

City of Arlington

# Island Crossing Subarea Plan

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DRAFT February 17, 2025

Source: Deborah Nelson

## Acknowledgements

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## Land Acknowledgement

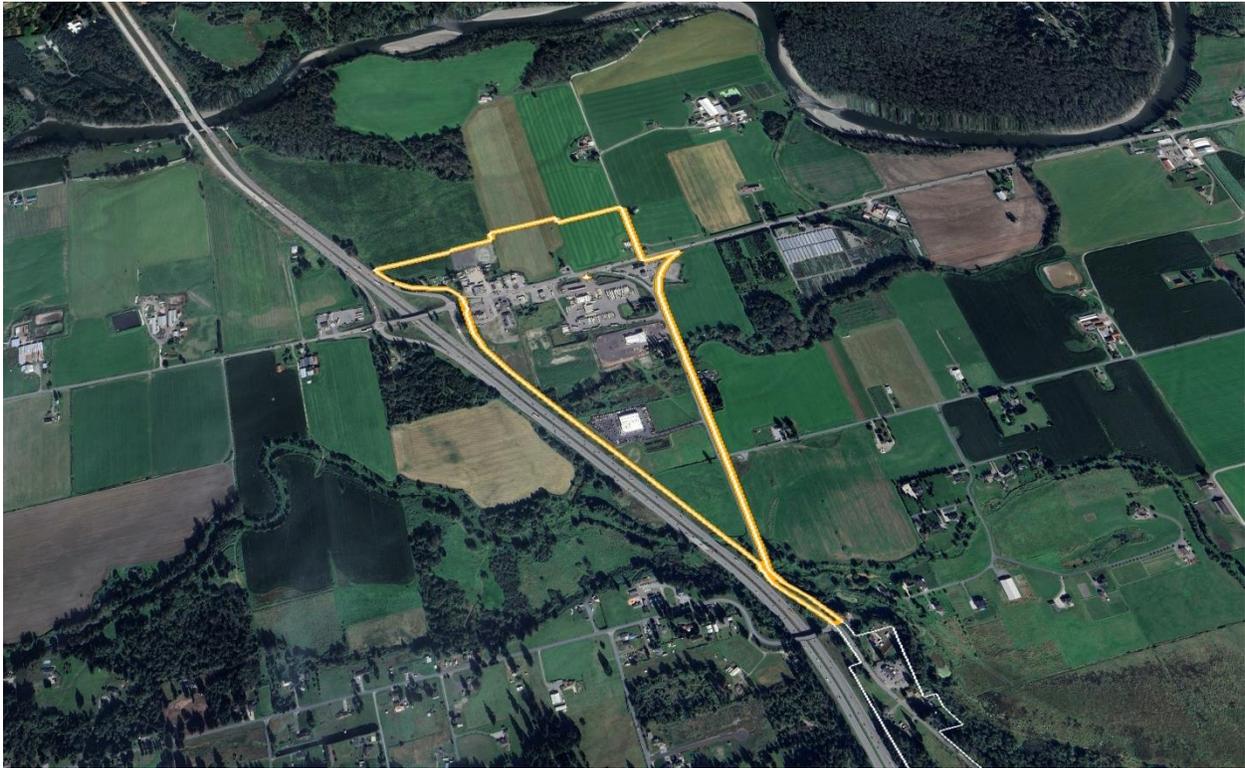
We gratefully acknowledge that the indigenous Stillaguamish, Tulalip, Upper Skagit, Cayuse, Umatilla, and Walla Walla people as the original caretakers of the waters and landscape that are known today as Arlington. With gratitude, we honor the land, the water, and its people.

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## Executive Summary

### Background and Purpose

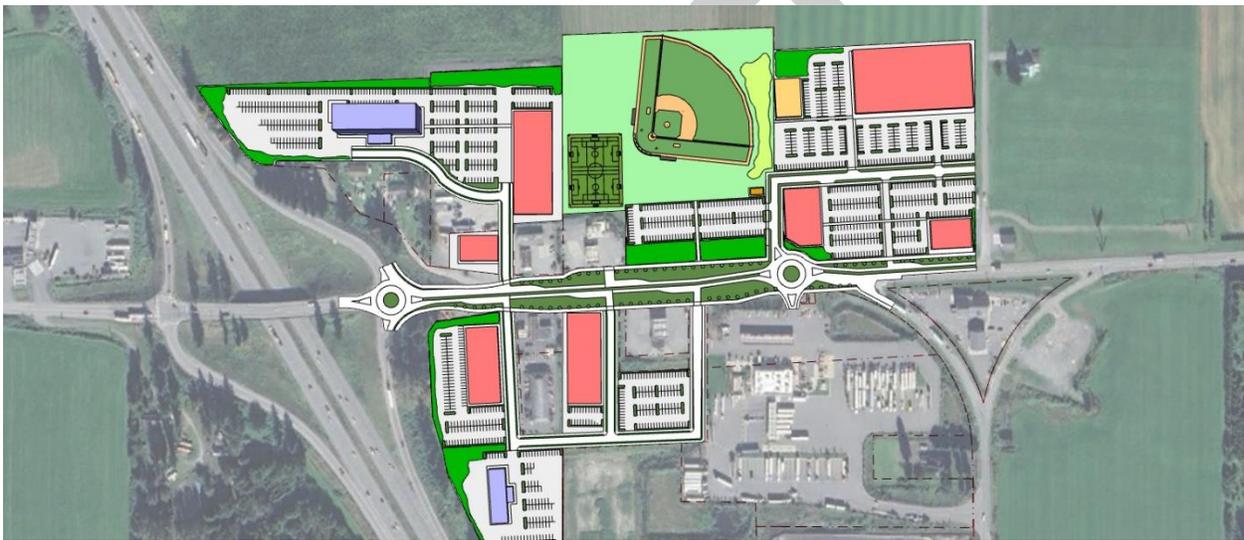
Island Crossing is an 87-acre area in northwest Arlington, well-connected to the region and the economic centers of Old Town and the Cascade Industrial Center, and a gateway to the Stillaguamish Valley and Snohomish County's agricultural lands. Though it has the potential to play a vital role in the region's commercial, agritourism, and outdoor recreation economies, it has been developing as a highway-oriented convenience stop.

The Island Crossing Subarea Plan is a proactive effort to build on existing assets and shape Island Crossing's future, guiding its transformation from a convenience stop into a celebrated, safe, and well-connected gateway to the Stillaguamish Valley. The plan identifies a long-term vision and strategies for resilience to flooding, identity-strengthening and better-connected development, an SR 530 design concept that celebrates Island Crossing as a gateway and improves flooding resilience, and economic development strategies that respect its agricultural roots, natural resources, and cultural significance.

## Top Actions

Arlington will foster Island Crossing's transformation into a celebrated gateway by focusing on four key priorities: 1) adopt zoning and design standards to ensure new development reflects community values and strengthens neighborhood identity, 2) coordinate with property owners and set funding strategy for a regional compensatory storage facility to support flood resilience, 3) coordinate with WSDOT to secure funding and implement SR 530 improvements, and 4) attract desired businesses through proactive relationship building with developers, property owners, and businesses.

*Exhibit 1-1 Island Crossing conceptual redevelopment vision for compensatory storage/recreational fields facility, agritourism hub, and retail hub.*



## Plan Organization

**Introductory chapters.** Chapters 1 and 2 convey the background, purpose, and overarching vision for Island Crossing. They include: *1 Introduction* (purpose, key considerations, existing conditions, and community engagement summaries) and *2 Vision and Plan Concepts* (vision, framework plan, and goals and policies).

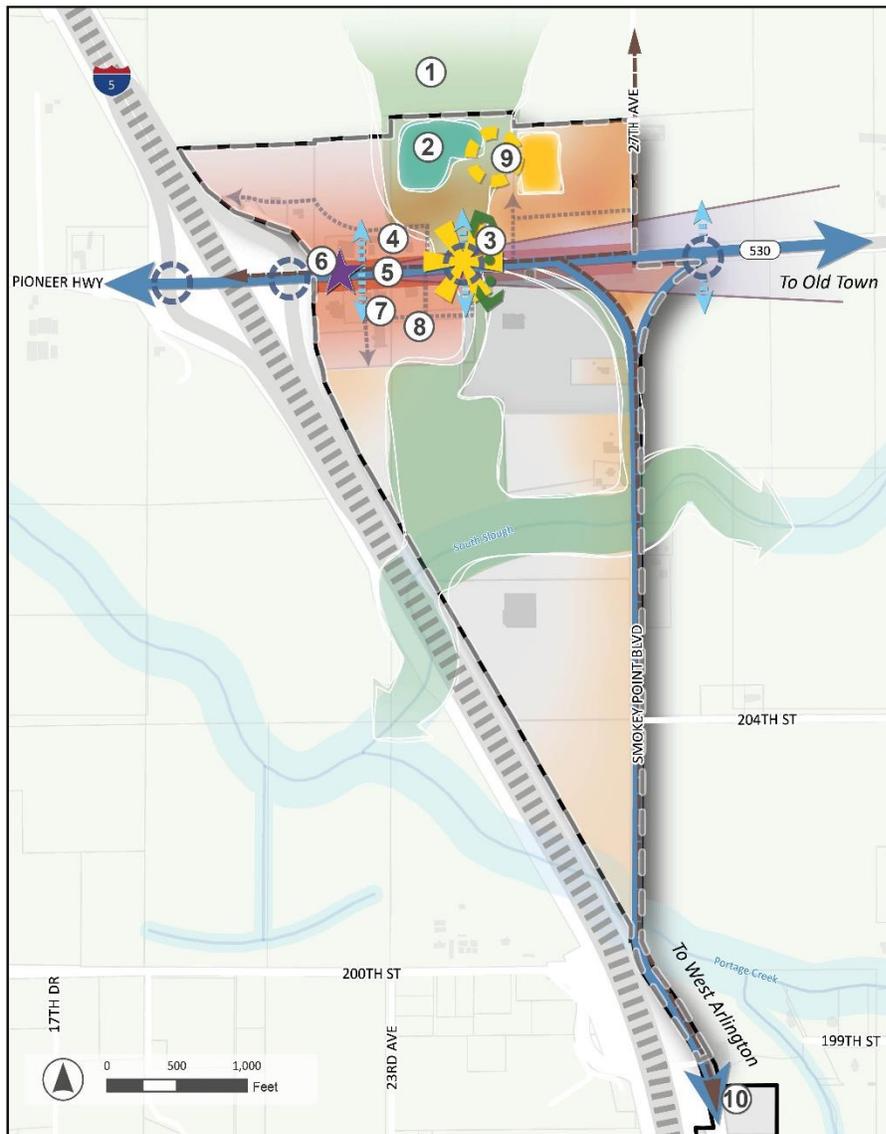
**Strategies.** Chapters 3-6 outline strategies, organized by topic area, to achieve the goals. Chapters include *3 Natural Environment*, *4 Land Use and*

*Urban Design*, *5 Transportation*, and *6 Public Services and Utilities*.

**Implementation.** Chapter 7 *Implementation* outlines critical first steps and summarizes the recommended actions and identifies responsible parties, timing, potential funding sources, and relationships between actions.

**Appendices.** Additional information to support the plan.

## Major Concepts



- ① Manage floodwaters to protect agricultural land and ensure environmental and economic sustainability.
- ② Work with property owners and Parks to pursue a regional compensatory storage facility doubling as floodable recreational fields.
- ③ Expand culvert.
- ④ Update zoning and design standards to celebrate agricultural heritage and encourage desired hotel, retail, and restaurants development.
- ⑤ Enhance streetscape to celebrate entry into the Stillaguamish Valley, protect from flooding, and improve active transportation options.
- ⑥ Celebrate entry and highlight scenic views.
- ⑦ Add crossings for people walking, biking, and rolling.
- ⑧ Improve connectivity with any redevelopment.
- ⑨ Establish a vibrant public gathering space through public-private partnerships, fostering civic and agritourism-related uses.
- ⑩ Expand and connect trails to Arlington's existing trail system.

### Strategies

- Gateway monument
- Civic gathering space
- Regional flood compensatory facility
- Private-public partnership for agritourism
- Celebrate views
- Improved culvert
- Green buffer

### Land Use Designations

- Highway oriented commercial
- Agri-oriented commercial
- General commercial
- Industrial and distribution support

### Transportation Ideas

- Streetscape improvements
- Proposed roundabout
- Proposed pedestrian crossing
- Proposed street connections
- Proposed trail connections

### Existing Conditions

- Major connections
- Barriers
- Stream
- Stream buffer
- Cascade Mountains views
- Island Crossing
- Arlington

Source: MAKERS, 2024.

## Recommendations Overview

The following chart identifies how the Island Crossing Subarea Plan achieves the vision outlined in **Error! Reference source not found. Error! Reference source not found.**

### *Protect life and property from flooding hazards.*

#### Plan Direction:

- Invest in a regional compensatory storage facility (NE-1 and NE-2).
- Elevate SR 530, expand culvert to accommodate future flood events and improve safety, and consider the Olympic Pipeline during planning and construction (NE-3, NE-4, and Olympic Pipeline).



*Expand Island Crossing's compensatory storage system and recreational fields.*

### *Support viability of surrounding agricultural lands.*

#### Plan Direction:

- Protect farmlands from flooding and avoid extensive use of farmland for flood mitigation (Flooding/Compensatory Storage).
- Establish an agritourism hub through public-private partnerships and attract businesses that honor agricultural legacy, like farm-to-table experiences and agriculture-oriented businesses (Agritourism Hub and Retail Hub).
- Support farmstands by reducing permitting barriers, accommodating farms stands in the right-of-way, and encouraging relationship building with property owners for shared parking solutions (LU-15 and Farm Stands).



*Finnriver Farm & Cidery in Chimacum, WA captures the community vision for agritourism. Source: MAKERS*

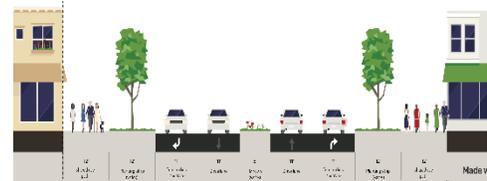


*Promote opportunities for farm stands within the area. Source: Google*

*Promote a safe, well-connected, multimodal transportation system.*

**Plan Direction:**

- Coordinate and invest in SR 530 improvements, ensuring alignment with the Complete Streets Program; accommodate truck and farm equipment maneuvers; and support the gateway concept (SR 530 Street Design and Other Transportation Projects).
- Partner with developers to improve circulation and multimodal access between properties (LU-6, LU-10, LU-12, LU-21, and Street Design Standards/Inter-site Connectivity).
- Promote transportation options, including biking, transit, and electric vehicles (EV Parking, Bike Parking, and Transit Support).



*SR 530 design improves non-motorized access and safety and ensures convenient and efficient travel for all users.*



*Roundabouts facilitate circulation, enhance non-motorized crossings, and allow for attractive gateway features.*

*Celebrate the scenic landscape.*

**Plan Direction:**

- Adopt new zoning standards to preserve Cascade Mountain and farmland views (LU-1 to LU-2).
- Design SR 530 to protect views of the Cascade Mountains and act as a gateway into the Stillaguamish Valley through landscaping (SR 530 Street Design).
- Encourage developments to orient plazas and seating areas toward farmland and the Stillaguamish River when feasible (LU-3).
- Enhance Island Crossing’s identity as a gateway to the Stillaguamish Valley through design standards for architecture to reference agricultural legacy; public art, wayfinding, and signage; and collaboration with local artists during planning and design (Design Standards, LU-9, and LU-11 to LU-11b).



*Celebrate community valued views of the farlands, Cascade Mountain Range, and Stillaguamish River. Source: Deborah Nelson*



*Creative placemaking energizes both public and private spaces, enhances business vitality, and fosters community connection. Source: Deborah Nelson*

*Leverage Island Crossing's setting and transportation access for economic prosperity.*

**Plan Direction:**

- Adopt zoning standards to promote a diverse mix of commercial uses (LU-1 and LU-5).

Attract an agriculture-focused anchor tenant and other small businesses (LU-13, LU-14, and



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- Development Incentives).

Expand recreational opportunities to attract people to the area and enhance business vitality  
(

*The Island Crossing design standards will incorporate agriculturally inspired architecture with human-scale bays and inviting entries.*



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- Development Incentives and NE-2).
- Encourage retail clusters at key locations and along SR 530, and apply Island Crossing Design Standards along SR 530 to ensure a vibrant, human-oriented environment (LU-4 and Design Standards).
- Ensure public utilities are adequate to support potential growth (City of Arlington Water, City of Arlington Sewer, and Electric).

*North 40 is an example of an anchor tenant for the subarea. Source: North 40 outfitters*

## *Enhance the natural environment.*

### **Plan Direction:**

- Design the compensatory flood storage facility, expanded culvert, and recreational fields to enhance and protect the natural environment during and between floods (Flooding/Compensatory Storage).
- Integrate green stormwater management approaches (e.g., raingarden, bioretention) in public and private developments and SR 530 design (SR 530 Street Design and Stormwater).
- Promote green building and design and explore solar/wind power opportunities along I-5 and in private developments (Energy-efficient Building Design and Renewable Energy).



*Green stormwater infrastructure can help floodplain management while enhancing aesthetics and livability.*



# 1 Introduction

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## 1.1 Purpose

The Island Crossing subarea encompasses approximately 87 acres in northwest Arlington, nestled within the agricultural and natural land of the Stillaguamish River Valley. This location serves as a vital transition point between the urban fabric of Arlington and the surrounding rural and tribal lands.

The Island Crossing Subarea Plan is a proactive effort to shape the future of this area by balancing flooding resilience, agricultural protection, environmental stewardship, community needs, and economic development. The plan identifies a long-term vision for development, an SR 530 design concept, addresses infrastructure needs, and recommends strategies to achieve the vision. It creates a framework that encourages the subarea to thrive while respecting its agricultural roots, natural resources, and cultural significance.

As the subarea faces increasing pressures from development, flooding risks, and infrastructure demands, the plan focuses on the following key considerations:

## Key Considerations

<b>Increasing flooding risks</b>	<p>Protect properties while achieving desired development</p> <p>Street design concepts that are resilient to flooding and potentially mitigate flooding risks</p>
<b>Gateway concepts</b>	<p>Street design for safety and comfort of all people walking, bicycling, rolling (e.g., wheelchair), driving, and riding a bus</p> <p>Development and design standard concepts to support the idea of a celebrated entry into agricultural and Tribal resource land</p>
<b>Economic needs</b>	<p>What types of uses should be encouraged, attracted, and supported for economic vitality? How?</p> <p>How can development regulations and design standards support a feasible vision?</p> <p>Considering air and noise impacts, what land uses are appropriate near I-5?</p>
<b>Street network and supporting infrastructure</b>	<p>With different types of uses envisioned, and large parcels with development potential, what should the street network be?</p> <p>What does “at capacity” mean for highways and streets?</p> <p>What infrastructure constraints are there to envisioned development? How can they be alleviated?</p>

Steps of the Island Crossing Subarea Plan process are shown below in Exhibit 1-1.

**Exhibit 1-1** *Island Crossing Subarea Plan Process*



## 1.2 Existing Conditions

The Island Crossing Subarea Plan is supplemented by the [Appendix A Island Crossing Existing Conditions Report](#) which explored a range of natural and built environments specific to the Island Crossing. The key conditions are summarized in Exhibit 1-2

### Exhibit 1-2 Top Takeaways – Island Crossing Conditions

TOPIC	SUMMARY
 <p data-bbox="212 873 415 898"><i>Natural Environment</i></p>	<ul style="list-style-type: none"> <li data-bbox="451 606 1370 674">▪ Stillaguamish River flooding routinely impacts SR 530 and private properties, posing safety and property protection challenges.</li> <li data-bbox="451 695 1419 873">▪ Preliminary analysis suggests that river modifications alone will not sufficiently reduce flooding risks. Raising the highway, SR 530 culvert expansion, and additional compensatory floodwater storage areas—and mitigation measures for any of these potential projects—should be explored to prevent routine inundation.</li> <li data-bbox="451 894 1377 961">▪ Snohomish County's and Arlington's Critical Areas Ordinances will restrict development around protected fish species.</li> </ul>
 <p data-bbox="266 1367 357 1392"><i>Land Use</i></p>	<ul style="list-style-type: none"> <li data-bbox="451 1010 1398 1115">▪ Highway-oriented commercial land uses are clustered around SR 530. Agricultural land surrounds Island Crossing, and some is within the subarea.</li> <li data-bbox="451 1136 1349 1241">▪ Island Crossing is zoned Highway Commercial, allowing a broad range of commercial activities and is intended for employment growth.</li> <li data-bbox="451 1262 1409 1367">▪ While most community members agree on the desire to protect the viability of agricultural land in the valley and reduce flooding, there are conflicting visions for future land uses in the subarea.</li> <li data-bbox="451 1388 1382 1455">▪ Island Crossing's position at the urban-rural transition presents an opportunity to leverage agri- and recreational tourism.</li> <li data-bbox="451 1476 1414 1543">▪ The floodplain and flood mitigation requirements present significant development feasibility constraints in the subarea.</li> </ul>
 <p data-bbox="240 1808 383 1833"><i>Transportation</i></p>	<ul style="list-style-type: none"> <li data-bbox="451 1591 1377 1659">▪ SR 530, a strategic freight corridor, and Smokey Point Blvd are the two roadways within Island Crossing.</li> <li data-bbox="451 1680 1328 1747">▪ Safety issues along SR 530 are related to lack of access control, numerous driveways, and congestion along the corridor.</li> <li data-bbox="451 1768 1393 1835">▪ Planned growth will increase traffic volumes, resulting in increased congestion and the I-5/SR 530 interchange operating below its LOS</li> </ul>

TOPIC	SUMMARY
	<p>standard.</p> <ul style="list-style-type: none"> <li>▪ The TMP update has identified a need for pedestrian and bicycle facilities on SR 530 and Smokey Point Blvd.</li> <li>▪ SR 530 street design should consider access control and driveway consolidation, safety and comfort improvements for active modes, gateway and scenic view celebration, the floodplain, and the Olympic Gas Pipeline.</li> </ul>
 <p data-bbox="220 856 406 911"><i>Public Services and Utilities</i></p>	<ul style="list-style-type: none"> <li>▪ The critical Olympic Gas Pipeline runs diagonally through the subarea, crossing beneath SR 530 near the topographical low point which floods frequently, posing a risk to the pipeline.</li> <li>▪ SR 530 street design and options relating to grade changes and any work within the pipeline's easement must include coordination with the Olympic Pipeline Company.</li> </ul>
 <p data-bbox="230 1394 396 1449"><i>Market and Real Estate</i></p>	<ul style="list-style-type: none"> <li>▪ Island Crossing's location on major transportation routes and as the city's northwest gateway, combined with several vacant or redevelopable parcels, present opportunities for strategic investment to catalyze desired economic activity and support a gateway concept.</li> <li>▪ Retail trade is the dominant industry in the subarea, accounting for about 40% of all jobs. Gas stations represent one third of all businesses in Island Crossing, a significantly higher share than the city and county.</li> <li>▪ Arlington's industrial and multifamily sector growth, along with office demand, may create spillover effects in Island Crossing, including support for retail, food, or businesses that support those uses. Retail growth in Arlington has been slow and steady, but less stable than Snohomish County.</li> <li>▪ Agriculture is a key legacy industry in the region. The subarea's proximity to agricultural land in unincorporated Snohomish County presents an opportunity to capture revenue and support local businesses in this sector. Research to assess the viability and opportunities to support agricultural and/or agritourism uses should be pursued.</li> </ul>

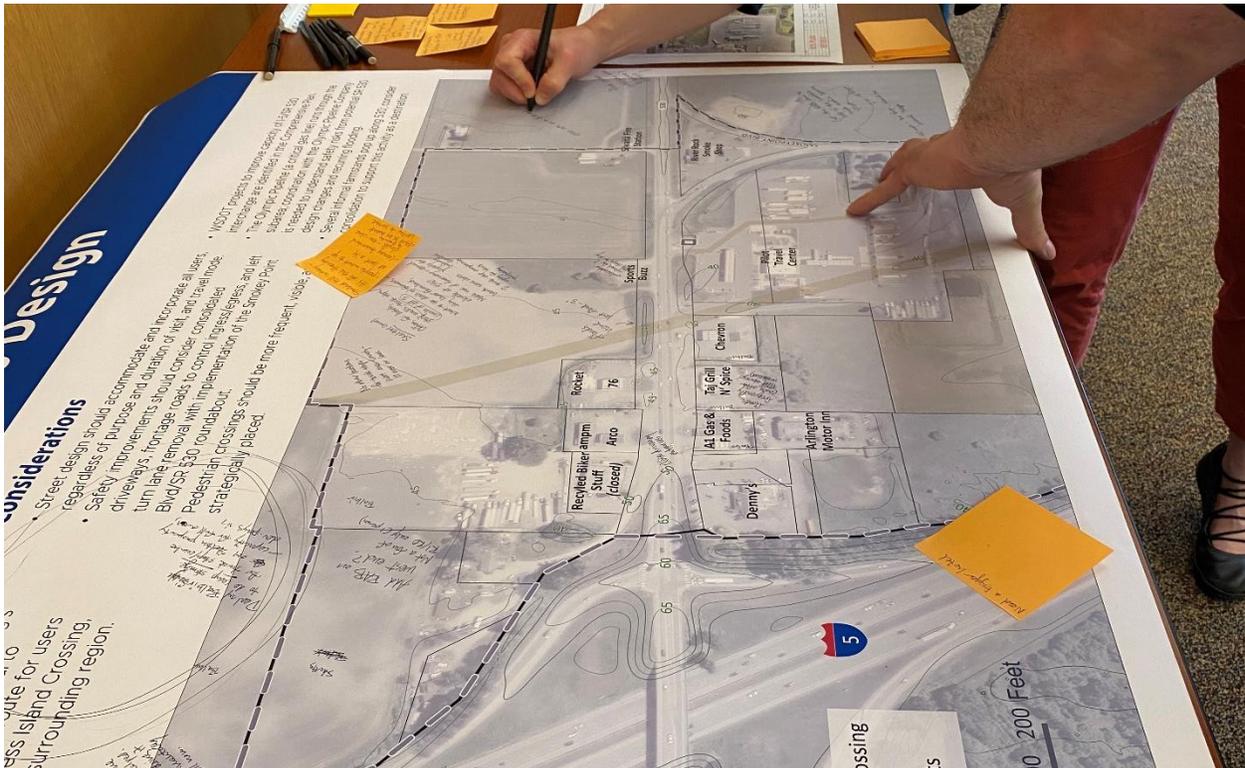
## 1.3 What We Heard

From May through November 2024, the City gathered stakeholders' and community members' ideas and goals for the subarea. This engagement included workshops, surveys, and advisory group meetings with business and property owners. Additionally, technical meetings with Snohomish County representatives, the Washington State Department of Transportation (WSDOT), and Community Transit informed the design considerations for SR 530. A summary table of this plan's public engagement activities is below.

**Exhibit 1-3 Engagement Summary**

Event	Date	Audience	What we learned
Kick-off tour and meeting	Mar. 2024	Elected officials	<ul style="list-style-type: none"> <li>▪ Flooding is a major issue, particularly flooding across 530.</li> <li>▪ Herrera to research feasibility and impact of a side channel along the edge of the County-owned park property.</li> <li>▪ Conversations with property owners between 530 and the river may be needed.</li> <li>▪ Interventions are unlikely to get the entire area out of the floodplain.</li> <li>▪ Access control along 530 is an issue; road improvements are needed.</li> <li>▪ Potential to bring activity/assets to the highway frontage.</li> </ul>
Visioning Open House	May 2024	Arlington community	<ul style="list-style-type: none"> <li>▪ Flooding impacts to properties and roads are a major concern.</li> <li>▪ Diverging visions for future land uses include additional auto-oriented commercial uses, preservation of agricultural land, and promotion of agritourism.</li> <li>▪ Transportation challenges include truck traffic and lack of access control to businesses. Differing opinions on SR 530 design.</li> </ul>
Community survey	May-June 2024	Arlington community	<ul style="list-style-type: none"> <li>▪ Desire to preserve culturally significant farmland and agricultural scenery.</li> <li>▪ Desire to maintain the subarea's current level of development to minimize impact on farmland and avoid noise, traffic, and light pollution.</li> <li>▪ Appreciation for businesses that support agricultural uses and encourage agritourism.</li> <li>▪ Worry that increased development could intensify flood risk and impact wildlife habitat.</li> <li>▪ Using farmland for flood mitigation is viewed negatively as it reduces agricultural capacity.</li> <li>▪ Concerns for traffic congestion and related safety impacts.</li> <li>▪ Concerns that increased development and additional truck stops will strain infrastructure.</li> <li>▪ Lack of sidewalks and crosswalks makes the area auto-oriented and uncomfortable for pedestrians and cyclists. Strong support for shared-use paths and regional bike connections.</li> </ul>

Event	Date	Audience	What we learned
Stakeholder interview	July 2024	Subarea property owner	<ul style="list-style-type: none"> <li>▪ Desire for City-owned regional compensatory storage strategy.</li> <li>▪ Vision for development of properties facing SR 530 included aesthetically pleasing truck stop combined with other uses. Truck stop considered an economically feasible option.</li> <li>▪ Interest in an east-west path connecting Silvana to Centennial Trail for bringing community together and supporting tourism.</li> <li>▪ Interest in supporting agritourism, but unsure about its feasibility if it has to pay for floodwater storage.</li> </ul>
Advisory Groups	Aug. and Sept. 2024	Subarea property owners and other stakeholders	<ul style="list-style-type: none"> <li>▪ Desire for farmland and agricultural heritage preservation and to address flooding. Mixed interest in truck-stop development.</li> <li>▪ Interest in street improvements to reduce speed and improve compatibility with pedestrian and bike mobility.</li> <li>▪ Design roundabouts to accommodate freight and farm vehicles.</li> <li>▪ Mixed views on park-and-ride/transit station, particularly feasibility.</li> <li>▪ Divided views on compensatory storage:</li> <li>▪ Some interest in compensatory storage north of the subarea (and in southern tip)</li> <li>▪ Several interested in individual mitigation</li> <li>▪ Strong views on avoiding storage on farmland</li> <li>▪ Strong interest in agritourism and hotel, recreation, restaurant, and retail/grocery/service follows</li> <li>▪ North/northeastern area identified as ideal location for new development</li> <li>▪ Identified “pin” locations generally align with land use options</li> </ul>
Transportation Technical Group	July and Nov. 2024	Agency partners	<ul style="list-style-type: none"> <li>▪ Traffic congestion is a major concern.</li> <li>▪ Roundabouts are preferred by WSDOT rather than signalized intersections.</li> <li>▪ Consolidated driveways (as opposed to frontage roads) is the preferred option which allows for piecemeal development and easier grade transition to private properties if SR 530 is elevated.</li> <li>▪ The lack of population in the subarea reduces feasibility of transit service regardless of commercial growth. Microtransit is a viable alternate.</li> <li>▪ Concerns with landscape maintenance.</li> </ul>



## 2 Vision and Plan Concepts

### 2.1 Vision and Guiding Principles

The vision for Island Crossing is to accomplish the guiding principles listed below as laid out in the Island Crossing Framework Plan. The following guiding principles summarize community members' priorities for Island Crossing and were used to evaluate and prioritize the strategies described in the following chapters:

- ❖ Protect life and property from flooding hazards
- ❖ Support viability of surrounding agricultural lands
- ❖ Promote a safe, well-connected, multimodal transportation system
- ❖ Celebrate the scenic landscape
- ❖ Leverage Island Crossing's setting and transportation access for economic prosperity
- ❖ Enhance the natural environment's health

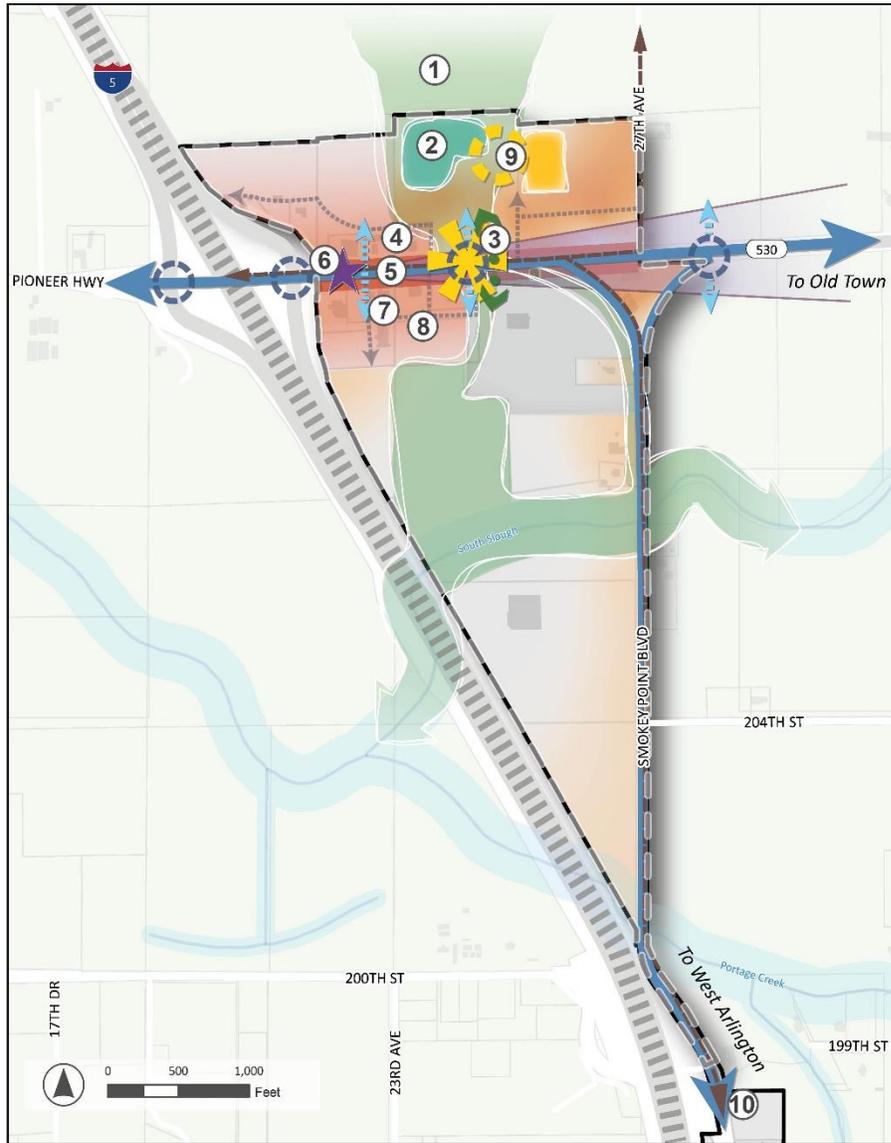
## 2.2 Framework Plan

The following are Arlington's top priorities to support Island Crossing's evolution from a convenience stop into a celebrated, safe gateway into the Stillaguamish Valley:

- ❖ **Invest in a regional compensatory storage facility**  
To address existing flooding challenges and make development more feasible throughout the subarea, especially along SR 530, and support agricultural viability. Design it to double as floodable recreational fields and a community gathering place.
- ❖ **Improve SR 530**  
To elevate the highway out of flood risk, expand the culvert, and add a median, roundabouts, landscape strips, sidewalks, and gateway features to improve safety, flood resilience, and aesthetics.
- ❖ **Update zoning and design standards**  
For coordinated development that aligns with the community vision for a welcoming entry into Arlington and the Stillaguamish Valley and an economic hub to support agri- and recreational tourism.
- ❖ **Attract desired businesses**  
Emphasizing agritourism, such as distillery, restaurants, large farm-oriented retailer, and hotel.

Exhibit 2-1 illustrates the vision and major proposals for Island Crossing.

Exhibit 2-1 Island Crossing Framework Plan



- ① Manage floodwaters to protect agricultural land and ensure environmental and economic sustainability.
- ② Work with property owners and Parks to pursue a regional compensatory storage facility doubling as floodable recreational fields.
- ③ Expand culvert.
- ④ Update zoning and design standards to celebrate agricultural heritage and encourage desired hotel, retail, and restaurants development.
- ⑤ Enhance streetscape to celebrate entry into the Stillaguamish Valley, protect from flooding, and improve active transportation options.
- ⑥ Celebrate entry and highlight scenic views.
- ⑦ Add crossings for people walking, biking, and rolling.
- ⑧ Improve connectivity with any redevelopment.
- ⑨ Establish a vibrant public gathering space through public-private partnerships, fostering civic and agritourism-related uses.
- ⑩ Expand and connect trails to Arlington's existing trail system.

**Strategies**

- Gateway monument
- Civic gathering space
- Regional flood compensatory facility
- Private-public partnership for agritourism
- Celebrate views
- Improved culvert
- Green buffer

**Land Use Designations**

- Highway oriented commercial
- Agri-oriented commercial
- General commercial
- Industrial and distribution support

**Transportation Ideas**

- Streetscape improvements
- Proposed roundabout
- Proposed pedestrian crossing
- Proposed street connections
- Proposed trail connections

**Existing Conditions**

- Major connections
- Barriers
- Stream
- Stream buffer
- Cascade Mountains views
- Island Crossing
- Arlington

Source: MAKERS

## 2.3 Goals and Objectives

### Natural Environment

#### GOALS

1. Reduce flooding impacts on SR 530 and adjacent properties.
2. Restore the Stillaguamish River's natural systems' health.
3. Protect fish and wildlife habitat in the subarea.
4. With any infrastructure, layer co-benefits for safety, community goals, environmental health, and economic vitality.

#### OBJECTIVES

1. Identify possible compensatory floodwater storage area(s) to serve future development.
2. Support multi-purpose compensatory storage area(s), such as floodable agricultural or recreational uses.
3. Elevate or protect SR 530 to prevent routine inundation.
4. Improve flow and connectivity to creeks and compensatory storage south of SR 530.
5. Restrict development of frequently flooded areas near Stillaguamish River and adjacent riparian areas.

### Land Use

#### GOALS

1. Express the community vision of a scenic gateway into Arlington with any new development.
2. Protect viability of regional agricultural land.
3. Creatively promote economic development while balancing flooding risks, environmental sustainability, and economic resilience.
4. Capture tourism from regional recreation.
5. Accommodate future job growth planned for the subarea.
6. Limit land uses that are incompatible with riverine flooding in this area.

#### OBJECTIVES

1. Update land use, development, and design regulations to better align with a community-supported vision for a scenic gateway into Arlington.
2. Improve commercial development feasibility through regional flood mitigation solution(s).

3. Promote emerging agritourism industry to support agriculture.
4. Support recreational tourism and Arlington connectivity with trail networks.

## Transportation

### GOALS

1. Enhance multimodal—walking, biking, rolling (e.g., wheelchair), and driving—safety and connectivity throughout Island Crossing.
2. Accommodate expected multimodal needs including transit, trucks, farming vehicles, walking, biking, and general vehicles.
3. Facilitate business access and farming vehicle and truck mobility.
4. Use street design to enhance Island Crossing’s identity as a gateway to Arlington and the surrounding region.

### OBJECTIVES

1. Design SR 530 to improve business access, accommodate growth, improve safety, and enhance Island Crossing as a scenic gateway.
2. Update street frontage and through-block connection requirements to achieve safe and comfortable multimodal connections.
3. Connect to regional trail systems.

## Public Services and Utilities

### GOALS

1. Reduce risks to the Olympic Gas Pipeline from flooding and future development.
2. Manage storm and floodwater safely and as a holistic approach to a healthy natural environment and functional infrastructure.
3. Serve the area with adequate infrastructure.

### OBJECTIVES

1. Coordinate with the Olympic Pipeline Company (OPLC) during evaluation of SR 530 street design options and compensatory storage planning.
2. Manage stormwater with green stormwater infrastructure where possible.
3. Coordinate with utilities to adequately serve the area

## Economic Development

### *GOALS*

1. Promote Island Crossing as a gateway to Arlington and the surrounding region.
2. Support the regional agricultural industry.
3. Provide opportunities for agritourism within the subarea.

### *OBJECTIVES*

1. Support the gateway concept through strategic investment in select industries.
2. Incentivize development that supports agricultural uses and agritourism.

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## 3 Natural Environment

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### 3.1 Context

The Island Crossing subarea is within the 100-year floodplain and the historical channel migration zone of the Stillaguamish River. The Stillaguamish River is host to a range of important species, including all the species of salmon native to the Pacific Northwest. It is also an unregulated river (i.e., has no major dams or other structures controlling the river's flow), which means that flooding is a result of natural processes and is expected to worsen with climate change. Climate change is expected to increase the flood peaks around 30%, increasing both the magnitude and frequency of inundation of the subarea. The flooding occurs primarily through a large swale that connects the northern half of the subarea to the southern half of the subarea across SR 530. At this location, there is a culvert, but it is severely undersized and prone to clogging from debris. When the culvert is overwhelmed, which occurs every few years, SR 530 floods, creating an extremely hazardous situation.

However, the river itself is outside of the planning area and is not a direct focus of planning actions. That said, flooding of the subarea and SR 530 from the river is an issue that must be addressed. It also needs to be addressed separately for the area north of SR 530 and the area south of SR 530 because the highway creates distinct pockets of flooding on each side of the highway.

Agriculture also remains an important part of the subarea and its surroundings. It is also important to the community to not detract from existing agricultural production and provide opportunities for visitors to connect with this heritage.

## 3.2 Strategies

### Flooding/Compensatory Storage

A key component to the future development of Island Crossing is planning for future flooding. Flood regulations dictate that no development can trigger an off-site rise in flood water surface elevations. Given that any new development in the floodplain would need to have a finished floor higher than the 100-year water surface elevation, this means placement fill, which would have to be mitigated. As such compensatory storage is required for most properties to be developed. Although a few properties are mostly out of the floodplain, most have significant portions of them that are partially or completely encumbered.

The City recognizes this challenge and is promoting a regional flood compensatory facility north of SR 530. The facility should be placed in close proximity to the floodplain swale where floodwaters from the Stillaguamish River are currently directed. Other options for facility locations were explored throughout the planning process. However, most of these options would impair the agricultural productivity of adjacent agricultural lands or were shown to produce flood



*Existing culvert underneath SR 530.*

*Source: Herrera*

benefits insufficient for adequate compensation of flood impacts (or both). In combination with the flood facility, the existing culvert underneath SR 530 should also be expanded. Since raising SR 530 would likely require compensatory storage itself, WSDOT is a necessary partner. The City could also pursue private partners to develop the facility, since the facility will have to be located on private property. With expansion of the culvert, greater flood flows would be delivered to the existing network of flood compensatory facilities south of SR 530. Improvements may need to be made to the existing network of flood compensatory facilities south of SR 530 to accommodate increased flood flow and compensate for future development south of SR 530. Hydraulic studies will be required to size the flood compensatory facility, size the expanded SR 530 culvert, and establish the enhancements to the existing network of flood compensatory facilities south of SR 530.

- NE-1** Collaborate with property owners and Snohomish County to confirm interest in and pursue a regional compensatory floodwater storage facility in the vicinity of the flood swale, likely on the north side of SR 530.
- NE-2** Seek funding to study feasibility, acquire property if mutually agreed with property owners, and design and construct the facility. Coordinate with Parks to include recreational uses.
- NE-3** Design SR 530 (coordinating with WSDOT) to reduce flooding risks, increase connectivity and emergency access, and improve safety. Elevate SR 530 to accommodate future flood events from climate change, setting the base flood elevation higher than current FEMA recommendations to account for increasing flood magnitudes.
- NE-4** Expand the culvert under SR 530 to eliminate SR 530 overtopping and better utilize flood storage areas south of SR 530.

DRAFT



## 4 Land Use and Urban Design

### 4.1 Context

Island Crossing, with scenic views of the Cascade Mountain Range, Snohomish County agricultural land, and the Stillaguamish River, serves as a gateway to the city and the region. Well-connected and surrounded by economic hubs, it is positioned to balance thoughtful economic growth with its rural charm. Its current uses are primarily gas stations, convenience stores, truck stop and supporting uses, restaurants, hotels, car sales, and small retail. Development pressure for additional truck stops, a contentious use for this area, prompted this plan's land use analysis and collaboration with community members to envision Island Crossing's optimal land uses.

**Nearby economic centers.** While the subarea itself has no housing, industrial, or major office uses, it is close to strong industrial, retail, and office clusters that increase its potential for additional commercial uses. Historic downtown Arlington is a destination for dining, retail, and small businesses. To the southeast, the Arlington Municipal Airport and the Cascade Industrial Center (designated a significant regional center by PSRC) are significant manufacturing and industrial drivers for the region. Finally, the Smokey Point/Lakewood area at I-5 and SR 531 intersection to the south has a cluster of big box retail, restaurants, and hotels. While these nearby centers are major competitors for certain land use activities, their proximity may create opportunities for Island Crossing to capture spillover activities.

**Recreation and agriculture.** Island Crossing is a key entry point to the Mountain Loop Scenic Byway and the North Cascades National Park, priming it to play a significant role in the region’s tourism and outdoor recreation ecosystem. Agriculture is also vital to the region, and community members are strongly interested in supporting its viability. In addition, growth within the neighboring economic centers creates market support for additional commercial uses.



*View of Stillaguamish Valley. Source: MAKERS*

This combination of factors makes Island Crossing an opportune location for agri- and recreational tourism-supportive businesses and activities. These tourism-related land uses may include retail, hotel, restaurants, services, activity-based businesses (e.g., pumpkin patches, zip lines), potentially with large-scale activities on adjacent farmland; and/or may include public recreational uses (e.g., athletic fields). While agritourism is a popular land use option in the community, it may add burden to farmers (i.e., pull busy farmers away from production work) and competition to existing farmers markets within the region. Thus, it must be done carefully to complement nearby agritourism efforts.

**Flood risks.** Floodwater mitigation is needed for the area and impacts economic growth and potential for development. Community members emphasize the need for floodwater management strategies that minimize impacts on agricultural land. In an advisory group made up of local shareholders, none want to see compensatory storage as a primary land use on agricultural land and are wary of its efficacy. Because of the perceived risk to any new development, floodwater management must be prioritized to incentivize desired development in the subarea.



*Recent flooding (2024) impacting agricultural lands. Source: Toby and Trevor Strotz*

**Community views on future land use.** Community members hold differing views about Island Crossing’s future. While some see highway interchange developments like truck stops as opportunities to leverage the freeway location, others express concerns that such developments would negatively impact the area’s scenic views, agricultural identity, and character. Most Advisory Group members expressed concern about any uses that impact agricultural or remove agricultural land from production. Supported uses include agritourism, restaurants, retail, hotels, and recreational tourism, with limited support for truck stops or car dealerships along SR 530.



*Finnriver Farm & Cidery in Chimacum, WA captures the community vision for agritourism. Source: MAKERS*

## 4.2 Strategies

### Zoning and Development Regulations

Island Crossing is currently zoned for Highway Commercial (HC), primarily featuring auto-oriented uses, including gas stations and truck stops. Residential uses are restricted in this area due to flood risks. The proposed updates to zoning and development regulations reflect community priorities to create a built environment that supports nearby agricultural lands, promotes desired commercial uses, and creates a welcoming entrance into Arlington. The goal is to encourage development that positively contributes to a vibrant, functional, people-friendly commercial center, while also addressing flooding and visual impacts between urban and agricultural areas.

Exhibit 4-2 illustrates proposed subdistricts within Island Crossing, each with unique regulations. These distinctions set a framework for nuanced development that can meet both community goals and regional needs. Detailed information on the specific use types, height allowances, and design standards for each subdistrict is provided in Exhibit 4-1.

- LU-1** Adopt new zoning standards for Island Crossing's commercial zones to accomplish the concepts shown in Exhibit 4-1, such as:
- Adjust the height limit within the IC-1 zone to allow for taller hotel developments, leveraging the areas proximity to I5 and location to provide distinctive views.
  - Adopt tiered height restrictions to preserve mountain and open space views.
- LU-2** Analyze scenic views, and if needed, apply setback and/or upper story step back standards to protect community-valued views of the Cascade Mountain Range from SR 530.
- LU-3** Encourage development to celebrate views (e.g., locate plazas and seating areas in places with a view, preserve northward views from new north-south connections) toward farmland and the Stillaguamish River as possible.
- LU-4** Encourage growth of retail businesses and services in clusters at key locations to create economic relationships and places for people to mix and mingle. Support ground floor shopfront development along SR 530 and Smokey Point Boulevard.
- LU-5** Maintain flexibility in commercial land uses to allow for a variety of businesses, sizes, types, and placement within the subarea, to optimize views and connect to the natural environment and surrounding agricultural land.

**Exhibit 4-1 Zoning Standards Concepts**

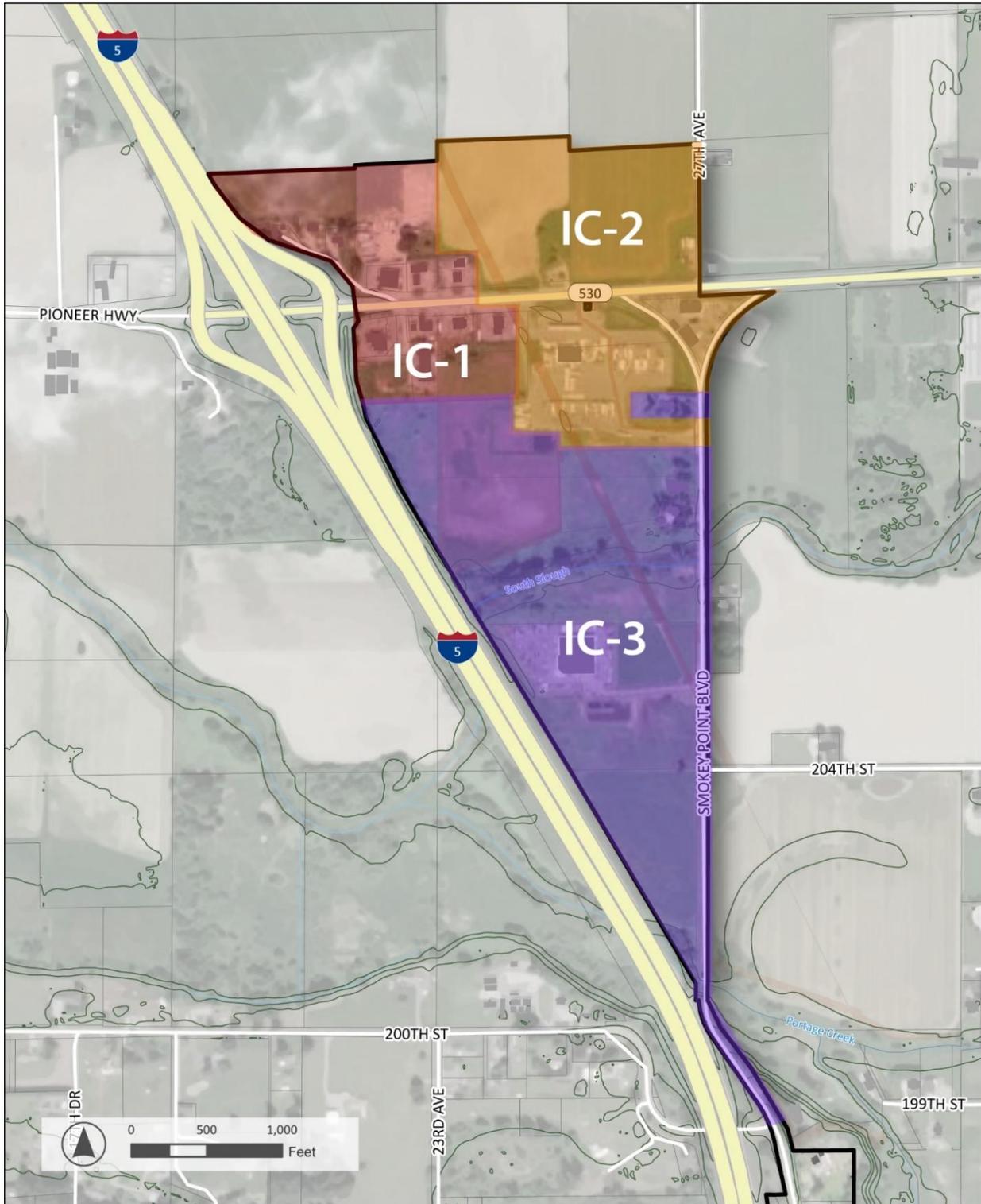
See Exhibit 4-2 Exhibit 4-2 Zoning Concept Map for applicable areas.

	IC-1	IC-2	IC-3
<b>Intent</b>	Accommodate highway-oriented commercial activities along I-5 to cater to commuters, tourists, and commerce.	Promote low intensity commercial activities, including agri-commercial use. This area also allows for public/semi-public uses in partnership with the City.	Accommodate general commercial such as car and heavy equipment sales.
<b>Allowed Uses</b>	Permissible uses under HC zone	Permissible uses under HC zone, except for hotels, heavy equipment sales, and car dealerships	Permissible uses under HC zone
<b>Height</b>	50 feet Hotels only – 100 feet	50 feet	50 feet
<b>Setbacks and Parking Orientation</b>	Encourages buildings to locate close to SR 530 when possible and orient toward side streets and new connections	Encourages buildings to locate close to SR 530 when possible and orient toward side streets and new connections	Flexibility for buildings to locate further from the right-of-way
<b>Parking</b>	Same as HC zone	Same as HC zone	Same as HC zone
<b>Design Standards</b>	Comply with Island Crossing Design Guidelines	Comply with Island Crossing Design Guidelines	Comply with Citywide Development Design Standards



Examples of expected development in Island Crossing; left is IC-1, middle is IC-2, and right is IC-3.

Exhibit 4-2 Zoning Concept Map



Source: MAKERS

**INTER-SITE CONNECTIVITY**

Inter-site connectivity is essential for improving accessibility and ensuring the efficient movement of people and goods. As development occurs, a finer grained multimodal network becomes critical to make it easier for people to engage in activities across sites, creating a more cohesive commercial center. Enhanced connectivity also attracts investment by increasing accessibility and making locations more appealing to developers and businesses. See the Transportation chapter for additional recommendations regarding Street Design Standards/Inter-site Connectivity.

**LU-6** Require inter-site connections with new development. This could come in the form of streets, landscaped pathways, woonerfs (low volume streets where vehicles share space with people walking, biking, and rolling (e.g., wheelchair), and alleys.



*Proposed street connection locations are conceptual and will be designed with redevelopment.*

**Design Standards**

The Stillaguamish Valley has long been a fruitful area for settlement. The Stillaguamish and Tulalip Tribes have called the Stillaguamish Valley home for millennia. More recently, pioneers began farming in the area in the late 19<sup>th</sup> century. Farms and agricultural operations remain a primary land use in the Stillaguamish Valley region surrounding Island Crossing.

The proposed design standards intend to honor the agricultural and scenic setting of Island Crossing. Design standards applied to the subarea will supplement the City of Arlington’s citywide Development Design Standards.



*Agricultural uses in the Stillaguamish Valley.*

*Source: Deborah Nelson*



They will require development within Island Crossing to incorporate elements of architectural character, massing, and exterior finish materials that reflect the region's agricultural heritage.

*Red barn in the Stillaguamish Valley.  
Source: Deborah Nelson*

**LU-7** Apply design standards to the proposed Island Crossing zones surrounding SR 530. Draw inspiration from existing structures and include requirements or incentives for architectural elements such as:

- Barn-like roof form
- Horizontal siding, board and batten, metal siding, or masonry
- Overhanging eaves, decorative braces, and brackets
- Other decorative enhancements such as shutters, windmills, weathervanes, or similar details associated with historic regional agricultural structures.

**LU-8** Development in the floodplain will need to be elevated, as will SR 530. Varying elevations could make accessing properties and buildings more challenging for people walking, biking, and rolling. Design should consider the relationship of the building and sidewalk elevations to accommodate non-motorized travel and maximize accessibility.



*Agriculturally inspired architecture; showcasing a barn-like form with a pitched roof (top), utilizing a mix of industrial/agricultural inspired materials (middle), and featuring pitched roofs with human-scale bays and entries (bottom).*

## Urban/Rural Gateway

As an entry point for travelers accessing the North Cascades National Park via the Mountain Loop Scenic Byway, Island Crossing is poised to play a key role in the region's tourism and outdoor recreation ecosystem. Its landscape is a blend of open land, low-density retail structures, and numerous surface parking lots, with several vacant or redevelopable parcels, according to Snohomish County. Fostering this area as a gateway—aesthetically and functionally—would support economic and community goals.

- LU-9** Adopt updated zoning and development and design standards to support the gateway concept (see Recommendation LU-1).
- LU-10** Pursue street design and connectivity standards that encourage people (consumers, workers, pedestrians, bicyclists, tourists, etc.) and goods moving safely and comfortably between the SR 530 zone parcels.
- LU-11** Invest in public art, wayfinding, and signage to welcome visitors and residents to Arlington and encouraging them to continue into the heart of Arlington.
  - a. Work with local artists and artisans to design and install a sign welcoming travelers to Arlington.
  - b. Implement additional wayfinding signs at businesses and gas stations within the subarea directing visitors to downtown and other local destinations.
- LU-12** Foster public-private partnerships to create welcoming new street connections and especially public open places integrated with surrounding development, ranging from floodwater compensatory storage, parks, and agritourism uses.

## Agricultural Viability and Agritourism

To support the viability of the local agricultural industry, a few strategies align economic growth with the legacy agricultural industry: 1) Attract desired businesses through flood and transportation improvements and proactive relationship-building; 2) Partner with developers to create an agritourism hub, and 3) Generally avoid farmland for flood compensatory storage (addressed in Flooding/Compensatory Storage on page 24).

### **RETAIL HUB**

This approach seeks to balance growth with the preservation of the region's agricultural heritage, creating opportunities for economic diversification while maintaining the area's agricultural identity. Businesses and investments into the area should add to the regional agricultural viability, and any new economic activities should not compete with neighboring farms and businesses. The anchor concept—recruiting a big box or large-scale retailer or other business to the area may help catalyze small business development nearby—may be particularly effective given the large undeveloped parcels of land in the subarea. In addition,

an agricultural-adjacent or -focused business both honors the economic history of the region and supports its future.

- LU-13** Recruit an agriculture-focused big box anchor tenant for the subarea, leveraging the public investment in the floodwater storage facility and associated recreational uses and SR 530.
- LU-14** Encourage a range of small businesses to fill out around the anchor tenant.
- LU-15** Reduce permitting barriers to farm stands.
- LU-16** Work with Parks, Arts, and Recreation to study the demand and feasibility of designating space within the subarea for flexible recreation uses; consider impact on flood management.

**AGRITOURISM HUB**

Agritourism plays a vital role in preserving agricultural heritage, protecting farmland, and bolstering local economies, particularly helping sustain farmers. By attracting tourists, agritourism not only supports nearby businesses but also promotes agricultural industry and environmental awareness through educational opportunities about farming, food production, and sustainable practices. Community members identified the northeastern-most site as an opportunity to foster agritourism, as it is less impacted by flooding and benefits from its proximity to rich agricultural lands. Investing in agritourism can enhance community resilience, preserve cultural traditions, and strengthen connections between urban and rural communities.



*Agritourism activities varies to passive or active recreation, including farm tours, brewery, workshops, or event space. Source: MAKERS*

- LU-17** Work with local and regional economic development organizations and staff to recruit an agritourism business to the subarea, with a focus on farm-to-table or local producers.
- LU-18** Pursue public-private partnerships to incentivize or recruit agricultural or agritourism businesses or uses that contribute to the agricultural character of the subarea, including family-friendly, educational, or recreational land uses.
- LU-19** Work with subarea landowners and local businesses to create pop-up commercial or experiential opportunities in vacant spaces in the subarea.

*Exhibit 4-3 Site plan illustrating envisioned compensatory flood storage/recreational fields facility, agritourism hub, and retail hub.*



## Development Incentives

Development feasibility in Island Crossing is currently challenged by expensive flood mitigation and a lack of residential population. Several recommendations in this plan act as development incentives, including:

- **Public investment in regional floodwater compensatory storage (Recommendation NE-1).** This leads to significant savings on permitting and construction costs, FEMA flood insurance, and improved sense of safe private investment (i.e., peace of mind).
- **Public investment in SR 530 street design and construction (Recommendation T-1).** Elevating the highway out of flooding risks, combined with other mobility and connectivity improvements, vastly improves Island Crossing's safety and economic viability.
- **Public investment in athletic fields at the floodwater compensatory storage facility (Recommendation NE-2).** The addition of ballfields would bring more consumers to Island Crossing, likely increasing revenues.

The City may consider additional development incentives.

- LU-20** Invest in the public benefits listed above to make it easier to develop in Island Crossing.
- LU-21** Consider additional public-private partnerships to build new inter-site street connections or other needed infrastructure.
- LU-22** Study and consider waiving impact fees for recreational or agritourism uses.



## 5 Transportation

### 5.1 Context

SR 530, a strategic freight corridor, and Smokey Point Blvd are the two roadways within Island Crossing. Safety issues have been identified along SR 530 due to lack of access control, numerous driveways, congestion, and lack of safe and comfortable paths for people to walk, bike, and roll (e.g., wheelchair) along the corridor. Island Crossing has a high volume of trucks, which also impacts the operations of SR 530 and Smokey Point Blvd. In addition, planned growth will increase traffic volumes, resulting in increased congestion and the I-5/SR 530 interchange operating below LOS standard. The City of Arlington's Transportation Master Plan (TMP) and Transportation Improvement Program (TIP) has identified a need for pedestrian and bicycle facilities on SR 530 and Smokey Point Blvd as well as improvements to the I-5/SR 530 interchange such as roundabout traffic control.

The SR 530 street design should consider access control and driveway consolidation, safety and comfort improvements for active modes, gateway and scenic view celebration, the floodplain, and the Olympic Gas Pipeline. The street design should also accommodate bus, truck and farm equipment while balancing the needs of other modes.

## 5.2 Strategies

The Island Crossing transportation strategies are intended to implement the Subarea Plan consistent with the goals and policies of the Arlington Comprehensive Plan.

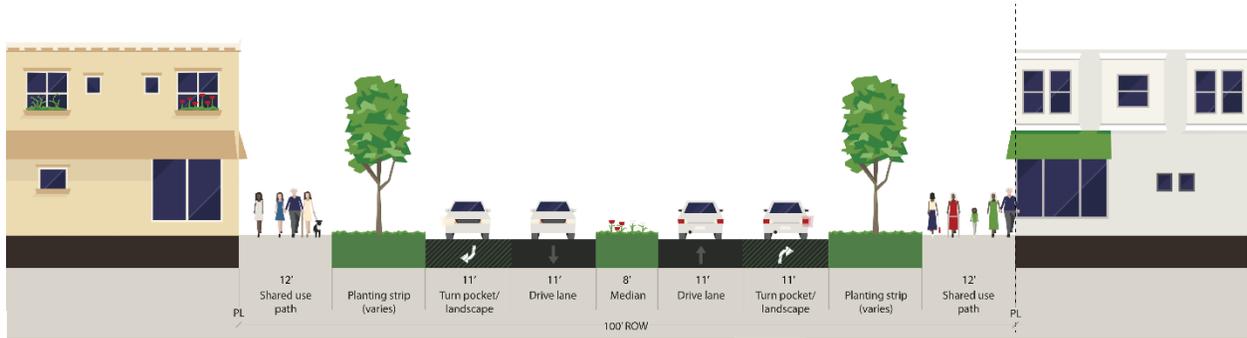
### SR 530 Street Design

The street design is intended to enhance Island Crossing's identity as a gateway to Arlington. It provides enhanced multimodal facilities to accommodate walking, biking, rolling and driving (including trucks and buses). The design increases capacity to accommodate expected growth in traffic and provides access to the adjacent properties.

The street design for SR 530 consolidates the property access points to reduce the number of driveways along SR 530. Exhibit 5-1 shows the street cross section. The cross section has a 12-foot shared use path on both sides of SR 530, a center landscape median, one through travel lane in each direction with right-turn lanes at access points. The center median restricts driveways along SR 530 to right-in/right-out movements to reduce conflicts and reduces speeds along the corridor to improve safety. Exhibit 5-2 illustrates the plan view for the SR 530 street design and shows a central roundabout between the I-5/SR 530 interchange and the Smokey Point Blvd/SR 530 intersection that allows for vehicles to turn and access businesses on both sides of the street. Midblock crossings that would include traffic control such as a rectangular rapid flashing beacon (RRFB) are also planned on SR 530 to improve pedestrian safety along the corridor and facilitate movement of pedestrians to businesses on both sides of the street. The improved pedestrian access will allow for visitors to park once and access multiple users on foot rather than driving within Island Crossing. Exhibit 5-3 provides a summary of the improvements and estimated costs.

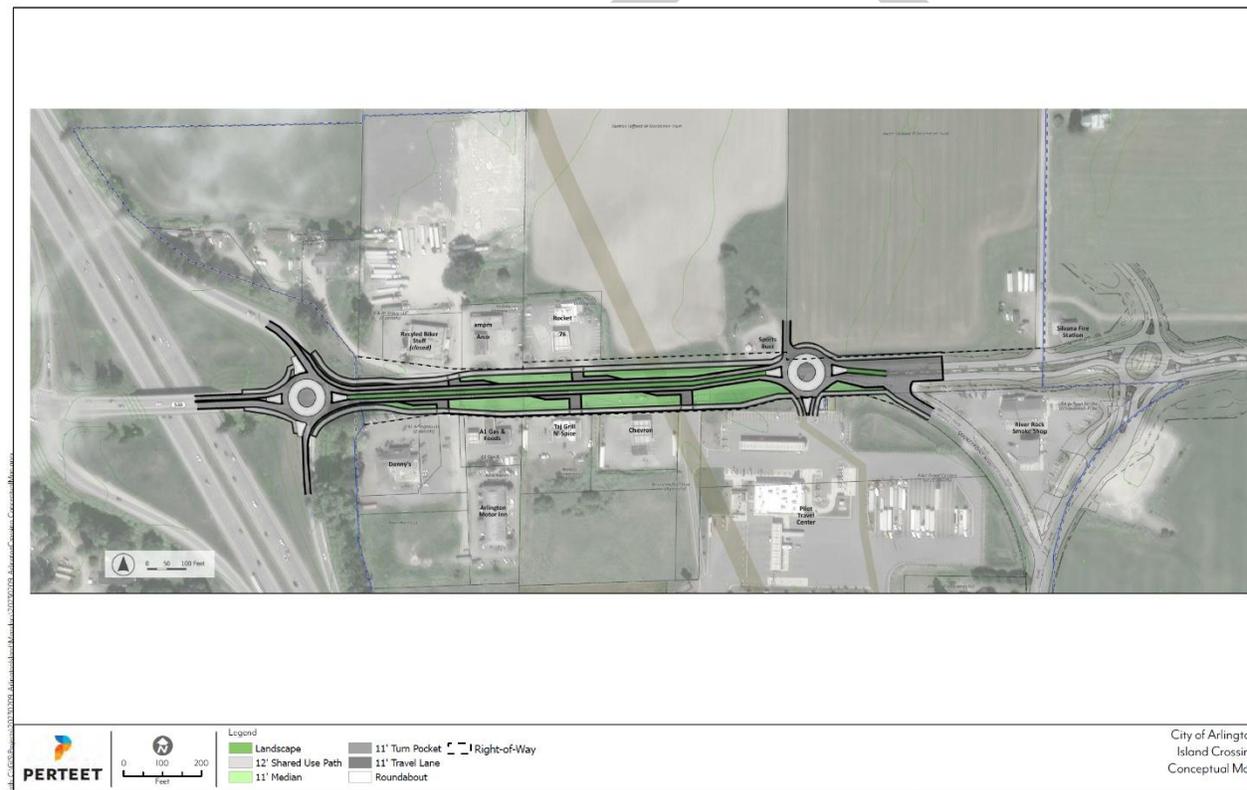
- T-1** Coordinating with WSDOT, design and construct SR 530 to:
- a. Be consistent with the Complete Street Program and include shared use paths to support and encourage non-motorized travel and reduce vehicle miles traveled.
  - b. Ensure the design accommodates truck, farm equipment, and transit maneuvers.
  - c. Provide landscape and gateway features along SR 530 to improve the corridor appearance and enhance Island Crossing's identity as a gateway to Arlington and the surrounding region (e.g., protect views of Cascade Mountains).

Exhibit 5-1 SR 530 Concept Cross-section



Source: StreetMix; MAKERS; Perteet

Exhibit 5-2 SR 530 Street Design Concept Plan View



Source: Perteet

City of Arlington  
Island Crossing  
Conceptual Map

## Other Transportation Projects

Along with improving SR 530, there are key improvements to intersections and the multimodal transportation system within Island Crossing that are recommended to improve safety, comfort, connectivity and travel through and within the area. Exhibit 5-3 provides a summary of the improvements and estimated costs.

- T-2** Work with WSDOT to design and construct improvements at the I-5/SR 530 interchange to accommodate growth and improve safety.
- T-3** Complete the design and construct the SR 530/Smokey Point Boulevard roundabout. Ensure the roundabout accommodates truck, bus, and farm equipment maneuvers.
- T-4** Design and construct a roundabout approximately midway between I-5 and Smokey Point Boulevard along SR 530 to facilitate circulation and non-motorized crossings within Island Crossing.
- T-5** Design and construct multimodal improvements along Smokey Point Boulevard between 200<sup>th</sup> Street NE and SR 530 to accommodate growth and support non-motorized travel.
- T-6** Incorporate Island Crossing intersection improvements along SR 530 and Smokey Point Boulevard into the City of Arlington traffic impact fee program or determine another cost sharing approach to assist with funding.

**Exhibit 5-3** Summary of Island Crossing Improvements

Location	Description of improvement	Cost (2024 dollars)
I-5/SR 530 Interchange (T-2)	<ul style="list-style-type: none"> <li>▪ Construct roundabouts at the I-5 northbound and southbound ramps at SR 530.</li> </ul>	\$87 million
Smokey Point Blvd/ SR 530 (T-3)	<ul style="list-style-type: none"> <li>▪ Construct roundabout. This project is currently being designed by the City of Arlington.</li> </ul>	\$6.73 million
SR 530 Midblock Roundabout (T-4)	<ul style="list-style-type: none"> <li>▪ Construct single-lane roundabout along SR 530 to provide access and circulation.</li> </ul>	\$6 million
Smokey Point Blvd (200 <sup>th</sup> )	<ul style="list-style-type: none"> <li>▪ Widen to 3-lanes, provide sidewalks and accommodate bicycles.</li> </ul>	\$13.93 million

Street NE to SR 530) (T-5)		
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## Regulatory Updates

### *STREET DESIGN STANDARDS/INTER-SITE CONNECTIVITY*

Connectivity between properties within Island Crossing is important to facilitate circulation within the area without having to rely solely on SR 530 and improve safety. Access roads should be provided connecting between properties to facilitate connections between sites for vehicles, pedestrians and bicyclists.

- T-7** Provide midblock crossings along SR 530 to improve walking, biking, and rolling connectivity within Island Crossing and across SR 530.
- T-8** Promote connectivity between parcels within Island Crossing to improve safety and circulation.
- T-9** Work with developers as part of permitting to include a multimodal connection between properties and facilitate walking, biking, rolling, and driving without needing to rely solely on SR 530. See Inter-site Connectivity (LU-6) for conceptual locations of streets to be dedicated to the City for the City to construct and maintain.

### *EV PARKING*

The City of Arlington Comprehensive Plan transportation policy T-7.10 requires installation of electric vehicle charging facilities with new multifamily and commercial developments. The Island Crossing subarea would follow this policy.

- T-10** Require installation of electric vehicle charging facilities within Island Crossing for new development including consideration of charging for freight vehicles.

**BIKE PARKING**

Transportation policy T-6.1 encourages facilities within developments that support alternate modes of transportation, such as showers/dressing rooms, lockers, and secure bike parking. This policy should be applied to Island Crossing and bicycle parking requirements should be consistent with the current Arlington Municipal Code.

**T-11** Encourage measures or facilities in both private and public development that support alternate modes of transportation, such as showers/dressing rooms, lockers, and secure bike parking.

**Farm Stands**

The community's vision for Island Crossing emphasizes development in the agricultural and agritourism sectors (see Agricultural Viability and ). Supporting farm stands along the SR 530 corridor is key to fostering this vision, as they connect communities with fresh, locally grown produce and promote sustainable agriculture. To accommodate farm stands, it is important to plan for safe access for both vehicles and pedestrians, provide ample parking space, and enhance visibility for passing traffic while minimizing disruptions to traffic flow. These efforts will not only support farm stands but also strengthen Island Crossing's appeal and accessibility in agritourism.



Farm stands along SR 530. Source: Google+102

**T-12** Encourage easy access to locations designated for farm stands (see Strategy LU-14 about opportunity site concepts).

**T-13** Support existing informal use of right-of-way for farm stands (see Strategy LU-15 about permitting) and facilitate relationships between property owners and farm stands and other small retail to collocate uses and parking.

## Transit Support

There are no current or planned transit stops within Island Crossing. The SR 530 street design does not identify transit infrastructure, but it does not preclude future infrastructure and accommodates transit vehicles. Journey 2050 Community Transit Long Range Plan Update identifies the potential for microtransit to support travel in Arlington. Transit connectivity with microtransit to and from Island Crossing for key destinations like the Smokey Point Transit Center and downtown Arlington would help reduce vehicle dependency for this area the of the city.

- T-14** Explore opportunities with Community Transit to provide microtransit services to/from Island Crossing.
- T-15** Design and construct facilities such that opportunities for transit service are not precluded.

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## 6 Public Services and Utilities

### 6.1 Context

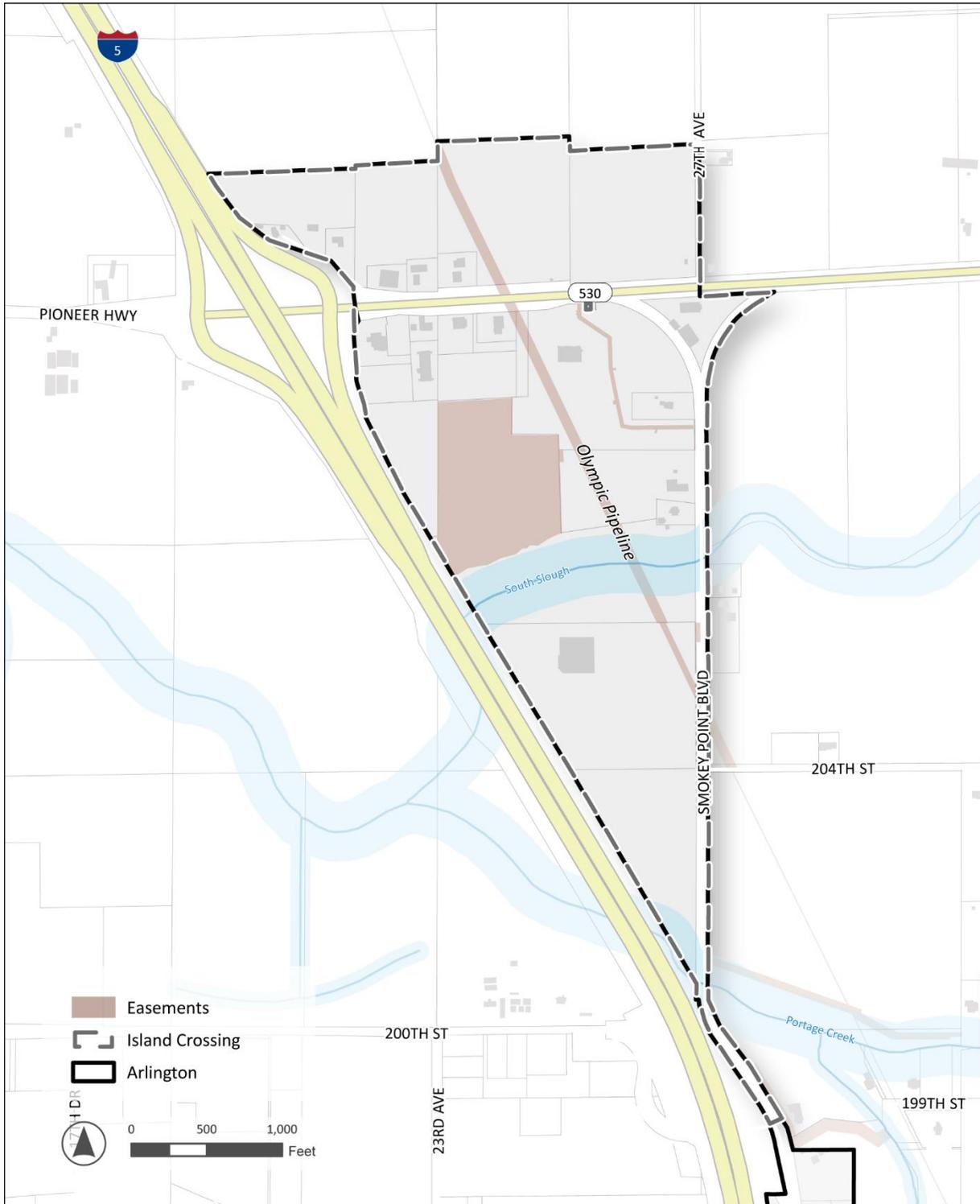
#### Existing Utility Infrastructure

In order to support potential proposed development, public service and utility infrastructure must be considered for the future, especially in areas such as Island Crossing with development and growth potential. While there is existing development present within the subarea currently, future needs may outgrow the existing infrastructure. There are existing water, sewer, gas, stormwater, power, and communications facilities present in Island Crossing.

#### Olympic Pipeline

One infrastructure constraint within the subarea is the presence of the Olympic Gas Pipeline. The Olympic Gas Pipeline Company (OPLC) has one 16" and one 20" pipeline running diagonally from southeast to northwest across the Island Crossing area, as shown in the exhibit below.

Exhibit 6-1 Island Crossing Subarea Easements Map



Source: MAKERS

## 6.2 Strategies

### Olympic Pipeline

The Olympic Gas Pipe is a critical piece of infrastructure for the larger region that runs through Island Crossing. Any planned development adjacent to or over the pipeline must be coordinated closely with the Olympic Gas Pipeline Company (OPLC) to ensure protection of the pipeline while also considering feasibility of proposed improvements in these areas. This coordination can include, but is not limited to, easement negotiation, design review, on-site meetings, and construction observation.

- PSU-1** Coordinate closely with OPLC throughout planning, design, and construction of development within public right-of-way and on private property.
- PSU-2** Consider placement of the proposed roundabout, stormwater conveyance, and culvert in relation to the existing pipeline when designing SR 530.

### Stormwater

All development within Island Crossing will be subject to the 2024 Stormwater Management Manual for Western Washington (SMMWM). Within the proposed roadway cross section of SR 530, there is a center median as well as wide landscape areas on each side of the street that could be used to implement bioretention and compost amended filter vegetation strips (CAFVS) treatments for stormwater management. Additionally, the upsizing of the existing culvert under SR 530 will be imperative for stormwater and floodplain management within the subarea.

- PSU-3** Develop an Island Crossing Stormwater Plan that addresses the stakeholder involvement in stormwater management in the area.
- PSU-4** Consider incorporating preferred stormwater management approaches for public and private development within Island Crossing in City Development Design Standards and Municipal Code.

### City of Arlington Water

Given the potential growth and development within Island Crossing, the City of Arlington will need to ensure existing public water facilities are adequate, or plan for necessary upgrades through Comprehensive Planning. The existing water infrastructure within the subarea was installed around 1973 and is located in a more remote area of the distribution system. Overall, some mains are undersized for the demand and the system lacks looping or redundancy.

The City adopted a Comprehensive Water System Plan (WSP) in 2015, with amendments to the Plan being adopted in 2017 and 2019. Island Crossing was identified as a focus area with the projection that in 2035, land use within the subarea will be 100 percent commercial with

40 percent of the total area contributing to water demand. In the Comprehensive Plan, there are two (2) water improvement projects identified in Island Crossing:

- **CIP WM2 - 12" Water Main in 204<sup>th</sup> Street NE for North Island Crossing.** This project involves installing a new 12-inch ductile iron water main in 204<sup>th</sup> Street NE, 43<sup>rd</sup> Avenue NE, and Cemetery Road from 47<sup>th</sup> Avenue NE to Smokey Point Boulevard. This new water main will supplement the existing 10-inch water main in Smokey Point Boulevard to improve fire flow and reliability in the Island Crossing area. This project has been identified as 75% developer-funded.
- **CIP WM6 - Island Crossing Utility Local Improvement District.** Developer proposals within Island Crossing have revealed potential commercial growth with high demand for potable water, outpacing what was anticipated in the 2015 Comprehensive Water System Plan. This project proposed to install 5,100 linear feet of 12-inch ductile iron water main along the western boundary of the Island Crossing subarea. This project could be coordinated with CIP WM2, described above. This project has been identified as fully developer-funded.

## City of Arlington Sewer

Given the potential growth and development within Island Crossing, the City of Arlington will need ensure existing public sewer facilities are adequate, or plan for necessary upgrades through Comprehensive Planning.

The City adopted a Comprehensive Wastewater Plan (CWP) in 2015, with amendments to the Plan being adopted in 2017. Island Crossing was identified as one of five (5) focus areas that is driving flow increases across the wastewater system. The CWP was based on the projection that in 2035, land use within the subarea will be 100 percent commercial with 40 percent of the total area contributing to wastewater loading. In the Comprehensive Plan, there are two (2) improvement projects identified in Island Crossing:

- **F5 – Lift Station 11 Improvements.** Future development will exceed the existing pumping capacity. This project will construct a new submersible pump station with a 250 gallon per minute capacity. This project has been identified as both City-funded and developer-funded, and is currently scheduled to be in construction.
- **F7 – Lift Station 14 Construction.** This project involves constructing a new submersible pump station with a 750 gallon per minute capacity, and construction 9,000 LF of fore main. This project will help serve areas with Island Crossing that cannot be served by gravity sewer. This project has been identified as both City-funded and developer-funded.

- PSU-5** Model this Plan's proposed land use in future Comprehensive Plans, and ensure the City's Capital Planning, including the Water System Plan and Wastewater Plan, incorporates necessary capital improvements within Island Crossing.
- PSU-6** Develop a Utility Master Plan for the Island Crossing area that would identify specific utility improvements that would be tied to development of key parcels within the subarea.

## Electric

Given the potential growth and development within Island Crossing, the City of Arlington will need to continue coordinating with the Snohomish County Public Utility District (PUD) to ensure existing and future power facilities are adequate, and PUD should plan for necessary upgrades.

- PSU-7** Model this Plan's proposed land use for future electric/power needs for the area, and encourage PUD's Capital Planning to incorporate necessary capital improvements within Island Crossing.
- PSU-8** Develop policy regarding placement (along street frontage vs. along alleys behind parcels) and type of facility (overhead vs. underground).

## Renewable Energy

Island Crossing's I-5-adjacent land is impacted by traffic-generated air and noise pollution (primarily within 500 feet of the highway), as well as flooding risks. This makes it an appropriate area for land uses not oriented toward humans or food production. Renewable energy generation (i.e., solar and wind farms) would be an appropriate use and would implement Arlington's Comprehensive Plan policies to mitigate and adapt to climate change. Solar power, especially over parking lots, may also double as shade structures that reduce heat impacts. Solar and wind power infrastructure may be designed for resilience to flooding.

- PSU-9** On sites benefiting from public investment in the compensatory floodwater storage facility, consider requiring solar panels in parking lot design both as a renewable energy source and as shade structures.
- PSU-10** Consider attracting solar and/or wind power generation to the Island Crossing Subarea, especially along I-5.

## Energy-efficient Building Design

Buildings designed for energy and water efficiency and with renewable energy production help reduce development's impacts on the environment and climate through reduced carbon emissions. Several building certification programs encourage minimal or no carbon emissions, such as LEED and Living Building Challenge. Because this subarea will benefit from public investment in SR 530 and the flood compensatory storage facility, it may be appropriate to require public benefits in exchange.

- PSU-11** On sites benefiting from public investment in the compensatory floodwater storage facility and/or SR 530 improvements, consider requiring LEED-certified (or similar) building and site design for energy and water efficiency and renewable energy.

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## 7 Implementation

This chapter describes the key steps to achieve the vision for Island Crossing. Realizing this plan will require a collaborative effort between public and private entities. Recent trends demonstrate that without deliberate action, private investments alone are unlikely to fully deliver on the Subarea Plan's vision, goals, and strategies.

To bridge this gap, Arlington must dedicate staff resources to update code and secure funding. The following steps establish a solid foundation for attracting private investment and shaping the built environment in alignment with community priorities. Top priority steps (marked with "**Immediate action**" in the Actions Summary notes) include:

- **Adopt new zoning, development, and design standards.** These code updates increase development capacity while ensuring new development reflects the identity and values of Island Crossing. Regulatory changes include:

- Zoning and development code updates (LU-1) to allow taller hotels and focus auto-oriented or large energy infrastructure uses along I-5 and more human-oriented uses along SR 530.
- Island Crossing Design Standards (LU-7) to honor Island Crossing’s setting in the Stillaguamish Valley and foster a more human-oriented development pattern.
- **Address flood control.** In coordination with property owners, Parks and Recreation, Snohomish County, WSDOT, the Stillaguamish Tribe, and the Tulalip Tribes, explore opportunities to purchase land that can serve dual purposes—a regional compensatory flood storage facility and open recreational space (e.g., ballfields, trails, viewing areas, Parks concession stand, and playground activated by adjacent businesses). The facility will address essential flood management needs, while also enhancing community recreational opportunities and supporting the area’s agritourism vision.

To fund land acquisition and the facility’s design and construction, the City should secure public funding, as well as develop private funding mechanisms. Potential funding resources include:

- Create a flood control district to collect property taxes for flood protection projects and a flood mitigation bank for developers to contribute funds for the regional compensatory flood storage facility instead of providing flood storage on their project site.
- Develop a parks and open space fee-in-lieu program for required open space that allows developers to pay a fee for the City to develop and maintain parkland strategically throughout the city—including in conjunction with Island Crossing’s flood storage facility—instead of providing their required open space onsite.
- Secure federal, state, and local grants dedicated to flood mitigation (e.g., FEMA’s Building Resilient Infrastructure and Communities ([BRIC](#))), transportation resilience (e.g., USDOT’s Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation ([PROTECT](#))), environmental protection (e.g., [Floodplains by Design](#) (FbD)), community development (e.g., USDA’s [Rural Economic Development Loan & Grant Program](#) and [business programs](#)), and recreational enhancement (e.g., Recreation and Conservation Office ([RCO](#))).
- **Improve SR 530.** Collaborate with WSDOT to secure funding and implement improvements to SR 530, ensuring the infrastructure can support future development, address flooding, and enhance connectivity. Seek grants (e.g., WSDOT Transportation Improvement Board ([TIB](#)) and USDOT’s Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation ([PROTECT](#)) grants).

- **Foster relationships and build partnerships.** Continue to collaborate with property owners and businesses to hone the vision for the agritourism and retail hubs and attract appropriate businesses. Actively seek partnerships to support farmstands and other public-private ventures that align with community goals.

Other steps that could show progress quickly, but may be less impactful than the above, are noted with “**Quick win**” in the Actions Summary Notes column.

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## 7.1 Action Summary

The following Actions Summary summarizes the actions found in Chapters 3-6.

### Action Summary Table Key

#### TIMING

<b>S</b>	Short term (by approximately 2028)
<b>M</b>	Mid term (approximately 2029-2034)
<b>L</b>	Long term (approximately 2035-2044)
<b>S-L</b>	Ongoing
<b>O</b>	Opportunistic (as funding is available)

#### PRIORITIES

<b>H</b>	High priority
<b>M</b>	Medium priority
<b>L</b>	Low priority

#### COST ESTIMATE

<b>\$</b>	Low or existing staff resources (<\$1 mil)
<b>\$\$</b>	Medium (\$1-7 mil)
<b>\$\$\$</b>	High (>\$7 mil)

#### POTENTIAL RESOURCES/FUNDING

<b>Grant</b>	State and/or federal grant funding may be available (e.g., RCO, infrastructure resiliency, economic development, etc)
<b>Public</b>	City may use public funding, including existing staff resources, citywide taxes or fees (e.g., place project on 6-Year Transportation Improvement Plan (TIP)), and localized taxes like a local improvement district, a flood control district, or tax increment financing (TIF)

<b>Private</b>	Developer driven and funded (e.g., street frontage requirement), flood mitigation bank, latecomer agreement, or other private funding source
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#### RESPONSIBLE PARTIES

<b>CED</b>	Community & Economic Development
<b>CT</b>	Community Transit
<b>OPLC</b>	Olympic Gas Pipeline Company
<b>PAR</b>	Arlington Parks, Arts, & Recreation
<b>PO</b>	Property owners
<b>PUD</b>	Snohomish County Public Utility District
<b>PW</b>	Public Works
<b>SCAO</b>	Snohomish County Agriculture Office
<b>SCFB</b>	Snohomish County Farm Bureau
<b>SCED</b>	Snohomish County Economic Development
<b>SCP</b>	Snohomish County Parks
<b>ST</b>	Stillaguamish Tribe
<b>SWM</b>	Snohomish County Surface Water Management
<b>TT</b>	Tulalip Tribes
<b>WSDOT</b>	Washington State Department of Transportation

Exhibit 7-1 Actions Summary

Action	Timing (S,M,L,O)	Priority (H,M,L)	Responsible Parties/ Partners (lead in <b>bold</b> )	Cost Estimate (\$,\$,\$,\$,\$)	Potential Resources/ Funding	Related Actions/Notes
<b>Natural Environment</b>						
<b>NE-1</b> Collaborate with property owners and Snohomish County to confirm interest in and pursue a regional compensatory floodwater storage facility in the vicinity of the flood swale, likely on the north side of SR 530.	S-L	H	<b>CED</b> , PO, SWM, WSDOT, ST, TT	\$	Public	First step. <b>Immediate action.</b>
<b>NE-2</b> Seek funding to study feasibility, acquire property if mutually agreed with property owners, and design and construct the facility. Coordinate with Parks to include recreational uses.	S, O	H	<b>CED, PW</b> , SWM, WSDOT, ST, PAR, SCP, OPLC, TT	\$\$\$	Grant, Public, Private	Second step. Coordinate with <b>T-1</b> SR 530 design and construction.
<b>NE-3</b> Address environment in Design SR 530 (coordinating with WSDOT) to reduce flooding risks, increase connectivity and emergency access, and improve safety.	S-M	H	<b>PW</b> , SWM, WSDOT, OPLC, ST, TT	N/A	N/A	Address in <b>T-1</b> SR 530 design and construction.
<b>NE-4</b> Expand the culvert under SR 530 to eliminate SR 530 overtopping and better utilize flood storage areas south of SR 530.	M-L	H	<b>PW</b> , WSDOT, OPLC, PO	N/A	N/A	Address in <b>T-1</b> SR 530 design and construction.
<b>Land Use and Urban Design</b>						
<b>LU-1</b> Adopt new zoning standards for Island	S	H	<b>CED</b>	\$	Public	<b>Immediate action.</b>

Action	Timing (S,M,L,O)	Priority (H,M,L)	Responsible Parties/ Partners (lead in <b>bold</b> )	Cost Estimate (\$,\$,\$,\$,\$,\$)	Potential Resources/ Funding	Related Actions/Notes
Crossing's commercial zones to accomplish the concepts shown in Exhibit 4-1, such as:						
<b>LU-2</b> Analyze scenic views, and if needed, apply setback and/or upper story step back standards to protect community-valued views of the Cascade Mountain Range from SR 530.	S	L	<b>CED</b> , PW, WSDOT	\$	Public	Include analysis in SR 530 design ( <b>T-1</b> ) and update development and design standards ( <b>LU-1</b> and <b>LU-7</b> ) if needed following study.
<b>LU-3</b> Encourage development to celebrate views (e.g., locate plazas and seating areas in places with a view, preserve northward views from new north-south connections) toward farmland and the Stillaguamish River as possible.	S-L	M	<b>CED</b>	\$-\$	Public (regulations), Private (implementation)	Incorporate in development and design standards ( <b>LU-1</b> and <b>LU-7</b> ).
<b>LU-4</b> Encourage growth of retail businesses and services in clusters at key locations to create economic relationships and places for people to mix and mingle. Support ground floor shopfront development along SR 530 and Smokey Point Boulevard.	S-L	H	<b>CED</b>	\$-\$	Public (regulations), Private (implementation)	Incorporate in development and design standards ( <b>LU-1</b> and <b>LU-7</b> ).
<b>LU-5</b> Allow for Maintain flexibility in commercial land uses to allow for a	S-L	M	<b>CED</b>	\$	Public (regulations)	Incorporate in development and

Action	Timing (S,M,L,O)	Priority (H,M,L)	Responsible Parties/ Partners (lead in <b>bold</b> )	Cost Estimate (\$,\$,\$,\$,\$,\$)	Potential Resources/ Funding	Related Actions/Notes
variety of businesses, sizes, types, and placement within the subarea, to optimize views and connect to the natural environment and surrounding agricultural land.						design standards ( <b>LU-1</b> and <b>LU-7</b> ).
<b>LU-6</b> Require inter-site connections with new development. This could come in the form of streets, landscaped pathways, woonerfs (low volume streets where vehicles share space with people walking, biking, and rolling (e.g., wheelchair), and alleys.	S	H	<b>PW</b> , CED, WSDOT	\$\$-\$	Public (regulations); Public, Private, and Grants (implementation)	Also see <b>T-9</b> .
<b>LU-7</b> Adopt Apply design standards to the proposed Island Crossing zones surrounding SR 530. Draw inspiration from existing structures and include requirements or incentives for architectural elements such as:	S	H	<b>CED</b>	\$	Public	
<b>LU-8</b> Consider accessibility in grade changes between Development in the floodplain will need to be elevated, as will SR 530. Varying elevations could make accessing properties and buildings more challenging for people walking, biking, and rolling.	S-L	M	<b>CED</b>	\$\$-\$	Public (regulations); Private (implementation)	Incorporate in development and design standards ( <b>LU-1</b> and <b>LU-7</b> ).

Action	Timing (S,M,L,O)	Priority (H,M,L)	Responsible Parties/ Partners (lead in <b>bold</b> )	Cost Estimate (\$,\$,\$,\$,\$)	Potential Resources/ Funding	Related Actions/Notes
Design should consider the relationship of the building and sidewalk elevations to accommodate non-motorized travel and maximize accessibility.						
<b>LU-9</b> Adopt updated zoning and development and design standards to support the gateway concept (see Recommendation LU-1).	S-L	H	<b>CED</b> , PW	\$\$	Public (regulations); Private (implementation)	Incorporate in development and design standards ( <b>LU-1</b> and <b>LU-7</b> ).
<b>LU-10</b> Pursue street design and connectivity standards that encourage people (consumers, workers, pedestrians, bicyclists, tourists, etc.) and goods moving safely and comfortably between the SR 530 zone parcels.	S	H	<b>PW</b> , CED	\$\$	Public (regulations); Private, Public, and Grant (implementation)	Incorporate in development and design standards ( <b>LU-1</b> and <b>LU-7</b> ) and inter-site connectivity standards ( <b>LU-6</b> and <b>T-9</b> ).
<b>LU-11</b> Invest in public art, wayfinding, and signage to welcome visitors and residents to Arlington and encouraging them to continue into the heart of Arlington.	O	L	<b>CED</b> , PW, SCED	\$	Grant, Public, Private	Incorporate in street design (e.g., roundabout entry sign treatment) ( <b>T-1</b> and <b>T-4</b> ).
<b>LU-12</b> Foster public-private partnerships to create welcoming new street connections and especially public open places integrated with surrounding development, ranging from floodwater	S-L, O	M	<b>CED</b> , PW, WSDOT	\$\$	Public, Private, Grant	

Action	Timing (S,M,L,O)	Priority (H,M,L)	Responsible Parties/ Partners (lead in <b>bold</b> )	Cost Estimate (\$,\$,\$,\$,\$\$)	Potential Resources/ Funding	Related Actions/Notes
compensatory storage, parks, and agritourism uses.						
<b>LU-13</b> Recruit an agriculture-focused big box anchor tenant for the subarea, leveraging the public investment in the floodwater storage facility and associated recreational uses and SR 530.	S	H	<b>CED</b> , SCAO, SCFB	\$	Public	
<b>LU-14</b> Encourage a range of small businesses to fill out around the anchor tenant.	S-M	H	<b>CED</b> , SCAO, SCED	\$	Public	
<b>LU-15</b> Reduce permitting barriers to farm stands.	S	M	<b>CED</b>	\$	Public	<b>Quick win.</b>
<b>LU-16</b> Work with Parks, Arts, and Recreation to study the demand and feasibility of designating space within the subarea for flexible recreation uses; consider impact on flood management.	S	H	<b>PAR</b> , SCP, CED, SWM, PW	\$	Public, Grant	<b>Immediate action.</b> This is the first step in achieving a floodable recreation center in Island Crossing. Do with flood compensatory storage feasibility study ( <b>NE-2</b> ).
<b>LU-17</b> Work with local and regional economic development organizations and staff to recruit an agritourism business to the subarea, with a focus on farm-to-table or local producers.	M	H	<b>CED</b> , SCAO, SCED	\$	Public	
<b>LU-18</b> Pursue public-private partnerships to incentivize or recruit	S-L	M	<b>CED</b> , PW, PAR, SCP	\$-\$\$\$	Public, Private, Grant	Public investments likely to include regional flood

Action	Timing (S,M,L,O)	Priority (H,M,L)	Responsible Parties/ Partners (lead in <b>bold</b> )	Cost Estimate (\$,\$,\$,\$,\$,\$)	Potential Resources/ Funding	Related Actions/Notes
agricultural or agritourism businesses or uses that contribute to the agricultural character of the subarea, including family-friendly, educational, or recreational land uses.						compensatory storage facility ( <b>NE-1</b> and <b>NE-2</b> ), street improvements ( <b>LU-6</b> and <b>T-9</b> ), and public space ( <b>NE-2</b> and <b>LU-12</b> ).
<b>LU-19</b> Work with subarea landowners and local businesses to create pop-up commercial or experiential opportunities in vacant spaces in the subarea.	S-L	L	<b>CED</b> , PO, SCAO	\$	Grant	Use federal economic development funds to avoid State of WA limitations on “gifting” to businesses.
<b>LU-20</b> Invest in the public benefits listed above to make it easier to develop in Island Crossing.	S-M, O	H	<b>CED, PW</b> , WSDOT, ST, TT	\$\$\$	Grant, Public, Private	Same as regional flood compensatory storage facility ( <b>NE-1</b> and <b>NE-2</b> ), SR 530 improvements ( <b>T-1</b> ), and floodable recreation fields/open space ( <b>NE-2</b> ).
<b>LU-21</b> Consider additional public-private partnerships to build new inter-site street connections or other needed infrastructure.	O	M	<b>CED</b> , PW	\$-\$\$\$	Grant, Public, Private	Options include street improvements ( <b>LU-6</b> and <b>T-9</b> ) and public space ( <b>NE-2</b> and <b>LU-12</b> ).
<b>LU-22</b> Study and consider waiving impact fees for recreational or agritourism uses.	S	L	<b>CED</b>	\$	Public	
Transportation						

Action	Timing (S,M,L,O)	Priority (H,M,L)	Responsible Parties/ Partners (lead in <b>bold</b> )	Cost Estimate (\$,\$,\$,\$,\$,\$)	Potential Resources/ Funding	Related Actions/Notes
<b>T-1</b> Coordinating with WSDOT,	S-M	H	<b>PW</b> , CED, WSDOT, SWM, OPLC, ST, TT, CT	\$\$\$	Grant, Public	<b>Immediate action.</b>
<b>T-2</b> Work with WSDOT to design and construct improvements at the I-5/SR 530 interchange to accommodate growth and improve safety.	S-M	H	<b>PW</b> , CED, WSDOT, SWM, ST, TT, CT	\$\$\$	Grant, Public	Do in conjunction with <b>T-1</b> SR 530 design.
<b>T-3</b> Complete the design and construct the SR 530/Smokey Point Boulevard roundabout. Ensure the roundabout accommodates truck, bus, and farm equipment maneuvers.	S-M	H	<b>PW</b> , CED, WSDOT, SWM, ST, TT	\$\$	Grant, Public	Do in advance of or in conjunction with <b>T-1</b> SR 530 design and construction.
<b>T-4</b> Design and construct a roundabout approximately midway between I-5 and Smokey Point Boulevard along SR 530 to facilitate circulation and non-motorized crossings within Island Crossing.	S-M	H	<b>PW</b> , CED, WSDOT, SWM, ST, TT	\$\$	Grant, Public, Private (frontage improvements)	Do in conjunction with <b>T-1</b> SR 530 design and construction.
<b>T-5</b> Design and construct multimodal improvements along Smokey Point Boulevard between 200th Street NE and SR 530 to accommodate growth and support non-motorized travel.	S-M	M	<b>PW</b> , CED, WSDOT, SWM, ST, TT	\$\$\$	Grant, Public, Private (frontage improvements)	
<b>T-6</b> Incorporate Island Crossing intersection	S	H	<b>PW</b>	\$	Public	<b>Immediate action.</b>

Action	Timing (S,M,L,O)	Priority (H,M,L)	Responsible Parties/ Partners (lead in <b>bold</b> )	Cost Estimate (\$,\$,\$,\$,\$)	Potential Resources/ Funding	Related Actions/Notes
improvements along SR 530 and Smokey Point Boulevard into the City of Arlington traffic impact fee program or determine another cost sharing approach to assist with funding.						
<b>T-7</b> Provide midblock crossings along SR 530 to improve walking, biking, and rolling connectivity within Island Crossing and across SR 530.	S, O	M	<b>PW</b> , CED, PO	\$	Grant, Public, Private (frontage improvements)	<b>Quick win.</b> This can occur prior to SR 530 redesign or with SR 530 redesign and construction ( <b>T-1</b> ), whichever comes first.
<b>T-8</b> Promote connectivity between parcels within Island Crossing to improve safety and circulation.	S-L	M	<b>PW</b> , CED, PO	\$	Grant, Public, Private	This could occur by working with property owners even without redevelopment. Other inter-site connectivity actions <b>LU-6</b> and <b>T-9</b> will be required with redevelopment.
<b>T-9</b> Work with developers as part of permitting to include a multimodal connection between properties and facilitate walking, biking, rolling, and driving without needing to rely solely on SR 530.	S-L, O	H	<b>PW</b> , PO	\$\$	Private, Public, Grant	See conceptual locations in <b>LU-6</b> .
<b>T-10</b> Require installation of electric vehicle charging facilities within Island Crossing for new	S	H	<b>PW</b> , CED, PO	\$	Public (regulations), Private	Include with code update ( <b>LU-1</b> and <b>LU-7</b> ).

Action	Timing (S,M,L,O)	Priority (H,M,L)	Responsible Parties/ Partners (lead in <b>bold</b> )	Cost Estimate (\$,\$,\$,\$,\$,\$)	Potential Resources/ Funding	Related Actions/Notes
development including consideration of charging for freight vehicles.					(implementation), Grant	
<b>T-11</b> Encourage measures or facilities in both private and public development that support alternate modes of transportation, such as showers/dressing rooms, lockers, and secure bike parking.	S	M	<b>CED</b> , PW	\$	Public (regulations), Private (implementation), Grant	Include with code update ( <b>LU-1</b> and <b>LU-7</b> ).
<b>T-12</b> Encourage easy access to locations designated for farm stands (see Strategy LU-14 about opportunity site concepts).	S	M	<b>CED</b> , PW, SCAO	\$	Public, Private, Grant	Consider during SR 530 design ( <b>T-1</b> ), multimodal connections design ( <b>T-9</b> ), and public space integration with redevelopment ( <b>LU-12</b> ). See conceptual site plan under agritourism hub strategies (e.g., <b>LU-18</b> ).
<b>T-13</b> Support existing informal use of right-of-way for farm stands (see Strategy LU-15 about permitting) and facilitate relationships between property owners and farm stands and other small retail to collocate uses and parking.	S-L, O	M	<b>CED</b> , PO, PW, SCAO	\$	Private, Public, Grant	<b>Quick win.</b> See <b>LU-15</b> about farm stand permitting and conceptual site plan for ideal locations (under <b>LU-18</b> ).
<b>T-14</b> Explore opportunities with Community Transit to provide microtransit	M	M	<b>CED</b> , CT, PW	\$	Public, Grant	

Action	Timing (S,M,L,O)	Priority (H,M,L)	Responsible Parties/ Partners (lead in <b>bold</b> )	Cost Estimate (\$,\$,\$,\$,\$\$)	Potential Resources/ Funding	Related Actions/Notes
services to/from Island Crossing.						
<b>T-15</b> Include opportunities for future transit serviceDesign and construct facilities such that opportunities for transit service are not precluded.	S	M	<b>PW</b> , WSDOT, CT	\$	Public, Grant, Private (frontage requirements)	Consider during SR 530 design ( <b>T-1</b> ) and multimodal connections design ( <b>T-9</b> ).
<b>Public Services and Utilities</b>						
<b>PSU-1</b> Coordinate with Coordinate closely with OPLC throughout planning, design, and construction of development within public right-of-way and on private property.	S	H	<b>PW</b> , OPLC, PO	\$	Public	Coordinate for SR 530 design ( <b>T-1</b> ) and flood compensatory storage facility design ( <b>NE-1</b> and <b>NE-2</b> ) or other development on affected property.
<b>PSU-2</b> Consider placement of the proposed roundabout, stormwater conveyance, and culvert in relation to the existing pipeline when designing SR 530.	S	H	<b>PW</b> , OPLC, WSDOT	\$	Public, Grant	Consider during SR 530 design ( <b>T-1</b> ).
<b>PSU-3</b> Develop an Island Crossing Stormwater Plan that addresses the stakeholder involvement in stormwater management in the area.	S-M	H	<b>PW</b> , PO, WSDOT, SWM	\$	Public, Grant	Consider during SR 530 design ( <b>T-1</b> ).
<b>PSU-4</b> Consider incorporating preferred stormwater management approaches for public and private development within Island Crossing in City	S-M	M	<b>PW</b> , CED, SWM	\$	Public, Grant	May follow other code updates ( <b>LU-1</b> and <b>LU-7</b> ) but ideally is in place before any major private

Action	Timing (S,M,L,O)	Priority (H,M,L)	Responsible Parties/ Partners (lead in <b>bold</b> )	Cost Estimate (\$,\$,\$,\$,\$)	Potential Resources/ Funding	Related Actions/Notes
Development Design Standards and Municipal Code						development begins.
<b>PSU-5</b> ensure the City's Capital Planning, including the Water System Plan and Wastewater Plan, incorporates necessary capital improvements within Island Crossing.	M -L	M	<b>PW</b> , CED	\$	Public, Grant	
<b>PSU-6</b> Develop a Utility Master Plan for the Island Crossing area that would identify specific utility improvements that would be tied to development of key parcels within the subarea.	M	M	<b>PW</b> , CED, PUD	\$	Public, Grant	Most useful pre-redevelopment, but other policies and code should be adequate in the meantime
<b>PSU-7</b> Encourage encourage PUD's Capital Planning to incorporate necessary capital improvements within Island Crossing to accommodate planned development	M -L	H	<b>PW</b> , PUD, CED	\$	Public, Grant	Coordinate with renewable energy strategies ( <b>PSU-9</b> and <b>PSU-10</b> )
<b>PSU-8</b> Develop policy regarding placement (along street frontage vs. along alleys behind parcels) and type of facility (overhead vs. underground)	S	H	<b>PW</b> , PUD, WSDOT	\$	Public	Consider during SR 530 design ( <b>T-1</b> ) and multimodal connections design ( <b>T-9</b> ).
<b>PSU-9</b> Require/incentivize On sites benefiting from public investment in the compensatory floodwater storage facility, consider	S	M	<b>CED</b> , PW, PUD	\$	Public (regulations); Private and Grant	Include in code update ( <b>LU-1</b> and <b>LU-7</b> ) and flood storage financial

Action	Timing (S,M,L,O)	Priority (H,M,L)	Responsible Parties/ Partners (lead in <b>bold</b> )	Cost Estimate (\$,\$,\$,\$,\$,\$)	Potential Resources/ Funding	Related Actions/Notes
requiring solar panels in parking lot design both as a renewable energy source and as shade structures.					(implementation)	strategy ( <b>NE-2</b> and <b>LU-20</b> )
<b>PSU-10</b> Attract Consider attracting solar and/or wind power generation to the Island Crossing Subarea, especially along I-5.	S-L	M	<b>CED</b> , PO, PW, PUD	\$-\$-\$	Public; Private and Grant (implementation)	Consider during PUD's Capital Planning ( <b>PSU-7</b> ) and powerline placement policy development ( <b>PSU-8</b> ).
<b>PSU-11</b> Require/incentivize On sites benefiting from public investment in the compensatory floodwater storage facility and/or SR 530 improvements, consider requiring LEED-certified (or similar) building and site design for energy and water efficiency and renewable energy.	S	M	<b>CED</b> , PW	\$	Public (regulations); Private and Grant (implementation)	Include in code update ( <b>LU-1</b> and <b>LU-7</b> ).

## 8 Appendices

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Appendix A. Existing Conditions

Appendix B. Public Engagement Summaries

Appendix C. Major Concepts Options Evaluation

Appendix D. Zoning and Development Standard Recommendations

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## Appendix A: Existing Conditions

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## Appendix B: Public Engagement Summaries

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## Appendix C: Major Concepts Options Evaluation

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## Appendix D: Zoning and Development Standard Recommendations

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