

Chapter 3: Goals and Policies

3 Goals and Policies

OVERALL GOALS AND POLICIES

- GO-1** **Ensure City Goals and Policies are consistent with the Growth Management Act.**
- GO-2** **Continue to provide effective stewardship over the natural and built environments within the City, ensuring harmony between both environments through application of best practice techniques.**
- GO-3** **Work towards promoting and maintaining an urban environment within the City that enhances livability for its residents.**
- GO-4** **Continue to use local resources and encourage local involvement in community actions. This should include continued encouragement of public and private involvement in community traditions, as well as encouragement of volunteerism.**
- GO-5** **Diversify recreational opportunities and cultural activities within the City.**
- GO-6** **Preserve and promote Arlington's "small town" character.**

Policies:

- PO-6.1 Site design and building architecture in residential and commercial developments should be human-scaled (i.e., pedestrian friendly) and conducive to social interaction.
- PO-6.2 Residential plats (subdivisions) should be designed to encourage pedestrian activity through incorporation of amenities such as, but not limited to, sidewalks on both sides of the street, street furniture, street trees, and pedestrian paths connecting the plat to adjacent residential, commercial, educational, or recreational facilities.
- PO-6.3 Mini Parks should be required in new residential developments or a "fee-in-lieu of" paid to the City.
- PO-6.4 Land-use developments should be conducive to social interaction.
- PO-6.5 Both publicly and privately owned civic spaces should be included in both commercial and residential neighborhoods to ensure adequate gathering places for residents.
- PO-6.6 Design Guidelines/Standards should be established, maintained, and enforced, in order to ensure that all new development both within the Private and Public Realms are in harmony with the desired character of each respective neighborhood subarea.
- PO-6.7 All land use decisions and other relevant City decisions will be reviewed against these planning goals and policies -- including Countywide Planning Policies and Multi-County Planning Policies – to ensure internal and external consistency.

HOUSING GOALS AND POLICIES

GH-1 Diversify the City's housing stock.

Policies:

- PH-1.1 A variety of housing types and densities should be encouraged on lands with a residential land-use designation.
- PH-1.2 Detached Accessory Dwelling Units should be permissible in residential zones.
- PH-1.3 Mobile and manufactured home parks should be permissible in the City subject to specific site plan requirements.
- PH-1.4 Adequate housing opportunities for residents with special housing needs should be provided within the City.
- PH-1.5 Different classes of group homes should be permissible in residential neighborhoods.

GH-2 Ensure the development of new multi-family housing and small single-family units occur within close proximity to commercial areas within the City.

Policies:

- PH-2.1 Multi-family housing should be located close to commercial and employment centers, transportation facilities, public services, schools, and park and recreation areas.
- PH-2.2 Cottage Housing should be incentivized in moderate and high density residential areas within the City.
- PH-2.3 Utilize Mixed Use mechanisms to incentivize housing within close proximity to commercial uses.

GH-3 Ensure stable residential neighborhoods through public investment in infrastructure and by preserving existing housing stock.

Policies:

- PH-3.1 Funds should be adequately budgeted for periodic maintenance of existing infrastructure in residential neighborhoods throughout the City.
- PH-3.2 A long-term plan should be developed for bringing neighborhoods that lack adequate infrastructure up to the City's current design and streetscape standards, including trails for pedestrian connectivity.

GH-4 Encourage the development of special needs housing within the City.

Policies:

- PH-4.1 The City should support the development of housing for the elderly, handicapped, and other special needs populations through the allowance of mixed-use housing, group housing, and other housing types.
- PH-4.2 Senior housing should be located in close proximity to hospitals, public transportation routes, retail/service centers, and parks.

GH-5 Encourage a quality housing stock within the City.Policies:

- PH-5.1 The City should develop and maintain Development Design Guidelines/Standards that address aesthetic and environmental design issues for single-family and multi-family residential development.
- PH-5.2 The City should coordinate with willing neighborhood-based groups and other volunteer organizations to promote housing rehabilitation efforts.
- PH-5.3 The City should promote the conservation of housing through investment in the infrastructure serving residential areas (storm drainage, street paving, and recreation).
- PH-5.4 The City should maintain code enforcement programs to catch problems early, avoid extensive deterioration of housing units, and to motivate owners to repair and improve maintenance of their structures.
- PH-5.5 The “Old-Town” residential area of the City should be protected as a traditional, single-family neighborhood by allowing only single-family, accessory dwellings, and duplexes that are compatible with the neighborhood in terms of use, design, and setback.
- PH-5.6 The City should encourage weatherization of housing units and disseminate information regarding assistance available from the electric and gas utility companies, charitable organizations, and public agencies.

GH-6 Establish and maintain a streamlined permitting processing to help create predictability for customers.Policies:

- PH-6.1 The City should maintain streamlined permit processing procedures, centralized counter services, pre-application conferences, printed information summarizing permit approval requirements, standards and specifications, area-wide environmental assessments, concurrent permit and approval processing, permit and approval deadlines, and single hearings.

GH-7 Increase the opportunity for all residents to purchase or rent safe, and sanitary housing through incentives and other programs.Policies:

- PH-7.1 The Planning Commission should review State and federal housing programs and make recommendations to City Council regarding future grant applications.
- PL-7.2 The City should coordinate with willing neighborhood-based groups or other volunteer organizations to promote rehabilitation and community revitalization efforts.
- PL-7.3 The City should support agency and nonprofit organizations in the creation of housing opportunities to accommodate the homeless, elderly, physically or mentally challenged, and other segments of the population who have special needs.

GH-8 Promote and facilitate the provision of affordable housing in all areas and zoning districts of the City.

Policies:

- PH-8.1 The City should work to ensure that housing options for low- and moderate-income households are:
- a) dispersed throughout the City to discourage a disproportionate concentration of such housing in any one geographical area of the City;
 - b) are located near amenities such as commercial and employment areas, transportation facilities, and recreational opportunities and;
 - c) are inclusive of a variety of housing types.
- PH-8.2 The City should continue to support and participate in regional housing cooperatives such as Snohomish County's Alliance for Affordable Housing and other regional organizations that promote affordable housing.
- PH-8.3 The City should support and encourage private developers and organizations who seek to provide below-market housing units by utilizing various tools such as a) allowing alternative development types (e.g. ADUs, Clusters, Cottage Housing, Small Lots, Unit Lot Subdivision, Bungalow Courts), b) implementing regulatory tools (e.g. Mixed Use, Inclusionary Zoning, SEPA Exemption, Flexible Development Standards, Performance Standards), c) providing general incentives (e.g. density bonuses, parking reductions, permitting priority), d) financial help (e.g. reduced permit and utility connection fees), e) encouraging project level actions that help with affordability (affordability covenants). The City should provide criteria and process for ensuring that those units remain affordable over time.
- PH-8.4 As part of any rezone that increases residential capacity, the City should consider requiring a portion of units to be affordable to low- and moderate-income households. PH-8.5 Work with the County and others on zoning and other strategies around transit oriented development (TOD) sites to guide sustainable and equitable development patterns that incorporate affordable housing production.
- PH-8.5 Consistent with the amended 2016 Snohomish County 2016 Countywide Planning Policy Amendments:
- PH-8.5.1 In advance of market activities that may limit future potential public benefits, the City should pursue zoning and other strategies around transit oriented development (TOD) sites to guide sustainable and equitable development patterns that incorporate affordable housing production. (CWPP LU Policy 3.H.3)
 - PH-8.5.2 Support the coordination of housing and service providers to serve persons with special needs. (CWPP HO Policy 1.A.5)
 - PH-8.5.3 The City shall recognize the increasing diversity in the cultural and economic backgrounds of its residents, and shall encourage a broad range of affordable ownership and rental housing opportunities, including opportunities for persons with special needs. (CWPP HO Policy 1.B.2)

- PH-8.5.4 The City shall encourage (private) for-profit and non-profit sector production of new housing units that are affordable to and occupied by low income households. (CWPP HO Policy 1.C.3)
- a. Explore and evaluate various fiscal and regulatory tools and funding resources and strategies to encourage housing providers to increase the supply of affordable housing units generally, and particularly within mixed-income developments and communities.
 - b. Provide incentives that encourage for-profit and non-profit residential developers to address low- and moderate-income housing needs, such as priority permit processing and exemptions or reductions in impact fee mitigation payments for low-income projects with affordability commitments.
 - c. Evaluate the feasibility of reducing minimum permitted lot sizes in non-PRD developments.
 - d. Encourage through incentives and other techniques a balance of affordable and market-rate housing within urban centers and along transit emphasis corridors. (CWPP HO Policy 1.C.3)
- PH-8.5.5 Assist the County to track the provision of affordable housing units to assess whether an adequate supply of housing affordable to the county's lower income and special needs residents, is being provided. (CWPP Objective HO 4.B)
- PH-8.5.6 Work with the county in seeking partnerships with other jurisdictions, through the Alliance for Housing Affordability, the Housing Consortium of Everett and Snohomish County, Snohomish County Tomorrow and similar forums, to track the provision of housing by type and affordability. This effort will include an assessment of progress toward meeting the county's housing goals, including housing that addresses the needs of households within the Under 30% AMI, 30-50% AMI and 51-80% AMI segments, as projected in the current Housing Characteristics and Needs Report for Snohomish County. (CWPP HO Policy 4.B.1)
- PH-8.5.7 Based upon the monitoring and evaluation results from Policy 4.B.1, the City should evaluate the effectiveness of its zoning regulations to produce housing developments that meet the diverse housing needs identified in the Housing Characteristics and Needs Report for the community. (HO Policy 4.B.2)

LAND USE GOALS AND POLICIES

General:

- GL-1 Work to ensure that the character and location of land uses optimize the economic benefit, enjoyment by residents, and protection of natural resources while minimizing the threat to health, safety and welfare posed by hazards, nuisances, incompatible land uses and environmental degradation through implementation of the following:**
- a) **Growth Management: Manage growth so that the delivery of public facilities and services will occur in a fiscally responsible manner to support development and redevelopment within the City.**

- b) Economic Development: Attain the highest level of economic well-being possible for all citizens in Arlington through the achievement of a stable and diversified economy offering a wide variety of employment opportunities.**
- c) Neighborhood Conservation: Achieve a well-balanced and well-organized combination of open space, commercial, industrial, recreation and public uses that are served by an efficient transportation network while protecting the fabric and character of residential neighborhoods.**
- d) Environmental Preservation and Conservation: Through both preservation and conservation ensure the proper management of the natural environment and resources.**

Policies:

- PL-1.1 Suburban Residential (SR) – This designation should primarily provide for single-family residential development, at a density of four (4) dwelling units per acre, and compatible uses where the full range of public facilities and services to support suburban development exists. This designation may be implemented by more than one zoning classification. Determination of the appropriate zoning classification shall take into account the density of nearby existing development and the capacity of existing and projected public facilities.
- PL-1.15 Gateway Overlay Zone (GOZ) – This land use designation overlay should be applied to properties (lots) that are adjacent to, or abutting right-of-ways classified as Arterial or greater and that are at least partially within a quarter mile of city limits. Development regulations specific to the Gateway Overlay Zone should be established to address architecture, site design, screening, landscaping, and appropriate land uses.
- PL-1.2 Residential Moderate Density (RMD) – This designation should primarily provide for single-family residential development (including duplexes), at a density of six (6) dwelling units per acre, and compatible uses where the full range of public facilities and services to support moderate density development exists. This designation may be implemented by more than one zoning classification (such as Low/Moderate Density). Generally, this designation is appropriate for land located convenient to principal arterials and/or business and commercial activity centers where a transition between higher densities and lower densities are warranted or where critical areas, transportation systems, or other public facilities preclude higher density. Determination of the appropriate zoning classification shall take into account the density of nearby existing development and the capacity of existing and projected public facilities.
- PL-1.3 Old-Town Residential (OTR) – This designation should primarily provide for single-family residential development (including duplexes), at a density of ten dwelling units per acre, and compatible uses where the full range of public facilities and services to support urban development exists. This designation may be implemented by more than one zoning classification. This designation is to be used for the older residential part of Arlington, which is mostly developed in a traditional, small-lot grid pattern. Any new development in this designation should be compatible and consistent with this older-style development pattern. Design standards or other special regulations

aimed at preserving the historic quality of the traditional residential may be applied in this designation.

- PL-1.4 Residential High Density (RHD) – This designation should provide for multi-family and other high-density residential development, with density limited only by development parameters such as-but not limited to-building height, setbacks, parking requirements, screening, open space and compatible uses where a full range of public facilities and services that support urban development exist or can be provided. Generally, this designation is appropriate for land that is located convenient to principal arterials and commercial areas.
- PL-1.5 Neighborhood Commercial (NC) – This designation should provide for retail and service businesses that serve the limited convenience shopping and personal service needs to the immediate surrounding neighborhood. Generally this designation is appropriate for lots that are located on the corner of an intersection where at least one adjacent road is classified as an arterial or greater.
- PL-1.6 Old-Town Business District (OTBD) – This designation is intended for the traditional commercial center of old downtown Arlington, and should be used to promote a dense, active, pedestrian-oriented commercial/service center. It should provide for pedestrian-oriented commercial or business uses that attract large numbers of customers and that are conducted primarily indoors, multi-family residential uses upstairs from commercial uses (mixed use), and civic uses. This designation may be implemented by more than one zoning classification. In particular, there is a noticeable difference in the existing land use patterns between N. Olympic and the other commercial parts of downtown, and special policies and regulations may be implemented to enhance the historic nature of the former as a way to increase commercial activities therein. In areas of the OTBD not directly on N. Olympic, such policies and regulations may also be implemented, but should allow for slightly more automobile-oriented design.
- PL-1.7 General Commercial (GC) – The General Commercial designation is intended to provide areas for a wide range of small to large footprint commercial uses, but typically in areas that would be used predominantly by local users. Such uses typically are conducted in individual buildings with large parking lots that are located toward the block or site interior and have adequate landscaping and screening. Mixed-use development should be permissible.
- PL-1.8 Highway Commercial (HC) – This designation is intended to provide areas for a wide range of large-scale, auto-oriented commercial and business uses that may attract users from outside the Arlington area and that require highway access, larger sites, and separation from residential uses.
- PL-1.9 Business Park (BP) – The Business Park designation is intended to promote office, high technology research and development, and related uses in a master-planned, park-like setting.
- PL-1.10 Light Industrial (LI) – This designation is intended to allow those types of industrial, wholesale, or service uses that have minimal impacts on surrounding properties. This is accomplished by having all activities done in completely enclosed structures. Due to the proximity of this zone to the Arlington Airport, care should be taken to ensure that uses are compatible with it, and that they will not impact airborne aircraft because of the height of structures, smoke, glare, lights which shine upwards, radio

interferences from transmissions, nor any water impoundments or sanitary landfills which would create potential hazards from waterfowl to airborne aircraft.

- PL-1.11 General Industrial (GI) – This land use designation is intended to allow a full range of industrial, wholesale, or service uses that traditionally may have impacts to surrounding properties, as they involve a great deal of activity and storage outside the building; large doors are open; and there may be more noise, light, heat, smoke, dust, and odors detected beyond the property lines than in other zones.
- PL-1.12 Aviation Flightline (AF) – This designation is intended to allow only aviation related uses proximate to airport runways and taxiways. Aviation related uses include any uses related to supporting aviation that require direct taxi-way access as a necessary part of their business operations, such as aviation services, manufacturing of aviation-related goods, general services whose primary customers would be those engaged in aviation-related activities (e.g., restaurants primarily catering to pilots, employees, or passengers), or other uses that are clearly related to aviation.
- PL-1.13 Civic Space (CS) – This category is intended for use on all land that is publicly owned and will in all likelihood remain publicly owned. It allows public buildings and services, recreational uses, utilities, and transportation facilities.
- PL-1.14 Master Planned Neighborhood (MPN) This land use designation overlay should be permissible on large tracts of land (25 acres or more) where detailed planning would benefit the public as well as all property owners involved by allowing them to proportionately share infrastructure planning and financing. It achieves this by requiring that a Master Plan be developed for all parcels within a particular overlay and approved by Council. The Master Plan should address how the roads, sewer, water, and other services and utilities would be provided and paid for, determine the types of uses would be allowed and at what densities (including at least 50% of the lots in Low Density Residential (4 du/ac), and whatever other issues need to be worked out prior to development.

GL-2 Preserve and promote a safe, clean and aesthetically pleasing living environment.

Policies:

- PL-2.1 Storage of soil, yard waste, refuse, machines and other equipment in rights-of-way and building setbacks should be prohibited.
- PL-2.2 Installation of curbs, gutters, sidewalks, landscape strips, and vegetated LID facilities for all developments should be installed unless the permit-issuing authority makes specific findings that such improvements would not be consistent with these or other goals or policies. Curb cuts are permitted at bio-retention facilities to allow stormwater runoff to enter the facility.

Inter-Jurisdictional Coordination

GL-3 Work with affected jurisdictions to address cross-jurisdictional growth issues.

Policies:

- PL-3.1 The City should coordinate growth and development with adjacent jurisdictions to promote and protect inter-jurisdictional interests.

- PL-3.2 The City should enter into and maintain Interlocal Agreements with adjacent jurisdictions that address joint planning, reciprocal mitigation and impact fees, and other mutually beneficial issues.

Growth and Growth Management

- GL-4 Accommodate new development in a manner that supports a growth rate consistent with the goals of the State Growth Management Act but also preserves and enhances Arlington's quality of life, its natural environment, and its historical and cultural amenities.**

Policies:

- PL-4.1 The City's Urban Growth Area should be sufficiently sized to accommodate projected 20-year population and employment forecasts.
- PL-4.2 The City should ensure that growth and development is consistent with the City's Capital Facilities Plan for providing public facilities including streets, sidewalks, lighting systems, traffic signals, water, storm and sanitary sewer, parks and recreational facilities, and schools.
- PL-4.3 The City should adopt and maintain development regulations that ensure that growth is consistent with State laws and the Community Vision.
- PL-4.4 When proposing Urban Growth Area expansions, the City should only seek land to be included within the City's Urban Growth Area that is suitable for urban development consistent with the Growth Management Act and where utilities and infrastructure can be provided at reasonable costs.
- PL-4.5 All new commercial, industrial, and residential plat developments should provide additional transportation infrastructure consistent with the City's comprehensive transportation plan and development regulations through installation, dedication, fee-in-lieu or some other acceptable form of mitigation.
- PL-4.6 Development patterns should be responsive to environmental critical areas with resulting fragmentation of the built environment minimized to the greatest extent feasible.
- PL-4.7 The City should use Snohomish County Tomorrow's Growth Monitoring Report as a basis for monitoring growth.
- PL-4.8 The City should plan for a balanced mix of land uses based on land availability and the capacity to provide public services.
- PL-4.9 Infrastructure capacity should be "concurrent" with new land development. Where concurrency cannot be assured, the GMA and capital facility plans should be reassessed and potentially amended accordingly.
- PL-4.10 The City should strive to equitably allocate the cost of growth. Such tools as mitigation and impact fees can provide funds for necessary infrastructure improvements.
- GL-5 Ensure that Neighborhood or Subarea Plans for unincorporated Urban Growth Areas are established prior to annexation in order to ensure coordinated growth and development patterns occur as the City expands.**

Policies:

- PL-5.1 The City should prepare neighborhood or subarea plans for unincorporated Urban Growth Areas that address and coordinate future: land uses and development standards, utility lines and other infrastructure, roads and road improvements, protected open spaces, potential park space, trails, etc., prior to allowing annexation. The City should enter into an Interlocal Agreement with Snohomish County to ensure any development within the City's unincorporated Urban Growth Area is consistent with and coordinated with City plans for that area.
- PL-5.2 City sewer lines should not be extended outside city limits into the City's unincorporated Urban Growth Area.
- PL-5.3 The City will pursue designation of a Manufacturing Industrial Center (MIC) in cooperation with the City of Marysville for the unincorporated area between the two cities. If so designated, a coordinated Subarea Plan will be developed.
- GL-6 Annex all unincorporated Urban Growth Areas within the City's Urban Growth Area.**

Policies:

- PL-6.1 Annexations should include all land within the respective unincorporated Urban Growth Area enclave.
- PL-6.2 Unincorporated areas within the City's Urban Growth Area should be pre-designated on the City's Future Land Use Map and pre-zoned on the City's Official Zoning Map.
- PL-6.3 City utilities and services should be planned and made available for extension within reasonable time after annexing land to the City.
- PL-6.4 In considering annexations, the following criteria should be used to evaluate the feasibility of the proposed annexation:
- a) The existing levels (quantity and quality) of urban services and facilities in the area to be annexed; and
 - b) The proximity to City utility lines; and
 - c) The quantity and quality of services that will be required after annexation; and
 - d) The costs of furnishing needed services; and
 - e) Any potential revenue generation that could be used to offset existing and future service and infrastructure needs.
- PL-6.5 After annexation, the City should honor pre-existing mitigation agreements, conditions on permits, appropriate inter-jurisdictional studies, and agreed-upon standards.
- PL-6.6 Entire rights-of-way adjacent to the annexation areas should also be included within the total area to be annexed unless there is an existing agreement between the City and the County requiring otherwise.

Residential Land Use**GL-7 Encourage a mix of residential densities throughout the City.**Policies:

- PL-7.1 All recommended changes in residential densities should be based on the following:
- a) The overall impact to surrounding properties;

- b) The general impact to the existing transportation network;
 - c) The feasibility of the site and its situation for the proposed density;
 - d) The availability/capacity of urban services such as water and sewer to serve the area;
 - e) The vacant land supply within the City at the proposed density;
 - f) Consistency with GMA growth targets and buildable land supply.
- PL-7.2 Higher density residential uses should be located around commercial areas.
- PL-7.3 Vertical and Mixed Use developments with a residential component should be permissible in designated zones within the City.
- GL-8 Preserve and promote the character, scale, and quality of existing neighborhoods as new development occurs.**

Policies:

- PL-8.1 The City should develop design standards to ensure the orderly transition and compatibility of adjacent residential densities.

Commercial Land Use

- GL-9 Create pedestrian links between commercial and residential developments.**

Policies:

- PL-9.1 Where commercial and residential areas abut, new development proposals should include the design and construction of walkways, sidewalks or other non-motorized features to integrate and link commercial activities and other neighborhoods within the City.

- GL-10 Promote Neighborhood Commercial uses in appropriate places.**

Policies:

- PL-10.1 A re-designation and rezoning of lots to neighborhood commercial may be approved by the City (at the City's discretion) when a lot meets all of the following criteria and any others as listed in Title 20 of the AMC:
1. The lot is located at the intersection of two public rights-of-way, where at least one right-of-way has a roadway classification (whether existing or proposed) of arterial or greater OR is adjacent to another Neighborhood Commercial zoned lot and has direct access to an arterial roadway and is within 660 feet of an intersection.
 2. The lot has existing and legal direct access to at least one arterial right-of-way prior to the reclassification and rezone request. The lot is adjacent to or abutting on at least one side to another lot zoned Neighborhood Commercial and/or residential (RLD, RMD, RHD).

Industrial Land Use

- GL-12 Maintain a sufficient industrial land base in order to support a high ratio of jobs to households.**

Policies:

- PL-12.1 Industrial land uses should be located in the vicinity of Arlington Airport in order to take advantage of existing and anticipated transportation systems.

- PL-12.2 The amount of land planned and allocated for industrial use should be reasonably scaled to meet the demonstrated demand.
- PL-12.3 Industrial uses should be encouraged to share facilities such as internal roadways, parking facilities, and rail access.
- PL-12.4 Industries with high job numbers that support the local resource processing needs should be encouraged.
- PL-12.5 The City should pursue the designation of the Arlington-Marysville Manufacturing Industrial Center (AMMIC) in the Snohomish County Countywide Planning Policies and regional designation by Puget Sound Regional Council (PSRC).
- PL-12.6 The City should support the development and growth of the Arlington-Marysville AMMIC by supporting a concentrated manufacturing and industrial base and by planning for future growth and infrastructure improvements.
- PL-12.7 The City should develop appropriate zoning, design review and landscaping regulations so that manufacturing uses within the Arlington portion of the AMMIC are buffered from adjacent or abutting residential uses.
- PL-12.8 The City should ensure that at least 80% of the property within the AMMIC is planned and zoned for industrial and manufacturing uses. Compatible non-industrial uses shall be as allowed under PSRC certification and be conditioned to mitigate for potential conflicts with current and future industrial uses.

GL-13 Minimize the adverse impacts of industrial uses to adjacent and abutting residential properties.

Policies:

- PL-13.1 Additional setbacks should be required for industrial buildings and uses that are adjacent to or abut non-industrial zoned land in order to minimize impacts. Vegetated Low Impact Development (LID) facilities may be located within these setbacks.
- PL-13.2 Full screen landscape buffers (which may consist of vegetated LID facilities) should be required along industrial zoned property and non-industrial zoned properties.

GL-14 Maintain a healthy, clean industrial district through the use of design standards and adherence to environmental standards.

Policies:

- PL-14.1 Outdoor storage areas should be screened from public rights-of-way through use of both fencing and native vegetation.
- PL-14.2 Landscape buffers should be installed and maintained along property lines adjacent to rights-of-way.
- PL-14.3 Landscape buffers should include the use or retention of native vegetation adequate to serve as visual screens between rights-of-way and industrial uses. Landscape buffers may also consist of vegetated LID facilities.
- PL-14.4 Pollutants should be managed through site design engineering and source control. Site disturbance and soil compaction should be minimized during construction. Implement source control best management practices (BMPs) to prevent soil and stormwater runoff contamination from operation and storage of heavy equipment.

- PL-14.5 Development Design Guidelines should be established for the Industrial Zones and the AMMIC.
- PL-14.6 Open space and recreation opportunities such as parks and non-motorized trails should be incorporated in industrial areas.

SUBAREA SPECIFIC GOALS AND POLICIES

GL-15 Protect and enhance our various neighborhoods as follows:

Policies:

Old-Town Residential District

- PL-15.1 The Old-Town Residential District should be protected as a traditional, single-family neighborhood.
- PL-15.2 Only single-family residential, accessory dwelling units, and duplexes that are compatible with neighborhood in terms of use and design should be allowed in the Old-Town Residential District.
- PL-15.3 Design standards for new development in the Old-Town Residential District should be established to ensure compatibility with the existing historical character.
- PL-15.4 Improvements to the streetscapes (pedestrian ways, planter strips with approved vegetation, vegetated LID facilities) should be made throughout the Old-Town Residential District. Maintenance responsibilities should be assigned to encourage ownership of the LID facilities.

Old-Town Business District

- PL-15.8 The City should support continued revitalization of both the private and public realms within the Old-Town Business District.
- PL-15.9 The Old-Town Business District should be a vibrant, people-oriented district so as to encourage civic engagement and support local business.
- PL-15.10 Vertical mixed use with a residential component on upper floors should be allowed and encouraged.
- PL-15.11 Design Standards for both the public and private realms should be established in order to promote a unified historic character among the three sub-districts within the Old-Town Business District.
- PL-15.12 The City should capitalize on its position along the Stillaguamish River by developing a Riverfront Master Plan that addresses future land uses, motorized and non-motorized transportation networks, and recreational opportunities.
- PL-15.13 The City should develop and implement a plan (including funding) to improve Haller Park.
- PL-15.14 Public parking lots should incorporate historic design features.
- PL-15.15 The City should provide incentives for commercial property owners to renovate and/or improve their building facades consistent with their historic character.

- PL-15.16 An active, diverse, and integrated "main street"-style central business district should be encouraged in order to promote economic growth by attracting residents, visitors, and businesses.
- PL-15.17 A compact commercial district that facilitates easy pedestrian access between shops and buildings should be encouraged.
- .PL-15.18 A diverse array of commercial business types should be permissible in the Old-Town Business District.
- PL-15.19 Any on-site parking should be located to the side or rear of buildings.
- PL-15.20 Additional public parking lots should be provided in the Old-Town Business District to better accommodate motor-vehicles.
- PL-15.21 The City should promote design elements in Old-Town Business District that reflect the City's history, scale, and character by establishing Development Design Standards specific to the Old-Town Business District.
- PL-15.22 New commercial and multi-family developments in Old-Town Business Districts 1 and 2 should be required to provide bicycle racks.
- PL-15.23 Commercial signage should be primarily pedestrian scaled and oriented.
- PL-15.24 Street trees should be incorporated into the streetscape for newly renovated streets.
- PL-15.25 Pedestrian facilities in adjacent residential neighborhoods should be connected to those in the commercial district (and vice-versa) so that there is an integrated pedestrian/alternative transportation network throughout the Old-Town Business District.
- PL-15.26 Building design and architecture should be human-scaled.
- PL-15.27 The City should undertake efforts to beautify the Old-Town Business District with street plantings, street furniture, pedestrian paths, decorative lighting and signing, brick or textured streets, historical markers, etc.
- PL-15.28 The City should encourage cooperative downtown improvement planning and implementation efforts between the City, the Downtown Arlington Business Association and the downtown merchants.
- PL-15.29 The City should encourage businesses to improve deteriorating facades, poor signs, and their general outside appearance in accordance with historical design character.
- PL-15.30 The City should require new development to augment the historic look of downtown by maintaining the existing building pattern (i.e., the continuous street wall, permanent awnings, ground floor shops with many windows and large glass areas, second floor professional services and/or apartments).
- PL-15.31 Pedestrian-scaled commercial businesses should be encouraged in Old-Town Business District 1 along Olympic Avenue in to Old-Town Business District 2 and 3.
- PL-15.32 City Hall and other civic functions should be located within Old-Town Business District 1.
- PL-15.33 The City should encourage new indoor recreation facilities, restaurants and entertainment functions in the Old-Town Business District.

- PL-15.34 Street parking should be permissible along all streets within the OTBD to the extent feasible, particularly along Olympic Avenue.

Arlington Bluff

- PL-15.38 The City should encourage annexation of existing urban growth areas outside city limits.
- PL-15.39 In the Transportation 6-Year TIP, consideration should be given to improving Cemetery Road, 47th Avenue, and 188th Street to their Local Collector standards.
- PL-15.40 The forested steep slopes along the bluff should be protected for both environmental and aesthetic purposes by prohibiting development within steep slope buffers and requiring a minimum percentage of forest cover to be retained.
- PL-15.41 Care should be taken to not increase discharge of stormwater runoff onto the farmlands below.

Kent Prairie

- PL-15.43 Kent Prairie has a very diverse range of uses and housing types; such diversity should be protected.
- PL-15.44 Through design, screening, and setbacks, impacts should be minimized between residential and non-residential uses.

West Arlington (West Bluff, Island Crossing, Smokey Point)

- PL-15.45 The City should work to upgrade the streets to City standards. Where stormwater improvements are needed, encourage evaluation of LID facilities.
- PL-15.46 As much of the area is within the 100-year floodplain and floods rather frequently, a drainage plan should be developed and implemented to alleviate this problem. Stormwater improvements should be prioritized in the Island Crossing neighborhood based on flood modeling and aligned with the South Slough and Portage Creek stream channels. There is potential for a regional system that also functions as flood conveyance and compensatory storage during major events.
- PL-15.47 Coordinate future revision of I-5 rest stop with access to Smokey Point Boulevard.
- PL-15.48 A community park and neighborhood center park should be located within the Smokey Point neighborhood.

South Fork

- PL-15.49 The City should work with interested residents in annexing this subarea.

Brekhus-Beach

- PL-15.50 A “high-level” Master Plan for the Brekhus-Beach Subarea should be developed by the City in consultation with subarea property owners and adopted by the City Council prior to the subdivision of any land within the subarea. With regards to this policy, “high-level” means the layout of arterial and collector roads (including streetscape design standards), layout of water and sewer lines and their associated facilities, and land-use designation. (See Figure 2-22 for preliminary plan)
- PL-15.51 Prior to the adoption of a “high-level” Master Plan for the Brekhus-Beach Subarea by the City Council, one single-family dwelling unit and one accessory dwelling unit

should be permitted by the City to be constructed on any existing legal lot within the subarea.

- PL-15.52 After the adoption of a “high-level” Master Plan for the Brekhus-Beach Subarea, “large-lot” subdivisions should be permissible in those portions of the subarea where the extreme cost or difficulty in extending sewer exists. With regards to this policy, “large-lot” means the minimum lot size required by the Snohomish County Health District for on-site sewage disposal systems. After the adoption of a “high-level” Master Plan for the Brekhus-Beach Subarea, shadow platting should be permissible in those areas where sewer is not yet available so as not to preclude the allowed underlying density at such a time when sewer becomes available. When sewer becomes available to serve the shadow plat, all lots within the plat will be required to connect to sewer.

Hilltop

- PL-15.53 The properties around the SR-9 and SR-531 intersection should be planned to become an urban village, with mixed commercial and high-density residential uses. (Mixed Use).
- PL-15.54 The City should encourage the development of the Boyden 5-acre tract to urban densities. This would probably take the formation of a Local Improvement District (ULID) to fund the installation of sewer, water, and transportation systems. The City should also help find a secondary access point.

Manufacturing Industrial Center

- PL-15.55 As this is the predominant location for future employment in Arlington, the City should actively seek appropriate development of this area in accordance with AMMIC and PSRC Regional Centers designation criteria.
- PL-15.56 A road network should be developed that makes properties more accessible and usable.

The Airport

- GL-16 As an Essential Public Facility, protect the Arlington Municipal Airport from encroaching non-compatible land uses so as to maintain its long-term viability.**

Policies:

- PL-16.1 Promote a compatible relationship between the airport industrial zone and surrounding land uses.
- PL-16.2 Secure airport approach zones through either land purchase, avigation easements, or disclosure statements so that the City can enforce regulatory controls in those areas.
- PL-16.3 Secure avigation easements from new developments that are proposed within the Airport Protection District.
- PL-16.4 The Arlington Airport is designated as an “Essential Transportation Facility.” This designation provides leverage to maintain compatible zoning and land use options and helps protect its airspace in the approach and transitional surface areas.

- PL-16.5 Maintain an Airport Protection District to protect aviation interests by applying FAA and WSDOT policies and land use restrictions.
- PL-16.6 Obtain and maintain interlocal agreements with adjacent jurisdictions to help implement airport protection policies.
- PL-16.7 Protect and control land critical to the future expansion of the airport as depicted in the Airport Master Plan.
- PL-16.8 Prohibit buildings, structures, or other objects from being constructed or altered so as to project or otherwise penetrate the airspace surfaces (as defined in FAA Part 77), except as necessary and incidental to airport operations.
- PL-16.9 At the time of land use approval (i.e. subdivision of land), property disclosure notices--notices on the face of the plat map and avigation easements dedicated to the City of Arlington--should be recorded on areas within the Airport Protection District.
- PL-16.10 Require that submittal requirements for proposed land use actions disclose potential conflicts with airspace.
- PL-16.11 Within the Airport Protection District require disclosure notice for potential negative impacts from aviation operations and noise, unless mitigated by other measures.
- PL-16.12 Residential use shall be prohibited on Airport property and within the Runway Protection Zone 1. Residential use and/or density should be limited, within the Inner Safety Zones 2, Inner Turning Zone 3, and Outer Safety Zone 4, and Runway Sideline Zone 5 to reduce negative impacts on residents from aviation operations and noise.
- PL-16.13 Non-residential use and/or intensity may be limited, if such uses are deemed to be noise sensitive, to reduce negative impacts on users from aviation operation noise.
- PL-16.14 Prohibit the location of noise-sensitive land uses from areas of high noise levels, defined by the 65 DNL (or higher) noise contour of Arlington Municipal Airport.
- PL-16.15 All detention, retention and wetland construction in the Airport Protection District needs to be planned to minimize attracting wildlife that is a hazard to aviation.
- PL-16.16 To better ensure compatibility between the airport and surrounding land uses:
- Risks to surrounding people and property shall be minimized by applying more stringent land use controls to geographic areas with greater potential risk.
- Risks to people on the ground shall be minimized by restricting land uses so as to limit the number of people likely to gather in areas most susceptible to aircraft accidents and/or by reducing risks through special features of building design.
- Discourage land uses that are of particular safety concern because of the reduced mobility of occupants or their inability to respond to emergency situations in areas most susceptible to aircraft accidents. Such uses include children's schools, day care centers, hospitals, nursing homes and/or other uses where the majority of occupants are children, elderly or handicapped.
- Discourage land uses in the vicinity of the airport that may cause visual, electronic or bird strike hazards to aircraft in flight.

PL-16.17 The City and the airport shall make available to prospective purchasers of property in the vicinity of the airport information about airport activity impacts so that they can take this information into account in making purchase decisions.

PL-16.18 Any expansion of airport facilities that would result in a significant increase in noise, hazard or glare shall include measures to reduce impacts to surrounding neighborhoods.

GL-17 Development Airport Properties in an orderly fashion.

Policies:

PL-17.1 Develop and maintain airport property as depicted within the Airport Master Plan.

PL-17.2 Create conceptual development site plans for Airport properties that are not already shown in the Master Plan.

PL-17.3 The Airport should maintain a green belt along residential portions of the perimeter of the Airport property, subject to Part 77 restrictions and the possible requirement for low-growing vegetation.

Resource Protection

GL-18 To safeguard communitywide environmental conditions and resources the City will encourage the effective stewardship of the environment and protect critical areas and conserve land, air, water, and energy resources.

Policies:

PL-18.1 The City should continue to amend and adopt land development regulations that ensure the protection of the attributes, functions and amenities of the natural environment under all projected growth scenarios.

PL-18.2 Through the land planning and development review processes, the City should require the provision of fish and wildlife habitat corridors, and restrict the fragmentation of large natural plant communities that provide essential and significant wildlife habitat.

PL-18.3 The City should work to ensure compatibility of land uses with topography, geology, soil suitability, surface water, groundwater & aquifers, frequently flooded areas wetlands, climate, and vegetation and wildlife.

PL-18.4 The City should utilize local resources whenever possible to encourage local involvement in community actions and to enhance community pride.

PL-18.5 The City should promote reducing air pollution emissions associated with land uses and transportation in accordance with national, State, regional, and local policies and standards.

PL-18.6 The City should work to protect and enhance the natural environment while planning for and accommodating growth.

PL-18.7 The City should maintain or restore aquatic ecosystems and associated habitats and aquifers through the development and implementation of a comprehensive protection program.

PL-18.8 The City should protect and maintain elements of the environment including clean water, natural vegetation, and habitat corridors through adopted development regulations and a variety of educational, voluntary and incentive programs.

PL-18.9 The City should work to help preserve agriculture and agricultural land outside the City's Urban Growth Area through a variety of planning techniques, regulations, incentive, and acquisition methods.

PL-18.10 The City should identify and protect open space natural and scenic resources, and shoreline areas.

GL-19 Require site-sensitive development to protect environmental resources.

Policies:

PL-19.1 Significant trees within the City should be preserved to the extent feasible. In instances where it is not feasible to preserve significant trees, any significant tree cut down should be mitigated either through re-planting or payment of a fee-in-lieu.

PL-19.2 Existing and native vegetation should be preserved as much as possible due to its vital role in the groundwater and wildlife systems of Arlington in order to prevent additional storm water runoff or soil erosion from new developments and to provide a habitat for wildlife. In newly developed and re-developed areas, site disturbance should be minimized and native vegetation and duff should be retained.

PL-19.3 Salmonid streams, drainage ways, wetlands, and their buffers should be protected from adverse impacts of land development that might decrease low flows or increase high peak flows, reduce recharge areas for streams, increase bank or bed erosion, or increase turbidity of the water.

PL-19.4 The City should work to protect, the following sensitive resources: wetlands, streams and creeks, lakes and ponds, aquifer recharge areas, steep slopes, significant trees, fish and wildlife habitat and corridors, archaeological and historical sites and artifacts, geologically hazardous areas, and frequently flooded areas. Other resources may be included by amending the City's critical areas regulations.

PL-19.5 Since the Airport and surrounding property are located above an aquifer that provides the City of Arlington water, measures to protect that resource should be established (See Water System Plan).

GL-20 Minimize storm water runoff and urban drainage impacts by utilizing the natural drainage system where it is possible to do so without significantly altering the natural drainage ways.

Policies:

PL-20.1 The City should encourage the design of developments to use natural drainage patterns and incorporate means to entrap storm water and water pollutants before they are carried down slope or before they enter wetlands and/or other bodies of water.

PL-20.2 The City should work with residents and other jurisdictions to improve storm drainage in and around Arlington.

PL-20.3 The City should adopt and keep current a stormwater comprehensive plan and control ordinance requiring best management practices for stormwater control, addressing such issues as detention, release, erosion and siltation, nutrients and toxic pollutants, etc.

PL-20.4 To minimize impacts on natural resources, the evaluation of Low Impact Development techniques should be evaluated as the preferred approach prior to implementing traditional stormwater treatment and flow control facilities.

GL-21 Promote energy conservation by developing incentives and/or requirements for energy-saving transportation, land development patterns and practices, and building construction and operation methods and materials.

Policies:

PL-21.1 The City should encourage the development of paths and easements for non-motorized transportation to encourage pedestrian and bicycle use throughout the City.

PL-21.2 Encourage development patterns that are based on a grid system to increase connectivity and reduce utility and transportation costs as well as energy consumption.

PL-21.3 Encourage energy-saving construction and building operation practices and the use of energy-conserving materials in all new construction and rehabilitation of buildings.

GL-22 Encourage the protection of special historic, architectural, aesthetic or cultural resources through the designation of historic landmarks and districts and the adoption of appropriate incentives.

Policies:

PL-22.1 The City should encourage the rehabilitation and revitalize of the downtown by using adaptive reuse of existing commercial structures, preservation of historic sites and structures, and restoration of prominent places and features to ensure economic viability and community stability. Many of the older structures in the downtown area represent 90 years of the City's character and heritage. Consider adapting existing structures identified in the 1980 Snohomish County Cultural Resource Inventory to other appropriate uses for continued economic vitality of the historical structures. This list can be expanded at any time.

American Legion Hall

Arlington State Bank

Arlington Times Building

Citizens State Bank

Eagan House/Weller Funeral Home

Masonic Hall

Methodist Church

Robertson Building

Royal Hotel

World War II Navy Hangar

PL-22.2 The City should work with the Stillaguamish Tribe to develop rules and procedures for protecting significant cultural and archaeological resources.

GL-23 Promote the identification, maintenance, and preservation of possible geographical areas or structures that have special significance because of historical, archaeological, architectural, recreational, social, cultural, and/or scenic importance.

Policies:

- PL-23.1 The City should work with other public agencies and/or a local historical society to determine priorities and establish methods for public and private funding to develop and operate such significant areas
- PL-23.2 The City should encourage the development of written narratives and maps for self-guided tours of significant areas and the provision for site markers to identify significant sites.
- PL-23.3 The City should encourage additions and alterations to significant architectural buildings to conform to the style and period of the initial construction as much as possible.
- PL-23.4 The Arlington Airport is listed on the National Register of Historic Places. This designation should be used to promote aviation-related tourism activities.
- PL-23.5 The City should work to protect those structures that led to the Airport being listed on the Register.
- PL-23.6 The City should prepare a documentation of the history of Arlington Naval Air Station in a format that can be distributed to local schools, other organizations and placed on the City of Arlington website.
- PL-23.7 The City should actively seek grant funding for the rehabilitation of historic buildings and other historic preservation opportunities on Airport property.

Public/Semi-Public Land Use

GL-24 Promote equality in development regulations between private and public lands.

Policies:

- PL-24.1 Public and semi-public development should be held to the same development standards as private development.
- PL-24.2 New public/semi-public development proposals should include the design and construction of walkways and/or sidewalks to integrate and link commercial activities and other neighborhoods within the Urban Growth Area.

Minimizing Risk of Natural Disasters

GL-25 Prepare for and be able to respond to natural disasters.

Policies:

- PL-25.1 Arlington should maintain a current comprehensive emergency management plan which shall be based on a hazard analysis and as a minimum include a basic document with the elements listed in WAC 118-30-060 (1)-(8). Said plan shall address all natural and man-made emergencies and disasters to which Arlington is vulnerable, and shall specify the purpose, organization, responsibilities and facilities of agencies and officials of the political subdivision in the mitigation of, preparation

for, response to, and recovery from emergencies and disasters (Paraphrased from WAC 118-30-030 (9)).

- PL-25.3 Geologically hazardous areas, especially forested steep slopes, should be protected.
- PL-25.4 Soil stability and the use of the natural drainage systems should be promoted by retaining existing native vegetation in critical areas.
- PL-25.5 The City should prohibit development on unstable land and restrict development on potentially unstable land to ensure public safety and conformity with natural constraints.

TRANSPORTATION GOALS AND POLICIES

A general goal statement is followed by policies which will help achieve the goal. Goals and policies are applicable to all land use designations unless otherwise indicated.

Goal T-1 System Development: Plan, develop, and maintain a balanced transportation system for the efficient movement of people, goods, and services within the city and between the community and other activity centers in the region.

Policies:

- PT- 1.1 The City of Arlington's most current Comprehensive Transportation Plan adopted by City Council contains the City's official goals and policies, roadway classifications, rights-of-way, and levels of transportation service.
- PT-1.2 The City of Arlington's most current Comprehensive Transportation Plan adopted by City Council contains the City's official plan for pedestrian movement via trails and walkways.
- PT-1.3 Ensure that safe, convenient, and efficient transportation facilities are provided for all residents of and visitors to the City. This will include improvements to existing facilities as well as extensions to serve growth areas.
- PT-1.4 Design the street system to enable walkability, encourage alternative modes of transportation and distribute traffic evenly throughout the City. Explore opportunities to improve the operational and energy efficiency of the existing system through investments in operations and system management.
- PT-1.5 Sign and maintain Truck Route(s) and enforce their use.
- PT-1.6 Encourage the use and growth of the Arlington Airport by ensuring easy access to the Airport via City streets by both automobiles and trucks.
- PT-1.7 Encourage the use of the railroad by ensuring easy access to railroad loading stations via City streets by both automobiles and trucks and by ensuring efficient travel of the railroad where it crosses City streets.
- PT-1.8 Provide opportunities for public review and comment in significant transportation decision making.
- PT-1.9 Require developers to construct those streets directly serving new development and to pay a fair-share fee for specific off-site improvements necessary to mitigate any adverse impacts determined through the review to be created by the development.

PT-2.0 Develop and implement a Complete Streets Program to ensure that all transportation projects include safe and appropriate facilities for pedestrians, bicyclists, transit users accommodating persons of all ages and abilities. This plan should also identify locations for park and ride facilities.

Goal T-2 Land Use Coordination: Ensure that new road development meets the goals of the Transportation Plan and land-use identified in the City's current GMA Comprehensive Plan.

Policies:

PT-2.1 Coordinate land use proposals and density of development identified in the Land Use Element of the GMA Comprehensive Plan with transportation centers within the City to support and encourage the use of public transit.

PT-2.2 Encourage land use patterns that facilitate multi-purpose trips and reduce the number and length of trips by single-occupancy vehicles.

PT-2.3 Prepare long-range plans for future highway and arterial roadways providing direct connections and adequate rights-of-way in consideration for existing and future development.

Goal T-3 Concurrency: Ensure concurrency by providing an effective roadway network with adequate capacity to meet the demand for travel within the City at the adopted Level of Service (LOS) standard.

Policies:

PT-3.1 Periodically review and revise, if necessary, existing levels of service and the concurrency management system as part of the Comprehensive Plan update.

PT-3.2 Review all development proposals to ensure coordination with the Transportation Element.

PT-3.3 Ensure that all development permits that are approved require transportation improvements that are in accordance with Arlington's ability to provide and/or maintain the adopted levels of service. Transportation dedications and improvements for projects that exceed the existing level of service shall be in place with the final approval of a subdivision or short plat or at the time of final building inspection for non-subdivision projects. In lieu of immediate installation of such improvements, and as a condition of permit approval by the City, a performance bond or other security mechanism may be provided by the developer guaranteeing installation within six years of final approval.

PT-3.4 Traffic impacts of proposed projects shall be determined through project-provided impact assessment reports, which shall be required of every project for which the concurrency test must be applied. The City may waive this requirement where such impacts may be determined administratively and/or the project applicant agrees to mitigate any administratively determined impacts.

PT-3.5 Final acceptance of a project cannot be granted until and unless the transportation facilities identified in this plan are in place, or some form of security is in place guaranteeing its completion. This includes roads (including curb, gutter, sidewalks, and planter strips), trails, or other transportation facilities described in this Transportation Plan within the confines of that property.

Goal T-4 Sub-Area Standards for Traffic Facilities: Consider the special needs of subarea transportation facilities including appearance and safety.**Policies:**

- PT-4.1 Improving the appearance of existing corridors shall be a primary objective in designing and maintaining the street system in Arlington. Appropriate design standards, including landscape requirements, for the construction of new streets shall be maintained.
- PT-4.2 The City will, to the extent feasible, preserve existing street trees where they don't adversely affect roadway capacity, safety, or structural integrity.
- PT-4.3 In order to preserve the character of neighborhoods, City Council may adopt reduced road standards for built neighborhoods, where necessary, for the provision of safer pedestrian or bicycle access.
- PT-4.4 Private streets are prohibited and shall not be created for subdivided residential development. Private streets in commercial and Multi-Family development will be allowed on a case-by-case basis upon approval of the City Engineer. The City will accept existing private streets for ownership and maintenance only if they are consistent with City of Arlington adopted design standards and their acceptance will result in a benefit to Arlington.
- PT-4.5 Residential development access is restricted to local or collector streets. Direct access from any new residential lot is not allowed to an arterial road unless the Council determines there are no other practical options. (Applicable to SR, R-LMD, R-MD, R-HD, and OT land use designations only.)
- PT-4.6 The following guidelines shall be used in the review of all proposed plats:
- (a) Design local residential streets in such a manner so as to prevent or discourage through traffic.
 - (b) Access to all new residential development is required to be made onto local or collector streets, and is not allowed directly from any new residential lot to an arterial road.
 - (c) Cul-de-sacs will only be allowed when there is no alternative. If a cul-de-sac is approved for use, they should meet these standards:
 - (1) they should be no longer than 600 feet in length.
 - (2) two access points are required if the area attracts 150 people or more (including employees and customers) at any one time (new or a combination of new and existing).
 - (3) development of the road will be limited to 24 units, or 49 units if a fire hydrant exists on the street.
- PT-4.7 Maintain access standards for all development to limit the number and location of curb cuts on arterial streets.
- PT-4.8 All developments in all zoning districts shall provide a sufficient number of parking spaces to accommodate the number of vehicles that ordinarily are likely to be attracted to the development.

- PT-4.9 In residential areas, sidewalks shall be installed on both sides of the street to improve pedestrian safety.
- PT-4.10 Require new construction to include the construction of sidewalks, bicycle storage/parking facilities, and access to mass transit where possible and in proportion to the need generated by the proposal.
- PT-4.11 Sidewalks shall be at least five feet in width, on both sides of streets, and constructed according to specifications set forth in administrative policies. This does not apply to areas that are controlled by the Mixed Use Design Regulations and prescribed Frontage Types.
- PT-4.12 Encourage new development to provide pedestrian access from the development to schools, parks, playgrounds, or other roads or facilities if such access is not conveniently provided by sidewalks adjacent to the streets as required above. In such a case, the developer may be required to reserve an unobstructed easement of at least 10 feet in width to provide this access.
- PT-4.13 All public streets shall be constructed with curb, gutter, sidewalk, and landscape strips and street trees unless otherwise approved by city engineer due to site constraints or where the use of Low Impact Design (LID) storm water facilities are to be utilized.

Goal T-5 Non-motorized system development: Develop transportation strategies that encourage the use of pedestrian, bicycle, and mass transit facilities that will lead to savings of nonrenewable energy sources.

Policies:

- PT-5.1 Provide for safe and efficient movement of bicycles and pedestrians along streets and highways by constructing sidewalks and other footpath systems as well as bicycle paths.
- PT-5.2 Encourage the use of bicycles as a transportation alternative by providing bicycle lanes on arterial and collector streets.
- PT-5.3 Provide adequate traffic signs to assist in safeguarding pedestrians, bicycle riders, and especially children on streets near schools and playgrounds.
- PT-5.4 Construct a bicycle path and pedestrian trail that connects the schools and downtown area with athletic fields/parks near the airport.
- PT-5.5 Revenue designated to sidewalk improvements should be prioritized to first facilitate safe movement for elderly and handicapped persons between residences and shopping/social activity centers, and facilitate safe movement for children to and from school facilities and school bus stops.
- PT-5.6 Provide ramps and curb cuts that comply with the Americans with Disabilities Act.
- PT-5.7 Provide street lighting along sidewalks to encourage nighttime use and for safety.
- PT-5.8 Coordinate bicycle/pedestrian facility improvements, including the Centennial and Airport Trails, with neighboring jurisdictions to connect routes where possible.
- PT-5.9 Encourage private development to incorporate measures or facilities that encourage alternate modes of transportation, such as showers/dressing rooms, locker, and bike lockers.

- PT-5.10 All new public facilities should incorporate measures or facilities that encourage alternate modes of transportation, such as showers/dressing rooms, locker, and bike lockers.
- PT-5.11 Protect existing mass transit rights-of-way.
- PT-5.12 Develop and implement a Crosswalk Program that standardizes crosswalks and crossing devices at all locations where pedestrians, bicycles, trails or other non-motorized traffic cross a road.
- PT-5.13 Develop a bicycle commuter strategy, involve local users of all levels to define all needs. Update standards to improve bike safety and mobility.

Goal T-6 Transit system development: Support the use of transit and work with transit agencies to improve service in order to control traffic demand.

Policies:

- PT-6.1 Continue to coordinate with all agencies and neighboring jurisdictions involved with public transportation, whether they be bus, HOV lanes, light rail, heavy rail, ride sharing, vanpooling, or other forms, to identify what is of best use to the citizens of the City and participate in those ventures and proposals which are of general and/or specific benefit to the citizens of the City.
- PT-6.2 Coordinate with surrounding communities to support public education programs and land use strategies to encourage the use of public transportation.
- PT-6.3 The City hereby adopts the transit levels of service used by Community Transit.
- PT-6.4 Encourage developers to consider public transportation in transportation plans submitted as part of development permit approval consideration. New developments should encourage van and carpooling, public transit use, and other alternatives to reduce single-occupancy vehicular travel.
- PT-6.5 Encourage major employers to develop carpools, commuter routes, and provide company incentives if carpools are used.
- PT-6.6 Encourage and plan for “pedestrian-scale” neighborhoods and centers to enhance access and mobility for public transportation users.
- PT-6.7 Identify locations to encourage safe and convenient modes of transportation e.g. Uber, Lyft

Goal T-7 Roadway system safety and maintenance: Maintain and enhance the safety of the transportation system.

Policies:

- PT-7.1 Maintain necessary traffic data such as traffic counts and accident data to support planning of traffic safety improvements.
- PT-7.2 Prioritize safety improvements based on data collected per PT-7.1, above.
- PT-7.3 Prioritize the maintenance of roads according to condition, putting the roads in poor condition ahead of others.

- PT-7.4 Develop design criteria for the signing of streets, including uniform lettering, colors and placement of all new street signs.
- PT-7.5 Adopt appropriate guidelines from the most current WSDOT adopted version of the Manual on Uniform Traffic Control Devices (MUTCD) regarding maintenance of traffic control devices and perform regular and requested maintenance activities related to traffic control devices and roadway material within those guidelines.
- PT-7.6 Identify specific high accident intersections on both the collector and arterial system and develop and implement appropriate plans to effectively lower the accident rate, with a goal of achieving the state's goal of zero deaths and disabling injuries.

Goal T-8 Non-motorized system safety: Develop transportation and safety policies that encourage the use of non-motorized transportation (i.e., walking and biking) and reduce the chance of accidents.

Policies:

- PT-8.1 Prioritize sidewalk and shoulder improvements in areas of high traffic volumes or pedestrian activity to improve safety of pedestrians and drivers.
- PT-8.2 Under special circumstances, the City Council and/or City Engineer may install temporary safety improvements (such as widened asphalt shoulders, etc.) in lieu of full improvements where they are able to make at least the following findings:
- (a) There is a significant overwhelming public need to improve pedestrian safety along the road on which the project is proposed, and the project will substantially do so.
 - (b) The project is intended to be a temporary solution until a full street improvement project can be funded.
 - (c) The project is designed in such a way as to not preclude eventual full-standard development.
 - (d) If the full street improvement project is listed on the City's 6-year Transportation Improvement Plan, it will not be removed from the TIP because of the temporary improvements.

Goal T-9 Critical areas and transportation: Design and build roads to minimize environmental impacts to natural areas and critical areas.

Policies:

- PT-9.1 Minimize and mitigate the adverse impacts of transportation facilities and services on designated critical areas, resource lands, cultural resources, or parks through the implementation of performance standards.
- PT-9.2 Discourage roadway construction in critical areas.
- PT-9.3 Develop the transportation system in a manner that encourages conservation of energy and natural resources.
- PT-9.4 Route new roads so as to avoid traversing publicly-owned natural preserves, parks and recreation areas, and areas identified as critical wildlife habitat, except in cases of overriding public interest.

- PT-9.5 Roads should follow a grid system as best possible; though should meander so as to avoid environmentally critical areas.
- PT-9.6 Any culverts, bridges, or other road crossings over or through critical areas shall be designed to meet WDFW current Fish Passage guidelines.
- PT-9.7 Avoid building roads in areas prone to natural hazards.
- PT-9.8 Reduce air pollution emissions associated with land uses and transportation in accordance with national, state, regional, and local policies and standards.

Goal T-10 Surface water and transportation: Allow for alternative design standards and/or materials to reduce impervious surfaces and improve more natural forms of drainage.

Policies:

- PT-10.1 Explore the feasibility of reducing the amount of total impervious surface used in right-of-ways, sidewalks, parking lots and roads by using new pervious materials (e.g., grasscrete, EssentialSoil, etc.) Applications of these technologies will be approved on a case-by-case basis by the City Engineer.
- PT-10.2 Investigate modifications to detention requirements, including the use of new designs and/or materials that improve drainage.
- PT-10.3 All road construction projects shall meet or exceed the minimum requirements for stormwater runoff.
- PT-10.4 Evaluate and utilize the use of L.I.D techniques in lieu of conventional methods of stormwater treatment/control wherever possible.
- PT-10.5 Create programs to evaluate, monitor and maintain existing and new Low Impact Design facilities.
- PT-10.6 Partner with Snohomish County and other local jurisdictions to promote public outreach related to pollution reduction programs.
- PT-10.7 Retrofit existing roadways to meet or exceed current stormwater requirements where possible.

Goal T-11 Interjurisdictional Coordination: Coordinate transportation planning efforts with adjacent and regional jurisdictions.

Policies:

- PT-11.1 Work with WSDOT, Snohomish County and Marysville in planning transportation-related facilities within and adjacent to the UGA.
- PT-11.2 Maintain a working relationship with regional planning agencies to assure that regional transportation plans are consistent with Arlington's current GMA Comprehensive Plan. The City has executed an interlocal agreement with Snohomish County to address traffic mitigation and standardized methodologies for evaluating transportation systems and a Memorandum of Understanding (MOU) with the City of Marysville regarding transportation improvement of mutual benefit. The City of Arlington will pursue updates to these agreements consistent with on-going planning and development.

- PT-11.3 Coordinate with the PSRC Regional Transportation Planning Organization to ensure consistency and compatibility between transportation plans.
- PT-11.4 Review impacts to the City created by the actions of other agencies. Actively solicit action by the State of Washington and Snohomish County to implement those improvements necessary to their respective facilities to maintain the level of service standards adopted by the City. Such improvements shall be built to conform to State and County standards, as appropriate.

Goal T-12 Transportation System Priorities and Financing: Prioritize and finance transportation improvements consistently with the capital facilities estimate, and investigate all possible avenues of paying for the improvements for availability and fairness.

Policies:

- PT-12.1 Adopt the Six-Year Transportation Improvement Program (TIP), correlated with improvements identified in the Transportation Element and the Capital Facilities Element, as part of the Transportation Element of the Comprehensive Plan. The City will update the TIP annually as projects are completed and re-prioritized on an annual basis.
- PT-12.2 Require developers to pay for improvements related to new developments, including upgrading of existing facilities, on a proportionate share basis and according to calculated impacts to LOS.
- PT-12.3 Update transportation improvement cost estimates annually to determine appropriate shares from developers and users as established.
- PT-12.4 Investigate alternative methods of obtaining financing for transportation improvements, including: local option taxes, bonding, Local Improvement Districts, combining efforts with other agencies, investigating all possible grant and loan opportunities such as the Intermodal Surface Transportation Efficiency Act funding, and interlocal agreements for mitigation costs with Snohomish County.
- PT-12.5 If funding is unavailable, or if development is progressing beyond the ability to provide sufficient transportation facilities, the City should consider development moratoriums, as necessary, until the transportation facilities can be brought into alignment with approved LOS.
- PT-12.6 Direct resources to ensure that existing transportation system is maintained adequately.
- PT-12.7 Create a Multimodal LOS program that evaluates and addresses the movement of people and goods using multiple transportation modes.

Goal T-13 Air Quality: Minimize air quality impacts caused by the transportation system.

Policies:

- PT-13.1 The quality of air in and around the Puget Sound region is an important factor in the high quality of life enjoyed by residents living in our community. To help enhance and maintain high air quality standards, Arlington commits to meeting federal and state air quality requirements and will work with the state, region and local agencies or jurisdictions to develop transportation control measures and/or similar mobile

source emission reduction programs that may be warranted to attain or maintain air quality requirements.

- PT-13.2 The City's transportation system shall conform to the federal and state Clear Air Acts by maintaining its conformity with the Metropolitan Transportation Plan of the Puget Sound Regional Council and by following the requirements of Chapter 173-240 of the Washington Administrative Code, which may include development of transportation control measures and air quality programs.
- PT-13.3 The City supports regional and localized efforts to encourage environmentally sustainable transportation practices, including:
- (a) Promotion of cleaner travel choices;
 - (b) Promotion of alternatives to driving alone – including carpooling, biking, telecommuting and using transit.

Air Quality

Minimize air quality impacts caused by the transportation system

Policies:

- PT-13.1 The City commits to meeting federal and State air quality requirements and work with the State, region and local agencies or jurisdictions to develop transportation control measures and/or similar mobile source emission reduction programs that may be warranted to attain or maintain air quality requirements.
- PT-13.2 The City's transportation system will conform to the federal and State Clear Air Acts by maintaining its conformity with the Metropolitan Transportation Plan of the Puget Sound Regional Council and by following the requirements of Chapter 173-420 of the Washington Administrative Code, which may include development of transportation

Manufacturing/Industrial Center

- GT-14 Ensure that development of the AMMIC supports the movement of goods is compatible with adjacent neighborhoods and promotes a multi-modal transportation network.**

Policies:

- PT-14.1 The City should identify and implement short-term and long-range infrastructure improvements that support existing infrastructure and help stimulate the development of new manufacturing and industrial uses in the AMMIC.
- PT-14.2 The City should work collaboratively with the City of Marysville to develop a seamless and compatible road network in order to efficiently move goods and services within and outside the AMMIC.
- PT-14.3 A street design should be developed that incorporates low-impact development standards which reduces surface water and enhances aesthetics of the area.
- PT-14.4 A non-motorized network should be developed throughout the area that allows pedestrians and cyclists to safely access places of employment.
- PT-14.5 Landscaping along roadways and between properties that are adjacent to neighborhoods should be required to reduce noise and visual impacts.

- PT-14.6 The City should utilize available State and federal transportation infrastructure funding in the AMMIC once AMMIC designation is obtained from PSRC.
- PT-14.7 Roadway designs within the AMMIC should be sensitive to the needs and movement of large trucks that will frequent the AMMIC, including the installation of cueing areas for trucks delivering/receiving goods.
- PT-14.8 The City should encourage existing and new businesses to utilize the BNSF railroad spur as useful resource to move goods and services within and outside the AMMIC.

Transportation Multicounty Planning Policies

The Multicounty Planning Policies that were adopted in *Vision 2040* serve as the regional guidelines and principles used for certification of local policies and plans. The Arlington 2035 Transportation Plan, 2017 Update is consistent with *Vision 2040* and includes the adopted regional goals and policies in Comprehensive Plan.

Goal: The region will safeguard the natural environment by meeting the needs of the present without compromising the ability of future generations to meet their own needs.

Policies:

MPP-En-3 Maintain and, where possible, improve air and water quality, soils, and natural systems to ensure the health and well-being of people, animals and plants. Reduce the impacts of transportation on air and water quality, and climate change.

MPP-En-7 Mitigate noise caused by traffic, industries, and other sources.

Goal: The region will reduce its overall production of harmful elements that contribute to climate change.

Policies:

MPP-En-19 Continue efforts to reduce pollutants from transportation activities, including through the use of cleaner fuels and vehicles and increasing alternatives to driving alone, as well as design and land use.

Goal: The region will reduce its overall production of harmful elements that contribute to climate change.

Policies:

MPP-En-20 Address the central Puget Sound region's contribution to climate change by, at a minimum, committing to comply with state initiatives and directives regarding climate change and the reduction of greenhouse gases. Work to include an analysis of climate change impacts when conducting an environmental review process under the State Environmental Policy Act.

MPP-En-21 Reduce the rate of energy use per capita, both in building use and in transportation activities.

MPP-En-23 Reduce greenhouse gases by expanding the use of conservation and alternative energy sources and by reducing vehicle miles traveled by increasing alternatives to driving alone.

MPP-EN-24 Create a public outreach program that provides education, promotes awareness and emphasizes the importance of these goals.

Goal: The region will use design to shape the physical environment in order to create more livable communities, better integrate land use and transportation systems, and improve efforts to restore the environment.

Policies:

MPP-DP-41 Allow natural boundaries to help determine the routes and placement of infrastructure connections and improvements.

Goal: The region's communities will be planned and designed to promote physical, social, and mental well-being so that all people can live healthier and more active lives.

Policies:

MPP-DP-43 Design communities to provide an improved environment for walking and bicycling.

MPP-DP-45 Promote cooperation and coordination among transportation providers, local government, and developers to ensure that joint- and mixed-use developments are designed to promote and improve physical, mental, and social health and reduce the impacts of climate change on the natural and built environments.

MPP-DP-54 Develop concurrency programs and methods that fully consider growth targets, service needs, and level-of-service standards. Focus level-of-service standards for transportation on the movement of people and goods instead of only on the movement of vehicles.

MPP-DP-55 Address non-motorized, pedestrian, and other multimodal types of transportation options in concurrency programs – both in assessment and mitigation.

Goal: As a high priority, the region will maintain, preserve, and operate its existing transportation system in a safe and usable state.

Policies:

MPP-T-1 Maintain and operate transportation systems to provide safe, efficient, and reliable movement of people, goods and services.

MPP-T-2 Protect the investment in the existing system and lower overall life-cycle costs through effective maintenance and preservation programs.

MPP-T-3 Reduce the need for new capital improvements through investments in operations, pricing programs, demand management

strategies, and system management activities that improve the efficiency of the current system.

- MPP-T-4 Improve safety of the transportation system and, in the long term, achieve the state's goal of zero deaths and disabling injuries.
- MPP-T-5 Foster a less polluting system that reduces the negative effects of transportation infrastructure and operation on the climate and natural environment.
- MPP-T-6 Seek the development and implementation of transportation modes and technologies that are energy-efficient and improve system performance.
- MPP-T-7 Develop a transportation system that minimizes negative impacts to human health.
- MPP-T-8 Protect the transportation system against disaster, develop prevention and recovery strategies, and plan for coordinated responses.

Goal: The future transportation system will support the regional growth strategy by focusing on connecting centers with a highly efficient multimodal transportation network.

Policies:

- MPP-T-11 Prioritize investments in transportation facilities and services in the urban growth area that support compact, pedestrian- and transit-oriented densities and development.
- MPP-T-13 Make transportation investments that improve economic and living conditions so that industries and skilled workers continue to be retained and attracted to the region.
- MPP-T-14 Design, construct, and operate transportation facilities to serve all users safely and conveniently, including motorists, pedestrians, bicyclists, and transit users, while accommodating the movement of freight and goods, as suitable to each facility's function and context.
- MPP-T-15 Improve local street patterns – including their design and how they are used – for walking, bicycling, and transit use to enhance communities, connectivity, and physical activity and discourage auto dependency.
- MPP-T-16 Promote and incorporate bicycle and pedestrian travel as important modes of transportation by providing facilities and reliable connections.
- MPP-T-20 Design transportation facilities to fit within the context of the built or natural environments in which they are located.
- MPP-T-22 Implement transportation programs and projects in ways that prevent or minimize negative impacts to low-income, minority, and special needs population.

- MPP-T-23 Emphasize transportation investments that provide and encourage alternatives to single-occupancy vehicle travel and increase travel options, especially to and within centers and along corridors connecting centers.
- MPP-T-24 Increase the proportion of trips made by transportation modes that are alternatives to driving alone.
- MPP-T-25 Ensure mobility choices for people with special transportation needs, including persons with disabilities, the elderly, the young, and low-income populations.
- MPP-T-26 Strategically expand capacity and increase efficiency of the transportation system to move goods, services, and people to and within the urban growth area. Focus on investments that produce the greatest net benefits to people and minimize the environmental impacts of transportation.
- MPP-T-29 Promote the preservation of existing rights-of-way for future high-capacity transit.
- MPP-T-30 Encourage public and private sector partnerships to identify and implement improvements to personal mobility and freight movement.
- MPP-T-31 Support effective management of existing air transportation capacity and ensure that future capacity needs are addressed in cooperation with responsible agencies, affected communities, and users.
- MPP-T-32 Integrate transportation systems to make it easy for people and freight to move from one mode or technology to another.

Goal: The region will support development with adequate public facilities and services in a coordinated, efficient, and cost-effective manner that supports local and regional growth planning objectives.

Policies:

- MPP-PS-1 Protect and enhance the environment and public health and safety when providing services and facilities.
- MPP-PS-2 Time and phase services and facilities to guide growth and development in a manner that supports the regional vision.
- MPP-PS-3 Promote demand management and the conservation of services and facilities prior to developing new facilities.

PARKS AND RECREATION GOALS AND POLICIES

GP-1 Maintain and support existing and future recreational and cultural activities.

Policies:

- PP-1.1 The following Level of Service Standards for parks, trails, and open spaces should be established throughout the City:
- a) Regional Parks = 0 ac/1,000 people
 - b) Community Parks = 3.9 ac/1,000 people
 --1.55 acres/1,000 people should be allocated to ball fields, and
 --2.35 acres/1,000 used for the remainder of the community park needs.
 - c) Neighborhood/Mini-Parks = 1.7 ac/1,000 people
 - d) Trails = 1.4 mi/1,000 people
 - e) Open Space = 3 ac/1,000 people, or 0.008319 acres per dwelling unit, to be applied to all new residential development of 25 dwelling units or more.
- PP-1.2 The development of existing parks, trails, and open spaces should be prioritized based on need and available funding.
- PP-1.3 The City should pursue short-term financing mechanisms (such as grants) and establish long-term financing mechanisms (such as the creation of a Parks District) to ensure that adequate parks, open space, and recreation facilities are funded and available within the City.
- PP-1.4 New residential development should be required to mitigate impacts to park, recreation, and open space through the dedication and improvement of properties for park and recreation uses, or where dedication is not feasible, payment of a fee-in-lieu.
- PP-1.5 Any required park, trail, and open space mitigation should be based on the City's adopted Level of Service Standard for the particular facility being impacted and on the City's non-motorized transportation plan.
- PP-1.6 All park land to be dedicated to the City should have all infrastructure improvements in place concurrent with the implementation of a project or be bonded for completion prior to acceptance by the City. For the purposes of this policy, "concurrent" means at the time of final plat approval (for residential projects) or at the time of final building inspection for multi-family.
- PP-1.7 All existing park and recreation facilities owned and operated by the City that are not in compliance with ADA accessibility requirements, should be upgraded to ensure compliance with current ADA accessibility requirements.
- PP-1.8 The City should identify desirable lands within its Urban Growth Area for parks, trails, or open space and pursue their acquisition through dedication and purchase.
- PP-1.9 The City should evaluate and begin implementation of mechanisms that will enhance its ability to acquire properties and provide services including inter-

jurisdictional/inter-agency relationships, district designations, or other appropriate mechanisms.

- PP-1.10 The City should maintain its existing volunteer program for the maintenance of parks, trails, and open spaces within the City.
- PP-1.11 Each community park should have restroom facilities.
- PP-1.12 New residential developments should provide adequate on-site park space or pay a fee-in-lieu.
- PP-1.13 The City should seek grants as a way to pay for and provide park and recreation facilities at City-owned parks, trails, and open spaces.

GP-2 Provide a diverse range of recreational, cultural, and educational opportunities.

Policies:

- PP-2.1 Multi-purpose use of public lands, facilities, and personnel services should be encouraged.
- PP-2.2 Each community park should be developed with activities and facilities for every age group.
- PP-2.3 City park facilities and services should provide an appropriate range of recreational opportunities. Such facilities and services should be designed in a manner that responds to the needs of the intended users.
- PP-2.4 The City should continue to support the recreational, cultural, and educational opportunities provided at the Byrnes Performing Arts Center.
- PP-2.5 The City should encourage the provision of art, interpretive, and educational facilities in parks and public buildings and spaces.
- PP-2.6 Capital Funds should be used primarily to improve existing parks and provide for new parks in newly annexed areas of the City's Urban Growth Area.
- PP-2.7 All parks, trails, and open spaces within the City should be well maintained.
- PP-2.8 Only activities consistent with the original intent and/or conditions of acquisition of respective park, trail, or open spaces should be allowed.

GP-3 Continue to work with other jurisdictions and/or agencies to establish joint use agreements, thus increasing available parkland and facilities at minimum cost.

Policies:

- PP-3.1 The City should continue to work with the County, Arlington School District, the Lakewood School District, the Arlington Boys and Girls Club, the Little League, and other public or private providers of recreation services and facilities, to cooperatively provide joint facilities, meeting and classrooms, athletic fields, and other facilities.
- PP-3.2 The City should continue to support continued cooperation between the City, non-profit organizations, the Arlington School District, the Lakewood School District and other agencies for continuation and development of recreation programming for youth, senior citizens, and other segments of the population.

PP-3.3 Support and continue to work closely with the County Parks and Recreation Department in their efforts to complete the Whitehorse Trail.

PP-3.4 The City should work with foundations, organizations, associations, trusts, developers, landowners, others from the private sector and neighboring and regional governments to develop and/or preserve parks, trails, and open space by encouraging donations and dedications, conservation easements, innovative land use contractual agreements and other methods.

GP-4 Strive for geographic and demographic equity in the provision of parks and recreation facilities.

Policies:

PP-4.1 Each subarea within the City should have at least one community park. A neighborhood center park should be located within the Smokey Point neighborhood. The City should identify and pursue opportunities for new parks within areas that are added to the City's Urban Growth Area.

GP-5 Preserve and enhance open space, natural, and cultural resources.

Policies:

PP-5.1 Leash, scoop and running-at-large laws should be enacted and enforced by the City in order to protect the health, safety, and welfare of City residents and visitors.

PP-5.2 Land development should be designed in such a way as to prevent or minimize impacts on natural open spaces.

PP-5.3 Park and recreation facilities should be located, planned and managed so that they enhance wildlife habitat, minimize erosional impacts, and complement natural site features.

PP-5.4 Scenic view sheds should be enhanced and preserved for public enjoyment when siting park and recreation facilities.

PP-5.5 The City should strive to connect all City parks and open spaces by way of a trail network.

PP-5.6 Passive recreational activities should be encouraged on non-critical area (usable) open space lands.

PP-5.7 The City should inventory and protect significant non-tribal historical and cultural resources.

PP-5.8 The City should establish criteria for accepting dedications and gifts of open space and associated facilities and placement of artwork within them. Until such criteria is formally established, the City may, at its discretion, accept dedication and gift of open space and/or natural areas lands.

PP-5.9 Open space lands comprised of critical areas should be managed as native growth areas and kept in a natural state to maintain existing habitat value. In the case of degraded or impacted lands, these areas may be enhanced to provide a higher value.

GP-6 Provide for a trail system through the City and connecting to regional trails.

Policies:

- PP-6.1 The City should try to achieve a continuous, connected system of parks and open space via trails.
- PP-6.2 Trails should be developed for the purpose of providing opportunity for non-motorized transportation, recreation, and education.
- PP-6.3 The City should develop a strategy for marketing the Centennial Trail so as to attract more people to the downtown business district.

GP-7 Develop park and trail design and development standards.

Policies:

- PP-7.1 The City should establish park, trail, and open space design standards.
- PP-7.2 The City should develop a thematic signage program for City parks, trails, and open space.
- PP-7.3 Maintain an up to date map of the local trail system that is easily accessible to the public to help encourage trail use.

GP-8 Remain a Tree City

Policies:

- PP-8.1 The City should maintain at minimum those requirements necessary for qualifying to be a Tree City under the National Arbor Day Foundation, including:
- a) Maintain a tree board or department.
 - b) Maintain tree protection rules, regulating the removal of trees and requiring appropriate replacement.
 - c) Maintain a Community Forestry Program with an annual budget of at least \$2 per capita.
 - d) Annually hold an Arbor Day observance and proclamation.
- PP-8.2 The City should develop a voluntary neighborhood tree planting program.

ECONOMIC DEVELOPMENT GOALS AND POLICIES

General

GE-1 Promote a strong, diversified, and sustainable local and regional economy, while respecting the natural environment and preserving and enhancing the quality of life in the City.

Policies:

- PE-1.1 The City should encourage a diversified and vibrant economy in order to facilitate high and stable rates of employment within the City.
- PE-1.15 The City should enter into agreements with Broadband service providers so that they may utilize City rights-of-way for installation of infrastructure.
- PE-1.2 The City should maintain a favorable business climate through consistent implementation of City regulations, a streamlined permit process, excellent customer service, and through other available means and mechanisms.
- PE-1.3 The City should work to ensure there is always a more than adequate employment land base (both commercial and industrial) in order to maintain the City's desired high jobs/to household ratio.
- PE-1.4 The City should work to ensure that there is always an adequate retail sales base (i.e., commercial land base) in order to provide financial support to the services the City provides.
- PE-1.5 The City should work to attract living wage job providers to locate in Arlington.
- PE-1.6 The City should identify ways to improve current services and/or provide new services that will improve the quality of life for its residents.
- PE-1.7 The City should provide a predictable development atmosphere through consistent application and interpretation of City regulations, and permit processing.
- PE-1.8 The City should encourage economic development activities that take into consideration the capacities of the area's natural resources, public services and facilities.
- PE-1.9 The City should promote a fair balance in the tax base to adequately serve needs of residents and businesses.
- PE-1.10 The amount and rate of land consumption for business, commercial and industrial uses should be monitored by the City.
- PE-1.11 The City should use the analysis in the Economic Development Plan to provide a technical foundation upon which economic strategies and decision-making can be based.
- PE-1.12 The City should promote the viability of downtown as a commercial and social center with the goal of having other commercial areas dispersed amongst our neighborhoods so as to reduce traffic and air pollution.
- PE-1.13 The City should develop a strategy for Smokey Point so as to better compete with the potential commercial areas west of Interstate-5.
- PE-1.14 The City should encourage business that process and sell locally-produced resources.

EMPLOYMENT

GE-2 Provide an adequate job-producing land base to ensure an adequate number of jobs for citizens within the community and to aid the community in paying for infrastructure and services.

Policies:

- PE-2.1 The City should work to ensure that the amount of land zoned for business and industrial use is adequate to meet 20-year employment forecast within the planning area boundaries.
- PE-2.2 The City should strive to maintain a high jobs to housing ratio.
- PE-2.3 The City should identify sectors of the economy within Arlington where opportunity might exist to create additional jobs and identify potential strategies for attracting employment. In particular, provide a supportive business environment for start-up, light manufacturing and assembly businesses in the airport/industrial area.

UTILITIES

GE-3 Ensure adequate utility and transportation services to accommodate businesses providing jobs.

Policies:

- PE-3.1 The City should work to ensure adequate utilities (sewer, water, stormwater, solid waste, electricity, gas, telecommunications, etc.) and transportation access (rail, road, air) exist within the City to accommodate economic activity and growth.

CAPITAL FACILITIES

GE-4 Encourage active cooperation between the City and local businesses concerning economic development issues, particularly of those businesses that have specialized infrastructure, building design, transportation or other needs.

Policies:

- PE-4.1 The City should provide sufficient and proactive investment in public infrastructure – to improve the economic base and accommodate overall growth.
- PE-4.2 The City should consider resources, service and infrastructure limitations before reviewing applications for new commercial and industrial development.
- PE-4.3 Ensure that new commercial development incorporates site and building design features that accommodate alternate modes of transportation.
- PE-4.4 The City should work with the Arlington/Smokey Point Chamber of Commerce, and the Downtown Arlington Business Association to identify ways in which the City and local businesses can cooperate on economic development issues and strategies for addressing those issues.
- PE-4.5 The City should plan transportation system improvements that ensure efficient transport of goods and convenient access for employees and customers to and from places of business.
- PE-4.6 The City should promote commercial development that facilitates pedestrian activity and is architecturally distinctive.

- PE-4.7 Where appropriate, the City should participate or otherwise assist in business sponsored activities to increase local awareness of goods and services available in Arlington.
- PE-4.8 The City should work to ensure that City licensing and permitting practices and procedures are coherent, fair and expeditious. Where specialized industry requirements call for the inspection by government agencies, coordinate with those agencies to eliminate duplication of efforts.

SUBAREA SPECIFIC POLICIES

GE-5 Foster economic development throughout the City's many economic subareas.

Policies:

Old-Town Business District

- PE-5.1 The City should encourage and promote the development or enhancement of retail, service, civic, and mixed uses to achieve a vibrant shopping, dining and/or entertaining experience in the Old-Town Business District.
- PE-5.2 The City should promote the redevelopment of the Old-Town Business District by developing a Master Plan for the central business district including urban design standards, the identification of a central commons area near the Burlington Northern Railroad tracks and the promotion of new retail and commercial businesses that provide a diversity of goods and services.
- PE-5.3 The City should explore ways in which the downtown retail shopping area might be further enhanced and linked to the Stillaguamish River.
- PE-5.4 When appropriate, the City should site new civic and cultural facilities in the Old-Town Business District.
- PE-5.5 The City should assist businesses within the Old-Town Business District in developing a specific, in-depth economic development plan for the downtown.
- PE-5.6 The City should involve merchants in ongoing economic development strategies for the Old-Town Business District.
- PE-5.7 The City should also become an active sponsor and promoter of new retail businesses that offer a mix of goods and services that people in the area want and need, focusing on the balance of factors that will result in an economically successful retail center with the prospects for long-term economic health.

AIRPORT

GE-6 Ensure that the airport remains a viable employment and economic engine for the City of Arlington.

Policies:

- PE-6.1 The City should encourage the growth of the airport as an employment center by considering innovative public/private partnerships, tax incentives, and economic development planning to promote this growth.
- PE-6.2 The City should promote the Arlington Municipal Airport as Washington's Premier General Aviation Airport. Encourage development of the Flight Line property.

- PE-6.3 The City should develop a strategy to market the Airport to encourage aviation economic development.
- PE-6.4 The City should utilize the Airport to bring recognition to Arlington by encouraging special events such as the NWEAA Fly-In and others.

TOURISM

- PE-7.1 The City should support the development of the Whitehorse Trail to Darrington and promote Arlington as the hub for trail users.
- PE-7.2 The City should capitalize on its Stillaguamish riverfront, riverfront parks (existing and potential), and trail systems and develop and promote Arlington as an outdoor recreation area.
- PE-7.3 The City should implement other action items in the Economic Development plan aimed at achieving this goal.

ARLINGTON-MARYSVILLE MANUFACTURING/INDUSTRIAL CENTER

- GE-8.0 Obtain regional PSRC designation of the Arlington-Marysville Manufacturing/Industrial Center (AMMIC), jointly with the City of Marysville.**

Policies:

- PE-8.1 The City should work to ensure there is adequate infrastructure to support existing industrial/manufacturing uses and protect the AMMIC area from encroachment by incompatible uses in order to attract new manufacturing and industrial businesses.
- PE-8.2 The City should develop policies and regulations that are coordinated with economic development strategies to encourage growth and sustain manufacturing and industrial businesses within the AMMIC.
- PE-8.3 The City should make every effort to provide up-front economic information, site development data, and a streamlined permit process in order to assist existing and new manufacturing and industrial businesses in the AMMIC.
- PE-8.4 The City should work to obtain a joint Arlington/Marysville Manufacturing Industrial Center (AMMIC) designation from the PSRC through collaboration with the City of Marysville, Snohomish County, and the PSRC.
- PE-8.5 The City should adopt a joint resolution with the City of Marysville that requests the PSRC designate the AMMIC as a regional manufacturing industrial center and authorizes staff to submit a joint application requesting designation to the PSRC.
- PE-8.6 Work to ensure that the AMMIC is in harmony with the goals and expectations established in the PSRC's VISION 2040 and multi-county planning policies.
- PE-8.7 Work to ensure the boundaries of the AMMIC are within Arlington's and Marysville's respective Urban Growth Boundaries.
- PE-8.8 The City should adopt an inter-local agreement with the City of Marysville that establishes the mechanism by which both jurisdictions will jointly plan for the long-term development of the AMMIC including a minimum employment capacity of 20,000 jobs.
- PE-8.9 The City should develop a subarea plan for the Arlington portion of the AMMIC within two years after receiving AMMIC designation from the PSRC. The subarea

plan should address the topics described in the Manufacturing Industrial Center Plan Checklist in PSRC's Plan Review Manual.

- PE-8.10 The City should ensure that at least 80% of the land located within the Arlington portion of the AMMIC boundaries have planned future land uses and current zoning designations for industrial and manufacturing uses.
- PE-8.11 Ensure that there is sufficient zoned development capacity within the AMMIC to adequately accommodate the adopted target employment level.

PUBLIC SERVICES AND CAPITAL FACILITIES

GS-1 Develop and adopt a concurrency management system in order to coordinate the orderly provision of public facilities with public and private development activities in a manner that is compatible with the fiscal resources of the City.

Policies:

- PS-1.1 All development permits should be conditioned on facilities being in place as the impacts of the development occur, or within six years (or sooner, depending on the facility), whichever is to the greatest benefit to the City. A development permit includes any official City action that effects the permitting of land and which the City is not obligated to approve per City regulations. The City should take into account the variation in the different types of development permits and be flexible in adherence.
- PS-1.2 The City should not preclude the siting of essential public facilities; however, it should enforce its comprehensive plan and development regulations to ensure reasonable compatibility with other land uses.
- PS-1.3 The City should allow a variety of uses for public facilities or develop a centrally located community center that could be used for day care, youth facilities, senior activities, meetings and other functions.
- PS-1.4 Public facilities and utilities should be located to: a) achieve a high level of public accessibility; b) maximize the efficiency of services provided; c) minimize their costs; and d) minimize their impacts upon the natural environment.
- PS-1.5 The City of Arlington should not issue any development permits that result in a reduction of the transportation Level of Service standard for the public facilities identified in the Capital Facilities Element without mitigation.
- PS-1.6 The location and construction of public facilities should be permitted in any land use plan category.
- PS-1.7 The City should require that new developments mitigate traffic impacts through at least two of the following methods as deemed acceptable by the City: dedication of right-of-way, frontage improvements, or traffic mitigation fees.
- PS-1.8 Any infrastructure improvements needed to serve a proposed development should be installed prior to the issuance of any building permit.
- PS-1.9 City sewer service should not be provided to any property outside city limits except where Council grants an exception to prevent or remedy significant environmental impacts

PS-1.10 Serve new development within the urban growth area with sanitary sewer systems or fit it with dry sewers in anticipation of connection to the sewer system. Alternative technology to sewers should only be considered when it can be shown to produce treatment at standards that are equal to or better than the sewer system and where a long-term maintenance plan is in place.

PS-1.11 Any costs associated with water extensions or system requirements necessary to provide that water shall be borne by the person(s) requesting such service.

GS-2 Site essential public facilities in a manner consistent with RCW 36.70A.200 and Countywide Planning Policies.

Policies:

PS-2.1 Arlington shall develop regulations for the siting of essential public facilities consistent with RCW 36.70A.200, the Countywide Planning Policies, and the SCT Common Siting Process. (See Appendix B)

GS-3 Ensure Utility service provisions are consistent with the Growth Management Act.

Policies:

PS-3.1 The City should not extend utility lines outside the City's Urban Growth Area, except in cases of emergencies, where it solves a grave environmental issue, or when it would not contribute to urban growth.

PS-3.2 The City should avoid placing utilities within critical areas or their buffers except when absolutely necessary. And then, they should only be allowed to cross perpendicular to the critical areas in a manner requiring the least lineal impact to the resource. Utilities should never run parallel with the critical area unless it is outside of the buffer. LID facilities, however, are permissible in critical area buffers per the land-use code.

GS-4 Coordinate service and facility provision with other jurisdictions.

Policies:

PS-4.1 The City should work with Marysville to adjust water and sewer service area boundaries so that all properties within Arlington are served by Arlington water and sewer.

PS-4.2 Work with Snohomish County and the developer(s) of the Brekhuis/Beach area to jointly plan, fund, and construct 172nd Street from 91st Avenue NE to McElroy Road.

GS-5 Manage stormwater pursuant to current standards, preserving and supplementing, as necessary, the natural drainage ways and other natural hydrologic systems to minimize runoff impacts from development.

Policies:

PS-5.1 The City should maintain an up-to-date Stormwater Comprehensive Plan.

PS-5.2 The City should seek grants, loans, and other low-cost funding opportunities for capital improvement projects.

- PS-5.3 The City should ensure that monitoring requirements, treatment techniques, and studies required by the State such as Total Maximum Daily Load, In-stream Flow Rule, or other State and federal regulations are followed.
- PS-5.5 The City should preform GIS and stormwater modeling activities to provide an accurate analysis of our stormwater collection, conveyance and treatment system as well as related facilities in order to provide information quickly to customers and during emergency situations.
- PS-5.6 The City should develop and maintain a stormwater strategy that reduces the negative impacts to natural drainages and aquatic habitats that can occur during the early stages of a development.
- PS-5.7 The City should include Best Available Science/Best Management Practices in its stormwater strategy.
- PS-5.8 The City should utilize Low Impact Design standards that provide stormwater benefits and support naturally occurring functions simultaneously.
- PS-5.9 The City should develop programs to educate the public about illicit discharge detection and elimination, controlling stormwater runoff, pollution prevention, and operation and maintenance.
- PS-5.10 The City should work to ensure stormwater standards and specifications reflect current industry standards and to meet regulatory requirements.
- PS-5.11 The City should work to increase residential and business awareness of harmful discharges to the stormwater system and the resulting damages to infrastructure and natural resources.
- PS-5.12 The City should enforce stormwater utility regulations.
- PS-5.13 The City should work to increase the frequency of maintenance for the City's stormwater collection, conveyance and treatment systems.
- PS-5.14 Groundwater management should follow a strategy for facilities that protects groundwater resources from development and uses.
- PS-5.15 The City should obtain stream corridor dedications where reasonable.

GS-6 Provide excellent sewer service to our customers.

Policies:

- PS-6.1 The City should continue the wastewater pretreatment program to assist in the reduction of plant upsets, collection system troubles, and NPDES permit violations.
- PS-6.2 The City should implement new stormwater monitoring requirements and treatment techniques and conduct studies for compliance with Total Maximum Daily Load, In-stream Flow Rule, and other State and federal regulations.

GS-7 Provide excellent water service to our customers.

Policies:

- PS-7.1 The City should meet or exceed the minimum levels of service for water system maintenance as identified in the Water Comprehensive Plan.
- PS-7.2 The City should encourage water conservation, water reclamation and reuse among its residents through education and by providing water conservation kits.

- PS-7.3 The City should implement new monitoring requirements and treatment techniques as well as conduct studies required by the Safe Drinking Water Act.
- PS-7.4 Cross Connection Control Program site surveys should be completed annually as required by the Department of Health. Demonstrate program progress in the annual cross connection control report that we are required to submit to Department of Health.

GS-8 Provide excellent solid waste service to our customers.

Policies:

- PS-8.1 The City should work closely with Snohomish County and local haulers to expand the type of recyclable materials that can be collected from homes and businesses.
- PS-8.2 The City should continue its award-winning outreach and public education program to improve solid waste and recycling practices at businesses by teaching them about best management practices and providing technical support and resources.
- PS-8.3 The City should provide recycling opportunities at public events such as the Fly-In and Street Fair.
- PS-8.4 The City should provide recycling opportunities in City-owned buildings.
- PS-8.5 The City should partner with other municipalities and government agencies to combine resources that benefit the solid-waste customers of Arlington.