

Chapter 5: Land Use Element

5.1 PURPOSE OF THIS CHAPTER

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

This Land Use Element has been developed in accordance with RCW 36.70A.070 of the Growth Management Act. It responds to GMA guidelines for the update of the former 2005 Plan. In 2015, the “horizon year” changed from 2025 to 2035, and land use assumptions have changed, all of which have been incorporated into the 2015 Plan's Land Use Element. It describes how the goals in the other elements of this Comprehensive Plan (Housing, Capital Facilities, etc.) will be implemented through land use policies and regulations. It is a key element in implementing Arlington's Comprehensive Plan.

This Element has also been developed in accordance with the Countywide Planning Policies, the region's Vision 2040 and multi-county planning policies. A matrix showing the consistency between the Countywide policies and Arlington's Comprehensive Plan policies is located in Appendix C. This section inventories and analyzes the distribution and location of existing land uses and considers the appropriate intensity and density of future development. The Plan is also consistent with the updated Snohomish County GMA Comprehensive Plan, including its population, employment and housing targets¹.

Finally, the Land Use Element has been developed in recognition of the subarea objectives outlined in Chapter 4 and the Capital Facilities Element in Chapter 9. Every attempt has been made to reconcile various growth projections with utility analyses to ensure that infrastructure improvements keep pace with growth to achieve required “concurrency”. Concurrency is a Growth Management requirement that requires that facilities be in place by the time growth impacts occur.

Absent from the 2015 Plan is the TDR overlay zone. The 2005 Plan had included a Transfer of Development Rights program to encourage agricultural protections in the Stillaguamish River Valley through allowance of higher density (Master Planned Neighborhoods) in the Burn Hill/South Fork (Brekhus/Beach) Subarea. This area was annexed in 2007, however the TDR program proved unsuccessful. While the City continues to support high-level master planning in this area to ensure efficient provision of infrastructure, the TDR component will be removed as a

¹ See Snohomish Countywide Planning Policy GPP10, November 2016

pre-condition for development.

All three growth alternatives being studied by the County call for a significant increase in Arlington employment from 8,660 in 2011 to 20,884 in 2035. This is a reflection of the expected activity around the Arlington Airport. In the County as a whole, there will be a forecasted surplus in employment land capacity in 2035.

The City is seeking formal designation of a Manufacturing Industrial Center (MIC) including portions of Arlington and Marysville, from the airport to about 136th Street NE. The total area comprises about 4,019 acres with a future employment capacity of roughly 77,000 industrial jobs, most aerospace related. Of 4019 acres, 2287 lies in the Arlington UGA and 1732 in Marysville. The MIC area is a part of the North Puget Sound Manufacturing Corridor as designated by the Economic Alliance of Snohomish County. As the two cities seek formal MIC designation by PSRC, they will jointly pursue master planning of the area, including infrastructure.

The City will adopt Figure 2-3 (Future Land Use Map) as its official land use and zoning map.

5.2 LAND USE DESCRIPTIONS

The official Land Use Map shows how land uses will be distributed throughout Arlington to accommodate 2035 population and employment projections, along with the public facilities to serve them. It represents policy. The Zoning Map is a regulation that implements the Land Use Map.

It is the intention of the council that ...(the zoning code)...implement the planning policies adopted by the council for the city and its urban growth area, as reflected in the comprehensive plan, utility plans, airport plan, and other planning documents.

(AMC 20.04.060)

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

Following is a brief description of the purpose of the different designations and zones on the

Land Use and Zoning maps:

7.2 RESIDENTIAL DESIGNATIONS

Suburban Residential (SR): The Suburban Residential designation consists primarily of a suburban residential fabric. It is generally characterized as a quiet neighborhood environment with detached single-family residences on relatively large lots situated along low-volume thoroughfares. Building setbacks are deep with houses generally situated toward the center of the lot they occupy and residential dwellings typically don't exceed two stories in height. Lots are usually served by City water and sewer.

The purpose of the Suburban Residential designation is to provide a low-density residential environment (maximum four dwelling units per acre) for detached single-family homes (and accessory dwellings) on relatively large lots which provide ample private outdoor space for each residence. Residences are typically not within walking distance or close proximity to commercial services or employment opportunities.

The Suburban Residential designation is usually initially applied to those areas of the City where master planning is a prerequisite to development due to a lack of existing infrastructure in the area.

Zoning classifications that may be applied to areas designated Suburban Residential on the City's Official Land-Use Map include: Suburban Residential (SR), Residential Low Density (RLD), and Public/Semi-Public (P/SP). For areas with a Suburban Residential designation and a Master Plan Neighborhood Overlay, Residential Moderate Density (RMD), Residential High Density (RHD), and General Commercial (GC) may also be applied with an approved Master Plan for the entire area within the respective MPN overlay.

Residential Low/Moderate Density (RLMD): The Residential Low/Moderate Density designation consists primarily of a suburban/urban residential fabric. It is generally characterized as a somewhat active pedestrian neighborhood environment with detached and some attached single-family residences on moderate sized lots situated along low-volume thoroughfares. Building setbacks are moderate with houses generally situated toward the center of the lot they occupy with residential dwellings typically not exceeding two stories in height. Lots are served by City water and sewer.

The purpose of the Residential Low/Moderate Density designation is to provide a moderate-density residential environment (four to six dwelling units per acre) for detached and attached single-family homes (and accessory dwellings) on moderate sized lots that provide some private

outdoor space for each resident. Some residences may be within walking distance of some commercial services and employment opportunities as well as urban amenities such as parks and trails.

Zoning classifications that may be applied to areas designated Residential Low/Moderate Density on the City's Official Land-Use Map include: Residential Low/Moderate Density (RLMD), Residential Moderate Density (RMD), and Public/Semi-Public (P/SP).

Residential Moderate Density (RMD): The Residential Moderate Density designation consists primarily of an urban residential fabric. It is generally characterized as an active pedestrian neighborhood environment with detached and attached single-family residences on moderate sized lots situated along low to moderate volume thoroughfares. Building setbacks are moderately deep with houses generally situated toward the front of the lot they occupy with residential dwellings typically not exceeding two stories in height. Lots are served by City water and sewer.

The purpose of the Residential Moderate Density designation is to provide a comfortably spaced residential environment (six dwelling units per acre) for detached and attached single-family homes (and accessory dwellings) on moderate sized lots that provide some private outdoor space for each resident. Residences may be within walking distance of some commercial services and employment opportunities as well as urban amenities such as parks and trails.

Zoning classifications that may be applied to areas designated Residential Moderate Density on the City's Official Land-Use Map include: Residential Moderate Density (RMD) and Public/Semi-Public (P/SP).

Residential High Density (RHD): The Residential High Density designation consists primarily of an urban residential fabric. It is generally characterized as a very active pedestrian environment with attached multi-family residences on shared lots situated along moderate to high-volume thoroughfares. Building setbacks are shallow with residential buildings generally situated toward the front of the lot they occupy with residential buildings typically not exceeding three stories in height. Residential developments in this designation are subject to design review. Lots are served by City water and sewer.

The purpose of the Residential High Density designation is to provide a close-knit residential environment (minimum ten dwelling units per acre) that can consist of detached, single-family residences to multi-family complexes that generally have shared common outdoor space.

Residences are typically within walking distance of commercial services and employment opportunities as well as urban amenities such as parks, trails, and transit service.

Zoning classifications that may be applied to areas designated Residential High Density on the City's Official Land-Use Map include: Residential High Density (RHD) and Public/Semi-Public (P/SP). The Mixed Use may also be applied where a master plan is approved.

Old-Town Residential (OTR): The Old-Town Residential designation consists primarily of an urban residential fabric (exclusive of multi-family dwellings). It is generally characterized as old-town Arlington's historic residential neighborhood consisting of detached single-family homes from the early 20th century forward. It is an active pedestrian environment with lots situated along low-volume thoroughfares and are provided secondary access from alleys (from which most residential garages are accessed from). Building setbacks are moderate with residential buildings generally situated toward the front of the lot they occupy with buildings not exceeding two stories in height. Lots are served by City water and sewer. Residential developments in this designation are subject to design review.

The purpose of the Old-Town Residential designation is to preserve the historic look, feel, and function of Arlington's old-town residential neighborhood which generally consists of detached single-family residences (and accessory dwelling units) on narrow 1/10th acre lots (ten dwelling units per acre maximum). Some residences are situated on two or more of these lots. Residences are within walking distance of Arlington's Old-Town Business District which consists of commercial services and employment opportunities. Residences within this designation are also within walking distance of other urban amenities such as parks, trails, schools, and transit service.

Zoning classifications that may be applied to areas designated Old-Town Residential on the City's Official Land Use Map include: Old-Town Residential (OTR) and Public/Semi-Public (P/SP).

5.3 COMMERCIAL DESIGNATIONS

Neighborhood Commercial (NC): The Neighborhood Commercial designation consists primarily of a compact commercial urban fabric with small-scaled commercial retail and professional services. It is generally characterized as an active pedestrian environment with commercial buildings situated at the intersection of moderate to high-volume thoroughfares. Lots are served by City water and sewer. Developments in this designation are subject to design review.

The purpose of the Neighborhood Commercial designation is to provide commercial amenities and professional services within geographic areas that are generally zoned for residential or industrial uses in order help ensure the daily convenience needs of the nearby residences and employees can be met. Mixed uses with a residential or lodging component may be acceptable.

General Commercial (GC): The General Commercial designation consists primarily of a suburban commercial fabric with moderate-sized commercial, office, and professional service uses. The purpose of the General Commercial designation is to provide a setting for commercial, office, and professional service uses of a moderate sized format that rely on motor-vehicle traffic. This designation is intended to be situated along arterials and to serve as a transition area between Highway Commercial designations and residential designations. It is generally characterized as an active automobile and pedestrian environment with commercial buildings situated toward high-volume thoroughfares with parking located to the sides of buildings. Lots are served by City water and sewer.

Developments in this designation are subject to design review. Zoning classifications that may be applied to areas designated General Commercial on the City's Official Land Use Map include: General Commercial (GC) and Public/Semi-Public (P/SP). The Mixed Use concept will be encouraged in these areas, again subject to master plan and design review.

Highway Commercial (HC): The Highway Commercial designation consists primarily of a suburban commercial fabric with large format commercial uses. Lots are served by City water and sewer. Developments in this designation are subject to design review.

The purpose of this Highway Commercial designation is to provide a setting for large-scale commercial uses that typically locate on major thoroughfares and attract a regional customer base.

Zoning classifications that may be applied to areas designated Highway Commercial on the City's Official Land Use Map include: Highway Commercial (HC) and Public/Semi-Public (P/SP).

The above designations reflect the current, auto-dependent, sub-urban style of development that exists within the commercially zoned areas of the City. In order to create neighborhoods that replicate the feeling, functionality and efficiencies of neo-traditional development the City will utilize a Mixed Use overlay upon commercially zoned areas throughout the city. Mixed Use Development focuses on the integration of commercial, retail and residential uses in close proximity to one another, while promoting the safety and mobility of both pedestrian and biker and less emphasis on auto dependency, thus creating a livable environment where residents

have the ability to safely use alternate modes of transportation to commute to employment centers, complete their shopping and for their recreation.

Old-Town Business District (OTBD): The Old-Town Business District designation consists primarily of an urban commercial fabric with small to medium format commercial uses. It is generally characterized as an active pedestrian environment with traditional “Main Street” character where low-rise buildings are placed adjacent to each other and enfront a right-of-way which consists of wide sidewalks and on-street parking. Lots are served by City water and sewer. Development projects in this designation are subject to design review.

The purpose of the Old-Town Business District is to preserve the look, feel, and function of Arlington’s traditional commercial center. This designation provides a setting for small-scale commercial uses that rely on both pedestrian and motor-vehicle traffic and mixed uses with a residential component. The Old-Town Business District also serves as the center for the City’s civic activity.

The Old-Town Business District designation has been divided up into three sub-districts because each sub-district has its own distinguishable development pattern. Old-Town Business District 1 consists of Arlington’s historic “Main Street” (Olympic Avenue) where commercial buildings are located side by side to form a fairly continuous street wall. Old-Town Business District 2 consists of West Avenue and part of Division Street where commercial uses are separated and some on-site parking is provided. Old-Town Business District 3 consists of Burke Avenue and covers much of what was historically Haller City before it merged into Arlington. This subdistrict consists of a mix of commercial and residential uses on blocks that are oriented east to west as opposed to north to south like in subdistricts 1 and 2.

Zoning classifications that may be applied to areas designated Old-Town Business District on the City’s Official Land Use Map include: Old-Town Business District 1, 2, and 3 (OTBD-1, -2, or -3); and Public/Semi-Public (P/SP).

5.4 INDUSTRIAL/AIRPORT DESIGNATIONS

General Industrial (GI): The General Industrial designation consists primarily of an urban industrial fabric with small to large format industrial operations. It is generally characterized as an active employment center where low rise buildings are situated toward the interior of lots and building setbacks are variable. Parking is accommodated on-site. Lots are served by City water and sewer. Development projects in this designation are subject to design review.

The purpose of the General Industrial designation is to provide a setting for industrial-type uses

that may utilize indoor and outdoor space; emit dust/smell, noise, or glare; or depends on major thoroughfares and rail lines for shipment as part of their normal operations. Industrial operations include manufacturing, processing, creating, repairing, renovating, painting, cleaning and assembling of goods, merchandise, or equipment.

Zoning classifications that may be applied to areas designated General Industrial on the City's Official Land Use Map include: General Industrial (GI) and Public/Semi-Public (P/SP).

Light Industrial (LI): The Light Industrial designation consists primarily of an urban light-industrial fabric with small to large format industrial operations that occur within completely enclosed low rise buildings. It is generally characterized as an active employment center with attractive buildings, formal landscaping, clean appearance, and adequate screening from non-industrial uses. Buildings are generally situated toward the street and have a clearly distinguished entrance. Parking is accommodated on-site. Lots are served by City water and sewer. Development projects in this designation are subject to design review.

The purpose of the Light Industrial designation is to provide a setting for less intense industrial-type uses that utilize indoor space for manufacturing, processing, creating, repairing, renovating painting, cleaning and assembling of goods, merchandise, or equipment in a way that is not likely to create external noise, smell, dust or glare as part of its normal operation. It is intended to have a cleaner, more orderly environment than what would be found in a General Industrial designation. For this purpose, the Light Industrial designation also serves as a buffer between General Industrial and non-industrial land use designations.

Zoning classifications that may be applied to areas designated Light Industrial on the City's Official Land Use Map include: Light Industrial (LI) and Public/Semi-Public (P/SP). The LI and GI zones could be the principal implementing zones for a future Manufacturing Industrial Center, subject to an overall master plan.

Business Park (BP): The Business Park designation consists primarily of an urban fabric with medium to large format operations that occur entirely within enclosed low to medium rise buildings. It is generally characterized as a master planned upscale employment center with attractive buildings, landscaping, and streets built to urban standards all working together to create a "park-like" environment that accommodates informal outdoor recreation and enjoyment between buildings. Lots are served by City water and sewer. Development projects in this designation are subject to design review.

The purpose of the Business Park designation is to provide an upscale and enjoyable setting for

company offices, warehouse, and light-industrial uses. The Business Park designation also serves as a buffer between residential and non-residential uses.

Zoning classifications that may be applied to areas designated Business Park on the City's Official Land Use Map include: Business Park (BP) and Public/Semi-Public (P/SP).

Aviation Flightline (AF): This use designation is intended to cover the portions of the airport devoted to aviation-related uses. It allows only aviation-related uses proximate to airport runways and taxiways. Aviation-related uses include any uses related to supporting aviation that require direct taxiway access as a necessary part of their business operations, such as aviation services, manufacturing of aviation-related goods, general services whose primary customers would be those engaged in aviation-related activities (e.g., restaurants primarily catering to pilots, employees, or passengers), or other uses that are clearly related to aviation. Compatible zones include Aviation Flightline, Airport Protection District, and Public/Semi-Public.

5.5 CIVIC DESIGNATIONS

Public/Semi-Public (P/SP): The Public/Semi-Public (P/SP) designation consists of both publicly owned open spaces (e.g. parks) and civic buildings (e.g. schools). It is generally characterized as formally landscaped and usable open space. The purpose of this designation is to provide a setting for public interaction, civic engagement, recreation (both active and passive) and utility service providers. Quality Public/Semi-Public spaces provide the City with a strong sense of identity and can function as economic assets. The Public/Semi-Public (P/SP) zone implements the like-named Plan designation. Public facilities may also be allowed as Conditional Uses.

5.6 LAND USE OVERLAYS

Airport Protection District: The Airport Protection District (APD) overlay consists of four subdistricts (A, B, C, and D) and five safety zones (1, 2, 3, 4, and 5) that are laid over the existing land use designations and zoning classifications on the City's Official Land Use Map and Zoning Map (Figure 2.3). The APD overlay boundaries were determined by aircraft accident data from the National Transportation Safety Board, the Federal Aviation Regulation Part 77 Imaginary Surfaces and FAA AC 150/5200-33A, and Hazardous Wildlife Attractants on or near airports.

The purpose of the Airport Protection District overlay is to protect the viability of the Arlington Municipal Airport as a significant resource to the community by encouraging compatible land uses and densities, reducing hazards to lives and properties, and ensuring a safe and secure

flying environment. The Airport Protection District Overlay modifies the density and land use requirements of the underlying zoning districts to the extent that it protects the public health, safety, and welfare of property owners residing within the overlay and airport users.

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

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

Master Planned Neighborhood: The Master Planned Neighborhood (MPN) overlay consists of large areas of unimproved (or underutilized) land (25+ acres) that exist within the City for which the planning and financing of infrastructure improvements is necessary. A master plan must be established for the entire land area within a Master Plan Neighborhood overlay before any development can occur.

The purpose of the Master Plan Neighborhood overlay is to ensure that development occurs in an orderly and financially responsible manner, and that adequate infrastructure is put in place to serve new development within the overlay. The City currently has two areas with a Master Plan Neighborhood overlay: the Brekhus/Beach Subarea and the future Lindsay Annexation area within the Hilltop Subarea. The City plans to assist property owners within these two areas by creating a "high-level" master plan so that development can begin to occur in these areas.

Mixed Use Overlay: A new MU overlay zone will be adopted by the City allowing a blend of residential high density and commercial uses subject to a regulating plan, administrative site plan review and design review. The purpose of this zoning is to foster development of pedestrian oriented, mixed uses where residences are located in close proximity to small retail and office uses. By utilizing mixed use development Arlington is striving to achieve one or more of these objectives:

- (a) Enhance the pedestrian environment.
- (b) Encourage additional street level activity.
- (c) Reduce automobile trips.
- (d) Create a "sense of place."
- (e) Provide for the efficient use of land and services.

- (f) Allow opportunities for economic vitality and diverse housing opportunities.
- (g) Provide a transition between adjacent neighborhoods and commercial areas.

As Mixed Use is applied, Form-Based Code (FBC) will be the guiding principle to ensure that all development will have a predictable outcome, provide for exceptional urban design and create a desirable public realm.

Gateway Overlay Zone: The Gateway Overlay Zone is intended to apply to properties at and near major entrances to the City. This generally includes all lots that are adjacent to or abutting arterial or greater rights-of-way (both existing and proposed) that are also within close proximity to city limits. The purpose of the Gateway Overlay Zone is to ensure that a) gateways into the City are inviting and aesthetically pleasing, b) development of properties adjacent to or abutting gateways are well designed in terms of building architecture, site layout, screening, and landscaping; and c) appropriate land uses are permitted and located within designated gateways.

5.7 MAJOR LAND USE CONSIDERATIONS

The biggest consideration that arises at every periodic update of this Plan is: How do we want to grow? Under the GMA, we are obligated to plan for and accommodate 20-years' worth of projected growth. As a regional partner, Arlington has accepted the 2035 population, housing and employment targets adopted by the County and the Puget Sound Regional Council; however, the community, through its local plan, has control over where development occurs and what it will look like.

With a 2035 population growth of over 6,500 residents and thousands of new jobs, if existing boundaries are retained, Arlington would have to increase densities to meet its target. If densities are to be kept at current levels, then we will have to expand our boundaries. The City chooses instead to retain the existing boundaries, including the Brekhus/Beach area, and accommodate higher densities through the Mixed Use, Master Planned Neighborhood, cottage housing and other zoning tools. The City's 2015 Plan emphasizes a more focused and interactive relationship between us and Marysville, especially in the joint Arlington/Marysville Manufacturing Industrial Center (AMMIC). These are all features added to the 2015 Plan to ensure that future jobs and residents are accommodated, while preserving the character of our existing community.

In 2035, the City envisions most growth to occur in nine areas:

Population:

1. SR9/172nd St, in the future Lindsey Annexation area.
2. Other areas depicted on Figure 4-1 (Residential Capacity)

Employment

3. Airport Business Park.
4. The Arlington/Marysville Manufacturing Industrial Center.(AMMIC)
5. Other areas depicted on Figure 4-2 (Employment Capacity)

Commercial

6. Island Crossing and Stillaguamish property.
7. National Foods property.
8. 172nd St. Corridor and the Smokey Point Boulevard Commercial Corridor.
9. Kent Prairie; 204th St./SR 9

The Capital Facilities Element in Chapter 9 emphasizes these areas as those where the greatest infrastructure impacts will be (water use, sewer discharge transportation, etc.).

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

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

5.8 EXISTING CONDITIONS

Table 5-1 shows the land use designations on the official land use map. The “Net Zoned” figures exclude road rights of way, public lands and other undevelopable areas. The last column shows the total land area in each planning subarea.

5.9 LAND CAPACITY ANALYSIS (BUILDABLE LANDS)

To analyze whether Arlington with its current city limits and UGA has sufficient developable land to accommodate its projected population (26,002) and employment (20,884) targets, a Building Lands Analysis (BLA) was completed in the summer of 2014 and finalized in 2016. The objectives of the study were to identify, locate and characterize developed, developable and undevelopable land area and parcels within the current city limits, the UGA, and each of the City’s neighborhood planning areas. Lands were categorized by use categories and distributed within the respective zoning designations.

The City and County concluded that the City would meet its 2035 Population Target.

Table 5.4 shows dwelling unit and population estimates based on its buildable land supply and ability to provide services to the areas involved.

Table 5-5 shows the developable vacant acreage within each zone and each subarea. It does not show land that is underdeveloped and that would be available for higher density redevelopment (“infill”). The figure totals about 9% of the “net zoned” area in the City.

Table 5-1: Land Use Designation Size by Subarea, Existing Land Use Map

Subarea	AF	BP	GC	GI	HC	LI	MS	NC	OTB D-3	OTBD- 2	OTBD- 1	OTR D	P/S P	RHD	RLM D	RM D	SR	Net Zoned*	Total Area
Arlington Bluff			35					20					31		226	66		378	540
Brekhus/ Beach																	145	145	337
Hilltop			61	4				4					92	47	806			1,014	1,305
Kent Prairie			51				4						12	80	18	44		209	353
MIC	736	154	8	567		148							28					1,641	2,133
Old-Town							12				1	93	213	67		103		489	609
OTBD-3											27		6					33	115
OTBD-2			5							16	2							23	45
OTBD-1									25		1							26	37
South Fork															2			2	71
West Arlington		12	64		486			4					2	25		281		874	1,054
Total	736	166	224	571	486	148	16	28	25	16	31	93	384	219	1,052	494	145	4,834	6,599

* Public R/W, public lands, undevelopable land not included

5.10 DENSITY

Density standards are a combination of what the City's development regulations allow² and what has actually occurred on the ground, that is, how many dwellings actually were built given the site limitations, market conditions, etc. Using the information in Table 5- 2 to determine the land needed through 2035 requires this "real world" analysis, regardless of actual regulations in the City Code.

The County's Buildable Lands report analyzed density on a gross density and net density basis. Gross residential density is the number of housing units divided by total area. Net density calculates the number of houses on land used for residential building lots only, excluding lands used for roads, wetlands, Native Growth Protection Areas, recreational areas and detention ponds, etc.

Gross residential density in the City's residential zones (RHD, RLMD, RMD and SR) was 3.83 units per acre in 2014:

Table 5-2: Residential Density by Land Use Designation

SR	0.14	RMD	4.29	OTR	6.0
RLMD	3.66	RHD	8.73		

5.12 HOUSEHOLD SIZE

The average household size in Arlington is 2.62³, a decline from 2.72 in 2005. Owner-occupied units had 2.76 persons, down from 2.82 persons. Renter-occupied declined from 2.54 to 2.36. The 2005 estimate for 2025 average household size was 2.54 which has proven to be very accurate. The County's estimated household size for 2035 in Arlington is forecasted to be 2.7, which will be used for this Plan at a rate of 2.84 for owner-occupied units and 2.4 for renter units.

5.13 FUTURE NEEDS

Population Capacity: Population within the established UGA is projected to grow from 18,380 in 2014 to 24,937 in 2035. Using the density and household size assumptions, the future housing need was calculated as shown on Table 5.4.

² See Chapter 20.48, Arlington Municipal Code

³ *2013 Housing Characteristics and Needs Report*, Snohomish County, 2014

Table 5-3: Permissible Residential Densities

	Code d/u per acre	Assumed ¹
SR, with utilities	4.5	4.5
without utilities	2.0	2.0
RMD	6.0	6.0
RLMD	6.0	5.0
RHD	16.0	12.0
OTR	6.0	6.0

¹For planning purposes, the “assumed” density figure was used as a reflection of the actual development history and future policies emphasizing the maximizing of development.

Table 5.4: Housing Unit Needs

	Residential Zoned Area (acres)	2014		2035	
		Dwelling Units	Population	Additional Population	Estimated Additional Dwelling Units*
City and UGA					
City	2,250	7,086	18,360		
UGA	244	174	350		
	2,494	7,260	18,710		
2035 Estimate			24,937	6,227	2,421
Assumptions:		Single Family	Multi-Family		
Housing Distribution:		82.1%	17.9%		
Avg. Household Size:		2.8	2.4		
Vacancy Rate:		4.7%	4.7%		

To determine the amount of capacity for growth left in the existing UGA, the City has used the *2012 SCT Buildable Lands Report*⁴ and surveyed 2014 land uses using Assessor records (March 2014) and field observations. The projected need of 2,421 dwelling units was compared with the vacant, developable land and the household size and density standards for each zone. Table 5.5 provides updated information based on the 2014 analysis and the 2016 reconciliation effort by the County and Arlington.

Further, the County EIS growth capacity in the Brekhus/Beach area (963 units⁵) was initially used for this Plan. The subsequent reconciliation process yielded an agreement of 606 units based on a developed density of 5.5 dwellings per acre. The City accepts this estimate although over the short term a significantly reduced density (20,000 square feet/lot) will occur. When a master plan developer proposes a higher density development, it will be based on a detailed infrastructure plan, including financing. Thus for the long term, the capacity figure of 606 units is feasible.

⁴ Snohomish County Tomorrow, '2012 Growth Monitoring/Buildable Lands Report,' June, 2013. For information on the method and assumptions used, please refer to that report or its companion, the SCT Buildable Lands Procedures Report. <http://www1.co.snohomish.wa.us/Departments/PDS>.

⁵ Draft EIS, Page 3-96

Table 5.5 Available Land Capacity

Zoning	Vacant Developable	Density	Units	Population
2035 Need			2,421*	6227
Capacity				
OTBD-3	0.98	12.0	12	32
OTBD-2		12.0		
OTBD-1	0.86	12.0	10	27
OTRD	0.88	6.0	6	16
RHD	9.31	12.0	112	302
RLMD	67.34	5.0	337	909
RMD	3.26	6.0	20	54
SR	116.81	4.5	526	1420
Brekhus/Beach	110.20	5.5	606	1636
Other	6.61	4.5	30	81
Total Available			1659	4477
Infill or Redevelopment Capacity Need			762	2057

*Including vacancy rate

population estimate of 24,937 can be accommodated.

Housing Implications: In May, 2013 each jurisdiction was asked to re-cap the strategies within the housing element of its 2005 comprehensive plan. Arlington reported that the overall emphasis in City of Arlington’s housing element is to:

- Preserve the “old-town” area.
- Encourage more "high end" housing.
- Encourage high density housing in areas currently moving in that direction.
- Locate housing development in areas within existing sewer service areas.
- Allow for mixed use projects in commercial centers.
- Permit infill development that is compatible with existing neighborhoods.
- Reduce on-site parking requirements for residential developments.
- Encourage the development of a variety of housing types in order to accommodate niches in the market that aren’t currently being served.

As shown on Table 5.4, the City will maintain a goal of providing a housing mix of 82% (1,985) single-family and 18% (436) multi-family dwellings to meet the overall objective of 2,421 new added housing units by 2035. It will work to attract affordable housing as the market seems to be demanding (See Chapter 6).

As shown on Table 5.5, the net need for new capacity will be 762 units under this Plan. Reasonable measures (HMU, cottage housing, Accessory Dwellings, etc.) and other tools will be used. A Brekhus/Beach master planned development will be encouraged to provide greater than 5.5 du/acre, further ensuring that the City will meet its objective. With these infill and redevelopment assumptions, the 2035

Employment Land Capacity: In its 2005 Plan, Arlington's employment target for the year 2025 ranged from 12,920 to 14,730 jobs. All three growth alternatives being studied by the County for the 2015 Plan call for a significant increase in Arlington employment to 20,884 in 2035. This is a reflection of the expected activity around the Arlington Airport and the market importance of Arlington in the North County area, where it provides job locations for citizens from Skagit, Darrington, Marysville, Stanwood, and beyond.

In the County as a whole, there will be a forecasted surplus in employment land capacity in 2035. In Arlington, land capacity will be a function of available land, employment density and the City's role in the North County market place. There are about 375 acres of available and developable land in the seven commercial/industrial zoning categories. A 2007 Employment Density Study being used for the Countywide Plan update adopts a density standard of 500 square feet per employee for industrial uses. However, the study noted that an analysis of Arlington employment densities for industrial uses was a significantly higher 2,625 square feet per employee. Applying that number to available lands in the AF, BP, GI and LI zoned lands produces an industrial land capacity of about 5,750 employees. The Density Study also recommended a figure of 400 square feet per employee for retail and office uses. Applied to the GC, HC and NC zones produces a capacity figure of about 2,900.

The total land capacity of 8,650 for all commercial/industrial categories falls short of the projected 12,224 new jobs in 2035. And doubtless, the high density of 2,625 square feet per employee will lower as new industries come to town. However, two factors suggest that additional industrial lands should be identified.

One factor is the location of Arlington in the North Puget Sound Manufacturing Corridor, a recognized area of emphasis by community and economic development leaders, where aerospace and technology-related companies are being sought. The City is seeking formal designation of a Manufacturing Industrial Area (MIC) including portions of Arlington and Marysville, from the airport to about 136th Street NE. The total area comprises about 2900 acres in Arlington with a future employment capacity of 77,000 industrial jobs (1600 square feet per employee), most aerospace related. The MIC area is a part of the North Puget Sound Manufacturing Corridor as designated by the Economic Alliance of Snohomish County. As the two cities seek formal MIC designation by PSRC, they will jointly pursue master planning of the area, including infrastructure.

The second factor is the North Stillaguamish Economic Development Plan, adopted in 2015. The Plan comes in response to the Oso disaster and is tasked with defining a strategy for

economic growth along SR-530 from Arlington to Darrington. With Arlington being a destination for Stilly Valley jobs and a waypoint for supplying the corridor, sufficient lands must be readied for the likely growth to come.

Jobs/Housing Ratio: In 2005, Arlington had a job/housing ratio of 2.22. With the forecasted population, housing and employment estimates described above, the ratio in 2035 would be closer to 2.1 jobs for every household. This figure does not suggest that every household has two employees living there. It is more a measure of how many households requiring public services are matched by jobs in the community bringing tax revenue to the City. Any ratio above 2 is considered a good balance.

5.14 SUBAREA PLANS

The Land Use Element will be implemented in large part through the development strategies pursued in each of the City's subareas. Following are brief descriptions of these subareas, the 2015 zoning and summaries of key issues and future strategies for 2015.

Old-Town Residential Subarea

The Old-Town Residential Subarea is the heart of Old-Town Arlington's residential area. It is largely developed, as much of the land was platted in the late 19th and early 20th Centuries in a traditional grid pattern with alleys (consisting of MC Mahons, Giffords, Palmer, Clums, and Cobbs Additions to Arlington). Typical lot size is 4,356 square feet (1/10th of an acre). Infill development of single-family homes continues as older homes are demolished and vacant lots are built on.

The City will continue to encourage infill and redevelopment of residential lots in this subarea; however, comprehensive design standards need to be established in order to preserve the historic character of this neighborhood.

As infrastructure continues to age, the City will also need to continue investing in the area's public realm by improving streets, sidewalks, and City-owned utility lines.

Old-Town Business District Subarea

The Old-Town Business District is Arlington's historic central business district and consists of the original Town of Arlington and Haller City Plats. Arlington and Haller City were once different towns but merged in 1903 when Arlington incorporated. Olympic Avenue (Arlington's "Main Street") was remodeled in 2007. Centennial Trail runs through Old-Town, connecting Arlington the Skagit County line to the north and the city of Snohomish to the south.

While the area is largely built-out, redevelopment and revitalization efforts continue to occur over time as investments are made in both the public and private realms. The City will continue to support redevelopment and revitalization efforts while enforcing design standards and guidelines in order to preserve the area's historic character.

The City is developing a Riverfront Master Plan to take advantage of the area's position along the Stillaguamish River. This plan will provide for more economic development and public use of the riverfront.

Arlington Bluff Subarea

The Arlington Bluff Subarea includes the upland area just south of the Stillaguamish River Valley and north of the Municipal Airport. It was once home to large homesteads that have since been subdivided into a number of residential plats of varying sizes.

The Arlington Bluff Subarea is slated to remain a predominately single-family residential area with some neighborhood commercial uses along 67th Avenue NE and Highway 530. While the area is largely developed, there is still opportunity for some infill residential and commercial development.

The City plans to continue to work to ensure that environmentally critical areas (such as steep slopes and streams that are prevalent in the area) are protected.

The only proposed change to the land use in this subarea as part of the 2015 periodic update was a rezone request of a one-acre parcel at the bottom of the bluff along 211th Place NE from residential to commercial. The request was approved.

As for road improvements, the City is proposing to improve 211th Street NE and re-align the road to connect directly to 59th Avenue NE (a westbound spur will still connect to the highway at its current location). A trail will also be added to the streetscape, connecting Centennial Trail to the Valley and at some future date to Island Crossing (see Figure 2-7).

Kent Prairie Subarea

The Kent Prairie Subarea is situated at the intersection of Highway 9 and 204th Street NE. It is a well-integrated neighborhood of various use types, including commercial, public, single-family residential, and multi-family residential, which are built around the environmentally critical areas (streams and wetlands) found there.

The area presents some infrastructure challenges--mainly the discontinuous street system. There are numerous dead-end streets that will likely never be connected.

The only change to the land use in this subarea as part of the 2015 periodic update was a rezone request of approximately 2 acres along 77th Avenue NE (south of 204th Street NE) from commercial to residential.

Manufacturing/Industrial Center Subarea

The Manufacturing/Industrial Center (MIC) Subarea includes the Arlington Municipal Airport and surrounding lands that are zoned Industrial and Business Park. It extends from approximately 136th Street NE in Marysville north to Cemetery Road in Arlington and roughly from 51st Avenue NE to the west and 67th Avenue NE to the east. As the greater Seattle metropolitan region continues to grow, with the need for living-wage jobs, the Cities of Arlington and Marysville have identified an opportunity to work together in the formation of a joint Manufacturing/Industrial Center. The area lies within the North Puget Sound Manufacturing Corridor, a targeted area for economic development and infrastructure development. Currently, there is only one designated MIC in Snohomish County (Paine Field). Obtaining MIC designation from the Puget Sound Regional Council would provide an opportunity for both cities to obtain necessary funding to invest in new and existing infrastructure that would strengthen industrial activity and lead to continued job creation.

The City envisions this joint Arlington/Marysville Manufacturing/Industrial Center (AMMIC) as the region's main industrial employment center on the north end. As part of the City's strategy to make this happen, the City is committed to continuing to ensure the area develops as a strong manufacturing and industrial base by strictly limiting non-supportive land uses such as retail, housing, and non-related offices and encouraging manufacturing, industrial, and advanced technology uses. Within two years of receiving MIC designation, the City will develop a subarea plan for the City's portion of the AMMIC that will further the goals and objectives of the PSRC and Multi-County Planning Policies with regards to MICs.

Joint MIC designation between the City of Arlington and the City of Marysville makes logical sense because the industrial centers of both cities are only separated by jurisdictional boundaries. In 2011 the Planning Commissions of both Arlington and Marysville signed a joint resolution urging their respective city council's to seek MIC designation from the PSRC for the purpose of advancing the economic goals of each jurisdiction.

Subsequently, on December 11, 2011, the City of Arlington, City of Marysville, and Tulalip Tribes adopted Joint Resolution 2011-001 supporting regional coordination of a Manufacturing/Industrial Center to support manufacturing expansion in the north Snohomish County area.

The proposed AMMIC (see Figure 2-4) is a prime candidate for MIC designation and continued investment because of its site and situation. Located entirely within Arlington's and Marysville's urban growth areas, the proposed AMMIC encompasses 4,091 acres (6.4 square miles) inclusive of many existing industrial businesses and room for additional capacity. Of that total area, approximately 1,200 acres is undeveloped or under developed. Arlington's portion of the proposed AMMIC includes 2,291 acres that are primarily zoned industrial, business-park, and aviation (as the site includes the Arlington Municipal Airport). A small portion is zoned commercial along 172nd Street NE.

The proposed AMMIC is situated in northern Snohomish County, centrally located between two major centers of commerce—Seattle, WA and Vancouver, BC. It is framed between I-5 on the west and Highway 9 on the east and is served by the Santa Fe/Burlington Northern railroad. The area is accessible from I-5 via 116th Street NE, 172nd Street NE, and Highway 530. The City of Marysville is proposing an interchange at 156th Street NE that would provide additional access to the area. Regional arterials that serve the proposed area include Smokey Point Boulevard, 172nd Street NE 51st Avenue NE, 59th Avenue NE, and 67th Avenue NE.

Current employment within the proposed AMMIC is estimated to be 5,586, with 70% of those jobs being industrial/manufacturing related, 20% retail, and 10% services and government. The proposed AMMIC has an estimated employment capacity of 77,000 jobs.

The current ratio between jobs and manufacturing facility space in Arlington is one (1) job for every 300 square feet. This is slightly higher than the national average mainly due to the large consideration of highly technical manufacturing technology. The national average is 500 square feet per employee. Assuming a blended median range of 400 square feet of manufacturing space per employee and considering the available underdeveloped area within the proposed MIC, the total employment will reach 77,000 at full build out.

The cities of Arlington and Marysville are currently working to seek PSRC designation of a joint Arlington-Marysville Manufacturing/Industrial Center. Upon designation, the City would need to put together a joint subarea plan for the MIC with the City of Marysville. The subarea plan would address urban design elements such as land use, transportation, and architectural design among other things.

Road improvements would be needed to existing arterial and collector roads such as 172nd Street NE and 59th Avenue NE. New roads are also planned to serve the area and improve connectivity. They include: Arlington Valley Road, 63rd Avenue NE, 47th Avenue NE, and 168th Street NE.

The area is largely served by City water and sewer; however, mainline extensions would be needed near the south end of the subarea as development occurs.

By 2035, the City envisions this area to be developed into an active employment center with a high number of family-wage manufacturing and industrial jobs.

Hilltop Neighborhood Subarea

The Hilltop Subarea is located on the hill between 67th Avenue NE and Highway 9. This subarea is slated to be a predominately single-family residential neighborhood with some commercial activity around the intersection of Highway 9 and Highway 531 (172nd Street NE).

There is a large area of unincorporated land within this subarea that is located just south of Highway 531 and west of Highway 9. The area currently has a Master Plan Neighborhood Overlay, which requires a master plan for the area be established before the properties can annex into the City. The City plans to assist property owners by developing a “high-level” master plan so that annexation and development can occur. This “high-level” master plan will outline the location of collector roads and placement of utilities.

A round-about was recently installed at the intersection of Highway 9 and Highway 531. Highway 531 will eventually be widened to five lanes inclusive of a trail along the north side of Highway 531. That trail will turn northward along the power-line easement at the 79th Avenue right-of-way, then connect at the intersection of Highway 9 and Eaglefield Drive.

Water and sewer infrastructure improvements have recently been made to better serve undeveloped areas at the south-end of the subarea; however, it remains difficult to extend these services to the Arlington Terrace plat at the north-end of the subarea.

Preferred locations for community parks should be identified now so that the capital planning can be done to ensure the properties are obtained prior to their development. Future parks are anticipated as areas annex and urban clusters are developed. These parks ought to be centrally located to the future major neighborhoods, easily accessible from the arterials and collectors.

There are several environmentally critical areas throughout the Hilltop Subarea—including streams, wetlands, and steep slopes that will need to be protected and planned around. Prairie and Portage both have their headwaters here.

Southfork Subarea

This subarea lies entirely outside of city limits but is within the City's Urban Growth Area. The pre-zoning designation for this area is Residential Low/Moderate density and it is anticipated this area will remain a single-family neighborhood.

The subarea has only one access point via 87th Avenue NE; however, the area could easily be served by Maple Street by extending that road through existing right-of-way to connect to 87th Avenue NE.

Homes within this subarea are served by on-site sewage disposal systems. Extending sewer through the subarea may prove difficult because existing lots are only subdividable through the short platting process, making it hard to recover sewer extension costs.

Removal of this area from the City's UGA should be considered if annexation attempts fail.

Brekhus/Beach Subarea

In 2005, the Arlington Urban Growth Area (UGA) was expanded by about 337 acres to include the Brekhus Beach area. This subarea is located on the east side of the City, directly east of the Kent Prairie Subarea and directly south of the Southfork Subarea.

The 337-acre expansion area was annexed into the City of Arlington in 2006. The Brekhus Beach vicinity lacks a developed arterial road network, and before the area can develop, the infrastructure must be in place to support urban development. The area is zoned Suburban Residential and has a Master Plan Neighborhood Overlay.

The Subarea is accessed primarily from Tveit Road and Burn Road. Additional roadway infrastructure is needed within the subarea. The City of Arlington and Snohomish County Public Works Department completed the Arterial Circulation Study for the Southwest Arlington Urban Growth Area and Vicinity in November, 2009. The study confirmed that arterial connections and circulation within the Brekhus-Beach vicinity are limited by the physical environment and availability of right-of-way. The study offers the following potential transportation improvements likely needed to provide effective arterial circulation:

- 186th Street Extension NE – Arlington city limit to Crown Ridge Boulevard
- Crown Ridge Boulevard – 186th Street NE Extension to SR-9
- Burn/McElroy Roads – 95th Avenue NE to 186th Avenue NE
- 186th Street NE – McElroy Road to Arlington city limit
- McElroy Road – 172nd to 186th Streets NE
- 172nd Street NE Extension – 91st Avenue to McElroy Road
- 172nd Street NE – SR-9 to 91st Avenue NE

The area is not currently served by City water and sewer; however, it is within the City's water and service area. Lack of infrastructure and topographical realities will likely make future development within this area costly. In its 2015 Plan, the City has developed a high-level master plan for the area (Figure 2-22), outlining where major thoroughfares will go, along with water and sewer infrastructure, at such time as a higher density master plan is developed. This is in line with City policy PL 15.50, which is based on Multi-County Planning Policy PS-9.

Land within this Subarea is largely undeveloped with existing homes situated on large lots. The Subarea is traversed by steep terrain and wetlands. While awaiting a master plan proposal for the area, the City will work with neighbors to implement a "Shadow Platting" process, which will allow development at the current suburban residential density (20,000 sq. ft. lot size), but require the logical design and placement of lots to enable future subdivision to smaller lots served by infrastructure outlined in the high-level plan.

The TDR requirement was an actual disincentive to attracting investment in a master plan development. It has been removed as a requirement for master plan approval, but remains as a possible density bonus.

West Arlington Subareas

In 2011, the City drafted a "West Arlington Subarea Plan" as an extension of its 2005 comprehensive plan and TDR program. It was meant to integrate four subarea plans (West Bluff, Island Crossing, Smokey Point and SR 531) and employ new concepts in urban development (smart growth, sustainability, New Urbanism, etc.). WASA was to promote a blend of housing and business looking forward, and to correct deficiencies of past growth. Key objectives in the WASA area included:

- Mixed land uses.
- Implementing Form-based codes.⁶
- Upgrading the arterial and neighborhood transportation infrastructure to urban standards.
- Improving pedestrian infrastructure and safety.
- Better connections to areas with continuous roads (i.e. no dead-ends), trails, bike lanes, etc. Acquisition of easements or right-of-way for this purpose.
- Development of Island Crossing while protecting its critical areas.
- Acquisition of more public space (i.e. parks).
- Creating a TDR receiving area.

⁶ Form based codes regulate land uses according to design and site planning ("form") setbacks, height limitations, etc.

The Plan was reviewed as part of the 2015 update and a decision was made to return to the original four subareas, adhere to the objectives shown above but tailor them to the unique aspects of each area. Other mechanisms, such as Mixed Use Development, utilizing a Form Based Code approach are seen as more likely to attract market investment.

The recommended Road and Pedestrian Network Plan for the West Arlington Sub Area is shown in Figure 2-7. The subarea plan recommended the following implementation standards:

- Incorporate the principles of New Urbanism (walkability, connectivity, mix of land uses, sustainability, quality architecture and urban design);
- Roundabouts are recommended along 172nd Street NE/SR-531, at 43rd and 51st Avenues, at the east leg of the “Y” intersection of Smokey Point Boulevard and SR- 531, as well as other key intersections throughout the subarea as shown on the map;
- New thoroughfare options and standards should be developed that address movement type, design speed, pedestrian crossing time, ROW crossing width, curb-face to curb-face width, number of traffic lanes, presence of bicycle lanes, presence of on-street parking, curb type, park strips, landscaping, walkway type, illumination, and curb radius;
- Streetscapes should be designed to emphasize pedestrian comfort and safety;
- Cul-de-sacs should be prohibited with new development;
- A connectivity index standard should be set for all new subdivisions to ensure a grid network and connectivity to undeveloped parcels;
- New roadway improvements shall follow recommendations per the SR-531 Corridor Recommendations document from WSDOT;
- Intersection spacing should not exceed 495 feet on pedestrian-oriented thoroughfares;
- Bicycle lanes should be provided on all new or improved streets with a design speed of 30 mph or greater (except where an adjacent paved trail exists or is planned);
- Bicycle lanes should be installed on the already improved section of Smokey Point Boulevard (16400-17400 blocks);
- Appropriate sidewalk width should be prescribed to each thoroughfare type and associated building types.

Island Crossing

As envisioned in the 2005 Plan, Island Crossing was added to the City’s Urban Growth Area and was subsequently annexed in 2008. The land south of SR-530 was the primary impetus because of plans for a major auto dealership. Although there were recognized development hurdles (e.g. flood potential), these have been addressed and will be managed as part of future

development projects in that area.

The Stillaguamish Tribe of Indians owns the triangle formed by SR-530 and Smokey Point Boulevard. Its plans for future development are being discussed in terms of access improvements, utility improvements and coordinated master planning.

West Bluff

The 2005 Plan envisioned this area for Highway Commercial use with protections for the adjacent residential neighborhoods. It was seen as a "connecting route" between the Smokey Point neighborhoods and Island Crossing. It was not a part of the City in 2005, but now is.

No changes are proposed to the City's plan for the West Bluff subarea. The City's and WASA's key objective is to enhance road and pedestrian connections within the area and into adjacent subareas.

Smokey Point

Smokey Point Blvd. from approximately 175th St. to 200th St. is being proposed as a "Commercial Corridor". The City is currently working on preliminary design for the road streetscape and is developing plans for both retail and high density housing along this corridor.

Smokey Point/SR-531

In the 2005 Plan, this subarea is seen as being one of the primary entrances to Arlington, an important east-west arterial for the City's and County's road system, and a major generator of sale tax revenue for the City, which would eventually build out into a major commercial/industrial/aviation boulevard stretching from I-5 to 67th Avenue NE, and allowing small to large-scale commercial and industrial uses. This has occurred in large part. There was to be a more unified design theme, which did not occur to any significant extent.

In 2015, the most significant land use issue is the current effort to develop a manufacturing industrial center (MIC) in cooperation with Marysville, WSDOT, business and others. The most significant infrastructure need is the improvement of 172nd Street (SR-531). Both will help prepare the City's industrial base for the expected employment increases discussed earlier in this chapter. These improvements are key to maintaining the targeted employment totals and the commercial/industrial land capacity.

Other utility improvements are needed including increasing and maintaining fire flows for new business. The City supports and desires on-going discussions with Marysville to jointly plan and execute mutually beneficial services and utilities.