculations (including, without limitation, window sashes, mullions, rails, stiles, and grilles).



5.2. **Blank walls.** No ground floor may have a length of 15 feet or greater (measured parallel to the street) without a window, door, porch, special landscaping (e.g., vertical trellis, trees, and shrubs), or other architectural building elements that provide visual interest at the pedestrian scale.

Example of a corner lot with quality windows and materials facing the street.

Vehicular Entrances and Driveways

Intent

This standard amends citywide **Development Design Standards 2.6 Parking Garage Entries and Driveways** and adds to **7.2 Siting Parking Areas** to reinforce a walkable and people-oriented community by minimizing the impact of vehicles on the streetscape and pedestrian environment.

Standards

DS-6 Locate and design garages and driveways to support a people-oriented community in the following ways:

6.1. **Primary pedestrian entrance.** Buildings must prioritize individual pedestrian entrances over garages. Enhance primary entries with vegetation, trellis, small porch, or other architectural elements that provide a transitional space between private homes and the public realm, and where possible, weather protection. (Refer to **Pedestrian-Oriented Facade** standards.)

6.2. **Garages.** Allow street-accessed/front-loaded garages provided:

6.2.1. Garage door maximum: 20 feet

6.2.2. Location: Garages must be set back at least 5 feet from the front projection of the residence (including porches or covered entry features)

Front-loaded homes with garages' visual impact minimized through prominent pedestrian entry and garage set back 5 feet from porch and roof projections. Source: Google, 2025.

6.3. Driveway dimensions for street-accessed homes.

6.3.1. Driveway width maximum: 20 feet (measured at the sidewalk perpendicular to driveway edge)

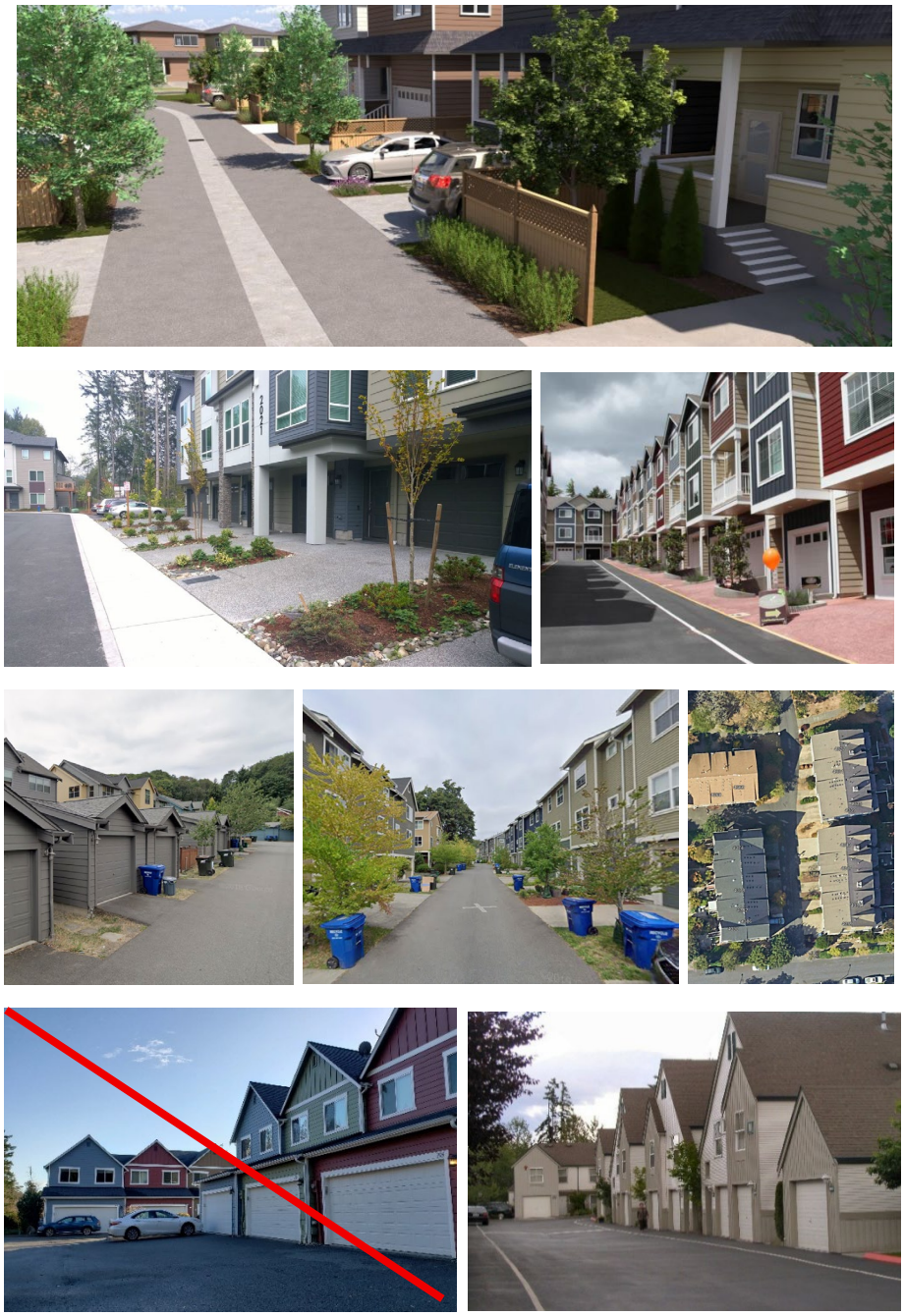
6.3.2. Driveway length (measured from the property line): minimum 20 feet, maximum 22 feet. Exception: Adjustments to driveway length are permitted when necessary to accommodate the shape of the lot or curvature of the street.

6.4. **Drive aisles parking**. Drive aisles that provide auto access from the rear are encouraged. Buildings on lots that have drive aisle access must provide parking access from the drive aisle and adhere to the following standards:

6.4.1. Garage setback along drive aisle: Garage setback to be 5' maximum from edge of drive aisle or 20-22' from edge of drive aisle. Driveways between 5' and 20' long are not allowed to prevent parked vehicles encroaching on the drive aisle, which could block emergency vehicles and other vehicles in the drive aisle.

6.4.2. Drive aisle landscape: A minimum 20 square feet of landscaped area abutting the drive aisle is required per lot. These may be clustered but must be placed no more than 60 feet apart on average. Back yards (with or without fencing) count toward this requirement if a tree is provided. While trees are not required, the landscaping may include a combination of groundcover and

shrubs and/or small trees (and large trees where possible) to slow traffic by narrowing the visual width of the drive aisle and reduce the aesthetic and stormwater impact of paved surfaces. Decorative walls and retaining walls count toward this requirement. (See **Trees**)



Drive aisles with regular landscaped areas to narrow the visual width of the drive aisle and provide shade, and garage placement for either no parking or adequate parking in front of the garage. The bottom image is an example of inacceptable design treatments.

Lighting

Intent

Adjusts **2.7 Lighting Design** to provide appropriate illumination for public space and streets. Consistent, low levels of light increase safety and support a positive atmosphere while minimizing unwanted light spillover into nearby residential areas and wildlife habitats.

Standards

DS-7 Provide appropriate exterior lighting:

7.1. Provide appropriate average lighting levels for all publicly accessible paths:

7.1.1. Low or non-pedestrian and vehicular traffic areas, which include drive aisles and trails –minimum 0.2 foot-candles average , maximum 4 foot-candles average, except when adjacent to natural areas, trails may be unlit.

7.1.2. Moderate- or high-volume pedestrian areas, which include access and neighborhood streets and building entries–minimum .9 foot-candle average, maximum 5 foot-candles average, preferred average 2 foot-candles.

7.1.3. Parking lot lighting. Use fully shielded parking lighting fixtures; dark sky rated and mounted no more than 20 feet above the ground, with lower fixtures preferable so as to maintain a human scale. Public parking lots –minimum .5 foot-candle average, maximum 4 foot-candles average.

7.2. Maintain consistent lighting levels with a minimum lighting level uniformity ratio no greater than 4:1 to create gradual transitions between varying levels of lighting and between lit areas and unlit areas. Avoid highly contrasting pools of light and dark areas.

7.3. Pedestrian lighting maximum height: 15 feet, or 3-4-foot bollards

7.4. Parking area lighting maximum height: 20 feet, with lower fixtures preferred to maintain a human scale.

7.5. Use only fully shielded, dark sky-rated lighting fixtures.

7.6. Steady, non-flashing lighting of building features, artwork, and special landscape elements may be allowed, subject to the findings of the Director that the light causes no significant adverse impact.

Trees

Intent

Ensure adequate trees are near homes to provide access to nature and beauty, shade for cooling, stormwater management, air filtration, noise absorption or masking, and other ecosystem benefits. Create a cohesive aesthetic with rows of trees along the front, and where possible back, of homes.

Standards

DS-8 Provide trees along streets and paths and in parking lots, and preserve existing trees, in the following manner:

8.1. Preserve existing trees in the Native Growth Protection Area and designated open spaces. To the extent possible, preserve existing trees in designated parks. See designated parks and open space in Exhibit 5.2-1.

8.2. Select tree species per Arlington's approved species list (City of Arlington Tree List or Seattle's Green Factor tree list).

8.3. Along all streets, plant or preserve street trees in landscape strips at least every 40 feet on average (also see **Street Types and Design**). Note, trees are encouraged but not required in the landscaped areas along drive aisles.

8.4. Where development faces parks or common open spaces, plant or preserve trees at least every 40 feet on average along the path running roughly parallel to the front lot lines. (Trees may be on either side of the path and may alternate sides.)

8.5. See the **Citywide Development Design Standards 3.2 Parking Lots** for trees in parking lots standards.

8.6. Phased development must meet tree requirements for the portion of the site being developed, including conditions of approval.

8.7. See root barrier requirement in City of Arlington Tree List.

Public to Private Space Transitions

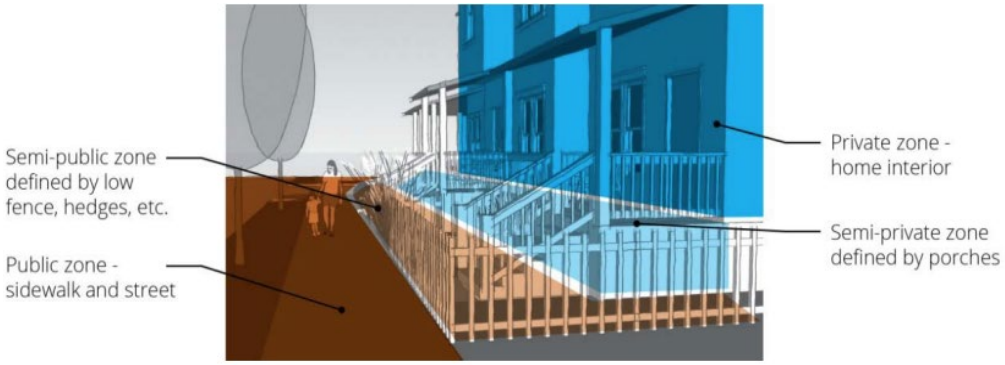
Intent

This standard refines **4.1 Buffering Private Space** to encourage safe and comfortable public and private realms, design "eyes-on-the-street" interaction between the building

interior and the public realm, clarify “ownership” of space (which helps people in their respective zones feel more comfortable occupying the space they’re in), and maintain a sense of privacy in private space.

Standards

DS-9 Create a clear transition between private property and the public realm by establishing a physical “threshold” that defines a semi-public/semi-private zone, through the following measures:



Transition between public and private areas to clarify “ownership” of the space and accommodate positive social interactions between people in public and private areas.

9.1. Define the edge of the property line by one or combination of the following elements, a low hedge, retaining wall, rockery, gate, low fence, railing. It may partially screen the home(s) but not fully block views to and from the street and help define individual units.

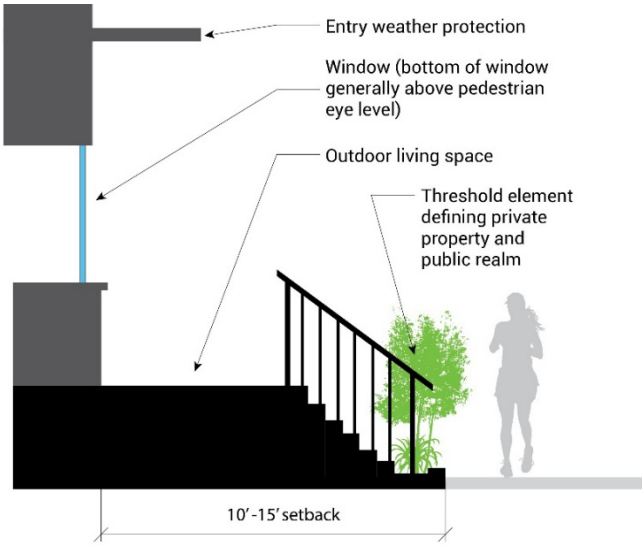
9.2. Front yard fences abutting streets, common open space, and parks may be a maximum height of 4 feet. Side and rear yard fences’ opaque materials may be a maximum height of 5 feet, with 2 additional feet of lattice or other partial screening, up to a total of 7 feet in height. Private yard space, where no other private yard is provided, may be treated like a front, side, or rear yard. Refer to AMC 20.46.080 for fence and wall architectural and material requirements. Exceptions:

9.2.1. Properties that have their rear yards abutting 172nd St NE may have rear yard fence heights up to 7 feet, except at intersections as described in 8.2.2 below.

9.2.2. At intersections along public streets, fence height is limited to 42” within 10 feet of the right-of-way for visibility sight lines as determined by AMC 20.48.100.

9.3. Provide opportunities for eyes on the public space, screen direct views into the home, and provide a clear public to private threshold (as

described in **8.1**). Avoid eye level views from the public space into the home through window placement, ground floor elevation, landscape screening, or other technique. Direct views from a close distance into the home often result in residents keeping their blinds/curtains closed, reducing eyes on the public space. Views to the interior ceiling are acceptable. In general, reduced lateral transition space may be accommodated with increased elevation and/or a stronger threshold element.



Examples of acceptable screening and elevation techniques that provide opportunities for eyes on the public space while protecting views into the home for positive public to private space transitions.

9.4. Covered entries are required. Porches and stoops are to have a minimum depth of 5 feet to accommodate seating and entry.

9.5. For retaining walls over 4 feet tall, refer to **Citywide Development Standards 2.2.3. Vegetatio**n is encouraged to soften the appearance of retaining walls.

Lindsay's single family home lots rendering with thresholds and elevated covered porches, defining the transition between public and private spaces. Source: Land Technologies. 2025.

Solar Access

Intent

Replacing the citywide **Development Design Standards 6.1 Retaining Privacy and Solar Access**, this standard promotes site and building design that enhances solar access for new development, promotes energy efficiency, supports the future integration of solar energy systems, and minimizes impacts to adjacent structures and public areas.

Standards

DS-10 When feasible, orient structures and outdoor open spaces to maximize wintertime solar access, improve passive heating and cooling, and create opportunities for future solar energy infrastructure. Use strategies such as:

10.1. As feasible, minimize wintertime shading on parks and neighboring properties through site planning, stepped building forms, and tree species selection to the extent possible (also see **Parks Design**). For example, plant conifers on northern park boundaries (where shadows would have minimal wintertime impacts on the park) and deciduous trees in southern areas (where shadows on the park would be appreciated during summer).

10.2. When providing solar panels over parking, relax parking lot tree requirements to provide an equivalent area of shade.

Residential Open Space

Intent

Given the extensive provision of ground level parks and open space, adjust **Citywide Development Design Standard 7.1 Creating Usable Open Space** to add flexibility to balcony design on multifamily buildings and allocation of private outdoor space.

Standards

DS-11 Private outdoor space minimum per unit: 50 contiguous square feet. Private yard space, covered patio or deck, and/or shared private courtyards (or any mix of these) may count toward this requirement. This area may count toward alley landscaping (see Strategy **5.4.2 Drive aisle landscape** if abutting an alley).

Exception: Where topography, site configuration, or other constraints make this requirement infeasible, the requirement may be reduced or waived provided the lot connects to a park or common open space.

DS-12 Balconies have no minimum depth when a multifamily building orients to a courtyard, park, or common open space.

Parking Lots Location

Intent

This standard adds to **6.2 Parking Adjacent to Residence, 7.2 Siting Parking Areas, an 8.2 Pedestrian Circulation to Multi-Family Complexes**. It adds flexibility for parking lot location that prioritizes park or common open space activation over street activation, while continuing to emphasize pedestrian comfort and safety, maintains an attractive, cohesive streetscape, and ensures buildings relate to streets, parks, and common open space.

Standards

DS-13 Allow parking areas and lots between a residence and the street only as an exception, when a building is intended to orient toward a park, trail, or common open space and the following design treatments are provided:

13.1. Adhere to **Orienting to Public Spaces.**

13.2. To the extent feasible, locate and design the building to activate both the park/common open space and the street, even if just for a portion of the street or park/open space front.

13.3. Install landscaping consistent with the **Citywide Development Design Standards 3.2 Parking Lots** and **2.4 Screening Parking Lots** to soften the visual impact of the parking area and support stormwater management.

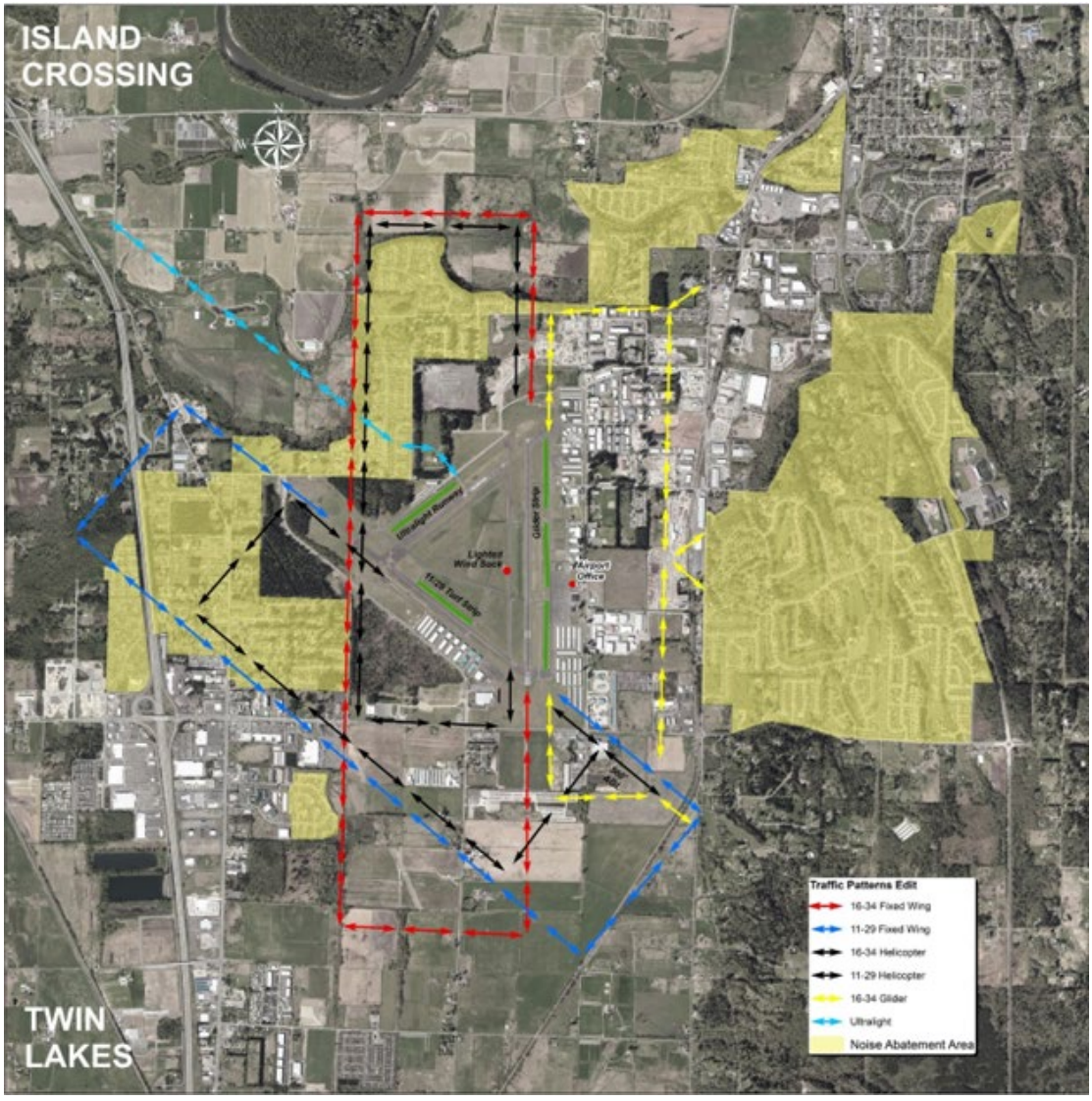
13.4. See citywide Development and Design Standards **5.3 Compatibility within Emerging Centers** regarding pedestrian circulation routes through all residential complexes (5.3.3.6) and grouping buildings in a way to orient to courtyards and gardens, avoiding orientation to parking lots (5.3.3.3).

Airport Noise

As Lindsay lies near Arlington Municipal Airport, more homes could be affected by airport-related air traffic noise. Aircraft follow standard National Business Aircraft Association noise abatement procedures and are advised to avoid noise sensitive areas. Shown in Exhibit 3.2-3. Arlington Municipal Airport Traffic Patterns, Lindsay is not currently designated as a noise abatement area. Updating the Arlington Municipal Airport Traffic Patterns map to include the Lindsay Subarea as a noise abatement area would encourage flight paths that reduce noise impacts to Lindsay.

DS-14 Incorporate the Lindsay Subarea within the Noise Abatement Area on the Arlington Municipal Airport Traffic Patterns Map.

Exhibit 3.2-7. Arlington Municipal Airport Traffic Patterns



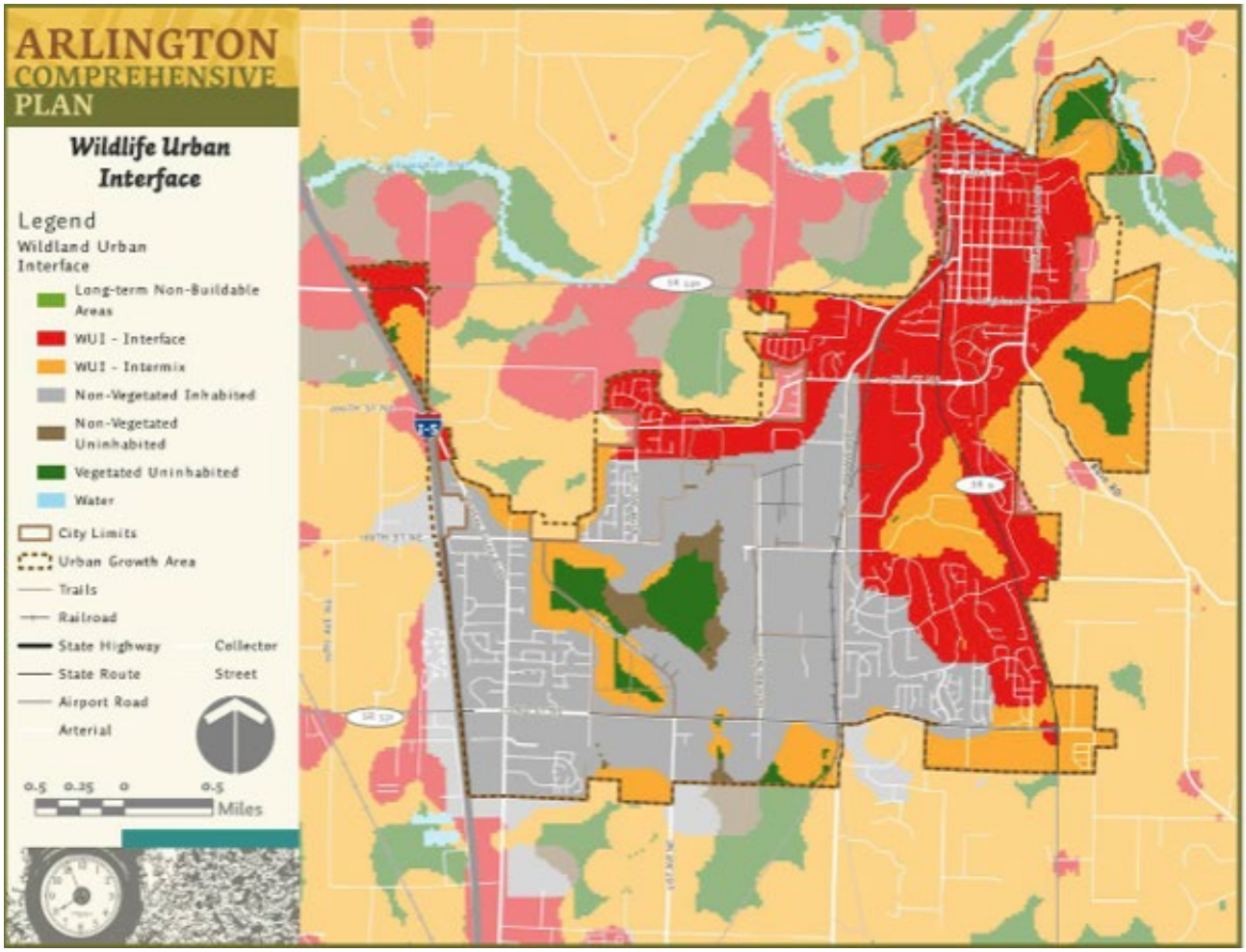
Source: Traffic Patterns, City of Arlington, 2025

Wildfire Risks

The Department of Natural Resource wildland-urban interface (WUI) map and Arlington's Comprehensive Plan indicates Lindsay is located within a WUI intermix area, characterized by lower-density housing interspersed with undeveloped wildland vegetation. The Snohomish County Wildfire Hazard Map shows much of the City of Arlington falls within the lowest wildfire risk zone.

In recognition of this potential risk, Lindsay development should consider the guidance in the Washington Administrative Code (WAC) Chapter 51-55 Wildland-Urban Interface Building Code, or standards the City and/or State may adopt over time, to minimize potential risks and impacts of wildfires.

Exhibit 3.2-8. Arlington Wildland Urban Interface Map



Source: City or Arlington Comprehensive Plan, 2024.

4 Transportation

4.1 Context

Lindsay is located along SR 531 (172nd St NE), a critical east-west corridor for the City of Arlington that carries local and regional traffic. The highway runs along the northern edge of the Subarea, connecting Interstate 5 (I-5) to the west and State Route 9 (SR 9) to the east.

Connectivity. Within Lindsay, the area has not developed with a street system; all properties have direct access to SR 531 (172nd St NE); 79th Ave NE, a north-south street running through the center of the subarea; or 75th Ave NE at the southwest corner. With redevelopment, greater internal connectivity will be necessary.

Pedestrian, bicycle, and transit facilities. The area only includes sidewalks where residential subdivisions developed, meaning there are currently no sidewalks within Lindsay, and a disconnected system on the north side of SR 531 (172nd St NE). SR 531 (172nd St NE) also currently has no bike facilities, though the City is planning for a trail. The Centennial Trail runs north-south along 67th Ave a little over a half-mile west of Lindsay. The nearest bus stop is 2.75 miles away at the Smokey Point Blvd/SR 531 (172nd St NE) intersection.

Traffic. As part of planning for growth and responding to community concerns about congestion and safety, the City of Arlington's Transportation Master Plan (TMP) and Transportation Improvement Program (TIP) have planned major upgrades to SR 531 (172nd St NE). These include road widening, new roundabouts, improved lighting, and other street amenities (see Exhibit 4.2-1 SR 531 (172nd St NE) Improvement Projects).

As Lindsay develops, street and trail networks need to prioritize connectivity, safety, and multimodal access. Design considerations include continuous and protected pedestrian and bicycle infrastructure, effective traffic control measures to ensure safety and comfort, and landscaping and street trees to enhance the public realm and corridor appearance.

4.2 Strategies

SR 531 (172nd St NE) and Roundabout

Transportation projects planned in and around the Lindsay Subarea are described in Exhibit 4.2-1 and shown in Exhibit 4.2-2 Street Projects Map.

The primary access to the Subarea is at the 80th Dr NE/SR 531 (172nd St NE) intersection. To support this connection and other planned improvements along SR 531 (172nd St NE), a two-lane roundabout will be constructed at this intersection (see Exhibit 4.2-1).

Responsibility for constructing the roundabout will fall to the developer and/or the City, depending on whether the development or the SR 531 (172nd St NE) widening project (Phase 2) occur first. If the developer constructs the roundabout, it will count toward impact fee credits since it would be implementing a City-planned improvement. The developer will also be responsible for frontage improvements along SR 531 (172nd St NE).

AMC 20.76.090 Special Screening Requirements , which requires 30-foot-wide landscape screens along SR 531 (172nd St NE), is not applied to the Lindsay Subarea. Instead, SR 531 (172nd St NE) street design includes a buffer and design elements (e.g., trees, shrubs, and residential fences) consistent with Complete Streets, Lindsay Design Standards, and planned improvements. These features improve comfort for all users and may reduce perceived impact of traffic noise.

Exhibit 4.2-1. SR 531 (172nd St NE) Improvement Projects

Projects	Extents	Description
SR 531 (172nd St NE) widening – Phase 1 (City TIP Item #8; Project #R-14A)	43rd Ave to 59th Ave NE	▪ Widen SR 531 (172nd St NE) from 43rd Ave NE to 59th Ave NE to a four-lane facility with two travel lanes in each direction. ▪ Construct roundabouts at 51st Ave NE and 59th Ave NE ▪ Managed and funded through WSDOT with expected City contribution as needed. Construction is scheduled to begin in 2025 and be completed in 2026.
SR-531 Trail Segment 67th to Hwy 9 (City TIP Item #12)		▪ Construct a multiuse (ped/bike) trail along the north side of SR 531 (172nd St NE) between 67th Ave and Highway 9. ▪ Design phase is Federally funded.
SR 531 (172nd Street NE) widening – Phase 2 (City TIP Item #18)	59th Ave NE to SR 9	▪ Widen SR 531 (172nd S NE) between 59th Ave NE and SR 9 to a four-lane facility with two travel lanes in each direction. ▪ Construct a roundabout at 67th Ave NE ▪ Construct a two-lane roundabout at 80th Dr NE/SR 531 (172nd St NE). Funded and led by the developer and/or City depending on timing (see row below). ▪ Listed in WSDOT TIP and anticipated for completion before 2044.

Projects	Extents	Description
80th Dr. NE and SR 531(172nd St NE) Roundabout (City TIP Item #45)	80th Dr NE/ SR 531 (172nd St NE)	▪ Installation of a roundabout at the intersection of 80th Dr NE and SR 531 (172nd St NE). ▪ Coordination with WSDOT. ▪ If development comes before the SR 531 Phase 2 project listed above, this is a developer driven and funded project.

Source: 6-year Transportation Improvement Plan, 2024

T-1 City to support the construction of **SR 531(172nd St NE) Widening - Phase 1**.

T-2 City to collaborate with WSDOT and support the construction of **SR 531 (172nd St NE) Widening - Phase 2** to accommodate growth and safety improvements. Accommodate access points as mapped in Exhibit 4.2-2 Street Projects Map, which includes a right-in/right-out only intersection east of 80th Dr NE and west of 80th Dr NE is a full access (no turn restrictions) until completion of the SR 531 (172nd St NE) Widening - Phase 2, after which it will convert to a right-in/right-out only.

T-3 **80th Dr NE Roundabout**. Design and construct the 80th Dr NE/SR 531 (172nd St NE) roundabout. Implementation will depend on timing of development and SR 531 Phase 2 project. The 80th Dr NE roundabout project will be developer funded and led, and count toward their City transportation impact fees, if development occurs prior to the Phase 2 project. Ensure the following elements are incorporated:

3.1 Accommodate large vehicles such as trucks and emergency vehicles.

3.2 Provide safe and comfortable pedestrian crossings, including appropriate traffic control measures.

3.3 Ensure safe and comfortable trail connections.

T-4 **SR 531 (172nd St NE) Frontage Improvements.** Improve SR 531 (172nd St NE) in a manner that supports the SR 531 (172nd St) Phase 2 project and planned access points as illustrated in Exhibit 4.2-2 Street Projects Map. Frontage improvements will be developer funded and led for portions redeveloping, and will be eligible to count toward their City transportation impact fees, unless the City/WSDOT completes the project prior to development.

4.1 Locate sidewalks, curb, gutter, and other utilities to accommodate the planned SR 531 (172nd St NE) widening.

4.2 Align improvements with the City's Complete Streets Program and support non-motorized travel, including a trail. Buffer sidewalks from roadway traffic with landscaped strips with street trees.

4.3 Provide landscaping to improve corridor appearance and increase comfort for pedestrians. Integrate green storm water infrastructure when feasible.

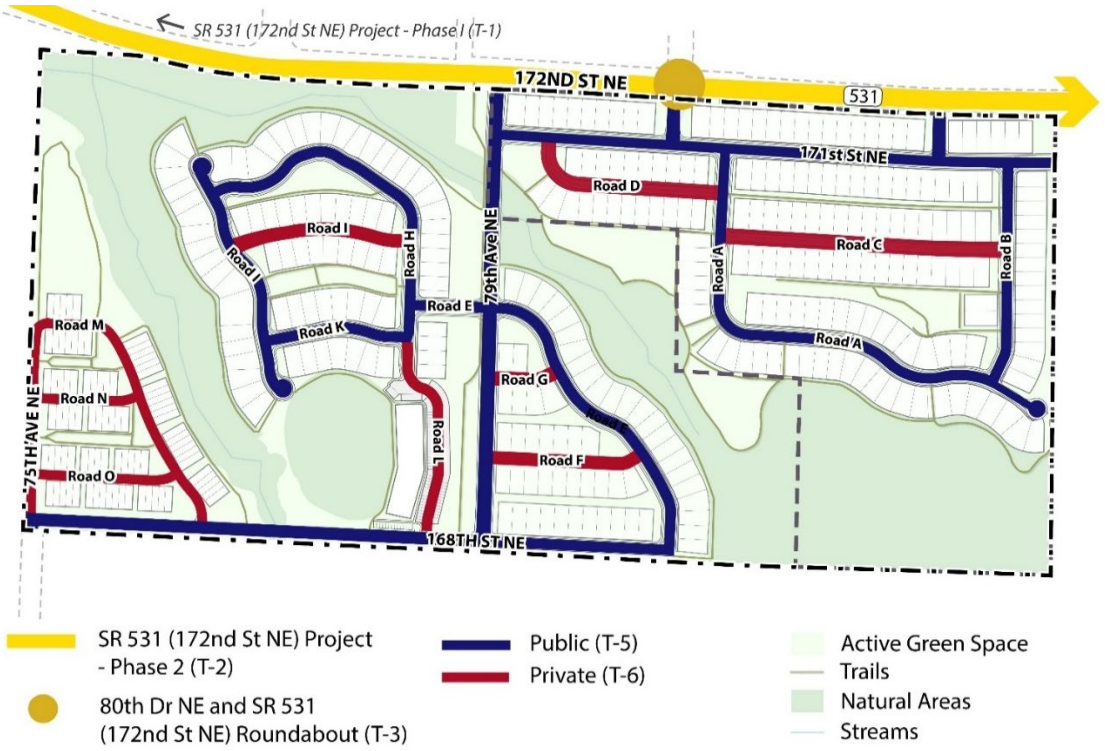
Right-of-Way Dedication

As part of required frontage improvements, developers will be responsible for constructing street infrastructure consistent with City regulations and the Lindsay Subarea street design guidelines (See Street Types and Design). Ongoing maintenance will depend on whether the streets are publicly or privately owned.

T-5 Dedicate primary thoroughfares as public streets to be publicly owned and maintained by the City, subject to City approval, as shown in Exhibit 4.2-2. Street Projects Map.

T-6 Maintain internal streets that provide localized access as private streets to be privately owned and maintained as shown in Exhibit 4.2-2. Street Projects Map. Long-term maintenance must be provided by a homeowners' association or other responsible entity.

Exhibit 4.2-2. Street Projects Map



Note: Location and alignment of streets may be updated with future phase development, as long as the intent for connected streets and trails is maintained.
Source: Land Technologies, Makers, 2025.

T-7 As streets are developed in phases, maintain private access and utility easements over the 79th Ave NE, 168th St NE, and 75th Ave NE public rights-of-way.

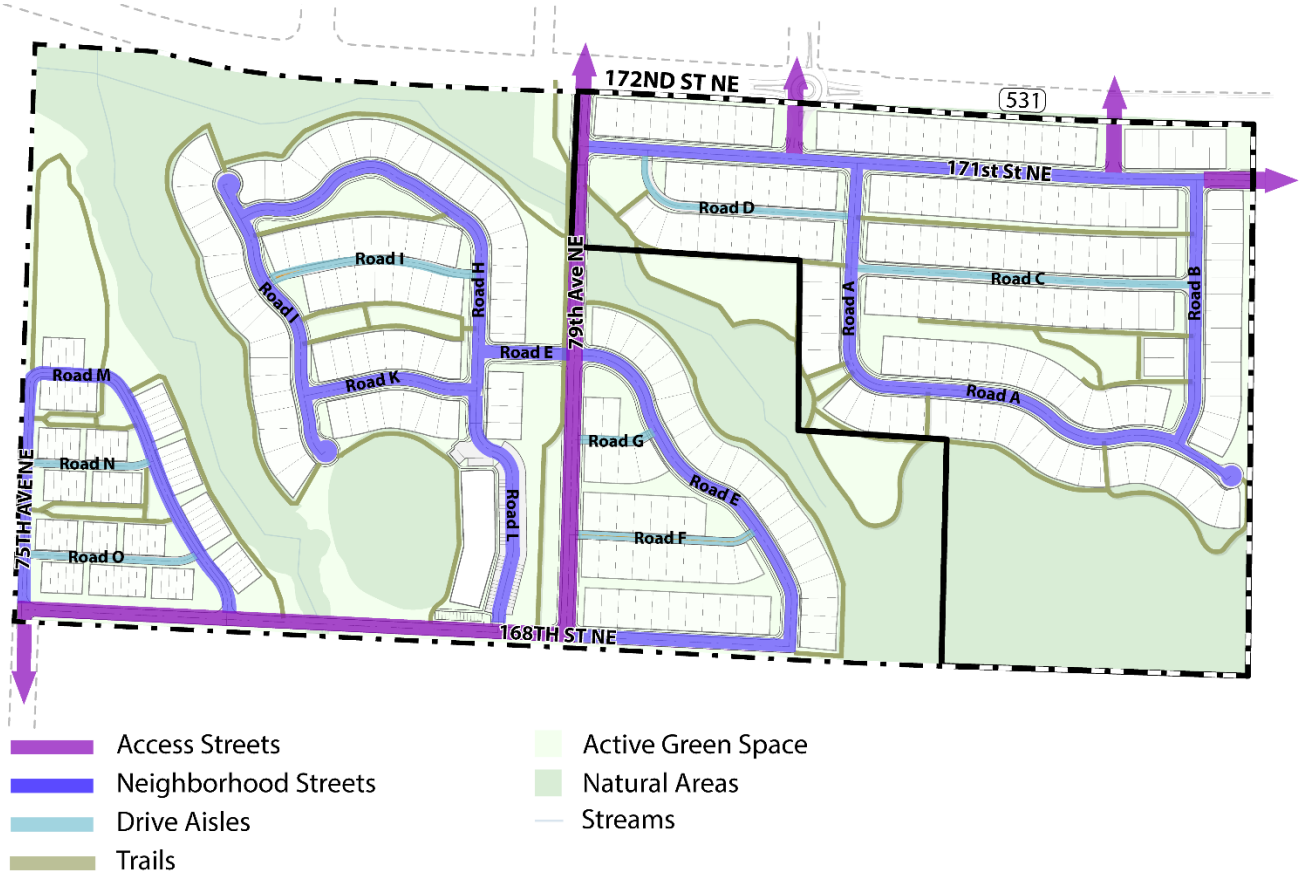
Street Types and Design

The following map and subsequent cross sections present the vision of a safe, connected street network in Lindsay. As street improvements are implemented in phases, construction and design should not preclude opportunities for future street extension and connectivity.

Design Priorities. The proposed streets design emphasizes safe, comfortable, and accessible movement for all users while enhancing the natural character of the neighborhood through landscaping and green infrastructure. Key design considerations include:

- **Connected Sidewalk and Trails Network**. A continuous and well-defined system of sidewalks and trails ensures seamless movement throughout the neighborhood. This network enhances walkability, strengthens access to open spaces, and connects residents to community destinations. Sidewalks are a minimum of 5 feet wide to accommodate two people walking side by side, including those using mobility devices.
- **Landscape**. Streets typically feature landscape strips at least 5 feet wide, providing a buffer between pedestrians and vehicular traffic. These landscape areas accommodate small to medium-sized street trees and support green stormwater infrastructure (GSI) to promote shade and natural drainage.
- **Traffic Calming Measures.** Traffic calming elements through physical barriers (speed tables, traffic circles, chicanes, and textured pavement) or visual cues (street trees, landscaping, and on-street parking) are encouraged, particularly along Access Streets, to manage vehicle speeds and enhance pedestrian safety.
- **Bicycle Facilities:** Support active transportation—including a protected multi-use trail along SR 531 (172nd St NE), a trail under the powerlines that run alongside 79th Ave NE, and bike facility on 168th St NE—to connect residents to destinations within Lindsay and nearby areas (e.g., Centennial Trail and bus stop to the west and emerging commercial center to the east).
- **Parking.** On-street parking is minimized to allow more room for landscaping and pedestrian space, as most homes are designed with dedicated off-street parking provided in garages or surface lots. Where on-street parking is provided, it may be located intermittently and designed to double as a traffic calming feature.

Exhibit 4.2-3. Street Types Map



Note: Locations, alignments, and types of streets may be updated with future phase development, as long as the intent for connected streets and trails is maintained.
Source: Land Technologies, MAKERS, 2025

T-8 **Street Types.** Design streets according to the street types designated in Exhibit 4.2-3 Street Types Map and their associated Access Streets, Neighborhood Streets, Drive Aisles, and Trails design guidance (starting on page 44). Each street type serves a distinct purpose in the neighborhood's circulation system:

8.1 **Access Streets** serve as the primary routes for residents entering or exiting Lindsay, linking the neighborhood to the broader Arlington community.

8.2 **Neighborhood Streets** provide secondary circulation within Lindsay, supporting internal connectivity between residential areas, parks, and community amenities.

8.3 **Drive Aisles** are designed as shared streets acting as alleys providing vehicular access to rear-lot parking, while encouraging slower vehicle speeds and prioritizing pedestrian movement.

8.4 **Trails** are integrated into the green space network to offer active recreation opportunities and strengthen neighborhood-wide connectivity. Refer to **Trails Design** for additional trail design guidance.

T-9 Implement street design concepts consistent with the Complete Streets Program. Consider the following:

9.1 Sidewalks and landscape areas minimum width: 5 feet

9.2 Parking maximum width: 8 feet

9.3 Travel lane maximum width: 10 feet

9.4 Provide landscape features and plant trees along streets to enhance appearance. Integrate green stormwater infrastructures within landscape areas, as opportunity allows. Refer to **Vehicular Entrances and Driveways** for drive aisles landscaping design standards.

9.5 Consider incorporating bicycle infrastructure along Access Streets to promote active transportation and improve neighborhood connectivity, and include as part of frontage improvements along 172nd St.

T-10 Integrate traffic calming features at no greater than 400-foot intervals along 171st St NE, designated Access Streets, and other streets with wide, straight alignments. All other Neighborhood Streets and Drive Aisles to be designed to naturally reduce vehicle speeds through curving alignments and narrow travel lanes. Appropriate traffic calming measures may include traffic circles, speed tables, or chicanes, depending on the street type and surrounding context.

Examples of traffic calming measures include (from left to right): first row - traffic circles and curb extensions (bulb-outs); second row - speed cushions and speed tables; third row - chicanes and speed dots; and fourth row - midblock crossings with median refuges and midblock curb extensions.

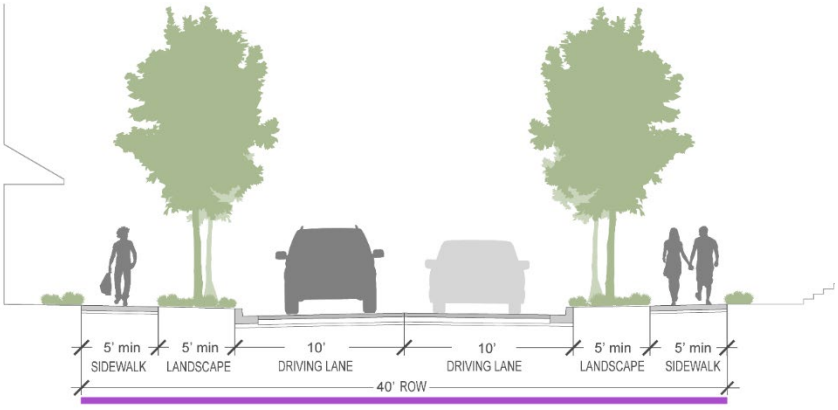
T-11 Design and construct streets such that opportunities for future street extensions are not precluded. Use street stubs to allow the street network to expand as adjacent properties develop.

T-12 Design all new streets to accommodate emergency service vehicles.

Access Streets

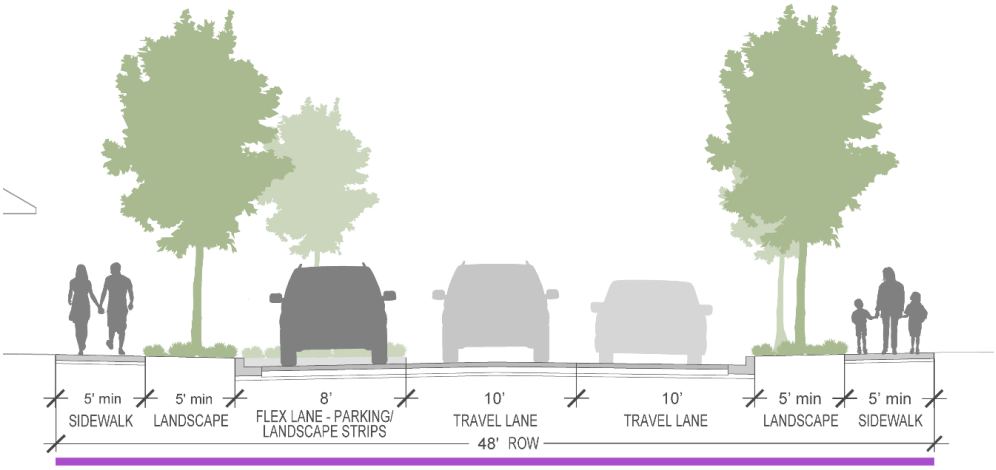
Option A: No On-Street Parking

This cross-section is appropriate for the short segments accessing SR 531 where on-street parking is not desirable and may also be used adjacent to natural areas where parking is unnecessary.



Option B: Intermittent On-Street Parking

Travel lanes may shift within the right-of-way to prioritize parking where it is most needed, with roadway curves (i.e., chicanes) serving as traffic calming measures.

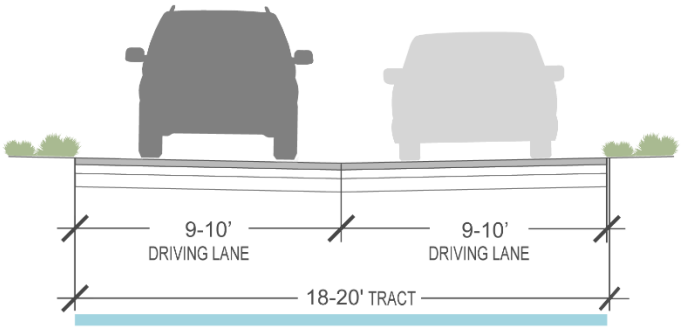


Neighborhood Streets

Neighborhood Streets allow for two-way travel where motorists may occasionally need to yield to an oncoming vehicle by pulling over out of the travel lane.

Drive Aisles

An 18-foot wide drive aisle is the preferred standard for drive aisles. A 20-foot wide drive aisle is allowed as an alternative.



Source: Top left image - Land Technologies, 2025.

Trails

Refer to **Trails Design** for additional trail design guidance.

Source: Top image - Land Technologies, 2025; MAKERS, 2025

5 Parks and Trails

5.1 Context

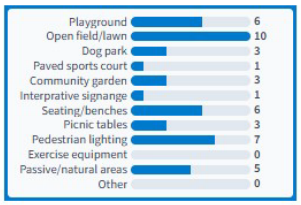
Currently, there are no existing parks or formal trail network within the Lindsay Subarea. However, to the north, the adjacent Gleneagle and Northern Hilltop subdivisions offer a model for a cohesive, amenity-rich neighborhood design. These communities feature interconnected open space and recreational amenities, including public parks, HOA-managed mini-parks, and a private golf course, that are woven into the neighborhood fabric. These features not only enhance quality of life but also promote walkability, social interactions, and access to nature.

During the neighborhood meeting, community members expressed a strong interest in expanding the local park and recreational opportunities. The preferred park feature is an open field or lawn for informal play and community gatherings. Other highly desired amenities include pedestrian lighting, playgrounds, and seating. Parks located away from SR 531 (172nd St NE) and near natural areas were identified as likely to be frequently used by residents. See Exhibit 5.1-1 for neighborhood meeting open space and trails survey results.

As Lindsay continues to grow, coordinated planning for parks and open space will be essential to support community well-being and strengthen the sense of community and identity.

Exhibit 5.1-1. Neighborhood Meeting Open Space and Trails Survey Result

What amenities would you like to see in the parks? (Select your top 4)



Response options	Count	Percentage
Playground	6	13%
Open field/lawn	**10**	**22%**
Dog park	3	7%
Paved sports court	1	2%
Community garden	3	7%
Interprative signange	1	2%
Seating/benches	6	13%
Picnic tables	3	7%
Pedestrian lighting	7	16%
Exercise equipment	0	0%
Passive/natural areas	5	11%
Other	0	0%

45
Responses

5.2 Strategies

Active Green Space

The Lindsay Subarea Framework Plan outlines a vision that allocates 12% of the total land area to Recreational Facilities, Open Space, and Trail System (called "active green space" in this plan), exceeding the minimum requirement outlined in AMC 20.44.32(f)(3)(iv) Subarea Plans:

> *iv. Fourth element shall be the location of Recreational Facilities, Open Space, and Trail System that consists of ten (10) percent of the total area of land, minus areas to be preserved as Native Growth Protection Areas (NGPA).*
>
> > *(A) This designation shall include areas proposed to be dedicated to the city as public spaces. All dedicated parks shall be a minimum of two (2) acres in size and coordinated with the city prior to approval.*
> > *(B) The trail system shall consist of a paved trail that connects the required sidewalk system and to all recreation facilities and open spaces.*

This plan implements the community shared goal to prioritize outdoor access for residents for livability and community well-being. Exhibit 5.2-1 presents the planned distribution of active green space. This includes a connected network of parks, common open spaces, and multi-use trails. Each neighborhood enclave includes parks and/or common open spaces to ensure access to nature and recreational opportunities. These spaces accommodate a range of users and activities, from playgrounds and sports fields to picnic areas and quiet, passive green spaces. The proposed trail system provides direct connections to sidewalks and integrated into the green space network, enhancing connectivity and promoting active transportation for heathy lifestyle opportunities.

U-1 Design parks, common open spaces, and trails that are responsive to community needs and meet or exceed AMC 20.44.32(f)(3)(iv) requirements. See also Strategy DS-1.

Exhibit 5.2-1. Conceptual Active Green Spaces and Trails

Note: The types of developments may be updated in future phases, provided that the intent for land uses under AMC 20.44.032 is maintained. Source: MAKERS, 2025.

Parks Design

Parks are thoughtfully woven into the community fabric to provide accessible green spaces that foster social connection, active and passive recreation, and connection to nature. For parks that abut natural areas, emphasize low-impact uses such as trails, nature observation, and educational signage to complement natural area preservation. Use native landscaping and natural barriers to define boundaries, prevent encroachments, and preserve ecological health.

Design guidelines for **Public to Private Space Transitions** and **Orienting to Public Spaces** help ensure that parks are welcoming and accessible, while clearly delineating the separation between private and public property.

U-2Design flexible, multi-functional parks by incorporating the following elements:

2.1 Take advantage of natural views and incorporate scenic viewpoints along trails and within parks, accompanied by wayfinding and interpretative signage to share the area's ecological and cultural history.

2.2 Incorporate shading and seating structures like picnic tables, benches, and lighting to provide comfort for park users. Refer to the **Trails Design** section for complementary trail design guidelines.

2.3 Integrate green stormwater facilities such as stormwater vaults and bioretention into park design where feasible.

2.4 Provide age-appropriate recreational facilities tailored to community needs (e.g., tot lots for young children, multipurpose courts for all ages).

2.5 Enhance the park environment with attractive landscaping that emphasizes native vegetation. Refer to **Trees** for tree planting strategies to support shade and habitat.

Common Open Space Design

Common open spaces, while typically more limited in size than parks, are intended to be inviting, thoughtfully designed areas that support casual gathering, recreation, and neighborhood interaction. Their design should strike a balance between offering shared community benefits and maintaining privacy for adjacent homes. (See **Trees**)

U-3 Design corridor open spaces to be accessible, safe, and functional for informal recreation and leisure activities. Consider the following:

3.1 Manage access and create a sense of privacy from street entry points by using low fencing, shrubs, and other vegetation to help define the boundary between shared and public space.

3.2 Provide pedestrian-friendly amenities such as trails, seating areas, and lighting to make the area more enjoyable. Refer to the Trails Design section for trail design guidelines.

3.3 Place children's play areas in locations that are safely distanced from street edges and parking lots.

3.4 Orient common open space to receive year-round sunlight, facing east, west, or (preferably) south when feasible.

3.5 Where feasible, integrate green stormwater facilities such as rain gardens or bioswales into the landscape. Refer to Trees for tree planting opportunities to support shade and improve overall aesthetics.

Trails Design

A well-connected trail network provides key connections through the neighborhood, parks and other destinations while supporting healthy, active lifestyles. For small areas, trails provide an alternative mode of travel and minimize reliance on cars. Trail design should respect the surrounding natural environment, accommodate future connections, and define public access. Note, the outer 25% of critical area buffers may be used for passive recreation, such as trails, wildlife viewing, and benches.

U-4Design trails for comfort following these design considerations:

U-5Trails must be a minimum width of five feet and must be hard surfaces outside of the critical area buffers, and may be soft surfaces when in critical area buffers.

5.1 Maintain a minimum five-foot setback from the outer edge of the property line to ensure privacy and reduce potential conflicts with adjacent private properties.

U-6Enhance trails with pedestrian-scale lighting and wayfinding elements to promote safety and ease of navigation, except within critical areas and their buffers.

U-7Avoid placing trails within wetlands, streams, steep slopes, and other critical areas (except within critical area buffers is ok) to minimize environmental impacts. Trails could be located within natural areas only if appropriate mitigation is provided and the project is reviewed and approved by the City.

7.1 Leverage existing utility corridor along 79th Ave NE to improve trail connectivity. Refer to **Other Park and Trail Projects** for trail alignments to potential trail and park projects near Lindsay.

Other Park and Trail Projects

The 2024 Park and Recreation Master Plan (PRMP) reinforces these local priorities with system-wide findings that emphasize investment in multiuse trails and playground, indoor activity spaces for youth programs, and enhancements of natural areas, particularly along creek corridors and open space. Drawing on this feedback and an assessment of existing facilities, the PRMP recommends conceptual projects focused on expanding trail and park capacity near Lindsay.

Exhibit 5.2-2. PRMP Proposed Park and Trail Improvements near Lindsay

Proposed[1]	Description
SR 531 (172nd St NE) Trail	Extend Airport Trail east on SR 531 (172nd St NE) to SR-9; 1.7 miles
SR-9 Trail	Develop trail on SR-9 from Centennial Trail south to SR 531 (172nd St NE)
Skate Dots at Forest Trail Park	Install skate dot in park activity area
Sport court at Wedgewood Park	Install sports court in park activity area

[1] The park proposals are conceptual and subject to further study and coordination with public and private partnerships to refine and develop. Source: Parks and Recreation Master Plan, 2044

Arlington's Six-Year Transportation Improvement Plan identifies the anticipated motorized and non-motorized projects. One of these projects is the multiuse trail expansion along SR 531 (172nd St NE) from 67th Ave NE to SR 9. The project's design phase is federally funded and aligns with the proposed SR 531 (172nd St NE) trail listed in the PRMP.

U-8 City to continue coordinating with WSDOT and Snohomish County to develop trails along SR 531 and SR 9 and improve regional connectivity.

U-9 City to support park amenities expansion at Forest Trail Park and Wedgewood Park.

U-10 City to pursue and encourage with redevelopment safe and comfortable connections between parks in neighboring areas and Lindsay to facilitate active transportation, green space access, and social interaction.

6 Natural Environment

6.1 Context

Lindsay is located in a rural residential area characterized by a rolling topography with pastures, open fields, and a forested ravine. Lindsay's vital natural resources are the seasonal Edgecomb Creek (the ravine on the western portion of the site), its tributary, and the wetlands distributed throughout the area. These conditions support a variety of habitats and animals that contribute to the area's ecological function and overall watershed health.

Edgecomb Creek and other streams. As determined through coordination with the Tulalip Tribes, Edgecomb Creek runs through the north-south ravine in western Lindsay and should support fish. Significant improvements have been made to Edgecomb Creek downstream to improve fish passage, and there is opportunity to continue improvements into the Subarea. Stream Z (a tributary to Edgecomb Creek) runs through central Lindsay, and Stream 2 runs north-south just east of Lindsay (see Exhibit 6.1-1) and flows to Tex Lake, Portage Creek, and ultimately the Stillaguamish River.

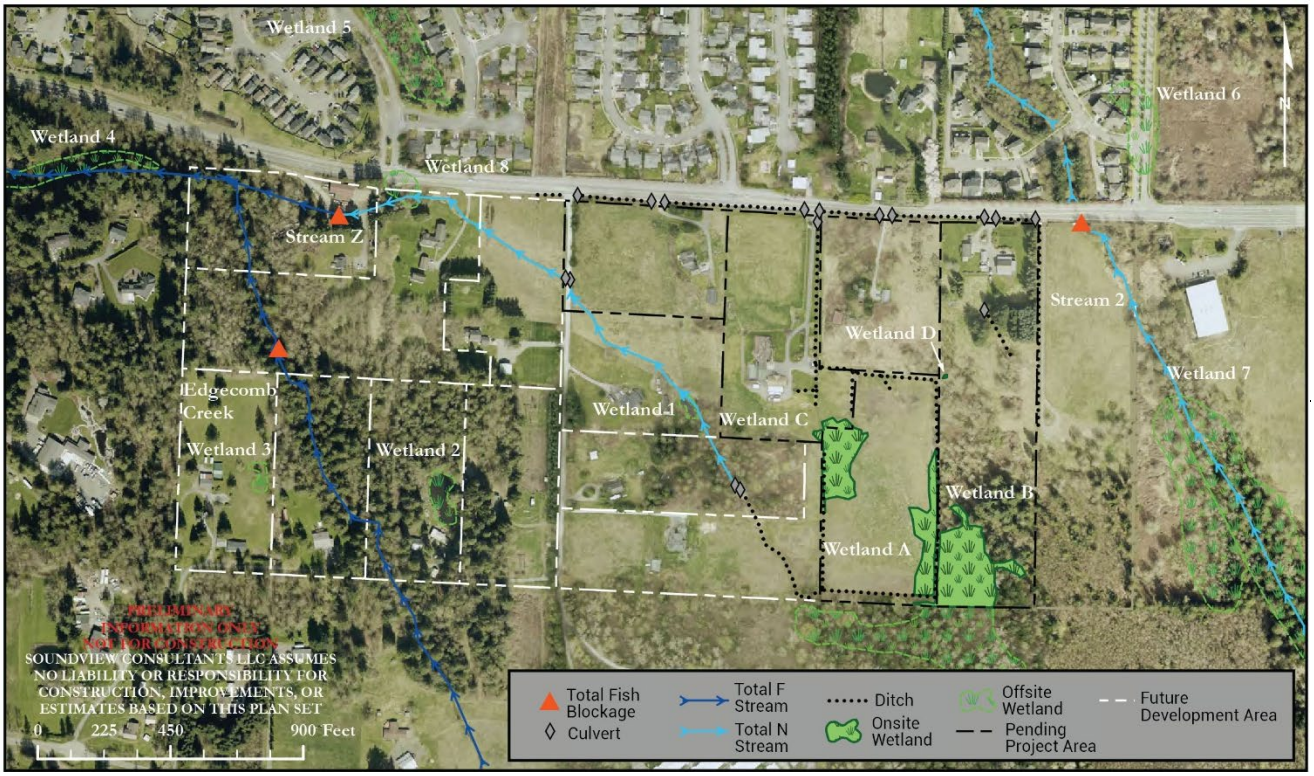
Wetlands. Eleven wetlands have been identified either within or nearby and many are considered degraded due to prior land clearing, mowing, agricultural activities, and encroachment of non-native species. The southeastern wetland is forested.

Plants and animals. Vegetation is predominantly pasture grasses, forests, and scrub-shrub patches and corridors. Disturbed/degraded areas include non-native invasive species. The area supports urban wildlife, such as deer, squirrels, crows, songbirds, and other small birds and mammals, which are typically capable of adapting to human land uses. The Edgecomb Creek provides suitable fish habitat for important salmonid species, such as the Coho Salmon and Bull Trout. The northern reach of Stream Z is also regarded as a suitable fish habitat; however, most of Stream Z and Stream 2 are considered seasonal streams that do not support fish presence.

Future development is expected to involve grading and an increase in impervious surfaces, which will alter existing topography and hydrology. Land clearing is expected to result in some loss of vegetation and wildlife habitat within the Subarea. All development will be

required to comply with the critical area regulations specified in AMC 20.93 to protect and enhance environmental health within the Subarea.

Exhibit 6.1-1. Wetlands and Streams



Source: SoundView, 2025

6.2 Strategies

Native Growth Protection Areas Enhancement

Native Growth Protection Areas, which include wetlands, streams, and their associated buffers, will, for the most part, be preserved and restored to a healthier state. Development will result in some loss of open fields, forests, and pasture areas. However, as the area is mostly disturbed, development presents an opportunity to enhance ecological functions. Restoring disturbed or degraded areas, particularly within degraded wetland buffers, with dense plantings of native trees, shrubs, and groundcover will improve habitat quality. It could also improve riparian habitat, increase shading of the stream channels, and help improve water quality onsite. These are consistent with the mitigation preferences outlined in AMC 20.93.740 (streams) and 20.93.840 (wetlands). These enhancements will support

the establishment of native forest and scrub-shrub wetland communities and promote the creation of connected wildlife and habitat corridors.

NE-1 Preserve and enhance NGPAs to maintain habitat corridors, support long-term ecological function, and compensate for any impacts on critical area buffers.

Wetlands and Streams

Development activities are anticipated to avoid, as much as feasible, areas that contain critical areas and their associated buffers, as described in AMC 20.93. However, to support efficient neighborhood growth, new development may directly or indirectly impact wetlands and streams due to grading, an increase in impervious surfaces, potential land clearing and loss of vegetation and habitat within wetland and stream buffers, and expansion of 79th Ave NE.

Edgecomb Creek includes one manmade fish passage barrier (on parcel 31052600100300), which could be removed as part of a mitigation plan to allow fish to travel upstream in the southwest portion of Lindsay.

Wetland impacts, such as partial wetland fill, and indirect impacts resulting from buffer intrusions that cannot be fully mitigated through buffer averaging, will be addressed through a combination of onsite and offsite mitigation strategies. Onsite mitigation includes buffer creation, enhancement/restoration, and averaging.

As of 2025, AMC 20.93 does not have any code mechanisms requiring the enhancement of degraded wetlands. Likewise, AMC 20-93 does not allow for any outright stream buffer reductions and does not require stream buffer enhancement. As many of the stream and wetland areas are degraded with invasive plants and lack native trees and shrubs, flexibility in the site plan provided by reducing and averaging buffers, paired with required enhancement, would result in a net ecological lift.

The preferred offsite mitigation strategy is purchasing credits from a wetland mitigation bank within the same watershed. Lindsay is located within the service areas for Skykomish Habitat Mitigation Bank (SHMB) and Snohomish Basin Mitigation Bank (SBMB), both of which are approved for use and have credits available for purchase. The City and developers should continue coordinating with the Tulalip and Stillaguamish Tribes to support the restoration of Edgecomb Creek and the surrounding wetlands. Upgrading the culverts will be necessary to improve and restore watershed health. Overall, these mitigation measures are expected to result in a net ecological lift both onsite and at the watershed scale.

NE-2 **Wetland buffers flexibility.** Adhere to AMC 20.93 code allowances for wetland and buffer impacts, including mitigation as identified in Exhibit 6.2-1, with the following exceptions within the Lindsay Subarea:

2.1 The City will allow a 25-percent wetland buffer reduction beyond the minimum wetland buffer requirements identified in AMC Table 20.93-4, if the wetland is enhanced with native tree and shrub plantings and non-native invasive plants are removed.

2.2 The City will allow wetland buffer averaging of the 25-percent-reduced wetland buffers (beyond the minimum wetland buffer requirements identified in AMC Table 20.93-4) when associated with wetland enhancement.

NE-3 **Future Development Area stream buffers flexibility.** Adhere to AMC 20.93 code allowances for stream and buffer impacts, including mitigation as identified in Exhibit 6.2-1, with the following exceptions:

3.1 Allow a 25-percent stream buffer reduction beyond the standard buffers for any buffer over 50 feet (as identified in AMC Table 20.93-3), if the stream buffers are enhanced and/or restored through the removal of non-native invasive plants and installation of native trees and shrubs.

3.2 Allow stream buffer averaging of the reduced stream buffers beyond the minimum stream buffer requirements identified in AMC Table 20.93-3.

NE-4 **Pending Project Area stream buffer.** In the Pending Project Area, the buffer of Edgecomb Creek/Stream Z shall be 50 feet, as generally depicted in *Appendix D*.

Exhibit 6.2-1. Natural Buffer and Wetland Impact Mitigation Requirements.

Code Allowance[1]	Mitigation Sequencing[2]	Requirements[3]	Mitigation Options[4]	Proposed Condition[5]
Natural Buffer Retention AMC 20.93.330	Avoid	Retain natural buffer condition	None required.	Buffers remain degraded
Standard Buffer Requirements AMC 20.93.830(a)	Avoid	Increase buffer width	None required	Buffer width increased, but remains degraded
		Implement mitigation measures and improve degraded buffer	Enhancement	Avoid and/or limit impacts to critical areas and their buffers while improving buffer condition
Buffer Impacts (Temporary) AMC 20.93.330	Minimize and rectify	Where disturbed, revegetate	Restoration	Impacted buffers are restored, in areas where the buffers are currently degraded, this will result in improved conditions
Buffer Impacts (Permanent)	Minimize and compensate	Onsite in-kind, presumed 1:1 replacement	Creation	Replace impacted buffer area onsite, degraded areas will be improved through enhancement measures.

Code Allowance[1]	Mitigation Sequencing[2]	Requirements[3]	Mitigation Options[4]	Proposed Condition[5]
AMC 20.93.820		Offsite replacement	Mitigation Bank	Impacted buffer will be compensated through the purchase of credits from a mitigation bank within the same watershed
Buffer Averaging AMC 20.93.320	Avoid	Buffer width reduction up to 25%, net zero loss of buffer area	Enhancement (if degraded)	Average buffer to avoid impacts and improve buffer conditions for any part of the existing buffer that is degraded
Mitigation Wetland Impacts AMC 20.93.840	Rectify	Restore areas temporarily impacted by construction activities	Restoration	Ensures temporarily impacted areas are restored with native vegetation, may provide improvement over existing degraded condition
	Compensate	Onsite in-kind replacement according to Table 20.93-7	Creation, restoration, and/or enhancement	Impacted critical area will be replaced onsite at a higher ratio resulting in overall net increase of that critical area onsite
	Compensate	Offsite replacement	Mitigation Bank	Impacted critical areas will be compensated through the purchase of credits from a mitigation bank within the same watershed

1. AMC 20-93 code allowances for buffer modifications, temporary and permanent buffer impacts, indirect wetland impacts, and permanent wetland impacts.
2. Mitigation sequencing as outlined in AMC 20.93.100 “Mitigation”.
3. Mitigation requirements per AMC 20-93 to offset impacts to critical areas or associated buffers.
4. Mitigation allowances to offset impacts to critical areas per AMC 20-93, 20.93.740, and 20.93.840.
5. Description of conditions of mitigation implementation.

NE-5 Coordinate with Tulalip and Stillaguamish Tribes to preserve and enhance Edgecomb Creek and surrounding wetlands.

NE-6 Preserve the wooded wetland in Lindsay’s southeast corner and native plant communities in stream buffers.

NE-7 Fully enhance and/or restore—through the removal and control of non-native invasive species and the installation of native trees, shrubs, and groundcovers—all degraded stream buffers. This will significantly improve riparian habitat, increase shading of the stream channels, and improve water quality onsite and downstream of the Subarea.

NE-8 Create new wetland area(s) and enhance degraded wetland areas to improve onsite wetland functions and mitigate the loss of wetland areas elsewhere onsite.

NE-9 Purchase credits from the Skykomish Habitat Mitigation Bank and/or Snohomish Basin Mitigation Bank to offset any mitigation deficits.

NE-10 Coordinate with Washington Department of Fish & Wildlife (WDFW) to upgrade the 79th Ave NE culvert. As part of required frontage improvement for 79th Ave NE, replace the existing culvert with a spanning crossing design to improve fish passage and restore natural drainage patterns. The Pending Project will improve 79th Ave NE up to the stream buffer, and subsequent projects will improve the 79th Ave NE culvert. Private access and utility easements will remain in place over the 79th Ave NE public right-of-way.

NE-11 Coordinate with Washington Department of Fish & Wildlife (WDFW) for the 168th St NE Edgecomb Creek crossing. As part of required frontage improvement for 168th St NE, include a spanning crossing design to protect fish passage and natural drainage patterns. Subsequent projects (following the Pending Project) will build the 168th St NE stream crossing. Private access and utility easements will remain in place over the 168th St NE public right-of-way.

NE-12 Fully restore buffers with native plantings following any temporary impacts from construction activities such as site grading and the installation of utilities/stormwater infrastructure.

Stormwater

The overall increase in impervious surfaces and homes across the Subarea is expected to generate greater runoff and introduce additional pollutant loads to the landscape, such as 6PPD and 6PPD-q which are chemicals from automobile tires that are toxic for salmonids species such as ESA listed bull trout, steelhead, and Chinook salmon. Stormwater will be managed through the installation of stormwater facilities with enhanced water quality treatment to ensure runoff is collected and treated before reaching critical area buffers.

NE-13 Use low-impact development (LID) techniques and stormwater facilities to manage increased runoff from impervious surfaces, protecting water quality, and supporting watershed health.

NE-14 Apply best available science provided by the Washington Department of Ecology (DOE) and the Washington Stormwater Center for best management practices (BMPs) for stormwater treatment and erosion control. Use approved media filter, infiltration, biofiltration, and/or vegetated filtration of parking surfaces and roads stormwater to effectively reduce 6PPD and 6PPD-q below toxicity thresholds at a minimum.

7 Utilities

7.1 Context

The Lindsay Subarea's utilities—electricity, natural gas, refuse service, telephone, cable, water, sewer, and stormwater—are available at varying capacities to accommodate increased land use intensity.

Water and sewer. Existing homes currently use domestic wells and on-site sewage septic systems. Future service will be provided by the City of Arlington Public Works Water and Sewer Divisions. Drinking water flows from a water storage tank located east of SR 9 along SR 531 (172nd St NE) to Lindsay. Sewer flows northwest from Lindsay through the Gleneagle and Hilltop neighborhoods with two routes available, both meeting on 67th Ave NE near 188th St NE, then continuing north to the water treatment plant.

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. The Arlington 2024 Comprehensive Plan Final Environmental Impact Statement states that the City is currently at maximum capacity and is planning numerous water and sewer improvements, including increasing the production capacity of the water treatment plant.

Power, communications, and gas. Snohomish County PUD, Puget Sound Energy, Comcast, and Ziply (cable) serve the subarea. Existing infrastructure is located along SR 531 (172nd St NE). The City encourages placing electric utilities underground with redevelopment.

7.2 Strategies

Water and Sewer

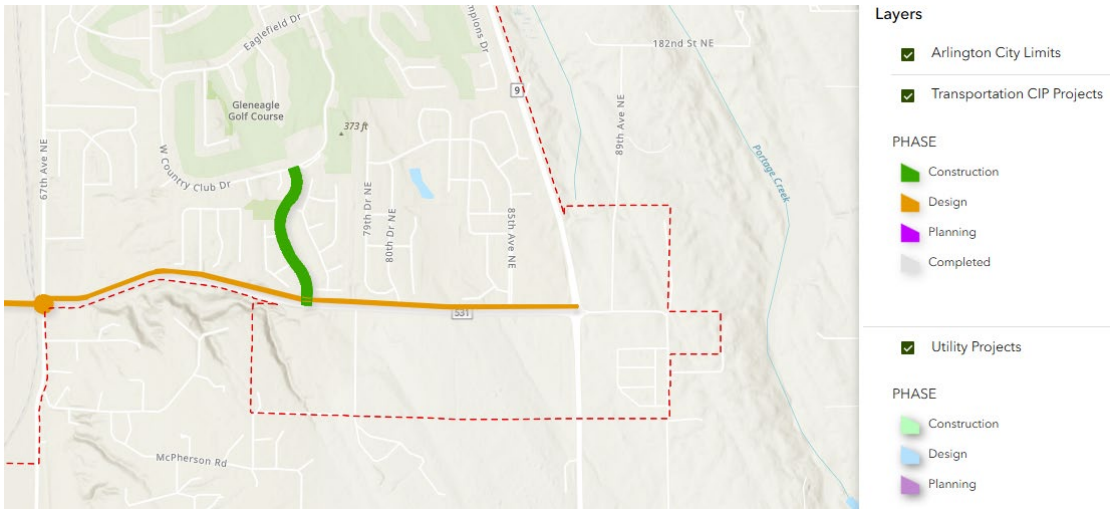
As Lindsay develops in phases, each project would include new connections to the existing water and sewer systems and increase water demand and sewage flows. According to the City of Arlington's reported water use data, the subarea will require an average of approximately 85,000 gallons of water per day. Preliminary estimates indicate an increase in peak sewage flows of approximately 306.8 gallons per minute (GPM) or 0.614 cubic feet per second (cfs). Water and sewer system modeling, being completed by the City, will determine offsite infrastructure upgrades necessary to maintain system capacity.

Most new utility infrastructure would be installed along or under the future road alignments. In some cases, short segments may extend outside of roadways. These segments may affect wetland or stream buffers, and appropriate site-specific mitigation measures would be determined through project-level analysis.

The City's Capital Improvement Plan includes the following City-funded improvement projects identified near Lindsay:

- Project SM27 – Primary Interceptor (67th Ave Trunkline) Improvements (Phase 1 & 2), horizon year 2025
- 2025 Utility Improvement & Pavement Preservation Project to install new utility lines and preserve pavement surfaces (green line along Gleneagle Blvd in Exhibit 3.5-3) – construction began Summer 2025

Exhibit 7.2-1. Arlington Capital Projects near Lindsay Subarea



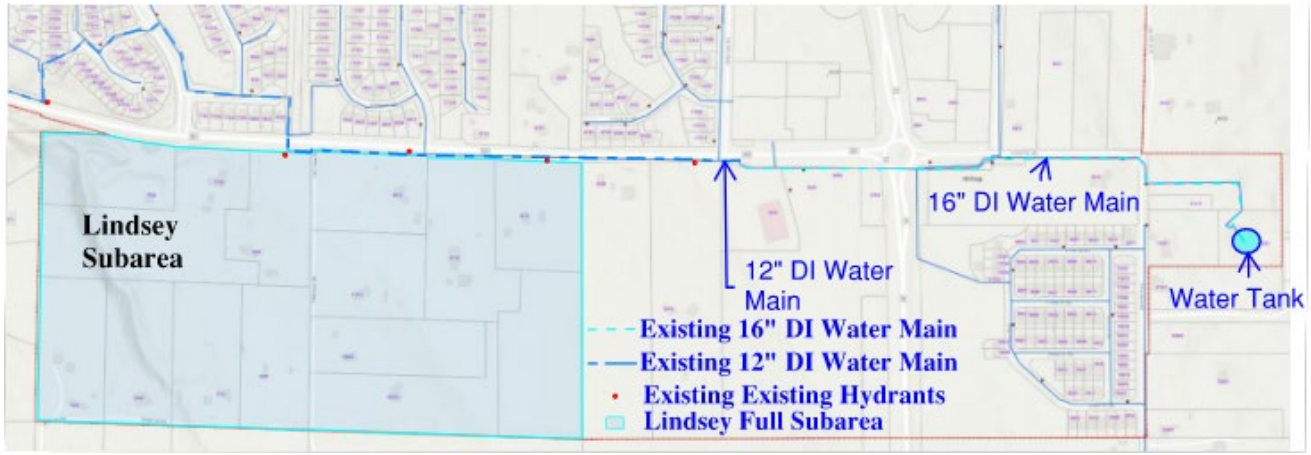
Notes: Green line - Install new utility lines and preserve pavement surfaces; construction started Summer 2025. Orange line – Design and construct 12-foot wide trail along SR 531, estimated start date based on funding. Source: Arlington, WA Capital Projects, City of Arlington, 2025

U-1 Design and construct water and sewer systems to accommodate anticipated demand, proportionately and fairly sharing costs with the City and other development projects for offsite improvements.

1.1 Plan infrastructure lines for efficiency to maximize the number of homes and businesses served.

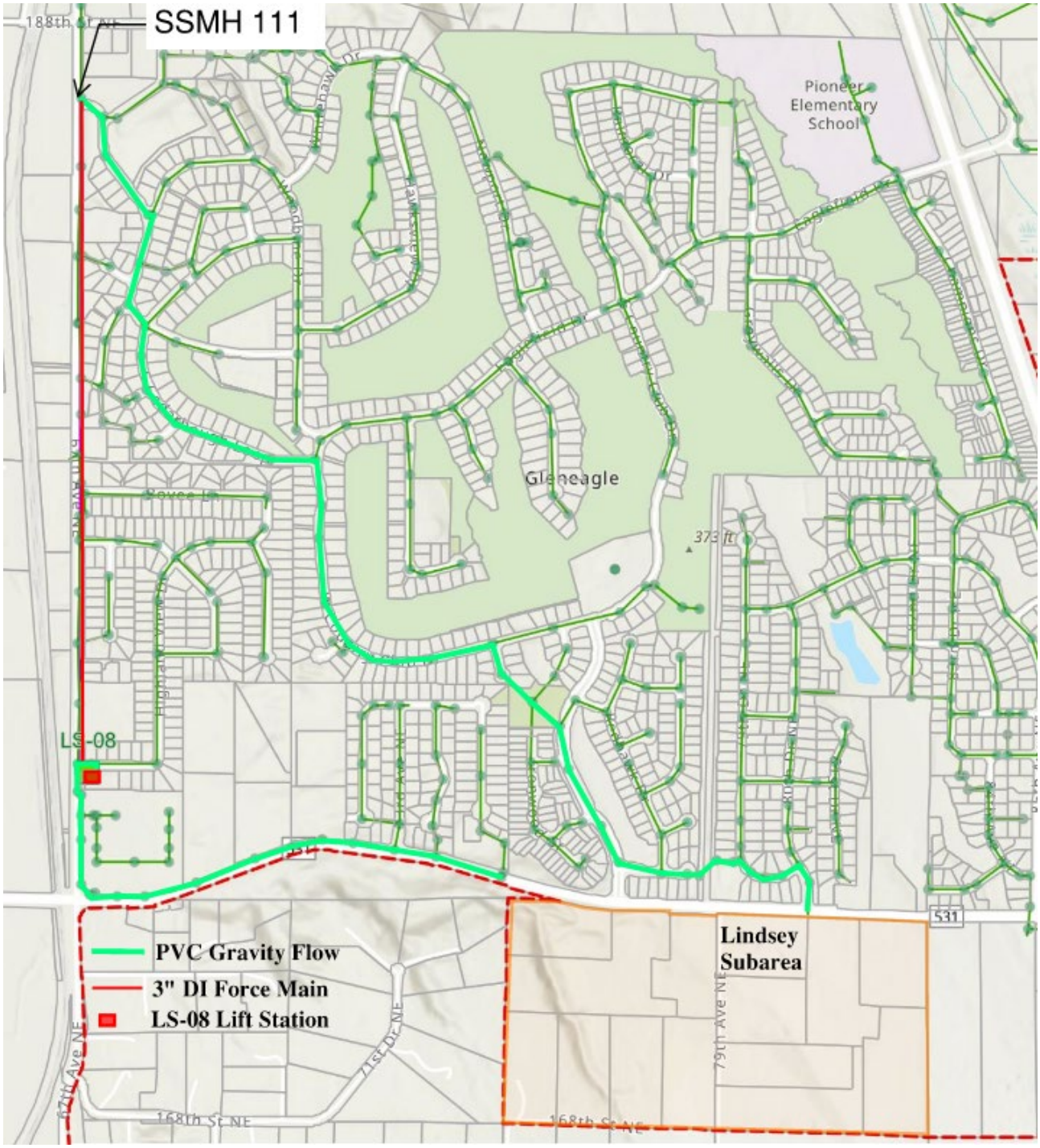
1.2 Avoid impacts to critical areas, but where pipes must extend through streams, wetlands, and/or associated buffer areas, mitigate any impacts.

Exhibit 7.2-2. Existing offsite infrastructure



Source: City of Arlington, Land Technologies, 2025

Exhibit 7.2-3. Existing offsite infrastructure and optional routes



Source: City of Arlington, Land Technologies, 2025

Electric and Communications

As electric vehicle use increases and buildings include more electric systems and appliances, loads on the electric system continue to increase. At the same time, power sources and battery storage continue to evolve. New neighborhoods have the opportunity to build resiliency into their utility systems.

To protect utilities from storms, fire, and human interaction, and to avoid visual clutter, power and cable lines will be underground. Also see the **Solar Access** development standards.

U-2 Continue coordinating with the Snohomish County PUD to ensure adequate power supply.

U-3 When improving SR 531 (172nd St NE), underground the electric/cable lines (not including the existing transmission lines).

U-4 Design and construct new electric and communications lines to be underground throughout Lindsay.

U-5 To the extent feasible, design and construct Lindsay's power system as a microgrid with back-up power storage for emergencies and renewable energy sources.

U-6 Consider solar power or other alternative energy sources to light the street and trail system.

U-7 Encourage streets and the electric systems to support future EV charging infrastructure along public streets that include street parking.

Stormwater

In Lindsay, stormwater generally flows toward the two Edgecomb Creek tributaries and wetlands. Stormwater facilities protect public health, safety, and welfare by preventing or reducing floods and improving water quality (see water quality related measures in the Natural Environment chapter's Stormwater section). According to Flood Factor, Lindsay's flooding risk is relatively low. The City is planning some culvert and other natural enhancements along Edgecomb Creek.

Exhibit 7.2-4. Flood risk in Lindsay

Note: Environmental risk data is provided by First Street™. First Street models are designed to approximate risk and not intended to include all possible scenarios.
Source: First Street Flood Factor, 2025.

To prevent downstream flooding, the *Arlington Public Works Standards and Specifications* and the *Department of Ecology Stormwater Management Manual for Western Washington* require development to include stormwater systems that slow and clean water onsite as well as natural conditions would have. This means that Lindsay will be graded and stormwater collected to flow to a series of rain gardens and stormwater vaults.

U-8 Design green stormwater infrastructure systems with best management practices and capacities beyond the minimum Arlington stormwater manual requirements when feasible, especially when projects are small and trigger limited stormwater code compliance. Ensure each project phase has adequate stormwater infrastructure.

U-9 Limit paving widths and use pervious paving systems to the extent possible to minimize impervious surfaces.