



CITY OF ARLINGTON NOTICE OF DECISION

Smartcap Arlington Airport North Industrial Park Binding Site Plan – Zoning Permit Decision

The City of Arlington has issued a Notice of Decision for a Zoning Permit as required by Arlington Municipal Code. The following project has been **APPROVED**, with the conditions listed in the attached Staff Report and Permit Decision.

Project Name: Smartcap Arlington Airport North Industrial Park

Proponent: Smartcap Arlington Airport North

Project Number: PLN#1007

Description of Proposal: The applicant is proposing a binding site plan to divide the subject parcel into five buildable lots and two pocket park lots. The total site consists of 49.49 acres and is located on the northwest corner of 51st Avenue and 172nd Street. The project contains Buildings 1, 2, 3, 4, and 5, two pocket parks, new street (174th Street), new sidewalks, roadway sections, and landscaping. The project has been split into two phases per the approved Special Use Permit PLN#954. Phase 1 (A) includes Building 3 and the east portion of 174th Street NE. Phase 1 (B) includes Buildings 1, Building 2, southern Pocket Park, the west portion of 174th Street, and the south portion of 43rd Avenue NE. Phase 2 includes Building 4, Building 5, northern pocket park, and the north portion of 43rd Avenue NE.

Location: Northwest of the 51st Avenue and 172nd Street Intersection

City of Arlington Decision:	Approved, with Conditions
Notice of Decision Date:	Tuesday, February 14, 2023
End of Appeal Period:	Tuesday, February 28, 2023

Appeals: This decision may be appealed pursuant to AMC 20.20.010, which provides for a hearing of the Zoning Permit decision before the Hearing Examiner. Any aggrieved party of record may file an appeal within 14 days of the permit decision. An appeal shall be considered filed when a written notice of appeal, specifying the grounds and arguments, therefore, is delivered to the Department of Community and Economic Development by 5:00 PM on Tuesday, February 28, 2023, and the appeal fee as set by resolution is paid.

Staff Contact: Amy Rusko, Planning Manager, arusko@arlingtonwa.gov, 360-403-3550



Community and Economic Development Planning Division

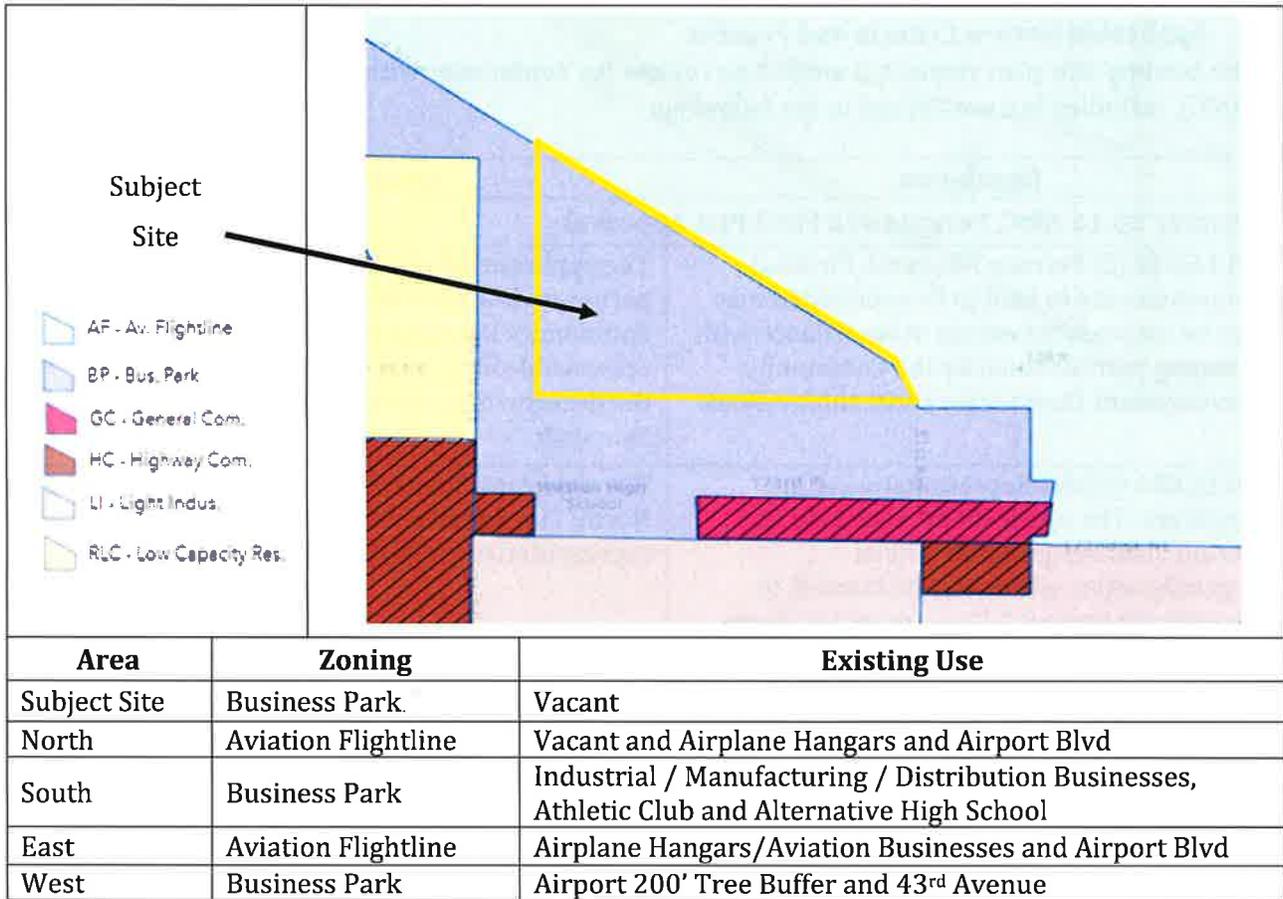
18204 59th Avenue NE, Arlington, WA 98223

BINDING SITE PLAN STAFF REPORT AND PERMIT DECISION

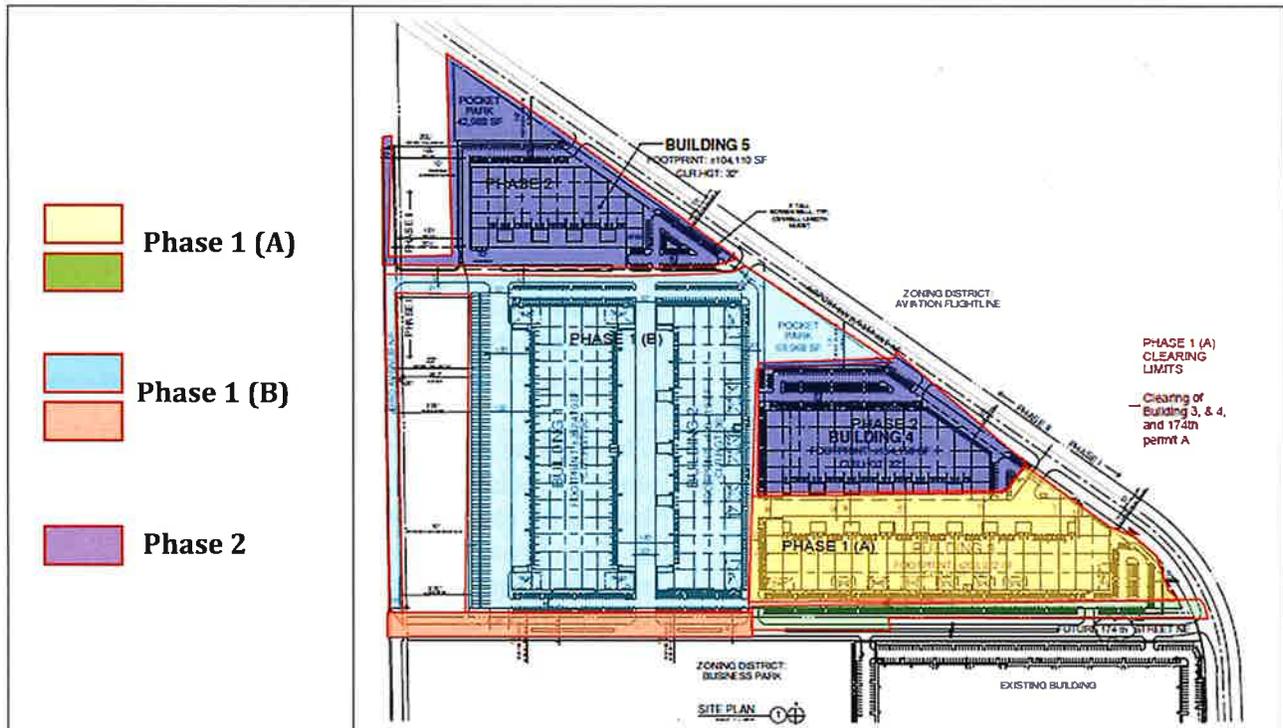
GENERAL INFORMATION

File Number:	PLN #1007
Project Title:	Smartcap Arlington Airport North Industrial Park
Owner:	Arlington Municipal Airport
Applicant:	Smartcap Arlington Airport North
Contact:	North Peak Associates LLC
Description:	5-Lot Binding Site Plan
Location:	Northwest of the 51 st Avenue and 172 nd Street Intersection
Tax Parcel ID:	31052100400100
Lot Size:	49.49 acres
Topographical Description:	Relatively Flat
Soil Type:	Lynnwood Loamy Sand, 0-3% slopes
Zoning Classification:	Business Park
Land Use Designation:	Business Park
Proposed Use Classification:	Binding Site Plan
City Approvals Required:	Binding Site Plan, Site Civil Construction Permit, Special Use Permit, Building Permits, and Utility Permits
Decision Date:	February 14, 2023
Decision:	APPROVED, with Conditions

D. Site and Adjacent Zoning / Uses



E. Site Phasing Plan



II. PROJECT CONSISTENCY WITH TITLE 20 AMC, ZONING

A. Applicable Review Criteria and Process

The binding site plan request is subject to review for conformity with the Arlington Municipal Code (AMC), including but not limited to the following:

Regulation	Analysis	Meets
Chapter 20.16 AMC, Permits and Final Plat Approval		
20.16.010 (c) Permits Required. Physical improvements to land to be subdivided may not be commenced except in accordance with a zoning permit issued by the Community Development Director for short subdivisions.	The applicant submitted for a zoning permit review for a Binding Site Plan. The Community Development Director is responsible for the permit decision and the decision is appealable to the Hearing Examiner.	Yes
20.16.034 Official Representative of the Applicant. The applicant for each land use permit shall designate an official representative, which may be himself, to receive all correspondence, determinations, and notices regarding the application.	The applicant, Smartcap Arlington Airport North, Tim Shoultz is the official representative for the subject permit.	Yes
20.16.070 (c) Complete Application. Within 28 days of after receiving the permit application, the Community Development Director shall mail or provide in person a written determination to the applicant, stating either: 1. That the application is complete; or, 2. That the application is incomplete and what is necessary to make the application complete.	The City of Arlington issued a Notice of Complete Application on October 24, 2022, which is within the 28-day timeframe.	Yes
Chapter 20.36 AMC, Zoning Districts and Zoning Map		
20.36.020 Commercial districts established. (f) The business park (BP) zone is established to promote and accommodate office, certain manufacturing and light industrial uses, training/educational facilities, high technology research and development, and related uses in a park-like, master-planned setting.	The proposed binding site plan depicts the property as being split into 5 lots and 2 pocket parks. The lots within the binding site plan are on Arlington Municipal Airport leased land, within the Cascade Industrial Center, and zoned Business Park. The project has been planned out with the binding site plan, landscaping, and street connections.	Yes
Chapter 20.38 AMC, Airport Protection District		
20.38.080 Performance Standards and Miscellaneous Restrictions. Restrictions of the following zones are required of all development under the Airport Protection District Boundaries: (a) Subdistrict A (b) Subdistrict B (c) Subdistrict A, B, and C (d) Subdistrict A, B, C, and D	The Binding Site Plan property is located under Subdistrict B. The applicant has a lease with the Arlington Municipal Airport in place to ensure all performance standards and restrictions are complied with on the site. The binding site plans states the protection district.	Yes

Regulation		Analysis				Meets
Chapter 20.40-1 AMC, Table of Permissible Uses						
Use	BP	AF ¹		MS		
Binding Site Plan Minor	Z	Z		Z		
<ul style="list-style-type: none"> Z = Zoning Permit 						
Chapter 20.48 AMC, Density and Dimensional Regulations						
20.48.040 The project is subject to Table 20.48-1: Density and Dimensional Standards under the Light Industrial zone.		The proposed binding site plan is within the Business Park Zone and complies with Table 20.48-1, see below.				Yes
Table 20.48-1 Density and Dimensional Standards						
Business Park Requirements	Lot 1	Lot 2	Lot 3	Lot 4	Lot 5	
Minimum Lot Size: 10,000 square feet	614,298	388,489	457,644	326,976	289,374	Yes
Minimum Lot Width: 70 feet	555 ft	339 ft	287 ft	234 ft	268 ft	Yes
Arterial ROW Building Setback: 25 feet	85 ft	85 ft	25 ft	50 ft	25 ft	Yes
Lot Line Building Setback: 5 feet	35 ft	31 ft	33 ft	35 ft	37 ft	Yes
ECA Buffer Building Setback: 15'	N/A	N/A	N/A	N/A	N/A	N/A
Building Height: 50 feet	36 ft	36 ft	24 ft	32 ft	32 ft	Yes
Maximum Lot Coverage: 100%	43%	51%	45%	47%	36%	Yes
20.48.042 Sight Visibility Areas at Intersections. At the intersection of two streets, either public or private, no structure, sign, vegetation, or anything else that obscures sight shall exceed 30 inches in height in the area described by a triangle having two 25-foot legs along the curb faces of the streets from the streets' point of intersection, and a diagonal line connecting the ends of these lines.		<p>The proposed project takes access to the site through four access points from 174th Street, four access points from Airport Boulevard/51st Avenue, and one access point from 43rd Avenue.</p> <p>The site plan shows there are no improvements that will obscure sight at any entrance or exit from the site, except for the intersection of 174th Street and 51st Avenue where an increased site distance is proposed due to the curve in Airport Boulevard. The landscaping, wall, and parking area may need to be adjusted during civil construction.</p>				Yes
Chapter 20.56 AMC, Streets and Sidewalks						
20.56.030 Access to Lots. Every lot shall have access to it that is sufficient to afford a reasonable means of ingress and egress for emergency vehicles as well as for all those likely to need or desire access to the property in its intended use. Access includes vehicular, pedestrian, bicycle, and other common forms of transportation.		The project proposes vehicular, pedestrian, and bicycle access to the subject property through public street and pedestrian access from Airport Boulevard/51 st Avenue, 174 th Street, and 43 rd Avenue.				Yes

Regulation	Analysis	Meets
<p>20.56.050 Entrances to Streets. (a) All driveway entrances and other openings onto streets within the city's planning jurisdiction shall be constructed so that:</p> <ol style="list-style-type: none"> 1. Vehicles can enter and exit from the lot in question without posing any substantial danger to themselves, pedestrians, or vehicles traveling in abutting streets, and 2. Interference with the free and convenient flow of traffic in abutting or surrounding streets is minimized. 3. Driveway cuts shall be limited so the narrowest width necessary to provide safe ingress and egress onto and from the property. 4. Driveways shall not be located adjacent to one another in such a manner as to create a "double width" driveway without any landscaping between the driveways. 	<p>The proposed site has ten access points to the property from 174th Street, Airport Boulevard/51st Avenue, and 43rd Avenue that meet the criteria for both passenger cars and delivery trucks. The proposed project complies with the following City of Arlington Standards and Specifications:</p> <ul style="list-style-type: none"> • The proposed entrances are within the required width and provide safe access to the site. • Access drives from Airport Boulevard/ 51st Avenue NE, 174th Street, and 43rd Avenue provides for both left and right turns from the access points. <p>The driveway entrances are not located adjacent to each other creating a "double width" driveway.</p>	Yes
<p>20.56.120 Street Intersections. (a) Streets shall intersect at 80° to 90°. Not more than two streets shall intersect at any one point or vary from the above angle of connections.</p>	<p>The property is currently developed and provides 90° intersections at all access points from Airport Boulevard/51st Avenue, 174th Street, and 43rd Avenue.</p>	Yes
<p>20.56.130 Construction Standards and Specifications. Construction and design standards and specifications for streets, sidewalks, and curbs and gutters are contained in the "Public Works Construction Standards and Specifications," and all such facilities shall be completed in accordance with these standards.</p>	<p>The proposed project is subject to a Civil permit and Right-of-Way permit for all infrastructure improvements.</p>	Yes
Chapter 20.60 AMC, Utilities		
<p>20.60.100 Sewage Disposal Facilities Required. Every principal use and every lot within a subdivision shall be served by a sewage disposal system that is adequate to accommodate the reasonable needs of such use or subdivision lot and that complies with all applicable health regulations.</p>	<p>The proposed project is required to connect to City of Arlington Sanitary Sewer. The construction of utilities will take place after Site Civil Permit approval and shall meet all requirements of the Public Works Construction Standards and Specifications.</p>	Yes
<p>20.60.300 Water Supply System Required. Every principal use and every lot within a subdivision shall be served by a water supply system that is adequate to accommodate the reasonable needs of such use or subdivision lot and that complies with all applicable health regulations.</p>	<p>The proposed project is required to connect to City of Arlington water. The construction of utilities will take place after Site Civil Permit approval and shall meet all requirements of the Public Works Construction Standards and Specifications.</p>	Yes

Regulation	Analysis	Meets						
Chapter 20.72 AMC, Parking								
<p>20.72.010 Number of Parking Spaces Required. (a) 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 in question.</p> <p>All proposed uses shall comply with Table 20.72-1: Table of Parking Requirements.</p>	<p>The uses on the property will either be Office/Manufacturing or Office/Warehouse. The parking provided on the binding site plan is sufficient for all of these uses. The project provides 1,160 total parking spaces over the entire site. The special use permit PLN#954 shows the specific parking layout, including vehicle, truck, ADA, and electronic vehicle charging stations.</p>	Yes						
Chapter 20.76 AMC, Screening and Trees								
<p>20.76.020 General Screening Standard. Every development shall provide sufficient screening so that:</p> <ol style="list-style-type: none"> 1. Neighboring properties are shielded from any adverse external effects of that development. 2. The development is shielded from the negative impacts of adjacent uses such as streets and railroads. 	<p>The project is in the Business Park zone. The west side of the project has a 200-foot tree buffer part of the Arlington Municipal Airport. The north, east, and south property boundaries abut public right-of-way. The site plan shows these three sides of the property provide street trees and a 3-foot screening wall shield the use from any negative impacts to adjacent properties and to the public right-of-way. The special use permit PLN#954 shows the specific landscaping layout, screening, street trees, and parking lot shading.</p>	Yes						
Chapter 20.90 AMC, Concurrency & Impact Fees								
<p>20.90.032 Interlocal Agreements Allowed. Pursuant to state law, the council may enter into an interlocal agreement, with any jurisdiction, that requires reciprocal traffic mitigation for extraterritorial impacts to one another's transportation systems. The city has an interlocal agreement with Snohomish County for traffic impact fees.</p>	<p>The applicant provided a Traffic Impact Analysis prepared by Jake Traffic Engineering Inc dated August 11, 2022 and an amended Traffic Impact Analysis dated November 19, 2022.</p> <p>The Traffic Mitigation Offer to Snohomish County was approved for the site on December 12, 2022.</p> <p>The traffic analysis concluded that the proposed use would produce 8 Peak Hour Trips for County Project INT-007 for 67th Avenue NE at 152nd Street NE. The cost per Peak Hour Trip for this intersection is \$7,231.00 per trip. The total amount will be split into Phase I: \$41,635 and Phase II: \$16,210.</p> <table border="1" data-bbox="794 1780 1321 1856"> <thead> <tr> <th>Traffic Fee</th> <th># Of Trips</th> <th>Total Amount</th> </tr> </thead> <tbody> <tr> <td>\$7,231</td> <td>8</td> <td>\$57,845</td> </tr> </tbody> </table>	Traffic Fee	# Of Trips	Total Amount	\$7,231	8	\$57,845	Yes
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\$7,231	8	\$57,845						

Regulation	Analysis	Meets						
<p>20.90.040 (a) Imposition of Impact Fees on Development Activity. All development projects within the City shall be assessed a transportation impact fee, at the rate of \$3,355.00, based on peak p.m. trips, as computed in accordance with the most current edition of the Institute of Transportation Engineers Trip Generation Manual, as applied to the City's transportation element of the adopted Comprehensive Plan.</p>	<p>The applicant provided a Traffic Impact Analysis prepared by Jake Traffic Engineering Inc dated August 11, 2022 and an amended Traffic Impact Analysis dated November 19, 2022. The traffic analysis concluded that the proposed use would produce 226 PM Peak Hour Trips for Phase I and 88 PM Peak Hour Trips for Phase II, for a total of 314 new PM peak-hour-trips to the site.</p> <p>The city concurs with the amount proposed for City of Arlington Traffic Impact Fees as shown below.</p> <table border="1" data-bbox="789 701 1325 785"> <thead> <tr> <th>Traffic Fee</th> <th># Of Trips</th> <th>Total Amount</th> </tr> </thead> <tbody> <tr> <td>\$3,355.00</td> <td>314</td> <td>\$1,053,470.00</td> </tr> </tbody> </table>	Traffic Fee	# Of Trips	Total Amount	\$3,355.00	314	\$1,053,470.00	Yes
Traffic Fee	# Of Trips	Total Amount						
\$3,355.00	314	\$1,053,470.00						
<p>Per Ordinance 2021-002, which adopted the Planned Action for the Cascade Industrial Center, established a transportation impact fee, at the rate of \$5,841.39, based on peak p.m. trips, as computed in accordance with the most current edition of the Institute of Transportation Engineers Trip Generation Manual.</p>	<p>The applicant provided a Traffic Impact Analysis prepared by Jake Traffic Engineering Inc dated August 11, 2022. The traffic analysis concluded that the proposed use would produce 226 PM Peak Hour Trips for Phase I and 88 PM Peak Hour Trips for Phase II, for a total of 314 new PM peak-hour-trips to the site.</p> <p>The city concurs with the amount proposed for Cascade Industrial Center Traffic Impact Fees as shown below.</p> <table border="1" data-bbox="789 1205 1325 1289"> <thead> <tr> <th>Traffic Fee</th> <th># Of Trips</th> <th>Total Amount</th> </tr> </thead> <tbody> <tr> <td>\$5,841.39</td> <td>314</td> <td>\$1,834,196.40</td> </tr> </tbody> </table>	Traffic Fee	# Of Trips	Total Amount	\$5,841.39	314	\$1,834,196.40	
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\$5,841.39	314	\$1,834,196.40						
<p>Chapter 20.98 AMC, State Environmental Policy Act (SEPA)</p>								
<p>Per WAC 197-11-800 Categorical Exemptions. (2) Other Minor New Construction (6) Land Use Decisions. (d) Except upon lands covered by water, the approval of short plats or short subdivisions pursuant to the procedures required by RCW 58.17.060, and short plats or short subdivisions within the original short subdivision boundaries provided the cumulative divisions do not exceed the total lots allowed to be created under RCW 58.17.020. This exemption includes binding site plans authorized by RCW 58.17.035 up to the same number of lots allowed by the jurisdiction as a short subdivision.</p>	<p>The City of Arlington has determined that the proposed 5-lot binding site plan is exempt from SEPA review. The city considers the division of property of 9 lots or less a minor subdivision (short subdivision). This binding site plan complies with these regulations.</p> <p>The development has completed SEPA through Special Use Permit PLN#954.</p>	Yes						

Regulation	Analysis	Meets
Chapter 13.28 AMC, Stormwater		
13.28.070 Applicability of the Utility. The following actions or applications for the following permit and/or approvals will require submittal for approval by the utility: site plans, design drawings, and operations and maintenance plans. Submittals shall be consistent with the provisions of this Code, and shall comply with the stormwater manual and engineering standards: (3) New Development	The stormwater proposed on the site shall meet the most current version of the Department of Ecology Stormwater Manual for Western Washington and the City of Arlington Public Works Standards and Specifications. All stormwater will be approved through a separate Civil Construction Permit.	Yes

III. CONCLUSIONS

Under AMC 20.16.100 and AMC 20.16.352, the Community Development Director shall issue the requested zoning permit for binding site plan, unless he concludes after reviewing the application that:

Regulation	Analysis	Meets
Chapter 20.16.100 AMC, Zoning Permits		
(a) The requested permit is not within its jurisdiction according to the table of permissible uses.	The requested binding site plan is within the City of Arlington's jurisdiction per the above zoning map and permissible use table.	Yes
(b) The application is incomplete.	The application for the subject binding site plan was deemed complete on October 24, 2022.	Yes
(c) If completed as proposed in the application, the development will not comply with one or more of the requirements of this title.	The proposed binding site plan complies with all required sections of AMC Title 20 per the above staff analysis.	Yes
(d) The proposed project is not in conformance with the Comprehensive Plan, Transportation Plan, and the Arlington Municipal Code.	The proposed binding site plan divides the property into five (5) parcels, which complies with the Arlington Municipal Code, Comprehensive Plan, and Transportation Plan.	Yes
Chapter 20.16.352 AMC, Binding Site Plan Standards		
(a) The binding site plan shall ensure that the collective lots continue to function as one site with respect to, but not limited to, lot access, interior circulation, open space, landscaping, drainage facilities, facility maintenance, and parking.	The binding site plan shows connectivity between all lots through interior drive aisles, parking areas, open space, drainage, and landscaping within the complex.	Yes

Regulation	Analysis	Meets
(b)(1) Identify the areas and locations of all streets, roads, improvements, utilities, open spaces, sensitive areas, parking areas, landscaped areas, surveyed topography for preliminary map, water bodies, and drainage features and building envelopes;	The binding site plan shows all proposed roads, drive aisles, parking areas, landscaping, open spaces, drainage, legal boundaries, and building footprints within the complex.	Yes
(b)(2) Contain inscriptions or attachments setting forth such limitations and conditions for the use of the land as are established by the community development director or hearing examiner;	The project is subject to the Arlington Municipal Airport lease, and the conditions of the permit decision.	Yes
(b)(3) Contain provisions requiring any development or division of land to be in conformance with the approved site plan;	The proposed binding site plan is subject to the approved plans submitted on February 7, 2023.	Yes
(b)(4) The binding site plan shall meet: Adhere to all applicable provisions set forth in the land use code.	The proposed binding site plan has met all required sections of the Arlington Municipal Code per this permit decision.	Yes
(c) Both the design and development shall preserve the trees and vegetation, natural drainage, existing topsoil, and wetland/critical areas to the fullest extent that is reasonably possible.	The proposed binding site plan and development of the property has met the requirements of the Arlington Municipal Code for removal and replacement of trees on the site.	Yes
(d) Conditions of use, maintenance, and other restrictions on redevelopment of required open space, parking, access, and other improvements shall be identified and enforced by covenants, easements, dedications, or other similar mechanisms.	The Binding Site Plan shows easements, dedications, covenants, conditions, and restrictions for the complex, along with the restrictions of the Arlington Municipal Airport.	Yes

IV. PUBLIC COMMENTS

Public Comment	Response
Public comments received during the Notice of Application comment period for the Smartcap Arlington Airport Binding Site Plan, PLN #1007.	The City received comments from the following agencies or citizens in the community: The Stillaguamish Tribe of Indians A summary of the comments and concerns are included below. The original comments submitted are in the official permit file and available upon request.
Kerry Lyste of the Stillaguamish Tribe of Indians requested notification of ground disturbance for Tribal Monitoring on the project.	Planning Staff responded to the comment, stating that the comment would be added to the conditions of the permit decision.

V. ADMINISTRATIVE DECISION

The proposed project was found to be consistent with and meets the intent of the Arlington Zoning Code, Comprehensive Plan, and the Arlington Municipal Code, therefore the Smartcap Arlington Airport North Industrial Park Binding Site Plan (PLN #1007) is hereby APPROVED, subject to the following conditions.

VI. CONDITIONS

Binding Site Plan:

1. All development shall be in substantial conformance with the approved site plan received on February 7, 2023, subject to any conditions or modifications that may be required as part of the permit review.
2. The applicant shall meet all local, state, or federal code requirements.
3. The binding site plan is subject to the Arlington Municipal Airport lease agreement.
4. The binding site plan shall comply with all permits and conditions thereof from the City of Arlington and other government agencies with jurisdiction.
5. The development is proposed to be completed in phases. Phase 1 (A) includes; Building 3 (203,922 sf and 24 ft clear height) and the east and north portion of 174th Street NE. Phase 1 (B) includes; Building 1 (262,479 sf and 36 ft clear height), Building 2 (199,419 sf and 36 ft clear height), southern Pocket Park (53,968 sf), the west portion of 174th Street NE, and the south portion of 43rd Avenue NE. Phase II includes; Building 4 (154,150 sf and 32 ft clear height), Building 5 (104,110 sf and 32 ft clear height), northern Pocket Park (42,988 sf), and the north portion of 43rd Avenue NE. A map of the phasing is shown in Section I (E).
6. The proposed development on the binding site plan lots are required to comply with the approved Special Use Permit PLN#954.
7. The applicant shall receive approval for a Civil Permit, Building Permit(s), Utility Permit(s), and meet all requirements of the Arlington Municipal Code.
8. The applicant shall contact the Stillaguamish Tribe of Indians prior to any ground disturbance of the site for Tribal Monitoring.
9. The development is subject to the following traffic impact fees for 314 new PM peak-hour trips as proposed in the Traffic Impact Analysis prepared by Jake Traffic Engineering, Inc:
 - a. City of Arlington Traffic Impact Fees: \$1,054,098.00
 - b. City of Arlington Cascade Industrial Center Traffic Impact Fees: \$1,835,290.40These fees are payable at the levels in effect at the time of each building permit submittal and will be collected at the time of building permit issuance. The fees will be assessed and split between the buildings at a proportionate ratio.
10. The development is subject to the following Snohomish County traffic impact fees for 8 new PM peak-hour trips as proposed in the Traffic Impact Analysis prepared by Jake Traffic Engineering, Inc for Snohomish County Project INT-007 for 67th Avenue NE at 152nd Street NE per the December 12, 2022 approved traffic mitigation offer.
 - a. Phase I; \$41,635
 - b. Phase II: \$16,210

11. The applicant shall provide the City of Arlington Community and Economic Development Department a conformed copy of the recorded Binding Site Plan within 30 days of approval.
12. The applicant may revise the binding site plan by following the procedures in Arlington Municipal Code.

Site Civil Permit:

13. The applicant is required to apply for a Site Civil Construction Permit and receive approval prior to any work commencing on the site.
14. The applicant shall submit the final landscape plans and mitigation plans with the Site Civil Construction Permit.
15. The applicant shall submit a lighting plan with the Site Civil Construction Permit.
16. The project is subject to submit a Right-of-Way Permit for all work with public rights-of-way.
17. The project is required to meet the most current version of the Department of Ecology Stormwater Manual for Western Washington and the City of Arlington Engineering Standards for the specific details of the project.

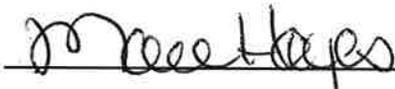
Other:

18. All contractors working on the site are required to obtain a Washington State Business License and a City of Arlington Endorsement.
19. The project is subject to applicable water and sewer utility fees. These fees are collected at the time of building permit issuance.
20. Prior to issuance of building permits, all associated impact fees shall be paid.

VII. APPEAL

This decision may be appealed pursuant to AMC 20.20.010, which provides for a hearing of the Zoning Permit decision before the Hearing Examiner. Any aggrieved party of record may file an appeal within 14 days of the permit decision. An appeal shall be considered filed when a written notice of appeal, specifying the grounds and arguments, therefore, is delivered to the Department of Community and Economic Development by 5:00 PM on Tuesday, February 28, 2023, and the appeal fee as set by resolution is paid.

ORDERED THIS ON THE 14th DAY OF February, 2023



Marc Hayes, Community and Economic Development Department Director

Distributed to the Following Parties:

Tim Shultz
Dave Ryan, Airport Director
Katie Heim, Enterprise Data & Technology Manager