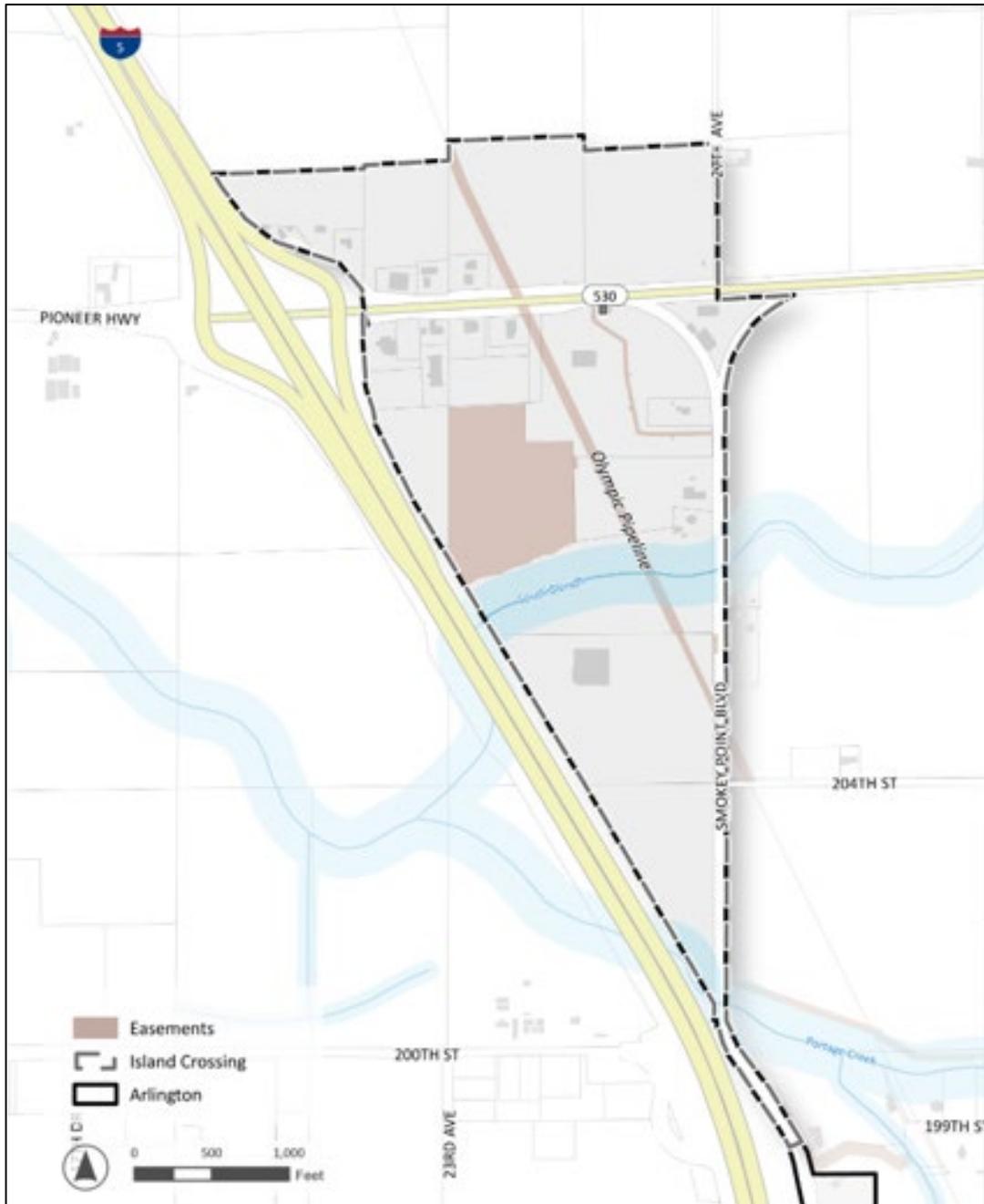




STAFF REPORT & RECOMMENDATION
Island Crossing Subarea Plan and Planned Action EIS - PLN #1366



A. PROPOSAL DESCRIPTION

The City of Arlington has conducted a community planning process to develop a vision, plan, and implementation strategy for the Island Crossing Subarea. The city proposes to adopt an Island Crossing Subarea Plan, Zoning Code Development Standards, and Planned Action Ordinance (PAO). These documents will provide the groundwork for continued, coordinated, and efficient growth of the area. The subarea plan was developed for consistency with the Growth Management Act, County-Wide Planning Policies, and the City of Arlington Comprehensive Plan.

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.

The Draft Non-Project Environmental Impact Statement (EIS) provides both qualitative and quantitative analysis of environmental impacts associated with the Island Crossing Subarea Plan proposal and its alternatives. The purpose of this EIS is to inform and assist the public and City of Arlington decision-makers in evaluating options for future growth, multimodal transportation improvements, and policy/code appropriate within the Subarea.

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.

The Development Standards will establish a new chapter in the zoning code (AMC Chapter 20.119) that provides development standards for the Island Crossing Subarea. The development standards include regulations for zoning designations, permissible uses, density and dimensional standards, street design standards, parking standards, landscaping standards, flooding and compensatory storage. The design standards include the theme, site planning, vehicular access and parking, pedestrian access, amenities, open space, and building design.

PROJECT HISTORY

The City of Arlington issued a combined Notice of Application, Community Neighborhood Meeting, SEPA Determination of Significance and Request for Comments on Scope of Environmental Impact Statement (EIS) on June 20, 2025 and was published in the city's official newspaper (The Herald), posted on site, mailed and emailed to required parties, and posted on the City's website on June 24, 2025. The Community Neighborhood and Scoping Meeting was held on July 9, 2025. The public comment period ended on July 15, 2025.

The City issued a Notice of Draft Environmental Impact Statement (DEIS) on July 30, 2025. The notice was published in The Herald, posted on site, mailed and emailed to required parties, and posted on the City's website on August 1, 2025. The public comment period ended on September 2, 2025.

A Public Hearing is to be held before the Hearing Examiner on September 16, 2025. The city issued the Notice of Public Hearing on August 27, 2025. Notice of Public Hearing was posted on the site, mailed and emailed to required parties, posted on the City's website, and published in The Herald on August 29, 2025.

The City of Arlington adopted Ordinance 2023-016, incorporated as AMC 20.44.032 Subarea Plans, which provides the process and regulations for the development of a subarea plan. The code section requires that subarea plans be processed in conjunction with a Planned Action EIS. The Planned Action Ordinance will be developed under RCW 43.21C.440 and associated with SEPA rules in WAC 197-11 based on the EIS. Future proposals consistent with the Planned Action Ordinance, Subarea Plan and development standards will have a streamlined environmental review and permitting process.

B. GENERAL INFORMATION

1. **Proposal Name:** Island Crossing Subarea Plan
2. **Applicant:** City of Arlington, Community and Economic Development Department
3. **Contact:** Amy Rusko, Community and Economic Development Director
4. **Date of Application:** February 2, 2024
5. **Property Tax ID Numbers:** 31050800201200, 31050800200700, 31050800200600, 31050800201000, 31050800200900, 31050800200800, 31050800201100, 31050800200200, 31050800201600, 31050800300100, 31050800300200, 31050800300202, 31050800302200, 31050800302100, 31050800301200, 31050800301500, 31050800301600, 31050800301900, 31050800301300, 31050800301700, 31050800300500, 31050800300600, 31050800302300, 31050800302400, 31050800301400, 31050800302000, 31050800301800, 31050800302700, 31050800302600, 31050800300900, 31050800301000, 31051700201600
6. **Acreage:** Approximately 87 Acres
7. **Applicable Zoning Code Regulations:**
 - AMC Chapter 20.16 Permits and Land Division Approval
 - AMC Chapter 20.24 Hearing and Pre-Hearing Procedures for Appeals and Applications
 - AMC Chapter 20.44 Supplemental Use Regulations
 - AMC Chapter 20.98 State Environmental Policy Act
8. **General Location:** The Island Crossing Subarea includes approximately 87 acres in the northwest portion of Arlington. The area is bound by Interstate 5 to the west, Smokey Point Boulevard/27th Avenue NE to the east, 200th Street to the south, and includes properties abutting State Route 530 to the north.



Outline of Island Crossing Subarea Plan Area

9. Surrounding Land Uses: The Island Crossing Subarea is the northwest boundary of the city limits of Arlington and the Urban Growth Area (UGA). The subarea is surrounded by properties under Snohomish County jurisdiction.

10. Compatibility with the City of Arlington Comprehensive Plan, County Planning Policies, and Multi-County Planning Policies:

City of Arlington 2024 Comprehensive Plan Goals and Policies	
Section III Subareas and Appendix A	The City of Arlington has provided additional information in the Comprehensive Plan with a dedication section for subareas in Section III and a more detailed look at each subarea in Appendix A. Both sections provide information regarding the Island Crossing Subarea.
E-1	Preserve and enhance open space, natural, and cultural resources and strive for equitable geographic and demographic distribution.
E-1.1	Protect and enhance the natural environment while planning for and accommodating growth.
E-1.5	Locate development in a manner that minimizes impacts to natural features. Promote the use of innovative environmentally sensitive development practices, including design, materials, construction, and on-going maintenance.
E-3	Promote eco-tourism and/or agri-tourism.
E-3.2	Encourage local food production, distribution, and choice through the support of community gardens, farmers markets, and other small-scale initiatives.
E-6	Address natural hazards created or aggravated by climate change, including sea level rise, landslides, flooding, drought, heat, smoke, wildfire, and other effects of changes to temperature and precipitation patterns.
E-6.2	Identify and address the impacts of climate change on the region’s hydrological systems.
E-7	Remain a Tree City and encourage an increased tree canopy.
E-7.3	Enhance urban tree canopy to support ecological function, community resilience, mitigate urban heat, manage stormwater, conserve energy, improve mental and physical health, and strengthen economic prosperity.
E-10	Work towards and maintain an aesthetically pleasing environment that enhances livability for residents.
E-10.1	Incorporate and preserve street trees in the streetscape where they don’t adversely affect roadway capacity, safety, or structural integrity.
LU-1	Provide unique places and context for growth of social capital and community resiliency.
LU-1.1	Ensure both publicly- and privately-owned civic spaces are included throughout the City to provide adequate gathering spaces.
LU-1.2	Establish development standards and regulations based on availability and serviceability of developable lands to maintain a balanced mix and arrangement of land uses in the City.
LU-1.3	Encourage designs of public buildings and spaces that contribute to a sense of community and a sense of place.
LU-1.4	Encourage development patterns that provide safe and welcoming environments for walking and bicycling.
LU-3	Address cross-jurisdictional growth, social, and cultural issues by working with affected jurisdictions.
LU-3.1	Coordinate growth and development with adjacent jurisdictions to promote and protect inter-jurisdictional interests.
LU-3.5	Recognize and work with contiguous systems that cross jurisdictional boundaries, including natural systems, land use patterns, and transportation and infrastructure systems, in community planning, development, and design.

City of Arlington 2024 Comprehensive Plan Goals and Policies	
LU-6	Identify, protect, and enhance community resiliency to climate change impacts, including social, economic, and built environment factors, that support adaptation to climate impacts consistent with environmental justice.
LU-6.1	Amend and adopt land development regulations as needed to adequately protect the attributes, functions, and amenities of the natural environment in all projected growth scenarios for the City.
LU-6.2	Ensure land development patterns minimize or prevent impacts on natural open spaces and resource lands.
LU-6.3	Development patterns shall be responsive to critical areas and other environmental factors, while minimizing the fragmentation of the built environment.
ED-1	Support a range of employment options at different income levels and a variety of amenities are available throughout the city.
ED-1.1	Encourage a diversified and vibrant economy in order to facilitate high and stable rates of employment within the city, available at a range of income levels.
ED-1.2	Establish and support economic development activities that help to attract, retain, expand, and diversify businesses throughout the city, particularly those that provide living-wage jobs.
ED-1.3	Promote diverse and sustainable employment sectors to support and encourage residents to live and work in Arlington.
ED-2	Promote a strong, diversified, and sustainable local and regional economy.
ED-2.1	Plan for adequate land capacity to support commercial and industrial uses and to provide sufficient employment meeting the 20-year employment targets for Arlington.
ED-2.2	Plan for adequate retail sales base (i.e., commercial land base) to provide financial support for the services the City provides.
ED-2.4	Provide sufficient and proactive investments in public infrastructure to improve the City's economic base and accommodate overall growth.
ED-2.5	Leverage Arlington's visibility from Interstate-5 and encourage the development and enhancement of the city's gateways to attract additional consumer base.
ED-2.6	Recognize the contributions and support the growth of Arlington's and the surrounding area's culturally and ethnically diverse communities, including the Stillaguamish Tribe, to assist in the continued expansion of the local and regional economic base.
ED-2.7	Coordinate economic development plans with the City's transportation, housing, and land use policies and plans, and the Regional Growth Strategy, to support economic development that is compatible citywide.
ED-2.8	Maintain land use patterns and available infrastructure to allow for a high jobs-to-housing ratio.
ED-3	Actively cooperate with other agencies and local businesses to support economic development.
ED-3.2	Collaborate with businesses to identify specialized infrastructure, building design, transportation, or other needs required to maintain business operations.
ED-3.5	Provide opportunities to include local business owners and associations in economic development plans, strategies, and decision-making processes.
ED-3.6	Strive to equitably allocate the cost of growth by utilizing mitigation and impact fees to provide funds for necessary infrastructure improvements.
ED-3.7	Coordinate with Snohomish County on potential tourism grants to support citywide and regional tourism efforts.
ED-6	Guide economic development practices within the city that protect and support the natural environment.
ED-6.1	Encourage the development of existing and emerging industries and services that promote environmental sustainability, particularly those addressing climate change and resilience.

City of Arlington 2024 Comprehensive Plan Goals and Policies	
ED-6.2	Encourage economic development activities that take into consideration the capacities of the area's natural resources, public services, and facilities.
ED-6.5	Support the expeditious processing of development applications. Continue requiring development activities to meet all applicable environmental protection, land use, and other applicable provisions and standards.
ED-7	Encourage the development of unique economic hubs at various scales throughout the city to adequately serve residents and the region.
ED-7.1	Promote the viability of Old-Town Business District, Smokey Point Boulevard, the Cascade Industrial Center, and Island Crossing as regional economic draws, while maintaining and improving upon smaller neighborhood hubs to serve local residents.
ED-7.7	Develop economic development strategies to differentiate and enhance the different subarea of the city.
ED-7.8	Invest in transportation and other infrastructure needed to support and provide connections the various commercial centers throughout the city.
ED-8	Support economic development activities that enhance the quality of life for Arlington residents.
ED-8.2	Encourage businesses that process and sell locally produced resources, particularly healthy food products.
ED-8.3	Develop a variety of strategies aimed at enhancing the diversity of Arlington's tourism base, with particular focus on agritourism, farm-to-table, and local crafts industry products.
P-2	Ensure the equity and availability of potential funding streams and provide transportation improvements consistent with the Capital Improvement Plan in prioritizing and financing. Prioritize programs and projects that provide access to opportunities while preventing or mitigating negative impacts to people of color, people with low incomes, and people with special transportation needs.
P-2.1	Identify desirable lands within the Urban Growth Area for parks, trails, and open space, and pursue acquisition through dedication and purchase.
P-2.2	Develop at least one community park within each subarea and provide a new central community park within the Smokey Point neighborhood.
P-5	Utilize the parks and recreation system to protect unique environmental qualities, natural amenities, wildlife habitats, forest lands, and scenic areas within the city.
P-5.1	Enhance the resilience of the parks and recreation system by assessing and addressing climate hazards and impacts.
P-5.2	Locate, plan, and manage parks and recreation facilities so they enhance wildlife habitat, minimize erosion impacts, and complement the natural site features.
P-5.5	Enhance and preserve scenic viewpoints for public enjoyment when siting parks and recreation facilities.
T-1	Ensure capital facilities and utilities achieve efficient delivery of services, support equitable distribution of services, minimize environmental impacts, and maximize value for the community.
T-1.1	Minimize and mitigate the adverse impacts of transportation facilities including culverts, bridges, or other road crossing on designated critical areas, resource lands, cultural resources, or parks through the implementation of performance standards and design guidelines in accordance with WDFW current Fish Passage, and WSDOT Cultural Resources and Archaeology guidelines.
T-2	Ensure the equity and availability of potential funding streams and provide transportation improvements consistent with the Capital Improvement Plan in prioritizing and financing. Prioritize programs and projects that provide access to opportunities while preventing or mitigating negative impacts to people of color, people with low incomes, and people with special transportation needs.

City of Arlington 2024 Comprehensive Plan Goals and Policies	
T-2.3	Require developers to construct those streets directly serving new development and to pay a proportionate share of the costs for specific off-site improvements necessary to mitigate any adverse impacts determined through the review to be created by the development.
T-6	Implement Travel Demand Management and Transit Oriented Design to create a more walkable city.
T-6.3	Encourage transit-oriented development and multi modal planning in new developments through the permitting process.
T-6.5	Encourage and plan for “pedestrian-scale” neighborhoods and centers to enhance access and mobility for active transportation users.
T-7	Create a resilient transportation system, minimize environmental impacts caused by the transportation system, and promote energy conservation by developing incentives and/or requirements for energy saving transportation, land development patterns and practices, and building construction and operation methods and materials.
T-7.6	Retrofit existing roadways to meet or exceed current stormwater requirements where possible.
T-7.9	Provide for the efficient movement of traffic through advanced traffic control measures, intelligent transportation systems (ITS) technologies, speed management, access management, channelization improvements and multimodal design features. Use advanced technologies to better manage traffic volumes on major arterials and improve the efficiency and coordination of traffic signals. Aggressively pursue improvements to the state highways through or near Arlington.
T-7.10	Require installation of electric vehicle charging facilities with new multifamily and commercial developments.
T-7.14	Assess and plan for adaptive transportation responses to potential threats and hazards arising from climate change.
T-8	Plan, develop, and maintain a balanced multimodal transportation system for the efficient movement of people, goods, and services within the City and between the community and other activity centers in the region.
T-8.1	Ensure that safe, convenient, and efficient multimodal transportation facilities are provided for all residents and visitors to the City, including accessibility improvements to existing facilities as well as improvements to serve growth areas.
T-8.2	Design the street system to enable walkability. Encourage alternatives to single-occupancy vehicle trips and distribute vehicle trips along appropriate corridors.
T-8.4	Implement the adopted Complete Streets Program to ensure that all transportation projects include safe and appropriate facilities for pedestrians, bicyclists, transit users accommodating persons of all ages and abilities.
T-8.5	Maintain a safe, convenient, and efficient multimodal transportation system for people and freight that allows freight to support the continued growth in goods movement and the growing needs of global trade and state, regional and local distribution of goods and services.
T-10	Maintain and enhance the safety of the transportation system, including non-motorized networks, and reduce the chance of accidents.
T-10.4	Prioritize sidewalk and shoulder improvements in areas of high traffic volumes or pedestrian activity to improve safety.
T-12	Coordinate the planning and implementation of the City’s multimodal transportation system with adjacent and regional jurisdictions and agencies.
T-12.1	Work with WSDOT, Snohomish County and Marysville in planning transportation-related facilities within and adjacent to the UGA.
T-12.2	Review impacts to the City created by the actions of other agencies. Actively solicit action by the State of Washington and Snohomish County to implement those improvements necessary to their respective facilities to maintain the level of service standards adopted by the City.

City of Arlington 2024 Comprehensive Plan Goals and Policies	
T-13	Consider the special needs of subarea transportation facilities including appearance and safety.
T-13.2	Improving the appearance of existing corridors shall be a priority and primary objective in designing and maintaining the street system in Arlington. Appropriate design standards, including landscape requirements, for the construction of new streets shall be maintained.
T-13.3	Consider adopting alternative road standards for built neighborhoods, where necessary, to preserve the character of neighborhoods and provide safe alternative modes of travel.
CFU-3	Ensure capital facilities and utilities are provided consistent with Growth Management Act provisions and the concurrency management system provides public facilities through public and private development activities in a manner that is compatible with the fiscal resources of the City.
CFU-3.2	Any infrastructure improvements needed to serve a proposed development should be installed prior to the issuance of the related building permit.
CFU-3.3	The City of Arlington should not issue any development permits that result in a reduction of the transportation level-of-service standards for the public facilities identified in the Capital Facilities Book without mitigation.
CFU-3.4	Require that new developments mitigate traffic impacts through at least two of the following methods as deemed acceptable by the City or as many as are deemed necessary through the permitting process and supporting traffic analysis: dedication of right-of-way, frontage improvements, or traffic mitigation fees.
CFU-3.5	Plan for growth and development to be consistent with the City's most recently adopted Capital Facilities Plan for providing public facilities including streets, sidewalks, lighting systems, traffic signals, water, storm and sanitary sewer, and parks and recreation facilities.
CFU-3.12	Any costs associated with water extensions or system requirements necessary to provide that water, shall be borne by the person(s) requesting such service.
CFU-6	Promote the use of renewable energy resources to meet Arlington's energy needs.
CFU-6.2	Promote the use and investment in renewable and alternative energy sources to meet energy needs.
CFU-6.3	Support electric vehicle charging infrastructure to help reduce carbon emissions of the transportation sector.
CFU-6.5	Support permitting processes related to energy efficiency upgrades.
CFU-7	Manage stormwater pursuant to the Stormwater Management Manual for Western Washington as adopted by Arlington, preserving and supplementing, as necessary, the natural drainage ways and other natural hydraulic systems to minimize runoff impacts from development.
CFU-7.5	Utilize Low Impact Development standards that provide stormwater benefits and support naturally occurring functions simultaneously.
CFU-7.7	Enforce stormwater utility regulations.
CFU-10	Meet or exceed sewer service standards in providing ongoing services to customers.
CFU-10.5	Permit new development in urban areas only when sanitary sewers are available.

Snohomish County Planning Policies	
General Framework Policies: GF-3, GF-4, GF-5, and GF-6	
Joint Planning Policies: JP-3 and JP-5	
Development Patterns. Goal: The cities, towns, and Snohomish County will provide livable communities for all residents by directing growth into designated urban areas to create urban places that are equitable, walkable, compact, and transit oriented, preserve and create open space, and protect rural and resource lands. Policies: DP-5, DP-12, DP-15, DP-16, DP-33, DP-34, DP-37, DP-40, and DP-41	

Snohomish County Planning Policies
<p>Economic Development and Employment. Goal: Cities, towns, and Snohomish County government will encourage coordinated, sustainable economic growth by building on the strengths of the county's economic base and diversifying it through strategic investments in infrastructure, education and training, and sound management of land and natural resources. Policies: ED-2, ED-5, ED-6, ED-8, ED-9, ED-10, ED-12, ED-13, and ED-15</p>
<p>Transportation. Goal: The County and cities will work proactively with transportation planning agencies and service providers to plan, finance, and implement an efficient, affordable, equitable, inclusive, and safe multi-modal transportation system that supports state-level planning, the Regional Growth Strategy, and local comprehensive plans and promotes economic vitality, environment sustainability, and human health. Policies: TR-1, TR-2, TR-3, TR-4, TR-5, TR-6, TR-7, TR-8, and TR-12</p>
<p>The Natural Environment and Climate Change. Goal: Snohomish County and local jurisdictions will act as a steward of the natural environment in an effort to protect and restore natural systems and public health and mitigate climate change. This will be achieved through natural resource and habitat conservation, water quality improvement, and air pollutant and greenhouse gas emissions reduction. Planning for the future will include addressing climate change and resilience at local and regional levels of government to protect the natural environment and meet the economic and social needs of all residents. Policies: Env-1, Env-2, Env-4, Env-5, Env-7, and CC-7</p>
<p>Public Service and Facilities. Goal: Snohomish County and its cities will coordinate and develop and provide adequate and efficient public facilities and services to ensure the health, safety, conservation of resources, and economic vitality of our communities and all residents. Policies: PS-1, PS-2, PS-4, PS-11, PS-15, PS-16, and PS-19</p>

Multi-County Planning Policies (Vision 2050)
<p>Regional Collaboration. Goal: The region plans collaboratively for a healthy environment, thriving communities, and opportunities for all. Policies: MPP-RC-1</p>
<p>Regional Growth Strategy. Goal: The region accommodates growth in urban areas, focused in designated centers and near transit stations, to create healthy, equitable, vibrant communities well-served by infrastructure and services. Rural and resource lands continue to be vital parts of the region that regain important cultural, economic, and rural lifestyle opportunities over the long term. Policies: MPP-RGS-1, MPP-RGS-2, MPP-RGS-4, MPP-RGS-5, and MPP-RGS-13</p>
<p>Environment. Goal: The region cares for the natural environment by protecting and restoring natural systems, conserving habitat, improving water quality, and reducing air pollutants. The health of all residents and the economy is connected to the health of the environment. Planning at all levels considers the impacts of land use, development, and transportation on the ecosystem. Policies: MPP-En-2, MPP-En-5, MPP-En-6, MPP-En-9, MPP-En-11, and MPP-En-18</p>
<p>Development Patterns. Goal: The region creates healthy, walkable, compact, and equitable transit-oriented communities that maintain unique character and local culture, while conserving rural areas and creating and preserving open space and natural areas. Policies: MPP-DP-3, MPP-DP-5, MPP-DP-9, MPP-DP-10, MPP-DP-12, MPP-DP-14, MPP-DP-15, MPP-DP-20, MPP-DP-36, MPP-DP-42, MPP-DP-52, MPP-DP-53, and MPP-DP-54</p>
<p>Economy. Goal: The region has a prospering and sustainable regional economy by supporting businesses and job creation, investing in all people and their health, sustaining environmental quality, and creating great central places, diverse communities, and high quality of life. Policies: MPP-Ec-1, MPP-Ec-7, MPP-Ec-9, MPP-Ec-13, MPP-Ec-14, and MPP-Ec-18</p>
<p>Transportation. Goal: The region has a sustainable, equitable, affordable, safe, and efficient multimodal transportation system, with specific emphasis on an integrated regional transit network that supports the Regional Growth Strategy and promotes vitality of the economy, environment, and health. Policies: MPP-T-1, MPP-T-4, MPP-T-8, MPP-T-9, MPP-T-10, MPP-T-11, MPP-T-16, MPP-T-17, MPP-T-21, MPP-T-25, and MPP-T-32</p>
<p>Public Services. Goal: The region supports development with adequate public facilities and services in a timely, coordinated, efficient, and cost-effective manner that supports local and regional growth planning objectives. Policies: MPP-PS-1, MPP-PS-3, MPP-PS-7, MPP-PS-10, MPP-PS-11, and MPP-PS-13</p>

11. Procedural Public Notification:

Notice Type	Issuance Date	Meeting Date	Distribution
Notice of Application, Community Neighborhood Meeting, SEPA Determination of Significance and Request for Comments on Scope of Environmental Impact Statement (EIS)	6/20/2025	7/9/2025	Property Owners (within subarea) Property Owners (within 500 ft) Party of Record On-Site, City Website, City Hall & Library Affected Agencies The Herald-published – 6/24/2025 Comment Period: 6/24/2025 – 7/15/2025
Department of Commerce: Subarea Plan and Development Standards	7/18/2025	N/A	60-Day Comment Period from 7/18/2025 to 9/16/2025
Notice of Draft Environmental Impact Statement (DEIS)	7/30/2025	N/A	Property Owners (within subarea) Property Owners (within 500 ft) Party of Record On-Site, City Website, City Hall & Library Affected Agencies The Herald-published – 8/1/2025 Comment Period: 8/1/2025 – 9/2/2025
Planning Commission Workshop for Development Standards (Chapter 20.119)	8/26/2025	9/2/2025	Planning Commission Agenda City Website Planning Commission Email Distribution
Notice of Planning Commission Public Hearing for Development Standards (Chapter 20.119)	8/27/2025	9/16/2025	Property Owner (within subarea) Property Owners (within 500 ft) Party of Record On-Site, City Website, City Hall & Library The Herald-published –8/29/2025 Planning Commission Agenda Planning Commission Email Distribution
Notice of Hearing Examiner Public Hearing for Subarea Plan and Planned Action EIS	8/27/2025	9/16/2025	Property Owner (within subarea) Property Owners (within 500 ft) Party of Record On-Site, City Website, City Hall & Library The Herald-published –8/29/2025
City Council Workshop for Subarea Plan, Planned Action Ordinance, and Development Standards	10/8/2025	10/13/2025	City Council Agenda City Website & City Hall City Council Email Distribution
City Council Meeting and Decision for Subarea Plan, Planned Action Ordinance, and Development Standards	10/15/2025	10/20/2025	City Council Agenda City Website & City Hall City Council Email Distribution

12. Public Engagement and Advisory Meetings: The city hosted the open house style public meeting, while MAKERS hosted the Advisory Group, Stakeholder, and Technical Group meetings for the Island Crossing Subarea Plan:

- Kick-Off Meeting on March 25, 2024
- Open House May 8, 2024
- Island Crossing Subarea Online Survey from May 12, 2024 to August 1, 2024.
- Transportation Technical Group June 5, 2024
- Stakeholder Interviews July 31, 2024
- Advisory Group 1 – Transportation August 12, 2024
- Advisory Group 2 - Land Use September 11, 2024
- Transportation Technical Group November 5, 2024

13. Public Comments: The city received six written comments during the Island Crossing Subarea Plan Notice of Application, Community Neighborhood Meeting, SEPA Determination of Significance and Request for Comments on Scope of Environmental Impact Statement (EIS) public comment period and one written comment during the Notice of Draft Environmental Impact Statement (DEIS) public comment period. After reviewing the comments, city staff forwarded the comments to the consultant for their review. The public comments are summarized in Section E.

C. ENVIRONMENTAL REVIEW

The city issued a SEPA Determination of Significance on June 20, 2025. The 21-day comment period concluded on July 15, 2025. The city issued a Draft Environmental Impact Statement (DEIS) on July 30, 2025. The 30-day comment period concluded on September 2, 2025. The public comments are summarized in Section E.

D. FINDINGS OF FACT

Sections “A” through “D” are incorporated into the Finding of Fact, Applicable Review Criteria, and Process: The Conditional Use Permit request is subject to review for conformity with the Arlington Municipal Code (AMC), including but not limited to the following:

Regulation	Analysis	Meets
Chapter 20.16 AMC, Permits and Land Division Approval		
20.16.105 Permits Exempt. (a) The city is allowed to exempt certain permit types in accordance with RCW 36.70B.140. The following types of permits are exempt from the provisions of RCW 36.70B.060 through *36.70B.090, 36.70B.110 through 36.70B.130, and the consolidated permit review procedures. However, other permitting processes are required and shall meet certain sections of Title 20 – Zoning and other titles of the Arlington Municipal Code: (4) Subarea Plans	The proposed Island Crossing Subarea Plan is exempt from the permit review procedures, along with permit timelines.	Yes
Chapter 20.24 AMC, Hearing and Pre-Hearing Procedures for Appeals and Applications		
20.24.010 Hearing Required on Appeals and Applications. (a) Before making a decision on an application for a conditional use permit, a hearing shall be held on the matter by the appropriate hearing body.	The proposed Subarea Plan and Planned Action EIS are subject to a Public Hearing before the Hearing Examiner.	Yes

Regulation	Analysis	Meets
<p>20.24.020 Public Notice. The Community and Economic Development Director shall give public notice of any hearing required by 20.24.010 or 20.16.230 for special use permits, conditional use permits or variances, or any other required public notices.</p>	<p>The city issued a Notice of Public Hearing on August 27, 2025. The notice was advertised in the Everett Herald, posted on the site, city website, city hall, Arlington library, mailed to all property owners within the subarea, property owners within 500 feet of the subarea, and emailed Party's of Record on August 29, 2025. The Public Hearing is scheduled for September 16, 2025.</p>	<p>Yes</p>
<p>Chapter 20.44 AMC, Supplemental Uses Regulations, Part I</p>		
<p>20.44.32 Subarea Plans. (a) The Comprehensive Plan designates fourteen subareas that distinguish specific geographical areas and existing neighborhoods within the community. The intent of creating subareas is to develop a subarea plan for each area of the city that contains specific policies and criteria to guide land development, incorporate missing middle housing options, transportation facilities, community facilities, infrastructure and capital improvement decisions that provide for a more coordinated, efficient, and effective structure for predictable neighborhood planning. The subarea plans encompass both newly created subareas and those that work with existing neighborhoods to provide criteria for infill and redevelopment purposes.</p>	<p>The City of Arlington has proposed the Island Crossing Subarea Plan in correlation with the 2024 Comprehensive Plan. The subarea plan provides a document to guide development in this area, along with an existing conditions report, goals and objectives, natural environment strategies, land use and urban design, transportation, public services and utilities, and implementation. The development standards include zoning designations, permissible uses, density and dimensional standards, street design, parking, landscaping, flooding and compensatory storage, and design standards.</p>	<p>Yes</p>
<p>(b) The subarea plans are to be produced by the city, with the exception of two areas designated on the City's Zoning Map and Future Land Use Map with the Master Planned Neighborhood (MPN) Overlay. These two areas are known as East Hill and Lindsay Annexation (portion of Hilltop). The list of subareas is listed below: (10) Island Crossing</p>	<p>The City of Arlington has prepared the proposed Island Crossing subarea plan.</p>	<p>Yes</p>
<p>(c) A subarea plan is typically developed to encompass the entire subarea, however under certain circumstances it may be developed to include only specific neighborhoods, corridors, downtown, or other types of special districts that show cohesive characteristics. The East Hill and Lindsay Annexation subareas shall be developed in their entirety.</p>	<p>The proposed Island Crossing Subarea Plan encompasses the entire area designated as the subarea per the map and description of the subarea as adopted in the 2024 Comprehensive Plan under Section III.</p>	<p>Yes</p>
<p>(d) As subarea plans are created, elements of form based code are proposed to be included to provide the community with a predictable design and development pattern that is customized for the specific area.</p>	<p>The proposed Island Crossing Subarea Plan has included element of form based code with building placement, building design, creation of blocks and street frontage improvements.</p>	<p>Yes</p>

Regulation	Analysis	Meets
(e) Subarea plans are to be processed in conjunction with a Planned Action Environmental Impact Statement (EIS). A planned action is a development project whose impacts have been identified and addressed through an EIS associated with the subarea plan for the specific geographical area before individual projects are proposed. A planned action involves detailed State Environmental Policy Act (SEPA) review and preparation of EIS documents in conjunction with subarea plans, consistent with RCW 43.21C.031 and WAC 197-11-164 through WAC 197-11-172. The up front analysis of impacts and mitigation measures then facilitates environmental review of subsequent individual development projects.	The proposed Island Crossing Subarea Plan is being processed concurrently with a Planned Action EIS and Ordinance. The planned action incorporates a Draft EIS (DEIS) and Final EIS (FEIS) and has been prepared following the requirements of RCW 43.21C.031, WAC 197-11-164 through 197-11-172. The EIS has provided an analysis of all known impacts, mitigation measures, and environmental review for the entire subarea.	Yes
(h) A city-initiated subarea plan is subject to a Public Hearing before the Hearing Examiner (following the procedures of §20.24 – Hearing and Pre-Hearing Procedures and Appeals and Applications), with a recommendation to City Council for the final ordinance.	The proposed Island Crossing Subarea Plan is subject to a public hearing before the Hearing Examiner. The public hearing is scheduled for September 16, 2025. The subarea plan is scheduled at City Council in October of 2025.	Yes
(i) In approving a subarea plan, the city may require the plan to comply with site specific development regulations that the city deems appropriate and approved by the hearing examiner.	The proposed Island Crossing Subarea Plan has included Development Standards to be adopted under AMC Chapter 20.119.	Yes
(j) The approved subarea plan is required to be recorded with the Snohomish County Auditor Office.	The proposed Island Crossing Subarea Plan will be recorded after the final decision from City Council.	Yes
(k) After recording, subsequent land use permits, civil permits, and building permits are required to be submitted and approved prior to development on any lots. Procedures for these permits are found in the Arlington Municipal Code.	All future development within the Island Crossing Subarea is required to comply with the recorded Subarea Plan, Planned Action Ordinance and AMC Chapter 20.119.	Yes
Chapter 20.98 AMC, State Environmental Policy Act		
20.98.130 Preparation of EIS. The proposed EIS is required to meet the provision of Part Four – Environmental Impact Statement (EIS) WAC 197-11-400 through 197-11-490.	The proposed EIS has met the intent and requirements of the State Environmental Policy Act, including WAC 197-11-400 to 197-11-490	Yes
20.98.140 Preparation of EIS Additional Information (a) Preparation of draft and final EISs (DEIS and FEIS) is the responsibility of the city staff under the direction of the responsible official. Before the city issues an EIS, the responsible official shall be satisfied that it complies with this chapter and WAC Chapter 197-11.	The City of Arlington contracted the preparation of the DEIS and FEIS documents with the consultant that is working in coordination with the city to complete the Island Crossing Subarea Plan. The EIS has complied with this chapter and WAC Chapter 197-11	Yes

E. PUBLIC COMMENTS

Public Comment	Date Received
Eric Weden provided a comment about receiving contact information for the person who is responsible for planning the future compensatory flood mitigation facility that is mentioned in the plan and would like to know what properties would benefit from this storage facility. Original comments attached as Exhibit #8 .	6-24-2025
Becky Goodell provided comments of concern regarding the subarea plan. A summary of concerns include, but are not limited to: Current Highway Commercial zoning, no nearby residential or pedestrian infrastructure, area long serviced by the traveling public with uses such as truck stops, gas stations, hotels, quick-serve restaurants, and coffee stands, reshaping Island Crossing into a walkable, mixed-use community is inconsistent with the locations natural role and historical development patterns, deeply concerned with the significant infrastructure improvements and the costly upgrades that would be expected to be funded largely by future landowners and developers, reducing the permitted uses in the area, restriction of freeway-serving uses like truck stops would diminish the areas functionality and value and could divert these essential services to other communities. Original comments attached as Exhibit #9 .	7-7-2025
David Toyer provided comments on behalf of Pape Properties, Inc. A summary of concerns includes the subareas focus on a regional compensatory flood storage facility on the north side of SR 530 but did not adequately evaluate other viable alternative such as Pape proposal site to the south. The subarea plan does not account for all development alternatives and potential economic development benefits that can be achieved from other alternatives. Original comments attached as Exhibit #10 .	7-8-2025
Stillaguamish Tribe of Indians provided comments of concern regarding the subarea plan. A summary of these concerns includes the conceptual plans for further development of Island Crossing, especially regarding increasing flood risks to surrounding properties and further degradation of designated critical habitat for Endangered Species Act listed Stillaguamish Chinook Salmon populations. The subarea plan runs counter to the 2005 Stillaguamish Watershed Chinook Salmon Recovery Plan. Have not seen sufficient hydraulic analysis showing if additional development of this subarea is advisable in the facing of a changing climate with larger and more frequent floods. Original comments attached as Exhibit #11 .	7-14-2025
Dana Sue Smith provided comments of support and concern regarding the subarea plan. A summary of this includes support for continued development in the Island Crossing area, along with tax dollar generation from commercial businesses to support city services and the school district. She strongly suggests the city revisit the area designated as compensatory storage on her family's property (parcel #31050800302600) and that compensatory storage can be reassigned to other pieces of land more conducive to this type of land use to allow for the highest and best use of her family's property. Original comments attached as Exhibit #12 .	7-15-2025
WSDOT provided comments for continued coordination of improvements of SR 530. The state highway will need to comply with WSDOT standards and hydraulics. There are some floodplain concerns, along with compensatory storage, barriers, and the culvert. Original comments attached as Exhibit #13 .	7-15-2025
Ron Henken provided comments regarding his property (parcel #31050800302700) needing an access or road that connects to SR 530 and runs south to the property. Original comments attached as Exhibit #6 .	8-3-2025

F. CONCLUSIONS & RECOMMENDATIONS

City staff have recommended approval of the Island Crossing Subarea Plan, per the Staff Report, analysis in Sections A-D and Exhibits #1 - 16 presented at the Public Hearing.

G. EXHIBITS

Hearing Exhibits are listed in the Exhibit List #1-16 were distributed to the Hearing Examiner and posted on the city website for public view.

Distributed to the Following Parties:

- Peregrin Sorter of Laminar Law, Hearing Examiner
- Yoshi Kumara of Laminar Law
- Paul Ellis, City Administrator
- Amy Rusko, CED Director
- Jen Haugen, Planning Manager
- Thad Newport, Development Services Manager
- Rachel Miller, MAKERS Architecture and Urban Design
- Queenie Gipaya, MAKERS Architecture and Urban Design