



City of Marysville

ARLINGTON-MARYSVILLE MIC SUBAREA PLAN

DRAFT



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BERK

STRATEGY ■ ANALYSIS ■ COMMUNICATIONS

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1 INTRODUCTION

This Subarea Plan articulates a vision for the Arlington-Marysville Manufacturing/Industrial Center's (AMMIC) future, as well as goals and policies that provide a roadmap to guide public and private investments. The Subarea Plan reflects city and community aspirations for the center and plans for anticipated growth. It supports business retention and growth, strengthens existing assets, expands transportation choices, and improves environmental conditions.

This Subarea Plan is part of a longer sequence of planning work for the AMMIC. A market study was completed in 2016, and Arlington and Marysville have adopted policies and provisions in their comprehensive plans and infrastructure functional plans (water, sanitary sewer, storm drainage, and transportation) that support planned industrial growth and development in the center. The Subarea Plan is aligned with regional plans and policies such as Snohomish County Countywide Planning Policies, and Puget Sound Regional Council Vision 2040. Building on the foundation provided by these plans and policies, the Subarea Plan identifies goals and policies to provide guidance for future growth and continued economic vitality in the center.

The Plan's growth targets and area boundaries meet PSRC and Snohomish County requirements for MIC jobs and size. The plan is also consistent with guidance provided in PSRC's Regional Center Plans Checklist. The Cities are committed to implementing this Plan, achieving its growth targets, and strengthening the AMMIC's function as a regional employment center.

1.1 THE ARLINGTON-MARYSVILLE MIC

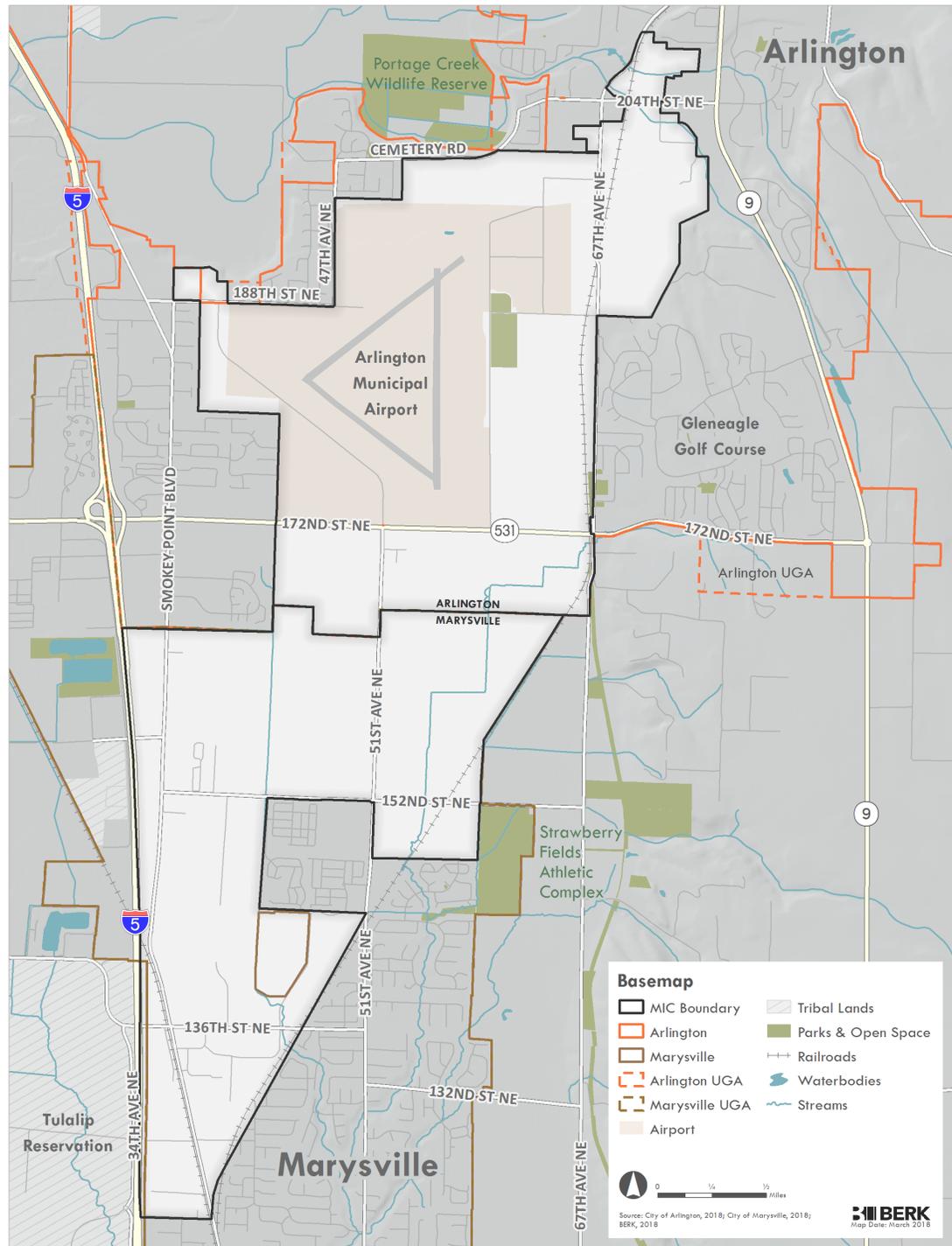
The Arlington-Marysville Manufacturing Industrial Center consists of 4,019 acres located in Snohomish County. The AMMIC is located in a low basin, east of Interstate 5 and the Tulalip Reservation. The AMMIC is comprised of parcels within the Cities of Arlington and Marysville.

- **Arlington:** The Arlington portion of the AMMIC includes 2,291 acres. This includes the 737-acre City-owned and operated Arlington Municipal Airport (AWO).
- **Marysville:** The Marysville portion of the AMMIC includes 1,728 acres. This includes the City of Marysville's 2007 Smokey Point Master Planning Area of approximately 665 acres.

1.2 PUBLIC INPUT & OUTREACH

Public participation is an important aspect of the subarea planning process; feedback informed various stages of Plan development, from visioning, plan alternatives, goals and policies. This Plan's public involvement program was designed to meet the following objectives:

Exhibit 1 Arlington-Marysville MIC, 2018



Source: City of Arlington, 2018; City of Marysville, 2018; BERK, 2018.

- Learn about community and business needs in the subarea.
- Keep stakeholders informed on the status of the subarea planning process.
- Create a plan that has the support of the community and can guide City actions and private development over the next twenty years.

Starting in April 2018, the Cities reached out to a broad range of stakeholders and invited them to participate in Plan development. Stakeholders included AMMIC businesses and property owners, public entities and agencies, potential developers, residents, and other interested parties. The various outreach efforts are detailed below.

AMMIC Webpage

The Subarea Planning webpage, located at <https://marysvillewa.gov/978/AMMIC-Subarea-Plan> on the City of Marysville website, provides information on project status, meeting dates, published documents and analysis, contact people, and other key information.

Stakeholder Interviews

In September 2017, the project team conducted eight interviews with individual stakeholders, property owners, regional stakeholders, and business owners in the MIC. The interviews provided insights into the needs and concerns in the area as well as an opportunity to introduce and connect interviewees to the upcoming planning process. Interviewees included the following:

- Terry Battuello, Port of Everett
- John Case, Case Marine
- Fitz Couhig, Pioneer Nuggets
- Kevin McKay, Senior Aerospace
- Linda Neunzig, Agriculture Coordinator, Snohomish County Executive's Office
- Steve Miller, American Distributing
- Matt Smith, EASC
- Bob Qualick, Universal Aerospace

Online Community Survey

In March 2018, an online survey was distributed to residents in both cities as well as business owners and employees in the MIC. This was a way to both increase awareness of the Subarea Planning process and gather input from people who could not attend in-person meetings. A total of eighty-four respondents provided feedback through the online survey. Their input underscored the needs and concerns raised through interviews.

Vision Public Workshop

More than 80 property owners and community members attended the AMMIC Subarea Plan kickoff workshop on April 4, 2018 to learn about the project and provide input. The consultant team set up project boards including informational and interactive boards to receive public input. The public had opportunities to provide input through three ways:

- An open house where the consultant team was at hand to provide information and answer questions. There were also boards where points of interest or ideas for future improvements could be noted.
- A facilitated large group discussion.
- Three smaller group discussions, which involved a facilitated conversation and mapping activity.

Advisory Committee Meetings

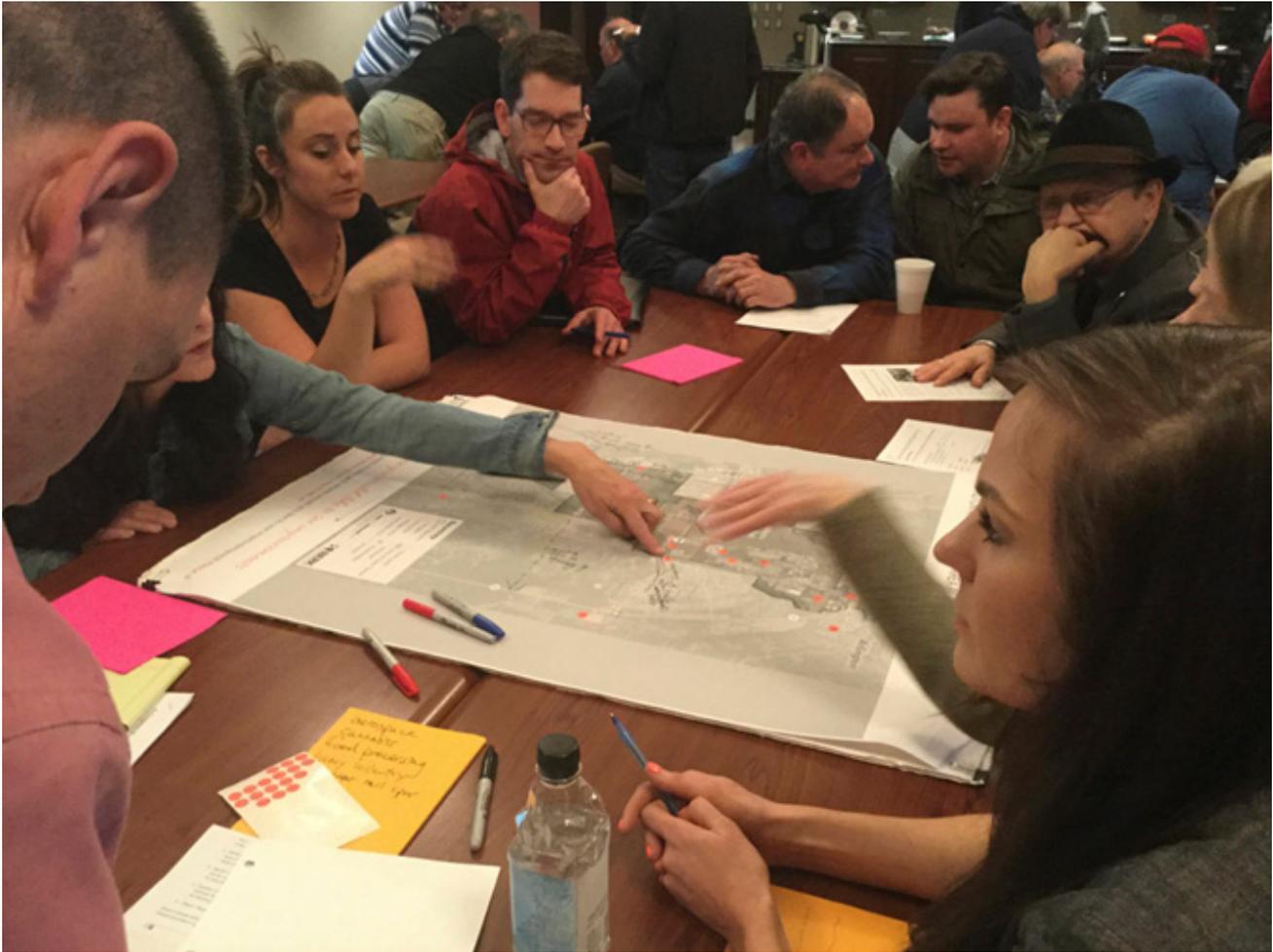
In addition to these engagement activities, the Cities created an advisory group to review technical information, provide input and recommendations, and work collectively to refine components of the Subarea Plan. This group is comprised of senior technical staff from regional agencies, and AMMIC business and property owners. The advisory group met three times over the course of preparation of the Subarea Plan to provide input on substantive aspects of plan development.

Draft Plan Public Workshop

More than 80 property owners and community members attended the AMMIC Subarea Plan workshop on October 17, 2018 to provide input on the draft plan concepts. The consultant team set up project boards including informational and interactive boards to receive public input. The meeting included an open house, presentation, question and answer session and time for one-on-one discussion with City staff and consultants. Attendees were encouraged to provide input related to strengths and weaknesses in the Plan.

Legislative Process

On **Month Day, 2018** the City of Marysville Planning Commission conducted a public hearing and made their formal recommendation to the City Council.



Residents map out ideas at vision public meeting.

1.3 WHAT WE HEARD

Engagement activities revealed several assets and opportunities in the AMMIC. These identified assets and opportunities summarized below informed the vision, guiding principles, and goals and policies of the Subarea Plan.

Assets

The AMMIC has many assets that are essential to a successful industrial employment center. These include the following:

Sites suitable for modern industry. Many industrial businesses need large, flat sites buffered from non-residential uses. The price of suitable land is also a major driver of industrial activity, since industrial businesses need large amounts of land for outdoor staging and other activities. Given this need, the presence of competitive, affordable sites suitable for modern industry is a key asset of the AMMIC.

Easy access to regional transportation routes. Easy truck and freight access to suppliers and markets are key elements that influence the location preferences of industrial users. AMMIC's proximity to regional transportation corridors such as I-5, SR 9, SR 531, and SR 530 makes it an attractive location for businesses.

Recognized aerospace industry cluster. Snohomish County's Paine Field and concentration of advanced manufacturing businesses support over 200 aerospace companies of all sizes in the county. Given its location in Snohomish County, proximity to Paine Field, existing concentration of aerospace businesses, access to skilled labor, and lower costs, the AMMIC enjoys a comparative advantage in the region for aerospace-related manufacturing and industrial activity. There are competitive advantages and agglomeration benefits from building and strengthening this established industry cluster, both for the cities and the region as a whole.

Presence of Arlington Municipal Airport. Demand for general aviation and small aircraft manufacturing is strong in many regions across the world, but especially in rapidly growing markets in Asia-Pacific. As one of the few general aviation airports in the region, the Arlington Municipal Airport is a unique asset and opportunity for the AMMIC.

Location near affordable workforce housing. Many businesses cited the supply of affordable workforce housing in Arlington and Marysville as a key asset and need. Approximately 45% of AMMIC employees live less than 10 miles of the subarea, reflecting the appeal of the immediate vicinity for employees.

Expansion of Paine Field. Paine Field Airport in Everett is slated to start hosting commercial flights in early 2019. The airport is expected to accommodate up to 2,350 daily passengers and connect to destinations such as Denver, Portland, Phoenix, Las Vegas, and several cities in California. Market interest in industrial land is expected to increase as flights begin to operate and Paine Field offers an alternative to SeaTac Airport.

Opportunities

The subarea planning process provided an opportunity to address the input from the community on ways to ensure the AMMIC develops as a successful industrial employment area. Opportunities for enhanced policy direction include:

Improvements to Infrastructure. As the AMMIC develops, infrastructure will need to be planned, designed, and built to support growth. Investments in infrastructure can attract new development, catalyze growth as well as increase the success of existing businesses located in the area. In this way, investments in infrastructure is an effective economic development strategy.

Improvements to transportation network. Freight and truck travel to and from the AMMIC is facilitated primarily by 172nd Street NE (SR 531), 51st Avenue NE, 67th Avenue NE, and Smokey Point Boulevard. Transportation improvements in and around the AMMIC to increase capacity, reduce conflicts with the railroad, and improve connectivity can increase the attractiveness of the area for industrial businesses. Businesses cited improvements to 172nd Street NE, 156th Street NE, and access to I-5 as high priority needs.

Closing the skills gap. Access to a highly skilled workforce is a key need for many industrial businesses, especially in the manufacturing sector. Filling the gaps in the manufacturing talent pipeline, through partnerships with community colleges, schools or other workforce development strategies will ensure the AMMIC remains an attractive destination for manufacturing jobs.

Strengthening aerospace industry. As reference previously, the aerospace industry is an established sector in Snohomish County and the AMMIC. Several new technologies developing in the region, such as cloud computing, artificial intelligence, composites and advanced manufacturing, can play a part in the future of the sector. The AMMIC is a promising location for development related to aerospace. Building on the AMMIC's strengths, and investing in infrastructure, and workforce training is an opportunity to maintain and leverage this competitive advantage.

Potential to attract businesses in desired industry clusters. The planning process led to the development of desired industry clusters for the AMMIC. A brief summary of these clusters and their needs and opportunities are summarized in the table on the following page.

Exhibit 2 Desired Industry Clusters and Needs, 2018

INDUSTRY	REPRESENTATIVE BUSINESSES	REGIONAL FIRMS	TOP SITE CRITERIA	OTHER CONSIDERATIONS
Aerospace	Includes businesses engaged in activities related to commercial/military airplanes, unmanned aerial vehicles/systems, space exploration maintenance, repair & overhaul, aviation biofuel, air travel and cargo.	<ul style="list-style-type: none"> ▪ Zodiac Aerospace ▪ Universal Aerospace ▪ Senior Aerospace 	<ul style="list-style-type: none"> ▪ High skilled, specialized workforce ▪ Local and regional truck access ▪ Proximity to suppliers ▪ Proximity to Airport 	
Advanced Manufacturing	Includes businesses engaged in activities that depend on the use of information, automation, computation, software, sensing, and networking, and/or makes use of cutting edge materials and emerging capabilities. It involves both new ways to manufacture existing products, and the manufacture of new products emerging from new advanced technologies.	<ul style="list-style-type: none"> ▪ MTorres Innovation Center 	<ul style="list-style-type: none"> ▪ High skilled, specialized workforce ▪ Local and regional truck access ▪ Rail access (some users) ▪ Proximity to suppliers 	<i>The aerospace sector supports advanced materials and composites manufacturing. Composites manufacturing needs significant energy but other types of advanced manufacturing may not have this need.</i>
Food Processing	Includes businesses engaged in activities such as post harvest handling, drying/dehydrating, freezing, co-packing, central distribution/storage, poultry processing and meat processing.	<ul style="list-style-type: none"> ▪ National Food 	<ul style="list-style-type: none"> ▪ Sites larger than 5 acres ▪ Local and regional truck access ▪ Proximity to suppliers ▪ Water and power 	
Maritime	Includes businesses engaged in activities such as cargo handling and logistics, commercial fishing and seafood processing, ship and boat building, repair and maintenance, passenger vessel operations, recreational boating and sport fishing, military and federal activities through the U.S. Navy, U.S. Coast Guard and NOAA, marine technology and maritime education and training programs.	<ul style="list-style-type: none"> ▪ Case Marine ▪ Pacific Seafood 	<ul style="list-style-type: none"> ▪ Sites larger than 5 acres ▪ Local and regional truck access ▪ High skilled workforce ▪ Proximity to suppliers 	
Wood Products & Mass Timber	Includes businesses engaged in furniture, wood products, paper, packaging and forestry, including mass timber manufacturing which uses prefabricated solid engineered wood products made from layers of solid-sawn lumber or structural composite lumber.		<ul style="list-style-type: none"> ▪ Sites larger than 5 acres ▪ Local and regional truck access ▪ Proximity to suppliers and markets ▪ High skilled workforce 	<i>CLT needs supply of timber</i>

Source: BERK, 2018.

Potential to attract businesses that leverage and support existing businesses. Many businesses cited the potential benefits of including businesses that can support production activities as part of the AMMIC's industrial ecosystem. Attracting suppliers, life cycle repair and maintenance businesses, and services, especially those that specialize in manufacturing, was cited as a key opportunity.

Potential to enhance the airport. The Arlington Municipal Airport is a unique asset and opportunity for the AMMIC and presents an opportunity for the AMMIC to differentiate itself and support other regional industrial centers.

2 VISION & GUIDING PRINCIPLES

2.1 VISION

The Arlington-Marysville Manufacturing Industrial Center serves as a major manufacturing and industrial employment center for the region. The Center includes a diverse range of industrial activities that provides employment opportunities for residents in Snohomish County and the region. The Center is well connected to regional transportation corridors by highways and rail. The Arlington Municipal Airport is a hub for aviation related activity and a unique asset for Snohomish County and region. Development in the Center maximizes opportunities to increase sustainability, including long-term economic vitality, energy efficiency, greenhouse gas reductions and community health.

The vision statement above describes the future the Cities envision for the AMMIC. This vision is based on input received through the engagement activities listed above as well as the foundation established by planning work completed for the area prior to this Plan. The Subarea Plan lays out goals and policies that will help achieve this vision.

2.2 GUIDING PRINCIPLES

Development of the vision led to several guiding principles that form the framework for goals and policies that follow.

- **Coordinated investments and regional impact.** Coordinated investments within the AMMIC allow it to function as a regional center with a focus on production, especially advanced manufacturing. AMMIC businesses leverage and support manufacturing industrial activity across the region, including activities at Paine Field, Port of Everett and Port of Seattle Tacoma. In addition to Arlington and Marysville, Snohomish County and the central Puget Sound region benefit from development in the AMMIC through its positive impact on regional economic health and competitiveness.
- **Economic diversity.** The presence of a variety of economic activities allows cities and regions to be resilient against changing economic trends and cycles. The AMMIC provides opportunities for a broad range of economic activities and industries. Employment-rich production businesses contribute to job growth in the Center. These include business in advanced manufacturing, aerospace, food processing, mass timber, as well as broader manufacturing activity. AMMIC

businesses also engage in repair and distribution to support and leverage manufacturing and industrial activity.

- **Building on and strengthening distinctive competitive advantages.** The AMMIC enjoys a distinct competitive advantage in the region for manufacturing, especially related to aerospace. In addition to a diverse range of firms, the AMMIC builds on this recognized business and industry clusters to leverage its comparative advantage and agglomeration benefits.
- **Economic activity and opportunity.** AMMIC's industrial businesses create jobs that pay good wages and are accessible to people with all levels of education. Partnerships with local community colleges, high schools, as well as other local and regional institutions ensure residents have access to training opportunities and businesses have access to a trained workforce. The presence of affordable housing in both Arlington and Marysville support the local workforce and economy.
- **Accessibility and connectivity.** Planned transportation improvements in and around the AMMIC have increased capacity, reduced conflicts with the railroad, and improved freight connectivity. AMMIC employees can access readily available public transit, including the future SWIFT BRT on Smokey Point Blvd. The Cities of Arlington and Marysville, local businesses and Community Transit, have partnered to provide innovative micro-transit or feeder routes that serve industrial facilities and provide good connections to transit and to park and ride facilities. Nonmotorized facilities within the AMMIC have improved and employees and residents enjoy easy access to the Arlington Airport Trail and the Centennial Trail.
- **High quality design.** Industrial development in the MIC is consistent with design standards to ensure quality development that benefits property owners and the Cities.
- **Sustainability.** Development in the AMMIC is consistent with standards for modern industrial development and environmental requirements. Where feasible, industrial facilities integrate low impact development concepts, including rain gardens, pervious pavements, and green roofs. Industrial development also utilize alternative energy sources such as wind and solar power.

3 SUBAREA PLAN CONCEPTS

3.1 PLANS & POLICIES

The Subarea Plan is aligned with state, regional and City plans, policies and regulations. These include the Washington State Growth Management Act (GMA), Puget Sound Regional Council (PSRC) Vision 2040, Snohomish County Countywide Planning Policies, and the City of Marysville Comprehensive Plan. These plans and policies are described in a detailed policy discussion available in the Existing Conditions Report for the Subarea Plan. The Subarea Plan is consistent with the policy guidance in these plans.

3.2 LAND USE

Development Capacity

In accordance with regional planning policies, the Cities have adopted targets for employment growth for the AMMIC through 2040. These targets are intended to help the cities plan for future growth and ensure development is supported by infrastructure. The combined (Arlington + Marysville) 2040 employment growth target for the AMMIC is 20,000 jobs. PSRC Regional Manufacturing / Industrial Center criteria require a minimum target employment level of 20,000 jobs over a twenty-year time horizon. Given estimated (2016) employment in the AMMIC of 7,597 jobs this means that at least 12, 403 jobs, or approximately 62% of the combined growth target should occur within the Arlington-Marysville MIC in the next twenty years.

A market analysis commissioned by the cities in 2016 found it plausible that the center would achieve sufficient job growth to meet the target of 20,000 jobs. (Community Attributes Inc, 2016) Estimates ranged from 8,560 jobs in a low growth scenario, 9,759 jobs in a medium growth scenario and 25,000 jobs in a high growth scenario.

Based on data from the 2012 Snohomish County Buildable Lands Report, within the boundaries of the AMMIC, a total of 46% of the land area or 1,762 acres consists of lands with capacity for additional development, including partially-used sites, redevelopable sites, and vacant sites. Given this large supply of redevelopable lands, AMMIC's overall employment targets can be met at relatively modest employment densities from as low as 5 to about 14 jobs per acre. Employment capacity can increase as the area transitions to more intensive employment over time. Given growing market demand,

planned transportation improvements, and the priority that comes with regional MIC designation, it is anticipated that growth in the AMMIC will achieve employment targets and potentially exceed them.

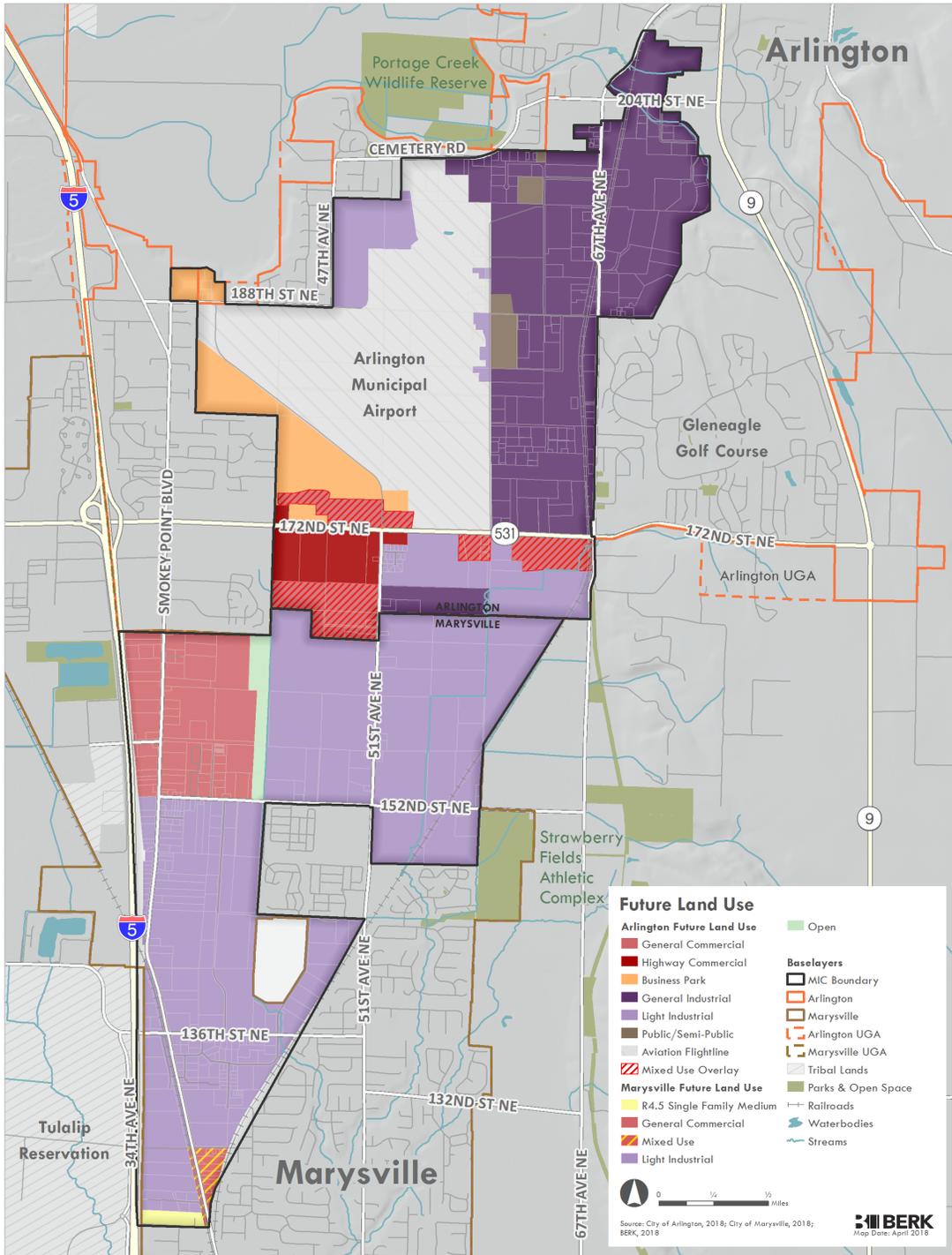
Future Land Use

AMMIC is a designated countywide Manufacturing Industrial Center, a regional planning center classification used by the Puget Sound Regional Council to identify locations of manufacturing, industrial, or advanced technology uses within the region. As a countywide MIC, the AMMIC is recognized in countywide planning policies and in the cities' comprehensive plans. The Marysville Comprehensive Plan includes several policies that promote an employment center with manufacturing, industrial, and repair uses.

Seventy-eight percent of land within the Marysville portion of the MIC is zoned for industrial uses with the light industrial (LI) designation. The general commercial (GC) zone makes up 16% of the Marysville MIC—permitted uses include: light manufacturing, warehousing, and additional specific industrial type land uses. The following broad range of land uses are permitted in the light industrial category.

- Manufacturing: food, drugs, stone, clay, glass, china, ceramics, electrical equipment, scientific or photographic equipment, fabricated metal products (not of major structural steel forms, heavy metal processes, boiler making or similar activities); cold mix processes; textile, leather, wood, paper, and plastic products from prepared materials; arts and craft production; building products and manufacturing that supports the construction industry (e.g. cabinetry and doors).
- Packaging of prepared materials.
- Storage and warehouse services, wholesale trade, laundry facilities, printing and publishing, automobile repair, service, and car washes recycling center, public utility, government facility, public transit shelter
- Certain uses that cater to employee services.
- Light Industrial permits office uses and day care as accessory/support services.
- Daycares are also allowed within existing non-conforming single family residences.

Exhibit 3 Arlington-Marysville MIC Future Land Use, 2018



Source: City of Arlington, 2018; City of Marysville, 2018; BERK, 2018.

3.3 FRAMEWORK PLAN

The Subarea Plan Framework Plan reflects concepts around the desired future land use mix as well as urban design ideas that influence the physical development of the MIC into the future. The Framework Plan's land use concepts and urban design elements are intended to improve the attractiveness of the MIC for new job-rich development and foster a vibrant center for the cities and the region. The concepts of the framework plan are intended to guide changes over the long and short term. These concepts are illustrated in the Framework Map and the Conceptual Site Design on the following pages and summarized as goals and polices in the next section of this Plan.

The Framework Plan summarizes proposed improvements that help fulfill the major goals for the AMMIC. Transportation improvements within the next 10 years (highlighted in blue) will quickly improve mobility within the center. Longer term street improvements (dashed blue) would fill out many of the desired connections and enhance mobility for all users. Buildings, as they (re)develop over time, will also add to the character areas by following new design guidelines.

The concepts synthesized in the Vision Framework Plan are:

Opportunity sites. Development would be encouraged throughout the subarea. The Opportunity Sites, which include parcels that are vacant or underdeveloped or larger properties which need more infrastructure to be redeveloped. Shovel ready sites represent sites that have infrastructure in place today and are ready for development.

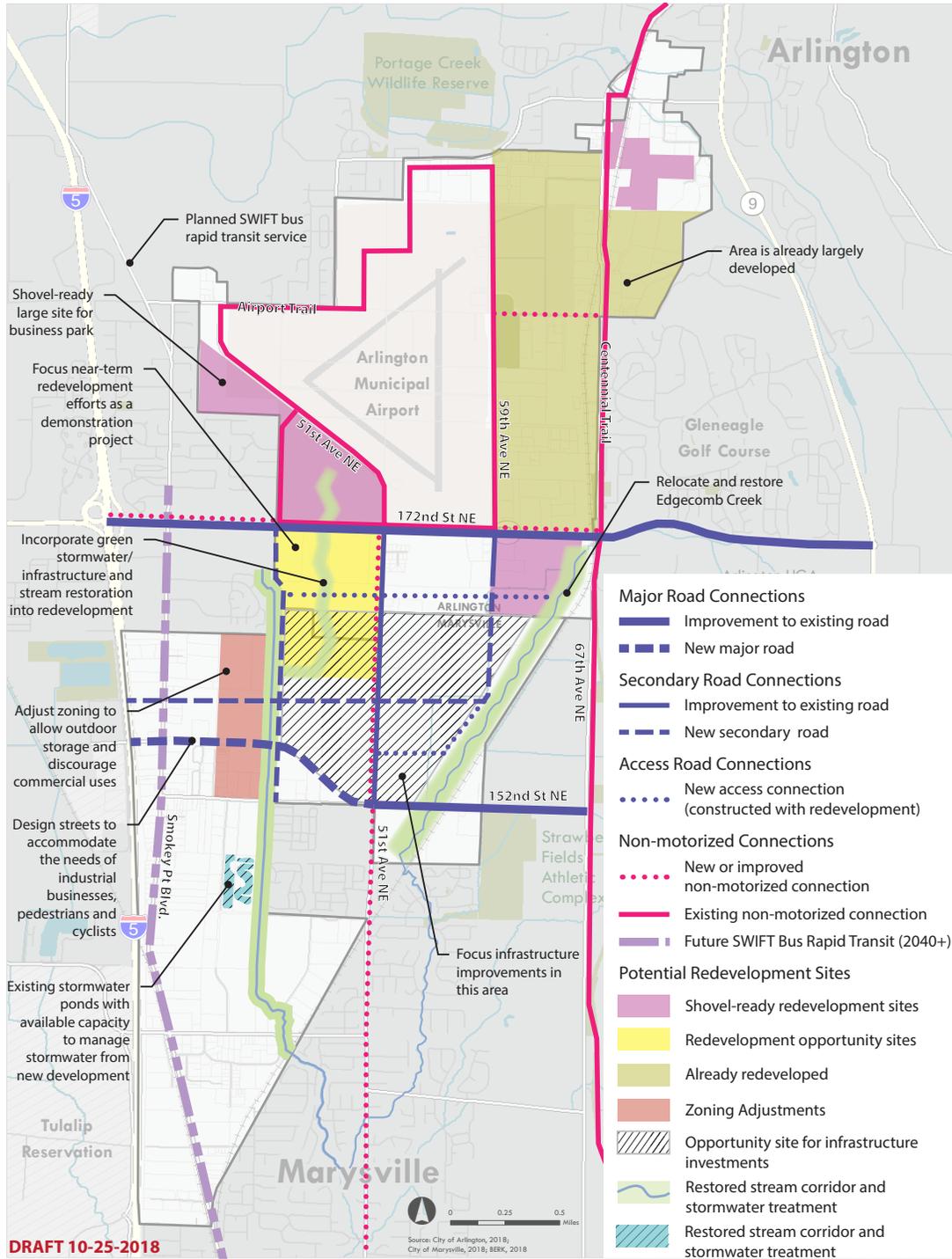
Desired industry clusters. The Subarea Plan envisions the AMMIC as the location for the following industry clusters:

- Aerospace
- Advanced Manufacturing
- Food Processing
- Maritime
- Wood Products and Mass Timber

A connected street network. The Subarea Plan envisages a hierarchy of streets and a complete and connected street network. Streets hierarchy classifies streets as major, secondary and local access roads. The Plan envisions both improvements to existing streets and the addition of new streets to create a more connected street network. Improvements are also envisioned to include the addition of pedestrian and bicycle infrastructure along key streets to enhance mobility for people without impacting industrial businesses.

Continuous trail system. In addition to these street enhancements, the Subarea Plan envisions the construction of new non-motorized connections that link existing trails. These connections are

Exhibit 4 Arlington-Marysville MIC Framework Plan, 2018



Source: City of Arlington, 2018; City of Marysville, 2018; BERK, 2018.

envisioned to expand transportation options, incorporate green stormwater management features, and include street trees and landscaping that enhance the public realm, providing environmental benefits.

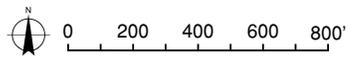
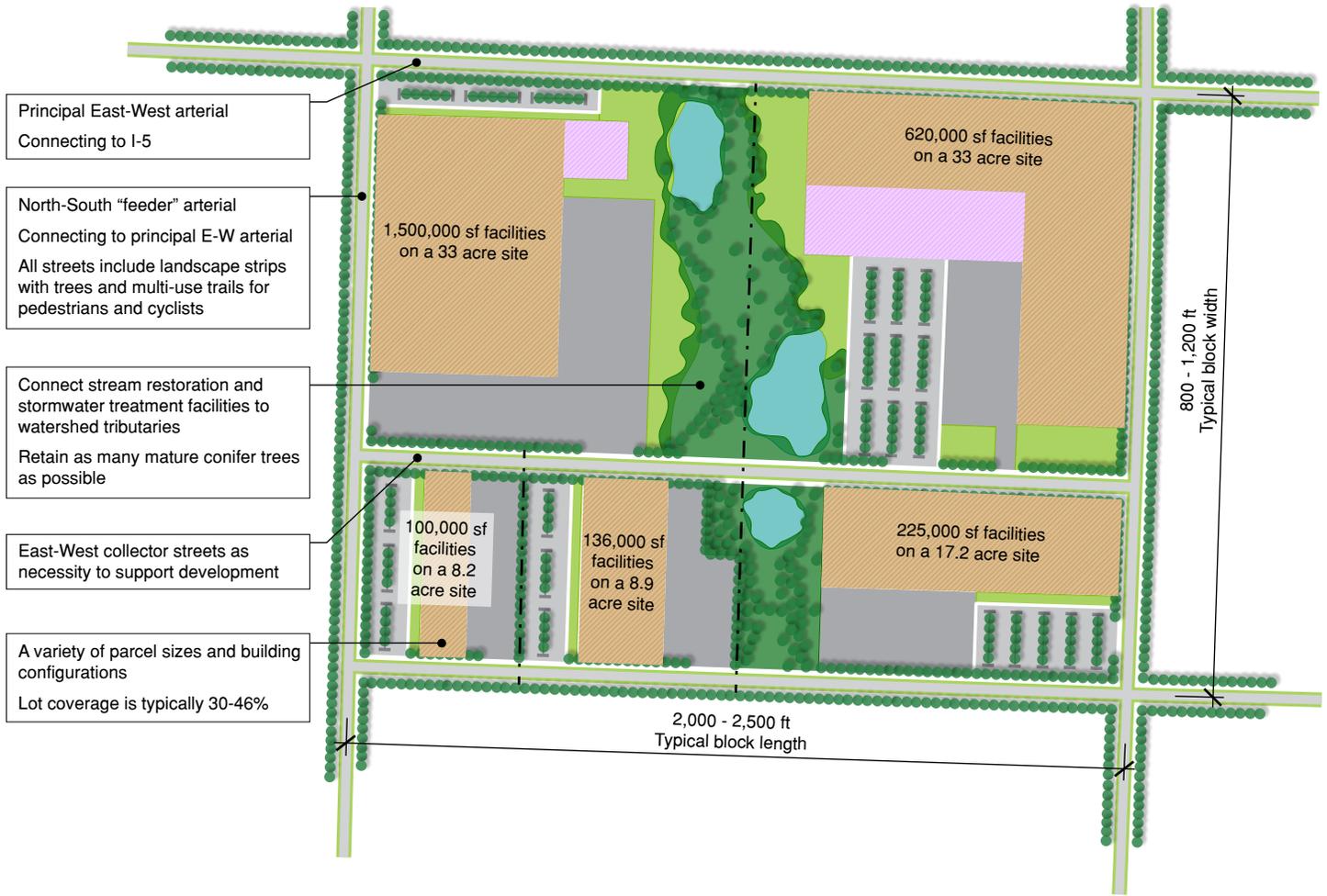
Green infrastructure systems. In addition to expanded non-motorized transportation options, the Plan envisions the integration of green infrastructure elements into new industrial development sites. These elements will help manage stormwater, promote ecological connectivity throughout the MIC and provide an amenity for employees.

Edgecomb Creek Realignment. Within the study area, Edgecomb Creek straddles the cities of Marysville and Arlington. Edgecomb Creek originates in the hills east of the study area, flowing west and then south through the AMMIC before draining into the middle fork of Quilceda Creek. Within the AMMIC Edgecomb Creek has been highly channelized for rail and agriculture. There is a narrow riparian buffer along the creek, but most of the land surrounding the creek has been converted to agricultural uses. This Plan envisions the potential relocation of the creek from its current alignment into a more natural channel with a riparian corridor that would provide better fish and wildlife habitat. The conceptual channel alignment would include:

- a low-flow channel for year-round stream flow
- a high-flow channel to convey flood flows, to address flooding issues in the basin
- instream large woody debris for habitat
- 100- to 150-foot buffers on either side of the creek along the entire length of the project
- native vegetation planting in the channel and buffer
- off-channel rearing habitat
- connection to hillside streams north of 172nd Street NE

Creek restoration would also provide an opportunity to integrate habitat enhancement with stormwater management.

Exhibit 5 Arlington-Marysville Conceptual Site Design, 2018



Source: Makers Architecture, 2018.

4 GOALS & POLICIES

The section below includes goals and policies for the following topics: land use, urban design, transportation, natural environment, economic development, and public facilities and infrastructure. The subsequent section describes short and longer-term actions, and recommendations on development regulations to implement the Plan.

4.1 LAND USE & URBAN DESIGN

Context

Industrial uses dominate the AMMIC. Many manufacturing, processing and fabrication firms, especially related to aerospace, are located east and northeast of the Arlington Municipal Airport, as well as along Smokey Point Boulevard. Warehousing, Transportation, and Utilities firms cluster around the airport and major arterials. The majority of commercial, office, and business park development is located south and west of the airport and concentrated along 172nd Street NE (SR 531), near the Interstate 5 interchange.

The Marysville Comprehensive Plan Future Land Use Designation and Zoning authorize industrial uses. Considering current zoning and vacant and redevelopable land, there is a large capacity for new industrial employment uses within the overall MIC. Within Marysville, there are several shovel-ready industrial sites, as well as opportunities for infill industrial development. This Subarea Area Plan envisions the AMMIC as an industrial employment center, consistent with its designation as a Manufacturing/Industrial Center (MIC). The majority of the land in the AMMIC is intended to include job-rich industrial uses. Commercial uses are restricted and provide services to industrial businesses and employees. Residential uses are not allowed in the MIC.

Goals & Policies

AMMIC-LU-1: Land within the MIC is designated for industrial use in sufficient quantity to ensure the economic growth and vitality of Marysville and Snohomish County. [34]

- AMMIC-LU-1.1:** Ensure at least a minimum of 80 percent of the property within the MIC is planned and zoned for industrial and manufacturing uses.
- AMMIC-LU-1.2:** Refine the list of permitted land uses to encourage a broad range of job-rich industrial uses and restrict storage or other low employment uses.
- AMMIC-LU-1.3:** Allow compatible non-industrial uses in the MIC, provided they are conditioned to mitigate for potential conflicts with current and future industrial land uses and provide local services to the industrial businesses and their workers. [LU-177]

AMMIC-LU-1.4: Encourage infill development of vacant parcels that are industrial zoned or designated as industrial before development occurs in locations distant from current industrial uses. [LU-166]

AMMIC-LU-1.5: Protect industrial lands from encroachment from incompatible uses and development on adjacent land. [LU-178]

AMMIC-LU-1.6: Retain large parcels of land intended as future industrial sites so they are viable for industrial development. [LU-171]

AMMIC-LU-2: Growth in the AMMIC complements existing character and development pattern.

AMMIC-LU-2.1: Encourage master planning for new industrial areas on larger parcels of land, including such features as open space, landscaping, integrated signage and traffic control, and overall management and maintenance through covenants or other forms of management. [LU-173]

AMMIC-LU-3: Industrial activity in the AMMIC does not adversely impact adjacent uses and neighborhoods.

AMMIC-LU-3.1: Minimize the impact of industrial developments on adjacent land uses through appropriate landscaping, screening, buffers, locating impacting facilities away from adjacent areas, noise attenuation measures, graduated land use intensity, and similar methods. [LU-169]

AMMIC-LU-3.2: Develop appropriate zoning, design review and landscaping regulations so that manufacturing uses within the MIC are buffered or separated from residential uses. [LU-176]

AMMIC-LU-3.3: Where feasible, locate freight routes away from residential uses.

AMMIC-LU-4: Development in the AMMIC is attractive as well as efficient, exhibiting high quality architectural and landscape design.

AMMIC-LU-4.1: Adopt design standards and guidelines that address site development, including the location and orientation of buildings, parking and service/storage areas, landscaping, parking area design, screening of unsightly areas, lighting, circulation, landscape planting and incorporation of natural features.

AMMIC-LU-4.2: Adopt architectural design standards tailored for new and remodeled industrial buildings that address design issues such as building materials, entries, windows, and other features.

AMMIC-LU-5: Site development in the AMMIC incorporates natural features, open spaces, stormwater drainage facilities and, where applicable, restored stream corridors as landscape and amenity features and incorporate these natural systems as part of the MIC's design identity.

AMMIC-LU-5.1: Adopt site development standards that call for the maintenance, enhancement or restoration of stream corridors, wetlands and aquatic features and their use as a site amenity.

- AMMIC-LU-5.2:** Adopt standards to ensure that storm water features such as detention ponds are attractive and maximize opportunities to increase natural ecological functions.
- AMMIC-LU-5.3:** Prepare a comprehensive upper Quilceda Creek sub-basin (including Hayho and Edgcomb Creeks) stream and aquatics systems enhancement strategy so that new development takes all appropriate steps to enhance ecological functions associated with the sub-basin.
- AMMIC-LU-5.4:** Take all opportunities to incorporate natural features to enhance and unify the MIC's physical identity.

AMMIC-LU-6: Roadways, walkways, trails and other public circulation features accommodate all appropriate transportation modes and are attractively landscaped in a way that reinforces the AMMIC's identity and design character.

- AMMIC-LU-6.1:** Adopt roadway standards for the MIC that provide efficient circulation and an attractive, functional streetscape for all motorized and non-motorized modes without negatively impacting industrial operations.
- AMMIC-LU-6.2:** Improve east-west access to the I-5 corridor and other key destinations.
- AMMIC-LU-6.3:** Adopt streetscape standards that produce attractive, well landscaped streets and add a sense of unity to the MIC.
- AMMIC-LU-6.4:** Enhance the MIC's identity by incorporating signage or other gateway improvements at key locations.

4.2 TRANSPORTATION

Context

The transportation system is critical to the vitality of the AMMIC to support both freight transport and connect workers to their place of employment. The main mode of travel for AMMIC workers has generally been single occupant vehicles (SOV) given the lack of pedestrian and bicycle facilities, limited transit connectivity, and typical around-the-clock shift schedules of the industry. Improving multimodal access to the AMMIC will allow for growth in jobs while reducing the need to increase capacity to serve vehicle transport.

Freight and auto travel to and from the AMMIC is facilitated primarily by 172nd Street NE (SR 531), 51st Avenue NE, 67th Avenue NE and Smokey Point Boulevard. The area currently has limited connectivity and the operations of the transportation system are impacted by conflicts between rail, vehicular, and non-motorized traffic due to at-grade crossings. Planned transportation improvements in and around the AMMIC will increase capacity, reduce conflicts with the railroad, and improve connectivity. Key improvements include widening of 172nd Street NE between 43rd and 67th Avenues and the new I-5/156th Street NE interchange and extension of 156th Street NE.

Approximately 45% of AMMIC employees live within less than 10 miles of the subarea, and approximately 30% live within approximately 25 miles of the subarea; the other 25% live further than 25 miles from the subarea. Employees living proximate to the AMMIC makes non-motorized and transit modes viable alternatives. Key bicycle routes include the Airport and Centennial Trails, which are not connected to each other and the Centennial Trail does not connect directly to the AMMIC. There are opportunities to connect these trails and improve the non-motorized facilities within the AMMIC as existing and new roadway improvements are completed. Planned improvements will include bicycle and pedestrian facilities with improvements to existing and new roads. In addition, transit service to the AMMIC area is currently limited and strategies will need to be explored to help reduce reliance on single occupant vehicles (SOV). Improvements may consider additional or improved services such as bus rapid transit and connectivity to park and ride facilities.

In addition, emerging transportation trends may change how people and goods travel and the transportation systems operate. Transportation-related technology has advanced rapidly over the past decade and will continue to accelerate and create major shifts in transportation within the AMMIC and the region as a whole. Technology-related trends that could impact the transportation system include:

- **Autonomous Vehicles (AVs).** There is a great deal of uncertainty for communities planning for AVs. Over the next 15 years, a portion of the vehicles on the street and highway system could be operating without drivers. It is possible that 30 to 40 years from now all, or nearly all, vehicles will be driverless or will have driverless capabilities in certain situations. The implementation of some of these technologies are likely within the AMMIC 20-year planning horizon. Some of the ramification of these technologies that should be considered are an increase in capacity of streets and highways with AVs able to space closer, changes to how freight is transported and reduction in cost of operating transit.
- **Parking Demand Shifts.** As on-demand and shared ride services change how people travel, the need for off-street parking at places of employment could decrease but the demand for curbside areas set aside for loading/unloading activities could increase.
- **Connected Vehicles.** This technology has the potential to optimize traffic flow as computer systems communicate with vehicles to moderate flow. Cities might look ahead to providing infrastructure as efficient reference points such as light poles to allow for vehicle-to-infrastructure communication.

It remains unclear whether these new technologies (or others) will be implemented by agencies, vehicle manufactures and related industries. The shifts may be relatively quick (with a decade) or take much longer to develop. Agencies can play a major role in how connected vehicle infrastructure gets implemented, which can lead to better traffic management. Future development planning can consider the potential decrease in off-street parking needs with increase in on-demand services and AV and how this parking could be repurposed and/or how curb space is managed.

Goals & Policies

AMMIC-T-1: Transportation investments improve economic and living conditions to retain, grow and attract industries and skilled workers to the region. [T-16]

- AMMIC-T-1.1:** Identify and implement short-term and long-range infrastructure improvements that support existing infrastructure and help stimulate the development of new manufacturing and industrial uses in the AMMIC.
- AMMIC-T-1.2:** Create a complete and connected street network through both public investments and private development activity.
- AMMIC-T-1.3:** Work collaboratively with the City of Arlington to develop a seamless and compatible road network to efficiently move goods and services within and outside the AMMIC.
- AMMIC-T-1.4:** Develop street designs that incorporate low-impact development standards where feasible which reduce surface water and enhance aesthetics of the area.
- AMMIC-T-1.5:** Develop a non-motorized network throughout the area to allow pedestrians and cyclists to safely access places of employment.
- AMMIC-T-1.6:** Require landscaping along roadways and between properties that are adjacent to neighborhoods to reduce noise and visual impacts.
- AMMIC-T-1.7:** Utilize available State and federal transportation infrastructure funding in the AMMIC once the regional MIC designation is obtained from PSRC.
- AMMIC-T-1.8:** Ensure roadway designs within the AMMIC are sensitive to the needs and movement of large trucks that will frequent the AMMIC, including the installation of cueing areas for trucks delivering/receiving goods.
- AMMIC-T-1.9:** Encourage existing and new businesses to utilize the BNSF railroad spur as a useful resource to move goods and services within and outside the AMMIC.

AMMIC-T-2: Transportation strategies encourage the use of pedestrian, bicycle, and mass transit facilities that lead to savings of nonrenewable energy sources.

- AMMIC-T-2.1:** Provide for safe and efficient movement of bicycles and pedestrians along streets and highways by constructing sidewalks and other footpath systems as well as bicycle paths.
- AMMIC-T-2.2:** Encourage the use of bicycles as a transportation alternative by providing bicycle lanes or shared use paths on arterial and collector streets and bicycle storage/parking facilities at key locations.
- AMMIC-T-2.3:** Coordinate bicycle/pedestrian facility improvements, including the Centennial and Airport Trails, with neighboring jurisdictions to connect routes where possible.
- AMMIC-T-2.4:** Require new construction to include the construction of sidewalks, bicycle storage/parking facilities, and access to mass transit where possible and in proportion to the need generated by the proposal.

AMMIC-T-3: Promote safe and efficient multimodal access and connectivity.

- AMMIC-T-3.1:** Balance the needs of pedestrians, bicycles, transit, autos, and trucks on the AMMIC transportation system by improving streets according to modal priorities.

- AMMIC-T-3.2:** Design non-motorized facilities within the AMMIC in a manner that minimizes potential conflicts with trucks and trains to allow for the safe and efficient movement of both freight and people.
- AMMIC-T-3.3:** Ensure safe and comfortable pedestrian connectivity to transit stops in the AMMIC. Provide first-and-last mile connections to transit and destinations within the AMMIC.
- AMMIC-T-3.4:** Enforce regulations so that, outside of designated routes, trucks do not utilize city streets, except for local deliveries and services.
- AMMIC-T-3.5:** Enhance safety and operations of rail service (freight and passenger) through grade separation of roadways or improving at-grade crossings.

FIRST-AND-LAST MILE

First-and-last mile connections address the beginning and end of a trip primarily made by public transit. It may be difficult to access transit from an origin or destination if there are barriers or the distance is more than a typical walking distance (i.e., approximately ¼-mile). Addressing the connections to and from transit origins and destinations with removal of barriers or increased connectivity for walking, providing or improving bicycle facilities and/or options such as rideshares increases access to transit and makes this mode more attractive and/or competitive with other options.

AMMIC-T-4: An optimized transportation system uses intelligent transportation system (ITS) technologies to reduce the need for physical widening to increase capacity.

- AMMIC-T-4.1:** Move traffic efficiently through use of signal coordination and synchronization, speed reduction, access management, channelization improvements, multimodal design features, and other systems to ease flow.
- AMMIC-T-4.2:** Implement an Intelligent Transportation System (ITS) along the City’s principal arterials and accesses to the regional highway system to enhance the efficiency of the City’s transportation system. The City’s ITS should be coordinated with other agencies to assure compatibility and reduce operational costs. [\[Policy T-5\]](#)
- AMMIC-T-4.3:** Implement infrastructure to support vehicle-to-infrastructure communication that can lead to better traffic management.
- AMMIC-T-4.4:** Integrate with fleet management systems to enhance freight movement to and within the AMMIC.
- AMMIC-T-4.5:** Coordinate with the freight industry and promote sharing traffic flow conditions or other information allowing for informed decision-making in freight movement.

AMMIC-T-5: The AMMIC enjoys good freight connections to and from the AMMIC and the region.

- AMMIC-T-5.1:** Ensure efficient and safe access throughout the AMMIC to I-5, which provides the main freight corridor to the region.

AMMIC-T-5.2: Encourage access to the BNSF rail line as an efficient way to move goods throughout the region.

AMMIC-T-5.3: Ensure the freight system meets the needs of regional and local distribution. [Policy T-9]

AMMIC-T-6: Coordination with the railroads and trucking industry improves the safety and efficiency of freight movement and reduces the impacts on other travel modes. Coordinated planning with railroad capacity expansion plans ensures capacity expansion that is compatible with local plans. [Goal T-18]

AMMIC-T-6.1: Identify and address areas within the AMMIC or connecting corridors where efficient truck access and circulation is hindered by infrastructure gaps and inadequate design. Ensure future transportation improvements address the needs of large trucks, including (but not limited to) turn lanes, intersection turning radii, driveway design, street weight load capacity, acceleration lanes and climbing lanes.

AMMIC-T-6.2: Promote public-private partnerships to address the need for improved parking, staging and related services for large trucks in or adjacent to the AMMIC.

AMMIC-T-7: AMMIC-7: Priority funding is given to transportation improvements that serve growth centers and manufacturing and industrial centers, as allocated by the Regional Growth Strategy. [Goal T-14]

AMMIC-T-7.1: Support priority funding for strategic transportation investments that improve freight mobility within and to the AMMIC. Develop a permit program, improvement district, or other revenue source to ensure ongoing maintenance and repair of infrastructure impacted by commercial freight and related businesses.

AMMIC-T-8: An integrated system of public transportation alternatives and demand management programs provide mobility alternatives, reduce single occupant vehicles and expand the general capacity of arterials and collector streets in the AMMIC.

AMMIC-T-8.1: Continue to coordinate with all agencies and neighboring jurisdictions involved with public transportation, whether they be bus, HOV lanes, light rail, heavy rail, ride sharing, vanpooling, or other forms, to identify what is of best use to the AMMIC and participate in those ventures and proposals which are of general and/or specific benefit to the AMMIC. [PT-6.1]

AMMIC-T-8.2: Continue to work with Community Transit to support and enhance a multimodal transportation system including future bus rapid transit (BRT) by ensuring that the AMMIC transportation plans and facilities are consistent with public transit plans and programs.

AMMIC-T-8.3: Collaborate with Community Transit to expand and enhance bus transit service between the AMMIC and local and regional areas of high density residential development.

AMMIC-T-8.4: Encourage developers to consider public transportation in transportation plans submitted as part of development permit approval consideration. New developments should encourage van and carpooling, public transit use, and other alternatives to reduce single-occupancy vehicular travel.

- AMMIC-T-8.5:** Support construction of improved first-and-last mile connections with local and regional transit service. Work to provide transit stops and shelters along arterials and/or facilitate vanshare activities through curb space management on-street or within off-street parking within the AMMIC.
- AMMIC-T-8.6:** Work to provide bike lockers and facilities at key transit connections.
- AMMIC-T-8.7:** Support and coordinate with Community Transit and WSDOT on the development of an expanded regional park-and-ride system to support use of alternative transportation modes in the AMMIC. Seek to provide tax credits or other incentives for allowing public parking on private property.
- AMMIC-T-8.8:** Promote programs that reduce travel demands on the transportation system through the following strategies:
- Encourage the use of HOV programs—buses, carpools, and vanpools—through both private programs and under the direction of Community Transit;
 - Promote flexible work schedules allowing the use of transit, carpools, or vanpools;
 - Promote reduced employee travel during the daily peak travel periods through flexible work schedules and programs to allow employees to telework part or full time;
 - Encourage employers to provide transportation demand management (TDM) measures in the work place through such programs as preferential parking for HOVs, improved access for transit vehicles, and employee incentives for using HOVs; and
 - Implement the provisions of the State Commute Trip Reduction Act.

4.3 NATURAL ENVIRONMENT

Context

Critical areas are protected under Washington State's Growth Management Act (GMA) to preserve the natural environment and protect the public's health and safety. The City of Marysville documents two types of critical areas within the AMMIC: wetlands and fish and wildlife habitat conservation areas (FWHCAs). Several streams and ditches in the study area constitute FWHCAs that provide habitat for federal and state listed fish species. None of the wetlands in the AMMIC are designated as FWHCAs. There are four creeks that flow through the AMMIC: Edgecomb Creek (also referred to as the Middle Fork of Quilceda Creek), Westphal Creek, Hayho Creek, and Portage Creek. More detailed information is available in the Existing Conditions report for this Subarea Plan.

As new development occurs in the AMMIC, the Subarea Plan envisions the integration of green infrastructure elements into development sites, the protection of critical habitat areas and the preservation, restoration and enhancement of wetlands, streams and buffers. The Plan also envisions the realignment of Edgecomb Creek to provide better fish and wildlife habitat.

Goals & Policies

AMMIC-NE-1: Development in the AMMIC integrates natural features, open spaces, stormwater drainage facilities and, where applicable, restored stream corridors as landscape and amenity features and incorporates these natural systems as part of the MIC's design identity.

- AMMIC-NE-1.1:** Adopt MIC specific site development standards that call for the maintenance, enhancement or restoration of stream corridors, wetlands and aquatic features and their use as a site amenity.
- AMMIC-NE-1.2:** Define corridors for stream and wetland enhancement and restoration across the landscape of the MIC so these efforts result in functionally connected environmental resources.
- AMMIC-NE-1.3:** Work with the City of Arlington to relocate Edgecomb Creek from its current alignment to a more natural channel with a riparian corridor that provides better fish and wildlife habitat.
- AMMIC-NE-1.4:** Adopt MIC specific standards to ensure that stormwater features such as detention ponds are attractive and maximize opportunities to increase natural ecological functions.
- AMMIC-NE-1.5:** Take all opportunities to incorporate natural features to enhance and unify the MIC's physical identity.

AMMIC-NE-2: Environmental stewardship is integrated into the landscape of the AMMIC.

- AMMIC-NE-2.1:** Protect wetlands in accordance with the Cities' critical area regulations.
- AMMIC-NE-2.2:** Encourage low intensity industrial developments adjacent to wetlands, creek corridors, or steep slopes to allow the flexibility of design necessary to mitigate the impacts of such development on these sensitive areas. [LU-174]
- AMMIC-NE-2.3:** Promote energy efficient buildings and fixtures, and incentivize the use of alternative energy sources such as solar and wind.
- AMMIC-NE-2.4:** Update Natural Environment goals and policies to respond to changes in technology, best management practices, and building techniques.

AMMIC-NE-3: The AMMIC is a healthy, clean industrial district through adherence to environmental standards. [Goal-14]

- AMMIC-NE-3.1:** Ensure development in the AMMIC meets the following standards:: Pollutants should be managed through site design engineering and source control. Site disturbance and soil compaction should be minimized during construction. Implement source control best management practices (BMPs) to prevent soil and stormwater runoff contamination from operation and storage of heavy equipment. [PL-14.4]

4.4 ECONOMIC DEVELOPMENT

Context

The AMMIC currently includes a total of 7,597 jobs (2016). Industrial sectors (manufacturing, construction, warehousing, transportation, and utilities) account for close to 80% of the total employment in the center. The Subarea Plan envisions the AMMIC as a desired location for industry clusters in Advanced Manufacturing, Aerospace, Food Processing, Maritime and Wood Products and Mass Timber Production. Many of these businesses can be attracted to the area through appropriate investments in infrastructure, and workforce development, as well as appropriate zoning and design standards to ensure industrial uses continue to be viable. Economic development efforts should also address the role of the AMMIC within the regional industrial ecosystem and its potential to complement the region's other industrial centers.

Goals & Policies

AMMIC-ED-1: Investments in infrastructure and amenities create, retain, grow, and attract businesses important for Marysville and Snohomish County's long-term economic health.

- AMMIC-ED-1.1:** Create and sustain a distinctive competitive advantage as a significant employment center for the region and entire state of Washington.
- AMMIC-ED-1.2:** Build on existing strengths in the Aerospace industry cluster.
- AMMIC-ED-1.3:** Encourage employment growth in desired industry clusters such as Advanced Manufacturing, Food Processing, Maritime, and Wood Products and Mass Timber Production. [LU-4]
- AMMIC-ED-1.4:** Use existing City programs to promote investment and growth such as the Industrial and Manufacturing Property Tax Exemption.

AMMIC-ED-2: Partnerships and collaboration drive collective strategies for economic development in the AMMIC.

- AMMIC-ED-2.1:** Partner with local and regional stakeholders such as the Port of Everett, WSU, Economic Alliance of Snohomish County, the Tulalip tribe, and economic development agencies on regional economic development initiatives related to the industrial sector.
- AMMIC-ED-2.2:** Partner with the Economic Alliance of Snohomish County to market and recruit new businesses to the AMMIC and coordinate retention visits to Marysville companies.
- AMMIC-ED-2.3:** Continue to partner with the Department of Commerce on the Regulatory Roadmap Project, an online site selection tool that distills all local, regional, and state requirements into easy-to-understand checklists for gauging feasibility of sites for manufacturing facilities.

- AMMIC-ED-2.4:** Develop a marketing and communications strategy tailored to specific industry clusters that highlights local strengths, and the economic benefits of the MIC.
- AMMIC-ED-2.5:** Market opportunity sites for high-quality industrial development that implements the land use and economic vision of this Subarea Plan.
- AMMIC-ED-2.6:** Adopt an inter-local agreement with the City of Arlington that establishes the mechanism by which both jurisdictions will jointly plan for the long-term development of the AMMIC including a minimum employment capacity of 20,000 jobs. [PE-8.8]

AMMIC-ED-3: Robust workforce development programs support continued growth of the AMMIC.

- AMMIC-ED-3.1:** Connect local businesses with workforce development programs of regional organizations like the Snohomish County Workforce Development Council and others.
- AMMIC-ED-3.2:** Partner with the WSU Center for Advanced Food Technology at the Port of Everett to support workforce development, and research and development related to food processing and food related manufacturing.
- AMMIC-ED-3.3:** Work with AMMIC businesses to coordinate orientations and tours of manufacturing businesses for local School District teachers and career counselors to educate them about careers and pathways in advanced manufacturing.
- AMMIC-ED-3.4:** Collaborate with the Marysville School District, Arlington School District, Lakewood School District, Lake Stevens School District, Everett Community College, and AMMIC employers to create paid internship programs for students interested Advanced Manufacturing, Aerospace Manufacturing, or Food Processing employment.

AMMIC-ED-4: Marysville sustains a high quality of life that supports the economic competitiveness of the AMMIC.

- AMMIC-ED-4.1:** Ensure that City zoning and plans allow a variety of housing opportunities and types to provide a broad range of housing choices to the local workforce.

AMMIC-ED-5: The AMMIC benefits from a business climate that encourages development and provides clarity and certainty to developers and property owners.

- AMMIC-ED-5.1:** Reach out to businesses in the AMMIC to understand their needs and concerns, any needed improvements to the City's development review processes, and business climate.
- AMMIC-ED-5.2:** Streamline application, review and approval processes for engineering, building, and planning permits for new development and expansion of existing businesses based on input and best practices.

4.5 PUBLIC FACILITIES & INFRASTRUCTURE

Context

Most of the primary water and wastewater infrastructure is in place along existing roads in the Marysville portion of the AMMIC, and capacity is available for growth. As roads are constructed in underdeveloped portions of the AMMIC, infrastructure will need to be planned, designed, and built to support desired land use patterns and ensure facilities are provided consistent with targeted growth. The City has begun planning some infrastructure expansion near the Smokey Point Neighborhood. The Subarea Plan envisions public/private partnerships between the City, property owners, and developers to obtain funding for capital facilities to realize the AMMIC vision and serve as an incentive for economic development.

Goals & Policies

AMMIC-PF-1: The AMMIC is efficiently served by public services and infrastructure.

- AMMIC-PF-1.1:** Ensure that urban level facilities and services are provided prior to, or concurrent with private development. These services, include, but are not limited to, sanitary and storm sewers, water, police and fire protection, and roadways. [LU-164]
- AMMIC-PF-1.2:** Ensure that industrial development sites have good access, adequate public facilities and services, suitable topography and soils, and minimum impact on residential areas. [LU-168]
- AMMIC-PF-1.3:** Require development to pay its fair share of costs toward infrastructure and public services.
- AMMIC-PF-1.4:** Seek opportunities to partner with the Port of Everett and other regional stakeholders for funding of infrastructure.
- AMMIC-PF-1.5:** Encourage coordination of public investments with private investments to ensure that the AMMIC is an attractive and feasible opportunity for new development.

AMMIC-PF-2: New development in Marysville does not adversely impact surface and ground water quality.

- AMMIC-PF-2.1:** Require industrial businesses to provide on-site pretreatment of wastewater to the City sewer system in compliance with applicable standards and regulations. [LU-170]
- AMMIC-PF-2.2:** Encourage property owners to retrofit their properties with green stormwater infrastructure best management practices.

AMMIC-PF-3: The AMMIC includes reliable and cost-effective utility services.

- AMMIC-PF-3.1:** Ensure utilities are available at the right levels of service to support the AMMIC's existing and planned development.
- AMMIC-PF-3.2:** Coordinate with utility providers to ensure that utility service plans are adequate to support planned growth and zoning capacity in the AMMIC and support the goals of the Subarea Plan.
- AMMIC-PF-3.3:** Update City Water, Sewer, and Stormwater comprehensive plans to reflect the latest plans for the AMMIC and ensure that primary public infrastructure is well planned and can be built incrementally if needed.
- AMMIC-PF-3.4:** Pursue outside funding, such as grants and loans when appropriate, to leverage City infrastructure investment.

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5 IMPLEMENTATION

5.1 CAPITAL FACILITIES PLAN

Development of the AMMIC will require investments in infrastructure and capital facilities. Exhibits 6-8 show the total costs, by category, of the improvements needed to allow for development in the Subarea. It is important to note that these are point-in-time costs that assume this project is completed all at one time, in 2018 dollars. As the work on the infrastructure is phased and completed, cost estimates will need to be updated to reflect inflation and the carrying costs based on the phasing.

Some capital facilities expected in the AMMIC are related to new development. New development is expected to provide for these capital facilities through direct infrastructure construction and the payment of related fees and charges. The development of new capital facilities and infrastructure will be guided by City of Marysville plans, policies, and regulations as shown in the sections below.

Transportation

The City of Marysville maintains a Transportation Improvement Plan (TIP) that lists local transportation projects. Each year an updated TIP is submitted to the PSRC and the Washington State Department of Transportation (WSDOT) to ensure that projects eligible for federal and state funding can compete for funds. Projects listed on the TIP include motorized, non-motorized improvements, on-going maintenance projects, and projects to served new growth. In the most recent TIP (2019-2024) four projects appear on the list for the AMMIC. These projects include:

- 156th St NE Railroad Overcrossing West of Interstate 5
- 156th St NE/160th St NE/51st Ave NE
- 43rd Ave NE, 160th St NE to SR 531
- 51st Ave NE, 160th St NE to SR 531

In addition to the TIP, the Comprehensive Plan lists additional projects that will be needed to meet the needs of growth by 2035. These include:

- SR 531 (I72nd Ave NE) 43rd Ave NE to 67th Ave NE
- SR 531 43rd Ave NE to Smokey Point Blvd and I-5/SR 531 Interchange

Some of the transportation facilities needed in the AMMIC will be constructed by the developer as development occurs. Title 12 of the Marysville Municipal Code (MMC) specifies the standards and minimum requirements for the construction of streets and sidewalks. The City of Marysville intends to use its established traffic impact fees as well as purse a local improvement district (LID) as the

mechanism to collect a fair share from development for the construction of the regional arterial streets. Another source of funding could be a transportation benefit district (TBD); however, Marysville generally uses the TBD fund for preservation projects and currently no funds are appropriated towards the AMMIC improvements. In addition, grant funding will also be applied for to help fund infrastructure. More information is available in the finance section of this plan.

Exhibit 6 Summary of Key AMMIC Transportation Improvements

IMPROVEMENT PROJECT	DESCRIPTION	JURISDICTION	COST EST. (MILLION \$)	SOURCE
156th St NE Overcrossing	2 lane RR Overcrossing	Marysville	\$12.4	INFRA Grant Application
Interstate 5 & 156th St NE Interchange	Single Pt Urban Interchange	WSDOT	\$42.0	INFRA Grant Application Connecting WA (funded)
156th St NE/160th St NE/51st Ave NE	5 lanes/3lanes/3 lanes	Marysville	\$21.0	INFRA Grant Application
SR 531 (172nd Ave NE), 43rd Ave NE to 67th Ave NE	5 lanes	WSDOT	\$39.3	INFRA Grant Application Connecting WA (funded)
SR 531, 43rd Ave NE to Smokey Point Blvd	Eliminate left turn pockets, and install medians. Improve pedestrian and bicycle facilities. Signalize 40th Ave NE/SR 531.	WSDOT	\$39.8	Arlington Transportation Element / Arlington 6-Year TIP
43rd Ave NE, 160th St NE to SR 531	3 lanes	Marysville/ Arlington	\$8.0	INFRA Grant Application
51st Ave NE, 160th St NE to SR 531	3 lanes	Marysville/ Arlington	\$8.0	INFRA Grant Application
173rd St NE (Phases 1-3A), Smokey Point Blvd to 51st Ave NE	New Corridor	Arlington	\$3.83	Arlington Transportation Element / Arlington 6-Year TIP
47th Ave NE, SR 531 (172nd Street NE) to Airport Blvd	Construct 3 lane roadway from SR 531 (172nd St) to southern city limits. Install right-in-right-out intersection control at intersection with SR 531.	Arlington	\$0.65	Arlington Transportation Element / Arlington 6-Year TIP
TOTAL			\$175.0	

Note: The remaining roads/connections within the AMMIC would be developed with the properties. All projects shown as INFRA are currently unfunded. Most of the projects listed will be a combination of funding. The City is also pursuing an Local Improvement District to help fund projects.

Source: City of Arlington, 2018; City of Marysville, 2018; Transpo Group, 2018.

Utilities

The City of Marysville maintains a Comprehensive Plans for Wastewater, Water, and Stormwater utilities. These plans define City-wide utility improvement projects, including projects within the AMMIC. The City's plans for expansion of each utility within the MIC are described below.

Wastewater

The City of Marysville provides wastewater service for the Marysville portion of the Study Area and the Smokey Point Neighborhood within the southwest corner of the Arlington portion of the MIC. Several wastewater capital projects are planned in the Marysville portion, but have been delayed due to lack of development. The City is currently planning for wastewater system expansion associated with planned extension of 156th Street NE from Smokey Point Boulevard NE to 51st Avenue NE. Costs for those expansions are not included in the costs shown in the transportation section above and are under development. The City also has long-term plans for two additional complete-mix aerated cells at the wastewater treatment plant to ensure adequate treatment capacity beyond 2031 (Marysville 2011).

Exhibit 7 Summary of Marysville Wastewater Capital Projects within AMMIC

PROJECT NUMBER	YEAR PLANNED	PROJECT DESCRIPTION	COST EST. (MILLION \$)
WM2	2019 – 2023	Replace cast iron water main in SR 531 with ductile iron	\$9.6
WM3	2018 – 2021	Replace cast iron and asbestos concrete water main in Smokey Point Blvd with ductile iron	\$9.5
WM4	2024 – 2026	Replace cast iron water main in 51st Ave NE with ductile iron	\$12.3
TOTAL			\$31.4

Source: City of Marysville, 2018; Herrera, 2018.

Water

The City of Marysville provides water service for the Marysville portion of the Study Area and the Smokey Point Neighborhood within the southwest corner of the Arlington portion. Planned improvements to the study area through 2035 include replacing cast iron and asbestos cement water mains with ductile iron (Marysville 2017). Three water capital projects planned within the MIC are listed in Exhibit 8. As development of the MIC continues, the City will need to evaluate plans for City-led or developer-led water system expansion and develop a funding strategy. The City is also developing a water supply operational strategy that may lead to additional planned projects related to the MIC supply.

Exhibit 8 Summary of Marysville Water Capital Projects within AMMIC

PROJECT NUMBER	YEAR PLANNED	PROJECT DESCRIPTION	COST EST. (MILLION \$)
QC4b	2019	Conveyance for Regional Detention Pond 2	\$4.9
QC5c	2021	Edgecomb Creek Regional Detention Facility	\$5.1
QC5b	2022	Edgecomb Creek Conveyance	\$8.5
QC5a	2023	Edgecomb Creek Channel Realignment	\$19
TOTAL			\$37.5

Source: City of Marysville, 2018; Herrera, 2018.

Stormwater

The City of Marysville has completed construction of two regional stormwater facilities in the Marysville portion of the MIC that provide flow control and enhanced treatment for future development. These facilities currently have capacity available to accept runoff from 127.28 acres of future commercial or light industrial development within the MIC. Exhibit 8 lists the four stormwater capital projects that are currently planned in the MIC between 2018 and 2023.

Projects planned from 2023 through 2035 include installation of fish passable culverts, wetland restoration, and installation of additional stormwater conveyance and detention facilities to accommodate future high-density commercial and industrial development in the Smokey Point area of the Marysville portion of the MIC. These projects include:

- Fish Screen Installation along Hayho Creek at 160th Street NE
- Field Access Culvert Replacement along Edgecomb Creek
- Hayho Creek Channel Realignment
- Hayho Creek Regional Detention Pond 3

- Culvert Replacement along Edgecomb Creek at 152nd Street NE
- Culvert Replacement along Olaf Strad Creek at 152nd Street NE
- Berm Installation at 43rd Avenue and Emerald Hills Estates
- Stabilization of Hayho Creek between the BNSF Railroad and 47th Drive NE

Natural Environment

Fish & Wildlife Conservation Areas

Through the stormwater utility the City has planned capital projects that will help integrate the existing streams and surrounding habitat into the MIC.

Through the stormwater utility the City has planned capital projects that will help integrate the existing streams and surrounding habitat into the MIC. The City's 2008 Smokey Point Master Plan and 2015 Comprehensive Plan have both identified realigning Edgecomb Creek as important to reducing flooding in the sub-basin, enhancing fish and wildlife habitat, and integrating the stream with a regional approach to stormwater management. Creek realignment should be designed to maximize aquatic and riparian habitat, and minimize the number of culverts and other crossings. Stream relocation alternatives were evaluated in 2008, and conceptual-level plans were developed for two of the alternatives.

The Edgecomb Creek realignment options could be further refined within the context of the Subarea planning effort. This refinement would entail reviewing existing literature, conducting a windshield-level field visit to assess current environmental considerations and potential impacts, and updating relocation recommendations in coordination with the Subarea planning team. A refined creek relocation concept could be documented with typical plan and section for the creek channel, and potential channel features, such as large woody debris and revegetation with native plantings.

Hayho and Westphal Creeks have also been degraded by human development. These creeks would benefit from a similar approach to stream restoration that incorporates fish and wildlife habitat with stormwater management in a manner that enhances habitat and addresses water quality and flooding issues within the basin.

Wetlands

Based on desktop assessment, a large percentage of the underdeveloped portion of the MIC has a high potential for wetlands due to poor infiltration, shallow groundwater, mapped hydric soils, and current agricultural land uses. Development planning in the MIC would benefit from a more thorough field assessment of wetland presence and an integrated evaluation of stream realignment options. Wetlands

should be delineated to develop avoidance and impact minimization measures, and to identify compensatory mitigation opportunities for unavoidable wetland impacts.

A better understanding of streams and wetlands on the MIC will enable more effective planning and allow the development to plan for, integrate, and optimize the management of the environmental resources, rather than managing the environmental resources on a project-by-project basis as development occurs.

5.2 FINANCE

Funding & Financing Tools for Subarea Development

This plan identifies funding and financing mechanisms that can be used to generate City revenues to fund and finance the improvements, either in total or just upfront, and, where developers are responsible for costs, but the City is funding the initial investment, recover funds from developers to refund the City's initial investment.

Funding & Financing Mechanisms (Beyond Existing Tools) to Support Expected City Contributions & Upfront Funding of Improvements

The following are sources of funding that Washington cities can use to pay for capital improvements

- **Real Estate Excise Tax (REET)**
- **Motor Vehicle Fuel Tax (MVFT)**
- **Bonds or Loans**
- **Transportation Benefit District and Local Improvement District**
- **Grants.** The following Federal and State grants can fund improvements, especially those related to transportation.
 - Community Development Block Grant (CDBG)
 - Transportation Improvement Board (TIB)
 - Pedestrian and Bicycle Program (PED-BIKE)
 - Highway Safety Improvement Program (HSIP)

- Surface Transportation Program (STP)
- Congestion Mitigation Air Quality (CMAQ)
- Freight Mobility Strategic Investment Board (FMSIB)
- Better Utilizing Investments to Leverage Development (BUILD)
- Infrastructure for Rebuilding America (INFRA)

Funding & Financing Mechanisms to Recover Funds from Developers

- **State Environmental Policy Act Mitigation Fees.** SEPA grants wide-ranging authority to impose mitigating conditions relating to a project's environmental impacts. A local government's authority under SEPA to mitigate environmental impacts includes the authority to impose impact fees on a developer to pay for the mitigation of impacts on public facilities and services.
- **Property Owner and Developer Contributions.** In cases of large developments, the City may work with a developer to enter into a development agreement governing the development. This agreement can include obligations for the developer to pay for infrastructure necessary to support the development.
- **General Facility Charges.** These include charges paid to the City for utilities facilities.
- **Impact Fees.** These include fees for transportation facilities or other infrastructure.

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6 ZONING & DEVELOPMENT STANDARD RECOMMENDATIONS

6.1 INDUSTRIAL DESIGN STANDARDS

Below is an outline of key provisions for industrial center design guidelines.

1. Site Planning

- 1a. **Relationship to Street Front.** Identify signature roads which are most visible and add standards to provide some modest elements that do not interfere with function, fencing and landscaping etc. (e.g., no untreated chain link fencing). Could also include provisions for enhancing corners with signs, special lighting to enhance the building's visibility.
- 1b. **Pedestrian Circulation—Site Planning.** Ensure good pedestrian routes between buildings, streets, parking etc. This section covers location and Section 2a below covers design aspects such as width, materials, etc.
- 1c. **Vehicular Access and Circulation.** Location and configuration.
- 1d. **Loading, Service Areas and Mechanical Equipment.** Location and screening. Also, can address other impacts.
- 1e. **Stormwater Facility Planning.** Coordinate with stormwater management ordinance. This provision primarily is to identify opportunities to combine SWM facilities with landscaping and environmental enhancement measures.
- 1f. **Site Planning for Security.** Incorporate CPTED principles.
- 1g. **Unifying Site Planning Concept.** This provision requires that the proponent integrate the above requirements and considerations into an efficient and logical site plan that incorporates pedestrian circulation and landscaping as unifying elements, takes advantage of special on-site features, and provides for efficient vehicle circulation.



An example of a unified site plan illustrating requirements of (1g).

2. Site and Roadway Design Elements

- 2a. **Internal Pedestrian Paths and Circulation.** Size and design of connections between buildings, site features and roadways.
- 2b. **Streetscape Elements.** Requirements for sidewalk and street landscaping improvements as part of development.
- 2c. **Site Landscaping.** This must be coordinated with landscaping in the code's development standards for landscaping and critical area protection, but it might include provisions for a signature landscape palette to unify the area or special requirements to enhance entries, etc. this section could also include provisions for enhancing natural features such as stream corridors and providing some useable open space for recreation opportunities for workers.
- 2d. **Parking Area Design and Landscaping.** Adds design aspects such as pedestrian access, ADA requirements, and landscaping to the code's dimensional standards.

3. Building Design

- 3a. **Building Design—Character.** This section will be basic, focusing on simple forms with some enhancements on highly visible streets and at entries. Also prohibits extravagant corporate signature building elements.
- 3b. **Human Scale Elements.** Not very stringent requirements but requiring some enhancements where people will be close by.

- 3c. **Architectural Scale.** The guidelines should emphasize articulation—such as visually breaking up a building façade into intervals by including repetitive features rather than modulation (e.g., broken rooflines, chimneys, entrances, distinctive window patterns, street trees, and different materials) and stepping back or projecting forward of portions of a building face, within specified intervals of building width and depth, as a means of breaking up the apparent bulk of a structure’s continuous exterior walls—because modulation is often difficult to efficiently accomplish in industrial buildings.
- 3d. **Materials.** Standards for the use of materials without prohibiting materials unless they are subject to deterioration or maintenance problems.
- 3e. **Blank walls.** Large blank walls facing public roadways can be addressed in a variety of ways.
- 3f. **Building Entrances.** Entrances are very important to the perception of quality in industrial settings, so guidelines should ensure that they are attractive.

4. Lighting

- 4a. **Site Lighting.** This can add a lot to an industrial district.

5. Signage

- 5a. **Site Signage.** Must coordinate this with the sign code. Sometimes, but not always, it makes sense to standardize sign size and placement.



An industrial scaled entrance—enhanced by details, lighting landscaping and materials—illustrating requirements of 3f.

APPENDICES

Appendix A Existing Conditions Report

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APPENDIX A EXISTING CONDITIONS REPORT

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EXISTING CONDITIONS REPORT

Cities of Arlington and Marysville · DRAFT October 2018

Prepared for the
Cities of Arlington and Marysville



Prepared by
BERK Consulting, Inc.
Herrera Environmental Consultants, Inc.
Transpo Group
ED Hovee

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1.0 Introduction & Executive Summary

1.1 Subarea Planning Process

The Arlington-Marysville Manufacturing Industrial Center (AMMIC) is a designated countywide Manufacturing Industrial Center, a regional planning center classification used by the Puget Sound Regional Council to identify locations of manufacturing, industrial, or advanced technology uses within the region. As a countywide MIC, the AMMIC is recognized in countywide planning policies in the cities' comprehensive plans. Given that the AMMIC has met the minimum thresholds for employment and size, and has completed significant planning, the cities plan to apply to receive a regional MIC designation.

Regional MIC designation brings prioritization for transportation funding and gives cities an advantage for regional funding to help with infrastructure needs that support manufacturing and industry activity. From a marketing standpoint the AMMIC would be located on the Regional Centers map, which raises the profile of the area and signals long-term policy support for industrial activity.

PSRC designation criteria require the cities to complete a subarea plan as part of the regional designation process. Subarea planning allows for the establishment of a shared, long-term vision, and a more coordinated approach to development, environmental review, and strategic capital investments.

The steps in the AMMIC Subarea Plan process are shown below in Exhibit 1-1.

Exhibit 1-1 *Arlington Marysville Plan Process*



This document is part of the first stage to summarize existing conditions in the Arlington-Marysville MIC Study Area. This analysis will inform Visioning and Subarea Plan preparation.

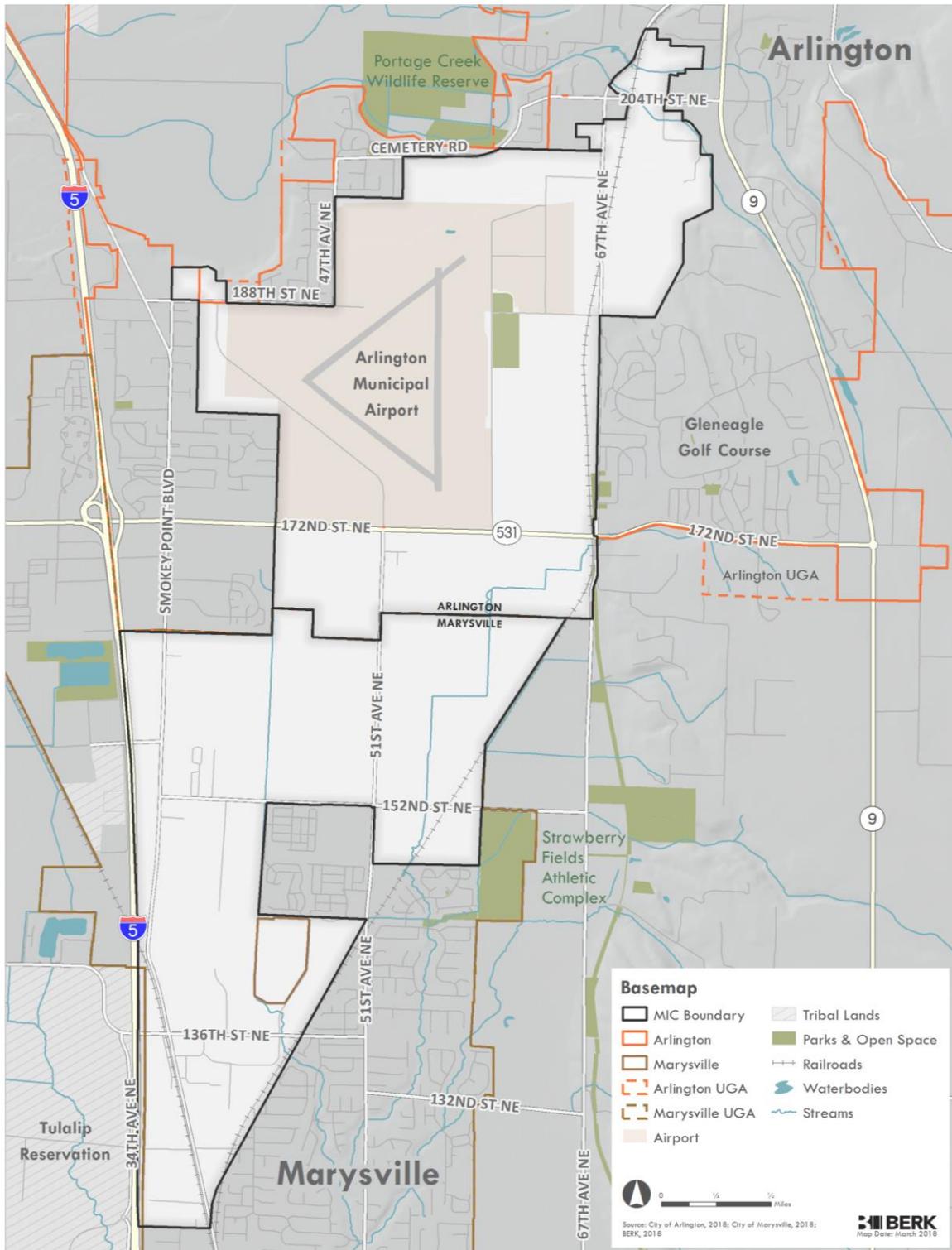
1.2 Study Area

The Arlington-Marysville Manufacturing Industrial Center consists of 4,019 acres located in Snohomish County. The AMMIC is located in a low basin, east of I-5 and the Tulalip Reservation. See Exhibit 1-2.

The AMMIC is comprised of parcels within the Cities of Arlington and Marysville. These two areas are useful for comparison and are described within this existing condition analysis.

- **Arlington:** The Arlington portion of the AMMIC includes 2,291 acres. This includes the 1,189 - acre City-owned and operated Arlington Municipal Airport (AWO).
- **Marysville:** The Marysville portion of the AMMIC includes 1,728 acres. This includes the City of Marysville's 2007 Smokey Point Master Planning Area of approximately 665 acres.

Exhibit 1-2 Study Area



Source: City of Arlington, 2018; City of Marysville, 2018; BERK, 2018.

1.3 Summary

This report addresses a range of natural and built environment subjects, describing them for the Study Area as a whole, and for the areas within the individual cities.

- Natural Environment
- Land Use and Plans and Policies
- Economic Development
- Transportation
- Public Services and Utilities

The key conditions found in this report are summarized in Exhibit 1-3.

Exhibit 1-3 Top Takeaways – AMMIC Conditions

 <p>Natural Environment</p>	<ul style="list-style-type: none"> ▪ A sizable percentage of the undeveloped portion of the Marysville part of the AMMIC is adjacent to Hayho, Westphal, and Edgecomb Creeks and also has a high potential for wetlands due to shallow groundwater and mapped hydric soils. ▪ Development planning in the AMMIC would benefit from a more thorough field assessment of wetland presence and an integrated evaluation of stream realignment options. ▪ A better understanding of these two factors will enable more effective planning and allow the development to plan for, integrate, and optimize the management of the environmental resources, rather than managing the environmental resources on a project-by-project basis as development occurs.
 <p>Land Use</p>	<ul style="list-style-type: none"> ▪ Current development in the AMMIC is largely industrial. The Comprehensive Plan Future Land Use Designation and Zoning authorize industrial uses. ▪ Considering current zoning and vacant and redevelopable land, there is a large capacity for new industrial employment uses.



*Economic
Development*

- The AMMIC is mostly in industrial use and contains nearly 7,597 jobs. A market study in 2016 showed there was market potential for job growth in the AMMIC.
- Businesses in advanced manufacturing, especially related to aerospace, food processing, and mass timber production are likely to find the AMMIC to be an attractive location and contribute to job growth. Many of these businesses can be attracted to the area through appropriate investments in infrastructure, and workforce development, as well as appropriate zoning and design standards to ensure industrial uses continue to be viable.



Transportation

- Freight and auto travel to and from the AMMIC is facilitated primarily by 172nd Street NE (SR 531), 51st Avenue NE, 67th Avenue NE, and Smokey Point Boulevard. The area currently has limited connectivity and the operations of the transportation system are impacted by conflicts between rail, vehicular, and non-motorized traffic due to conflicts at-grade crossings. Planned transportation improvements in and around the AMMIC will increase capacity, reduce conflicts with the railroad, and improve connectivity. This includes widening of 172nd Street Ne between 43rd and 67th Avenues and the new I-5/156th Street NE interchange and extension of 156th Street NE, which will increase capacity in the area.
- Approximately 45% of AMMIC employees live within less than 10 miles of the subarea and approximately 30% live within 24 miles of the subarea. Employees living proximate to the AMMIC makes non-motorized and transit modes viable alternatives.
- Key bicycle routes include the Airport and Centennial Trails, which are not connected to each other and the Centennial Trail which does not connect directly to the AMMIC. There are opportunities to connect these trails and improve the non-motorized facilities within the AMMIC as existing and new roadway improvements are completed. The Cities will consider bicycle and pedestrian facilities with improvements to existing roads and constructing new roads. These improvements would need to balance the needs of industrial businesses and the needs of users of the non-motorized network.
- Transit service to the AMMIC area is currently limited and strategies will need to be explored to help reduce reliance on single occupant vehicles (SOV). Community Transit's has a long-range plan to provide Swift, bus rapid transit, along Smokey Point Boulevard with a potential stop at the planned I-5/156th Street NE interchange. Other improvements may consider additional service and connectivity to park and ride facilities.



Public Services

- In the Arlington portion of the AMMIC, most infrastructure is in place and the City has begun planning for service in the underdeveloped areas, south of 172nd Street NE. Some infrastructure will need to be upgraded as redevelopment occurs, and the City has begun planning for this.
- In the Marysville portion of the AMMIC, much of the area lacks infrastructure to serve development. The City has planned some infrastructure expansion near the Smokey Point Neighborhood.
- As the AMMIC develops, infrastructure will need to be planned, designed, and built to support the intended land use. The Cities will need to decide how much to invest in infrastructure to encourage more rapid development. Alternately the City could expand infrastructure more incrementally as development occurs. Tools such as local improvement districts, latecomer fees, or investments by external entities could be used to facilitate infrastructure construction.

2.0 Natural Environment

2.1 Surface Water & Groundwater Resources

2.1.1 Surface Water

The Study Area includes several named streams, which are shown in Exhibit 2-2 and discussed below for the City of Arlington and the City of Marysville portions of the MIC.

City of Arlington

The Arlington portion of the MIC straddles the divide between two river basins, the Stillaguamish and the Snohomish, which are regionally recognized as Water Resource Inventory Areas (WRIAs) 5 and 7, respectively” (Arlington 2010). To the north, runoff ultimately drains to the Stillaguamish via Portage Creek or the South Fork Stillaguamish. To the south, runoff ultimately drains to the Snohomish via the Middle Fork Quilceda Creek. The northern portion of the area sits upon Arlington Alluvium, a very porous substrate with high infiltration potential. South of the divide between watersheds, high groundwater limits the potential for stormwater infiltration.

The Arlington portion’s stormwater infrastructure includes a collection, treatment, and storage systems with outfalls to some of these streams, relying on them to convey storm flows away from the Study Area. “Runoff from urbanizing areas often results in greater volumes and more rapid rates of water flow over shorter durations relative to undeveloped areas. These modified flows can degrade the channels and harm the aquatic ecosystems they support” (Arlington 2010). Arlington has completed a number of culvert replacement projects to improve fish passage and reduce localized flooding in the area.

Most or all segments of the Stillaguamish River are identified (listed under CWA 303d) as impaired for fecal coliform, dissolved oxygen, and temperature. “Clean-up plans developed under two Stillaguamish Total Maximum Daily Load studies (TMDLs) are enforced through the NPDES wastewater discharge permit for the Arlington Water Reclamation Facility, and the NPDES Phase II stormwater general permit for Arlington and other cities” (Arlington 2017a). Surface water resources to the south of the Study Area are discussed in the following section.

City of Marysville

The Marysville portion of the MIC is located within the Snohomish River Drainage Basin within Water Resource Inventory Area 7 (WRIA 7), the second largest watershed in the state. The Quilceda Creek basin is the largest basin within the Study Area. It runs north-south and is predominately located within the Marysville Trough. It generally consists of till and outwash soils. “Although outwash soils usually drain well, high groundwater in the winter months creates saturated soil conditions that impedes infiltration, and commonly results in a high rate of surface water runoff” (Marysville 2016). Groundwater levels have been evaluated in the context of relocating Edgecomb Creek (Otak Inc. 2009).

The Marysville portion’s existing stormwater management system consists of a combination of open ditches, pipes, catch basins, culverts, and stormwater management facilities. This system includes waterways within the Quilceda Creek basin. “These waterways have been manipulated and channelized over the years and are highly susceptible to environmental problems such as pollution, erosion, and flooding” (Marysville 2016). Localized flooding has been an issue in the area and the City has planned conveyance and culvert improvements, as well as stormwater management facilities, to reduce flooding. These projects will need to be further developed and implemented as development occurs.

Non-point source pollution from agriculture and urban development have increased the presence of pollutants in Study Area surface waters. Quilceda Creek has been placed on Washington State’s 303(d) list for fecal coliform. Low dissolved oxygen levels are also a concern in the summer months and can compromise crucial fish and wildlife habitat. The Quilceda Creek system is within the Tulalip Tribes’ usual and accustomed fishing areas. Land use within this system is therefore governed by a variety of tribal, state, county, and city regulations (Marysville 2016).

2.1.1 Potential Creek Realignment

Hayho, Westphal, and Edgecomb Creeks flow from north to south across the Marysville portion of the MIC and much of the area surrounding the two streams would be converted to more intensive land use during development of the MIC. Over the last decade, Marysville has evaluated the feasibility of relocating the streams and has examined potential alternative alignments (Marysville 2015). The prior evaluation is discussed in more detail in the Critical Areas section. Plans for the potential relocation have been on hold with the intention of resuming the project when development of the Marysville portion increases.

2.1.2 Wells & Groundwater

There are eight mapped groundwater wells within the project Study Area and many wells in the vicinity. See Exhibit 2-2. There is one mapped wellhead protection area (WHPA) near the Arlington Municipal Airport and two WHPAs that extend into the northwest corner of the Arlington portion of the Study Area. The Washington State Department of Health administers requirements for water systems (WAC 246-290 through 246-296). Wellhead protection requirements may restrict land use practices in some parts of the Study Area.

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Exhibit 2-1 Groundwater Wells

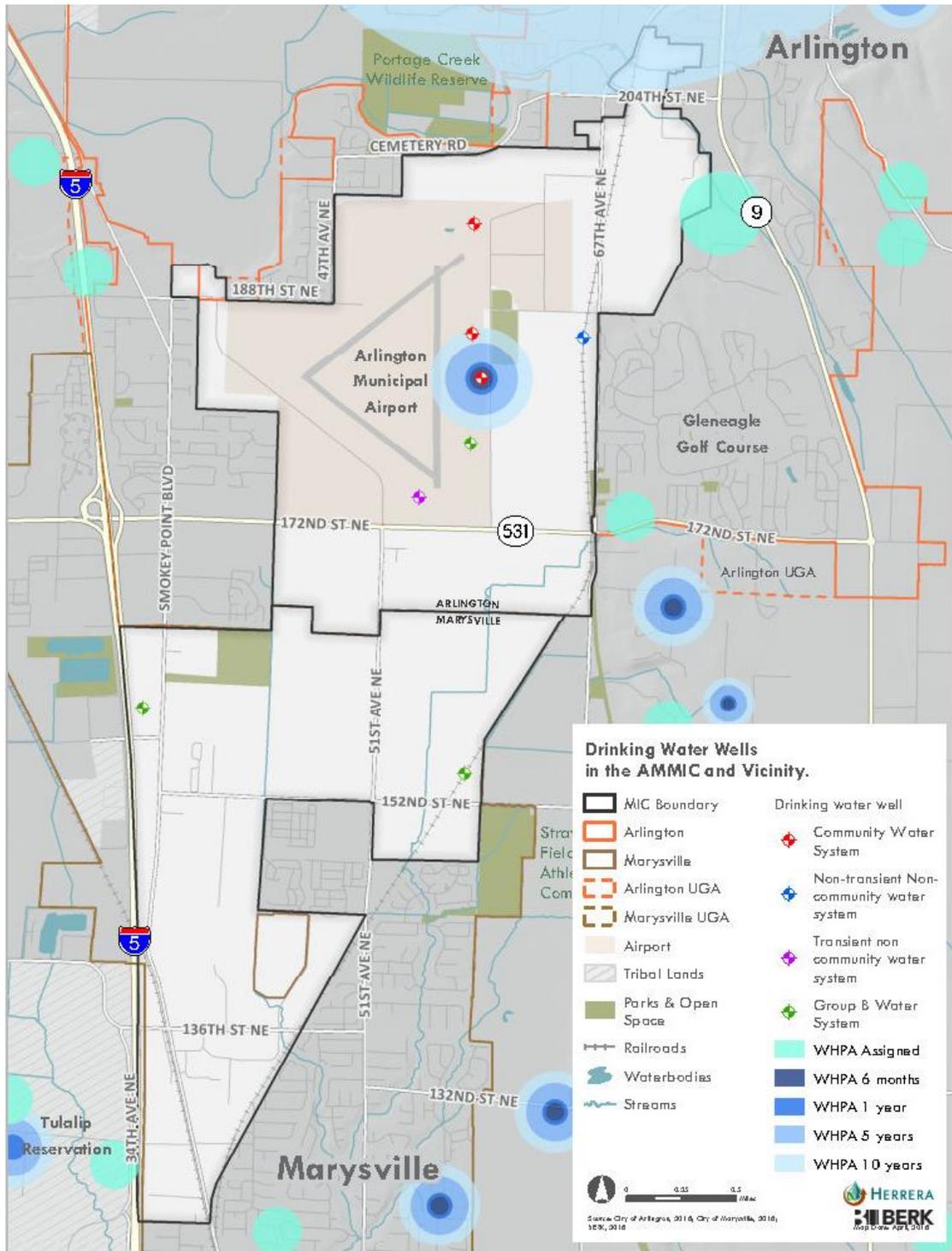
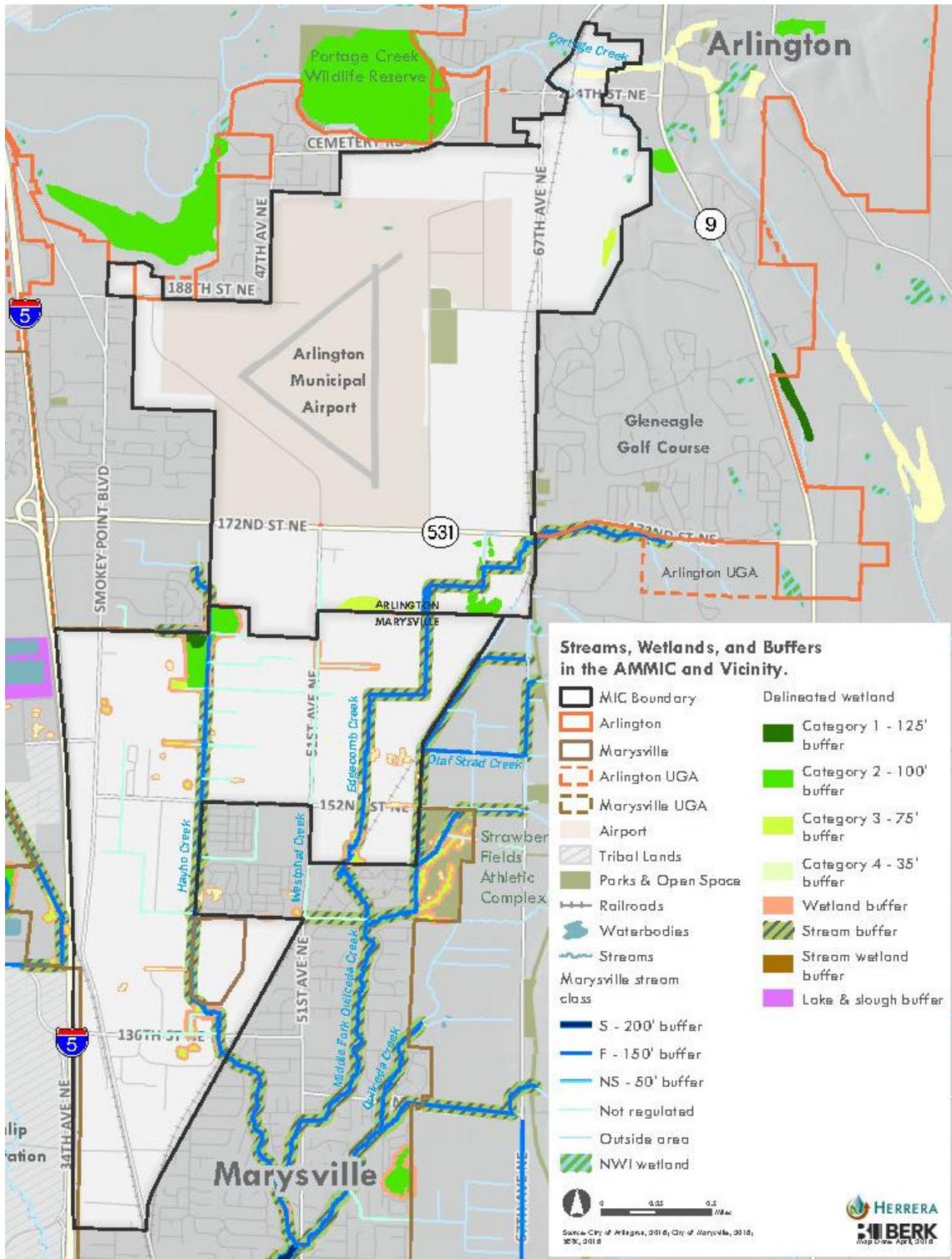


Exhibit 2-2 Streams, Wetlands, and Buffers



Source: City of Arlington, 2018; City of Marysville, 2018; Herrera, 2018.

2.2 Critical Areas

Critical areas are protected under Washington State's Growth Management Act (GMA) to preserve the natural environment and protect the public's health and safety. Critical areas provide benefits such as clean drinking water, enhanced water quality, fish and wildlife habitat, and reduced flood risk (Commerce 2018). The GMA identifies five critical areas (RCW 36.70A.030(5)):

- Wetlands
- Areas with a critical recharging effect on aquifers used for potable water
- Frequently flooded areas
- Geologically hazardous areas
- Fish and wildlife habitat conservation areas

The cities of Marysville (Marysville 2018) and Arlington (Arlington 2018) document two types of critical areas within the study area: wetlands and fish and wildlife habitat conservation areas (FWHCAs).

2.2.1 Wetlands

Previous studies have identified several wetlands in the study area. The National Wetlands Inventory (NWI) online mapper depicts several wetlands in the study area (USFWS 2018), most of which are in the City of Marysville: eight palustrine (non-tidal) emergent wetlands ranging from 0.33 to 4.78 acres in size; one palustrine forested wetland covering approximately 2.83 acres; and five freshwater ponds ranging in area from 0.34 to 1.2 acres. The City of Marysville documents one Category I/Category II wetland on the site at the headwaters of Hayho Creek. Several other Category III and Category IV wetlands are found throughout the site, including some associated with Edgecomb and Hayho Creeks. See Exhibit 2-2. The City of Arlington identifies several Category II wetlands associated with Edgecomb Creek; two Category III wetlands on the Arlington/Marysville border, and one Category III wetland in the northeast corner of the site. See Exhibit 2-2. Standard buffer widths vary by jurisdiction, and range from 35 feet for a Category IV wetland to 190 feet for a Category I wetland. See Exhibit 2-3. Any development within a wetland or buffer will require compensatory mitigation at the appropriate ratios.

Exhibit 2-3 Regulatory Buffer Widths for Wetlands

WETLAND CATEGORY	BUFFER WIDTH (FEET)			
	Marysville	Arlington		
		Standard	If wetland habitat scores 5 points	If wetland habitat scores 6-7 points
Category I (based on total score)	125	75	105	165
Category I (bogs and wetland of high conservation value)		190	190	190
Category I (forested)		75	105	165
Category II	100	75	105	165
Category III	75	60	105	165
Category IV	35	40	40	40

According to soil survey maps, approximately 50% of the site contains hydric soils, consisting of Custer fine sandy loam (30%), and Norma loam (20%; NRCS 2018). The presence of hydric soils indicates a higher likelihood of wetlands on the site. Hydric soils are more prevalent on the southern portion of the site (south of State Route 531), corresponding to the higher number of wetlands identified in that location on the NWI maps.

2.2.2 Fish & Wildlife Habitat Conservation Areas

Several streams and ditches in the study area constitute FWHCAs that provide habitat for federal and state listed fish species. None of the wetlands in the study area are designated as FWHCAs. Terrestrial habitats in the study area consist of agricultural, residential, commercial, and industrial areas. There are a few isolated forest fragments adjacent to Arlington Municipal Airport and within wetland and stream buffers. These areas provide habitat for a variety of bird and mammal species, but none of these habitats or species are documented as WDFW Priority Habitats or species (WDFW 2018a), or as habitats for species of local importance.

There are 4 creeks that flow through the study area: Edgecomb Creek (also referred to as the Middle Fork of Quilceda Creek), Westphal Creek, Hayho Creek, and Portage Creek. See Exhibit 2-2. Within the study area, Edgecomb Creek straddles the cities of Marysville and Arlington. Westphal and Hayho Creeks are entirely within the City of Marysville, and Portage Creek is within the City of Arlington. Edgecomb, Hayho, and Portage Creeks are classified as Type F streams, which are natural waters that have a substantial fish, wildlife, or human use. Type F streams have a buffer of 150 feet. Westphal Creek is not regulated by the City of Marysville and has no regulatory buffer. As with wetlands, development within the regulatory buffer of a creek will require compensatory mitigation.

Edgecomb Creek originates in the hills east of the study area, flowing west and then south through the study area before draining into the middle fork of Quilceda Creek. Within the study

area Edgecomb Creek has been highly channelized for rail and agriculture (Marysville 2015). There is a narrow riparian buffer along the creek, but most of the land surrounding the creek has been converted to agricultural uses. The City of Marysville has proposed to relocate the creek from its current alignment into a more natural channel with a riparian corridor that would provide better fish and wildlife habitat. The conceptual channel alignment would include (Marysville 2008):

- a low-flow channel for year-round stream flow
- a high-flow channel to convey flood flows, to address flooding issues in the basin
- instream large woody debris for habitat
- 100- to 150-foot buffers on either side of the creek along the entire length of the project
- native vegetation planting in the channel and buffer
- off-channel rearing habitat
- connection to hillside streams north of 162nd Street NE

Creek restoration would also provide an opportunity to integrate habitat enhancement with stormwater management (Marysville 2015).

WDFW has identified several culverts on Edgecomb Creek within the study area that pose a partial barrier to fish passage (WDFW 2018b). Removing or retrofitting those culverts to provide complete fish passage to all life stages of fish during all flows would improve salmonid habitat in the study area.

The headwaters of Westphal Creek are within the study area, just south of SR 531 (USGS 2018). The creek consists of a straight channel, intersected by a few agricultural ditches, that flows due south through agricultural land into Quilceda Creek. A narrow vegetated riparian strip borders the creek.

Hayho Creek originates from the wetland south of SR 531. The creek flows south in a straightened channel through agricultural fields on the site before discharging into Quilceda Creek south of the AMMIC. Several agricultural ditches flow into the creek. A narrow riparian buffer consisting primarily of shrubs and small trees borders the creek. The City of Marysville plans to maintain Hayho Creek in its current alignment.

Portage Creek originates in the hills east of Arlington and flows generally northwest through the northeast corner of the study area before draining into the Stillaguamish River approximately 3.4 miles west of the study area. Portage Creek is designated by the City of Arlington as an Urban Conservancy-Low Intensity shoreline, the purpose of which is to protect and restore ecological functions while allowing a variety of low-impact uses that do not deplete the shoreline's physical and biological resources; or substantially degrade the ecological functions or the natural character of the shoreline area (Arlington 2012). The City of Arlington Comprehensive Plan (Arlington 2017) notes that surface water quality and quantity of riverine and riparian habitats

are in a state of recovery, but that it is “of paramount importance that...waterways be protected and managed to improve listed species population status and recover their functionality.”

All the creeks in the study area either have documented salmonid presence or have the potential to provide habitat for salmonids, several of which are federally listed as Threatened or as State candidate species. See Exhibit 2-4.

Exhibit 2-4 Listing Status and Distribution of Fish

SPECIES	FEDERAL STATUS ¹	STATE STATUS	DISTRIBUTION TYPE ²			
			Portage Creek	Edgecomb Creek	Westphal Creek	Hayho Creek
Puget Sound Chinook	Threatened	Candidate	Modeled presence	Modeled presence	Modeled presence	Modeled presence
Puget Sound steelhead	Threatened	None	Modeled presence	Modeled presence	Modeled presence	Modeled presence
Bull trout	Threatened	Candidate	Presumed presence	Presumed presence	None	Presumed presence
Coho salmon	None	None	Documented spawning	Documented rearing	Modeled presence	Presumed presence
Pink salmon (odd year)	None	None	Modeled presence	Modeled presence	Modeled presence	Modeled presence
Fall chum	None	None	Modeled presence	Documented presence	Modeled presence	Documented spawning

Source: WDFW, 2018b.

¹Under the federal Endangered Species Act, a threatened species is one that is likely to become endangered within the foreseeable future. State Candidate species are fish and wildlife species that will be reviewed by WDFW for possible listing as State Endangered, Threatened, or Sensitive

²Documented habitat is aquatic stream habitat presently utilized by fish based on reliable observations; presumed habitat is aquatic habitat lacking reliable documentation of fish use where, based on the available data and best biological opinion/consensus, fish are presumed to occur; modeled habitat is based on stream gradient mapped from USGS 7.5-minute topographic quadrangle maps. The natural gradient barrier for chum is 8%, and 12% for other species.

2.3 Key Findings & Implications for Plan

A large percentage of the underdeveloped portion of the Marysville portion of the Study area is adjacent to Hayho, Westphal, and Edgecomb Creeks and, based on desktop assessment, also has a high potential for wetlands due to poor infiltration, shallow groundwater, and mapped hydric soils. Development planning in the MIC would benefit from a more thorough field assessment of wetland presence and an integrated evaluation of stream realignment options. A better understanding of these two factors will enable more effective planning and allow the

development to plan for, integrate, and optimize the management of the environmental resources, rather than managing the environmental resources on a project-by-project basis as development occurs.

3.0 Land Use & Plans & Policies

3.1 Conditions

3.1.1 Acreage & Location

The AMMIC includes a total land area of 4,019 acres, of which 57% is in Arlington and its urban growth boundary and 43% is in Marysville and its urban growth boundary. The AMMIC is located close to Paine Field and I-5 as well as State Routes 99, 531, and 530. It is well connected to British Columbia, the Seattle area, and Oregon and California in the south.

3.1.2 Land Use Patterns

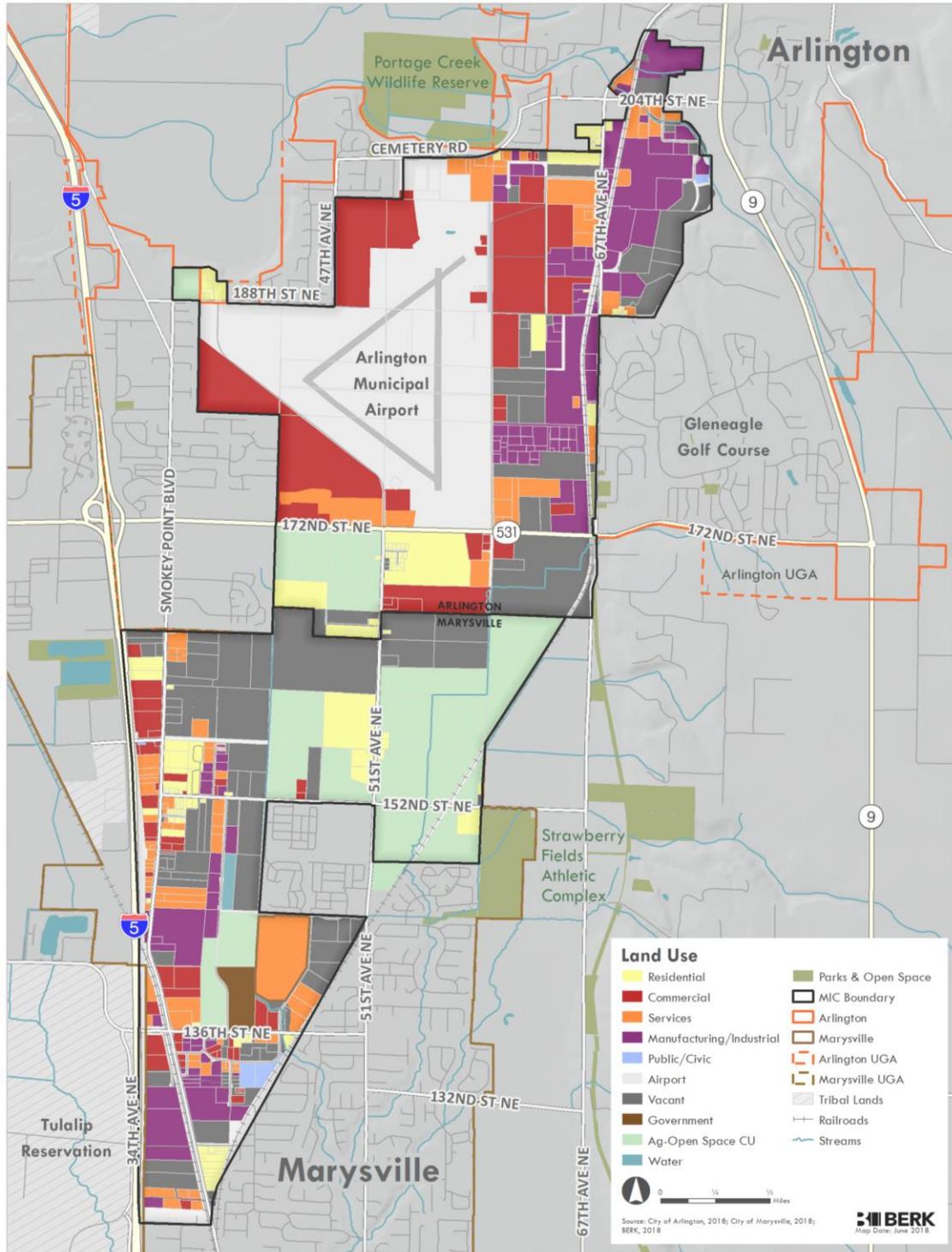
Industrial uses dominate the area. Many manufacturing, processing and fabrication firms, especially related to aerospace, are located east and northeast of the Arlington Municipal Airport, as well as along Smokey Point Boulevard. Warehousing, Transportation, and Utilities (WTU) firms cluster around the airport and major arterials. See Exhibit 3-1.

The publicly-owned Arlington Municipal Airport is a significant use in the AMMIC. The airport presently consists of approximately 1,189 acres and includes industrial, commercial, and public land uses, in addition to aviation operational areas. The majority of industrial development the airport is concentrated east, near 67th Avenue NE and northeast towards the Arlington Central Business District (CBD). The Airport Industrial Business Park, located west of 59th Avenue NE, within the northeast quadrant of the airport includes approximately 130 businesses that lease land and/or facilities from the City of Arlington. These businesses involve aviation or aviation-related uses associated with the airport as well as non-aviation uses. The majority of commercial, office, and business park development is located south and west of the airport and concentrated along 172nd St/SR531 NE, near the I-5 interchange.

Aviation operational areas include runways, taxiways, and general aviation facilities. The majority of the airport's existing general aviation facilities are located near 59th Avenue NE. This portion of the airport includes a variety of aircraft storage facilities, with over 400 T-hangars. The airport also includes support facilities such as for fire protection, commercial and private fueling facilities, and weather monitoring. (Barnard Dunkelberg Company, 2012)

Approximately 590 acres, primarily in the Marysville portion of the MIC, includes undeveloped parcels in the category of agricultural use. These parcels may be under current use property tax classifications under Washington's Open Space Tax Act.

Exhibit 3-1 Current Land Uses



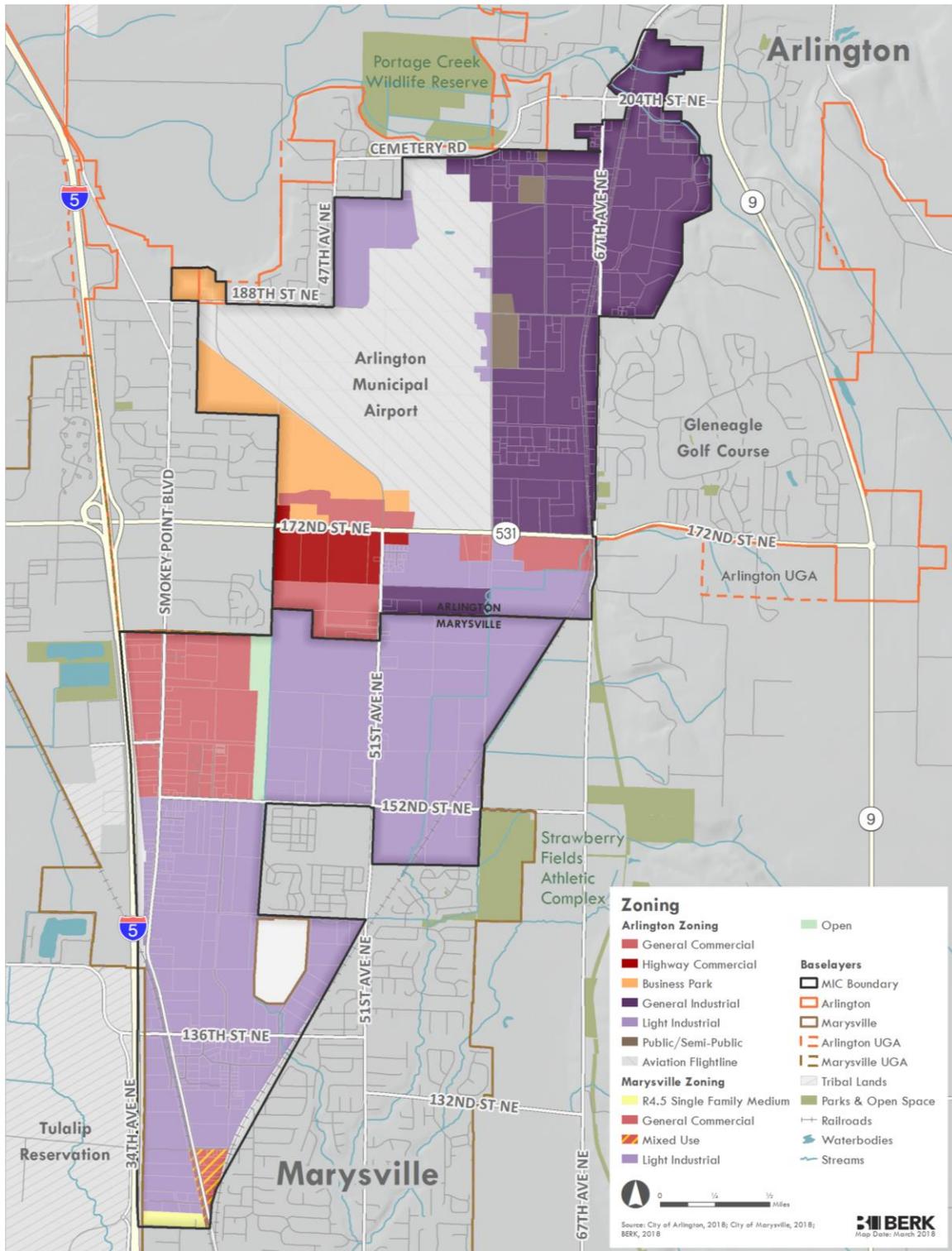
Source: City of Arlington, 2018; City of Marysville, 2018; BERK, 2018.

Reflecting its designation as a countywide MIC, close to 80% of the land in the AMMIC is zoned industrial. Zoning classifications include light industrial (40%), general industrial (22%), and aviation flightline (19%). Commercial zones constitute 13% of the MIC, and the Airport Business Park zone, another 4%. See Exhibit 3-2.

In Arlington, the area to the east and northeast of the airport is zoned General Industrial. The Arlington Airport is zoned Aviation Flightline for airport operations and uses directly related to aviation operations. A small area north of the airport is zoned for Light Industrial. The area to the west of the airport is zoned for the Airport Business Park, a roughly 125-acre contiguous parcel located near 172nd Street. In addition to the base zoning, most of the land area in the AMMIC is under an overlay called the Arlington Airport Protection District (APD). The APD is a zoning overlay that limits residential development density, certain emissions impacts, and special functions such as outdoor gatherings and institutional development near the Arlington Municipal Airport.

The majority of the Marysville portion of the AMMIC is zoned Light Industrial. This zone also includes the whole of the Smokey Point Master Plan Area. In addition, an area around Smokey Point Boulevard from 152nd Ave north to the MIC boundary is zoned General Commercial.

Exhibit 3-2 AMMIC Zoning Map

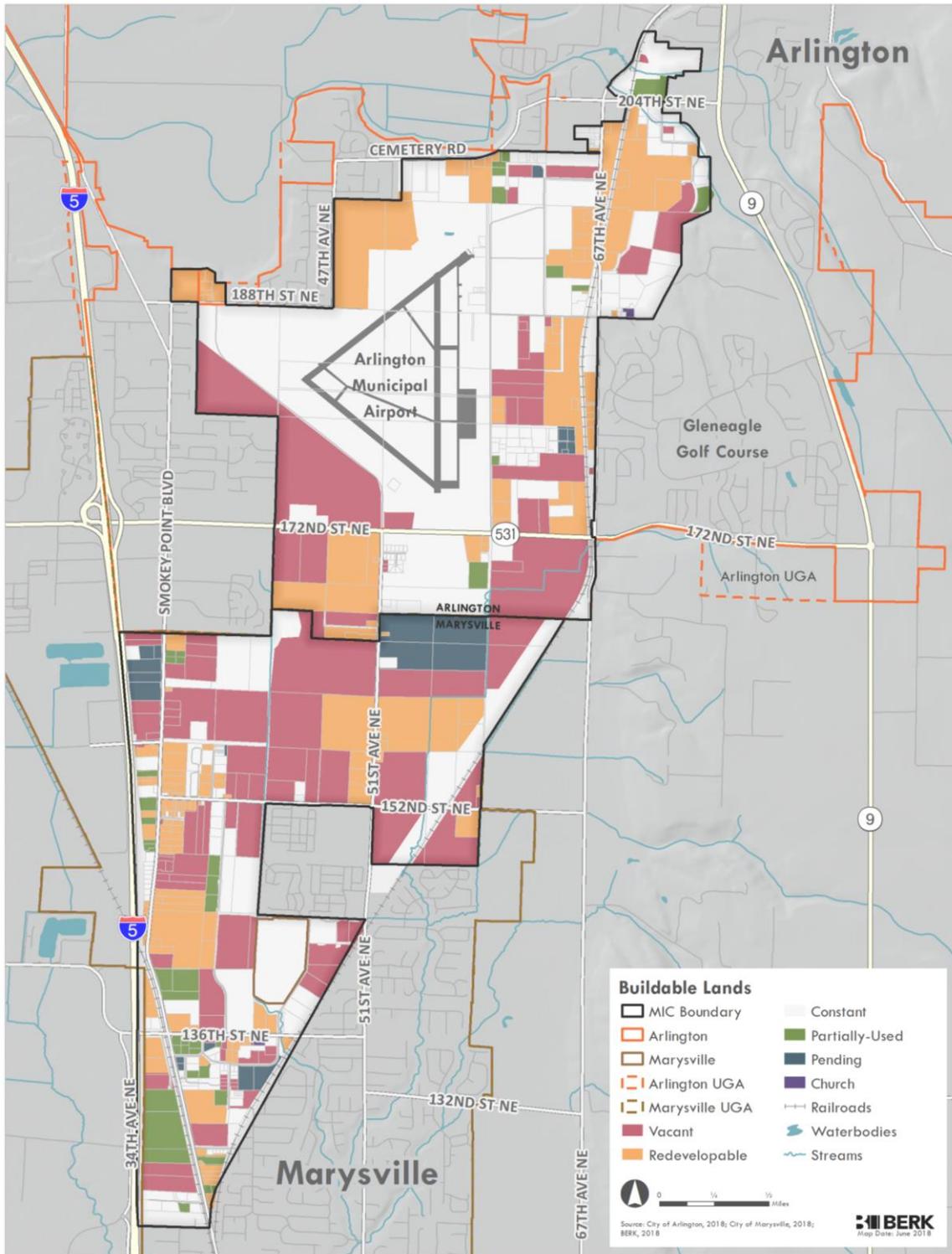


Source: City of Arlington, 2018; City of Marysville, 2018; BERK, 2018.

According to the 2012 Snohomish County Buildable Lands Report, within the boundaries of the AMMIC, a total of 46% of the land area or 1,762 acres consists of lands with capacity for additional development, including partially-used sites, redevelopable sites, and vacant sites. See Exhibit 3-3. (County, Snohomish, 2012)

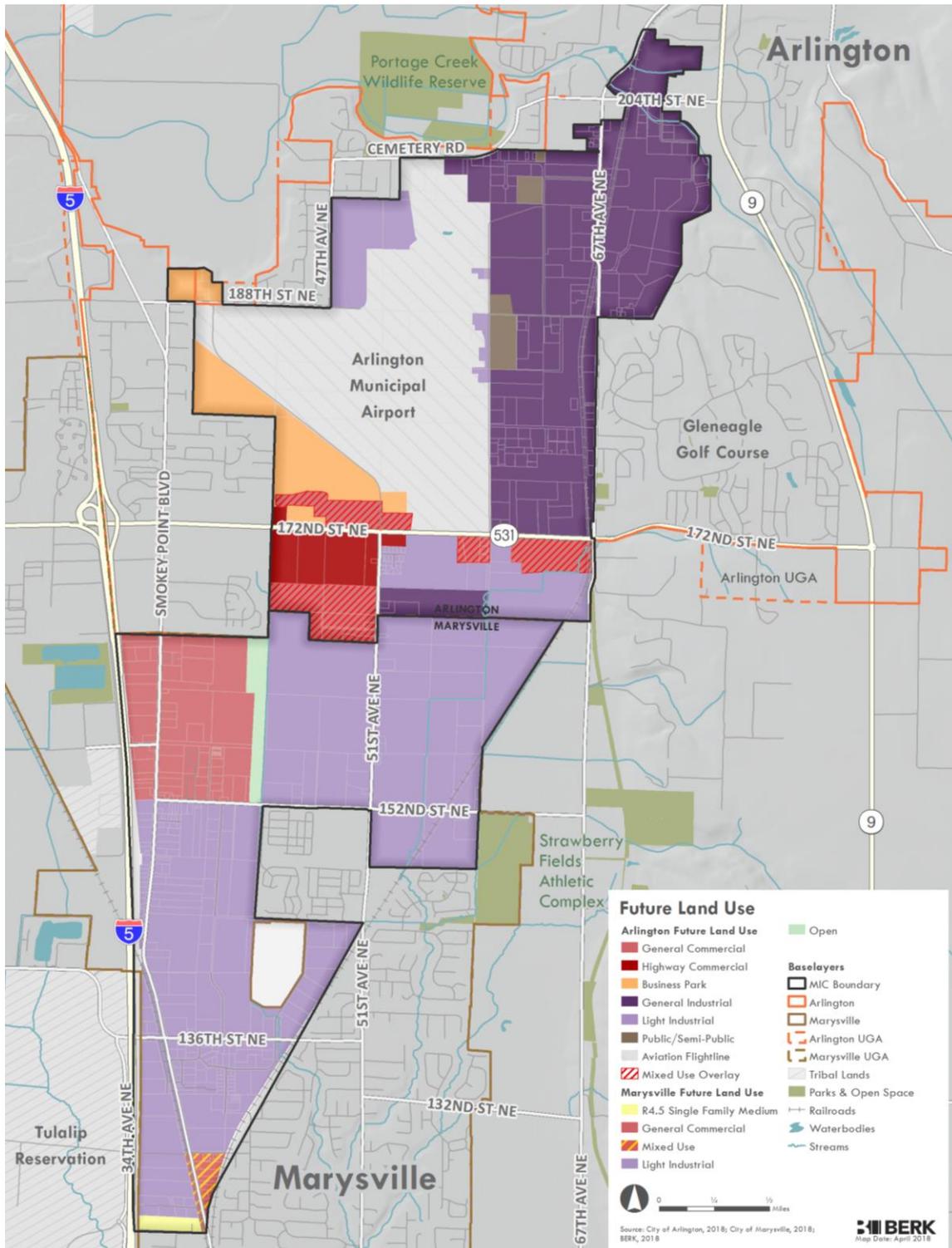
DRAFT

Exhibit 3-3 AMMIC Buildable Lands



Source: City of Arlington, 2018; City of Marysville, 2018; BERK, 2018.

Exhibit 3-4 Future Land Use Plan



Source: City of Arlington, 2018; City of Marysville, 2018; BERK, 2018.

3.1.3 Plans & Policies

MIC Designation

AMMIC is a designated countywide Manufacturing Industrial Center, a regional planning center classification used by the Puget Sound Regional Council to identify locations of manufacturing, industrial, or advanced technology uses within the region. As a countywide MIC, the AMMIC is recognized in countywide planning policies and in the cities' comprehensive plans.

Local Comprehensive Plan policies that address industrial activity in the MIC are included below.

3.2 Individual City Conditions

3.2.1 Arlington Goals & Policies

The Arlington Comprehensive Plan includes several policies that promote an employment center with manufacturing, industrial, repair, and airport uses. Relevant goals and policies are included below.

Land Use Element

Industrial Land

Goals:

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

Policies:

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

PL-12.2 The amount of land planned and allocated for industrial use should be reasonably scaled to meet the demonstrated demand.

PL-12.3 Industrial uses should be encouraged to share facilities such as internal roadways, parking facilities, and rail access.

PL-12.4 Industries with high job numbers that support the local resource processing needs should be encouraged.

PL-12.5 The City should pursue the designation of the Arlington-Marysville Manufacturing Industrial Center (AMMIC) in the Snohomish County Countywide Planning Policies and regional designation by Puget Sound Regional Council (PSRC).

PL-12.6 The City should support the development and growth of the Arlington-Marysville AMMIC by supporting a concentrated manufacturing and industrial base and by planning for future growth and infrastructure improvements.

PL-12.7 The City should develop appropriate zoning, design review and landscaping regulations so that manufacturing uses within the Arlington portion of the AMMIC are buffered from adjacent or abutting residential uses.

PL-12.8 The City should ensure that at least 80% of the property within the AMMIC is planned and zoned for industrial and manufacturing uses. Compatible non-industrial uses shall be as allowed under PSRC certification and be conditioned to mitigate for potential conflicts with current and future industrial uses.

Goals:

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

Policies:

PL-13.1 Additional setbacks should be required for industrial buildings and uses that are adjacent to or abut non-industrial zoned land in order to minimize impacts. Vegetated Low Impact Development (LID) facilities may be located within these setbacks.

PL-13.2 Full screen landscape buffers (which may consist of vegetated LID facilities) should be required along industrial zoned property and non-industrial zoned properties.

Goals:

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

Policies:

PL-14.1 Outdoor storage areas should be screened from public rights-of-way through use of both fencing and native vegetation.

PL-14.2 Landscape buffers should be installed and maintained along property lines adjacent to rights-of-way.

PL-14.3 Landscape buffers should include the use or retention of native vegetation adequate to serve as visual screens between rights-of-way and industrial uses. Landscape buffers may also consist of vegetated LID facilities.

PL-14.4 Pollutants should be managed through site design engineering and source control. Site disturbance and soil compaction should be minimized during construction. Implement source control best management practices (BMPs) to prevent soil and stormwater runoff contamination from operation and storage of heavy equipment

PL-14.5 Development Design Guidelines should be established for the Industrial Zones and the AMMIC.

PL-14.6 Open space and recreation opportunities such as parks and non-motorized trails should be incorporated in industrial areas.

Manufacturing Industrial Center

PL-15.55 As this is the predominant location for future employment in Arlington, the City should actively seek appropriate development of this area in accordance with AMMIC and PSRC Regional Centers designation criteria.

PL-15.56 A road network should be developed that makes properties more accessible and usable.

Transportation Element

Goals:

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

Policies:

PT-14.1 The City should identify and implement short-term and long-range infrastructure improvements that support existing infrastructure and help stimulate the development of new manufacturing and industrial uses in the AMMIC.

PT-14.2 The City should work collaboratively with the City of Marysville to develop a seamless and compatible road network in order to efficiently move goods and services within and outside the AMMIC.

PT-14.3 A street design should be developed that incorporates low-impact development standards which reduces surface water and enhances aesthetics of the area.

PT-14.4 A non-motorized network should be developed throughout the area that allows pedestrians and cyclists to safely access places of employment.

PT-14.5 Landscaping along roadways and between properties that are adjacent to neighborhoods should be required to reduce noise and visual impacts.

PT-14.6 The City should utilize available State and federal transportation infrastructure funding in the AMMIC once AMMIC designation is obtained from PSRC.

PT-14.7 Roadway designs within the AMMIC should be sensitive to the needs and movement of large trucks that will frequent the AMMIC, including the installation of cueing areas for trucks delivering/receiving goods.

PT-14.8 The City should encourage existing and new businesses to utilize the BNSF railroad spur as useful resource to move goods and services within and outside the AMMIC

Economic Development Element

Employment

Goals:

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

Policies:

PE-2.1 The City should work to ensure that the amount of land zoned for business and industrial use is adequate to meet 20-year employment forecast within the planning area boundaries.

PE-2.3 The City should identify sectors of the economy within Arlington where opportunity might exist to create additional jobs and identify potential strategies for attracting employment. In particular, provide a supportive business environment for start-up, light manufacturing and assembly businesses in the airport/industrial area.

Arlington/Marysville Manufacturing/Industrial Center

Goals:

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

Policies:

PE-8.1 The City should work to ensure there is adequate infrastructure to support existing industrial/manufacturing uses and protect the AMMIC area from encroachment by incompatible uses in order to attract new manufacturing and industrial businesses.

PE-8.2 The City should develop policies and regulations that are coordinated with economic development strategies to encourage growth and sustain manufacturing and industrial businesses within the AMMIC.

PE-8.3 The City should make every effort to provide up-front economic information, site development data, and a streamlined permit process in order to assist existing and new manufacturing and industrial businesses in the AMMIC.

PE-8.4 The City should work to obtain a joint Arlington/Marysville Manufacturing Industrial Center (AMMIC) designation from the PSRC through collaboration with the City of Marysville, Snohomish County, and the PSRC.

PE-8.5 The City should adopt a joint resolution with the City of Marysville that requests the PSRC designate the AMMIC as a regional manufacturing industrial center and authorizes staff to submit a joint application requesting designation to the PSRC.

PE-8.6 Work to ensure that the AMMIC is in harmony with the goals and expectations established in the PSRC's VISION 2040 and multi-county planning policies.

PE-8.7 Work to ensure the boundaries of the AMMIC are within Arlington's and Marysville's respective Urban Growth Boundaries.

PE-8.8 The City should adopt an inter-local agreement with the City of Marysville that establishes the mechanism by which both jurisdictions will jointly plan for the long-term development of the AMMIC including a minimum employment capacity of 20,000 jobs.

PE-8.9 The City should develop a subarea plan for the Arlington portion of the AMMIC within two years after receiving AMMIC designation from the PSRC. The subarea

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

PE-8.10 The City should ensure that at least 80% of the land located within the Arlington portion of the AMMIC boundaries have planned future land uses and current zoning designations for industrial and manufacturing uses.

PE-8.11 Ensure that there is sufficient zoned development capacity within the AMMIC to adequately accommodate the adopted target employment level.

3.2.2 Marysville

The Marysville Comprehensive Plan also includes several goals and policies that promote an employment center with manufacturing and industrial uses. Relevant goals and policies are included below.

Land Use Element

Goals:

15. Seek regional Puget Sound Regional Council (PSRC) designation of the 'Marysville-Smokey Point Manufacturing/Industrial Center' (MIC), jointly with the City of Arlington, which has designated a local MIC north of the City of Marysville that abuts our industrial area. Such a designation would open up additional funding opportunities for infrastructure.

34. Designate industrial areas in such locations and quantity so they will contribute to the economic growth and stability of the Marysville area and Snohomish County.

Policies:

LU-4 Encourage growth that will transform Marysville from a residentially dominated community to one that provides a balanced, though not equal, proportion of both residences and employment. This will include the Marysville-Arlington Manufacturing Industrial Center (MIC) and the Smokey Point Master Plan Area as a major employment center.

LU-9 Encourage a harmonious blend of opportunities for living, working, and culture for the residents of Marysville through planned retention and enhancement of its natural amenities; by judicious control of residential, commercial, and industrial development; and by recognition of the City's role in the region.

LU-18 Pursue the designation of the Marysville-Smokey Point MIC jointly with the City of Arlington in the Snohomish County Countywide Planning Policies and regional designation by Puget Sound Regional Council (PSRC).

LU-32 Permit factory-built and manufactured housing in residential zones subject to the same zoning and development standards of the area in which it is located. [Factory-built housing is factory-assembled parts that are transported to and assembled at the building site. The completed structure is not mobile. A manufactured home is a residential unit comprised of at least two fully enclosed parallel sections on chassis for towing to the point of use and designed to be used with a foundation as a dwelling unit on a year-round basis. A manufactured home uses conventional siding and roofing materials, and roof pitch. A recreational vehicle or motor home is not a manufactured home. A mobile home is a transportable, factory-built home designed and intended to be used as a year-round dwelling, and built prior to the enactment of the Federal Manufactured Housing and Safety Standards Act of 1974.]

LU-45 Allow manufactured home subdivisions in single family residential zones only through utilization of Planned Residential Development (PRD) techniques and only if the subdivision is developed at the same density as the underlying zone.

LU-97 Locate general commercial centers near light industrial and other non-pedestrian oriented areas.

LU-163 Limit industrial development to Urban Growth Areas.

LU-164 Urban level facilities and services must be provided prior to, or concurrent with, development to mitigate the subsequent impacts of industrial developments. These services, include, but are not limited to, sanitary and storm sewers, water, police and fire protection, and roadways.

LU-166 Encourage infilling of vacant parcels and development of currently zoned or designated industrial areas before development occurs in locations distant from current industrial uses.

LU-167 Locate industrial development in compact, well-defined centers within Urban Growth Areas.

LU-168 Require that industrial development sites have good access, adequate public facilities and services, suitable topography and soils, and minimum impact on residential areas.

LU-169 Minimize the impact of industrial developments on adjacent land uses through appropriate landscaping, screening, buffers, graduated land use intensity, and similar methods.

LU-170 Industrial businesses shall provide on-site pretreatment of wastewater to the City sewer system in compliance with applicable standards and regulations.

LU-171 Retain lands intended as future industrial sites in large parcels so they will be viable for industrial development.

LU-172 Locate and design new industrial centers, and improve existing ones to facilitate access and circulation by transit, car/van pools, pedestrians, bicyclists, and other alternative transportation modes.

LU-173 Encourage master planning for new industrial areas on larger parcels of land, including such features as open space, landscaping, integrated signage and traffic control, and overall management and maintenance through covenants or other forms of management.

LU-174 Industrial developments adjacent to wetlands, creek corridors, or steep slopes should be low intensity to allow the flexibility of design necessary to mitigate the impacts of such development on these sensitive areas.

LU-175 Support the development and growth of the Marysville-Smokey Point MIC by supporting a concentrated manufacturing and industrial base and by planning for future growth and infrastructure improvements.

LU-176 Develop appropriate zoning, design review and landscaping regulations so that manufacturing uses within the MIC are buffered from the impacts to residential uses.

LU-177 Ensure at least a minimum of 80% of the property within the MIC is planned and zoned for industrial and manufacturing uses. Compatible non-industrial uses shall be conditioned to mitigate for potential conflicts with current and future land uses.

LU-178 Protect industrial lands from encroachment from incompatible uses and development on adjacent land.

Environmental Element

Policies:

EN-14 Strongly encourage clustered residential, and planned commercial and industrial developments in areas containing unique natural features or determined by site studies to be sensitive to development.

Economic Development Element

Goals: (bulleted rather than numbered in source)

Recognize the need for growth in the City's tax base from industrial and commercial development to provide quality public services and facilities for residents and businesses.

Encourage expansion of commercial and industrial areas within the City and its UGA. Encourage annexation of UGA properties prior to their development.

Prioritize capital facilities funds first for new and improved infrastructure in industrial and commercial areas with vacant land and secondly in areas with redevelopment potential.

Increase employment in industrial and commercial areas to improve the jobs to housing ratio.

Stimulate availability of vacant and in-fill commercial and industrial areas especially in North Marysville and expansion areas north of the City, and in the downtown areas.

Remove and/or reduce regulatory barriers to new commercial and industrial development as well as infill, redevelopment, and rehabilitation of existing employment areas within the City.

Policies:

ED-1 Through its plans, regulations, infrastructure investments, and public services encourage more manufacturing, wholesale, retail, warehouse, distribution, assembling, processing, producer's services, office-using and high technology firms to locate within Marysville.

ED-4 Separate and buffer newer commercial and industrial areas from residential areas. Allow mixed use throughout the downtown area.

ED-5 Examine current zoning categories and regulations for commercial - industrial areas in order to: increase flexibility of the mixture of uses within and among zoning categories; simplify zoning classes so that they are responsive to market forces; specify high quality amenities, design guidelines, and infrastructure to make commercial/industrial areas competitive within the region; make regulatory processes predictable, certain, flexible, and timely; review these land use regulations every five years and solicit input from the development and real estate communities.

ED-11 Prioritize necessary public infrastructure into new employment areas, existing commercial/industrial infill, redevelopment, and rehabilitation of buildings while maintaining adequate infrastructure in existing residential areas.

ED-12 Work actively with the State of Washington, Snohomish County, Tulalip Tribes, City of Arlington, and neighboring communities, school districts, and private property owners to develop joint plans, regulations, and finance necessary infrastructure and utilities in the areas within and to the north of Marysville so that this area becomes a major employment center in Western Washington. Continue to promote development in the Smokey Point Master Plan Area and to pursue a Manufacturing Industrial Center (MIC) with the City of Arlington.

ED-16 Work with local, regional and State agencies such as the Greater Marysville Tulalip Chamber of Commerce, Downtown Marysville Merchants Association, Economic Alliance Snohomish County, Private Industry Council, and Washington State Department of Commerce to market the economic assets and opportunities of Marysville.

Transportation Element

Policies:

T-14 Give funding priority to transportation improvements that serve growth centers and manufacturing and industrial centers, as allocated by the Regional Growth Strategy.

T-16 Make transportation investments that improve economic and living conditions so that industries and skilled workers continue to be retained and attracted to the region.

T-18 Coordinate with the railroads and trucking industry to improve the safety and efficiency of freight movement and reduce the impacts on other travel modes. Coordinate planning with railroad capacity expansion plans and support capacity expansion that is compatible with local plans.

Parks & Recreation

Policies:

PK-9 Accommodate new residential commercial, and industrial development only when required parks, recreation, and open space are available prior to or concurrent with development.

Public Facilities & Services Element

Policies:

PS-1 Accommodate new residential, commercial, and industrial development only when required facilities and services are available prior to or concurrent with development. Concurrency indicates that facilities are available within six years of construction of the new development. Payment of mitigation fees is considered concurrency.

PS-9 Development, residents, businesses, and industries should contribute their fair share toward mitigating identified impacts on public facilities.

Utilities Element

Policies:

UT-1 Accommodate new residential, commercial, and industrial development only when required utilities are available prior to, or concurrent with, development. Concurrency indicates that utilities are available within six years of construction of the new development. Payment of mitigation fees is considered concurrency.

4.0 Employment

4.1 Areawide Conditions

4.1.1 Existing Employment & Industry Sectors

The AMMIC currently includes a total of 7,597 jobs (2016). Industrial sectors (manufacturing, construction, warehousing, transportation, and utilities) account for close to 80% of the total employment in the center.

Exhibit 4-1 Employment by Sector, 2016



Source: Puget Sound Regional Council, 2018; BERK, 2018.

4.1.2 Potential Future Industries

The AMMIC is well located on rail and interstate corridors and within short-haul trucking distance of Canadian distribution networks and ports of entry. In addition, the thriving aerospace industry in Snohomish County and access to facilities at Paine Field, and the Port of Everett, are competitive advantages. Based on these assets, the AMMIC is ideally situated for the following established and emerging industrial sectors:

- **Advanced Manufacturing.** Given the proximity to Boeing's Paine Field, the strength of the aerospace industry in Snohomish County, and growing shortage of land viable for industry, the AMMIC is likely to be an attractive location for advanced aerospace manufacturers and suppliers. The presence of several businesses in the aerospace sector, engaged in materials fabrication, coating, machining, and process engineering, is another benefit.
 - **Light Aircraft Manufacturing.** Growing demand for general aviation from within the region, as well as outside, from places like China, make the Arlington airport a prime

location for business in light aircraft manufacturing. The presence of businesses such as Top Cub Aircraft is an asset. Top Cub Aircraft's new manufacturing facility at the airport includes parts inspection, assembling processes, aircraft maintenance, painting and flight testing.

- **Maritime.** The AMMIC is strategically located and attractive to the maritime industry. Growing costs of doing business in Seattle and proximity to the ports of Anacortes, Bellingham and Everett, are likely to attract maritime businesses to the area.
- **Food Processing.** In addition to proximity to the aerospace industry, the AMMIC enjoys good access to the many Western Washington food processors. The AMMIC also has easy access to the Port of Everett and its connections to the fisheries of Alaska, British Columbia, and the Pacific Northwest, as well as the Idaho aquaculture community. Given these factors, there is strong potential for the AMMIC to attract food processing businesses.
- **Mass Timber.** A number of local communities in the region are exploring the potential of high-value timber products, such as cross-laminated timber (CLT), a new engineered wood product that is part of a larger category of products called "mass timber." Given its location and the burgeoning interest and demand for these products, the AMMIC is well positioned to attract manufacturing or related businesses in the mass timber industry.

4.2 Key Findings & Implications for Plan

The AMMIC is mostly in industrial use and contains nearly 7,597 jobs. A market study in 2016 showed there was market potential for job growth in the AMMIC. Businesses in advanced manufacturing, especially related to aerospace, food processing and mass timber production are likely to find the AMMIC to be an attractive location and contribute to job growth. Many of these businesses can be attracted to the area through appropriate investments in infrastructure, and workforce development, as well as appropriate zoning and design standards to ensure industrial uses continue to be viable.

5.0 Transportation

This chapter provides an understanding of the transportation system within the Arlington-Marysville Manufacturing Industrial Center (AMMIC), how it connects to the local and regional system as well as key implications for the subarea plan.

5.1 Transportation Policies

Both the Cities of Arlington and Marysville have transportation policies, which impact the AMMIC subarea. The policies in place are generally consistent between the two cities with both supporting development of the AMMIC while minimizing impacts to other transportation system users. The main policies impacting the AMMIC are summarized below.

- Support development and operations within the AMMIC.
- Develop a road network to facilitate access and circulation by truck, transit, car/van pools, pedestrians, bicyclists, and other alternative transportation modes.

5.2 Areawide Conditions

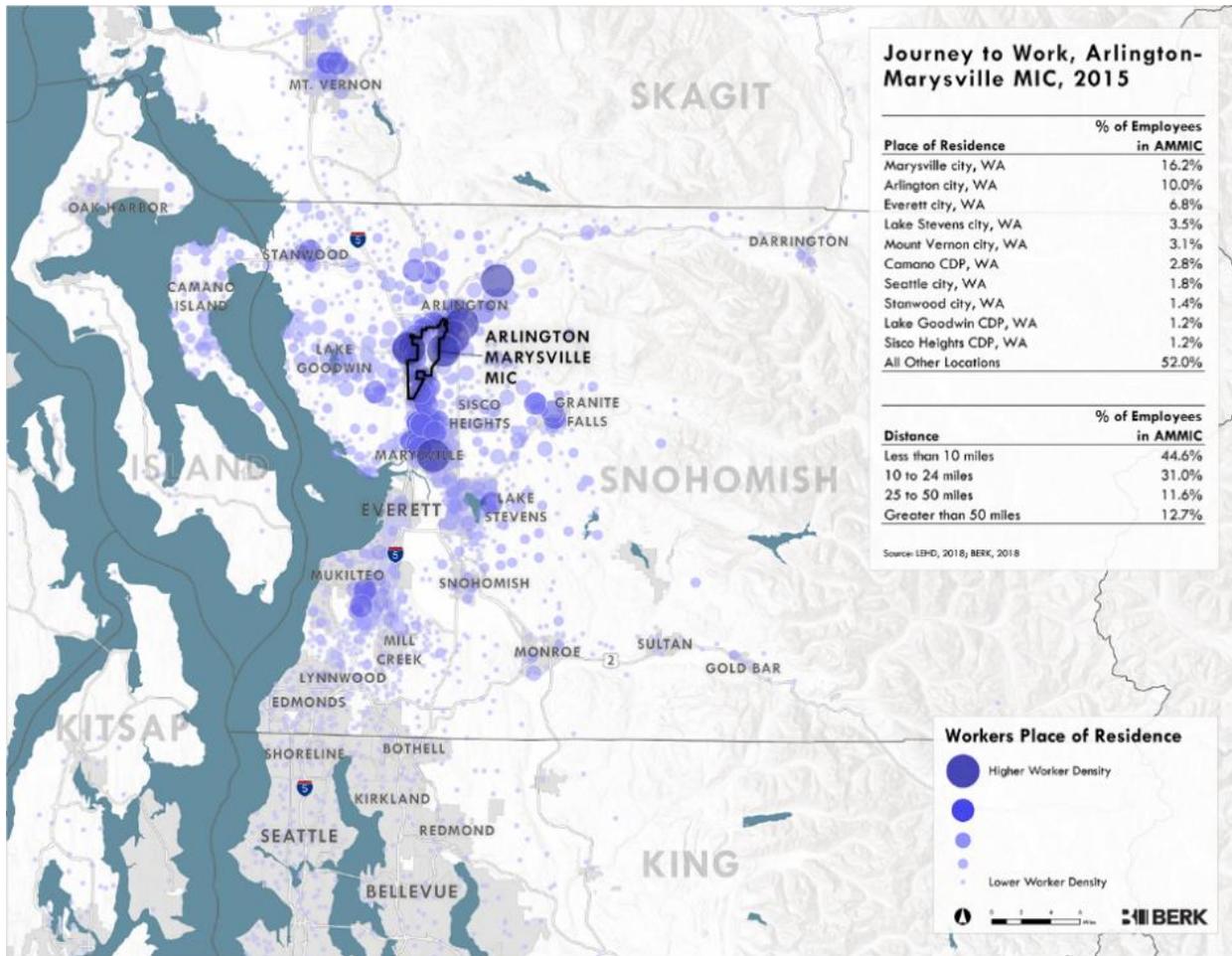
5.2.1 Travel Characteristics

The travel characteristics of workers in the MIC subarea were assessed using 2015 US Census data via OnTheMap.¹

Exhibit 5-1 below shows the percentages of where workers of the MIC live.

¹ <https://onthemap.ces.census.gov/>

Exhibit 5-1 2015 Areas Where MIC Workers Live¹



Source: Census on the Map, 2018; BERK, 2018.

5.2.2 Roadway Network

Roadway Characteristics

The AMMIC is served by several major highways and a number of arterial and local streets. The key roadways are described below.

Interstate 5 (I-5) borders the west side of the AMMIC in North Marysville, connecting between Marysville to the south and Mount Vernon to the north. It is a six-lane freeway with a posted speed limit of 70 mph north of 172nd Street NE (SR 531) and 60 mph to the south. Existing access to the AMMIC is primarily via the ramps at SR 531/172nd Street NE.

State Route 9 (SR 9) runs north/south east of the AMMIC connecting between Lake McMurray to the north and Snohomish to the south. It is a two-lane facility with a posted speed limit of 55

mph. Access to the AMMIC from SR 9 is provided via at-grade intersections with SR 531/172nd Street NE and Kent Prairie Road.

172nd Street NE (SR 531) runs east/west connecting I-5 to the west and SR 9 to the east, bisecting the AMMIC. It is primarily a two-lane facility with a posted speed limit of 35 mph.

67th Avenue NE is classified as a minor arterial by the City of Arlington running north/south along the eastern portion of the AMMIC. The roadway generally has a posted speed limit of 50 mph and a predominately two-lane cross section.

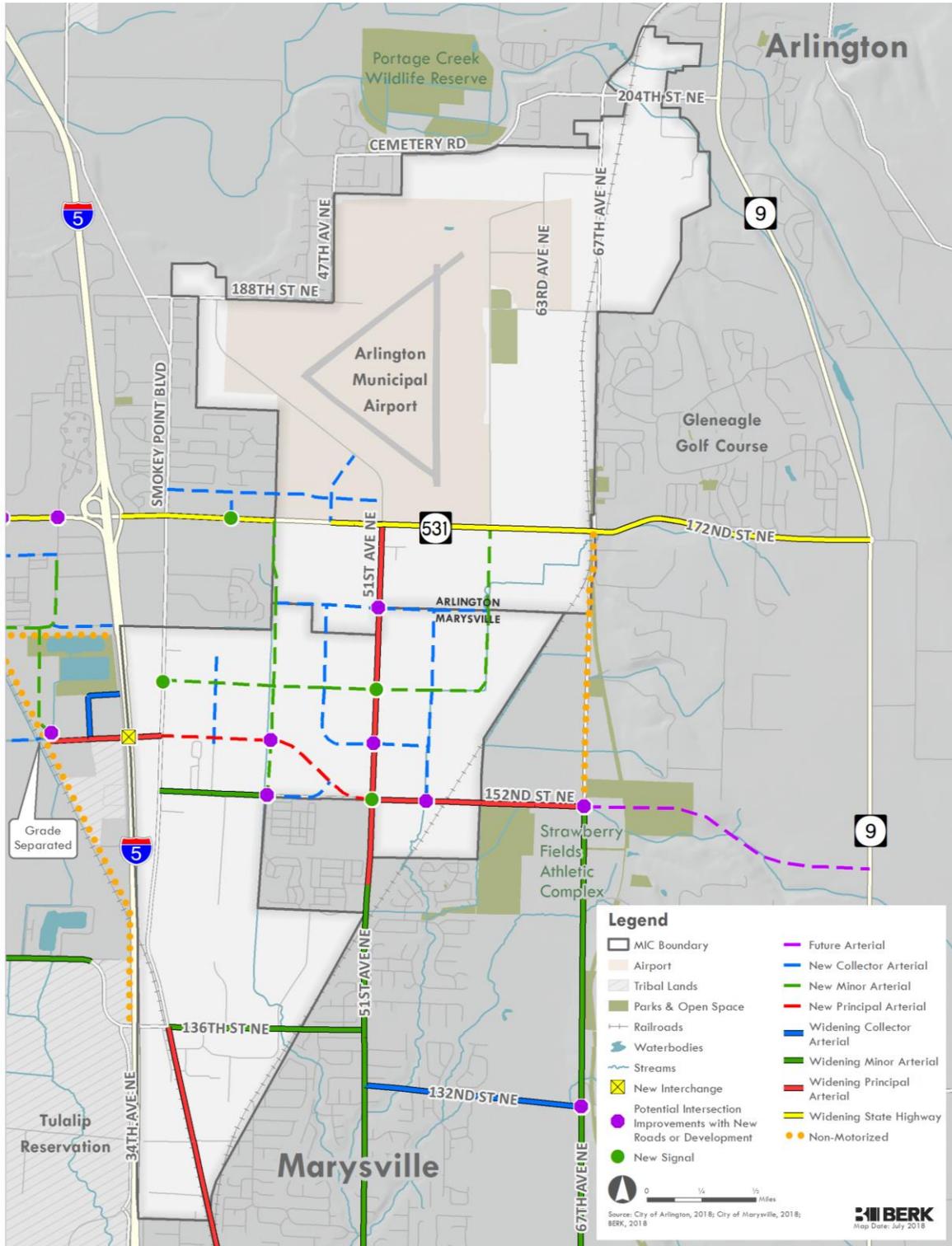
Smokey Point Boulevard/State Avenue runs north/south along the western side of the AMMIC. It is classified as a principal arterial by the City of Marysville with a posted speed limit of 40 mph. In the study area the roadway typically has a five-lane cross section with four travel lanes and a central two-way left-turn lane. North of SR 531/172nd Street NE, Smokey Point Boulevard narrows to two lanes.

51st Avenue NE/Airport Boulevard is a north/south roadway that runs through the center of the study area and west of the airport in Arlington. It is classified as an arterial north of SR 531 by the City of Arlington. The federal classification of 51st Avenue NE is a major collector south of SR 531. The City of Marysville classifies 51st Avenue NE as a minor arterial south of SR 531. South of SR 531 the roadway has a posted speed limit of 40 mph and a two-lane cross section, and 25 mph north of SR 531 with a three-lane cross section.

Planned Roadway Improvements

Several transportation improvement projects are currently planned in and around the subarea to increase capacity, reduce conflicts with the railroad, and improve connectivity. As the area develops arterial, collector, and local roads will be provided to establish a quarter-mile grid road network, where possible. These projects are shown in Exhibit 5-2. Key projects for the AMMIC are discussed below.

Exhibit 5-2 Planned Improvements



- **I-5 Interchange at 156th Street NE**

This project is part of the Connecting Washington funding package and includes construction of a new I-5 interchange at 156th Street NE. This new interchange relieves some of the traffic pressures at 172nd Street NE, which is currently the main interchange to access the AMMIC. The I-5/156th Street interchange would not be constrained by the rail line so freight traffic will not be impacted by the rail traffic.

- **156th/152nd Street Connector**

The City of Marysville is planning to extend 156th Street NE east of I-5 from Smokey Point Boulevard to 51st Avenue NE/152nd Street NE. A 4/5 lane arterial would be constructed including sidewalks and a multi-use trail. The project includes potentially a new connector to 152nd Street NE to the west at about 47th Avenue NE. There is also an extension of 156th Street NE west of I-5, which would provide a grade separated crossing of the mainline tracks west of I-5.

- **172nd Street NE (SR 531) Widening Project (43rd Avenue NE to 67th Avenue NE)**

This project is part of the Connecting Washington funding package and includes widening SR 531 between 43rd Avenue NE and 67th Avenue NE from a two- to a four-lane roadway. Roundabouts would be installed at the intersections of 43rd Avenue NE, 51st Avenue NE, 59th Avenue NE, and 67th Avenue NE replacing the currently signalized traffic control.

- **SR 531 Rehabilitation & 40th Avenue NE Signalization**

This project would include roadway and corridor improvements on SR 531 (172nd Street NE) from 43rd Avenue NE to Smokey Point Boulevard, eliminate left turn pockets, and install medians. Improvements to the pedestrian and bicycle facilities would also be completed. A traffic signal would be constructed at the 40th Avenue NE/SR 531 (172nd Street NE) intersection.

- **Construction of 173rd Street NE (Phases 1-3A)**

The three phases of this project would construct a new roadway (173rd Street NE) from Smokey Point Boulevard to 51st Avenue NE.

- **Construction of 47th Avenue NE**

This project would construct a new two-lane roadway (47th Avenue NE) connecting between SR 531 (172nd Street NE) and Airport Boulevard.

- **Construction of 160th Street NE (Smokey Point Boulevard to 51st Avenue NE)**

Under this project, a new three-lane roadway with pedestrian and bicycle facilities between Smokey Point Boulevard and 51st Avenue NE would be constructed.

- **51st Avenue NE Widening (88th Street NE to SR 531)**

The City of Marysville is planning to widen 51st Avenue NE between 88th Avenue NE and SR 531. The roadway would be widened in several phases to reconstruct the two-lane road to a three-lane cross-section with curb, gutter, and sidewalks as well as bicycle lanes.

- **152nd Street NE Widening (51st Avenue NE to 67th Avenue NE)**

This project would widen the existing two-lane roadway to a three-lane roadway with curb, gutter, and sidewalks. Improvements to the existing at-grade railroad crossing could be implemented as part of this proposed project. In addition, a long-term proposal is to extend 152nd Street NE to SR 9.

Traffic Volumes

Weekday PM peak hour traffic volumes were collected from various sources including both the Arlington and Marysville Comprehensive Plans. The weekday PM peak hour (one hour between 4 and 6 p.m.) is typically used for evaluating transportation system needs as it represents the highest travel activity experienced during the day. Weekday PM peak hour volumes in the AMMIC are shown in Exhibit 5-3.

As shown in Exhibit 5-3, the highest volume of traffic in the AMMIC is along 172nd Street NE (SR 531) with over 1,500 vehicles during the weekday PM peak hour within the AMMIC. Other roadways that carry a large amount of traffic are Smokey Point Boulevard with approximately 1,300 vehicles and 136th Street NE with 1,000 vehicles within the AMMIC during the weekday PM peak hour.

Traffic Operations

Intersection traffic operations at intersections in the study area were conducted as part of the Arlington and Marysville Transportation Plans. Methodologies developed in the *Highway Capacity Manual (HCM)* were used to evaluate the performance of signalized and stop-controlled intersection with the Synchro software. The weekday PM peak hour traffic volumes were used as the basis for the LOS assessment.

At signalized and all-way stop-controlled intersections, LOS is measured in average control delay per vehicle and is typically reported using the intersection delay. At stop-sign-controlled intersections, LOS is measured in delay per vehicle and is reported for the worst movement. Traffic operations for an intersection can be described with the same range of levels of service as roadways (LOS A through F).

The LOS standards for the AMMIC study area are described as follows:

City of Marysville LOS Standards.

- **LOS E “mitigated”** for arterial-arterial or arterial-collector intersections along the following corridors (LOS E “mitigated” means that the congestion should be mitigated through improvements, transit, ridesharing, or other travel modes when the intersection falls below LOS E).
 - SR 529/State Avenue/Smokey Point Boulevard between the south City limits and the North City limits.
 - 4th Street/64th Street NE (SR 528) between I-5 and SR 9.
- **LOS D** for all other arterial-arterial or arterial-collector intersections along City corridors.

WSDOT. LOS D for HSS facilities in urban areas and LOS C for HSS facilities in rural areas.

Snohomish County LOS Standards. Unlike neighboring jurisdictions, Snohomish County LOS standards are defined based on arterial operations and not intersection LOS. Level of service along key arterials is measured by calculating corridor travel speeds. LOS standards for key arterials are defined by Snohomish County based on area type and arterial classification. In rural areas LOS standards range from LOS C to LOS E depending on the roadway type. In urban areas LOS E is considered acceptable.

City of Arlington LOS Standards. The City of Arlington has adopted LOS D or better for arterials and collectors. In addition, the LOS D standard applies to local roads that primarily serve its central business district or industrial areas. The City of Arlington further recognizes and adopts the most current LOS standard along state highways, as described above.

Exhibit 5-4 below summarizes the most current (2011 for Arlington, 2014 for Marysville) existing weekday PM peak hour LOS at MIC study intersections.

Exhibit 5-4 Existing Intersection Level of Service (LOS)

INTERSECTION	JURISDICTION	CONTROL TYPE	LOS ¹	DELAY (SEC) ²
Smokey Point Blvd/188th Street NE	Arlington	TWSC	F	50.1
67th Ave NE/188th Street NE	Arlington	TWSC	C	-3
I-5 SB Ramps/172nd St NE (SR 531)	WSDOT	Signal	A	7
I-5 NB Ramps/172nd St NE (SR 531)	WSDOT	Signal	D	384
Smokey Point Blvd/172nd St NE (SR 531)	Arlington	Signal	E	64
43rd Ave NE/172nd St NE (SR 531)	Arlington	Signal	D	53
51st Ave NE/172nd St NE (SR 531)	Arlington	Signal	C	26
67th Ave NE/172nd St NE (SR 531)	Arlington	Signal	C	23
Smokey Point Blvd/156th St NE	Marysville	Signal	A	6
Smokey Point Blvd/152nd St NE	Marysville	Signal	C	21

Notes:

1. Level of service as defined by Highway Capacity Manual 2010 (Transportation Research Board, 2010)
2. Average delay per vehicle in seconds.
3. The Arlington Transportation Element only provided LOS values and no specific delay was identified.
4. Due to limitations in the HCM2010 methodology, this intersection was evaluated with the Highway Capacity Manual 2000 methodology (Transportation Research Board, 2000).

As shown, all of the study intersections currently operate at LOS D or better except for the Smokey Point Boulevard/172nd Street NE intersection. This intersection operates at LOS E during the weekday PM peak hour. As noted previously, along both Smokey Point Boulevard and 172nd Street NE (SR 531). In addition, there are plans to provide additional east-west and north-south connections resulting in a gridded road network that would shift some traffic from these routes to parallel corridors.

Traffic Safety

Collisions were reviewed as part of the Arlington and Marysville Comprehensive Plans. According to the City of Arlington Comprehensive Plan, between the years of January 1, 2006 and December 31, 2010 the following intersections had five or more accidents over the 5-year period in the study area:

- 43rd Avenue NE/172nd Street NE (SR 531)
- 51st Avenue NE/172nd Street NE (SR 531)
- 67th Avenue NE/172nd Street NE (SR 531)
- 67th Avenue NE/188th Street NE
- 59th Avenue NE/172nd Street NE (SR 531)

As described previously, improvements have been identified along SR 531 and at key intersections. Safety would be considered with these improvements. The City of Marysville reports collisions based on collisions per million entering vehicles (MEV). Typically, any intersection with a collision rate greater than one collision per MEV should be monitored. There were no reported intersections with an MEV over one in the study area.

5.2.3 Freight Network

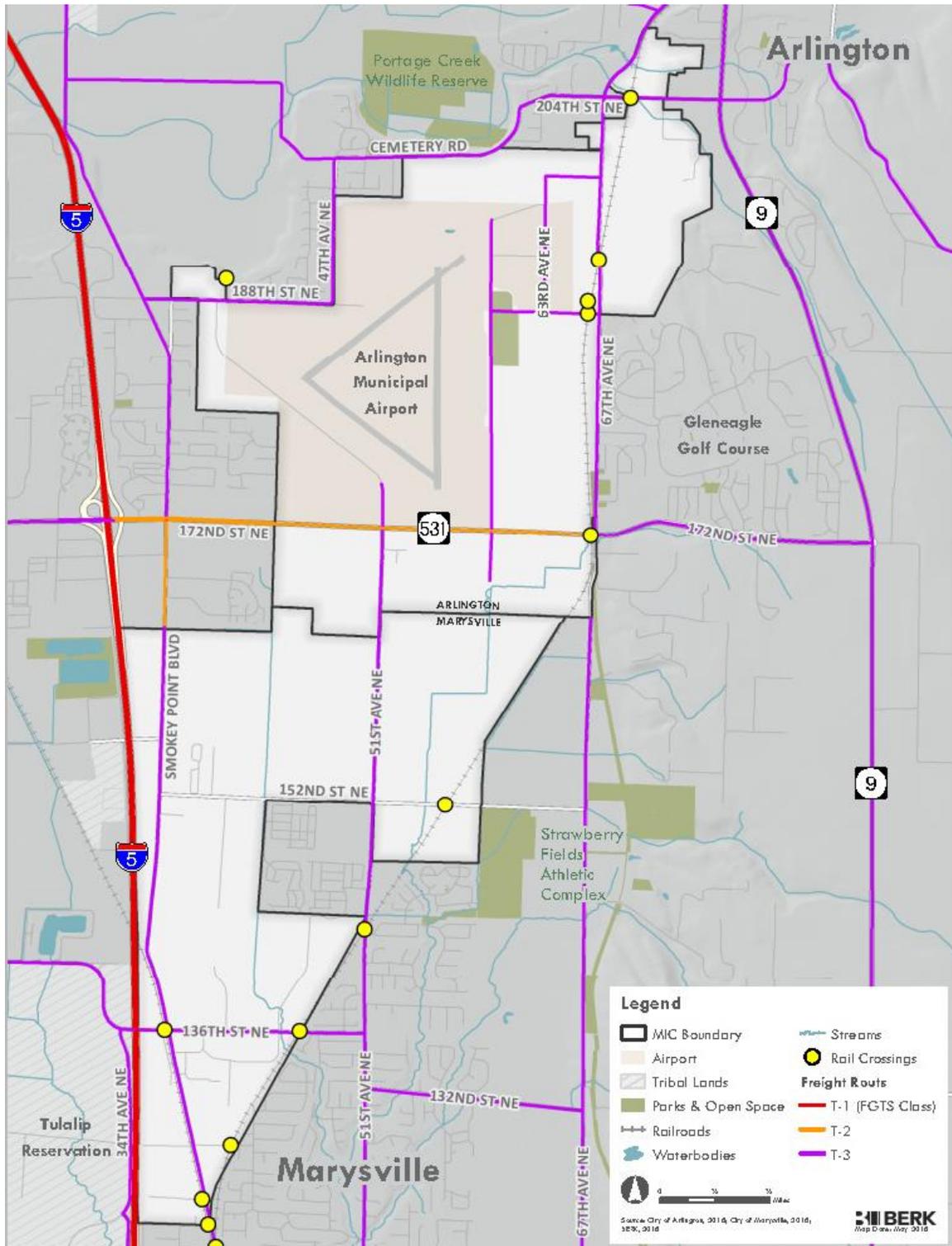
As a manufacturing and industrial center, the AMMIC is rooted in freight traffic. There are a number of employers in the area generating truck traffic, as well as two railroads both operated by the Burlington Northern & Santa Fe (BNSF) Railroad. One BNSF line runs near the I-5 corridor and carries both freight and passenger rail traffic. Passenger rail is operated by Amtrak. This line runs from Vancouver, WA to Vancouver, B.C. with the closest passenger stations in Everett and Stanwood. The second BNSF line is located on the east side of the AMMIC boundary and runs from the City of Arlington connecting with the I-5 mainline track at approximately 116th Street NE in Marysville.

The majority of rail crossings are at-grade in the AMMIC. These at-grade crossings include west of the 172nd Street NE (SR 531)/67th Avenue NE intersection, along 152nd Street NE east of 51st Avenue NE, west of the Smokey Point Boulevard/136th Street NE intersection, and along 51st Avenue NE south of 144th Avenue NE. At-grade crossings impact the roadway system within the AMMIC and access to the AMMIC from both Arlington and Marysville. The presence of trains delays freight movement and increases congestion and safety issues at the crossings. As noted previously, there is a planned improvement to provide a grade separate interchange at I-5 and 156th Street NE, which would improve freight access to the AMMIC.

The Washington State Freight and Goods Transportation System (FGTS) is used to classify state highways, county roads, and city streets according to average annual gross truck tonnage they carry as directed by RCW 47.05.021. The FGTS establishes funding eligibility for the Freight Mobility Strategic Investment Board (FMSIB) grants and supports designations of HSS (Highways of Statewide Significance) corridors, pavement upgrades, traffic congestion management, and other state investment decisions. The FGTS classifies roadways using five freight tonnage classifications, T-1 through T-5. Routes classified as T-1 or T-2 are considered strategic freight corridors and are given priority for receiving FMSIB funding. The classifications are as follows:

- **T-1:** Over 10,000,000 annual gross tonnage (over approximately 800 trucks per day).
- **T-2:** 4,000,000 to 10,000,000 annual gross tonnage (approximately 320 to 800 trucks per day).
- **T-3:** 300,000 to 4,000,000 annual gross tonnage (approximately 24 to 320 trucks per day).
- **T-4:** 100,000 to 300,000 annual gross tonnage (approximately 8 to 24 trucks per day).
- **T-5:** Over 20,000 gross tonnage in a 60-day period. Exhibit 5-5 shows roadways within the MIC classified as T-1, T-2, and T-3. The roadways with the highest classification, and heaviest amount of truck traffic, are I-5, SR 531, 67th Avenue NE, and Smokey Point Boulevard.

Exhibit 5-5 Existing Freight Corridors

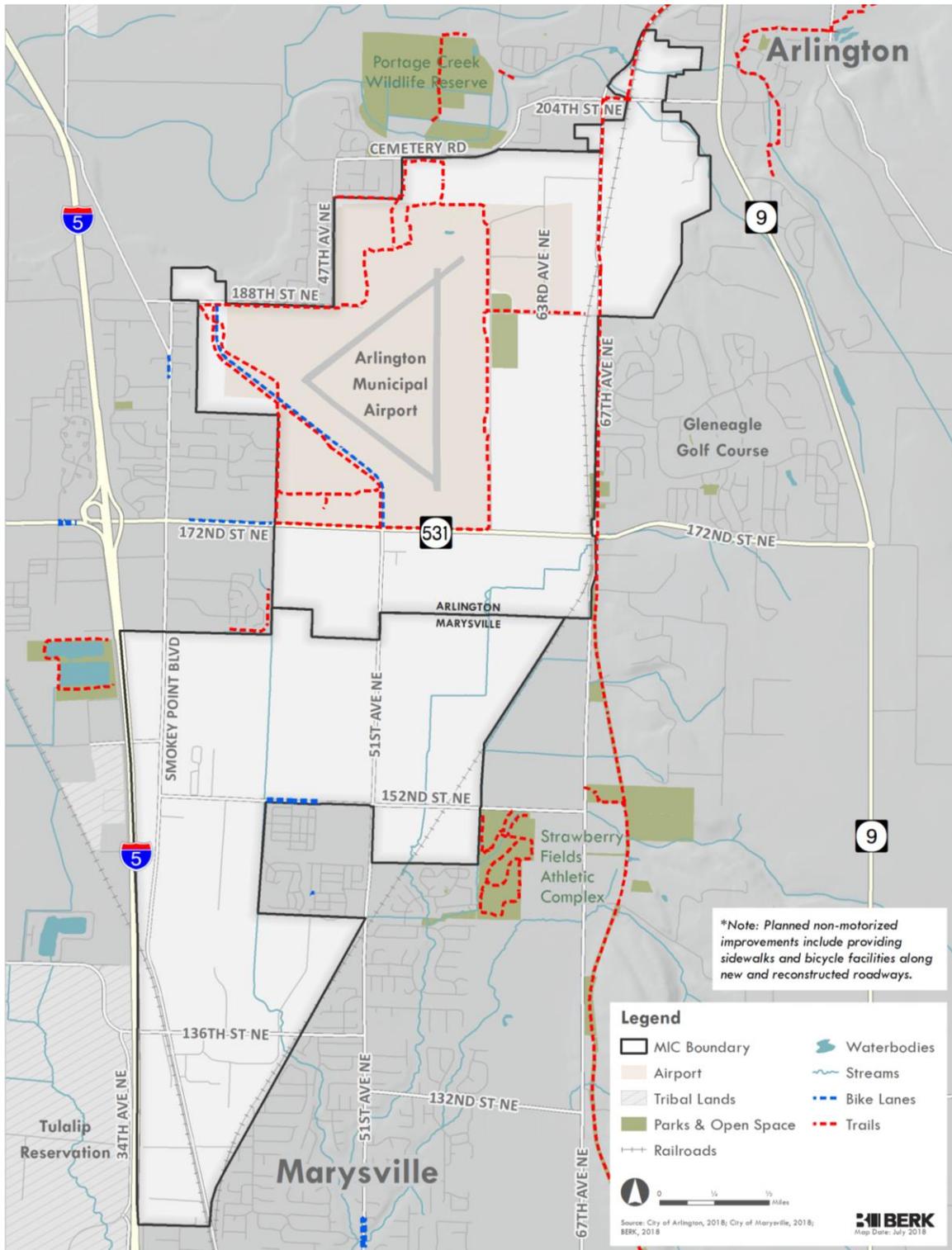


5.2.4 Non-Motorized Facilities

Within the AMMIC, sidewalks are primarily provided along Smokey Point Boulevard, except from 173 Street NE to SR 530. Sidewalks are present on 51st Avenue NE/Airport Boulevard north of SR 531. Bike lanes are also provided along 51st Avenue NE/Airport Boulevard north of SR 531. As mentioned previously, a number of planned improvements are proposed which would include construction of sidewalk and bike facilities.

Two multi-use trails exist in the study area and include the Centennial Trail and the Airport Trail. The Centennial Trail runs along the eastern side of the AMMIC and is approximately 23 miles long connecting the Cities of Snohomish, Lake Stevens, and Arlington. The path is a 10-foot wide paved trail used for walking, bicycling, hiking, and horseback riding. There is limited connectivity between Marysville non-motorized facilities and the Centennial Trail. The Airport Trail is an unimproved walking path which runs around the Arlington Airport. Exhibit 5-6 shows the sidewalks in the study area and the bike facilities in the study area as well as planned non-motorized improvements.

Exhibit 5-6 Existing Non-Motorized Facilities



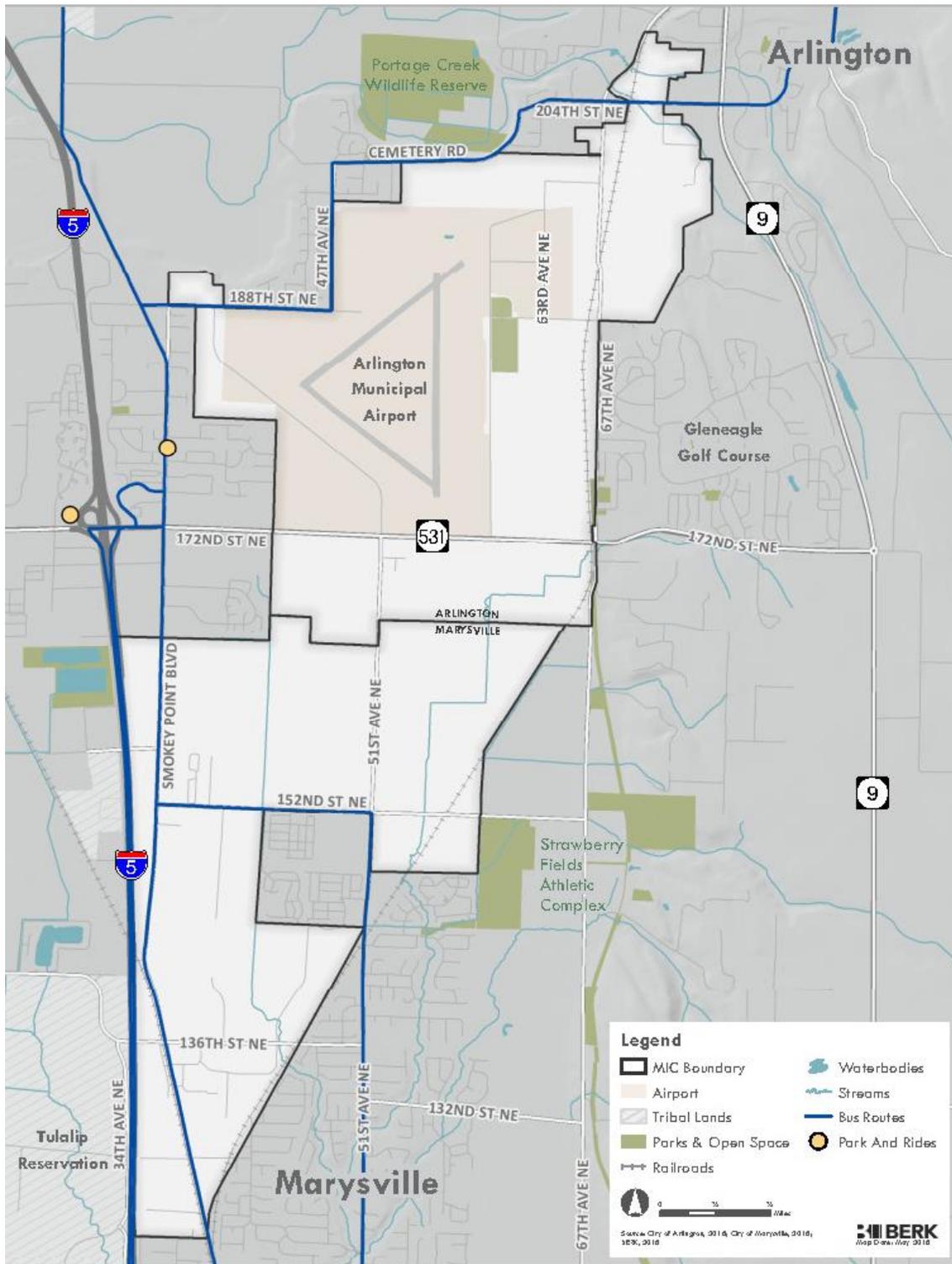
Source: City of Arlington, 2018; City of Marysville, 2018; Transpo Group, 2018.

5.2.5 Transit Network

Exhibit 5-7 illustrates the transit service in the study area. Community Transit provides service in the AMMIC study area via two routes which primarily operate along Smokey Point Boulevard and 51st Avenue NE. Access to additional routes is provided at the Smokey Point Transit Center. Routes 201 and 202 provide service between the Smokey Point transit center in Arlington and Lynnwood. During the weekdays, service for both routes is provided between approximately 4:40 a.m. and 11:00 p.m. Additional weekend service is also provided.

There are three park and ride facilities located near or along the periphery of the AMMIC. The Arlington Park and Ride is located west of SR 9, north of W 4th Street. There is also a park and ride facility in Marysville located north of SR 531 and west of I-5. In addition, the Smokey Point Transit center is located north of SR 531 and west of Smokey Point Boulevard. This transit center provides access to six Community Transit routes. Community transit has long-range plans to provide Swift, it's bus rapid transit, along Smokey Point Boulevard with a stop potential stop at the I-5/156th new interchange and Smokey Point Transit Center.

Exhibit 5-7 Existing Transit Service



Source: Community Transit, 2018; Transpo Group, 2018.

5.3 Key Findings & Implications for Plan

Freight and auto travel to and from the AMMIC is facilitated primarily by 172nd Street NE (SR 531), 51st Avenue NE, 67th Avenue NE and Smokey Point Boulevard. The area currently has limited connectivity and the operations of the transportation system are impacted by conflicts between rail, vehicular, and non-motorized traffic due to conflicts at-grade crossings. Planned transportation improvements in and around the AMMIC will increase capacity, reduce conflicts with the railroad, and improve connectivity. This includes widening of 172nd Street NE between 43rd and 67th Avenues and the new I-5/156th Street NE interchange and extension of 156th Street NE, which will increase capacity in the area.

Approximately 45% of AMMIC employees live within less than 10 miles of the subarea and approximately 30% live within 24 miles of the subarea. Employees living proximate to the AMMIC makes non-motorized and transit modes viable alternatives. Key bicycle routes include the Airport and Centennial Trails, which are not connected to each other and the Centennial Trail does not connect directly to the AMMIC. There are opportunities to connect these trails and improve the non-motorized facilities within the AMMIC as existing and new roadway improvements are completed. The Cities will consider bicycle and pedestrian facilities with improvements to existing roads and constructing new roads. In addition, transit service to the AMMIC area is currently limited and strategies will need to be explored to help reduce reliance on single occupant vehicles (SOV). Improvements may consider additional or improved service such as bus rapid transit and connectivity to park and ride facilities.

6.0 Public Services & Utilities

6.1 Utilities

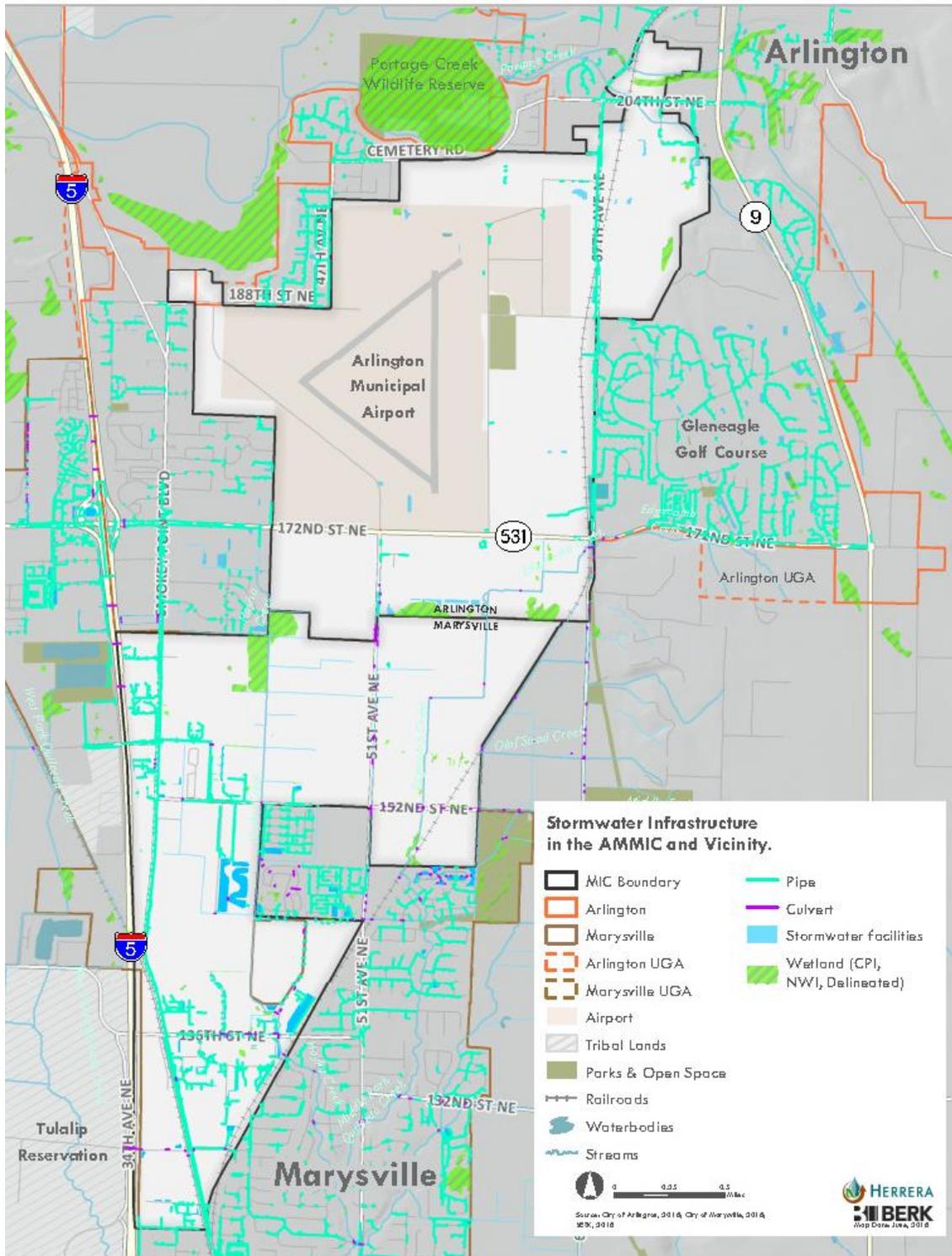
This section addresses the current utility conditions within the AMMIC including water, wastewater, and stormwater, as well as existing plans for system upgrades or expansions within the Study Area. The information contained in this summary is based on a review of the six documents listed below and discussions with City staff. Maps of each system are provided in Exhibit 6-1 (Stormwater), and Exhibit 6-4 (Drinking Water).

- **Wastewater**
 - 2017 Amendment to 2015 Comprehensive Wastewater Plan, City of Arlington
 - 2011 Sewer Comprehensive Plan, City of Marysville
- **Water**
 - 2017 Amendment to 2015 Comprehensive Water System Plan, City of Arlington
 - City of Marysville Water System Plan, April 2017
- **Stormwater**
 - City of Arlington Final Comprehensive Stormwater Plan, October 2010
 - City of Marysville Surface Water Comprehensive Plan Update, December 2016

6.1.1 Stormwater Utility

The Public Works Departments in the Cities of Arlington and Marysville are responsible for the operation and maintenance of the City's stormwater collection and conveyance system within the Study Area. See Exhibit 6-1. Stormwater is captured by catch basins distributed across both cities and conveyed through a network of open ditches, pipes, catch basins, culverts, and several different types of stormwater management facilities.

Exhibit 6-1 Stormwater Infrastructure, AMMIC and Vicinity



Source: City of Arlington, 2018; City of Marysville, 2018; BERK, 2018.

Arlington

The stormwater infrastructure within the Arlington portion of the MIC is listed in Exhibit 6-2.

Exhibit 6-2 Stormwater Infrastructure, Arlington Portion

CITY	ARLINGTON
Owner	City of Arlington
Pipe (LF)	21,800
Catch Basins	660
Stormwater Facilities	33

The northern portion of the City of Arlington portion of the AMMIC drains towards the Stillaguamish River while the rest drains towards Quilceda Creek via ditches, Hayho Creek, Westphal Creek, and Edgecomb Creek. Many capital projects have been completed in the area in the last 10 years to prepare for increased development, including culvert replacement projects to address flooding and fish passage concerns. Additional CIP projects through 2035 include monitoring projects and planning for and constructing additional regional stormwater management facilities (Arlington 2010). The City has identified some potential regional facility locations within the AMMIC, but more work is needed to define the stormwater management needs associated with redevelopment and the City may consider those needs during the Stormwater Comprehensive Plan update, which is just getting underway.

Marysville

The stormwater infrastructure within the Marysville portion of the AMMIC is listed in Exhibit 6-3.

Exhibit 6-3 Stormwater Infrastructure, Marysville Portion

CITY	MARYSVILLE
Owner	City of Marysville
Pipe (LF)	87,500
Catch Basins	960
Stormwater Facilities	80

The City of Marysville has completed construction of two regional stormwater facilities in the Marysville portion of the AMMIC that provide flow control and enhanced treatment for over 100 acres of commercial land, including some areas of potential future development, north of the pond locations near 40th Avenue NE and 152nd Street NE. CIP projects planned within the Marysville portion through 2035 include installation of fish passable culverts, wetland restoration, and installation of additional stormwater conveyance and detention facilities to accommodate future high-density commercial and industrial development in the Smokey Point

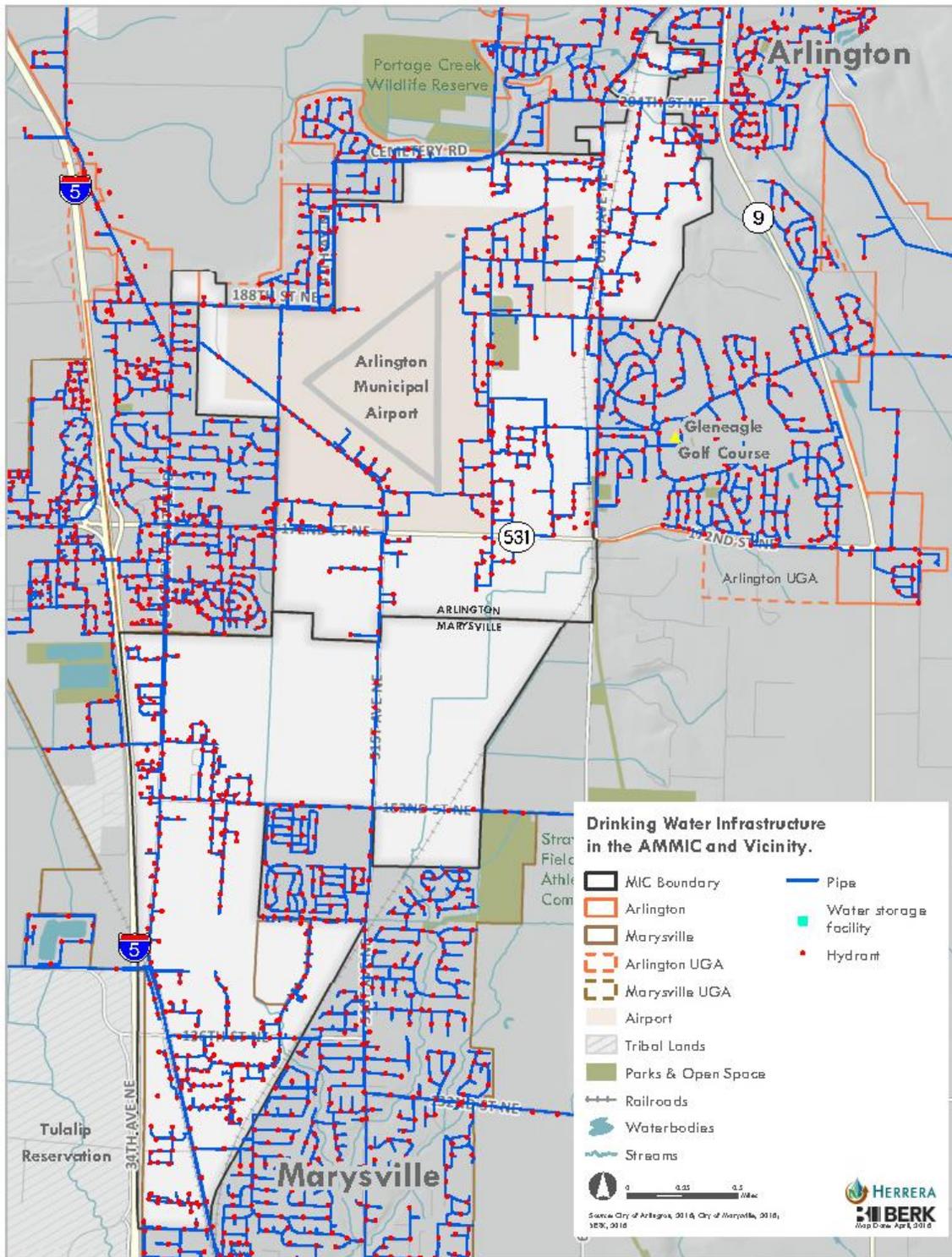
area of the Marysville portion of the AMMIC. The City is interested in planning stormwater conveyance and regional facilities in the eastern portion of the Marysville portion when warranted by redevelopment. The conditions in the Marysville portion of the MIC are not conducive of regional scale infiltration facilities, so low impact development stormwater management will need to be evaluated on a site-by-site scale or using dispersed facilities to meet the requirements of the stormwater manual.

6.1.2 Drinking Water

Potable water is provided by Arlington and Marysville to the AMMIC. The City of Marysville provides water service for the Marysville portion of the AMMIC and the Smokey Point Neighborhood within the southwest corner of the Arlington portion. The City of Arlington services the remaining area of the Arlington portion of the AMMIC. See Exhibit 6-4.

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Exhibit 6-4 Drinking Water System Infrastructure



Source: City of Arlington, 2018; City of Marysville, 2018; BERK, 2018.

Arlington

The water infrastructure within the Arlington portion of the AMMIC is listed in Exhibit 6-5.

Exhibit 6-5 Water Infrastructure, Arlington Portion

CITY	ARLINGTON	
Owner	City of Arlington	City of Marysville
Pipe (LF)	135,900	9,000
Pumps	0	0
Hydrants	304	24

The Arlington portion’s water is supplied by groundwater from two wellfields (Arlington 2017b). The City has sufficient water supply and secured wholesale supplies to meet demand beyond 2035, and the City is pursuing additional water rights to meet long term demands. The system was recently extended for the Airport Business Park. Planned improvements in the AMMIC through 2035 include extension of the system into the undeveloped area of the Arlington portion south of 172nd Street, as well as system upgrades to serve redevelopment.

Marysville

The water infrastructure within the Marysville portion of the AMMIC is listed in Exhibit 6-6.

Exhibit 6-6 Water Infrastructure, Marysville Portion

CITY	MARYSVILLE
Owner	City of Marysville
Pipe (LF)	121,200
Pumps	0
Hydrants	256

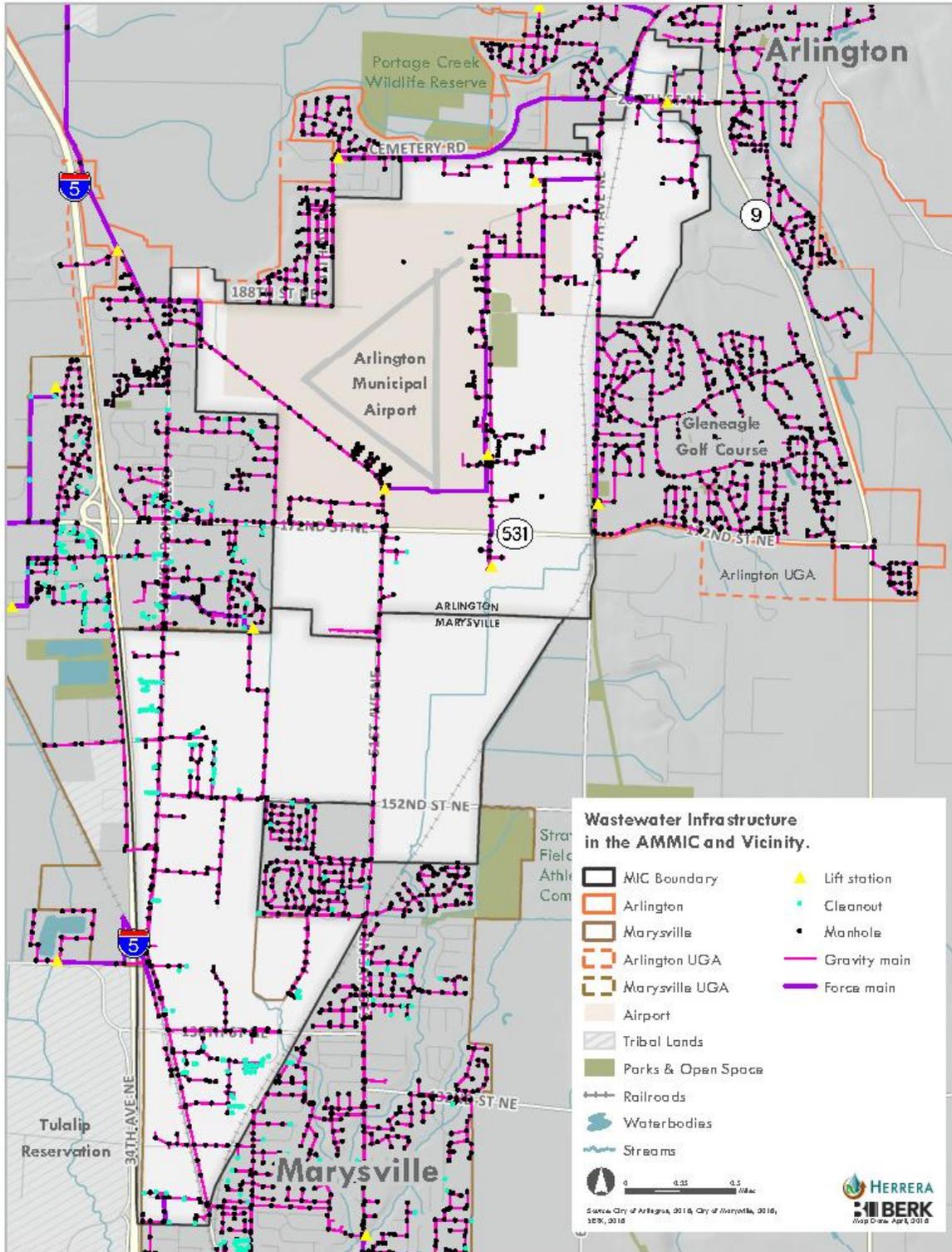
The Marysville portion’s water is supplied by groundwater wells and includes seven water service areas. Though demand is expected to increase, Marysville expects to meet demand requirements with the system until at least 2035. Planned improvements to the AMMIC through 2035 include replacing cast iron and asbestos cement water mains with ductile iron (Marysville 2017). The City is developing a water supply operational strategy that may lead to additional planned projects related to the AMMIC supply.

6.1.3 Wastewater

The City of Marysville provides wastewater service for the Marysville portion of the AMMIC and the Smokey Point Neighborhood within the southwest corner of the Arlington portion of the MIC. The City of Arlington services the remaining area of the Arlington portion of the AMMIC. Each City has its own collection and conveyance system and treatment facility.

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Exhibit 6-7 Wastewater Infrastructure



Source: City of Arlington, 2018; City of Marysville, 2018; BERK, 2018.

Arlington

The wastewater infrastructure within the Arlington portion of the MIC is listed in Exhibit 6-8.

Exhibit 6-8 Wastewater Infrastructure, Arlington Portion

CITY	ARLINGTON	
Owner	City of Arlington	City of Marysville
Force Main (LF)	25,900	0
Gravity Main (LF)	44,500	7,000
Lift Stations	4	0
Manholes	350	19

Wastewater flowing out of the Arlington portion to the City of Arlington system flows to a single water reclamation facility (WRF), which discharges to the Stillaguamish River. Expansion of the membrane bioreactor (MBR) component of the WRF is planned by 2035 and the City has accounted for MIC growth in evaluating its wastewater system requirements. The City recently expanded its wastewater service area to include the portion Arlington portion that is south of 172nd Street and east of 51st Avenue.

Overall, the existing system has been extended through the developed areas of the Arlington portion and Lift Station 2 was upgraded in 2017 to serve increased demand related to existing and future development. Capacity improvements are scheduled for four other lift stations over the next 20 years and other conveyance improvements will be needed to accommodate increased demand related to redevelopment. Capital projects from 2017 to 2035 include extension of the system into the undeveloped parcels of the Arlington portion south of 172nd Street, operational improvements, refurbishment of existing facilities, and flow monitoring projects (Arlington 2017a).

Marysville

The wastewater infrastructure within the Marysville portion of the MIC is listed in

Exhibit 6-9.

Exhibit 6-9 Wastewater Infrastructure, Marysville Portion

CITY	MARYSVILLE
Owner	City of Marysville
Force Main (LF)	3,800
Gravity Main (LF)	77,600
Lift Stations	0
Manholes	267

Wastewater flows out of the Marysville portion of the MIC to the wastewater treatment plant (WWTP) in Marysville, which discharges through two outfalls, a deep-water outfall in Port Gardner Bay and another outfall into Steamboat Slough. Discharges through the outfalls are based on seasonal flows and Permit limits. Though the WWTP is expected to have sufficient hydraulic capacity through 2031, the projected loadings for 2031 exceed the plant's design capacity for both BOD5 and TSS. The City has long-term plans for two additional complete-mix aerated cells to ensure adequate treatment capacity (Marysville 2011).

Several wastewater capital projects are planned in the Marysville portion, but have been delayed due to lack of development. The City is currently planning for wastewater system expansion associated with planned extension of 156th Street NE from Smokey Point Boulevard NE to 51st Avenue NE.

6.2 Key Findings & Implications for Plan

In the Arlington portion of the MIC, most infrastructure is in place and the City has begun planning for service in the underdeveloped portion of the portion, south of 172nd Street NE. Some infrastructure will need to be upgraded as redevelopment occurs and the City has begun planning for this.

Much of the Marysville portion of the MIC lacks infrastructure to serve development. The City has begun planning some infrastructure expansion near the Smokey Point Neighborhood. As the Study Area develops, infrastructure will need to be planned, designed, and built to support the intended land use. The City will need to decide how much to invest in infrastructure to encourage more rapid development. Alternately the City could expand infrastructure more incrementally as development occurs. Tools such as local improvement districts, latecomer fees, or investments by external entities could be used to facilitate infrastructure construction.

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