

Arlington

Downtown Corridor Plan

Urban Planning Studio I
Sustainable Communities Partnership
Western Washington University
Report 1, Fall 2019



ACKNOWLEDGEMENTS

This project, completed by Huxley College of the Environment's Urban Transitions Studio Program, is a collaboration between Western Washington University's (WWU) Sustainable Communities Partnership (SCP) program and the City of Arlington.

The SCP program focuses the expertise, energy, and ideas of faculty and students upon the issues that communities face as our society transitions to a more sustainable future. SCP partners with communities each academic year, facilitating a program in which many WWU courses complete community-engaged learning projects that address issues identified by the partner. SCP is proud to partner with the City of Arlington, Washington, during the program's fourth year. Five Western courses will tackle projects identified in collaboration with city staff. This report is the first in the Urban Transitions Studio series.

In Studio I, students were tasked with data collection and multi-faceted analysis of Downtown Arlington in preparation for the design and policy development work in Planning Studio II. This planning study is the result of research and analysis compiled over a 10-week period. Strategies for implementing the planning concepts will be more fully examined in the Studio III course in the Spring.

The project was conducted by six student teams under advisement of WWU Instructor Barbara Coe. As part of the course, Dr. Barbara Coe and students facilitated a visioning meeting for the Downtown Arlington Business Association, and a community workshop to gauge community preferences.

The program would like to extend appreciation to several members of the community who have supported this planning study and participated in the workshop presentations. In addition to the community members who attended the community workshop, our thanks are extended to Community Revitalization Project Manager, Sarah Lopez; Mayor Barbara Tolbert; and the Downtown Arlington Business Association (DABA).

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VISION AND STATUS OF CITY OF ARLINGTON, WASHINGTON

This project includes a sequence of three studio courses from WWU's Urban Planning and Sustainable Development (UPSD) program. As part of this sequence students will be working with the community to achieve: 1) an investigation of important aspects of the community, 2) a conceptual plan, and 3) an implementation plan. This first course, Studio I: *Urban Design Methods* (ENVS 470) was charged with: 1) gathering community input to outline the community's vision for the future of Downtown Arlington and 2) providing a description of the community as it is and also of its forecast change.

To understand the community vision for the future, students in the class conducted several activities: a visioning workshop with the Downtown Arlington Business Association (DABA), and a community-wide visioning workshop. In a DABA meeting on October 2nd, 2019, members were asked to indicate what they like about the Arlington Downtown and what they would like to see in the future. Next, community members were invited to a meeting on Thursday, November 14th, 2019 to discuss their visions for Downtown Arlington in light of the expected growth in the Downtown corridor. In the following sections, this report describes the results

of these activities.

Studio I also investigated several parameters of the City of Arlington, both as it currently is and as it is predicted to change. These parameters include population and demographics, economic conditions, forecast population, current and planned land-use including infill opportunities, downtown public space and events, transportation and mobility, and environmental hazards and risks.

DOWNTOWN ARLINGTON BUSINESS ASSOCIATION VISIONING EVENT

INTRODUCTION

This chapter describes the Downtown Arlington Business Association (DABA) visioning workshop facilitated by WWU Adjunct Faculty Dr. Barbara Coe and UPSD students. After describing event logistics, the findings section compiles information from students' notes and photos of the bulletins created at the event to present common themes/interests ascertained from the workshop. The concluding assessment of findings considers those interests and suggests actions which will bolster Western student comprehension of DABA's desires for the city's downtown.

Visioning Workshop Logistics

The DABA meeting began at 6:30pm on October 2nd. After the DABA board, members, and Mayor of Arlington were introduced, WWU's Dr. Coe

introduced the visioning workshop. Chloe Bensen, Madelyn Nelson, Sierra Ohlsen, Jasmine Ro, Jaclyn Samson, Colleen Sawyer, and Yumi-Shika Shridhar, students in Studio I, then assisted in handing out pens, paper, and collecting written ideas. Throughout the rest of the meeting, the students assisted in categorizing the hopes and desires expressed by the DABA members.

About 40 DABA members attended the meeting. The first question asked of the audience during the visioning process was "What do you love about Downtown Arlington?". The audience was engaged in answering this question and asking clarifying questions. The DABA members then broke into groups of five or less to address the second question: "What would you like to see in Downtown Arlington 20-45 years from now?" This exercise was organized so as to build consensus around groups of ideas. Each of the participants wrote their ideas on separate half sheets of paper. The groups then selected an initial three ideas to hand in. The students organized the papers, first combining duplicates, then organizing all by theme.

The DABA members seemed engaged and interested in the meeting, providing thoughtful feedback to the questions asked. There were a few people in the audience who assisted the students in organizing themes by giving verbal direction.

The meeting ended just before 8pm.

Workshop Findings

The two questions posed to those in attendance of the DABA meeting gathered similar feedback—indicating that the attributes business owners value about Arlington's Downtown are aligned with what they hope to see in its future. Plans for Arlington's future, then, should consider the lists below not as markers for re-visioning the Downtown but as means for enhancing what exists, developing investment strategies which will achieve desired improvements.

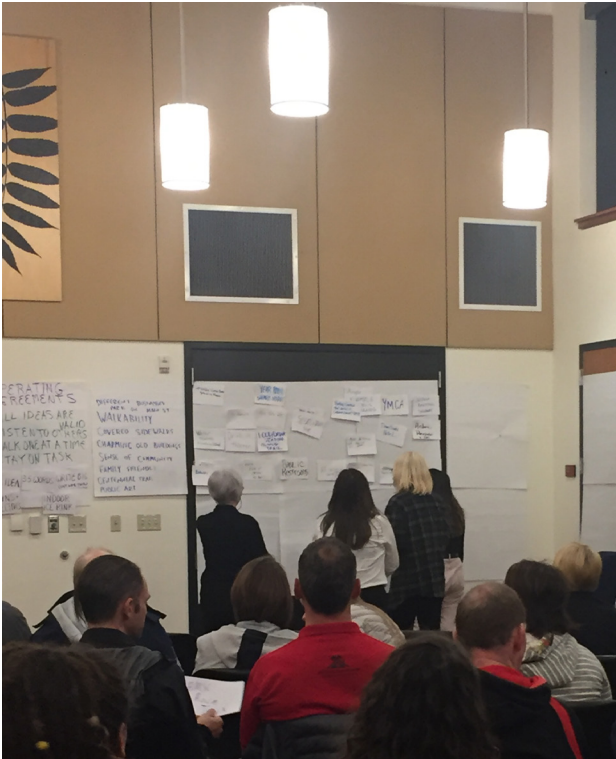


Figure 1.1 WWU Students arrange DABA members' ideas into certain categories.



Figure 1.2 Members of DABA participate in a community meeting regarding what they would like to see within Arlington's Downtown Coordinator

ASSESSMENT OF FINDINGS

Students and participants identified four clear themes in the valued attributes of Downtown Arlington: 1) basic infrastructure, 2) character of buildings, 3) character of businesses, and 4) public amenities. These same four categories related to future aspirations, as well, without clear emergence of additional categories or concerns (i.e. housing, employment, growth management, education facilities, etc.). The four categories are organized below with the corresponding information from the event findings. Additionally, an assessment of the category is given to help steer further research.

Basic Infrastructure

DABA attendees identified walkability, covered sidewalks, and the Centennial Trail as valued existing infrastructure. Desired improvements to Downtown infrastructure include: transition to angled parking Downtown, availability of public restrooms, development of a parking garage, more benches or seating, improved crosswalks (with lighting), and a riverside pathway.

Assuming availability of funding, each of these desired improvements to Downtown Arlington can be attained through city planning processes and can also be fast tracked by the city. Room exists to refine the design and character of these infrastructural improvements to

ensure seamless integration with the existing environment.

Character of Buildings

The charm of existing older buildings in the Downtown area was identified as a much-valued attribute of Arlington's Downtown. The presence of these older buildings contributes to the family-friendly and community-oriented feeling of the area. Examples of where building character could be improved include more uniform historic preservation or character of buildings, improvements to business signs, and revitalization of existing buildings.

What do you love about Downtown Arlington?

- Walkability
- Covered sidewalks
- Charming, older buildings
- Sense of community
- Family friendliness
- Centennial Trail
- Public art
- Variety of businesses
- Legion Park (with stage)

What are your Hopes and Dreams for Downtown Arlington by 2045?

- Drive-in movie theater
- Historic preservation/character
- Year-round farmers market
- Old-fashioned candy shop
- YMCA
- Availability of family activities
- Bakery
- Ice cream parlor
- Transition to angled parking
- More public restrooms
- Parking garage
- Historically influenced hotel
- Larger grocery store
- Fun photo-backdrop
- Business with outdoor seating
- Indoor pool
- More benches
- Improved crosswalks with lights
- Bar/brewery
- Reduced homeless loitering
- Revitalized buildings
- A riverside pathway
- Bicycle pump-track
- Decorative lighting features
- Sidewalk art
- Outdoor markets/vending
- Music events
- Improved signage
- Water features/fountains

The meaning of ‘historic’ should be refined before any formal steps are taken toward improvement or revitalization of character. Without refining this language, there is a risk that piecemeal improvements to buildings could undermine the implied desire for increased uniformity of building character. The existing design ordinance should be examined to assess the aspects of historic character present and absent from the code. Additionally, a catalog of buildings in the Downtown should be established to understand the existing character. Improvements to business signage can be readily achieved via clarification and enforcement of standards in design ordinance.

Character of Businesses

The variety of businesses in Downtown has been increasing in the Downtown area, with new businesses providing an increased sense of community. Desired businesses include an old-fashioned candy shop, an ice-cream parlor or soda fountain, a bakery, a historically influenced hotel, a larger grocer, businesses with outdoor seating, a ‘classy’ bar and/or brewery, and opportunities for outdoor shopping such as vintage markets, pop-up markets, or merchandise displayed outdoors.

Strategies to encourage family and pedestrian oriented businesses exist, and case study research may be helpful in surveying ways

other cities capture and retain specific types of businesses. Existing code and ordinances regulating outdoor seating, impermanent/outdoor vending should be reviewed to ensure consistency with the vision.

Public Amenities

Legion Park, which was designed and built through volunteer participation, is an example of a public amenity that captures the spirit of Arlington residents. It is public in its use, and public in its inception and construction. Another public amenity identified by meeting attendees is the presence of public art in the community. Desired improvements and additions to public amenities include water features/fountains, sidewalk art, music events, decorative outdoor lighting features, a bicycle

pump track, an indoor pool, a photo backdrop, a year-round farmers market, and a drive-in movie theater.

As with the recommendations for infrastructure improvements, the addition of these amenities can be fast tracked by the city, assuming availability of funding and the desire for city management of the features. For example, spaces could be open-sourced to the public, where public art installations or designs for additional parks come from Arlington residents.



Figure 1.3 Residents and students look at a map of Downtown Arlington

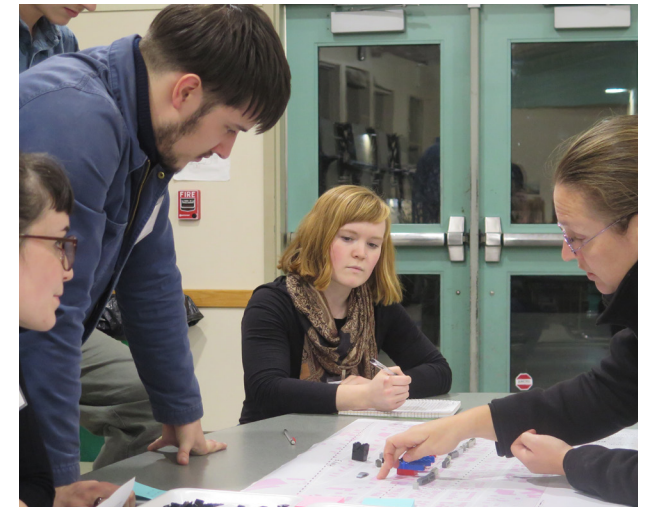


Figure 1.4 An Arlington resident points out the land use they would prefer to see within the Downtown.

DOWNTOWN ECONOMIC DEVELOPMENT

INTRODUCTION

This report describes two facets of Arlington's economic situation: 1) what Arlington residents envision for their future and 2) the current situation and forecast future of Arlington.

PART I. WHAT THE COMMUNITY WANTS

The purpose of the economic community workshop station was to gather information from the public on what characteristics they find appealing about their Downtown, what they envision for their Downtown in the next ~20 years, and why. The process consisted of a brief introduction and two to three activities, as time allowed.

The first activity consisted of an interactive map of Downtown Arlington (Figure 2.1), in which all of the businesses were labeled. The community members were asked to place a red pin where they spend the most time, and a green pin where they spend the most money. After this process, discussion questions were posed to get some general ideas as to why they chose the places they chose.

After spending five to eight minutes on the first activity, the group completed a survey. On a scale from one to five, each community member indicated to what degree they loved or hated the idea of five different conceptual businesses being introduced to Arlington in the coming years. These included a small event venue, youth center, year-round farmer's market, hotel, and co-working space, all in the Downtown focus area. These conceptual businesses will be discussed further below.

If time allowed within the 15-minute block, either several discussion questions were posed to the community members or side topics that were brought up in the previous activities were revisited to gather more qualitative information.

Where do you spend the most time Downtown?

For the first activity, we aimed to acquire an understanding of Arlington residents' favorite places Downtown. This activity used a placemaking approach that focused on the potential of Arlington's current assets. This process informed an assessment of where future progress can be made in creating spaces that promote Arlington residents' happiness and well-being.

Arlington Hardware and the Bistro San Martin tied for Arlington residents' favorite spots with seven of 29 votes for each. Discussion questions revealed Arlington Hardware's significance as a cultural gathering place for community

members. Arlington Hardware, besides having a wide variety of items for sale, is also a destination spot that one community member commented is where he, "takes visitors to get a sense of Arlington." Arlington Hardware, established in 1903, is still within its original historical building. It serves as both a time capsule for community members to reflect on and a current meeting place.

Bistro San Martin is an American, French and Seafood cuisine restaurant located on Olympic Avenue. They describe their fine dining menu as "World Inspired Regional Cuisine" consisting of fresh and local seasonal products. The Arlington community members who ranked Bistro San Martin as one of their favorite spots Downtown did so because of its high-quality food, and cozy



Figure 2.1 Arlington residents choose their favorite Downtown location

and family-friendly atmosphere.

Legion Park was another top contender for where the community members spend the most time. The park, which is in the center of Downtown, is the site for many Arlington community events. It is valued as being family-friendly and a spot where a variety of community events and functions are held. The open space provided by Legion Park makes it a versatile space featuring a gazebo, benches, public art, visitor information center, and a Veterans Memorial.

What are your spending habits Downtown?

Within this activity, we wanted to understand where money flows within Downtown Arlington. From thrift shops and cafes, to a bowling alley and pubs, Arlington has a variety of locally owned businesses. The data from the activity on money spending habits closely mirrors the data from the favorite spot activity. It is logical that in the places where residents spend the most time, they spend the most money. The following is additional information gathered from the Arlington workshop participants regarding why they spend their money where they do.

According to the data, Arlington Hardware is the number one spot that community members spend money, with eight votes across five groups. Some community members made note

of Arlington Hardware’s locally owned, one-of-a-kind nature, its extremely wide variety of products, and the specials they have for certain demographics. The store implemented Senior Tuesdays where senior citizens receive a 20% discount storewide. Women & Wine night is another promotion they hold that introduces women in the community to new merchandise in the store while also giving the customers special attention. These marketing tactics bring in a wide range of people who otherwise might not be able to afford the products or feel comfortable within the space.

Moe’s, a downtown coffee shop, was voted second amongst places where people spend the most money, receiving five votes. Moe’s has two locations: Moe’s Coffeeshop and Wine Bar on 5th

Street and an espresso stand on West Division street. Moe’s coffee has become a daily stop for many community members on their way to start the day. Residents from all age groups enjoy Moe’s coffee shop. Moe’s recently added a lounge that serves alcohol. This appeals to a larger population of young adult and middle-aged residents.

The Co-op Supply is in third place for where community members spend money, with four votes. While not fostering the same uniquely Arlington atmosphere as the Arlington Hardware store, the Co-op still has a wide selection of home improvement items combined with an expansion into garden and farm products. Most people spend significant amounts of money at the Co-op by necessity, but it received three votes for

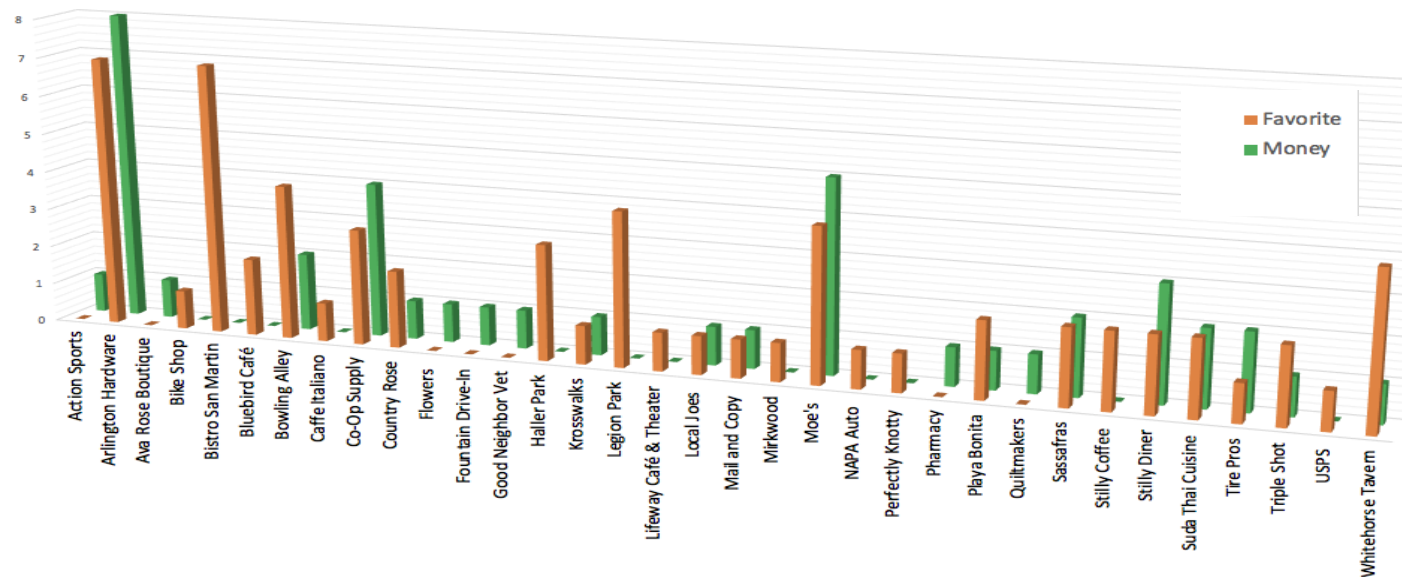


Figure 2.2 Where the most money is spent in relation to residents’ favorite Downtown locations

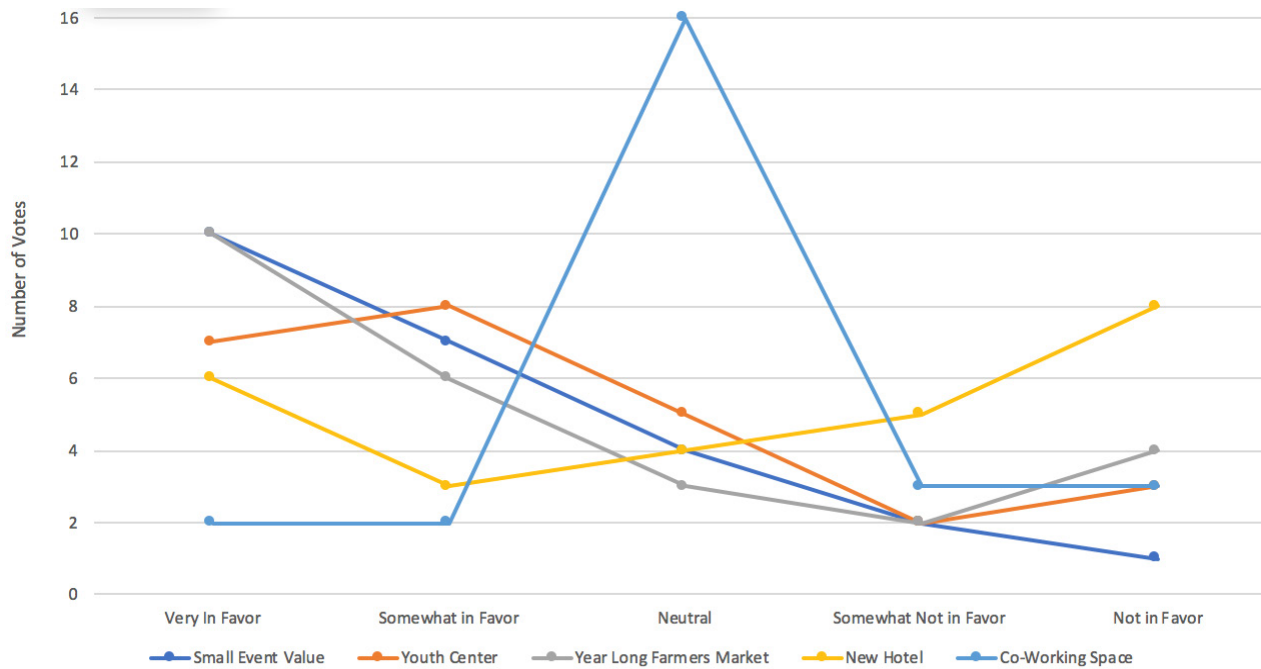


Figure 2.3 Arlington residents' favorability of five possible additions to the Downtown.

residents favorite spot.

Residents preferred businesses that offered food and drink over other types of establishments. Within the food and drink category, people spent the most money at restaurants. Cafes, specifically those serving coffee and small pastries, ranked second and bars ranked third. Activities and experiences were preferred to shopping within the Downtown. Despite a number of participants voting for Arlington Hardware, there were several residents who expressed a desire for more things to do within the Downtown in addition to shopping.

DOWNTOWN POSSIBILITIES

During the community workshop, participants completed a survey-based activity that asked to what extent they loved or hated five conceptual business ideas. Most participants felt strongly, either for or against, about the businesses presented and provided their criticisms and suggestions. The five business ideas included a small event venue, youth center, year-round farmers market, hotel, and co-working space. The discourse we had with workshop participants was crucial to our understanding of how people use and appreciate Arlington's Downtown.

The following sections are a summation of residents' responses to proposed additions to the Downtown area.

Small Event Venues

Most participants were excited about the idea of a small event venue being added to the Downtown area. Some participants mentioned that it is difficult to find an event venue. As the area already has one outdoor event venue, participants were particularly supportive of a new indoor venue. As with most of the Downtown possibilities, even though there is support for the business additions, finding a location might prove to be a barrier.

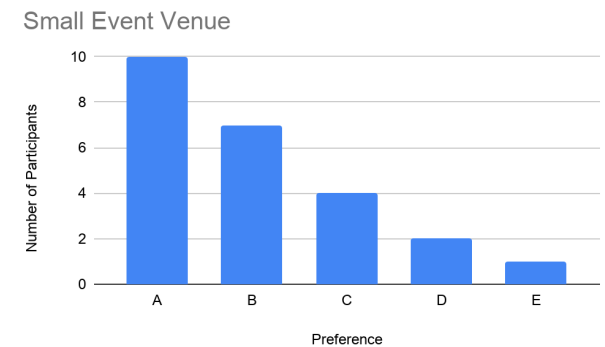


Figure 2.4 Residents' favorability of a small event venue within the Downtown.

Youth Center

Although Arlington currently has a youth center, the Boys and Girls Club, almost all participants were concerned about its location.

They expressed their concern for younger residents of Arlington not having access to after-school programs because the Boys and Girls Club is not Downtown. They were very supportive of adding another youth center Downtown, but, again, finding a good space for it was a concern. Residents also made note that the public library, near the community's high school and middle school, served some of the purposes of a youth center and was widely used by current youth.

Youth Center

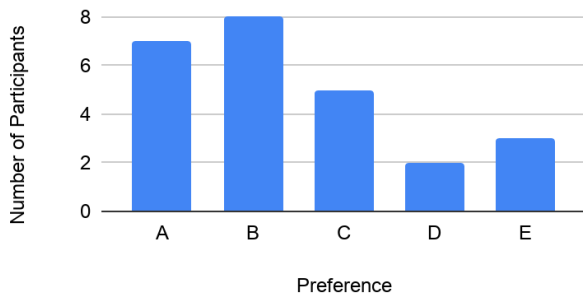


Figure 2.5 Residents' favorability of a youth center within the Downtown.

Co-Working Space

Arlington currently has a new co-working space Downtown. Most of the participants knew of the space but were not sure how well it was working. Most participants agreed that the new co-working space still needs some time to settle in and establish itself. Thus it is too soon to think about an additional space for this purpose. In general, the participants did not seem to have any negative opinions on this

business idea, they just did not have a concrete opinion because it is still new.

Co-Working Space

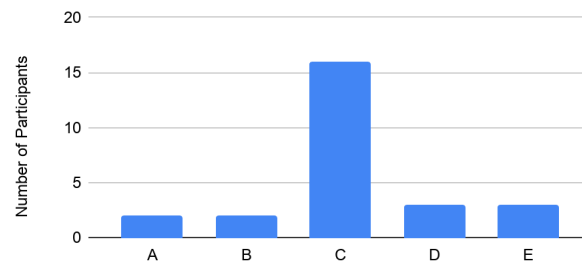


Figure 2.6 Residents' favorability of a co-working space within the Downtown.

Year-Round Farmers Market

Participants had mixed opinions regarding the idea of a year-round farmers market space in the downtown area. A few participants suggested that this business would be a great addition and might work if it was located at the local farm supply Co-Op. Other participants were not as supportive of this idea. One participant was concerned that a year-round farmers market might not be economically

Year Long Farmers Market

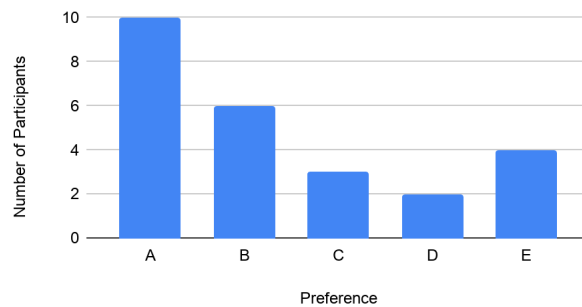


Figure 2.7 Residents' favorability of a year-round farmers market within the Downtown.

feasible. It was also suggested that the market might work, but not in Arlington's Downtown, because it might not get the traffic. Some suggested that the market would bring in more people if it were located near the highway. Again, the location of the businesses presented is a consistent problem.

New Hotel

Although a few participants were excited about the idea of a hotel, most disliked the idea. Some participants thought it could be paired nicely with a spa or other services. Some suggested a bed and breakfast, instead. According to participants, this would better match the Downtown environment. One participant made the argument that, as interesting as the idea of having hotel is, they did not think it would be economically viable. In their perception, Downtown Arlington does not get significant foot traffic, especially after 7 p.m., so it could be difficult to find an investor that would want to open a hotel there.

New Hotel

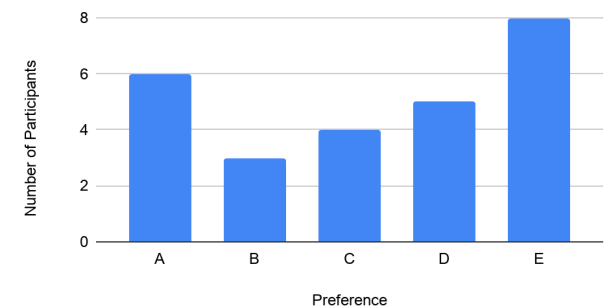


Figure 2.8 Residents' favorability of a new hotel within the Downtown.

PART II. DEMOGRAPHICS

It is important to understand the population of Arlington in order to create solutions to best suit the community. The median household income in Arlington is \$70,790 and the wage Gini coefficient is 0.467. These statistics are comparable to Washington state's median household income of \$70,979 and wage Gini coefficient of 0.479. The current unemployment rate in Arlington is 3.8% which is comparable to the US 3.9% unemployment rate. However, it is predicted that Arlington will see job growth in the next 10 years, hopefully reaching 40.8% growth which is more than the US average of 33.5%.

Arlington's economic demographics are comparable to both Washington state and US demographics; however, "both Arlington and nearby Darrington show lower rates of educational attainment and lower median household income, when compared to the county and the region" (Stillaguamish Valley). It is important to take into consideration that Washington and US demographics include rural areas, and areas with less access to job opportunities and education. In comparison, Arlington, located near big manufacturing and technology centers like Everett and Seattle, is in a region that is steadily growing. Although Arlington was historically more of a rural town, it is becoming more urban. In order for Arlington to accommodate the growth it

expects, it must evolve.

PART III. ARLINGTON'S TOP INDUSTRIES

The city of Arlington saw major development with the growth of the mining and logging industries. This growth led to a regional economy that relied heavily on natural resource extraction (North Stillaguamish, 2015). Though the city's roots are in mining and logging, the presence of both have been on the decline in recent years (North Stillaguamish, 2015). Today, the top three industries are manufacturing, health care, and retail services.

Manufacturing

The manufacturing sector of Arlington's economy began with the establishment of Boeing's 747 Production Facility in Everett, WA in the 1960s. In 2017, Boeing reported employing 35,000 people from Snohomish County. Boeing is approximately a 30-minute commute from Arlington. Many workers commute from Arlington to Everett every day. Overall, the manufacturing sector employs approximately 1,473 individuals (or 16.7% of the workforce) from Arlington. This makes it the largest sector of employment within the city.

Health Care & Social Assistance

The second largest industry in Arlington is the health care and social assistance sector, employing 1,200 individuals, or 13.3% of the

workforce (Arlington WA, 2017). The largest employer within this sector is Providence Regional Medical Center, located in Everett, WA, employing 4,906 individuals from Snohomish County (Industry Sectors, n.d.). The second largest employer is the Everett Clinic, employing 2,871 Snohomish County residents, and the third largest employer is Premera Blue Cross in Lynnwood, WA, which employs 2,200 residents of the county (Industry Sectors, n.d.).

Retail Services

The third largest sector of Arlington industries is Retail Services, employing approximately 1,154 Arlington residents, or 12.8% of the workforce (Arlington WA, 2017). The Tulalip Tribes (including the Tulalip Resort Casino), the largest employer within the Retail Services sector, employ 3,500 Snohomish County residents. The second largest employer within Retail Services, Albertsons/Safeway, employs 2,177 residents within 21 locations in the county. Fred Meyer/QFC employs 1,351 residents at 19 locations and Walmart employs 1,342 residents at nine locations within the county (Industry Sectors, n.d.).

CONCLUSION

The residents at the meeting described the importance of a sense of community and place. The data collected during the interactive map activity shows that the main places of interest centered around family-

friendly places with historic value. Arlington Hardware was popular in all of the different sessions of the activity due to the strong sense of community residents experience there. Residents stated that the store was popular because everyone knows everyone, the business is community-minded, and it feels like home. Creating businesses that focus on building community would help establish local companies that give back to Arlington.

Residents prefer paying for experiences rather than products. They noted a lack of opportunities for experiences within the Downtown. While restaurants and cafes are popular among residents, these are the only sources of “experience” within the Downtown. Residents expressed the need for more family activities, like seeing movies at a movie theater. While people are able to go Downtown to grab some food and shop at the different specialty shops, workshop participants mentioned that the opportunity for experiences would encourage people to spend their whole day Downtown, rather than only a few hours to grab some lunch and leave.

Places for youth to spend time Downtown are limited. Although Arlington has a large Boys and Girls Club in Arlington, it is near the airport, which is not very accessible for children. Moe’s was popular among many young residents because it was one of the first lounge areas created with a younger

population in mind within Arlington. Residents seem to be open to the possibility of businesses that can make Downtown more of a social center. While the Downtown is currently lacking areas for residents to have experiences, the businesses we suggested within our scantron activity have the ability to provide more experiences. These ideas, like a small events venue and a youth center, could help make Downtown more desirable for younger populations.

Thriving Downtowns are known to be lively social centers. By implementing new economic ideas that center around the values of Arlington residents, Arlington can find solutions that will help accommodate the city’s growth without sacrificing its unique identity.



Figure 2.9 Arlington residents place pins on a map of Downtown that represent their favorite spots and where they spend the most money Downtown.

LAND USE AND INFILL

INTRODUCTION

The purpose of the land use and infill chapter is to: 1) provide an overview of the community input on infill preferences from the November 14th workshop in Arlington, and 2) report on current land use and infill strategies of the city.

An explanation of the land use and infill workshop station is in Part 1 of this chapter. Common themes pertaining to the identified uses of parking, open space, residential, and commercial that came up among groups at the workshop are discussed in detail. The written comments that were collected on post-it notes at this station are also included to ensure all of the participants' ideas are captured in this report. The current land use and infill patterns in Arlington and the growth forecasts of the city are described in Part 2 of this chapter. The land use and infill goals of the city are provided in this section to highlight how the findings from the workshop can inform the city in their future land use projects.

Workshop Attendees

There were more female participants than males at the workshop. Additionally, female attendees varied in age much more than males, who tended to be older. There were significantly

more young female participants than young male participants as seen in Figure 3.1.

PART I: COMMUNITY WORKSHOP RESULTS

At the community workshop on November 14th, there was a station designed to capture the comments and feedback of residents regarding Downtown land use and infill opportunities. Two base layer maps showing current building footprints were displayed on tables. Participants were asked to identify desirable uses for 'blank spaces' on the building footprints— a simulation of infill development. Participants identified infill opportunities in the Downtown area using color-coded Legos. Red bricks represented commercial opportunities, blue bricks represented residential opportunities, grey bricks represented parks or other public open space opportunities, and black bricks represented parking opportunities. Bricks could be stacked to represent a mixture of uses. For example, blue bricks stacked on top of red bricks represented mixed use developments, and red bricks stacked on top of black bricks represented commercial development with underground parking. In addition, Post-it notepads and pens were provided to participants so that additional comments could be recorded and applied to the maps. Seven groups participated in the workshop station, two of which split into two groups while at the station to utilize both maps. A total of seven infill opportunity maps were collected from the workshop, the data from which was used to produce GIS maps indicating

frequency of sites/uses identified for infill in the exercise.

GROUP INPUT

Common Themes

The participants in the public workshop emphasized the desire for the study area to be planned on a human scale. This means the built environment is scaled to the experience of the pedestrian, rather than to the automobile. They also acknowledged a need to accommodate growth while preserving the character of the Downtown. Additionally, they discussed the need for housing in the study area. Solutions like mixed-use housing, and triplexes were common suggestions both in the exercise and in feedback.

The lack of public parking in the study area was brought up in each of the seven workshop groups. Participants specifically mentioned a need to expand the parking lots of the pharmacy, between City Hall and West Ave, and the hardware store. The addition of both above and below ground parking structures in Downtown were discussed, and participants emphasized that these additions should blend in or be hidden from view. Another common desire among each group was the addition of commercial land use along the Centennial Trail so residents who use the trail can access restaurants and additional shops.

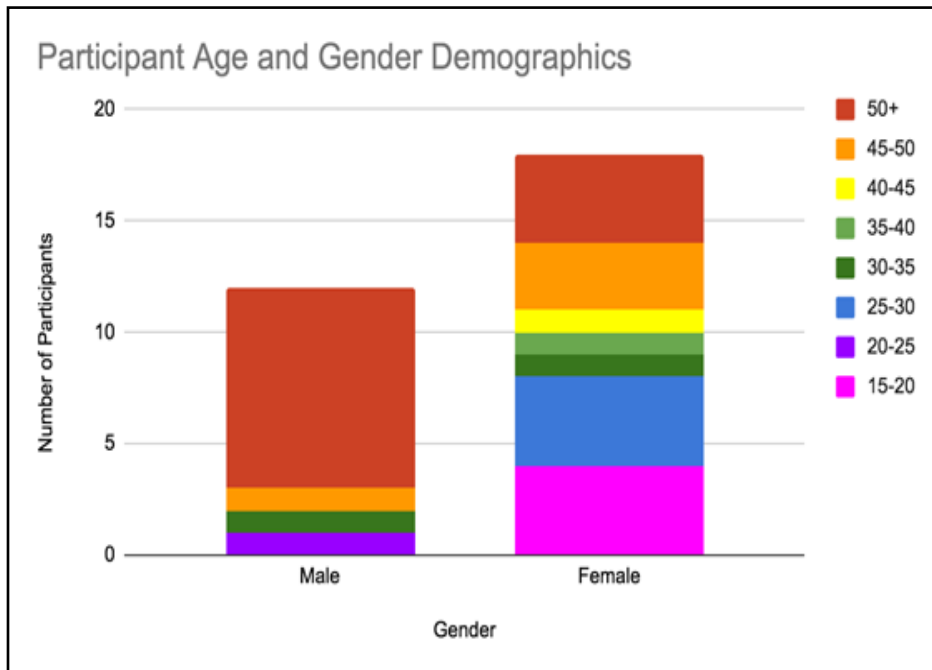


Figure 3.1 Participant demographics. Data collected and chart created by the authors

Post-it Notes

We invited each group of participants to use the post-it notes to write down any additional comments or opinions. This allowed participants to communicate their ideas, even if they did not want to do so orally. Most comments written were similar to what groups had verbalized during the workshop. Comments included using any empty buildings owned by the City and re-developing some of the older structures that are beyond repair. Suggestions for housing in the Downtown included West Avenue mixed-use with housing above commercial buildings and higher density housing north of Division Street and east of McLeod. A resident expressed con-

cern about the “missing middle” housing stock in Arlington and identified the Downtown as a good place for this to be located. The participants expressed a desire for commercial use in front of the old high school and new development along West Avenue in higher density. Participants thought open spaces should be at the end of the railway and on 67th Avenue. They also thought that any buildings that are put

Consolidated Findings

The purpose of this section is to provide an overview of detailed group findings. As opposed to common themes pulled from attendee contributions, this section illustrates attendee recommendations by site, use, and location. The following paragraphs describe shared visions and recommendations, and highlight differences in preferences.

Shared Vision and Recommendations

Multiple groups expressed that McLeod was a natural edge to Downtown because its steep slope is not conducive to development. Alternatively, West Avenue was identified as the most popular area for incorporation of new development, especially mixed-use development with commercial on the bottom and housing on the top. A number of participants identified the former High School as an underutilized space, ripe for new uses, but not replacement. Two groups came up with a recommendation to incorporate a pedestrian mall along Olympic Avenue to increase the pedestrian scale and focus of the Downtown area. Numerous recommendations related to development of the Centennial Trail were made, including increased amenities (bicycle racks, seating, etc.), business frontage, lighting and crosswalks for safety, and improvements to aesthetics (public art, trees and landscaping, etc.). Individuals within groups also expressed the need for new housing developments to conform to the current scale of buildings Downtown. Instead of larger-scale apartment buildings, participants expressed a preference for smaller multi-family developments like duplexes and triplexes. These concerns about scale of new housing development reflected the overall preference for Downtown Arlington to maintain a smaller scale feel. In addition to single use housing developments, participants expressed some level of interest in mixed-use and multi-use (live-work) developments. One participant mentioned the Abbots Alley development in

Feedback from Post-Its

- Senior center Downtown
- Empty city-owned building
- Some buildings need redevelopment
- West side of McLeod has “low key” business
- Traffic corners for I-5/530
- Development throughout county
- Make Olympic a pedestrian mall - use West and McLeod as throughway
- Allow West to develop as mixed use
- Park on 67th Avenue
- High density housing north of Division and east of McLeod
- Park at end of Railway
- Commercial use in front of old high school
- Opportunity for new development along West
- Missing middle housing (triplex, town-home, proximity to Downtown)
- New facade standards, upkeep requirements
- Open space along the east side of McLeod
- Mixed use east of McLeod
- Keep lower heights along Centennial Trail
- South Olympic for taller buildings
- Use parking structures to get the needed space but allow fill in of the businesses
- Gaps break up the feel of small shops
- More residential above live/work combos for shops

Sedro-Woolley, Washington, as a desirable model for live-work development. Almost every group expressed that development of a parking garage off McLeod and behind businesses on Olympic Avenue would be preferable to the existing parking lot, while keeping the City Hall parking lot as it is. Finally, many participants were open to the idea of developments with underground parking as well, given the general concern that there is not enough parking Downtown.

Differences in Preferences

Individuals within one group expressed that the Centennial Trail and train tracks should be preserved for aesthetic and historic significance. They thought the view of both should not be obscured by development. Another group opposed this idea and identified the railroad tracks as an area ripe for development. A group of high school aged participants indicated the importance of Moe’s Espresso as an attraction for the younger community, but that navigating the parking lot and drive-through can be challenging. Two participants addressed interest in seeing senior living accommodations developed Downtown. Finally, the same two participants expressed that Downtown was pleasant as it is, and that change is not necessary.

PART II: STATE OF ARLINGTON LAND USE AND INFILL

Introduction

This section summarizes the current land use

and housing-related conditions in Arlington. Additionally, it provides an overview of the forecasted future land uses related to population growth and goals related to land use and housing that Arlington has in its comprehensive plan. Arlington’s population is expected to grow by 6,227 by 2035. One of the City’s strategies in accommodating growth Downtown is to encourage infill development, increasing the density of buildings and land uses, as is evident in their comprehensive plan. As outlined in Chapter Five of the Comprehensive Plan, an estimated 762 infill/redevelopment housing units are needed to meet expected demand for housing (City of Arlington Comp. Plan). The City currently projects the Downtown area’s infill development capacity as supporting 28 additional housing units, with more infill opportunities adjacent to the Downtown area in a Residential High-Density zone and a Residential Medium-Density zone. The purpose of this section is to assemble relevant data concerning Land Use and Infill Development needs, opportunities, and goals to inform recommendations. Three subsections are explored: current land use conditions, growth predictions, and Land Use and Housing Goals.

Current Conditions

The City of Arlington currently covers 2,250 acres of residential-zoned areas and includes 7,086 dwelling units (Table 3.1, City of Arlington Comp. Plan). According to the real estate website, NeighborhoodScout, the median home value in Arlington is \$326,522, and

according to Arlington’s Comprehensive Plan, the median income in Arlington is \$59,698. In Arlington, 51.3% of homeowners are housing cost burdened (over 30% of their income is spent on housing related costs) and 54.3% of renters are housing cost burdened. Both of these figures are higher than Snohomish County averages (City of Arlington Comp. Plan). In the comprehensive plan, the City of Arlington assumes a ratio of 82.1% to 17.9% of single-family to multi-family homes and hopes to maintain an 80% to 20% ratio as the city grows. There is an assumed vacancy rate of 4.7% for both single-family and multi-family units (City of Arlington Comp. Plan).

The study area for this project includes four downtown Arlington zoning districts, three of which are Old Town Business Districts (OTBD) and one of which is an Old Town housing District (OTR). The Old Town Residential district is characterized by historic, detached, single-family housing units and excludes multi-family housing. Accessory dwelling units (ADUs) are allowed in this zoning district. Lots are 1/10th of an acre in the area and the unit density is 10 units/acre at maximum (City of Arlington Comp. Plan). The Old Town Business districts allow for small scale commercial and mixed-use buildings, and development projects in these areas are subject to design review in order to maintain the character of Arlington’s Downtown. OTBD 1 refers to Olympic Avenue, which serves as downtown Arlington’s main street and is characterized by

mostly-uninterrupted commercial frontage. OTBD 2 encompasses West Avenue and part of Division Street, and is characterized by commercial buildings that are separated, usually by on-site parking. A majority of OTBD 3 falls beyond the limits of this project’s study area and is comprised of a mixture of commercial and residential development oriented east to west, perpendicular to the north-south orientation of the rest of Downtown Arlington. (City of Arlington Comp. Plan)

Growth Forecasts

As shown by Table 3.1, Arlington is expected to grow by 6,227 residents by the year 2035. To accommodate this growth, 2,421 new units

of housing will need to be constructed (City of Arlington Comp. Plan). Table 3.2 shows the current available developable land capacity as compared to the projection numbers from Table 3.1. Table 3.2 illustrates that the current amount of developable space is not enough to meet the city’s needs for growth, and other measures, such as infill development will have to be put in place to accommodate growth. Measures mentioned in the Comprehensive Plan include cottage housing developments and accessory dwelling units. According to Table 3.2, the predicted increase in population exceeds the current development capacity by 2,057 residents, and capacity for an additional 762 units of housing will be needed to accommodate

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

Table 3.1 Table showing predicted housing unit needs. “Comprehensive Plan” City of Arlington, 2017. Ch. 5 pg. 16

the forecasted population growth.

Land Use and Housing Goals

In a 2013 re-cap of the housing element of their comprehensive plan, the City of Arlington emphasized a set of goals as follows:

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

Arlington intends to add 1,985 single-family units and 436 multi-family units to meet the forecast 2035 demand for 2,421 new housing units. Arlington has recognized a demand for affordable housing in the area as well as a demand for a variety of housing types. To meet this demand, the City allows both attached and detached accessory dwelling units (ADUs) that are smaller than 800 square feet in size and that are secondary to the main residence on

the property. Additionally, mobile homes are permitted within several different residential zones, and modular homes are permitted in Residential High-Density zoned areas. The City recognizes its ability to incentivize affordable housing through policies, fees, permits, and regulations (City of Arlington Comp. Plan).

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

*Including vacancy rate

Table 3.2 . Table showing capacity of land available for development. “Comprehensive Plan” City of Arlington, 2017. Ch. 5 pg. 17

ENVIRONMENTAL HAZARDS AND RISKS

INTRODUCTION

When environmental risks are uncertain in areas experiencing development, identifying, assessing, and planning for those risks and associated hazards is crucial. With proper identification and planning, the impact will be lessened and the City will be prepared for response and recovery. Considering environmental risks and hazards in projects related to urban planning benefits the City financially, improves safety, and supports wise land use decisions.

The City of Arlington is incorporated into the Snohomish County natural hazards plan along with most other cities in the area. Arlington, as a separate municipality, could benefit from the creation and use of its own environmental hazards and risks assessment to support planning practices and use by residents. This chapter will describe the community's physical geography, the hazards of concern in the region, and mitigation suggestions that align with the character of Arlington. To support safe development practices, this environmental hazard and risk content will be important to consider in conjunction with findings from the community workshop.

PHYSICAL GEOGRAPHY AND COMMUNITY DESCRIPTION

Given the size and resources at Arlington's disposal, Snohomish County records are where much of the physical geography and hazard information for Arlington, and all other jurisdictions within the county, are located. Currently, the City has a 25-page 'natural environment' section within Appendix E of their Comprehensive Plan (COA, 2017). This section will focus on describing the physical geography before delving into the hazards in the region.

The City is situated in a historic glacial cavity. A significant portion of the City is located in wetlands, limiting physical development opportunities.

The soil types in Arlington are Everett Gravelly Sandy Loam and Tokul-Pastik. These soil types are moderate to very deep, moderately well-to excessively-drained, and level to very steep. Such soils are generally found on till plains and terraces (COA, 2017, p.E-19).

Some slopes within the city limits are 33% grade or steeper. As Figure 4.1 shows in red, the majority of these slopes are located in the northeast corner of the City and bordering the City's boundaries (PDS, n.d.). The sloping grade is just one of the important aspects to consider when determining if an area is suitable for a particular use; the assessment should also include permeability and soil composition.

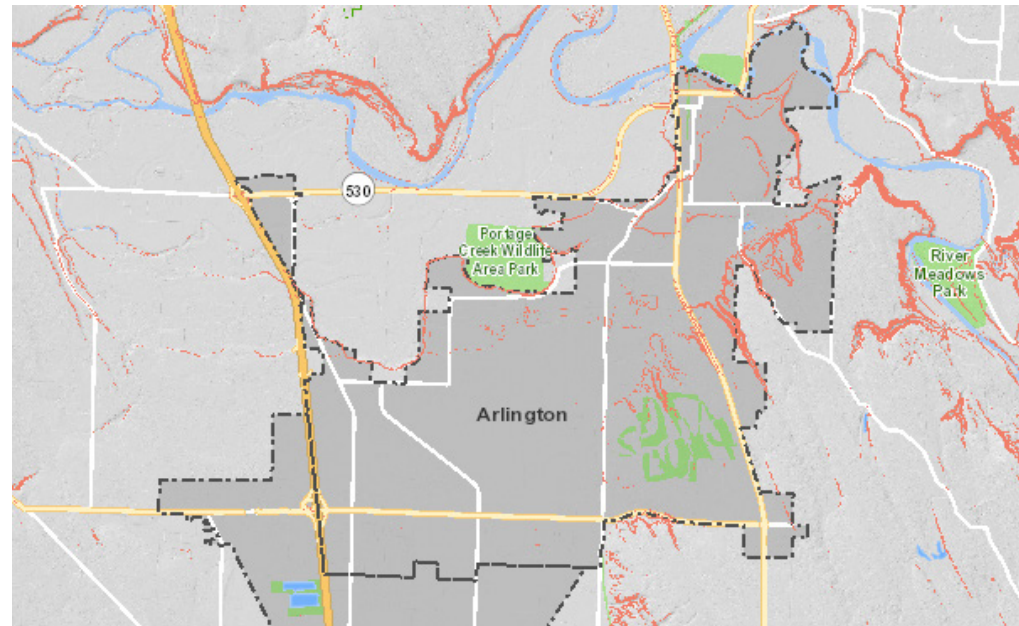


Figure 4.1 shows steep slopes (over 33% grade) in red (PDS, n.d.).

The Pacific Northwest is a temperate coniferous rainforest, getting about 42 inches of rain and five inches of snow annually. There are about 160 sunny days and 170 days of precipitation with average high temperatures of 74°F and average low temperatures of about 35°F (Best Places, n.d.). Arlington is located east of the Puget Sound and sits at just over 100 feet above sea level. Due to the rainfall and location of the City, the humidity levels are relatively high (COA, 2017). Average annual wind speeds range from 2.4 to 3.7 mph (WeatherSpark, 2016), however, there are storms that produce much higher gusts.

The City has nearly 12 miles of trail systems and 150 acres of protected public open space. These open spaces serve multiple purposes. They serve the people, protect water resources, preserve scenic areas, or protect habitat for other species (COA, 2017). Open space is important in mitigating a variety of environmental hazards and risks.

Arlington's drinking water comes from three sources, including the Haller and AirPort Well Fields and the Snohomish County Public Utility District (PUD), which is from the City of Everett's Spada Reservoir located at the headwaters of the Sultan River (COA, 2018). These water sources are all treated and purified differently. There are six streams that run through the city: Eagle Creek, Edgecomb Creek, a tributary to Quilceda Creek, the Snohomish Estuary, Kruger Creek, March Creek, Portage Creek, and Prairie Creek (COA, n.d.). In addition to these streams, the North and

South Forks of the Stillaguamish River join just outside the city limits. There are also wetland areas and smaller bodies of water. As is the case around Washington State, there are several dams in Arlington. Dams are important to locate and take into consideration when establishing new land uses.

HAZARDS AND MITIGATION IN ARLINGTON

This report highlights several environmental hazards and risks in Arlington. The hazards that are of concern in Arlington include floods, earthquakes, landslides, wildland fire, severe

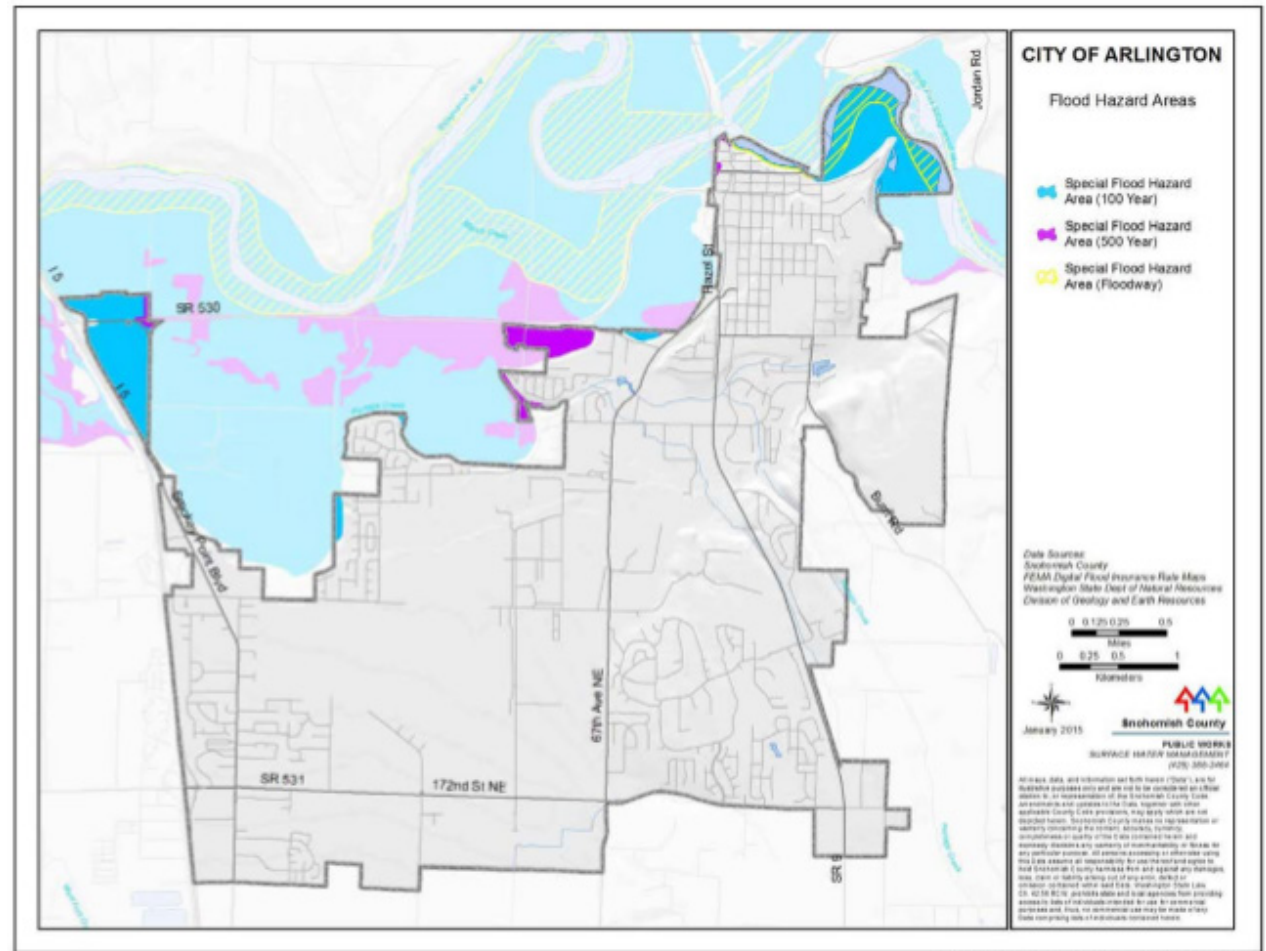


Figure 4.2 shows the City of Arlington Flood Hazard Areas (Snohomish County, 2015)

weather, volcanoes, air quality, and climate change. A description of each hazard, how the hazard affects Arlington and surrounding areas, and possible mitigation actions are identified. Figures throughout this section illustrate how the hazards relate to Arlington.

Floods

Many areas in Arlington are affected by flooding. Seasonal flooding in Arlington starts in October and lasts until spring, the period of the heaviest rainfall. Figures 4.2 and 4.3 show the floodplain and high flood zones in Arlington. The Stillaguamish floodplain is one of the highest contributors to flood events. The areas along streams that run through Arlington are also areas that flood. The Stillaguamish floodplain is located northeast of Arlington. Flooding results primarily from increased rain, rain dominant watersheds, and snow-melt runoff. Both figures 4.2 and 4.3 show the flooding danger in the city.

Earthquakes

The City of Arlington and Snohomish County sit on top of multiple fault lines. These fault lines can create extensive damage. The two major fault lines affecting Arlington are the Devil's Mountain Fault and the South Whidbey Island fault. These two faults are of concern because of the proximity to the Cascadia subduction fault and the earthquake magnitude expected from that fault. If the fault does move as expected, "Experts predict widespread damage to bridges and overpasses, likely shutting down the region's

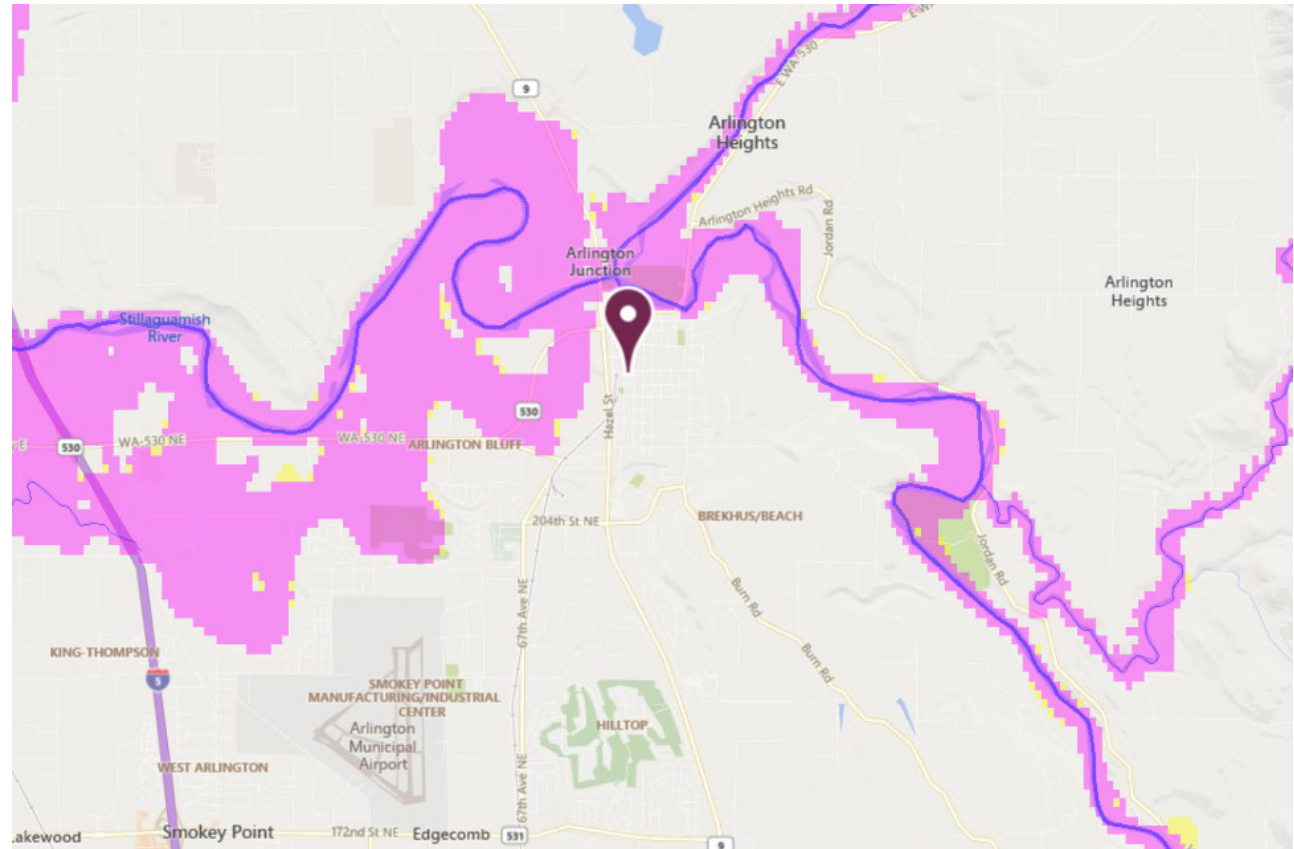


Figure 4.3 shows Arlington's high flood zones (FM Global, 2019).

transportation system for weeks" (Snohomish County, n.d.). This damage can occur in Arlington from both Devil's Mountain Fault and the South Whidbey Island fault.

In addition to damage to important infrastructure and buildings, earthquakes can also be an extensive threat due to liquefaction, as shown in Figure 4.4. Liquefaction "is a secondary effect of an earthquake. Hard shaking can cause some soil types to move and behave as liquids" (Sno-

homish County, n.d.). The City of Arlington itself is not in danger of liquefaction due to the soil type within the City. However, those that live outside of the immediate City or close to the north and south fork of the Stillaguamish River and on the Stillaguamish River are susceptible to liquefaction. These areas have a high liquefaction susceptibility because of the quaternary unconsolidated mix of soil (Washington Geological Information Portal, n.d.).

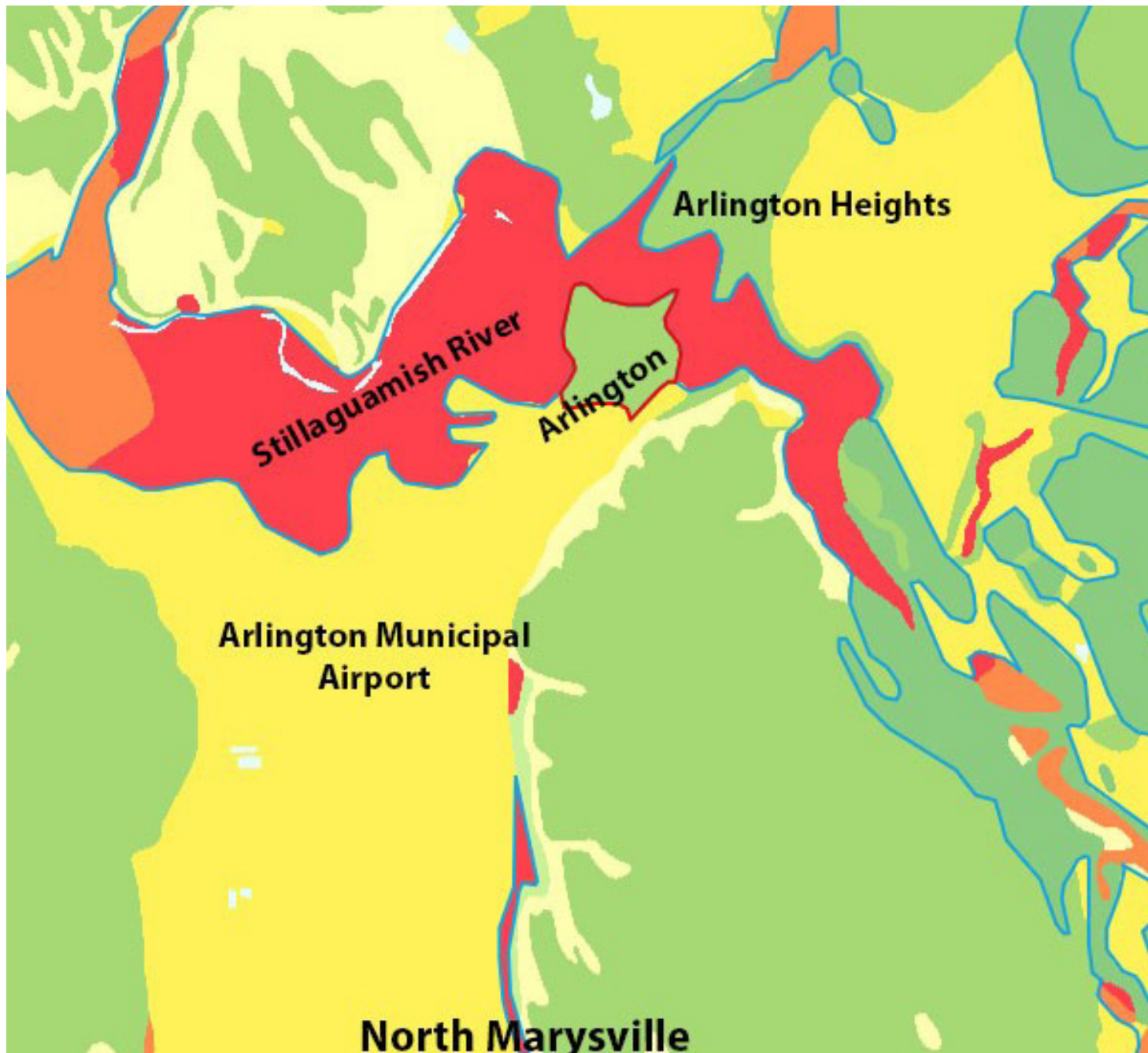


Figure 4.5 An aerial photo of the Oso Landslide in Oso, Washington (Snohomish County, 2015)

- ☑ Liquefaction Susceptibility
- High
 - Moderate to High
 - Low to Moderate
 - Low
 - Very Low to Low
 - Very Low

Figure 4.4 shows Smokey Point, Arlington, Arlington Heights and south towards North Marysville. The red areas are the north and south forks of the Stillaguamish River and the Stillaguamish River, while the green next to the yellow is the city of Arlington (Washington Geological Information Portal, n.d.).

Landslides and Other Mass Movements

Landslides are a moderate concern for Arlington. Landslides are characterized as the sliding movement of masses such as debris down a sloped area. They can vary in size, speed, and intensity, and their triggers can also vary. Landslide events can be initiated by other hazards such as earthquakes, fires, alterations to the land by humans, and more. Most often a landslide will occur due to another hazard. Areas where slopes are greater than 33% are most susceptible to landslides (Snohomish County, 2015). Landslides can be incredibly dangerous to infrastructure, the environment, and to residents' lives. Figure 4.6 shows a map of Arlington and the areas that are prone to landslide hazards. It is important to note that a portion of Arlington's Downtown is in an area that is prone to landslides.

Considerable recorded information shows past landslides in the county. Landslides are more likely to occur in areas with a history of landslides. As stated in the County's Hazard Mitigation Plan, in 2015, Arlington had 300 buildings that were exposed to steep slopes. The total value of these 300 buildings is about \$90,000,000. The estimated building loss value in a landslide event with 10% damage would cost almost \$9,000,000. Costs could be as much as \$43,000,000 if the damages were to reach 50% (Snohomish County, 2015).

Arlington has not experienced many landslide events. The latest, largest, and most tragic event occurred in 2014. The 2014 landslide, also known as the Oso Slide, occurred between Arlington and Darrington. In this event, 43 residents were killed. Figure 4.5 shows an aerial image of this slide (Snohomish County, 2015).

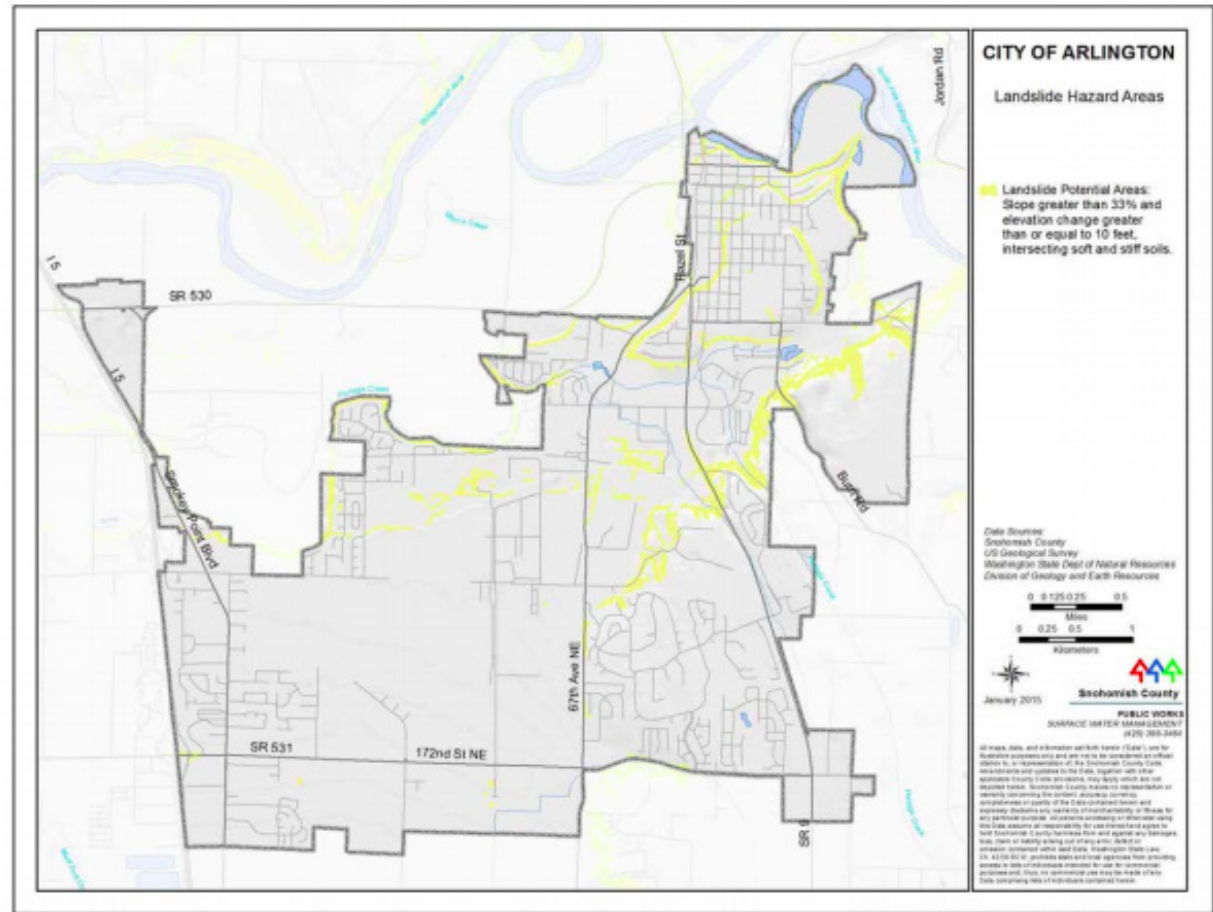


Figure 4.6 City of Arlington Landslide Hazard Areas (Snohomish County, 2015)

Arlington has taken some actions to protect the City from landslides. They have focused on protecting their public schools and conducting a risk assessment to determine if their campuses are at risk for landslides. Table 4.1 represents this risk assessment. Post-Middle School is at a moderate to high risk for landslides and is only 50 feet from a 130-foot vertical drop. They have established

a short-term and long-term mitigation plan for landslides, shown in Table 4.2, but these actions are still in the risk-assessing phase. It would be beneficial to the City if they were to address the schools with the most risk, such as Post Middle School. Snohomish County's mitigation for landslides is largely focused on developing regulations for areas that are prone to landslides (Snohomish, n.d.).

Arlington Public Schools: Campus-Level Landslide Hazard and Risk Assessment

Landslide Campus-Level Hazard and Risk Report								
Campus	Maximum Slope Near Campus	Preliminary Landslide Hazard Level ¹	Within 500 feet of DNR Mapped Landslides ¹	Channels, Gullies or Swales Upslope	Slumps or Historical Landslides Upslope	Buildings <50 Feet From Incised Stream or Steep Slopes	Preliminary Landslide Risk Level ²	Consult with Geologist or Geotechnical Engineer ³
Arlington								
Eagle Creek Elementary School	29.80%	Moderate	No	No	No	No	Moderate	Yes
Kent Prairie Elementary School	32.85%	Moderate	No	No	No	No	Moderate	Yes
Post Middle School	31.15%	Moderate	No	No	Yes	No	Moderate to High	Yes
¹ The preliminary hazard level reflects only the maximum slope near the campus, as calculated from GIS elevation data. ² Indicates that landslides occur near the campus; landslide hazard for the campus may or may not be significant. ³ Preliminary landslide risk level based on the combination of the GIS data and campus-specific data (if such is entered). More accurate determination of landslide risk for a campus or for specific buildings requires consultation with a geologist or geotechnical engineer. ⁴ Consultation means discuss with a geologist or geotechnical engineer knowledgeable about landslides to determine whether a more detailed study is warranted.								
DISCLAIMER: The information provided in this report is collected from various sources and may change over time without notice. The Office of Superintendent of Public Instruction (OSPI) and its officials and employees take no responsibility or legal liability for the accuracy, completeness, reliability, timeliness, or usefulness of any of the information provided. The information has been developed and presented for the sole purpose of developing school district mitigation plans and to assist in determining where to focus resources for additional evaluations of natural hazard risks. The reports are not intended to constitute in-depth analysis or advice, nor are they to be used as a substitute for specific advice								

Table 4.1 shows the Arlington Public Schools Landslide Risk Assessment (City of Arlington, 2017)

Arlington Public Schools: Landslide Mitigation Action Items									
Hazard	Action Item	Timeline	Source of Funds	Responsible Party	Plan Goals Addressed				
					Life Safety	Protect Facilities	Enhance Emergency Planning	Enhance Awareness and	
Landslide Mitigation Action Items									
Short-Term #1	Consult with a geologist or geotechnical engineer regarding possible landslide risk from the steep slopes on the east side of the Post Middle School and south side of the Kent Prairie Elementary School.	1-2 Years	District or Grants	Supt.	X	X	X	X	
Long-Term #1	Evaluate possible mitigation measures if the study (short term #1) deems the risk significant at either campus.	1-2 Years	District or Grants	Supt.	X	X	X	X	

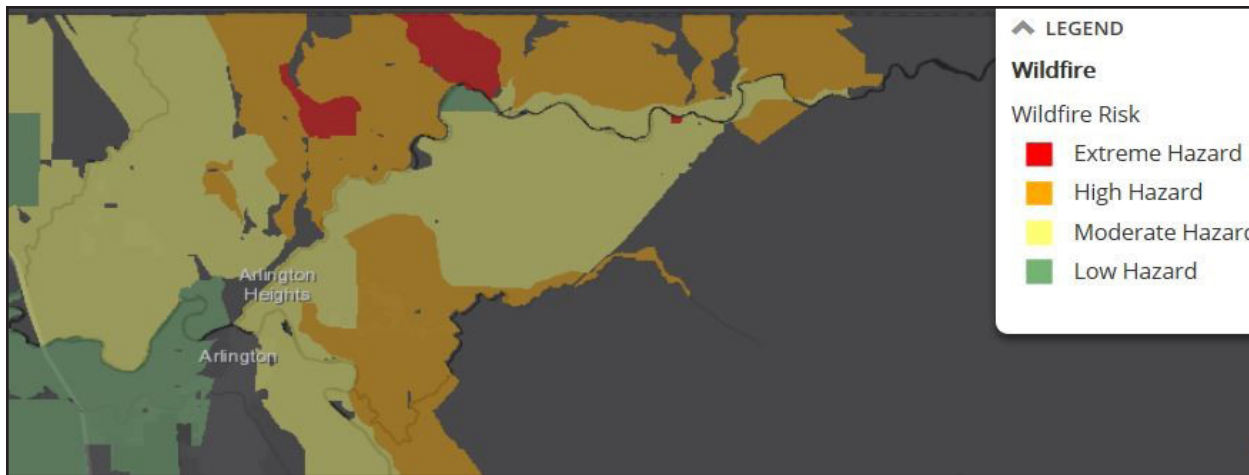
Table 4.2 Arlington Public Schools Landslide Mitigation Actions (City of Arlington, 2017)

Wildland Fire

Wildfires in Snohomish County occur seasonally from early July through autumn. However, fires also occur outside of the season due to the impact of drought, decreased snowpack, and local weather conditions. Wildfires are at a higher risk in areas where trees, vegetation, and homes are mixed. Lone homes surrounded by woods, or cul-de-sac neighborhoods on the border of woodlands are especially susceptible to damage by wildfires.

Arlington’s Comprehensive Plan identifies areas of steep slopes that are also fire hazards. In these areas, development should not occur without the implementation of impact fees or measures taken to reduce fire hazards. Figure 4.7 shows the variable levels of wildfire risk in the Arlington area. While the majority of Arlington resides within low to moderate risk, the outskirts of Arlington reach high risk and even extreme high risk on the most northern end.

To mitigate the causes of wildfires, the Arlington City government has issued several types of burn bans. Air quality burn bans, enforced by Puget Sound Clean Air Agency, are issued when air pollution reaches unhealthy levels. Fire safety burn bans, issued by the County Fire Marshall, are enforced typically during hot and dry months to prevent forest fires.



climate change, which will be discussed in more detail in the Climate Change section. All present and future developments are affected by severe storms. In order to protect development from severe storms, Snohomish County complies with the International Building Code (IBC).

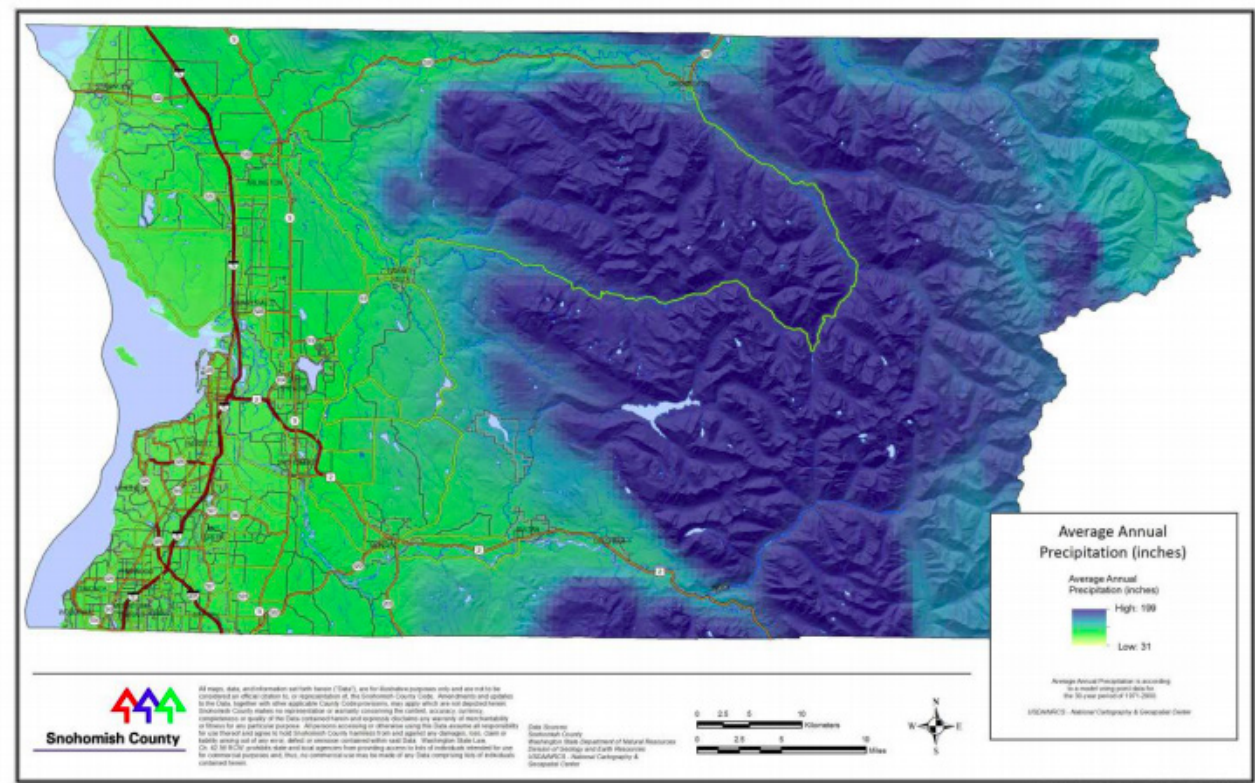
Left: Figure 4.7 shows levels of wildfire risk around the Arlington area (Washington State DNR, 2016)

Below: Figure 4.8 Average Annual Precipitation of Snohomish County (Snohomish County, 2015)

Severe Weather

The severe weather emphasized in this report includes freezing rain, thunderstorms, tornados, windstorms, local storms, and winter storms. The City has ranked this hazard's risk a score of 33, with floods, climate change, and earthquakes as the top three risks. Severe weather hazards pose a risk to infrastructure and lives as do many other hazards. The most common effect of severe weather in western Washington is the loss of utilities (such as electricity), and immobility. Severe rainstorms and weather events can trigger other hazards such as flooding and landslides. On average, Arlington receives 42 inches of rain and five inches of snow, annually (Best Places, n.d.). Figure 4.8 displays a map of Snohomish County and its annual precipitation.

Rainstorms and windstorms are very frequent in western Washington. In Arlington, wind and winter storms are moderately frequent. Severe storms are increasing in frequency because of



Volcanoes

Volcanic eruptions are categorized by the way in which debris, such as flows and explosions, are ejected from the volcano. Volcanic activity happens relatively infrequently in comparison to other hazards. If any of the large active volcanoes erupt in Washington State, the majority of the state would feel an impact. Glacier Peak, an active volcano, is located in eastern Snohomish County, due east of Arlington (Snohomish County, 2015).

Ashfall is one of the largest concerns for the built environment for volcanic activity in the area. The vertical weight load of buildings should consider the volcanic hazard possibilities in the state. In terms of the built environment, the materials of buildings should be considered since ash fall from eruptions can be erosive to certain materials. Given the extensive monitoring by USGS and the Pacific Northwest Seismic Network (PNSN), the warning time for eruptions is predicted to be adequate for necessary evacuations (USGS, 2016).

Arlington did experience impacts from the Mount St. Helens eruption in 1980 and there is a possibility that other eruptions or flows could impact the region. Glacier Peak has historically had larger eruptions than what was seen in the Mount St. Helens eruption. Glacier Peak is the closest active volcano to Arlington and has a limited amount of monitoring in comparison to the other active volcanoes in the state, which could reduce warning time. Because the Stillaguamish River runs through and very close to Arlington city limits, Arlington is predicted to feel effects

SNOHOMISH COUNTY STRUCTURES EXPOSED TO VOLCANO/LAHAR					
Jurisdiction	Buildings Exposed	Assessed Value			% of Total Assessed Value
		Structure	Contents	Total	
Arlington	499	\$78,202,140	\$45,105,360	\$123,307,500	3.9%
Darrington	999	\$117,409,710	\$92,201,965	\$209,611,675	100.0%
Stanwood	548	\$163,797,060	\$146,418,635	\$310,215,695	33.7%
Unincorporated County	3,821	\$344,514,760	\$173,123,810	\$517,638,570	1.5%
Total	5,867	\$703,923,670	\$456,849,770	\$1,160,773,440	3.0%

Table 4.3 shows several of the cities that will feel an impact from an eruption and estimates of damage (Snohomish County, 2015).

from the lahar flows in addition to ashfall. There are 499 buildings in Arlington that are exposed to volcano and lahar risks, with estimated costs from damage totaling \$123,307,500 (Snohomish County, 2015). Table 4.3 shows an estimate of structural impacts in Arlington. Knowing which buildings are “exposed” would be important in the event of an eruption (Snohomish County, 2015).

The Washington Growth Management Act does not include any precautions about lahar flows or other volcanic activity. The County considers the floodplains to be equivalent to the lahar zones and does not have separate maps for these hazards (Snohomish County, 2015). This could be more closely considered in terms of land use and other planning decisions. The primary mitigation actions for volcanic activity are zoning practices outside of lahar zones and building codes for material and vertical load capacities.

Air Quality

Air pollution is considered to be one of the world’s largest health threats to date. Air quality can be a concern for humans and other forms of life when air pollution is above 2.5 microns (PM). When air pollution reaches PM2.5 there are small particles in the air that can reduce visibility levels and impact photosynthesizing organisms, which is harmful to animals’ (including humans’) breathing. The primary substances that affect air quality and human health are nitrogen oxides, sulfur oxides, and ozone and particulate matter. The particulate matter below PM2.5 is of greatest concern because the small particles can get deep into the lungs, affecting respiratory and vascular systems (UNECE, n.d.).

In Washington and the Puget Sound region, air quality is under the jurisdiction of the U.S. Environmental Protection Agency (EPA), the

State of Washington Department of Ecology (Ecology), and the Puget Sound Clean Air Agency (PSCAA)(COA, 2017). There are no air quality measurements in Arlington city limits. However, these agencies have established points of concern such as the Arlington airport and two auto body shops. As Figure 4.9 shows, Arlington has fairly good air quality compared to other jurisdictions in the county, which is why there are no measurements in the City. Snohomish County has an overall ranking of ‘unhealthy if sensitive’ air quality levels (WU, 2019). The geography, climate, and weather patterns of the region influence the ranking in addition to emission locally and globally. There are also air quality implications

from wildfires that happen across the region.

Most air pollution mitigation work is being done at the state level currently because air quality is a worldwide issue that is influenced by global weather and climate patterns. The EPA focuses on reducing and mitigating air pollution through efficient energy policy, professional training and education, and other policy measures (EPA, 2017). Washington State has more stringent energy laws in place that function on top of the EPA requirements to address air quality problems and climate justice.

Climate Change

Climate change is “a change in global or regional

climate patterns. . .” (Oxford Dictionary). Industrialization from the mid to late 18th century and onwards has contributed to increasing amounts of carbon dioxide in the atmosphere, produced by fossil fuel usage, which has exacerbated the effects and speed at which climate change has been occurring. Average global

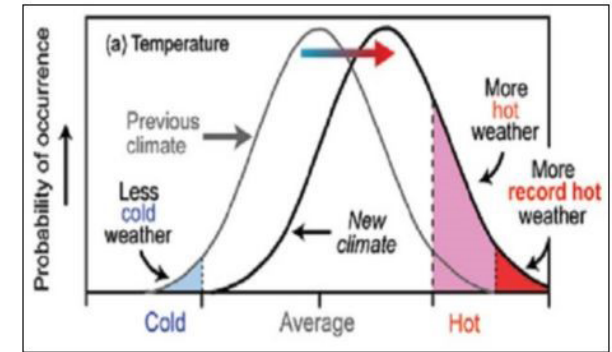


Figure 4.10 shows a change in temperature probability accompanying climate change (Snohomish County, 2015).

temperatures have risen more than 1.5°F from 1880 to 2012 (IPCC, 2013). As seen in Figure 4.10, increasing temperatures from climate change will lead to increasingly drastic weather conditions.

Climate change increases the frequency and severity of all other natural hazards. The Snohomish County Natural Hazard Mitigation Plan recognizes that climate change increases the impacts of dam/levee failure, earthquake secondary impacts, flooding, landslides, severe weather, tsunamis, and wildfires. Climate change will have impacts on the people, economy, and ecosystems of Snohomish County and Arlington.

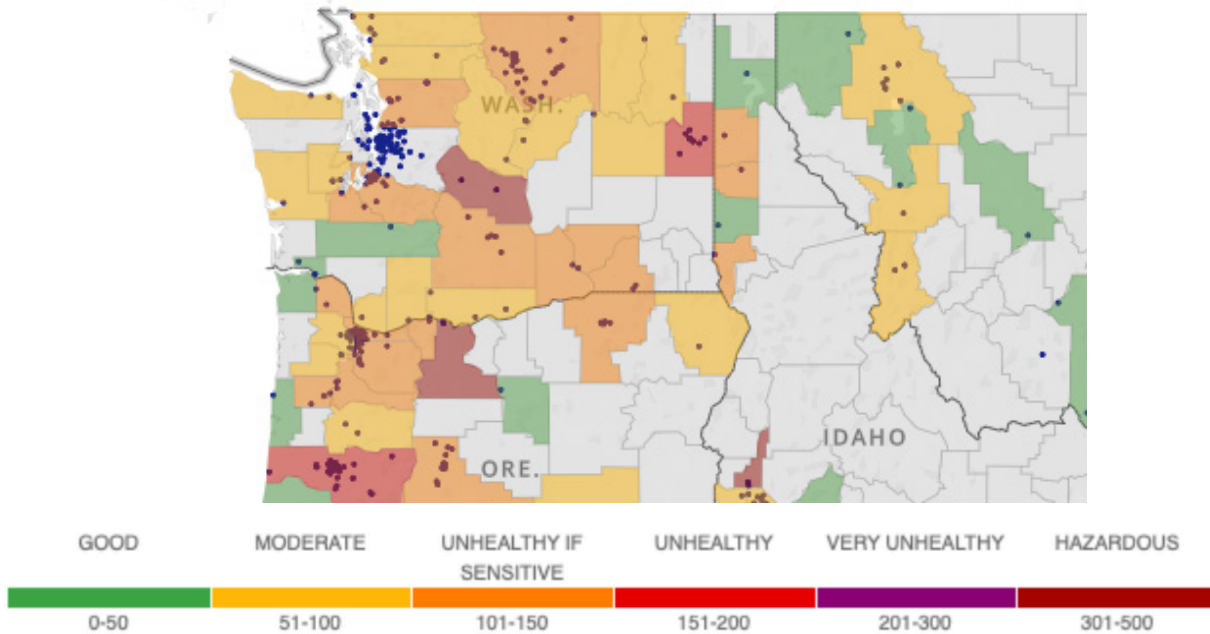


Figure 4.9 Air quality by county across the northwest portion of the country. Snohomish county is in the unhealthy if sensitive rating, which is fairly similar to the surrounding counties (WU, 2019).

Responses to climate change will need to include mitigation and adaptation. Mitigation will come from reducing the number of greenhouse gasses emitted into the atmosphere or through the increasing of carbon sinks that store carbon dioxide through carbon sequestration, for example, in forests. Adaptation will come from the changes undergone by human and natural systems to cope with the impacts of climate change.

Indicators of climate change in the Pacific Northwest have been found in a variety of physical changes and weather patterns. The City of Arlington states that they plan to apply for grants to mitigate and prepare for changes to come that are associated with climate change. They also plan to invest in climate research to gain a better understanding of the implications (COA, 2017). Climate change is an increasingly pressing hazard across the world that needs to be considered in local planning efforts.

HAZARD PRIORITIZATION

The hazard prioritization matrix, seen in Table 4.4, compares the environmental hazards and risks for the City of Arlington. In the matrix, the frequency, area of impact, and magnitude of the listed hazards are rated from one to five, where one is the lowest and five is the highest. The ratings are then multiplied by one another to determine which hazards should be of greatest concern when planning for Arlington.

Frequency is determined by how often the hazard

occurs in the city. The area of impact is rated on how large of a geographic area is impacted by the hazard. Magnitude is then determined by how large of an event is predicted to occur based on historical records and scientific research.

CONCLUSION

Arlington is impacted by a variety of natural hazards. Creating a Natural Hazards Mitigation Plan that is specific to Arlington could be beneficial for assessing the unique risks that Arlington residents face. Arlington has many hazards, but they are not all of equal importance. Applying the hazard matrix to planning processes could influence development projects and all other planning practices.

The top-three ranked hazards in the prioritization matrix are earthquakes, floods, and severe weather. Earthquakes, while less common than floods and severe weather, occur at a higher magnitude and present greater damage when they do occur. Flooding and severe weather score the same for frequency and are likely to increase in frequency over time because of the impacts of climate change. These hazards can cause variable damage to infrastructure. There are a number of different mitigation efforts that have the potential to reduce this damage. When considering new development and changes in land use, it is recommended that Arlington integrate information on environmental hazards and risks in their decision-making process.

Hazard	Frequency x	Area of Impact x	Magnitude	Total
Floods	4.5	3	3	40.5
Air Quality	1	4	1	4
Earthquakes	3	5	5	75
Landslides	3	2	4	24
Wildfires	1.5	2	2	6
Severe Weather	4.5	4	2	36
Volcano	1	4.5	2.5	11.25
Climate Change	3	5	1.5	22.5

Table 4.4 is a prioritization matrix of all of the possible hazards in Arlington that have been considered in this chapter. According to this matrix, the highest priority for the city to plan for is earthquakes and the lowest priority is air quality.

PUBLIC USE PREFERENCES AND NEED

INTRODUCTION

This Chapter addresses the preferences and need for public space in Downtown Arlington. In Part 1, we go over the workshop held with residents of Arlington to assess their preferences for public space. This station within the workshop was composed of two parts; a mapping exercise and written questions (both quantitative and qualitative). In Part 2, we present current elements of public space in Arlington such as demographics and housing data, then analyze how they relate to what we heard from the workshop participants.

PART I: PUBLIC SPACE WORKSHOP RESULTS

For the workshop, our team addressed the topic of “Public Space,” gathering community input on residents’ views about current Downtown conditions and their preferences for improvement. Public space refers to the physical places where community members exchange ideas, information, attitudes, and opinions. So, in this context, we asked participants to think about things like parks, public art, and recreation and

entertainment opportunities to get an idea of what residents like and what they think could be improved.

The inquiry about public space included two feedback mechanisms. The first was an interactive mapping activity where residents were asked to place a yellow-dot on locations within the study area that they identified as their favorite spots, or “somewhere you would take a friend who has never been to Arlington before, giving them the best idea of the identity of Arlington”. Conversely, we asked the participants to place a blue dot on places that they thought could use attention or “a place that you would avoid going to with a friend who has never been to Arlington”. Subsequently, we asked participants to elaborate on their choices with a brief explanation of what each spot has and why they chose it. The data from this exercise, seen in Figure 5.1, indicate a few initial important observations such as a north/south divide with blue (poor) and yellow (good) respectively, as well as a strong indication that the poor areas are focused along West Avenue and exteriors to Downtown.

The second activity was a survey

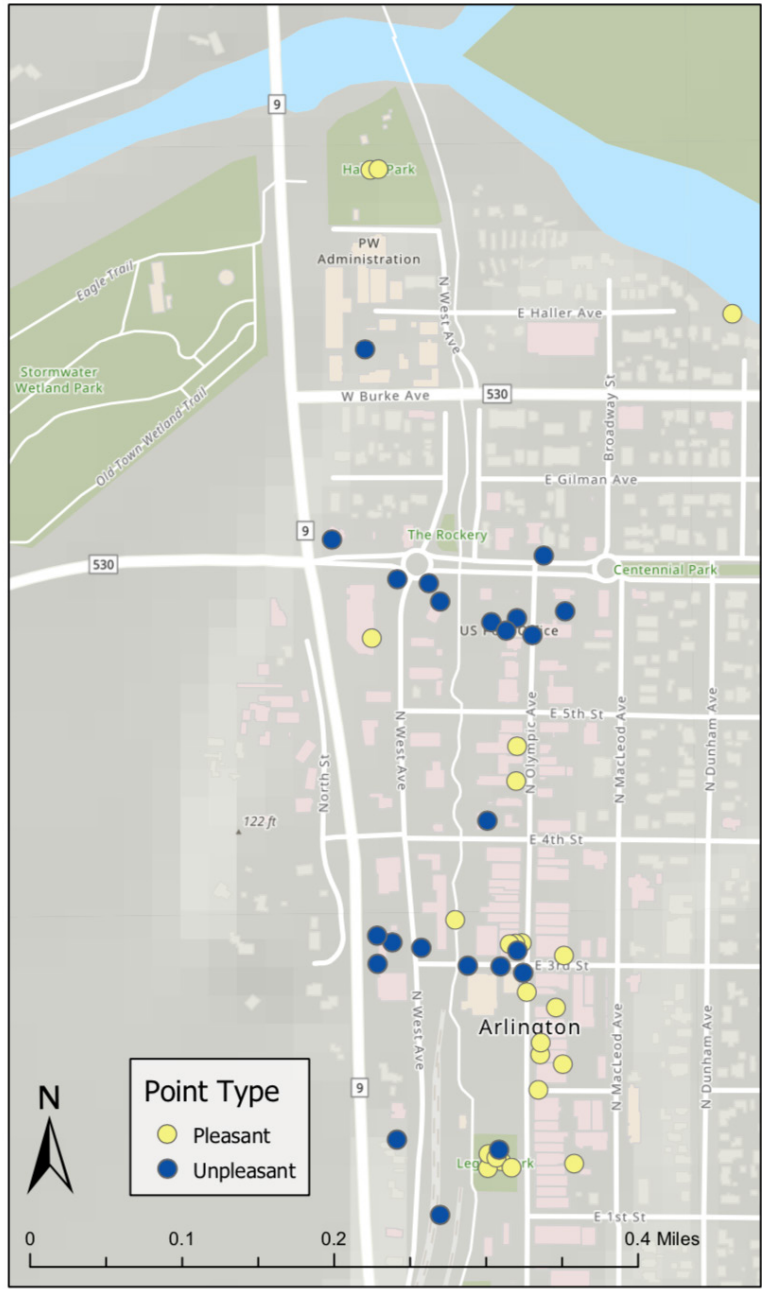


Figure 5.1 Map activity results

including qualitative and quantitative guided questions. Given the time limits of each group at each station, we guided the participants to complete the quantitative questions of the survey, first, before moving on to the short-response qualitative questions. Time constraints meant that some of the qualitative questions were left blank to keep the participants moving to the next station. There were not enough responses to the qualitative questions to justify doing a separate analysis. However, we did include the responses we received in the general notes (Table 5.2).

Fifteen quantitative questions were presented, asking for responses on a scale of one to five, where one indicates Strong Disagreement and five indicates Strong Agreement with the statement. Answers in between were recorded as Disagree (2), Neutral (3), and Agree (4). The results of this survey, seen in Table 5.1, indicate that there is an overall agreement to most statements about the need for most general improvements as well as strong differences between what has been identified as important to the community and what is currently there.

Also, during discussions and interactions with participants, we took notes on additional things discussed that we thought would not be recorded in either of the other activities. The observational notes from this analysis are also included under general notes. Positive feedback (recorded as “Good”) and negative feedback (recorded as “Bad”) can be seen in Table 5.2.

Statement	Response Average
I feel safe in downtown during the day.	4.8
I feel safe in downtown during the night.	4
Downtown has enough lighting at night.	3.3
I find Downtown clean.	4
I value public art.	4.7
Downtown has a good amount of public art.	4.3
I value public venues & gathering spaces.	4.7
There are enough public venues & gathering spaces downtown.	3.4
Public outdoor seating is important to me.	3.3
There is enough public seating downtown.	3
I value green space (parks, plazas, trails).	4.6
There is adequate green space downtown.	3.2
I value kid friendly public spaces.	4.2
I think downtown has enough kid friendly spaces.	2.7
I feel connected to Arlington.	4.8

Table 5.1 Quantitative Survey Responses

PART II: EXISTING PUBLIC SPACE AND EVENTS

An important part of our analysis is not only to get a sense of what the people of Arlington like and dislike regarding the public space in their Downtown, but also the current state of the community itself. In order to understand the wants and needs of the community, we first need to understand what exists now. Toward this end, we analyzed three categories; current and projected demographics, household composition, and existing public space and current events. To understand the lifestyle choices, recreation opportunities, and built environment of Arlington, we must understand and analyze the current conditions.

Demographics

Based on 2017 estimates, Arlington’s 2019 population is 19,803, with 52.54% female and 47.46% male (Arlington 2, 2019). Figure 5.2 displays Arlington’s Population Pyramid with a median age of 38.1 years (Arlington 2, 2019). As shown in Figure 5.3, most of Arlington’s population is married (U.S. Census, 2018). As shown in Figure 5.5, 87% of Arlington’s population is white with the next largest racial group being multi-racial, at 4.1% (U.S. Census, 2018). Figure 5.4 shows the highest education attained for the population of Arlington (U.S. Census, 2018). One third of Arlington’s population has attended some college, while 11.5% have a bachelor’s degree. The projected population for Arlington in 2035 is 24,937

	GOOD	BAD
Businesses and Buildings	Stilly Diner- young people like it	Drive through businesses
	Bowling Alley	That most businesses close on Sundays
	Airport	The banks
	Bistro	Mostly gift shops downtown
	Moe's (disagreement between age groups)	The only old theater burnt down
	Chinese Restaurant- Like the appearance of it, wish there was business on the ground floor	
	"Old buildings"- Like that they're reused for new businesses, only two used for original purposes	
Streets	Gilman	Unpaved parking lots are out of place
	Olympic- good mix of food and business	"Cannot get around without a car"
		Not enough seating on Olympic
Events	Music in the park	Outdoor movies are too late for kids
	Christmas festival/parade	
	Halloween events	
	Outdoor movies	
Art	Metal tree on Centennial	Not enough art
	Bike art at Legion	
	Art by local artists	
Parks	Elementary school playground	Splash park right by sewage plant
	Legion Park	
	Terrace Park	
	Haller Park	
	Centennial Trail	
	Riverfront	

according to Arlington's Comprehensive Plan. This is a significant increase in population and has implications for how the City is going to accommodate this growth.

Household Composition

Arlington has a total of 7,747 occupied housing units (Arlington 1, n.d.). Of these units, 4,719 are owner-occupied, and 2,652 are renter-occupied. The City has 422 low-income housing units. It is estimated that about 4,800 of all units are single-family units, and 2,100 are multi-family housing.

The current average household size is 2.6. According to Chapter 5, (pg. 14) of Arlington's Comprehensive Plan (2015), the estimated household size for 2035 is predicted to be 2.7 (2.84 for owner-occupied units and 2.4 for renter units). The median house value as of 2017 was \$323,282 (U.S. Census, 2018). The average homeowner pays \$1,723 per month in housing expenses, while the average renter pays \$1,173 each month.

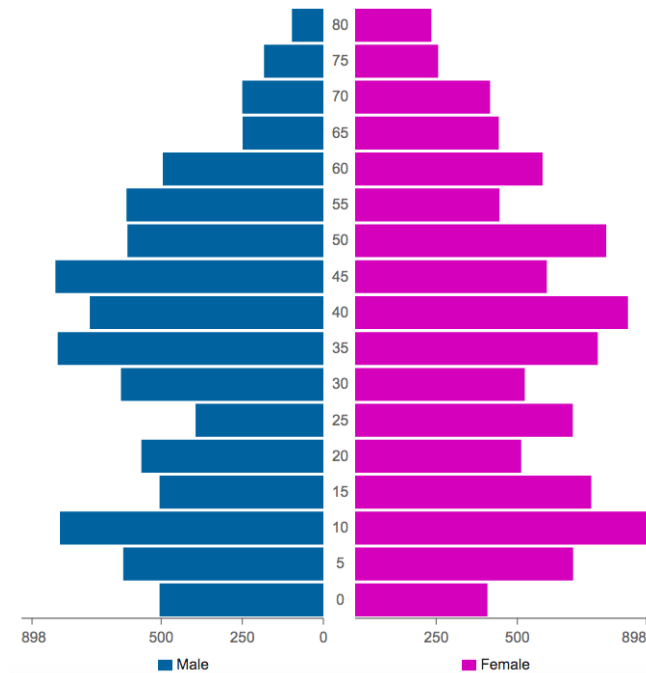


Figure 5.2 Population Pyramid

Table 5.2 General Notes

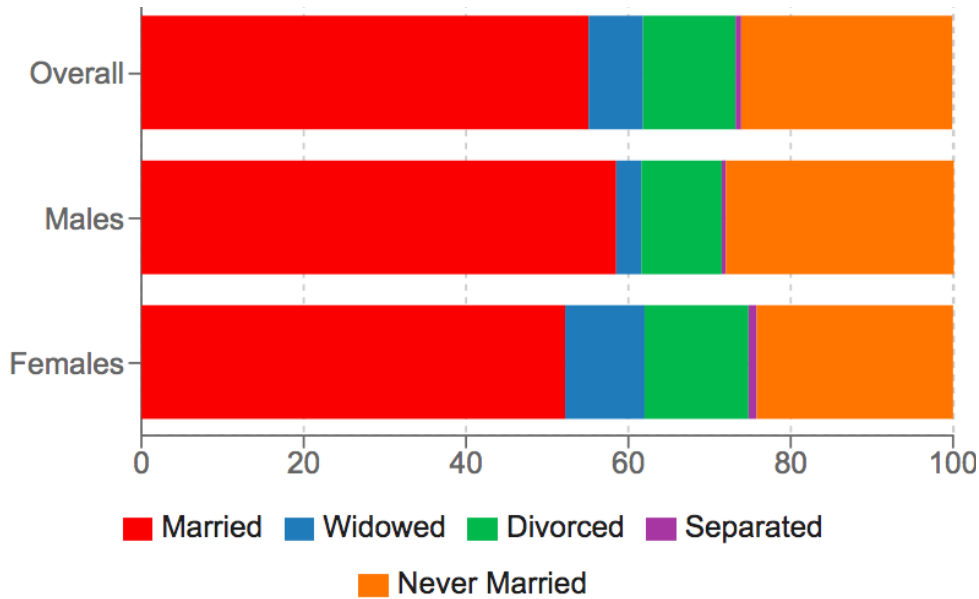


Figure 5.3: Arlington Marital Status 2017 (Arlington 2, 2019)

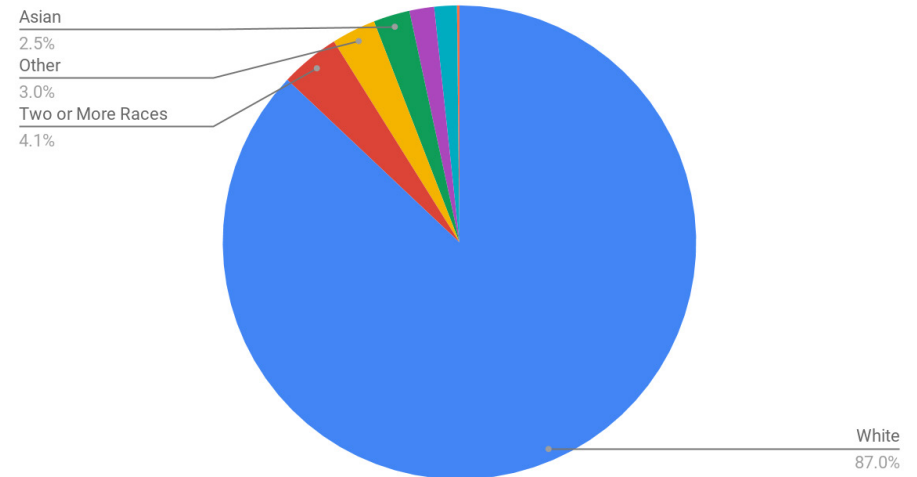


Figure 5.5: Arlington Racial Composition 2017 (Arlington 2, 2019)

Public Space/Current Events

The state of Arlington’s public space and current events is partially based on responses from the survey and workshop we hosted as well as from data from external sources. Arlington currently has a lively downtown encompassing the main street of Olympic Avenue, stretching approximately six blocks north to south and housing a variety of mixed-use businesses and a small number of residential units. With two abutting east and west streets to Olympic Avenue (West Avenue & Macleod Avenue) also serving as a part of the downtown, Olympic Avenue is the main downtown street, with lots of potential for expansion in the surrounding blocks. Much of the current development to the west is vehicle-centered industrial development. Arlington currently holds a variety of downtown events. They include walks and runs, outdoor movie screenings, parades, car shows, holiday fairs (the Christmas festival is particularly popular among residents), bicycle rides, basketball tournaments, farmers markets, street fairs, conferences, and art/entertainment festivals.

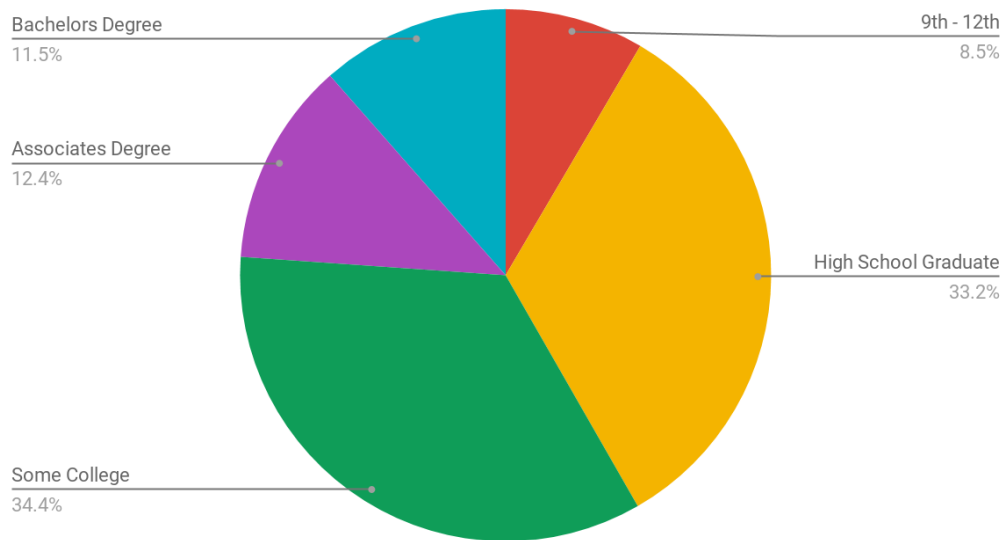


Figure 5.4: Arlington Highest Education Attained 2017 (Arlington 2, 2019)

Arlington also has a large number of parks and greenspaces for the size of the city. The Parks and Recreation chapter of Arlington’s Comprehensive Plan (2015) emphasizes that all city parks should be available for every age group and type of activity. Arlington’s city parks include:

- Centennial Park
- Terrace Park
- Legion Park
- Haller Park
- Lebanon Park
- Quake and Evans Parks
- Arlington Skate
- Arlington Rotary Disc Golf Course
- J. Rudy York Park
- Stormwater Wetlands Park

Regarding green space downtown, respondents rated the “value of greenspace” at 4.6 out of 5 (1-5 scale, 1=Strong Disagreement and 5=Strong Agreement), but in response to “There is adequate green space downtown,” the response was 3.2 out of 5, indicating that most respondents value green space and feel there is not enough in downtown Arlington. This is important to note when considering the public space of Arlington. When asked about the value of public venues and gathering spaces downtown, respondents to the survey gave an average answer of 4.7 out of 5, showing that they value these spaces highly. However, when asked if there are currently enough public venues and spaces. Downtown, the average

response to that question was 3.4 out of 5, indicating that they would like to see more public space and events. Other responses that stood out in our survey include average responses to outdoor seating and kid-friendly public spaces. Concerning outdoor seating, although the average response to “public seating is important to me” was a 3.3 out of 5, the responses to the statement of “there is enough public seating downtown” was a 3 out of 5. This response might be a result of how we worded certain statements; however it does indicate that respondents did not feel strongly about public seating. Lastly, from the workshop analysis, another aspect of public space that is seriously lacking is kid-friendly public space. When asked if “I value kid-friendly public space,” the average response was a 4.2 out of 5. However, when asked if “Downtown has enough kid-friendly spaces,” the average answer was 2.7 out of 5. This was the most negative response, indicating that most respondents feel that kid-friendly spaces are important but that there are not enough in downtown.

What is most apparent from the workshop responses and talking with community members is that the people of Arlington care deeply about downtown. Residents of Arlington identify with and feel connected to the public space.

CONCLUSION

Moving forward into the Studio II sequence, the data that we have been able to gather about public space in downtown Arlington has given us a good starting point on what to improve. After this initial analysis, a few things have been made clear. Based on the mapping exercise, we found a significant preference for the public spaces along Olympic Avenue, and a general dissatisfaction with the public space along the surrounding streets. While there have been noted “good” and “bad” aspects to both locations (Olympic Avenue vs. surrounding), we can clearly see a strong connection from the people of Arlington to the public space directly on Olympic Avenue. Moving forward, we can use what we have learned from the workshop to develop public space that matches the needs and interests of Arlington residents.



Figure 5.6 Residents identify locations on a map.

TRANSPORTATION AND MOBILITY

INTRODUCTION

The City of Arlington has seen exponential growth throughout the downtown area and the city as a whole. To best accommodate for this growth involves 1) expanding the city's existing surface transportation system, including bicycleable pathways, sidewalks, trails, and buses and 2) efforts to meet current transportation needs. This includes a pedestrian and bicycle-friendly system that links Arlington's various urban centers and residential communities. This will promote a livable community. This chapter describes the results of a community visioning process in which participants indicated future desires related to transportation and mobility. It also describes the current status of transportation and mobility in Arlington.

PART I. COMMUNITY VISIONING RESULTS

The transportation and mobility station at the community workshop involved three parts, each handled by one of the team members. One person presented the questions and facilitated the discussion, another recorded

answers on a large notepad, and the last recorded demographics and answers in a personal notebook. We asked about bicycle mobility, car mobility/public transportation, parking, and walkability in and around downtown Arlington. We led six discussion sessions and talked to a total of 29 people. We started each survey by listing the topics we would go through so the participants would reserve relevant comments for the appropriate times. In addition to a verbal survey, we also had map interaction with three maps. The first was a large map of downtown Arlington. The second was a smaller map of the larger Arlington area and transit routes. The last was a small map showing bicycle trails. Participants replied to questions by marking the maps with topic-based color-coded stickers. Participants had the opportunity to voice or write down and submit additional comments. Results are synthesized in this section. Below is a summary of the results from the community workshop.

Bicycle Mobility

Questions:

1. Does anyone commute to work by bicycle?

Two people occasionally commute to work by bicycle.

2. Does anyone use a bicycle to recreate around downtown Arlington?

Most people who bicycle for recreation do

so around town or on the trail. Seven people bicycle for recreation.

3. How often do you bicycle around downtown?

No workshop participants bicycle to complete errands around downtown, but some bicycle for recreation. The frequency of bicycling for recreation is approximately once per week.

4. Do you think downtown has adequate bicycle infrastructure? That is, do you feel safe traveling around downtown? Do you feel there are enough places to park your bicycle safely?

Participants varied in their responses. Some thought bicycle infrastructure was adequate during normal days but not events, some said it is not adequate at all, and others said bicycling does not belong in downtown at all. The main specific complaint was a lack of bicycle parking.

5. Would you support having bicycle lanes around downtown? If so, where?

The consensus is that there should be bicycle lanes around downtown but not in downtown.

6. Do you bicycle on the Centennial Trail to downtown Arlington? If so, where on the trail?

Only the people who bicycled recreationally bicycle on Centennial Trail.

Bicycle Conclusion

The general consensus is that commuting to work via bicycle was not a real option for the majority of Arlington residents because of distance and the difficulty. Responses about bicycling on Centennial Trail varied; some ride on it weekly and love it; others aren't interested because they consider it a boring ride. Downtown was not a popular bicycling spot because there is a lack of visibility and streets are too narrow to have both bicycle lanes and street parking. There was support for bicycle lanes around the downtown and exiting the Centennial Trail.

Car and Public Transit Mobility

Questions:

1. Do you/your household commute by car to downtown?

All but one of the workshop participants commute by car because the few bicyclists only use their bicycles in temperate weather and still use their car to commute during cold or rainy weather.

2. Do you use public transportation to commute?

One high school student uses public transportation once a week.

3. Have you ever considered using public transportation to commute? If you don't, why?

Besides the single resident who uses it, no one has given serious consideration to it. One resident tried but got too confused.

4. How do you feel about the frequency of the bus routes in downtown Arlington?

Nearly 100% of participants said it was too infrequent.

5. Do you have suggestions for potential bus stops or bus routes?

The stops focused on kid activity and culturally significant places.

6. How would you rate the traffic and congestion for the traffic in and around downtown Arlington? (Scale of 1-10: 1 being the lowest, 10 being the highest)

Participants also placed stickers in spots they considered to be problematic, which are shown on the maps. The majority rated traffic and congestion as very good. A few people did not agree, noting the traffic backup on WA-530 or during events.

Transit Conclusion

Twenty-eight of the twenty-nine workshop participants indicated that they commute by car daily. One participant uses the public bus and only once a week. There was very little interest in the bus because it has very limited routes and comes only once an hour. Many bus routes are

only for commuters, running only twice a day. There was a lot of concern over certain areas for their dangerous street design. WA-530 was most commonly cited as being too dangerous because it is the main route into Arlington, the speed limit is 50 mph, and there are some major unregulated turns. There have been more car accidents on 530 than any other road in Arlington. The red light also commonly backs up traffic to the highway.

Parking

Questions:

1. Do you have trouble finding parking around downtown? Where are the problem areas? (MI)

Nine of the 29 participants indicated that parking is inadequate. The remaining gave no opinion.

2. Would you support a parking garage?

Six of the participants were adamantly against a parking garage. Other did not feel they parking lots with structured parking or providing underground parking.

3. Do you think there is a good amount of parking currently in Downtown?

The residents interviewed felt that there is enough parking in and around Downtown Arlington.

Parking Conclusion

Many people encouraged delineating street parking by marking spots to provide more efficient parking; they indicated that diagonal parking would be preferable where the street width allows it. One participant explained diagonal street parking would increase the amount of total parking in Downtown Arlington three-fold. There was not majority support for a parking garage. Many people recognized that Arlington may need one eventually, but most were currently against the idea because it would ruin the small-town feel. Some people reported parking to be a major problem while others reported it as no problem at all. Investigating possible parking solutions to free up more of Downtown for walkable store fronts or mixed use would be ideal.

Walkability

Walkability refers to how accommodating and accessible Downtown feels for pedestrians. Responses to this section were the least complete and sometimes lacking completely because of the workshop time limit.

Questions:

1. Do you walk around downtown Arlington?

Of the groups asked, the responses were unanimously yes.

2. Do you feel that downtown is easy to

navigate as a pedestrian?

This resulted in a unanimous yes.

3. Are there enough crosswalks and sidewalks to get to where you need to go? Do you have any recommendations of where this can improve? (MI)

Most said yes or recommended a complete streets program.

4. Do you feel there is enough weather cover when walking around downtown?

Seven of the 29 participants indicated there was inadequate weather cover and they cared about it. Ten said it was inadequate but that they did not care. The remainder either had no time to answer or gave no opinion.

5. Do you feel there is adequate lighting around downtown to navigate downtown at night?

Most agreed there is adequate lighting on Olympic Avenue but not surrounding streets. All reported feeling safe while walking at night.

6. Do you walk on the Centennial Trail? If so, where on the trail? (MI)

Nine of the 29 people reported walking on the trail.

Walkability Conclusion

Nearly all people rated Arlington as extremely walkable. There was mixed support for street weather protection, like awnings, and mixed opinions regarding the adequacy of lighting. Nearly all participants also felt very safe walking in downtown Arlington, even at night. There was concern over the cars parked near crosswalks blocking drivers' views of pedestrians.

PART II: STATE OF ARLINGTON

Introduction

In this section, we will describe existing, planned, and forecast transportation and mobility in Arlington's downtown and surrounding areas. We end the section with an outline of the City of Arlington's travel demand goals and future mobility plans. As recommended by residents, these improvements are centered around safety improvements to main thoroughfares, ensure new development meets the requirements of the American Disabilities Act, expand bicycle and pedestrian trails, continue the Complete Streets Program, and meet resident's desires regarding parking. Along with these priorities, they also have many smaller goals that are discussed further.

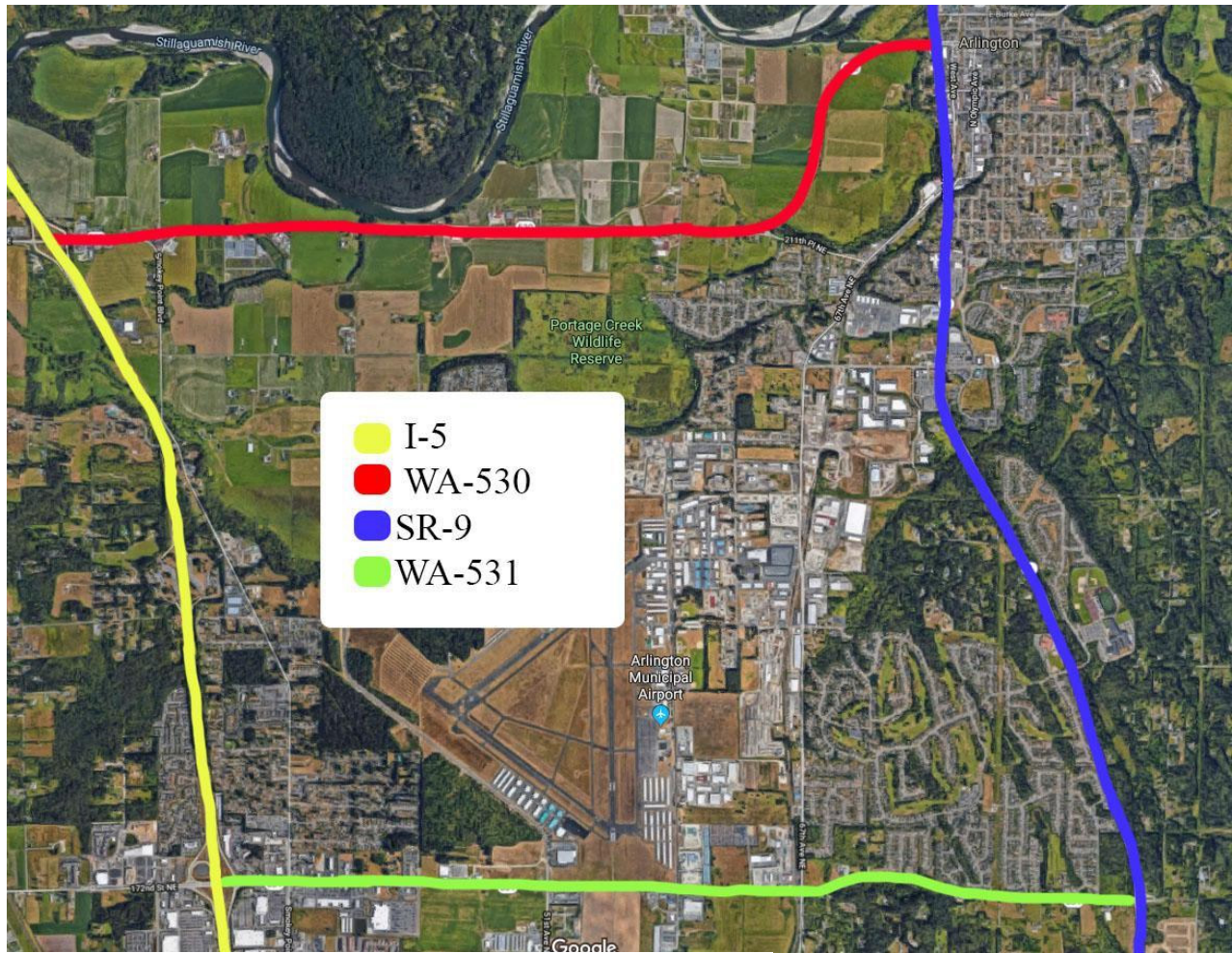
Highways and Roads

Arlington sits a couple of miles off I-5, with SR-530 on the northside and SR-531 to the south as the

main connectors from the interstate to the town. North Olympic Avenue is the center of Arlington’s low-density commercial area. The majority of pedestrian traffic and casual shopping happens here. There are about six blocks of linear storefront. On the opposite corner of Arlington’s pedestrian-oriented downtown is Smokey Point, a car-oriented development that houses the big-box stores located on the other side of Arlington Municipal Airport.

Arlington has four state roads surrounding it. Because these roads are not within their jurisdiction, the City’s transportation planning ability is limited, even though they are heavily impacted by the condition of the roads. The city government has been pressuring the state to assist, but with little response thus far.

A common concern regarding these roads is their poor condition. The majority are more than sixty years old and have not been well maintained. These roads provide the easiest ways in and out of Arlington but there are issues with each. SR-530 has unregulated intersections and heavy traffic, creating unsafe driving conditions and long wait times. SR-531 on the south side of Arlington is too narrow to accommodate the forecasted traffic growth, especially with the land developments being built near it. The conditions of these roads are particularly worrisome due to Initiative 976 being passed in Washington that severely slashes the state’s budgets for road maintenance and expansion.



Route	Classification	Average Traffic Volume (2014)
I-5	Interstate	40,001 - 80,000
SR-9	Other Fwy Expwy	10,001 - 20,000
SR-530	Other Principal Arterial	10,001 - 20,000
SR-531	Minor Arterial	10,001 - 20,000

Above: Figure 6.1: Depicted are the four state roads intersecting Arlington (data collected from google maps).

Left: Table 6.1: All of the state roads are necessary for residents’ commute. (2035 plan, p. 3-3)

Accessibility

Accessibility is discussed primarily in regard to “non-motorized traffic” including pedestrians and bicyclists. The issue of having these traffic types in concurrency programs is that pedestrian and bicycle-oriented development assumes that the users are able to walk.

The American Disabilities Act requires local governments to identify barriers that could limit accessibility for people with disabilities and to develop ways to circumvent these barriers, but there is little enforcement behind the act. This act is referenced most in the accessible parking spaces portion that dictates the size and amount of handicap parking, along with proper signage.

The main focus of Arlington’s plan regarding accessibility is annually updating a number of sidewalks to be wheelchair-friendly “to the maximum feasible extent” (2035 Plan, p. 6-11). It prioritizes areas of higher pedestrian traffic, such as school zones, hospitals, and dense retail.

Bicycle and Walking Trails

The City of Arlington has constructed 26 miles of multi-use trails within the city limits and the UGA, and Snohomish County has three regional trails in the Arlington area, totaling 17.6 miles. Bicycle and pedestrian trails can be seen in Figure 6.2.

The 2014 Active Transportation Plan identifies Arlington in the region’s East Snohomish 1 area. The City coordinates

with the Bicycle and Pedestrian Advisory Committee (BPAC) on multi-use trail map updates, trail construction funding sources and opportunities, and training/webinars provided by the BPAC to enhance the City’s multi-modal system. Bicycling is a part of the non-motorized concurrency plan which aims to standardize sidewalks, crosswalks, trails, and bicycle lanes.

Sidewalks

The City’s planned non-motorized transportation improvements include sidewalks, crosswalks, trails, and bicycle lanes. The City is in the process of developing crosswalk standards that will match the level and type of non-motorized traffic with the classification of the street being crossed (arterial, collector, residential, etc.). The City is also in the process of developing a Complete Streets program that prioritizes sidewalk construction by location and land use. Currently, there is a “total of 85 miles of sidewalks in Arlington, this represents that approximately 80% of Arlington roads have sidewalks on one or both sides” (2035 Plan, p. 3-11). The construction program will utilize the input of a Complete Streets program to better provide full connectivity for pedestrians. The City has been strategically planning and implementing a multi-use trail system for pedestrians and bicyclists.

Future expansions of sidewalk system, taken from the List of Non-motorized Improvement Projects:

- 168th Trail 51st Ave to 43rd Ave would be a 12-ft wide, 3,650-ft long paved multi-use trail to be completed as part of road project R19 T02
- 173rd Trail Smokey Pt Blvd to Airport Blvd 12-ft wide, 2,210-ft long paved multi-use trail to be completed as part of road project R28A & R28B T03
- 188th Trail Smokey Pt Blvd to Airport Blvd 12-ft wide, 1,550-ft long paved multi use trail to be completed as part of road project R2 T04 204th
- Centennial Trail at 69th Ave to SR-9 12-ft wide, 2,075-ft long paved multi use trail, trail under planning & design (partially funded) T05 43rd
- Trail 172nd St to 168th St 12-ft wide, 1,820-ft long paved multi use trail to be completed as part of road project R2 T06 51st
- St Trail 172nd St to City Limits 12-ft wide, 5,200-ft long paved multi use trail to be completed as part of road project R16A T08 188th
- Trail 67th Ave to 66th Ave 12-ft wide, 360-ft long paved trail connecting.

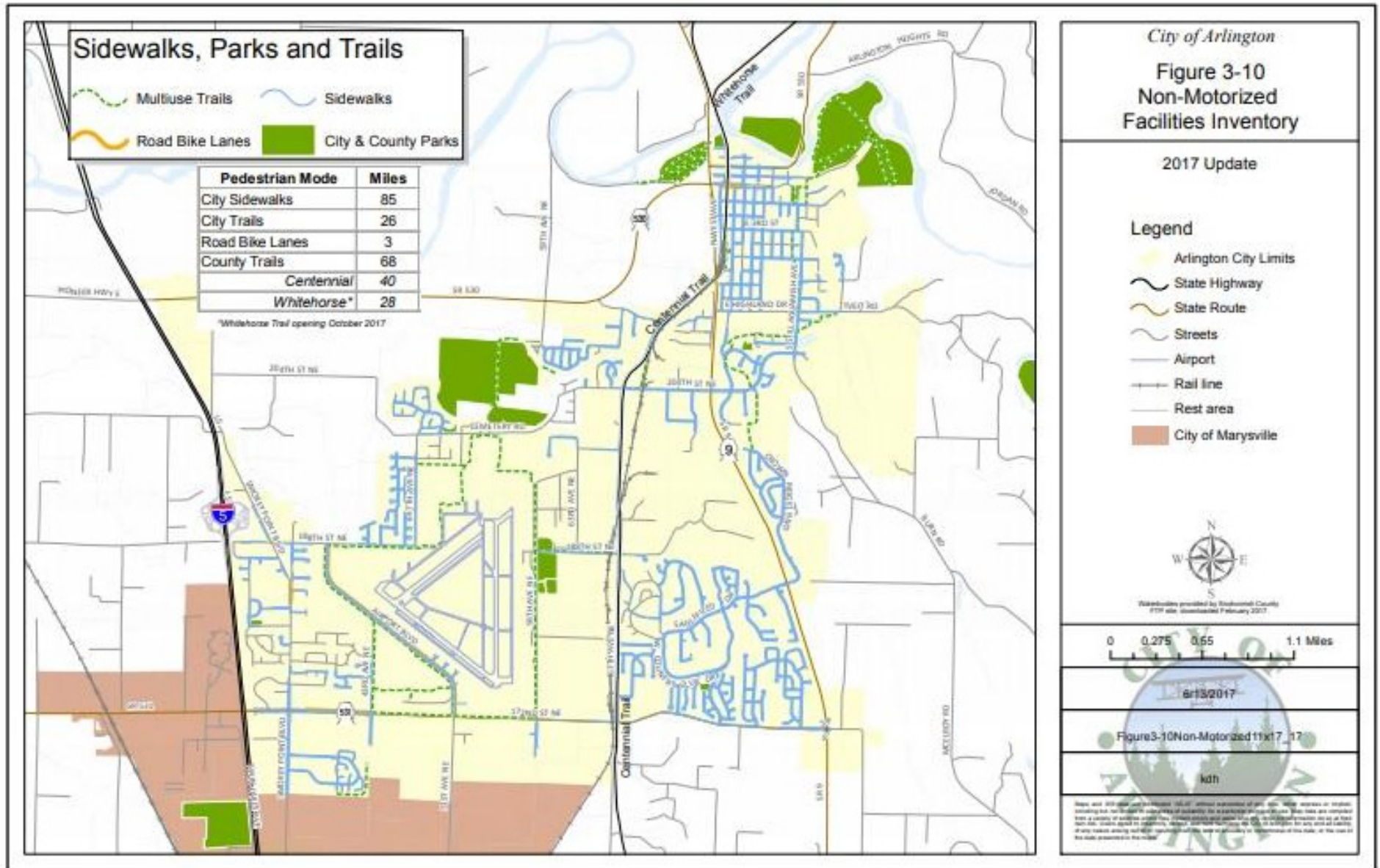


Figure 6.2: Arlington's current multi-modal transportation map.



Figure 6.3 Public and private parking lots in Downtown Arlington.

Parking

The plan's goals and policies section requires that all developments provide a "sufficient number of parking spaces to accommodate the number of vehicles that ordinarily are likely to be attracted to the development" (2035 Plan, p. 2-5).

Arlington requires the traditional 19 feet long by nine feet wide minimum rectangle designated for a single parking spot; parallel parking is twenty-two feet by eight feet. In parking areas of any use besides a driveway for one or two units, they must have a design that allows cars to exit without backing into the street. They claim parking spaces will be appropriately demarcated with markings yet much of their public street parking is lacking this; this is only present in parking lots.

Community Transit (Snohomish's transit system (not including Everett) operates 22 park and ride locations which include more than 7,355 parking stalls. This includes three active park and ride lots in Arlington. Community Transit also has a vanpool option for trips starting or finishing in Snohomish County.

"The Dial-A-Ride-Transportation (DART) system serves individuals with special needs who are unable to use regular fixed routes. It provides transportation between locations that are within three-fourths of a mile of a local fixed route service" (2035 Plan, p. 3-5).

Accidents

Since 2013 there have been 20 car accidents that appeared in the news. Since 2009, there have been 11 accidents that resulted in a fatality. On average, the car-related fatalities rate is ~4/10,000.

Pedestrian Deaths or Injuries

Arlington reports a much higher pedestrian death or injury per 100k citizens than Washington's average. Since Arlington's population is less than 20,000, one pedestrian death in a year is equivalent to five of 100,000 pedestrian deaths, much higher than the Statewide rate of 0.59 of 100k in 2018. Arlington has had six pedestrian deaths since 1996. Since all but one of these deaths occurred between 9am and 4pm, midnight drunk drivers are clearly not the main cause. There are several ways to reduce pedestrian deaths. Mainly these include buffers or increasing visibility. Complete streets are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities. Having obstacles like parked cars, railing, or foliage between the sidewalk and street protects pedestrians from careless drivers. Visibility through infrastructure like flashing crosswalks or reducing sight line barriers keeps pedestrians safe. Pedestrians also feel the difference because the roads that protect them also encourages foot traffic and decrease car-dependency.

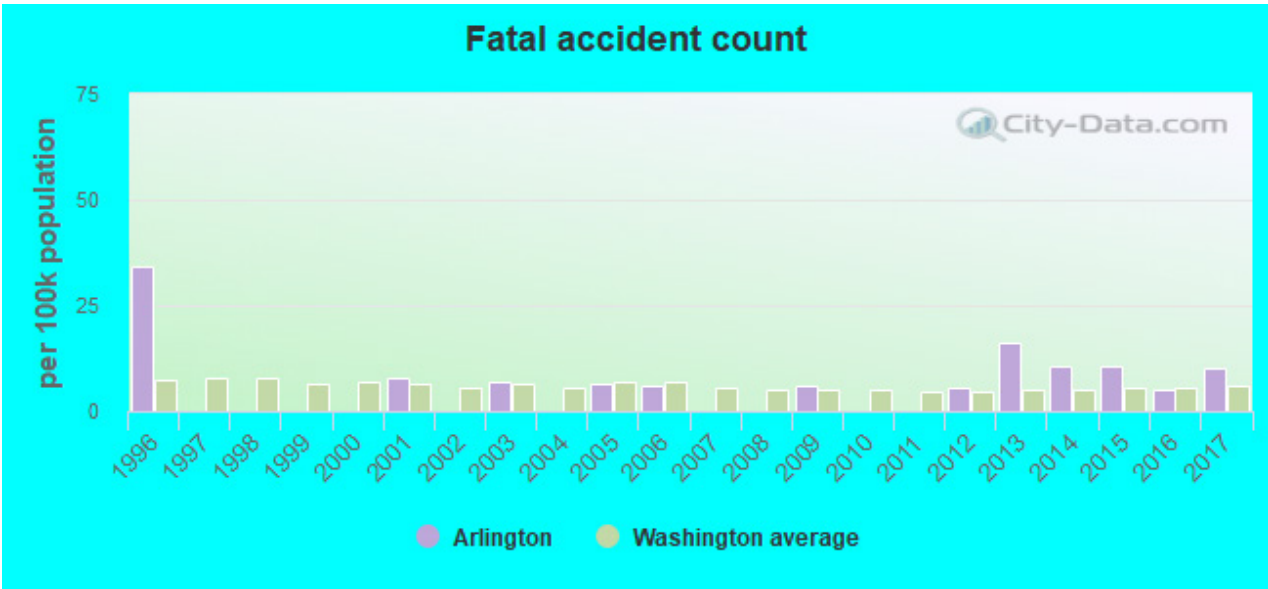


Figure 6.4 Arlington's car accident fatality rate (Fatal crashes, n.d.)

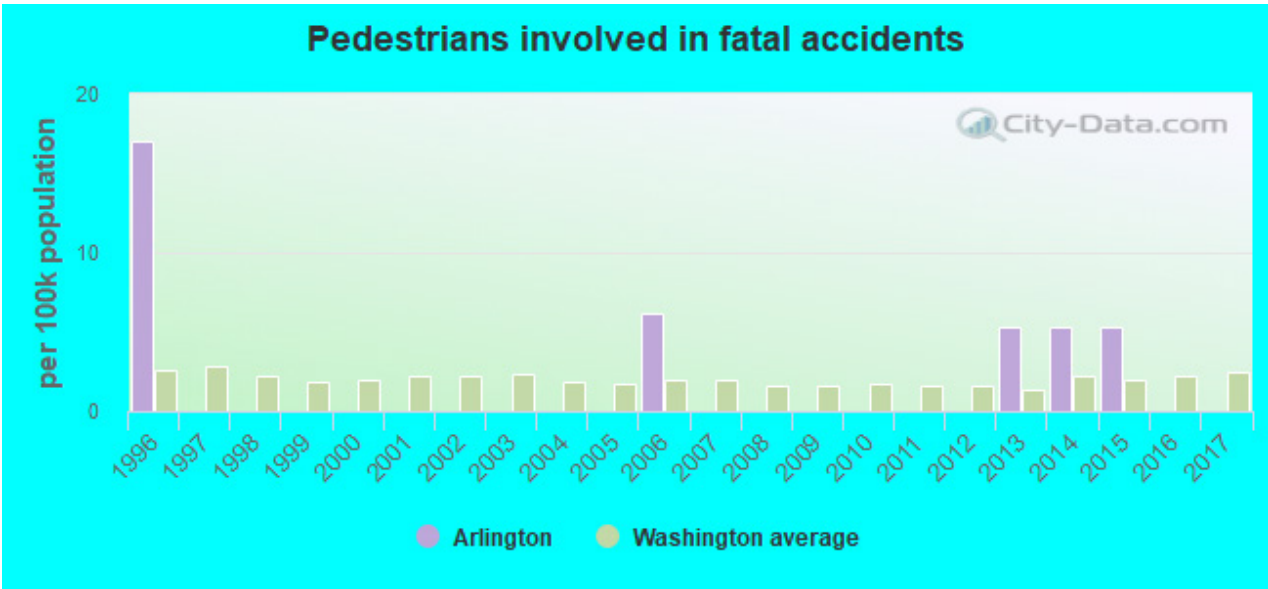


Figure 6.5 Pedestrians hurt or killed from automobile accidents 1996-2017 (Fatal crashes, n.d.).

Future Travel Demand and Goals

The City of Arlington has outlined goals to improve transportation options for residents.

- Create and develop sustainable transportation, including transit and non-motorized (bicycle accessibility, trail heads) improvements. Many residents voiced concerns for improvements to the major Centennial Trail, including more visuals such as pleasing artwork and vegetation along the trail.
- Maximize higher density land use near transportation centers.

Improvements to Support Freight Mobility

- The improvement plan results in improved operations at all locations. The 172nd Street NE (SR-531) corridor is projected to have a significant increase in traffic in part because of industrial/commercial growth along the corridor and significant residential growth to the east that must use this route to Interstate 5.
- Connectivity with: Arlington Airport, Smokey Point, greater Snohomish County, Seattle, and the City of Arlington
- Over the previous four years (2012 -2016) the City of Arlington has averaged approximately \$8 million in total revenue (less policing) in 2015 dollars. Based on historical trends, the revenue is expected to increase by approximately 7% per year. Based on this calculation, the City is forecasted to have a total revenue over the life of this Transportation Plan (2016 through 2035) of approximately \$278.4 million. The future maintenance and operations expenditures

were also forecasted based on historical trends and subtracted from the total revenue forecast to estimate the total revenue available for capital improvements. Table 6.2 summarizes the city portion of the funding requirement for the recommended Improvement Program.

- As part of the development of the annual Six-

Forecasted Revenue	Amount (in 1,000s)
Total Revenue	\$278, 401
Less Maintenance Cost	-\$27,273
Less Operation Cost	-\$85,475
Net Revenue for Roadway and Intersection Construction	\$165,653

Table 6.2 The proposal for how to pay for their transit projects.

Year Transportation Improvement Program, the City will balance improvement costs with available revenues; review project design standards to determine whether costs could be reduced through reasonable changes in scope or deviations from design standards; fund improvements or require developer improvements as they become necessary to support LOS standards to meet concurrency; and explore ways to obtain more developer contributions to fund improvements.

- The City works closely with adjacent jurisdictions to address transportation issues and mitigate impacts. Snohomish County and the City established an interlocal agreement in 1999 to address joint transportation system



Figure 6.6 Fatal crashes in Arlington 2009-2017. Twenty accidents are recorded, four involved intoxicated individuals, and three involved pedestrians (Fatal Car Crashes, n.d.).

planning and traffic impact mitigation. The City of Arlington, WSDOT, Snohomish County and Marysville coordinate in the Smokey Point/Island Crossing corridor to check development and plan improvements within the West Arlington Sub Area Plan. 1.4.6 Community Transit is a region transportation provider that uses 30 local routes and 23 commuter routes to Seattle. Three routes supply bus service for the City of Arlington. The City supports Community Transit's

strategic plans and coordinates with the agency to find how transit needs should be addressed, particularly as new development occurs.

- Non-motorized Improvements Projects aim to provide greater connectivity to all of Arlington's centers and neighborhoods by completing streets with the addition of consistent sidewalks in centers and neighborhoods. This will connect all of Arlington's urban centers, job centers,

residential neighborhoods, parks, and transit. Prioritization is first multi-use trails, then sidewalks in residential and urban hubs. The multi-use trails provide recreational opportunities while also creating connections between neighborhoods and businesses and schools. There are 26 miles of trails in Arlington, totaling 17.6 miles. Arlington plans to extend their trail system by 21 miles and their sidewalks by 56 miles.



Figure 6.7 The transportation team listens to Arlington residents.



Figure 6.8 A student writes down information.

VISUAL PREFERENCE SURVEY

INTRODUCTION

This chapter presents a brief history and description of the current visual elements and conditions of the City of Arlington. It also describes the results of a workshop conducted in Arlington with community residents in which they were asked to identify their visual preferences.

PART I. STATE OF ARLINGTON

History of Arlington

Arlington is located in Snohomish County. The City was established in the 1880s by military settlements and pioneers moving north from California. Prospector Samuel Hancock was led by Stillaguamish indigenous guides up the Stillaguamish River. Partially inhabited by the native Stillaguamish people, European settlers began establishing towns to support logging and mining. A treaty between the Stillaguamish and the settlers allowed for logging of the region. As more settlers came for logging and mining, the population split into two distinctive towns. One was called Arlington, and one was called Haller City. Annual Downtown parades

in Arlington began in the early 1900s, and historical shops were built. In 1903, Arlington and Haller City merged to become one city. The growth of the logging industry brought the railroad, and Boeing's prominence in the Seattle area brought an airstrip. I-5 was built in 1956, which brought more traffic to Arlington. Buildings such as the 1931 Post Office, A. H. Moll Furniture and Hardware store remain prominent historical sites. In the mid to late 1900s, Arlington's population began to grow rapidly as a suburb of Seattle due to proximity to the freeway. Arlington currently has a population of just under 18,000 people and projects more growth (City of Arlington, "History of Arlington", n.d.).

Streetscape

Currently, Arlington is aiming to increase pedestrian traffic throughout its Downtown. Pedestrian traffic encourages economic development, along with creating a lively atmosphere which encourages growth. Busy pedestrian streets also create safe streets, which is another goal for Arlington. Streetscapes help to stimulate economic development and safety, by creating an overall atmosphere and design that encourages pedestrian traffic and mobility. The current Downtown does not encourage pedestrian traffic. Little street furniture exists, storefronts are worn down and outdated, and there is little protection against inclement weather.

Arlington's Design Standards outline ways in



Figure 7.1: An image of Railroad Avenue in 1905 (City of Arlington, "History of Arlington" Presentation, n.d.).

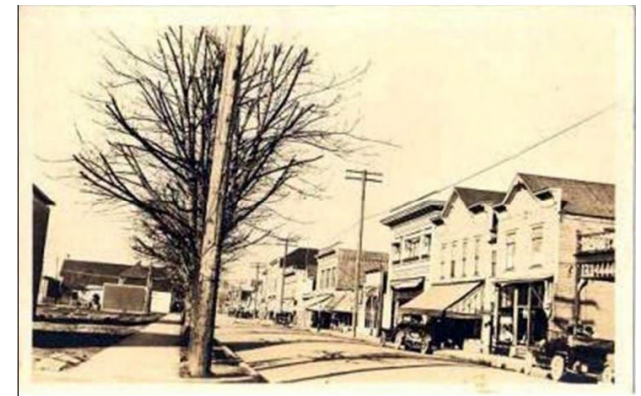


Figure 7.2: An image of N Olympic Avenue in the 1920's (City of Arlington, "History of Arlington" Presentation, n.d.).

which to improve the pedestrian experience. One way in which Arlington's current and future streetscapes can encourage pedestrian traffic is to highlight the shopping experience. One way to enhance a shopper's experience is with large windows in retail shops, canopies above shops to mitigate the effects of inclement weather, and well-designed signage to entice shoppers. All of those elements together can

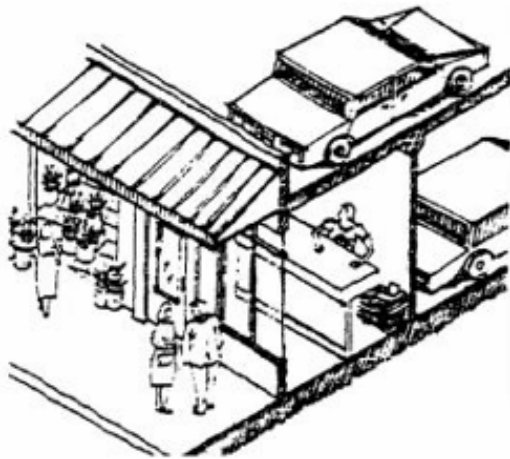


Figure 7.3: A canopy and pedestrian-friendly store front (Development-Design-Standards, pg. 12).



Figure 7.4: A mixed-use building with large windows to entice shoppers (Olympic Avenue Design Guidelines, pg. 11).

create an enticing streetscape for Arlington's pedestrians (Development-Design-Standards, pg. 7-8).

Some other ways Arlington's Design Standards aim to increase the attractiveness of the pedestrian experience is to screen certain city elements that pedestrians may find unappealing. Unattractive elements include retaining walls, trash areas, and parking lots and garages. In future development, Arlington aims to make multiple improvements to parking lots, garages, and driveways as to reduce their dominance of the streetscape. Some ways in which Arlington strives to accomplish this is by taking advantage of landscaping, reducing the size of curb cuts, and having alley-way entrances to parking areas. Arlington's downtown has few of those aspects, and certain elements could be incorporated more (Development-Design-Standards, pg. 9).

Another element laid out in the design standards to increase pedestrian activity is proper street lighting. Proper lighting would highlight specific stores and key street elements such as crosswalks and entrances. Streetlights also help pedestrians feel safe and would encourage more pedestrian shopping during all hours and weather. Arlington also wants their streetlight designs to be compatible with the designs of the buildings on the streets. Downtown Arlington does currently have lighting, which provides for modest safety and visibility at night, but it could be improved

upon (Development-Design-Standards, pg. 15). Another important aspect of Arlington's streetscape design is to encourage mixed-use buildings. Different structures would provide a physical barrier between residential and commercial lots. The barrier could be a well-landscaped lot, a small wall or fence, or a courtyard. The goal would be to provide privacy to the residents but still be visible from the streets. The parking lots would be situated behind the buildings, so they could not be seen from the street. All building fronts will face the street to create a welcoming environment and to avoid any confusion for pedestrians and shoppers. Mixed-use buildings are currently utilized on Olympic Avenue, but community members feel they could be utilized more (Development-Design-Standards, pg. 10-13).

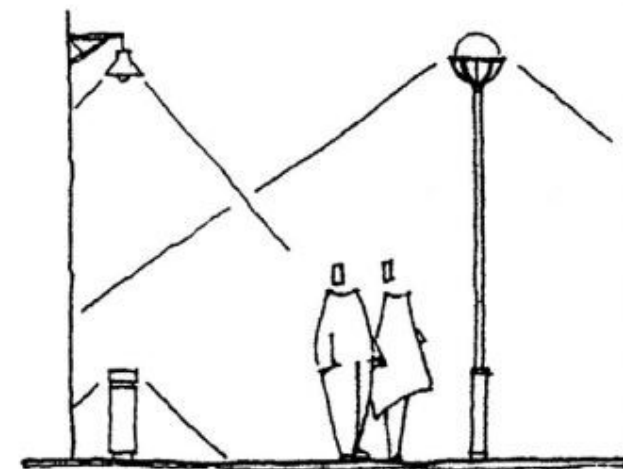


Figure 7.5 Globe street lights provide a nice ambiance for pedestrians (Development-Design-Standards, pg. 15).

Building Heights

Current building heights in Arlington's downtown range from one-story single-use to two-story multi-use. Community members are satisfied with the current building heights since they represent the aesthetic preference of residents for their downtown. Olympic Avenue has multiple multi-use buildings. Arlington's Design Standards aim to keep building heights and styles consistent. The building heights throughout Arlington will reflect the proper human-scale, with no overly tall

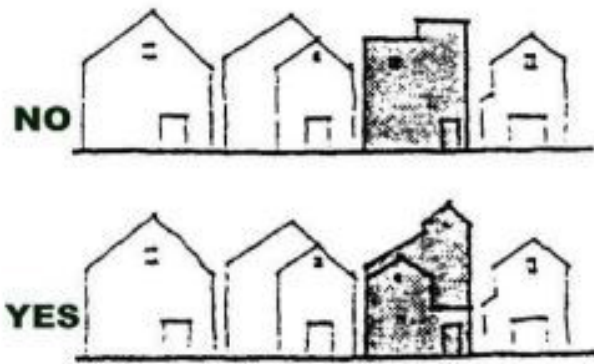


Figure 7.6: Broken up roofing creates a more pleasing design (*Development-Design-Standards*, pg. 40).

buildings. If new buildings are built in Downtown, they should be compatible with the existing design and aesthetic preferences. Building heights will be reduced to fit the current height standard, which is two stories. Buildings Downtown retain their consistency in style by adopting the broken roofing and modulations style. Broken roofing and modulations can help reduce the apparent size of the buildings and can help keep styles similar

across different building types. If new construction is built near existing neighborhoods, the building heights must not infringe on the private backyards of existing houses. Effects of large buildings can be mitigated by having enough setback distance between the new building and the yard, creating a step-back design on the new building so sunlight can still reach the private yard, and windows facing the private yard should be minimized or screened. (*Development-Design-Standards*, pg. 35-40)

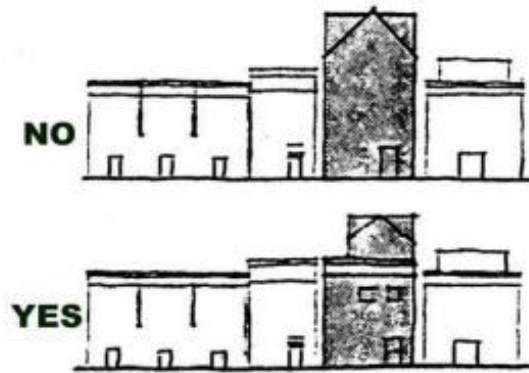


Figure 7.7: Broken up roofing can allow for taller buildings to fit in (*Development-Design-Standards*, pg. 40).

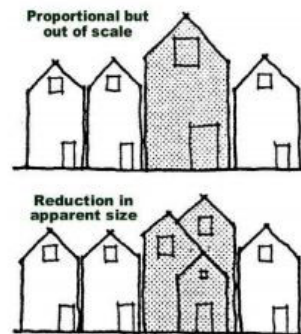


Figure 7.8: Broken up roofing can allow for a wider and taller building to fit in (*Development-Design-Standards*, pg. 40).

Storefront Styles

In the process of enhancing the aesthetic features of downtown Arlington, it is critical to recognize the architectural themes of the storefronts in order to preserve the character and identity of Arlington. The storefronts in downtown Arlington all contain historic "Old Town" architecture. This being said, the "Old Town" aesthetic can portray a wide variety of different styles, ranging from the 1890s all the way to the contemporary 1980s. In between these two periods contain post-war designs as well as art deco/modern architectural designs.

The beauty of downtown Arlington comes from the historic feel of the storefronts, so it is very critical to preserve that historic architectural style to retain Arlington's character. Figure 7.9 is a map of Olympic Avenue, showing all buildings as well as the different styles of building architecture. The mix of different architectural styles along Olympic Avenue is generally consistent; however, most prominent architectural designs that are used in downtown Arlington are the art deco/modern, 1920s styles, and early century styles (Olympic Avenue Design Guidelines, pg. 8).

The art deco/modern style of storefront architecture was expressed in Arlington from the early 1930s to the 1940s. Many of the art deco/modern buildings can be distinguished with a zig-zag motif. According to the Olympic Avenue Design Guidelines handbook issued by the City of Arlington, a good example of a building that was built with this architectural style is the Olympic Theater

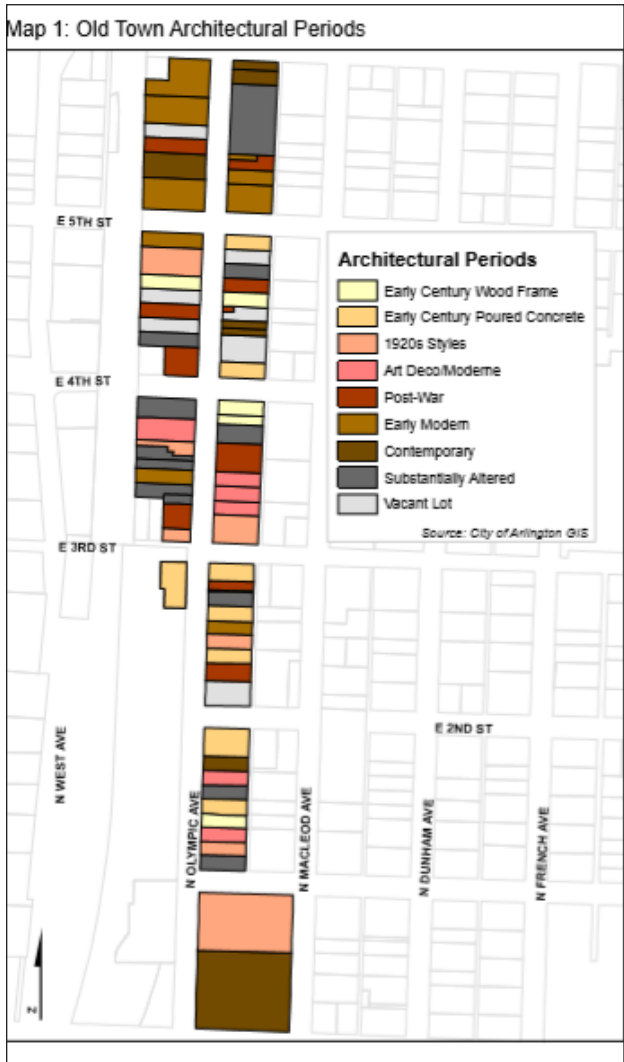


Figure 7.9: Map of Old Town Architectural Periods (Olympic Avenue Design Guidelines, pg. 9).

(Olympic Avenue Design Guidelines, pg. 8).

Though it was built in 1915, significantly earlier than the style period, it was rebuilt in 1939 to portray the aesthetic of the city at the time. 1920s architectural styles of Downtown Arlington can be spotted by their wooden frames. These buildings are usually two stories tall and have flat roofs. European influence is strongly seen in this style of architecture, particularly the Spanish Colonial styles, with its low-pitched tile roofs and wrought iron/wood balconies and pilasters (Olympic Avenue Design Guidelines, pg. 10).

Lastly, the early century styles were mainly used in Arlington from the 1890s to the late 1920s. Wood framing was implemented in Arlington from 1890 to 1919, with Western False Front styles to make the buildings appear taller than they actually are. In the later part of the early century architectural style, from 1900 to 1925, the poured-concrete technique was used in Arlington. These buildings can be distinguished by their vertical concrete embedded columns (Olympic Avenue Design Guidelines, pg. 10-13).

If Arlington were to establish more buildings in the Downtown area, they could design the new buildings to be pre-1940s designs. These include art deco/modern, 1920s style, and the early century styles. In establishing these architectural styles as the prominent styles of Arlington, the “Old Town” aesthetic of the City can be better preserved.

Residential Housing

To preserve the characteristic old town feel of the Arlington area, strict zoning guidelines were established to provide consistency and a pleasant environment for residents. To complement the historical character and charm of the business district of Olympic Avenue, the residential area just to the east of it is zoned for a similar historical feel with single family homes.

Although our focus is on the business district around Olympic Avenue, we thought it would be beneficial to inquire about nearby housing design standards and preferences to maintain cohesion within the area.

As Arlington and other nearby cities experience anticipated population growth as projected in the Comprehensive Plan, residential districts could have increased housing density on existing lots. This can be in the form of Accessory Dwelling Units (ADUs); one such unit is currently allowed per single family residence. The development of mixed-use buildings is also

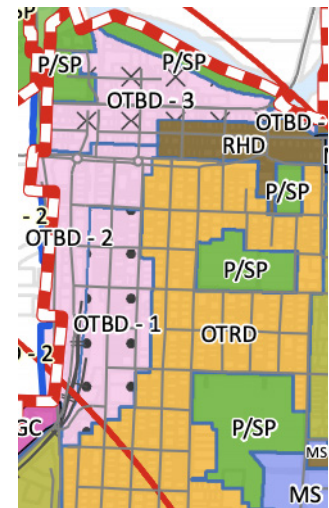


Figure 7.10: Zoning Snapshot of commercial and residential districts with an emphasis on the Old Town Business Districts (OTBD) along Downtown Olympic Avenue and nearby residential districts. Old Town Residential district (OTRD), Public/Semi-Public (P/SP), Residential High-Density (RHD), Medical Services District (MS) (City of Arlington Zoning Map, 2019)

encouraged to be commonly adopted. Arlington has prepared for this population growth by including infill development and higher density zoning instead of expanding boundaries, in strategic plans.

Building Setbacks

In all three Old Town business districts, all structures are to be located adjacent to sidewalks, or nearby with a path to sidewalks, so as to maintain a continuous facade. Currently, the setback requirements for all structures, including residential, must be a minimum of ten feet from other buildings, five feet from any easement, and 15 feet from any open drainage facilities. To enhance the character of Arlington's building assets, building setbacks are to be consistent with the neighboring buildings to maintain coherent spaces of both streets and the sidewalk buffering spaces in between, and to promote pedestrian mobility. An exception to this standard would be to provide adequate space for the growth and management of trees or other natural features in regard to city landscaping (Development-Design-Standards, pg. 21-24).

City Landscaping

Arlington Design Standards are set to increase landscape attractiveness where possible throughout the City, which includes downtown and residential areas. The landscapes should reflect the design and character of the areas in which they are located. Some of the community's goals of certain landscape elements would be to preserve the historical accuracy of a time

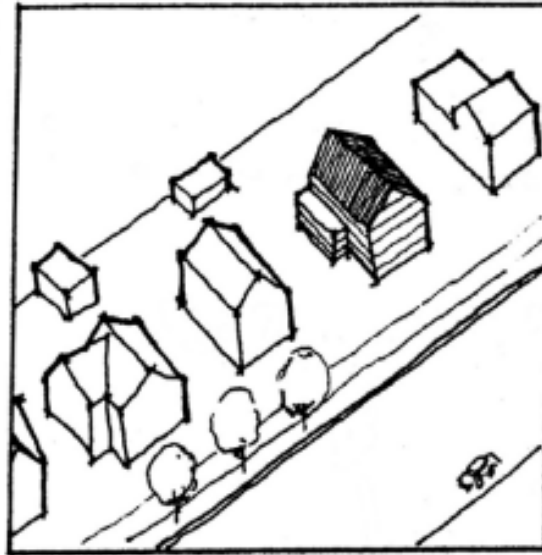


Figure 7.11: Residential setback from between neighboring houses depicts a cohesive unit (Development-Design-Standards, pg. 21).

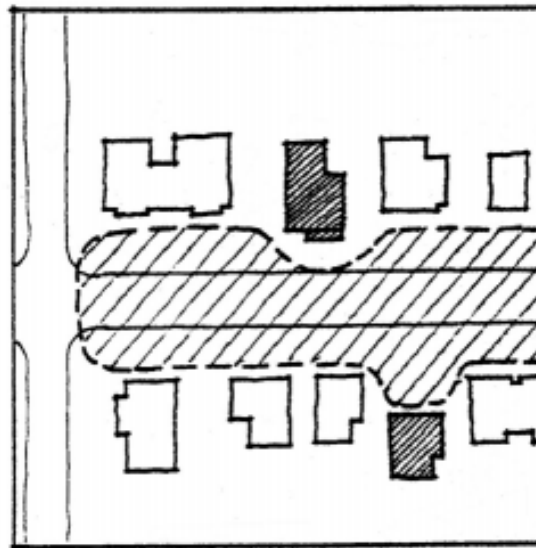


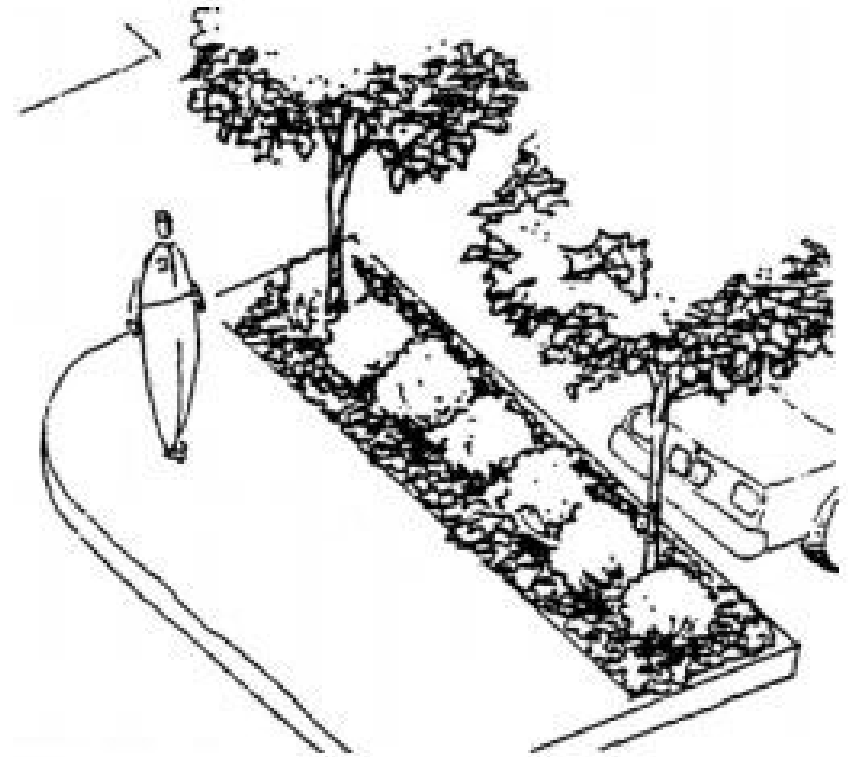
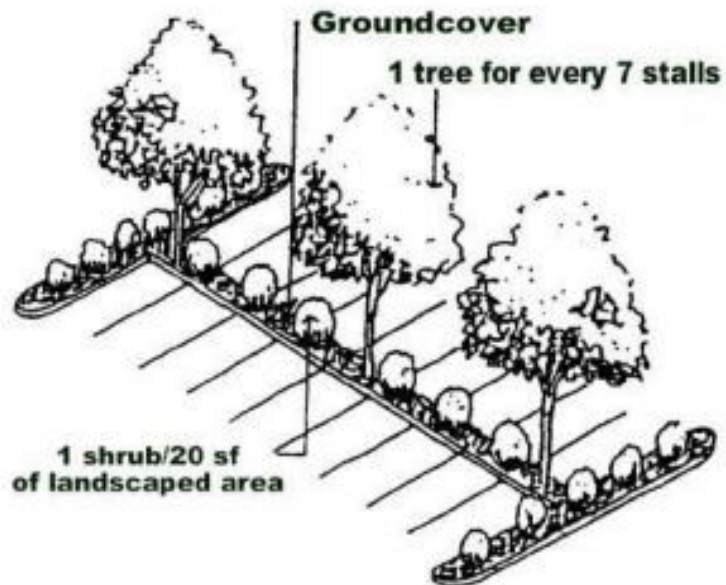
Figure 7.12: Depicts a cohesive residential setback from both the street and between neighboring building units (Development-Design-Standards, pg. 21).

period by including plants that correlate with a particular historical period. Trees lining the streets should also have a uniform size and color. The landscape designs should be uniform across each neighborhood or street but mixed up throughout the City. One neighborhood could have clean, clipped plants, but another neighborhood has more natural-looking landscapes (Development-Design-Standards, pg. 17-20).

One major area Arlington deemed important for landscape improvements are parking lots throughout the City. Better landscaping in parking lots can decrease the apparent size of parking lots, in addition to providing shade structures, reducing summertime heat, and improving the view from adjacent streets and areas. For parking lot landscaping, indigenous plants and deciduous trees are preferred. The landscapes should be drought-resistant in addition to helping soak up rainfall. The landscapes in parking lots should coordinate with parking lot lighting, creating an overall inviting atmosphere. Ordinances require that any hedge or shrubbery located on the intersection of any two streets must not be higher than two feet. Anything higher obstructs traffic vision and is unlawful. The exception to that ordinance are trees that are trimmed to the trunk and canopy eight feet above the intersection, and plant species of open grown habitats (Development-Design-Standards, pg. 18-19).



Figure 7.13: A drawing of a pleasant streetscape with uniform trees lining one side (*Development-Design-Standards*, pg. 56).



Left: Figure 7.14: An example of a parking lot with landscaping dividing the parking spaces and improving the view (*Development-Design-Standards*, pg. 19).

Above: Figure 7.15: An example of landscaping separating a pedestrian walk-way from an unappealing parking lot (*Development-Design-Standards*, pg. 11).

PART II. VISUAL PREFERENCE SURVEY, WORKSHOP RESULTS

Workshop Methods and Evaluation Process

Our station in the Arlington workshop involved a visual preference survey. Twenty-nine community members each filled out a survey. The survey represented different aspects of visual design, and the specific images can be seen below. Each image was ranked: love it, like it, neutral, dislike it, hate it. Each member filled out a corresponding letter on a scantron rating sheet. Members were encouraged to ignore the feasibility and practicality of each image and instead focus on their immediate preferences. The visual aspects were broken up into: streetscapes, building heights, storefront styles, residential housing, crosswalks, seating, town signage, building setbacks, and landscaping. Three to four images were picked for each section and displayed on a projector. Community members also received a blank piece of paper to jot down any comments, making sure to write down the name of the image as well. Every comment received is listed below in the data report. Data were then evaluated with a computer program that automatically generated results from the scantron forms. Transferred to Microsoft Excel, histograms were produced to show the varying preferences.

For streetscapes, images were chosen with an array of sidewalk sizes, varying building

setbacks, and unique landscaping features. Community members were urged to consider safety, privacy, and visual preference of the streetscapes.

Building heights followed a simple trend. Images were shown of a one-story building up to a five-story building. Community members were urged to forget about feasibility and to consider how the heights complimented Downtown Arlington. Community members were also encouraged to consider the use of each building, whether that be multi- or single-use.

Storefront design images were based on architecture currently or historically used in Arlington. That style of architecture includes pre-war designs, retro designs, and wooden frame designs. To encompass another store design aspect, an image of a contemporary building was also used.

Housing design images spanned a diverse range of housing styles. To follow the current trend of Arlington, suburban and town-home styled houses were presented. For a unique twist, a tiny home and a very modern house were also shown to community members. Members were urged to consider these designs to be implemented in neighborhoods surrounding Downtown, not in Downtown itself.

Crosswalk images focused on safety and art. Two different painted styles were chosen, a unique pavement option, and a sidewalk

structure. Bump-outs allow for safety but take away a parking spot. That information was shared with community members. Community members were urged to ignore existing crosswalk policy.

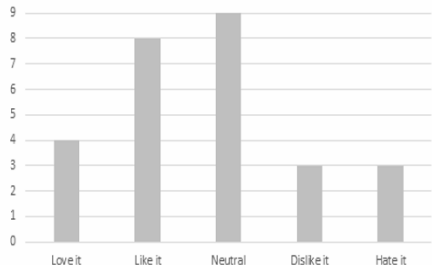
Bench designs focused strictly on the visual aspect, not on practicality. Multiple, vastly different designs were chosen to gauge overall preferences. Benches remain an important aspect of Arlington regardless of type, due to the large population of seniors.

Town signs also spanned a wide array of designs. Different materials, colors, and fonts were used to gauge community member preferences. Members were urged to ignore the signs currently existing and to focus on what drivers, not pedestrians, would see passing by.

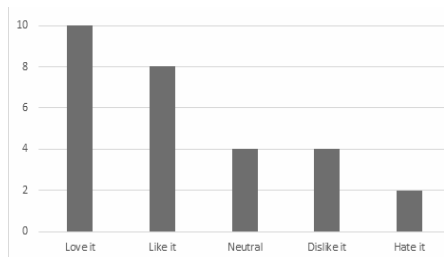
Setback options included a short, medium, or far distance. Community members were encouraged to ignore the practicality of repaving streets and sidewalks and focus on their initial visual preference.

Landscaping was also chosen to span a multitude of areas. Specific flora were not considered; rather, ways in which landscaping can be incorporated into a town was the focus. Community members were urged to ignore maintenance of landscape features.

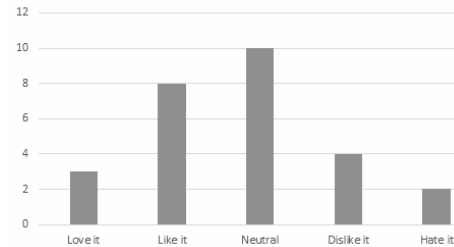
STREETSCAPES



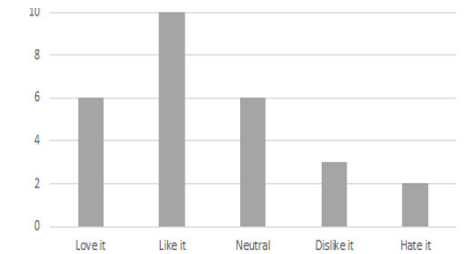
Comments: Arlington would need more attractions.



Comments: Concerns about landscape getting trampled and tree root damage. Excitement about the greenery.

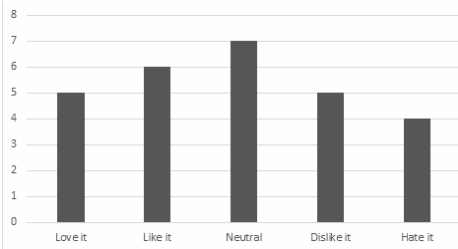


Comments: none

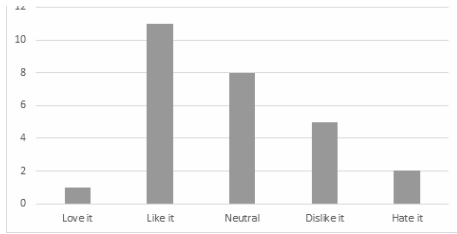


Comments: Very clean and straight.

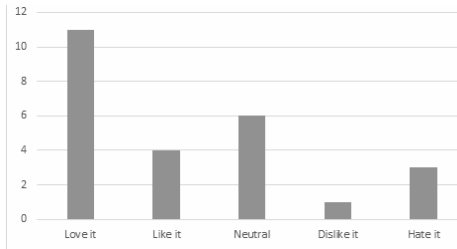
BUILDING HEIGHTS



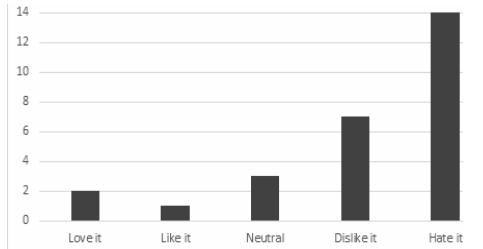
Comments: none



Comments: Would prefer more than a single-use building, preferable a live/work unit.

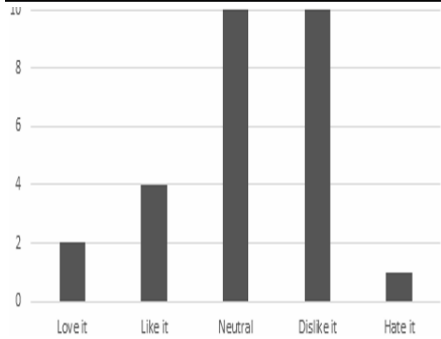


Comments: 3-story on Olympic 4-story or more on West Ave & McLeod Ave

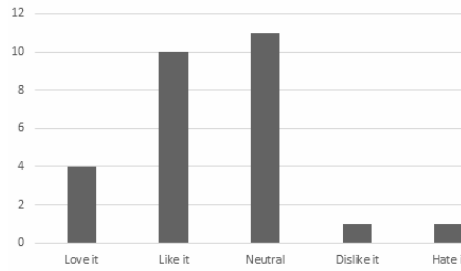


Comments: Does not fit the style or size of Olympic Avenue or Arlington.

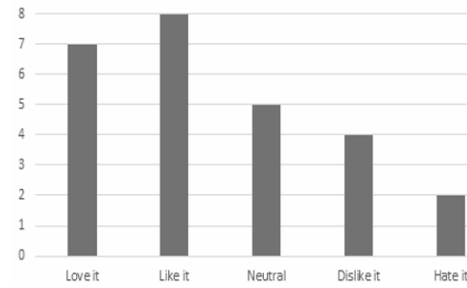
STOREFRONT STYLES



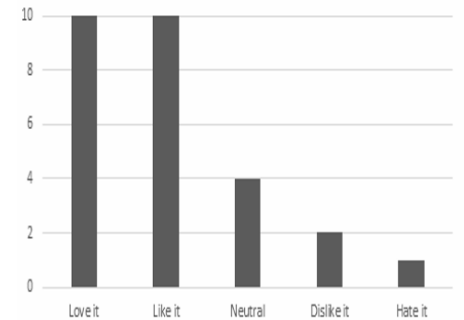
Comments: Very clean and simple, but doesn't fit Downtown.



Comments: Too expensive and not modern enough to fit the new direction of Arlington.

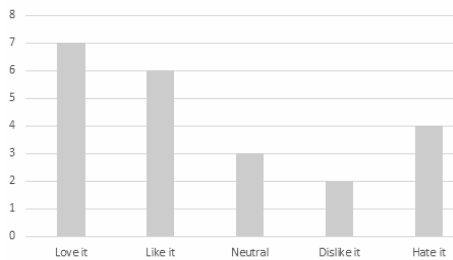


Comments: Not modern enough to fit the new direction of Arlington

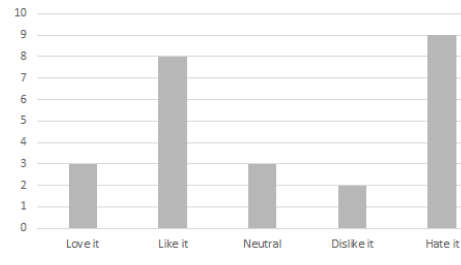


Comments: Downtown Snohomish look.

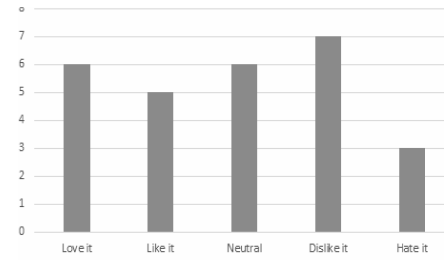
RESIDENTIAL HOUSING



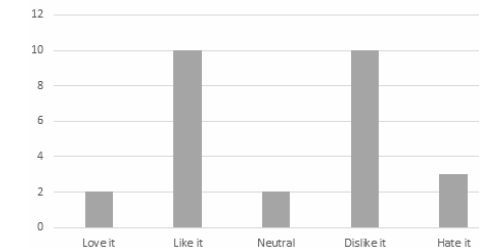
Comments: Does not fit Downtown and may be too modern.



Comments: Would only work as an accessory dwelling unit (ADU) or with the space to go around it.

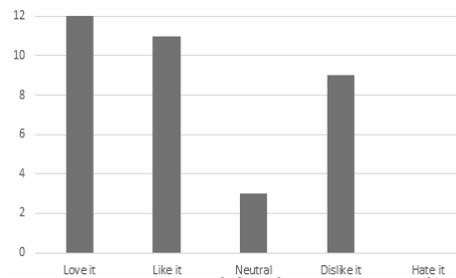


Comments: none

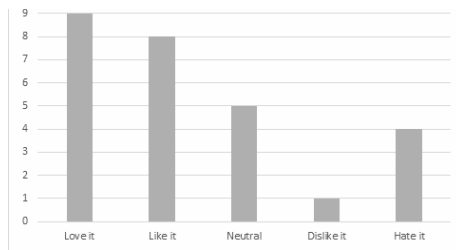


Comments: none

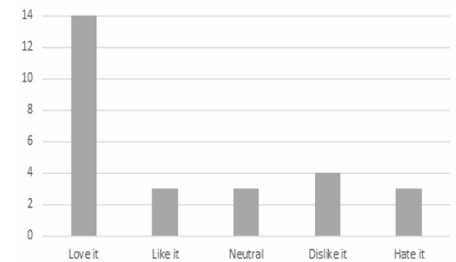
CROSSWALKS



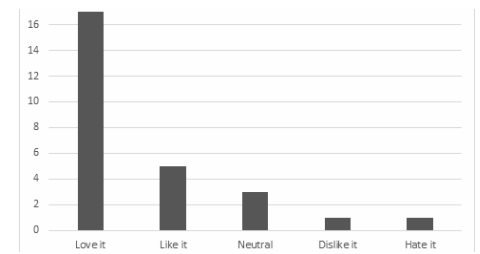
Comments: Would take away parking but would make crossing the street safer.



Comments: Slightly too distracting, elderly people may fall over due to concerns with depth perception.

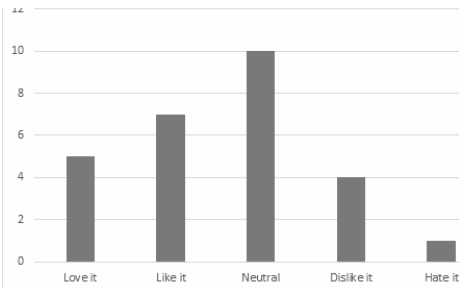


Comments: Does not follow the current code, and would be better suited near schools / areas with children

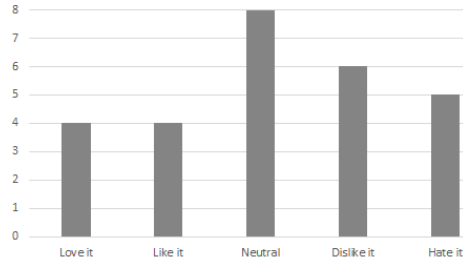


Comments: Similar to what Arlington currently has, but more polished and modern.

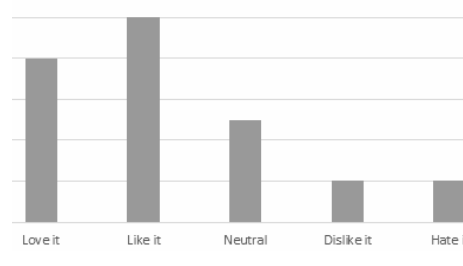
BENCHES



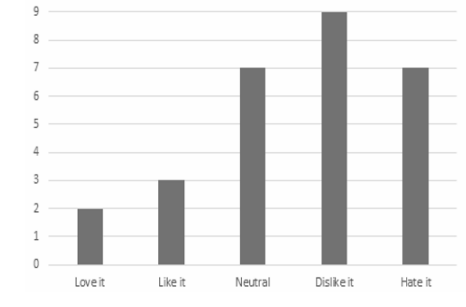
Comments: none



Comments: Current benches in Arlington look better than that.

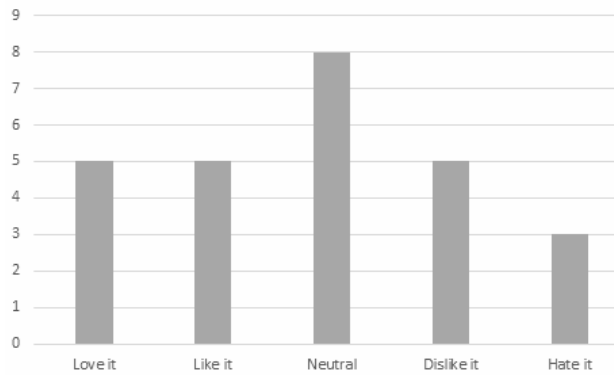


Comments: Like this better than painted sidewalks. Could be painted by high schoolers.

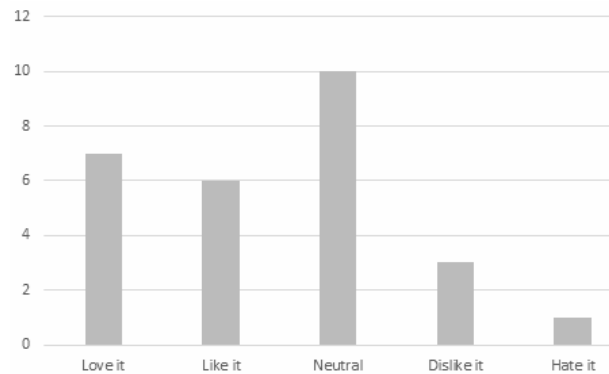


Comments: none

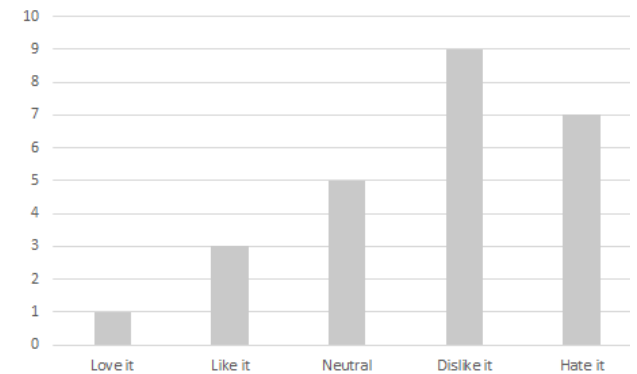
TOWN SIGNS



Comments: Does not fit the aesthetic style of Arlington

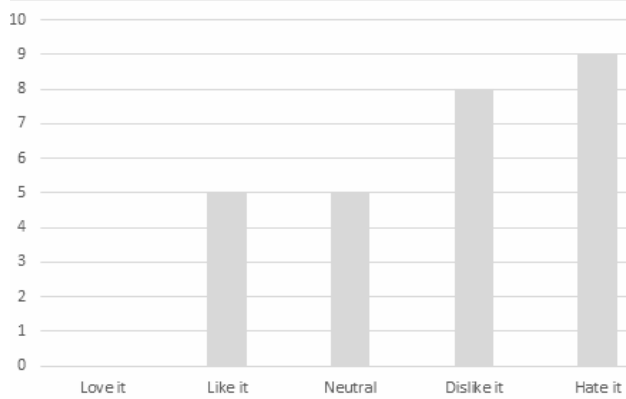


Comments: Could draw more attention with a better design.

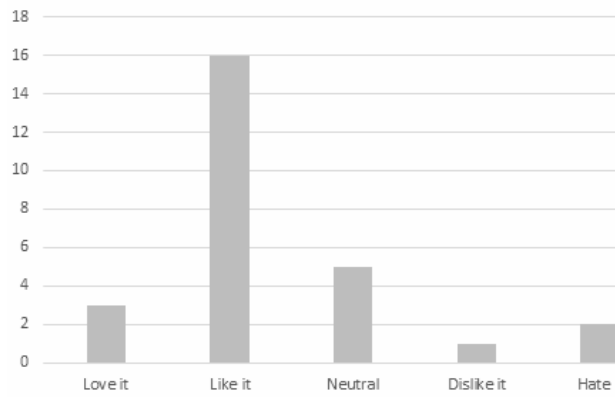


Comments: Could maybe work for Smokey Point.

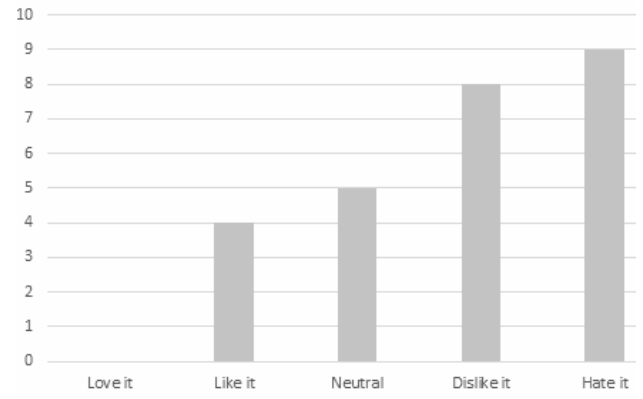
SETBACKS



Comments: More sidewalk, farther back.

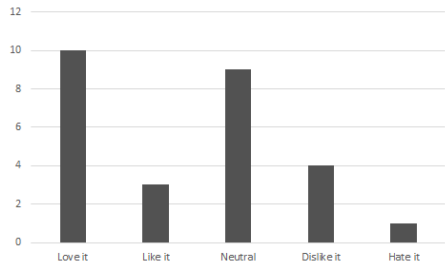


Comments: none

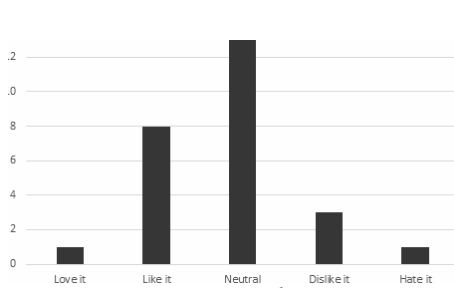


Comments: Too ugly and automobile focused.

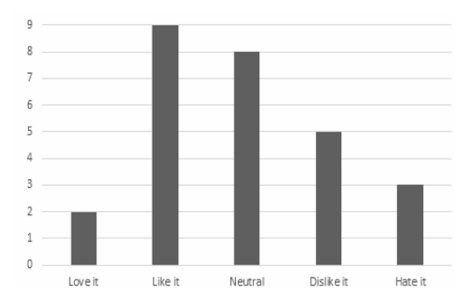
LANDSCAPING



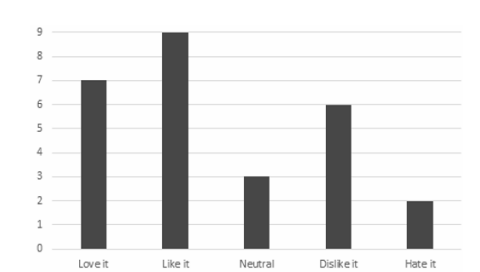
Comments: Tree roots cause damage to sidewalks and other structures.



Comments: Too much maintenance.



Comments: none



Comments: Would work if placed in the right location.

VISUAL PREFERENCE CONCLUSION

The results of the workshop provided insights and a concrete understanding of Arlington's visual preferences. Regarding the streetscapes, most of the residents were positive and neutral toward the designs that we presented to them. The most popular design was the streetscape with a narrow sidewalk and a natural buffer between the sidewalk and the street. The feedback from the residents about this layout was that with the juxtaposition of Downtown Arlington's buildings, it would be impossible to add a large sidewalk. The medium setback had the most support by far. Members wanted to have enough walking space, along with enough separation from cars without having a separate parking lot. Walkability for seniors and children was an extremely important aspect of building setback from the streets. Community members were enthusiastic about the possibility of incorporating more landscaping but expressed less enthusiasm for replacing current structures with new landscapes; rather, adding landscaping to empty spots seemed the most appealing.

Community members strongly favored changing crosswalk design to a more appealing and artistic version. The largest concern was for the safety of children and seniors. The brick sidewalk received the most support of any image throughout the VPS. The residents were skeptical yet interested in the 3D crosswalks as it really stands out to cars but might confuse senior

citizens crossing the street.

The artistic and classic wooden benches drew the most interest from members for seating designs. Comments were made that the artistic bench could be a project for high schoolers, which would boost community engagement. The wooden bench also had support for its simple and elegant design.

None of the proposed signs received much enthusiasm. Arlington currently has a town sign, which members felt represented the community and was sufficient.

Regarding building styles, workshop participants preferred that storefronts keep to the "Old Town" character rather than a more modern contemporary design. Regarding building heights, the residents favored mixed-use buildings no higher than three stories.

In rating the residential building styles, a lot of the residents preferred the larger modern design. They felt that the residential aspect of Arlington could use a more modern upgrade.

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