

City of Arlington

Island Crossing Subarea Plan



DRAFT AUGUST 2025

Source: Deborah Nelson

Acknowledgements

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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



Note: This concept is an example only and illustrates just one of many ways that portions of the subarea could be developed consistent with the plan's goals and policies. Source: MAKERS, 2025.

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).

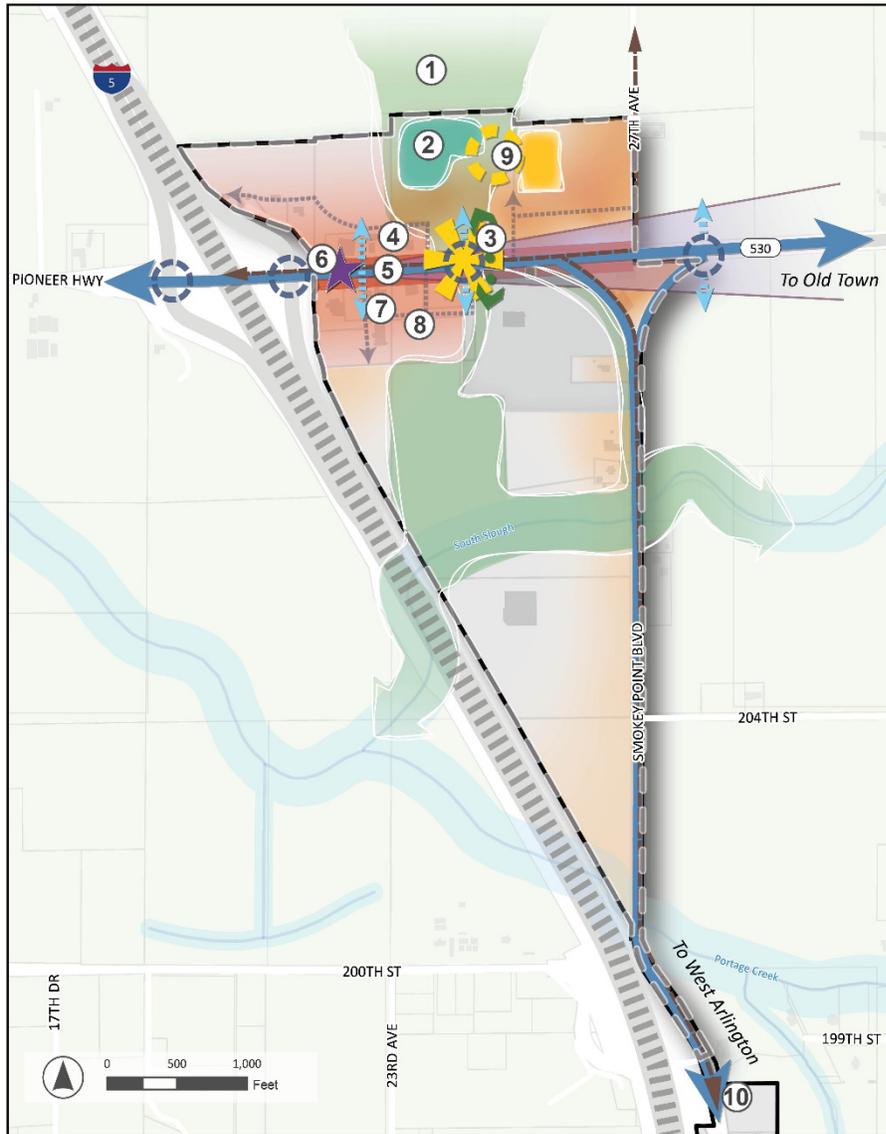
Strategies. Chapters 3-6 outline strategies, organized by topic area, to achieve the goals. Chapters include *3 Natural Environment (NE)*, *4 Land Use*

and Urban Design (LU), *5 Transportation (T)*, and *6 Public Services and Utilities (PSU)*.

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 2.1 Vision and Guiding Principles. Relevant actions are listed in parentheses (e.g. NE-1). The full list of actions can be found in the Action Summary Table starting on page 57.

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

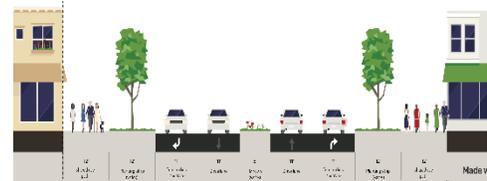


Promote opportunities for farm stands within the area. Source: Google

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)



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-15, LU-16, and Development Incentives).
- Expand recreational opportunities to attract people to the area and enhance business vitality (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).



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



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

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.

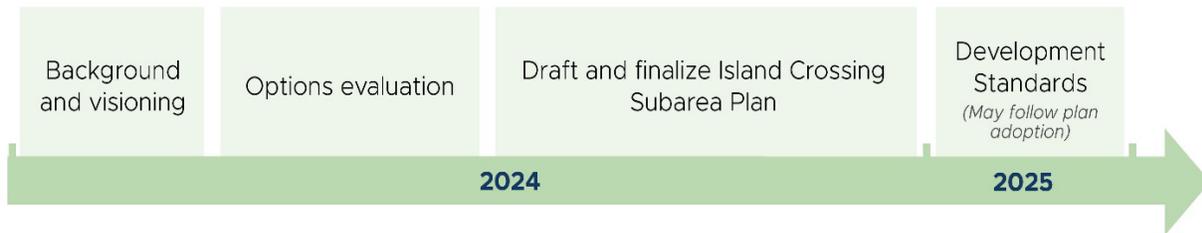
As the subarea faces increasing pressures from development, flooding risks, and infrastructure demands, the plan focuses on the following key considerations:

Key Considerations

<p>Increasing flooding risks</p>	<p>Protect properties while achieving desired development</p> <p>Street design concepts that are resilient to flooding and potentially mitigate flooding risks</p>
<p>Gateway concepts</p>	<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>
<p>Economic needs</p>	<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>
<p>Street network and supporting infrastructure</p>	<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 Existing Conditions 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 Existing Conditions

TOPIC	SUMMARY
 <p data-bbox="209 842 417 863"><i>Natural Environment</i></p>	<ul style="list-style-type: none"> ▪ Stillaguamish River flooding routinely impacts SR 530 and private properties, posing safety and property protection challenges. ▪ 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. ▪ Snohomish County’s and Arlington’s Critical Areas Ordinances will restrict development around protected fish species.
 <p data-bbox="266 1245 357 1266"><i>Land Use</i></p>	<ul style="list-style-type: none"> ▪ Highway-oriented commercial land uses are clustered around SR 530. Agricultural land surrounds Island Crossing, and some is within the subarea. ▪ Island Crossing is zoned Highway Commercial, allowing a broad range of commercial activities and is intended for employment growth. ▪ 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. ▪ Island Crossing’s position at the urban-rural transition presents an opportunity to leverage agri- and recreational tourism. ▪ The floodplain and flood mitigation requirements present significant development feasibility constraints in the subarea.
 <p data-bbox="240 1717 381 1738"><i>Transportation</i></p>	<ul style="list-style-type: none"> ▪ SR 530, a strategic freight corridor, and Smokey Point Blvd are the two roadways within Island Crossing. ▪ Safety issues along SR 530 are related to lack of access control, numerous driveways, and congestion along the corridor. ▪ Planned growth will increase traffic volumes, resulting in increased congestion and the I-5/SR 530 interchange operating below its level of service (LOS) standard. ▪ The Transportation Master Plan (TMP) update has identified a need for pedestrian and bicycle facilities on SR 530 and Smokey Point Blvd. ▪ 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.

TOPIC	SUMMARY
 <p data-bbox="215 541 407 600"><i>Public Services and Utilities</i></p>	<ul style="list-style-type: none"> <li data-bbox="456 327 1393 422">▪ 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 data-bbox="456 432 1393 527">▪ 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.
 <p data-bbox="215 1003 407 1062"><i>Market and Real Estate</i></p>	<ul style="list-style-type: none"> <li data-bbox="456 636 1409 764">▪ 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 data-bbox="456 774 1419 898">▪ 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 data-bbox="456 909 1406 1062">▪ 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 data-bbox="456 1073 1393 1262">▪ 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.

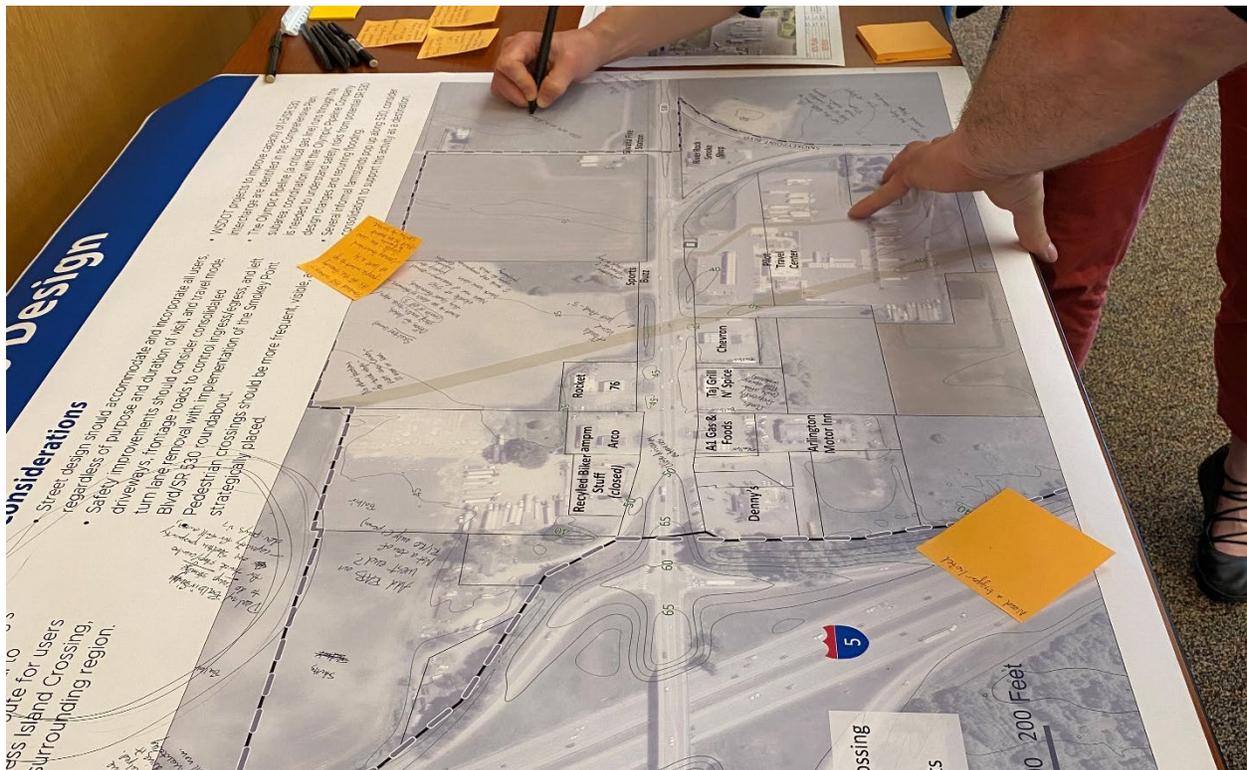
1.3 What We Heard

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

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



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

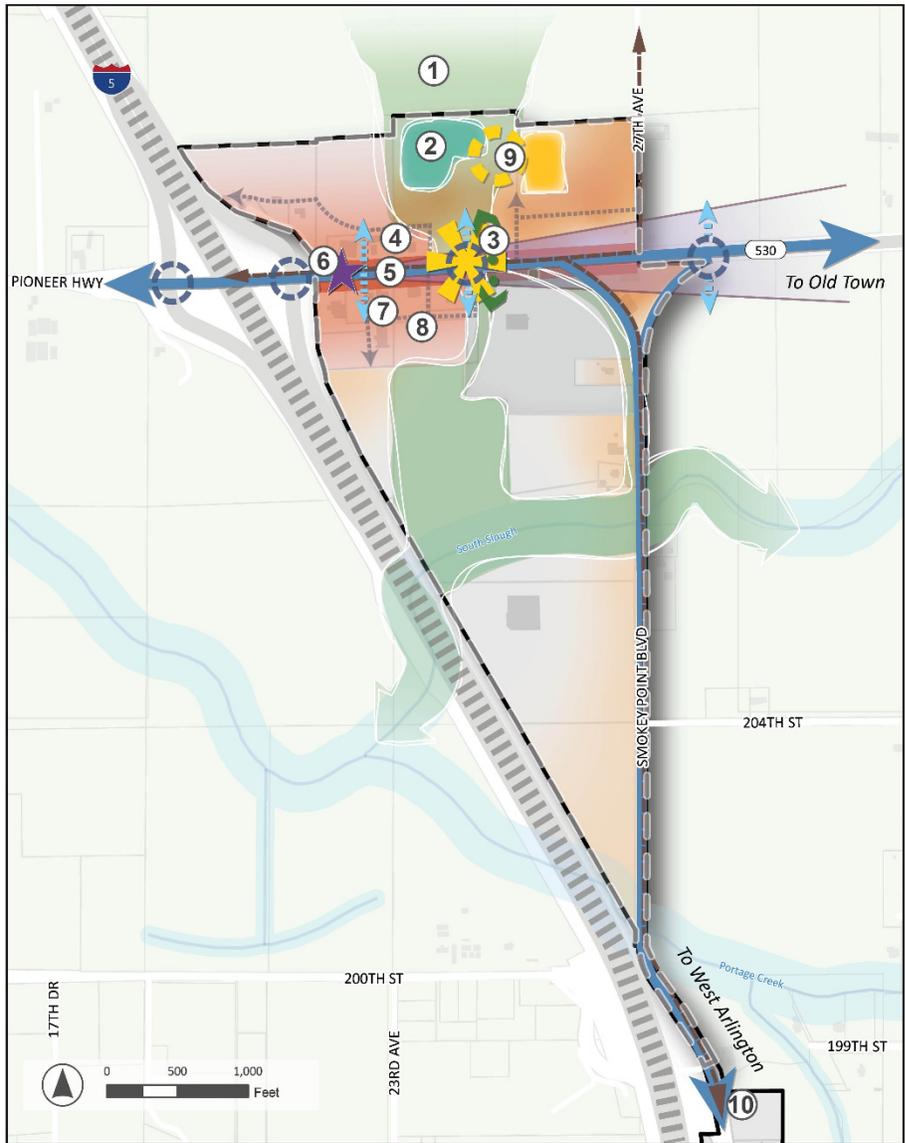
2.2 Framework Plan

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 agrotourism
- 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.

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.

DRAFT



3 Natural Environment

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



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

include agritourism, restaurants, retail, hotels, and recreational tourism, with limited support for truck stops or car dealerships along SR 530.

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. The proposed Island Crossing (IC) subdistricts—IC-1, IC-2, and IC-3—are intended to provide specific guidance for zoning and development regulations.

These updates 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 subdistrict boundaries 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 I-5 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

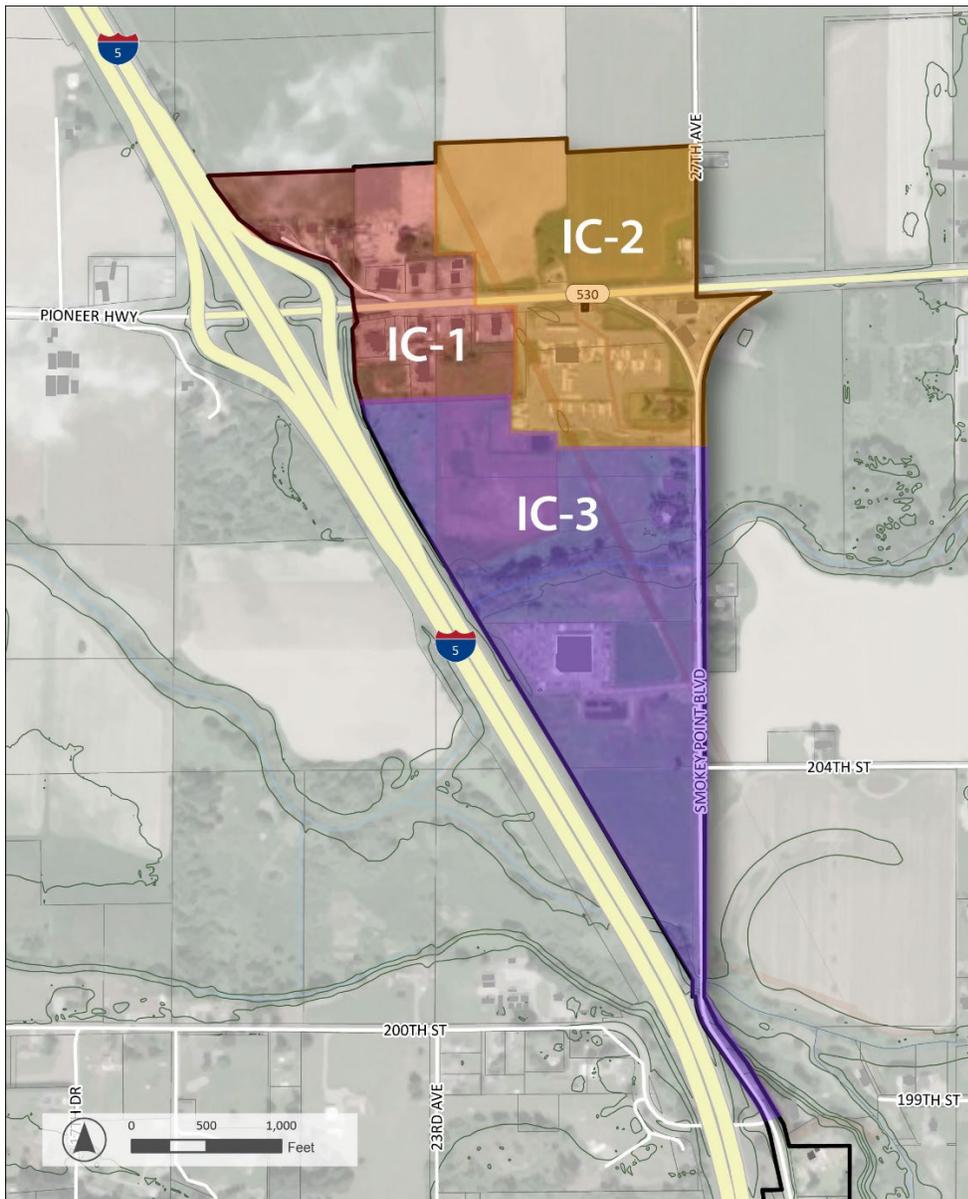
See Exhibit 4-2 Zoning Concept Map for applicable areas.

	IC-1	IC-2	IC-3
Intent	Accommodate highway-oriented commercial activities along I-5 to cater to commuters, tourists, and commerce.	Promote low- to mid-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.
Generalized Allowed Uses	Permissible uses include retail, restaurant, hotels, and some public and semi public facilities except for hospitals and schools. Vehicle services like car washes are allowed, but gas stations are not. Residential uses and offices are not permitted.	Uses allowed here include those allowed in IC-1, except for hotels or similar overnight accommodations. Vehicle services and fuel sales are not permitted.	Uses allowed here include those allowed in IC-1, except for hotels or similar overnight accommodations and beverage-related businesses such as breweries. IC-3 also permits heavy equipment sales and car dealerships. Vehicle services like car washes are allowed, but gas stations are not.
Height	50 feet Hotels only – 100 feet	50 feet	50 feet
Setbacks and Parking Orientation	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
Parking	No changes in parking standards; See AMC Chapter 20.72 Parking		
Design Standards	Comply with Island Crossing Subarea Development Standards.	Comply with Island Crossing Subarea Development Standards.	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, 2024.

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.



Note: 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 19th 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.



*Agricultural uses in the Stillaguamish Valley.
Source: Deborah Nelson*

Design standards applied to the subarea will supplement the City of Arlington’s citywide Development Design Standards.

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.



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). Source: MAKERS

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

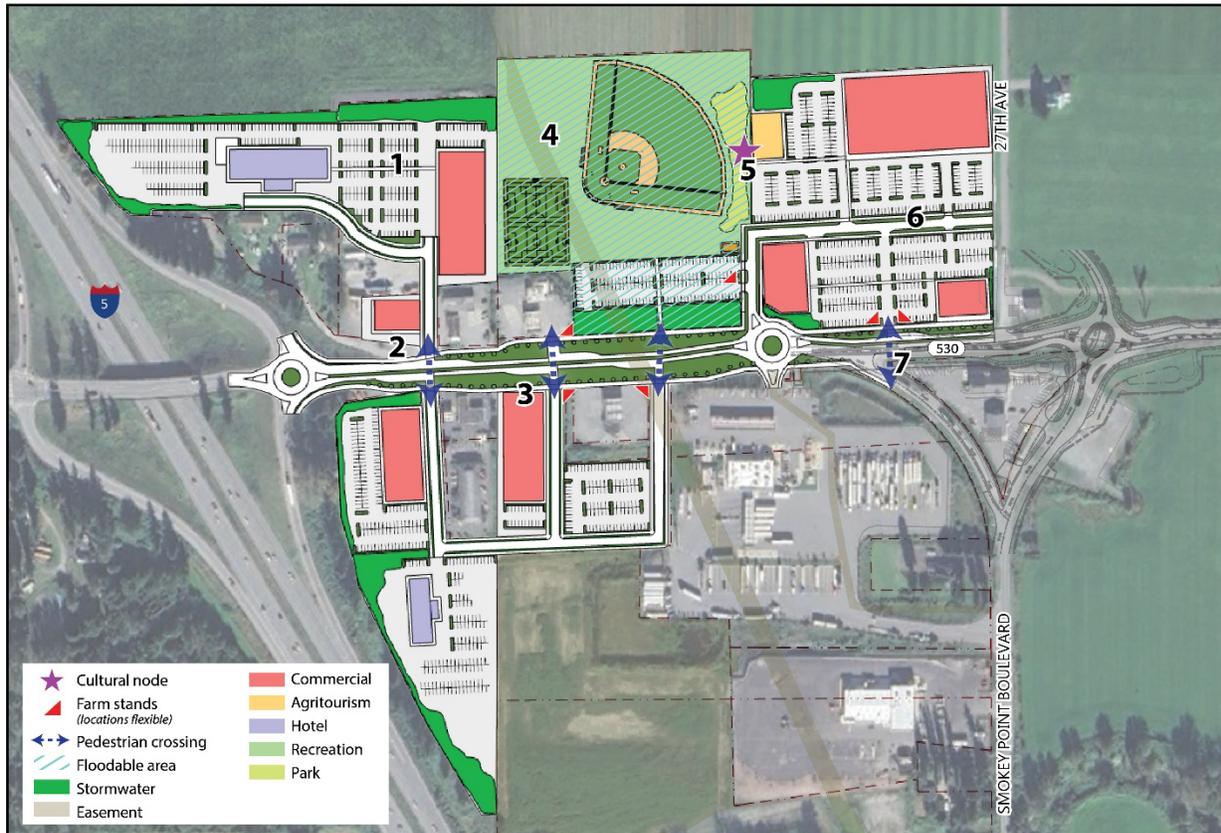
Agritourism plays a vital role in preserving agricultural heritage, protecting farmland, and bolstering local economies, particularly helping sustain farmers. By attracting tourists, agritourism not only supports nearby businesses but also promotes agricultural industry and environmental awareness through 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 Island Crossing Conceptual Site Plan



- 1 Provide connecting internal pathways with redevelopment to facilitate safer pedestrian access across multiple sites.
- 2 Encourage farm stands along public rights-of-way and in parking areas to improve visibility and expand economic opportunities for local farms.
- 3 Orient new developments toward SR 530 or internal streets to promote active people places with vibrant, welcoming streets and public spaces.
- 4 Coordinate to develop a regional compensatory storage facility and explore opportunities for a floodable multi-purpose sports fields that could address both recreational needs and flood mitigation goals.
- 5 Place parks and recreational areas near agritourism and commercial offerings, to create a unified site with synergistic activities and social, economic, and environmental co-benefits.
- 6 Establish a finer-grained vehicular network to improve mobility for all users and support efficient transport of goods.
- 7 When improving SR 530, or with redevelopment frontage requirements, provide safe pedestrian crossings. Controlled pedestrian crossings along SR 530 can enhance safety without significantly disrupting traffic flow.

Note: This concept is one example of how the subarea could develop in line with the plan's goals. Building layout and uses are subject to change based on private development. Source: MAKERS, 2024.

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 its 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.

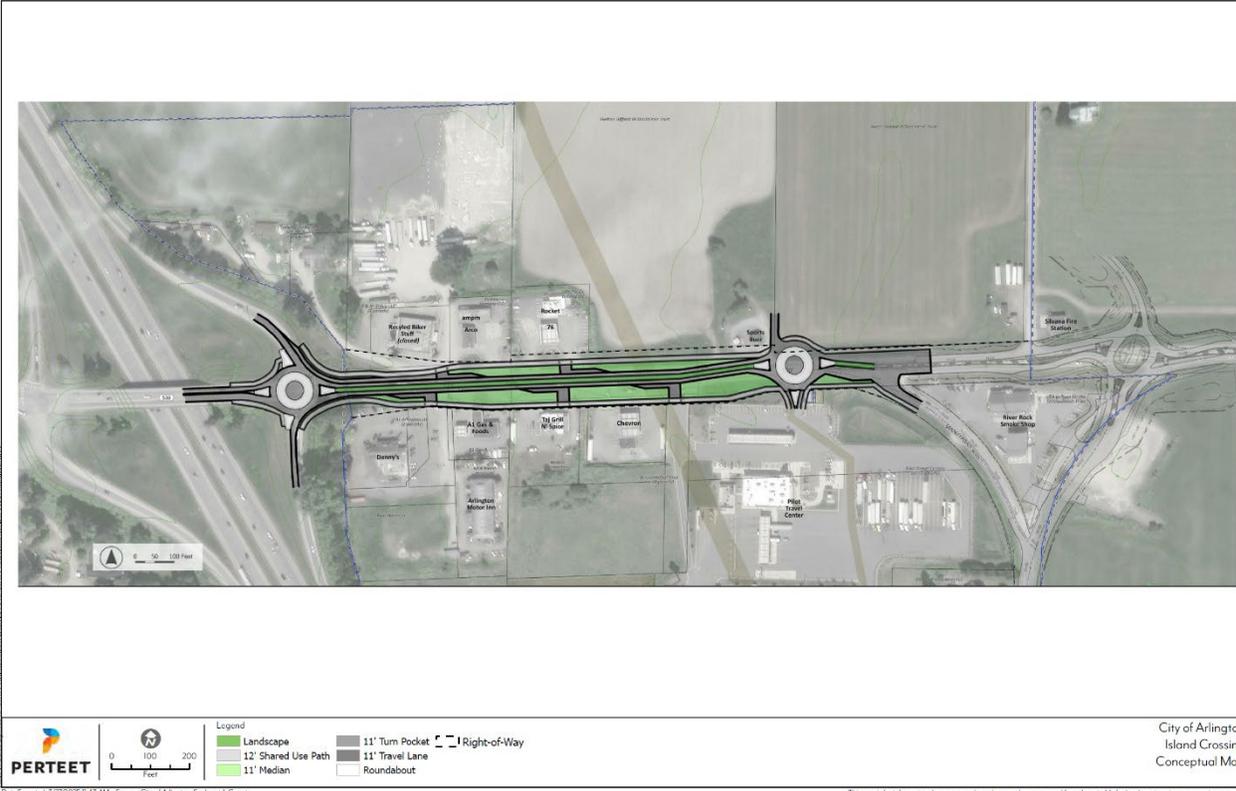
SR 530 Street Design

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 5-2 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 5-1 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, enhance Island Crossing’s identity as a gateway to Arlington and the surrounding region (e.g., protect views of Cascade Mountains), and manage stormwater to the extent feasible.

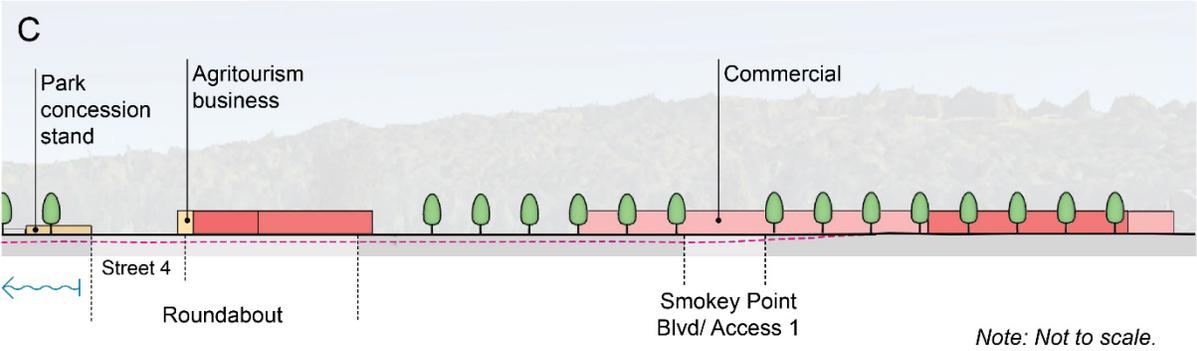
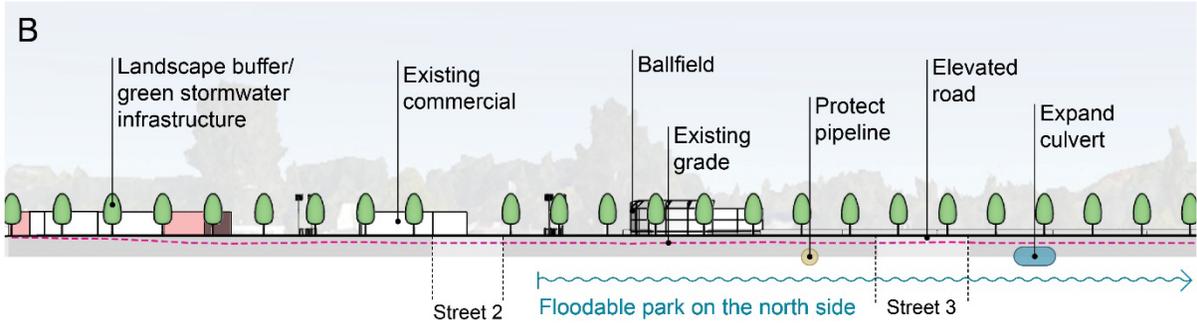
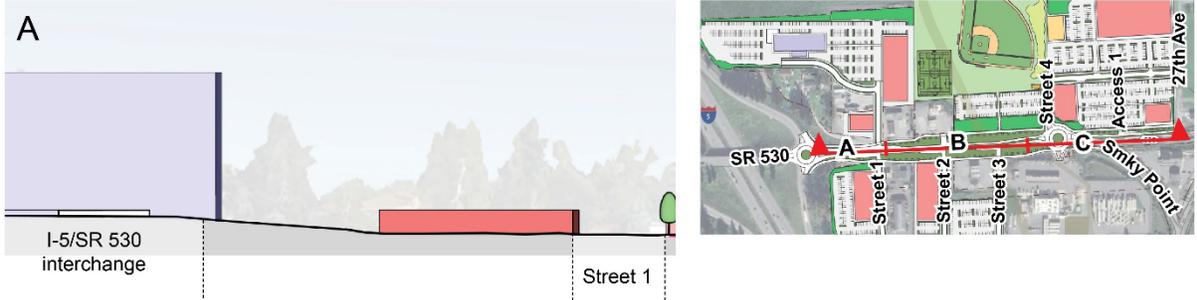
Exhibit 5-1 SR 530 Street Design Concept Plan View



Source: Perteet, 2025.

Exhibit 5-2 SR 530 Concept Cross-section

View of SR 530 Looking North

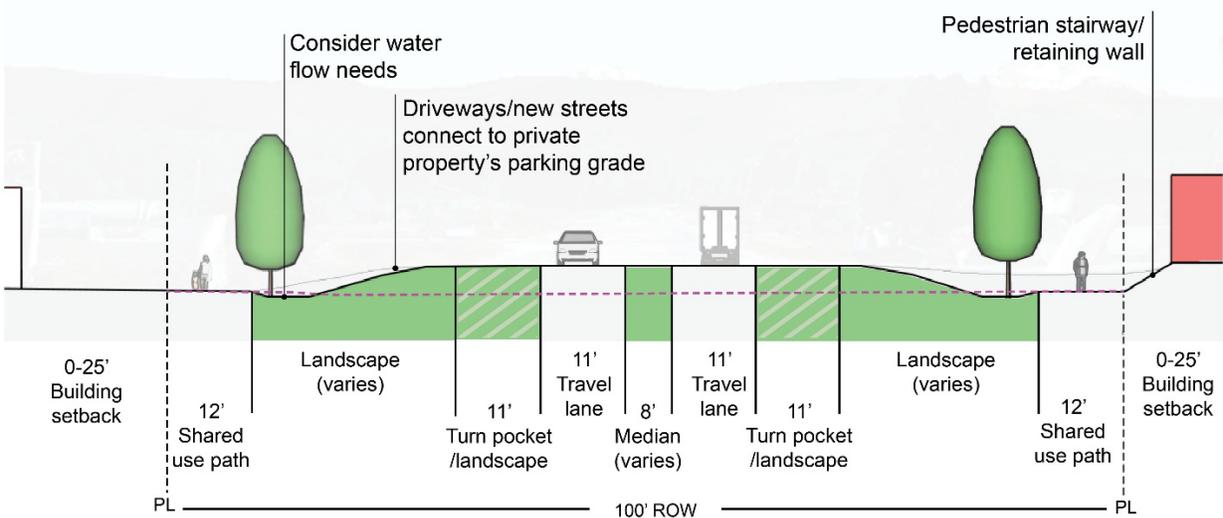


- Existing buildings
- Potential commercial development
- Potential agritourism hub
- Existing elevation
- Potential elevated road

Source: MAKERS, 2025.



View of SR 530 Looking East



Note: Not to scale.



- Existing buildings
- Potential commercial development
- Existing grade
- Potential elevated road

Source: MAKERS, 2025.

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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 200th 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)
SMOKEY POINT BLVD/SR 530		
Smokey Point Blvd/ SR 530 (T-3)	<ul style="list-style-type: none"> ▪ Construct roundabout. This project is currently being designed by the City of Arlington. 	\$6.73 million
Smokey Point Blvd (200 th Street NE to SR 530) (T-5)	<ul style="list-style-type: none"> ▪ Widen to 3-lanes, provide sidewalks and accommodate bicycles. ▪ South Slough bridge and culvert expansion ▪ Portage Creek bridge and culvert expansion 	\$13.93 million
SR 530 IMPROVEMENTS		
SR 530 Redesign (T-1)	<ul style="list-style-type: none"> ▪ Improve SR 530 including elevating road, constructing new culvert, consolidating driveways and providing a cross-section of 12-foot shared use path on both sides a center landscape median, one through travel lane in each direction with right-turn lanes at access points. 	\$20.38 million
I-5/SR 530 Interchange (T-2)	<ul style="list-style-type: none"> ▪ Construct roundabouts at the I-5 northbound and southbound ramps at SR 530. 	\$87 million
SR 530 Midblock Roundabout (T-4)	<ul style="list-style-type: none"> ▪ Construct single-lane roundabout along SR 530 to provide access and circulation. 	\$6 million

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, 2024

- 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.



6 Public Services and Utilities

6.1 Context

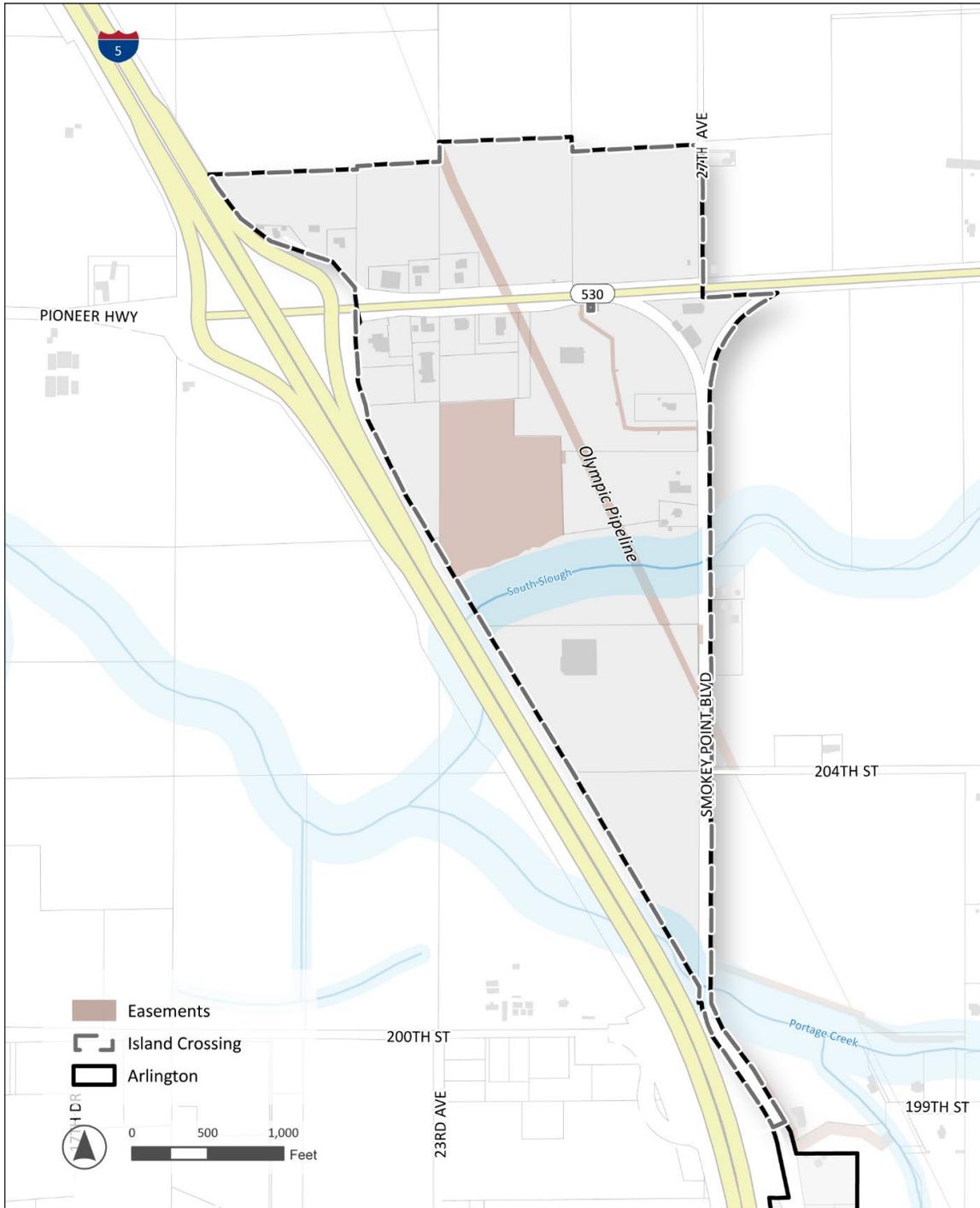
Existing Utility Infrastructure

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, 2024.

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 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 204th Street NE for North Island Crossing.** This project involves installing a new 12-inch ductile iron water main in 204th Street NE, 43rd Avenue NE, and Cemetery Road from 47th 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 to 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 Table 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 Table Notes column.

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7.1 Action Summary

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

Action Summary Table Key

TIMING

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

PRIORITIES

- H** High priority
- M** Medium priority
- L** Low priority

COST ESTIMATE

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

POTENTIAL RESOURCES/FUNDING

- Grant** State and/or federal grant funding may be available (e.g., RCO, infrastructure resiliency, economic development, etc)
- Public** 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)
Private Developer driven and funded (e.g., street frontage requirement), flood mitigation bank, latecomer agreement, or other private funding source

RESPONSIBLE PARTIES

- CED** Community & Economic Development
- CT** Community Transit
- OPLC** Olympic Gas Pipeline Company
- PAR** Arlington Parks, Arts, & Recreation
- PO** Property owners
- PUD** Snohomish County Public Utility District
- PW** Public Works
- SCAO** Snohomish County Agriculture Office
- SCFB** Snohomish County Farm Bureau
- SCED** Snohomish County Economic Development
- SCP** Snohomish County Parks
- ST** Stillaguamish Tribe
- SWM** Snohomish County Surface Water Management
- TT** Tulalip Tribes
- WSDOT** 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 bold)	Cost Estimate (\$,\$,\$,\$,\$\$)	Potential Resources/ Funding	Related Actions/Notes
Natural Environment						
NE-1 Property owner collaboration to pursue regional compensatory floodwater storage facility	S-L	H	CED , PO, SWM, WSDOT, ST, TT	\$	Public	First step. Immediate action.
NE-2 Study, design, and construct floodwater storage facility	S, O	H	CED, PW , SWM, WSDOT, ST, PAR, SCP, OPLC, TT	\$\$\$	Grant, Public, Private	Second step. Coordinate with T-1 SR 530 design and construction.
NE-3 Address environment in SR 530 design and construction	S-M	H	PW , SWM, WSDOT, OPLC, ST, TT	N/A	N/A	Address in T-1 SR 530 design and construction.
NE-4 Expand culvert	M-L	H	PW , WSDOT, OPLC, PO	N/A	N/A	Address in T-1 SR 530 design and construction.
Land Use and Urban Design						
LU-1 Adopt new zoning standards	S	H	CED	\$	Public	Immediate action.
LU-2 Analyze and protect Cascade Mountain Range views	S	L	CED, PW , WSDOT	\$	Public	Include analysis in SR 530 design (T-1) and update development and design standards (LU-1 and LU-7) if needed following study.
LU-3 Celebrate farmland and Stillaguamish River views	S-L	M	CED	\$-\$\$	Public (regulations), Private (implementation)	Incorporate in development and design standards (LU-1 and LU-7).

Action	Timing (S,M,L,O)	Priority (H,M,L)	Responsible Parties/ Partners (lead in bold)	Cost Estimate (\$,\$\$,\$\$\$)	Potential Resources/ Funding	Related Actions/Notes
LU-4 Encourage retail clusters	S-L	H	CED	\$-\$\$	Public (regulations), Private (implementation)	Incorporate in development and design standards (LU-1 and LU-7).
LU-5 Allow for commercial land use variety	S-L	M	CED	\$	Public (regulations)	Incorporate in development and design standards (LU-1 and LU-7).
LU-6 Inter-site connections	S	H	PW, CED, WSDOT	\$-\$\$	Public (regulations); Public, Private, and Grants (implementation)	Also see T-9 .
LU-7 Adopt Island Crossing Design Standards	S	H	CED	\$	Public	
LU-8 Consider accessibility in grade changes between sidewalk and building	S-L	M	CED	\$-\$\$	Public (regulations); Private (implementation)	Incorporate in development and design standards (LU-1 and LU-7).
LU-9 Support gateway concept	S-L	H	CED, PW	\$-\$\$	Public (regulations); Private (implementation)	Incorporate in development and design standards (LU-1 and LU-7).
LU-10 Street design and connectivity standards	S	H	PW, CED	\$-\$\$	Public (regulations); Private, Public, and Grant (implementation)	Incorporate in development and design standards (LU-1 and LU-7) and inter-site connectivity

Action	Timing (S,M,L,O)	Priority (H,M,L)	Responsible Parties/ Partners (lead in bold)	Cost Estimate (\$,\$\$,,\$\$\$)	Potential Resources/ Funding	Related Actions/Notes
						standards (LU-6 and T-9).
LU-11 Invest in public art and wayfinding signage	O	L	CED , PW, SCED	\$	Grant, Public, Private	Incorporate in street design (e.g., roundabout entry sign treatment) (T-1 and T-4).
LU-12 Foster public-private partnerships for welcoming public realm	S-L, O	M	CED , PW, WSDOT	\$-\$\$	Public, Private, Grant	
LU-13 Recruit agriculture-focused anchor tenant	S	H	CED , SCAO, SCFB	\$	Public	
LU-14 Attract small businesses	S-M	H	CED , SCAO, SCED	\$	Public	
LU-15 Reduce permitting barriers to farm stands	S	M	CED	\$	Public	Quick win.
LU-16 Study feasibility of future recreation use	S	H	PAR , SCP, CED. SWM, PW	\$	Public, Grant	Immediate action. This is the first step in achieving a floodable recreation center in Island Crossing. Do with flood compensatory storage feasibility study (NE-2).
LU-17 Recruit agritourism business	M	H	CED , SCAO, SCED	\$	Public	
LU-18 Pursue public-private partnerships for agricultural or agritourism businesses	S-L	M	CED , PW, PAR, SCP	\$- \$\$\$	Public, Private, Grant	Public investments likely to include regional flood compensatory storage facility (NE-1)

Action	Timing (S,M,L,O)	Priority (H,M,L)	Responsible Parties/ Partners (lead in bold)	Cost Estimate (\$,\$\$,,\$\$\$)	Potential Resources/ Funding	Related Actions/Notes
						and NE-2), street improvements (LU-6 and T-9), and public space (NE-2 and LU-12).
LU-19 Create pop-up commercial in vacant spaces	S-L	L	CED , PO, SCAO	\$	Grant	Use federal economic development funds to avoid State of WA limitations on “gifting” to businesses.
LU-20 Invest in public benefits—flood facility, SR 530, recreation	S-M, O	H	CED, PW , WSDOT, ST, TT	\$\$\$	Grant, Public, Private	Same as regional flood compensatory storage facility (NE-1 and NE-2), SR 530 improvements (T-1), and floodable recreation fields/open space (NE-2).
LU-21 Consider additional public-private partnerships for other infrastructure	O	M	CED, PW	\$- \$\$\$	Grant, Public, Private	Options include street improvements (LU-6 and T-9) and public space (NE-2 and LU-12).
LU-22 Consider waiving impact fees for recreational or agritourism uses	S	L	CED	\$	Public	
Transportation						
T-1 Design and construct SR 530 improvements	S-M	H	PW, CED , WSDOT, SWM, OPLC, ST, TT, CT	\$\$\$	Grant, Public	Immediate action.

Action	Timing (S,M,L,O)	Priority (H,M,L)	Responsible Parties/ Partners (lead in bold)	Cost Estimate (\$,\$\$,,\$\$\$)	Potential Resources/ Funding	Related Actions/Notes
T-2 I-5/SR 530 interchange	S-M	H	PW , CED, WSDOT, SWM, ST, TT, CT	\$\$\$	Grant, Public	Do in conjunction with T-1 SR 530 design.
T-3 SR 530/Smokey Point Boulevard roundabout	S-M	H	PW , CED, WSDOT, SWM, ST, TT	\$\$	Grant, Public	Do in advance of or in conjunction with T-1 SR 530 design and construction.
T-4 Roundabout between I-5 and Smokey Point Blvd	S-M	H	PW , CED, WSDOT, SWM, ST, TT	\$\$	Grant, Public, Private (frontage improvements)	Do in conjunction with T-1 SR 530 design and construction.
T-5 Multimodal improvements along Smokey Point Boulevard between 200 th Street NE and SR 530	S-M	M	PW , CED, WSDOT, SWM, ST, TT	\$\$\$	Grant, Public, Private (frontage improvements)	
T-6 Add Island Crossing projects to citywide traffic impact fee program or identify other cost-sharing approach	S	H	PW	\$	Public	Immediate action.
T-7 SR 530 midblock crossings	S, O	M	PW , CED, PO	\$	Grant, Public, Private (frontage improvements)	Quick win. This can occur prior to SR 530 redesign or with SR 530 redesign and construction (T-1), whichever comes first.
T-8 Promote connectivity to improve safety and circulation	S-L	M	PW , CED, PO	\$	Grant, Public, Private	This could occur by working with property owners even without redevelopment.

Action	Timing (S,M,L,O)	Priority (H,M,L)	Responsible Parties/ Partners (lead in bold)	Cost Estimate (\$,\$\$,\$\$\$\$)	Potential Resources/ Funding	Related Actions/Notes
						Other inter-site connectivity actions LU-6 and T-9 will be required with redevelopment.
T-9 Work with developers to achieve inter-site multimodal connectivity	S-L, O	H	PW , PO	\$-\$\$	Private, Public, Grant	See conceptual locations in LU-6 .
T-10 Electric vehicle charging facilities	S	H	PW , CED, PO	\$	Public (regulations), Private (implementation), Grant	Include with code update (LU-1 and LU-7).
T-11 Require/incentivize bicycle amenities	S	M	CED , PW	\$	Public (regulations), Private (implementation), Grant	Include with code update (LU-1 and LU-7).
T-12 Encourage easy access to farm stands	S	M	CED , PW, SCAO	\$	Public, Private, Grant	Consider during SR 530 design (T-1), multimodal connections design (T-9), and public space integration with redevelopment (LU-12). See conceptual site plan under agritourism hub strategies (e.g., LU-18).
T-13 Support informal ROW use and private partnerships for farm stands	S-L, O	M	CED , PO, PW, SCAO	\$	Private, Public, Grant	Quick win. See LU-15 about farm stand permitting and conceptual site plan for ideal locations (under LU-18).

Action	Timing (S,M,L,O)	Priority (H,M,L)	Responsible Parties/ Partners (lead in bold)	Cost Estimate (\$,\$,\$,\$,\$)	Potential Resources/ Funding	Related Actions/Notes
T-14 Explore microtransit services	M	M	CED , CT, PW	\$	Public, Grant	
T-15 Include opportunities for future transit service	S	M	PW, WSDOT, CT	\$	Public, Grant, Private (frontage requirements)	Consider during SR 530 design (T-1) and multimodal connections design (T-9).
Public Services and Utilities						
PSU-1 Coordinate with OPLC	S	H	PW , OPLC, PO	\$	Public	Coordinate for SR 530 design (T-1) and flood compensatory storage facility design (NE-1 and NE-2) or other development on affected property.
PSU-2 Consider pipeline location	S	H	PW , OPLC, WSDOT	\$	Public, Grant	Consider during SR 530 design (T-1).
PSU-3 Develop Island Crossing Stormwater Plan	S-M	H	PW , PO, WSDOT, SWM	\$	Public, Grant	Consider during SR 530 design (T-1).
PSU-4 Consider updating code with preferred stormwater management approaches	S-M	M	PW , CED, SWM	\$	Public, Grant	May follow other code updates (LU-1 and LU-7) but ideally is in place before any major private development begins.
PSU-5 Update Water System Plan and Wastewater Plan to accommodate planned development	M-L	M	PW , CED	\$	Public, Grant	

Action	Timing (S,M,L,O)	Priority (H,M,L)	Responsible Parties/ Partners (lead in bold)	Cost Estimate (\$,\$\$,,\$\$)	Potential Resources/ Funding	Related Actions/Notes
PSU-6 Develop an Island Crossing Utility Master Plan	M	M	PW , CED, PUD	\$	Public, Grant	Most useful pre-redevelopment, but other policies and code should be adequate in the meantime
PSU-7 Encourage PUD Capital Planning to accommodate planned development	M-L	H	PW , PUD, CED	\$	Public, Grant	Coordinate with renewable energy strategies (PSU-9 and PSU-10)
PSU-8 Develop power facility placement policy	S	H	PW , PUD, WSDOT	\$	Public	Consider during SR 530 design (T-1) and multimodal connections design (T-9).
PSU-9 Require/incentivize solar carports	S	M	CED , PW, PUD	\$	Public (regulations); Private and Grant (implementation)	Include in code update (LU-1 and LU-7) and flood storage financial strategy (NE-2 and LU-20)
PSU-10 Attract solar and wind power generation	S-L	M	CED , PO, PW, PUD	\$-\$	Public; Private and Grant (implementation)	Consider during PUD's Capital Planning (PSU-7) and powerline placement policy development (PSU-8).
PSU-11 Require/incentivize energy-efficient building design	S	M	CED , PW	\$	Public (regulations); Private and Grant (implementation)	Include in code update (LU-1 and LU-7).

8 Appendices

Appendix A. Existing Conditions

Appendix B. Public Engagement Summaries

- Visioning Survey May 2024
- Open House May 2024
- Transportation Technical Group 1 June 2024
- Advisory Group 1 Transportation August 2024
- Advisory Group 2 Land Use October 2024
- Transportation Technical Group 2 November 2024

Appendix C. Major Concepts Options Evaluation

Appendix D. Zoning and Development Standard Recommendation

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Appendix A: Existing Conditions

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EXISTING CONDITIONS REPORT

Island Crossing Subarea · June 2024

Prepared for the
City of Arlington



Prepared by
MAKERS architecture and urban design
Community Attributes, Inc.
Herrera
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1.0 Introduction and Executive Summary

1.1 Subarea Planning Purpose and Process

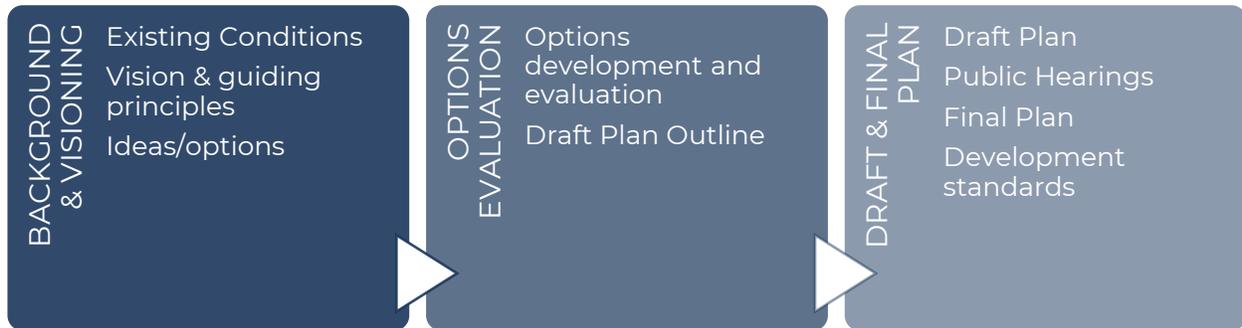
Island Crossing is Arlington’s northwestern-most subarea and a gateway to Arlington and the Stillaguamish River Valley. The plan will identify a long-term vision for development, an SR 530 design concept, address infrastructure needs, and recommend strategies to achieve the vision. A first implementing step will likely be updates to the zoning and development standards.

This document is part of the first stage to summarize existing conditions in the Island Crossing subarea. This analysis will inform options development and evaluation for inclusion in the subarea plan. Key considerations include:

Increasing flooding risks	<p>Protect properties while achieving desired development</p> <p>Street design concepts that are resilient to flooding and potentially mitigate flooding risks</p>
Gateway concepts	<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>
Economic needs	<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>
Street network and supporting infrastructure	<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>

The Island Crossing Subarea Plan process is shown in Exhibit 1-1.

Exhibit 1-1 Island Crossing Subarea Plan Process



1.2 Study Area

The Island Crossing subarea is 87 acres in the northwest portion of Arlington, Washington, south of the Stillaguamish River and within its floodplain. The area includes primarily agricultural and commercial land uses.

1.3 Summary

A range of natural and built environment subjects specific to the Island Crossing subarea are considered in this report.

- Natural Environment
- Land Use
- Transportation
- Public Services and Utilities
- Market and Real Estate

Exhibit 1-2 Island Crossing Subarea



Source: City of Arlington, MAKERS 2024

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

Exhibit 1-3 Top Takeaways – Island Crossing Conditions

TOPIC	SUMMARY
 <p data-bbox="212 716 418 737">Natural Environment</p>	<ul style="list-style-type: none"> <li data-bbox="451 422 1414 485">▪ Stillaguamish River flooding routinely impacts SR 530 and private properties, posing safety and property protection challenges. <li data-bbox="451 516 1414 737">▪ 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 data-bbox="451 768 1414 831">▪ Snohomish County’s and Arlington’s Critical Areas Ordinances will restrict development around protected fish species.
 <p data-bbox="269 1251 363 1272">Land Use</p>	<ul style="list-style-type: none"> <li data-bbox="451 884 1414 989">▪ Highway-oriented commercial land uses are clustered around SR 530. Agricultural land surrounds Island Crossing, and some is within the subarea. <li data-bbox="451 1020 1414 1125">▪ Island Crossing is zoned Highway Commercial, allowing a broad range of commercial activities and is intended for employment growth. <li data-bbox="451 1157 1414 1262">▪ 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 data-bbox="451 1293 1414 1356">▪ Island Crossing’s position at the urban-rural transition presents an opportunity to leverage agri- and recreational tourism. <li data-bbox="451 1388 1414 1451">▪ The floodplain and flood mitigation requirements present significant development feasibility constraints in the subarea.
 <p data-bbox="240 1755 389 1776">Transportation</p>	<ul style="list-style-type: none"> <li data-bbox="451 1493 1414 1556">▪ SR 530, a strategic freight corridor, and Smokey Point Blvd are the two roadways within Island Crossing. <li data-bbox="451 1587 1414 1650">▪ Safety issues along SR 530 are related to lack of access control, numerous driveways, and congestion along the corridor. <li data-bbox="451 1682 1414 1787">▪ Planned growth will increase traffic volumes, resulting in increased congestion and the I-5/SR 530 interchange operating below its LOS standard.

TOPIC	SUMMARY
	<ul style="list-style-type: none"> ▪ The TMP update has identified a need for pedestrian and bicycle facilities on SR 530 and Smokey Point Blvd. ▪ 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.
 <p data-bbox="220 842 407 894"><i>Public Services and Utilities</i></p>	<ul style="list-style-type: none"> ▪ 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. ▪ 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.
 <p data-bbox="230 1398 394 1451"><i>Market and Real Estate</i></p>	<ul style="list-style-type: none"> ▪ 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. ▪ 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. ▪ 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. ▪ 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.

2.0 Natural Environment

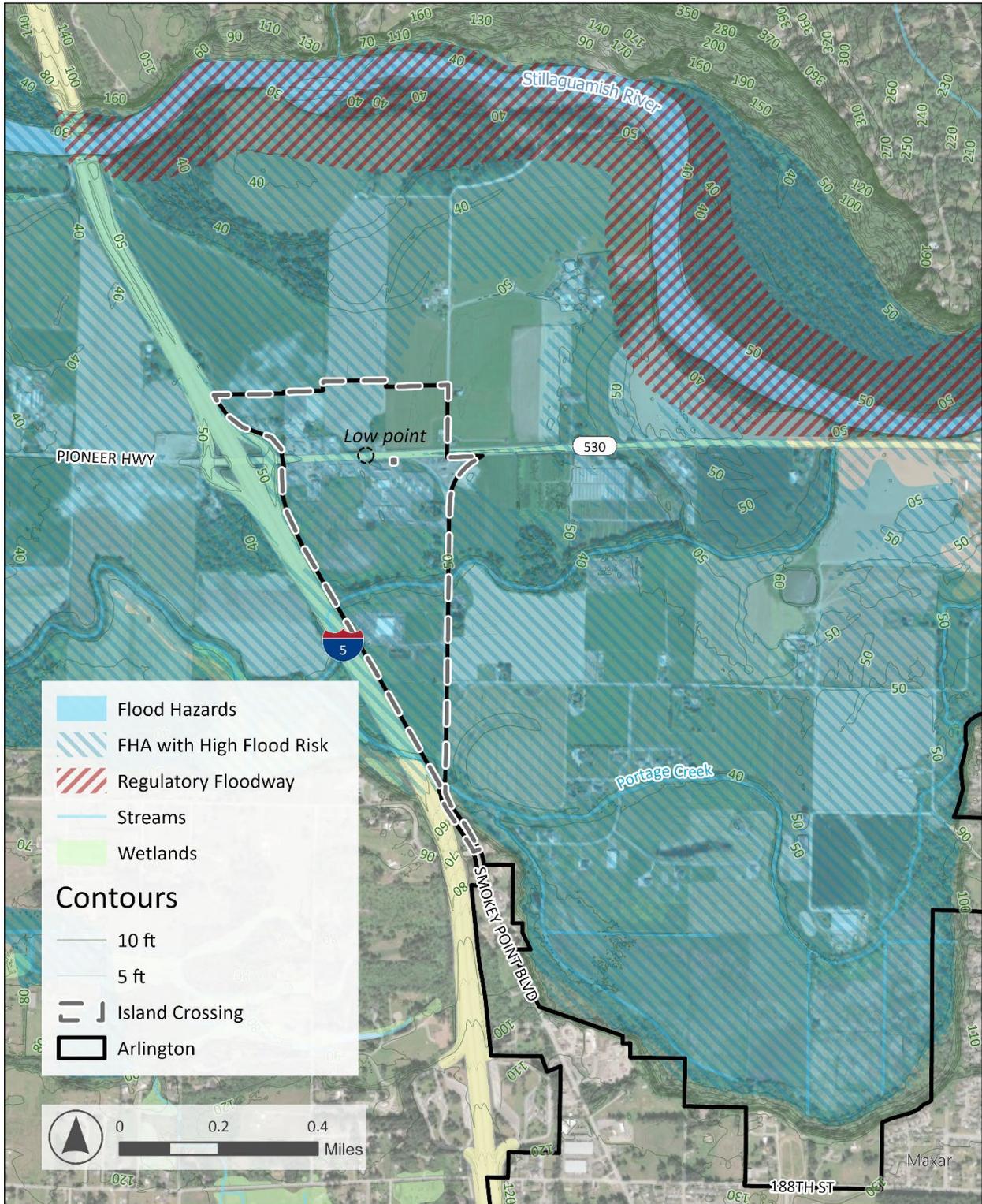
2.1 Floodplain Constraints

Nearly the entire subarea is within the mapped 100-year floodplain. The only exception is a small “island” that straddles SR 530 near the junction with Smokey Point Boulevard. Island Crossing is near the upstream extent of tidal influence during low-water periods.

Flooding occurs across SR 530 (from north to south) at events significantly smaller than the 100-year event. The last known occurrence was in December 2023. The main location of the overtopping is a swale near the middle of the subarea. A culvert at this location is hydraulically undersized, which is frequently further impaired by debris.

Preliminary analysis suggests river modifications alone are insufficient to lower flood elevations to eliminate routine overtopping of SR 530. This means that the highway will have to be raised to prevent routine inundation. This effort should include improvement (expansion) of the culvert. The improvement of the culvert would also improve the function of the compensatory flood storage area south of SR 530. An equivalent area must be constructed to compensate for the road raising and any additional fill north of SR 530. Mitigation may be required for a northern compensatory storage area, which may be similar to the river modifications originally proposed to lower flood elevations. These flood compensatory storage areas should factor in climate change, which will increase flood water surface elevations due to sea level rise and heightened flood magnitudes.

Exhibit 2-1 Flood Risk Map



Source: FEMA National Flood Hazard Layer, City of Arlington, MAKERS, 2024

2.2 Fish and Wildlife Habitat Areas

Salmon use a variety of habitats in the Stillaguamish basin, including the mainstem and major forks, large and small tributaries, beaver ponds, riparian wetlands and side channels, estuary sloughs, and salt marshes. Many of those habitats have been reduced significantly, both in size and quality, over the past 150 years. Causes of habitat loss include, for example, channel sedimentation from natural landslides and natural and human-induced erosion, diking and stream channelization, removal of beaver and their dams, removal of riparian vegetation and in-stream wood, and pollution that degrades water quality. In general, adjacent forested areas provide habitat for many wildlife species, and there are a variety of forest stand types that give protection and cover to terrestrial wildlife and birds.

Wildlife use of the adjacent forests just north of the subarea are used for foraging, refuge, and reproduction. Large trees support more wildlife species than earlier successional stages. Amphibians are particularly associated with closed canopies that may occur in adjacent areas to the north or in the stream corridors that bisect the site. Younger tree stands with herb, shrub, and sapling layers are especially important for birds and mammals. Year-round bird species characteristic of westside coniferous forests include chestnut-backed chickadees (*Poecile rufescens*), varied thrushes (*Ixoreus naevius*), pileated woodpeckers (*Dryocopus pileatus*), Steller's jay (*Cyanocitta stelleri*), winter wren (*Troglodytes pacificus*), and golden-crowned kinglet (*Regulus satrapa*). Common migrants include Swainson's thrush (*Catharus ustulatus*), Pacific-slope flycatcher (*Empidonax difficilis*), and hermit warbler (*Setophaga occidentalis*).

Three federally listed fish species occur in the Stillaguamish River adjacent to Island Crossing: Chinook salmon (*Oncorhynchus tshawytscha*), bull trout (*Salvelinus confluentus*), and steelhead (*O. mykiss*). Chinook use low-velocity habitats of the main stem during their freshwater residence. Bull trout use primarily the mainstem for migration; there are also resident freshwater populations of bull trout elsewhere in the watershed. Steelhead use the North Fork and South Fork of the Stillaguamish River, as well as major tributaries, for spawning. The Stillaguamish River next to the subarea is within designated critical habitat for Chinook salmon, steelhead, and bull trout.

The presence of these species in the river and adjacent riparian areas mean that development will be restricted near these areas through the City's Critical Areas Ordinance. Details of the buffer widths will need to be worked out through the permitting process of any new development, but those buffers are expected to be large (several hundred feet) due to the ecological value of the river and its surroundings.

2.3 Environmental Policies

The Arlington Comprehensive Plan includes policies that identify environmental hazards and outlines goals to protect natural resources. Relevant goals and policies from the existing

Comprehensive Plan are summarized below. As the Comprehensive Plan is currently being updated with expected adoption in 2025, these goals and policies are subject to change.

Land Use Element

ISLAND CROSSING SUBAREA

As much of the Island Crossing subarea is within the 100-year floodplain, the Comprehensive Plan recommends improvements to stormwater infrastructure and development of a drainage plan to alleviate frequent flooding. A regional system to coordinate flood conveyance and compensatory storage should be considered to reduce flood risk in the subarea and the surrounding region.

RESOURCE PROTECTION

The Comprehensive Plan encourages environmental stewardship to protect the City's natural resources. The Stillaguamish River, undeveloped lands, agricultural lands, and other natural features should be safeguarded to protect critical areas and conserve natural resources. Significant historic and cultural resources should be identified, maintained, and preserved.

2.4 Key Findings and Implications for Plan

Floodplain challenges. Flooding routinely impacts Island Crossing, particularly SR 530 and adjacent properties. Since the majority of the subarea lies within the 100-year floodplain, flooding is a major consideration in future development in the subarea.

Flood prevention and river restoration. Preliminary analysis suggests river modifications—that would also restore the river to a more natural and healthy state—alone will not sufficiently lower flood elevations to prevent routine overtopping of SR 530. 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.

Fish and wildlife habitat protection. Because of the presence of protected species in the Stillaguamish River and adjacent riparian areas, development near these areas will be restricted according to the City of Arlington's Critical Areas Ordinance.

3.0 Land Use

3.1 Regional Context and Location

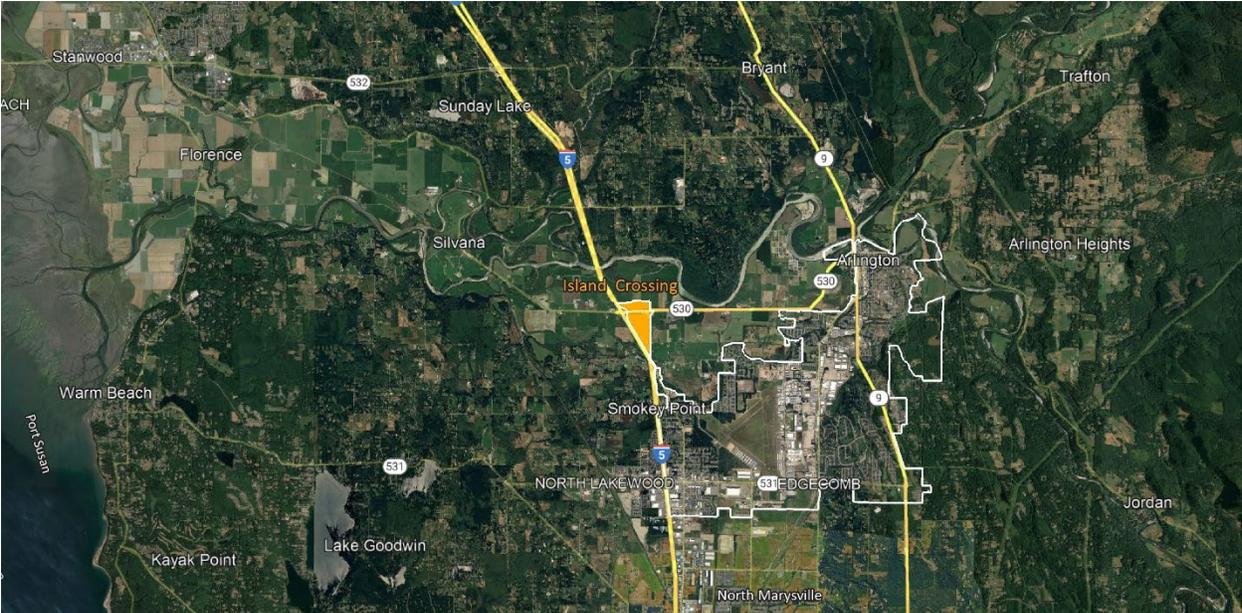
The Island Crossing subarea, located in northwest Arlington, Washington, is set within the agricultural and natural land of the Stillaguamish River valley.

Arlington is bounded by Port Susan in the Puget Sound to the west, the Stillaguamish River to the north, and the Cascade Mountain Range to the east. Arlington is roughly 40 miles north of Seattle and 10 miles north of Everett, home to Snohomish County’s Paine Field Airport. According to the 2020 US Census, the city of Arlington’s population is roughly 20,000 people. The population of the Island Crossing subarea is around 40.

Unincorporated Snohomish County abuts Island Crossing to the west, north, and east. Surrounding land uses include agriculture, low density residential, undeveloped forest lands, and open space. Major routes connecting Island Crossing to the region include the following:

- Interstate 5 (I-5) to Mt Vernon, Burlington, Bellingham, and British Columbia to the north and Marysville, Everett, the Seattle area, Oregon, and California further south
- State Route (SR) 530 eastward to Old Town Arlington, Darrington, and the Cascade Range
- SR 531 west to Warm Beach and Port Susan on the Puget Sound
- SR 9 to Lake Stevens, Bothell, and Bellevue

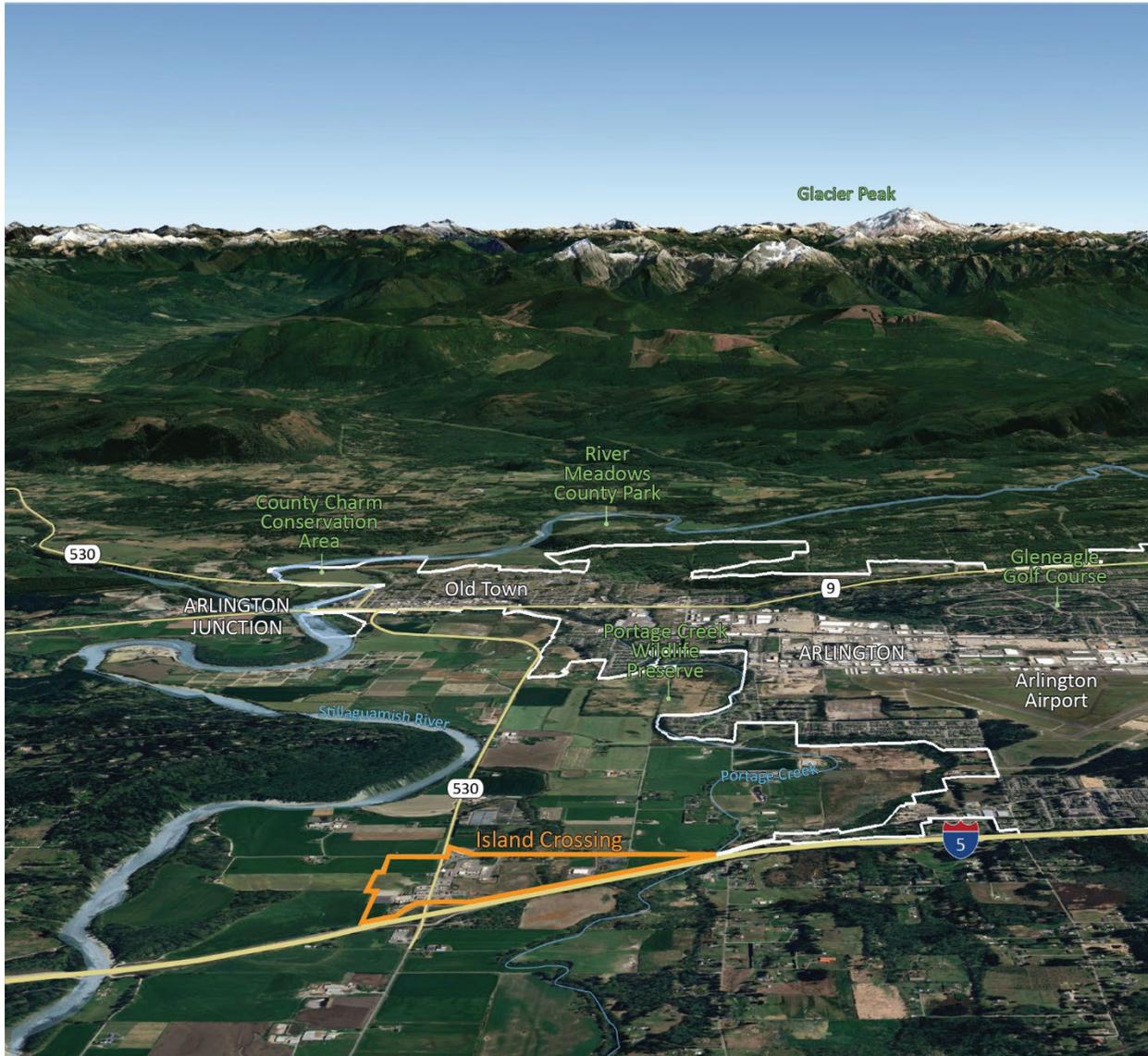
Exhibit 3-1 Arlington Region Map



Source: Google Earth, MAKERS, 2024

The land is the traditional homeland of the Stillaguamish, Tulalip, Upper Skagit, Cayuse, Umatilla, and Walla Walla Tribes, and falls within the Treaty of Point Elliott area. The Stillaguamish Tribe of Indians owns property in the Island Crossing Subarea, at the intersection of SR 530 and Smokey Point Boulevard. The Stillaguamish Reservation is located north of the Stillaguamish River, about 1.5 miles northeast of the subarea. The Tulalip Indian Reservation is about 4 miles southwest of the subarea.

Exhibit 3-2 Arlington Region Eastward Perspective Map



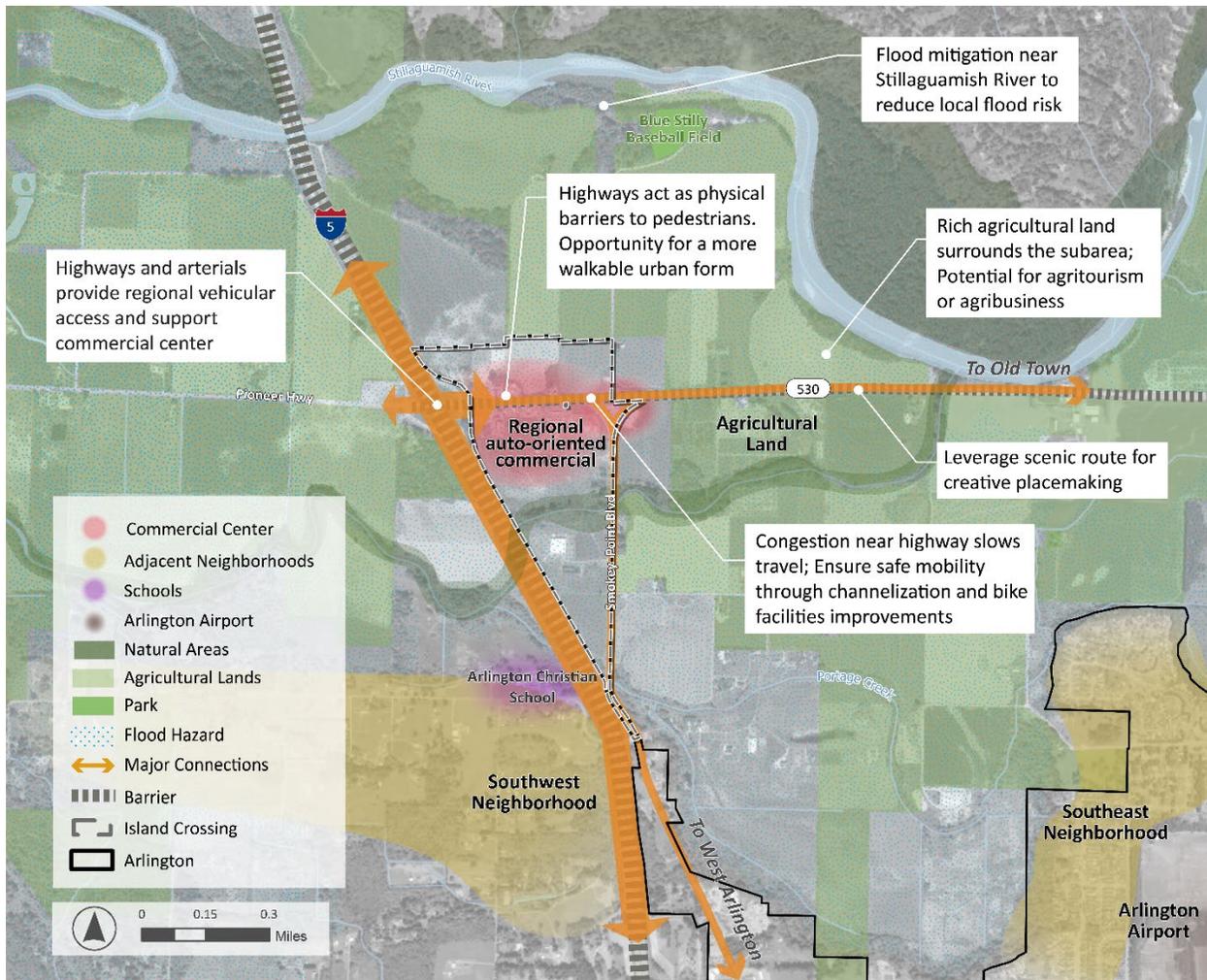
Source: Google Earth, MAKERS, 2024

3.2 Subarea Context

Island Crossing, comprised of approximately 87 acres, is four miles west of Arlington’s Old Town Business District, or a 7-minute drive, 28-minute bike ride, or 90-minute walk. Island Crossing is accessible from I-5 by exit 208. SR 530 connects Island Crossing to Old Town Arlington and the surrounding region.

Due to its proximity to the Stillaguamish River, Island Crossing regularly experiences river flooding, impacting transportation along SR 530 and the surrounding agricultural land. See the Natural Environment chapter for more information about flood risk in the subarea.

Exhibit 3-3 Island Crossing Context Map



Source: City of Arlington, MAKERS, 2024

3.3 Land Use Patterns

3.3.1 Existing Land Uses

River Valley. Agricultural land uses cover much of the Island Crossing subarea and its surroundings, and most of the subarea is in the Stillaguamish River floodplain. Eastward views of the Stillaguamish Valley and the Cascade Mountain Range beyond can be seen throughout the subarea. The Natural Environmental chapter provides additional information on flooding and other natural hazards.



Eastward view from the Island Crossing subarea. *Photo courtesy of Deborah Nelson*

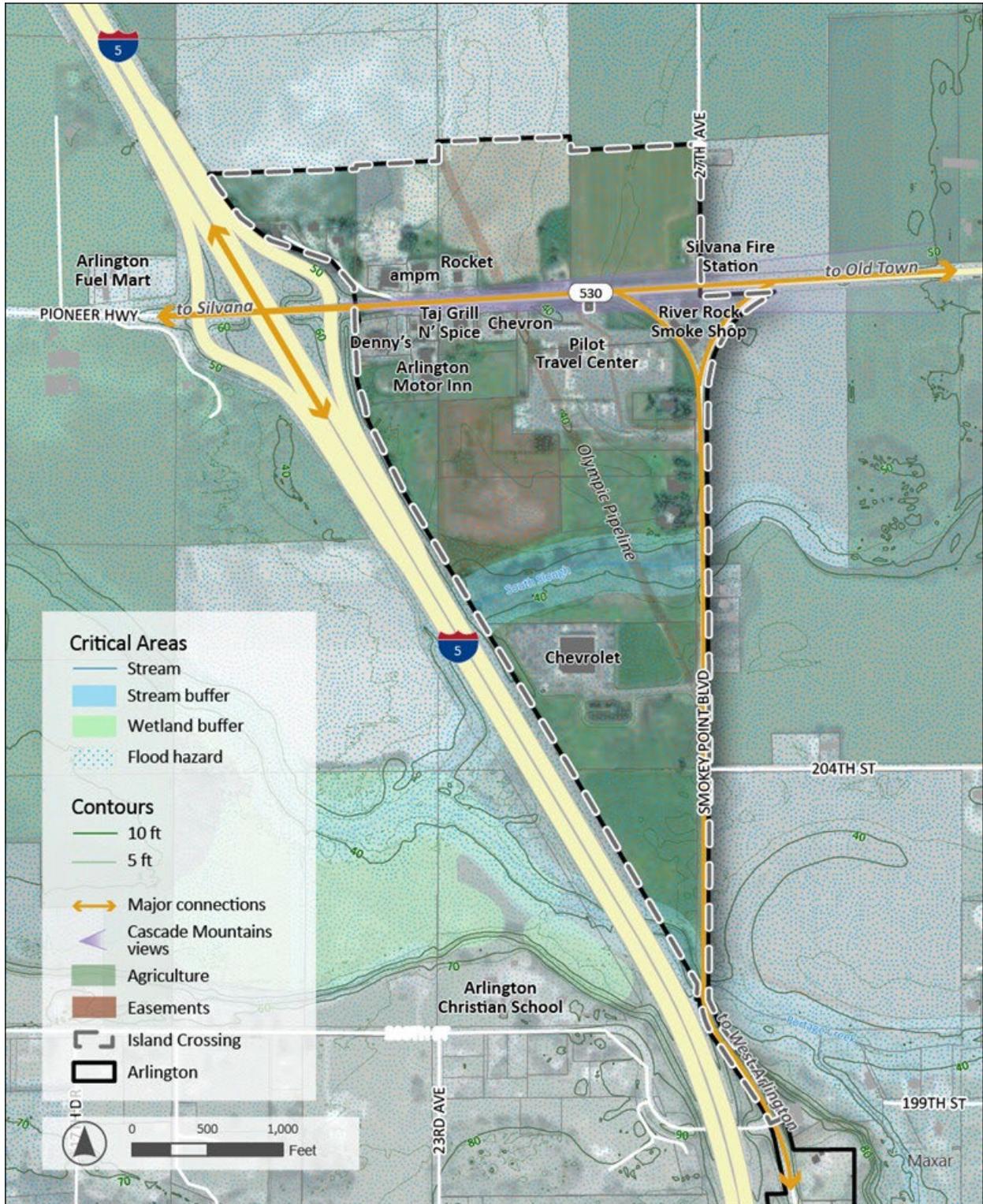
Highway commercial. Most of the subarea's commercial land uses are clustered along SR 530, primarily catering to vehicle traffic. At the eastern end of this commercial corridor, the Stillaguamish Tribe of Indians owns a property and convenience store at the intersection of SR 530 and Smokey Point Boulevard. An auto dealership is located in the south end of the subarea, between I-5 and Smokey Point Boulevard.



Eastbound SR 530 in the Island Crossing subarea.

Utilities easements. A utilities easement for the Olympic Pipeline runs from the north to the southeast portion of the subarea. The Public Services and Utilities chapter includes details about this easement.

Exhibit 3-4 Island Crossing Subarea Map



Source: City of Arlington, MAKERS, 2024

3.3.2 Future Land Uses

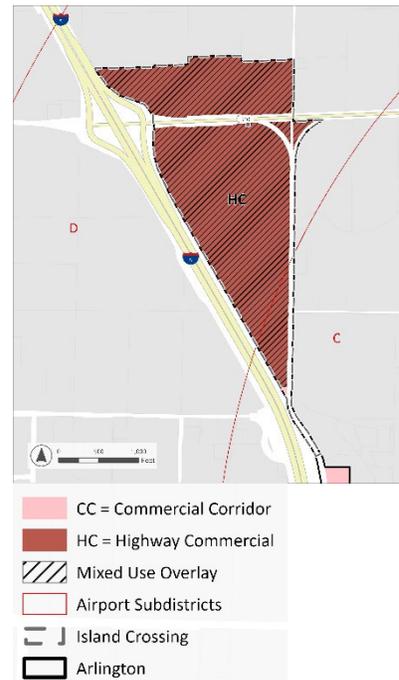
Comprehensive Plan

The City of Arlington is currently updating its 2024 Comprehensive Plan, which may impact Arlington’s Future Land Use Map, land use designations, and zoning. Arlington’s current Future Land Use Map generally aligns with its zoning.

Zoning

The Island Crossing subarea is zoned Highway Commercial, allowing a broad range of commercial activities. Island Crossing also has a Mixed Use Overlay, which generally allows a mix of commercial and residential high density uses in order to create a pedestrian-friendly, mixed use zone near employment opportunities. However, in Island Crossing, it does not allow residential uses.

Exhibit 3-5 Zoning Map



Source: City of Arlington, MAKERS, 2024

Exhibit 3-6 HC Density and Dimension Standards

Zone		Highway Commercial	
Minimum Lot Size (square feet)		0	
Minimum Residential Densities		N/A	
Minimum Lot Width (feet)		70	
Building Setback Requirements – Minimum Distance, in feet from:	Non-Arterial Street Right of Way Line	Building	25 if building > 10,000 sf 10 if building < 10,000 sf
		Freestanding Sign	10
	Arterial Street Right of Way Line	Building	25 if building > 10,000 sf 10 if building < 10,000 sf
		Freestanding Sign	5
	Rear Lot Boundary Line	Building	Primary – 20 Accessory – 5
	Side Lot Boundary Line or Alley	Building and Freestanding Sign	5
ECA Buffer		15	
Height Limit (feet)		50	
Max. Lot Coverage (%)		100	

Source: City of Arlington

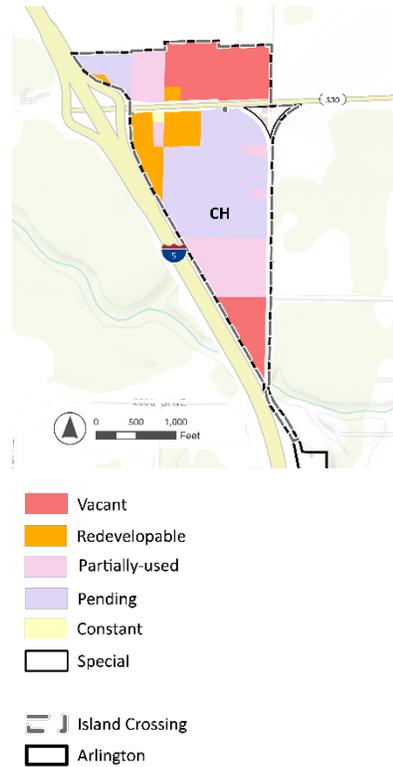
Airport Protection Subdistrict

The majority of Island Crossing lies within the Airport Protection Subdistrict D, which restricts uses that would interfere with airport and flight operations, limits building/structure heights to 166 feet, and does not limit residential or employment intensities. The southeast corner of the subarea falls within the Airport Protection Subdistrict C, which, in addition to the restricted uses of Subdistrict D, also restricts uses that would increase bird populations.

Snohomish County Buildable Lands Report

Arlington and Snohomish County are not planning for residential growth in Island Crossing, but are planning for employment growth to double, from approximately 201 jobs in 2024 to 397 by 2035 (Snohomish County Buildable Lands Report, 2021). See Exhibit 3-7 Buildable Lands Map

Exhibit 3-7 Buildable Lands Map



Source: Snohomish County, MAKERS, 2024

Exhibit 3-8 Buildable Lands Capacity Table

	Existing Housing Unit	Add Housing Capacity	Future Housing Unit	Existing Employment Number	Additional Employment Capacity	Future Employment Number	Land Acreage
Commercial Highway (CH)							
Vacant	0	0	0	0	72.4	72.4	28.6
Redevelopable	1	2	3	51	32.9	83.9	12.2
Partially-used	2	0	2	119	46.1	165.1	23.4
Pending	2	0	2	0	44.9	44.9	44.9
Constant	0	0	0	2	0.0	2.0	0.5
Special	0	0	0	29	0.0	29.0	2.0
Total	5	2	7	201	196.3	397.3	111.5

Source: Snohomish County, MAKERS, 2024

3.4 Goals and Policies

3.4.1 Arlington Comprehensive Plan

The Arlington Comprehensive Plan includes policies to ensure the subarea develops in a way that is consistent with the community's vision. Relevant goals and policies from the existing Comprehensive Plan are included below. As the Comprehensive Plan is currently being updated with expected adoption in 2025, these goals and policies are subject to change.

Land Use Element

GROWTH AND GROWTH MANAGEMENT

The Arlington Comprehensive Plan includes several policies that promote and manage growth consistent with targets for community and economic development, goals of the State Growth Management Act, and Snohomish County Buildable Lands projections.

While the City of Arlington and Snohomish County are not planning for residential growth in Island Crossing, there is significant employment growth planned, with jobs in the subarea expected to double by 2035. This growth should be congruent with improvements to quality of life, protection of the natural environment, and preservation of historical and cultural amenities.

COMMERCIAL LAND USE

While diverging visions exist for the future of land use and development in Island Crossing, the subarea's Highway Commercial land use designation intends to allow a range of large-scale, auto-oriented uses that attract users from outside Arlington. The General Commercial land use designation, applied elsewhere in the city, provides for a broader range of commercial use sizes that typically serve local users. Commercial development should be served by an efficient transportation network, and that pedestrian infrastructure links commercial developments.

RESOURCE PROTECTION

The Comprehensive Plan recommends improvements to infrastructure that aid in the protection of natural resources. See the Natural Environment chapter for details on goals and policies related to resource protection in Island Crossing.

MINIMIZING RISK OF NATURAL DISASTERS

While flooding in the Island Crossing subarea has been a significant issue in recent years, the Comprehensive Plan aims to improve preparation for and response to natural disasters. In Island Crossing, this goal would prioritize flood risk mitigation and flood response to minimize property damage and transportation disruptions.

Parks and Recreation Element

The Comprehensive Plan aims to support and enhance opportunities for community members to recreate, learn, and celebrate cultural heritage in Arlington's parks and open spaces. An equitable, collaborative strategy to increase access to and quality of open spaces should be pursued. Arlington would like to develop a more continuous and connected system of parks and open spaces through trails, that could connect to regional trail systems.

3.5 Key Findings and Implications for Plan

Assets

Gateway to the Stillaguamish River Valley. Sited between major transportation routes, the Stillaguamish River, and unincorporated Snohomish County, Island Crossing benefits from—and provides a transition between—urban and rural places. The Cascade Mountains and surrounding landscape provide an aesthetically unique setting.

Agricultural land. The land surrounding Island Crossing, and some of the land within the subarea, is owned and operated by local farmers for agriculture. Agriculture has economic and historical significance to Arlington and the region.

Transportation connectivity. Island Crossing's proximity to I-5, SR 530, and Smokey Point Blvd makes the subarea well connected to the rest of the city and within the region. Existing businesses make use of this regional and local traffic.

Existing businesses. Several businesses provide restaurant, lodging, retail, and gas/transportation services to local and regional customers, creating a small node of commercial activity.

Challenges and Opportunities

Flooding. Island Crossing's floodplain location impacts existing businesses and makes development challenging in terms of safety, property protection, permitting, and development and insurance costs.

Aligning zoning with community vision. The subarea's existing Highway Commercial zoning allows uses and building and site design that may not align with the community's long-term vision for the area. Most community members envision future land uses that enhance Island Crossing's unique position as a gateway to agricultural land, the valley, and the North Cascades. Updating the permitted land uses and development and design standards may be needed to better align to a community-supported vision.

However, property owners, business owners, residents, and neighbors hold a range of views. While some property owners are eager to develop their properties with highway-oriented commercial uses (i.e., truck stops) consistent with current zoning, other stakeholders believe agritourism; a limited range of restaurant, retail, grocery, and lodging uses; recreational; and/or other non-truck-oriented uses may be more appropriate. Most stakeholders agree on the desire to protect the viability of agricultural land in the valley and reduce flooding.

Employment target. The Snohomish County Buildable Lands Report suggests that 196 new jobs (to reach a total of 397 jobs) may be accommodated in the subarea. This number may be hard to achieve if development is economically infeasible in the floodplain.

Development feasibility. Several factors constrain development feasibility in Island Crossing, primarily the floodplain location, as well as the Olympic Pipeline that runs through the

subarea. Flood mitigation is expected to require large land areas for compensatory storage. A regional solution that could be jointly funded through cost sharing amongst property owners/developers and the City could improve development feasibility. The Subarea Plan should recommend strategies to creatively promote desired growth while balancing environmental resilience.

Agritourism. Island Crossing's position at the urban-rural transition presents the opportunity to attract visitors who want to experience the region's agricultural traditions and innovations. This emerging industry could help accommodate employment growth anticipated in Arlington and support existing agricultural land uses.

Connection to recreation. Due to Island Crossing's location just off I-5 and Arlington's proximity to the Cascade Range, much of the subarea's through traffic is recreation-based. Island Crossing has the opportunity to capture vehicles traveling to and from regional recreation. The Subarea Plan should also consider how Island Crossing can support connections with regional trail networks.

4.0 Transportation

This chapter provides an understanding of the transportation system within the Arlington Island Crossing subarea, highlights connections to the local and regional system, and identifies key transportation implications for the Subarea Plan.

4.1 Roadway Network

The two roadways located within the Island Crossing subarea are SR 530 and Smokey Point Boulevard.

SR 530 runs east/west and is classified by the City of Arlington as a principal arterial. Within the Island Crossing subarea, the speed limit of SR 530 is 35 mph. Existing weekday PM peak-hour volumes on SR 530 in the subarea are between 1,400 and 1,900 vehicles. This portion of SR 530 is designated by WSDOT as a Highway of Statewide Significance (HSS) and by the Puget Sound Regional Council (PSRC) a Highway of Statewide Regional Significance due to its importance to regional freight movement. SR 530 within the city has a level of service (LOS) standard of D; however, east and west of the City limits the LOS standard is C. SR 530 through the subarea is currently a 35-foot-wide roadway with one travel lane in each direction and a center two-way left turn lane. The existing roadway does not have on-street parking, curbs, gutters, sidewalks, or dedicated bicycle facilities. There are paved shoulders for pedestrian and bicycle travel, with the nearest pedestrian crossings located at the intersection with I-5 at the western boundary of the subarea, and at the west fork of the intersection with Smokey Point Boulevard. Drainage is provided by roadside ditches.

Smokey Point Boulevard runs north/south and is classified as a minor arterial with a posted speed limit of 40 mph. Existing weekday PM peak-hour volumes on Smokey Point Boulevard in the subarea are approximately 600 vehicles. The LOS standard on Smokey Point Boulevard within the subarea is D. Smokey Point Boulevard through the subarea is currently a 22-foot-wide roadway with one through vehicle travel lane in each direction. The existing roadway is paved to rural standards without curbs, gutters, shoulders, or other active mode facilities. The only pedestrian crossings on Smokey Point Boulevard within Island Crossing are located midway along the eastern fork of the intersection with SR 530, and across the western fork of the intersection of SR 530 at the intersection. Drainage is provided by roadside ditches.

4.2 Traffic Volumes and Operations

Average daily traffic (ADT) on SR 530 east of Smokey Point Blvd totaled 22,160 vehicles per day in 2022.¹ In 2023, ADT on SR 530 west of Smokey Point Blvd totaled 22,825 vehicles per day.² Increases in traffic volumes have caused operational issues and safety concerns due to the many uncontrolled driveways along SR 530. Traffic volumes are anticipated to continue to increase with growth planned in the city and region. Weekday PM peak hour traffic volumes are projected to increase by 25 to 55 percent through the Island Crossing subarea with approximately 1,900 to 2,400 vehicles along SR 530 and 970 vehicles along Smokey Point Boulevard projected by 2044.

The SR 530/I-5 Northbound ramp intersection is congested and currently operates at LOS F during the weekday PM peak hour. Both the SR 530/I-5 Southbound ramp and the Smokey Point Boulevard intersections meet the LOS standard. To improve the safety and operations of the SR 530/Smokey Point Boulevard intersection, the City plans construct a roundabout to handle the expected 4,500 plus vehicles per day that the intersection serves. It is anticipated in 2044 with the roundabout the SR 530/Smokey Point Boulevard intersection would operate at LOS A. There are no improvements identified at the SR 530 interchange and with the anticipated growth the intersections would become more congested and fall below the LOS standard.

4.3 Traffic Safety

A review of the collision records for the years 2017 – 2022 showed that the total number of crashes reported in the Island Crossing subarea was 111, with 39 of the crashes resulting in injuries, 3 of which were serious. There were no fatal crashes reported during the analysis period. The majority (80) of crashes resulted in property damage only. No pedestrians or cyclists were involved in the reported crashes. A visual summary of the crash analysis is shown in Exhibit 4-1.

Of the 111 total crashes in the Island Crossing subarea, 98 occurred on SR 530, (between I-5 and Smokey Point Boulevard), with 28 of the crashes resulting in injury. Most reported crashes along SR 530 in Island Crossing were rear-ends (62). Other frequently reported crash types were angle (15) and sideswipe (5). The crash types are common for congested conditions and areas with frequent driveways. An examination of the primary contributing circumstances reported for the common crash types showed that following too closely and

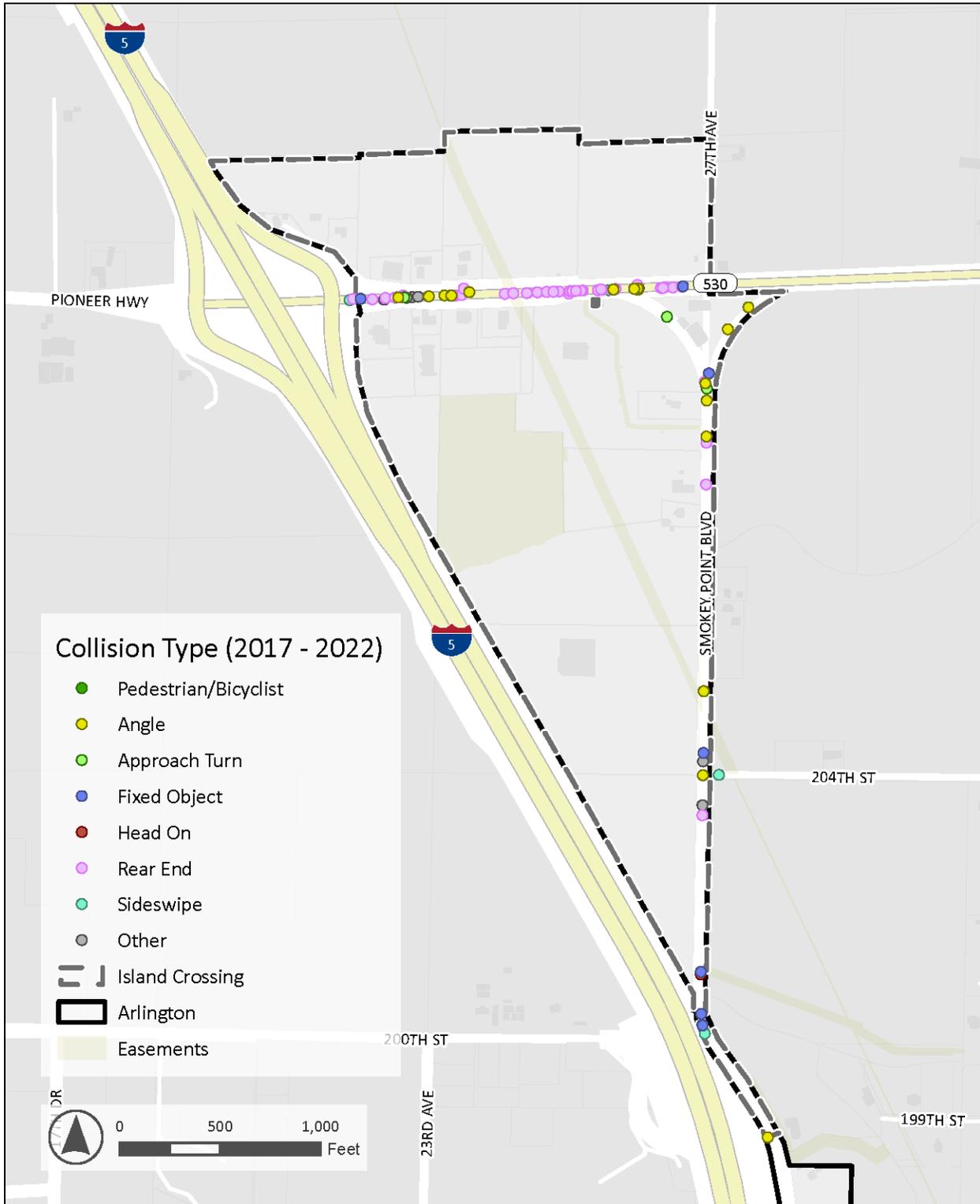
¹ June 2022 Traffic Counts for Transportation Master Plan

² WSDOT Traffic Counts

inattention or distraction were the first and second most frequently cited contributing factors in rear-end crashes. Not granting the right-of-way and improper turning or merging were the most frequently cited contributing factors in the angle crashes, and inattention and not granting the right-of-way were the most frequently cited factors in the sideswipe crashes. The angle and sideswipe contributing factors are related to the frequent driveways along the corridor.

Spatial analysis of the crashes reported on SR 530 revealed that the driveways to the Pilot Travel Center Truck Stop were closely associated with dense clusters of rear-end crashes, the majority of which were associated with personal vehicles and not trucks. Incidents of angle crashes were more densely grouped along the driveways associated with retail, food, and travel services nearer to I-5, west of the truck stop. The analysis shows that the lack of access control and number of driveways along SR 530 is a contributing factor for crashes given the concentration of crashes near Pilot and other commercial driveways and the rear-end and angle type crashes related to following too closely, inattention, and not granting right-of-way.

Exhibit 4-1 Island Crossing Subarea Crash History



Source: City of Arlington, Transpo, 2024

Crash types varied along Smokey Point Boulevard (between SR 530 and King-Thompson Road), with angle crashes concentrated at intersections and fixed object crashes concentrated at horizontal offsets in the roadway geometry. The number of crashes reported along Smokey Point Boulevard during the analysis period was 23, with 11 of those resulting in an injury, 3 of which were serious. Angle (7), fixed object (5), and rear-end (5) crashes were the three most frequently reported crash types along Smokey Point Boulevard. Inattention and distraction, and not granting the right-of-way tied as the most frequently cited contributing circumstances in the angle crashes while exceeding the speed limit and improper turning or merging tied for second most frequently cited contributors. Fixed object crashes on Smokey Point Boulevard were primarily associated with drivers under the influence of alcohol, as were 2 of the 3 serious injury crashes. Following too closely and speeding were cited as the first and second most frequently contributing circumstances in the rear end crashes on Smokey Point Boulevard.

Spatial analysis of crashes on Smokey Point Boulevard within Island Crossing showed that angle crashes and rear ends are clustered at the intersections of SR 530 and 204th Street NE, and fixed object crashes are clustered at horizontal offsets in the roadway geometry. Based on the analysis of contributing factors driver behavior plays a more significant role in crashes along Smokey Point Boulevard within Island Crossing than infrastructure design.

Analysis of crash rates for the period between January 1, 2017 and December 31, 2022 indicated that there are approximately 16 crashes per year for the 0.5-mile segment along SR 530 between I-5 (milepost 17) and Smokey Point Boulevard (milepost 17.5). Comparatively, Smokey Point Boulevard, for the same 5-year period, had about 4 crashes per year for the 0.8-mile segment reviewed. This comparison reveals safety issues along SR 530 with a significantly higher volume of crashes along SR 530 within the shorter segment.

4.4 Freight Network

Truck routes are classified using the Washington State Freight and Goods Transportation System (FGTS) according to the average annual gross truck tonnage they carry. The FGTS classifies roadways using five freight tonnage classifications, T-1 through T-5. Routes classified as T-1 or T-2 are considered strategic freight corridors. The classifications are as follows:

- T-1: Over 10,000,000 annual gross tonnage
- T-2: 4,000,000 to 10,000,000 annual gross tonnage
- T-3: 300,000 to 4,000,000 annual gross tonnage
- T-4: 100,000 to 300,000 annual gross tonnage
- T-5: Over 20,000 gross tonnage in a 60-day period.

Within the Island Crossing subarea, there are three designated freight routes: I-5, SR 530, and Smokey Point Boulevard. I-5 is designated as a T-1 facility and SR 530 is a T-2 roadway, which are both strategic freight corridors. Smokey Point Boulevard is designated as a T-3 corridor.

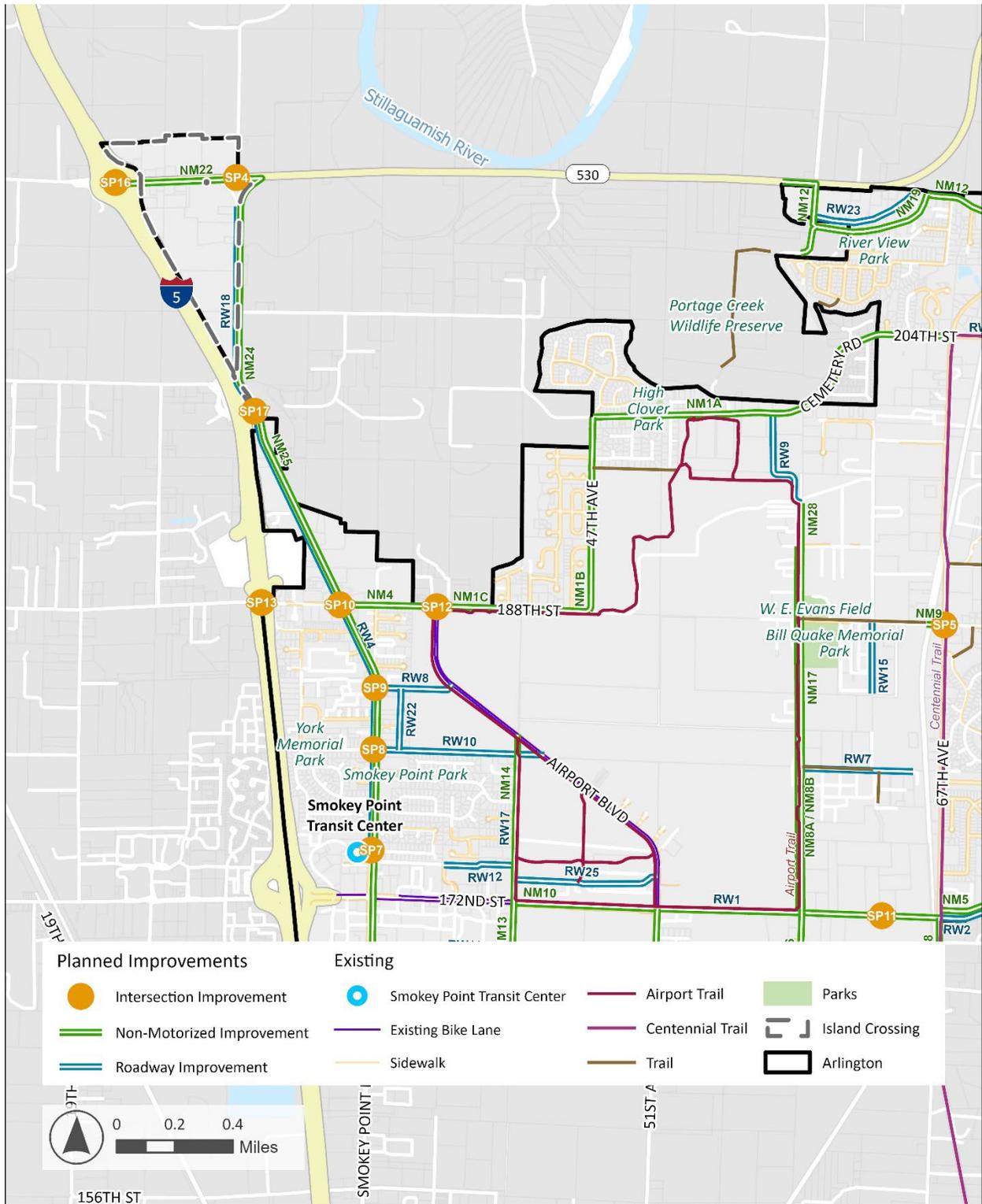
4.5 Non-Motorized Facilities

Existing non-motorized facilities in the Island Crossing subarea include pedestrian crossings located at the signalized intersection of the I-5 on and off ramps and SR 530, across SR 530 at the west fork of the Smokey Point Boulevard intersection, and midway along the east fork of the Smokey Point Boulevard/SR 530 intersection. Paved shoulders along SR 530 may be wide enough to accommodate non-motorized travelers, including bicyclists, though the volume, proximity, and speed of adjacent vehicle traffic may discourage this use.

The Arlington Complete Streets Program (November 2018) addresses the needs of all users of the transportation system as development and redevelopment occurs within the city. The Complete Streets Program maintains policy documents such as the Bicycle Plan and the Pedestrian Plan. The Pedestrian and Bicycle Plans (both dated October 2018) establish citywide direction in key areas related to the walking and biking system and connectivity. While most pedestrian traffic on SR 530 is thought to be generated by employees and visitors of the food and commercial services on either side of SR 530 visiting adjacent food and beverage vendors and is localized, the city has identified Smokey Point Boulevard as critical to citywide non-motorized connectivity.

As part of the Arlington Transportation Master Plan (TMP) update the City is developing level of service (LOS) standards used to guide the development of non-motorized facilities needed to support the city's growth including the development of the Island Crossing subarea. The multimodal LOS standards emphasize system completion of sidewalks, pathways, or multi-use trails on arterial and collector roadways. Based on the review of the multimodal LOS, the City has identified the need for non-motorized facilities along Smokey Point Boulevard and SR 530 within the subarea to support walking and biking. In addition, the City's Smokey Point Boulevard and SR 530 roundabout will support walking and biking with the inclusion of crosswalks, sidewalks, and street lighting.

Exhibit 4-2 Island Crossing Planned Pedestrian and Bicycle Improvements Map



Source: City of Arlington, Transpo Group, MAKERS, 2024

4.6 Transit Network

Transit is provided through Island Crossing by Community Transit, though there are no bus stops in the area. Route 201 travels north-south along Smokey Point Boulevard and route 227 travels east-west along SR 530. Together these routes provide connection between the Smokey Point Transit Center south of the subarea and historic downtown Arlington to the east.

4.7 Street Design Considerations

Gateway and place celebration. The Island Crossing subarea serves as a gateway to the City of Arlington and the North Cross Highway, provides scenic views of the Stillaguamish Valley and mountains, while also having the potential to be a destination in and of itself. It is important that the street design within the subarea not only accommodates all users, but *incorporates* all users. These users can vary in their purpose and duration of visit to the Island Crossing subarea, and in the modes in which they are traveling.

Access control and safety. One existing challenge of SR 530 is that there are many uncontrolled driveway entrances and exits to business on either side of the road, contributing to a high number of rear-end crashes. The two-way left turn is used for a variety of movements by drivers along SR 530, some of which create conflicts. Aside from using the two-way left turn lane as a waiting spot before turning left into a driveway, drivers will often use the two-way left turn lane to exit driveways in two movements while waiting for breaks in traffic. Drivers will also use the left turn lane to travel between driveways to avoid getting into the through traffic lanes. Each of these movements can create conflicts as there is a high concentration of driveways located in a condensed area along SR 530, and so, many users are trying to make each of these movements. The street design should consider:

- Consolidated and defined driveways,
- Frontage roads to help control the ingress and egress points for the numerous driveways along this stretch of SR 530, and/or
- Removal of the left turn lane with the implementation of the Smokey Point Blvd/SR 530 roundabout and right-in/right-out access control (and considerations for turn around on the west side).

Pedestrian crossings. Another observation is that pedestrians attempting to cross SR 530 get stuck in the two-way left turn lane until there is a break in traffic. Street design should consider more frequent, marked, illuminated pedestrian crossings of SR 530. Any crossings proposed should be placed strategically to connect with the businesses and parcels that are pedestrian traffic drivers, and should consider the location of transit stops and trails in the area.

I-5/SR 530 interchange. WSDOT capacity improvement projects are identified in the Comprehensive Plan.

Olympic Pipeline. The Olympic Gas Pipeline runs diagonally through the Island Crossing subarea. As discussed in Chapter 5, there are requirements regarding construction in and around the gas pipeline that will need to be considered as part of the street design.

Farmstands. Several informal farmstands pop up along SR 530. Consider consolidation and to support this activity as a destination.

4.8 Goals and Policies

Arlington is currently updating its Transportation Element and Transportation Master Plan, including refining goals and policies related to transportation that affect Island Crossing. Relevant goals and policies from the existing Comprehensive Plan and Transportation Master Plan are summarized below.

The policies supply the direction needed to prioritize the efficient and safe movement of freight and people while stewarding the environment. This complex task is accomplished by advancing floodplain protection, disaster mitigation and climate change resiliency, managing transportation impacts related to stormwater management and air quality, all while balancing the need for safe and well-connected access via multiple modes of travel. The policies guide development to avoid building roads in sensitive areas prone to natural hazards including erosion and flooding and direct the City to build facilities that improve existing safety and accessibility conditions and facilitate economic development and regional mobility for all travelers. Emphasis is placed on improving safety conditions for active mode travelers, and for incorporating placemaking strategies that improve the comfort and aesthetic appeal of active mode facilities needed to support mode shifts toward transit and non-motorized modes.

4.9 Key Findings and Implications for Plan

- Planned growth will increase traffic volumes in Island Crossing, resulting in increased congestion and the SR 530 interchange operating below LOS standard. Interchange capacity improvements are identified in the draft TMP.
- Safety issues along SR 530 are related to lack of access control, numerous driveways, and congestion along the corridor. Street design should consider access control and driveway consolidation along the SR 530 corridor.
- Freight will need to be a key consideration in the design for SR 530, which is designated as a T-2 facility and is a strategic freight corridor.
- The need for pedestrian and bicycle facility improvements has been identified along SR 530 and Smokey Point Boulevard to meet the non-motorized LOS standard that is being developed through the TMP update.
- Consistent with the transportation goals and policies, emphasis should be placed on improving safety for active modes and incorporating placemaking strategies that improve the comfort and aesthetic appeal for active mode facilities.
- Street design should consider gateway and scenic view celebration.
- Street design will need to consider the Olympic Gas Pipeline.
- See Chapter 2 Natural Environment for floodplain considerations.

5.0 Utilities

5.1 Stormwater Infiltration Capacities

On the nearby Smokey Point Boulevard project, which runs from 174th Ave at the south to 200th Ave at the north, geotechnical explorations during design found that it was feasible to infiltrate all of the stormwater runoff on the project. This infiltration is taking place through a treatment train of CDS units to filter out solids, then BioPod units to meet water quality requirements, then infiltrating into the native soil through underground underdrain pipe systems six to eight feet below finished grade.

On the nearby proposed Island Crossing/SR 530 roundabout project, located at the eastern limits of the Island Crossing subarea, the stormwater system is a conveyance system that outfalls into a detention pond that is using a 1.5 inch/hour infiltration rate for sizing. Based on this information, it appears the infiltration rates are not as high as the Smokey Point Boulevard corridor, but infiltration could still be considered as part of a stormwater system within the subarea. Further geotechnical explorations will be required in the area in order to properly design and size any proposed facilities.

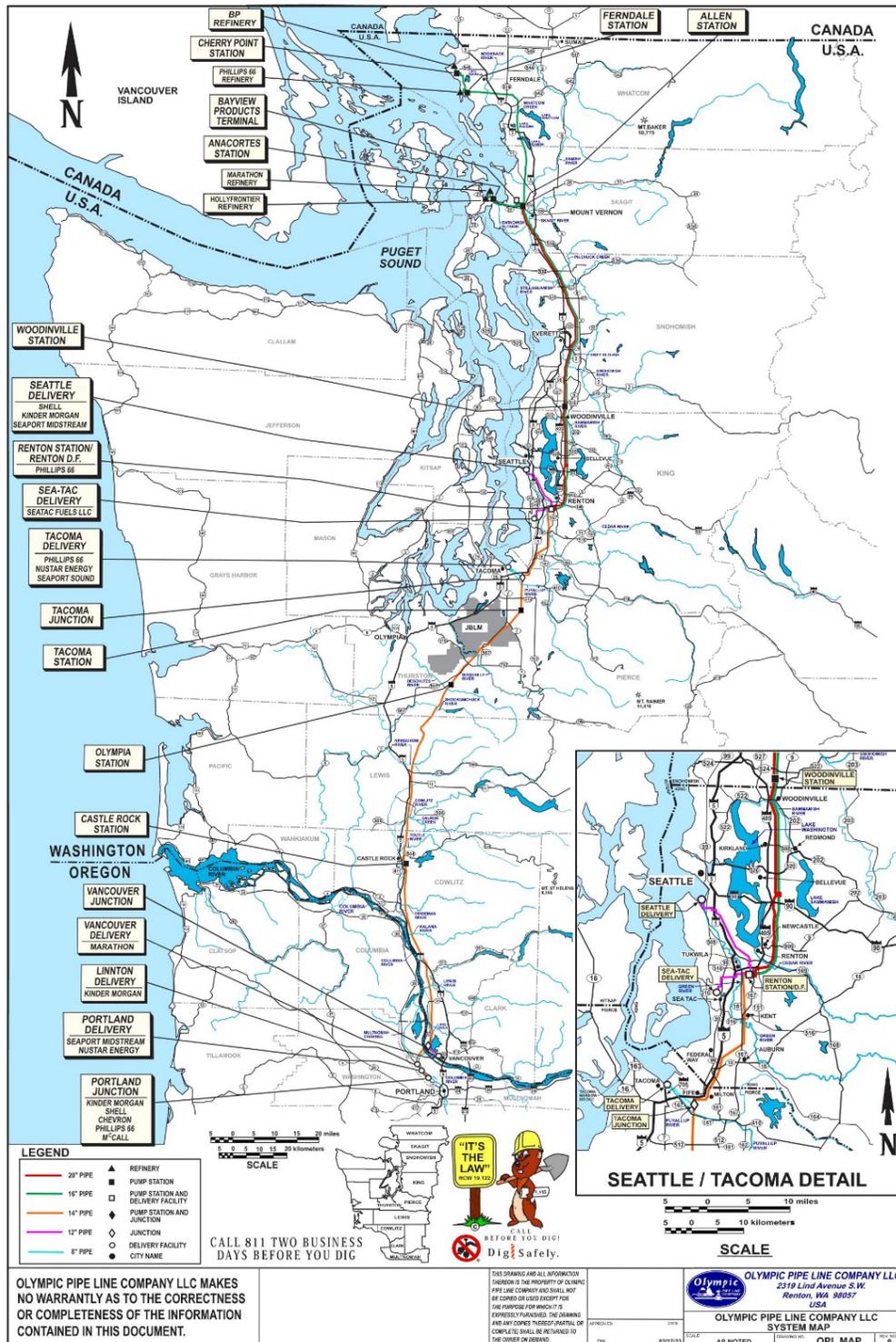
5.2 Stormwater Challenges and Considerations

As the Island Crossing subarea is located in a floodplain, floodplain and compensatory storage requirements will need to be considered when designing and sizing proposed stormwater facilities on projects in the subarea. Additionally, the Olympic Gas Pipeline runs through the subarea and requirements around the pipeline, discussed in subsequent sections, will need to be considered.

5.3 Olympic Gas Pipeline

The Olympic Pipeline Company (OPLC), operated by BP Pipelines North America, Inc., is a 400-mile pipeline that runs from Whatcom County, Washington to Portland, Oregon. Exhibit 5-1 illustrates the Olympic Pipeline system map. The pipeline transports refined petroleum products such as gasoline, diesel, and jet fuel.

Exhibit 5-1 Olympic Pipeline Map



Source: BP, 2023

The pipeline runs southeast through the subarea, crossing SR 530. Exhibit 5-2 demonstrates the pipeline easement within the subarea. The pipeline in the subarea consists of both 20" pipe and a 16" pipe. The OPLC requires submission of detailed construction plans, for any work within the pipeline easement, 10 business days before construction. A representative/inspector from the OPLC must be on site when any work is being performed within 10 feet of the pipeline, or if the reach of the mechanized equipment can extend within 10 feet of the pipeline. General constraints posed by the OPLC include the following:

- Excavation near the pipeline requires prior communication and on-site permission from OPLC
- Construction equipment must cross the pipeline at a 90-degree angle and adhere to specific standards
- No permanent structures allowed on the pipeline right-of-way; minimum cover of five and one-half feet required for all road crossings and three feet for residential driveways, subject to a stress factor calculation performed by OPLC
- Restrictions on concrete pavement, certain structures (including fences), and landscaping to prevent interference
- Foreign utility crossing must meet specific guidelines for separation and protection, including crossing the pipeline right-of-way at or near to a 90-degree angle, when feasible

Exhibit 5-2 Island Crossing Subarea Easement Map



Source: City of Arlington, MAKERS, 2024

5.4 Goals and Policies

The Arlington Comprehensive Plan includes policies considering stormwater and utility infrastructure. Relevant goals and policies from the existing Comprehensive Plan are included below. As the Comprehensive Plan is currently being updated with expected adoption in 2025, these goals and policies are subject to change.

Economic Development Element

UTILITIES

The Comprehensive Plan aims to ensure utility and transportation services can adequately accommodate businesses and employment centers.

Land Use Element

ISLAND CROSSING SUBAREA

The Comprehensive Plan recommends infrastructure improvements to alleviate frequent flooding in Island Crossing.

5.5 Key Findings and Implications for Plan

The Olympic Gas Pipeline is a critical pipeline in the Northwestern United States. In the Island Crossing subarea, two large pipeline facilities run diagonally across SR 530 in the vicinity of the topographical low point. At this low point, flooding has occurred during large storm events as the flow becomes greater than the culvert under SR 530 can handle. This flooding can pose a risk as the water adds significant weight on top of the gas pipeline and can erode the road and soil covering the pipeline.

Coordination with OPLC will be essential when evaluating options for street design within the subarea. Any options related to changing the grade over the pipeline will need to be vetted with OPLC, as well as understanding what work can be done within the easement that runs along the alignment of the pipeline.

6.0 Market and Real Estate

Market and real estate analysis can illuminate strong industry and employment clusters within the Island Crossing subarea. Existing economic activity can convey the history of economic activity and trends within the subarea. Data can also inform potential land use changes and support municipal goals within Island Crossing.

Data sources include ESRI Business Analyst and CoStar commercial real estate data. Data available on businesses and land use within the subarea are estimates and rely on a small sample size and may increase the margin of area for data estimates. This may limit the accuracy of representing existing conditions within the subarea.

6.1 Market Area Economics

6.1.1 Local Context

The Island Crossing subarea has no housing, industrial, or office uses.³ However, Island Crossing is located near areas within Arlington with strong industrial, retail, and office clusters. Approximately four miles to the east, historic downtown Arlington is a destination for dining, retail, and small businesses. To the southeast of Island Crossing, 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 I-5 and SR 531 intersection to the south has a cluster of big box retail, restaurants, and hotels.

In addition to these local economic centers and drivers, the I-5 and SR 530 interchange is also located at one end of the Mountain Loop Scenic Byway. Island Crossing and the city of Arlington are also important gateways for many travelers accessing the North Cascades National Park from the west.

These neighboring economic centers and Island Crossing's importance within the region's tourism and outdoor recreation ecosystem are important to understanding local conditions and potential demand for land use in Island Crossing. While downtown, Smokey Point, and Arlington Municipal Airport and industrial center are major competitors for certain land use activities, their proximity may create opportunities for Island Crossing to capture spillover activities and to carve out a niche for certain economic activities.

³ City of Arlington staff report that the Arlington Motor Inn, located within Island Crossing, may have long-term residents.

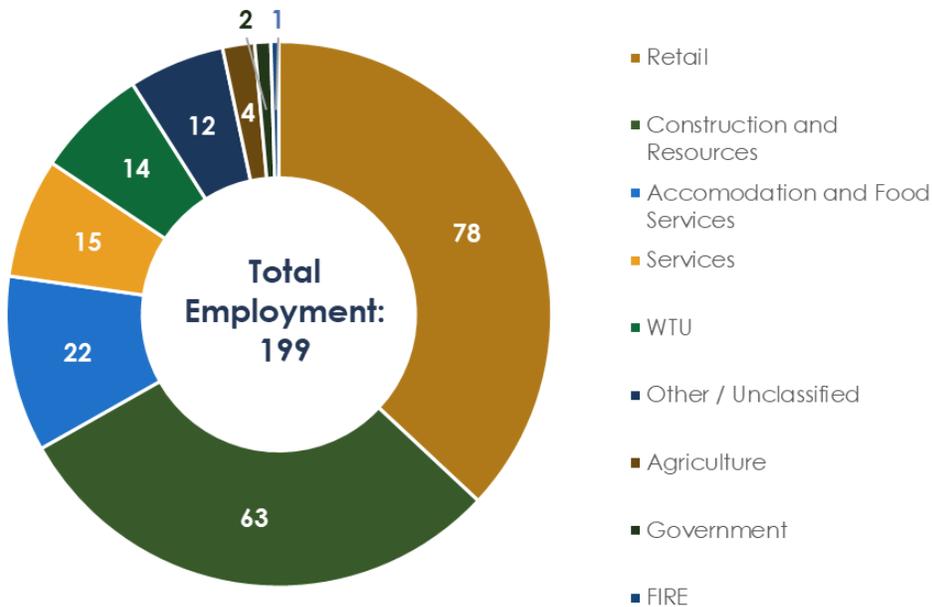
6.1.2 Businesses and Employment

Eighteen businesses employ approximately 200 workers in the Island Crossing subarea (Exhibit 6-1 and Exhibit 6-2). The largest industry sector in the subarea, by employment and establishments, is retail trade. Approximately 40% of all jobs are in retail (78 total jobs) across six businesses. An additional 32% of jobs are in construction and resources (63 total), excluding agricultural jobs.

Four agricultural jobs are captured within the subarea, with the bulk of the County's agricultural related roles located in unincorporated Snohomish County. The accommodation and food services industry, comprising three businesses, employs 22 workers (11% of all subarea jobs).

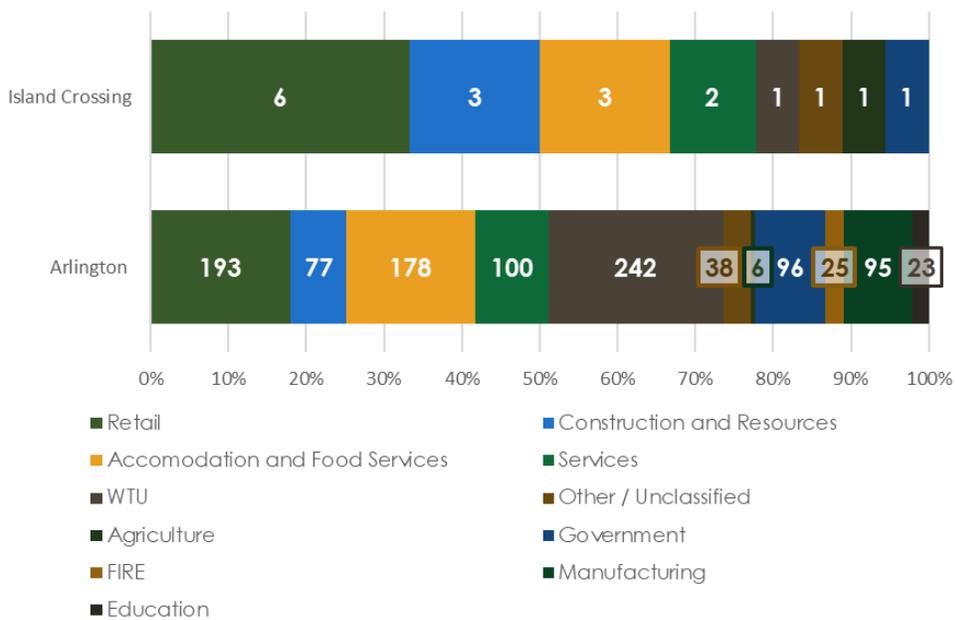
The retail sector has a higher concentration of businesses and jobs in the subarea compared to Arlington as a whole. Retail represents one-third of all businesses in the subarea compared to 18% of all businesses in the city. However, employment in retail in the subarea is lower than the city (25% in the city compared to 11% of employment in the subarea), indicating that retail businesses in the subarea are more likely to have smaller employee numbers than across the city. There are no big box retailers or chains within the subarea, outside of service stations.

Exhibit 6-1 Employment Total by Major Industry, Island Crossing Subarea, 2024



Source: ESRI Business Analyst, 2023; CAI, 2024

Exhibit 6-2 Number of Businesses by Major Industry Comparison, Island Crossing Subarea and City of Arlington, 2024



Source: ESRI Business Analyst; PSRC

On the whole, employment in Arlington has increased by 47% from 2010 to 2022, at a compound annual growth rate (CAGR) of 3.2% (Exhibit 6-3). While the services and manufacturing sectors make up the most employment in Arlington in 2022, the fastest growing industry sectors by employment were construction, and wholesale, transportation and utilities (WTU) sectors, both of which show employment more than doubling over that time.

Employment grew more slowly in Snohomish County, with a total change of 20% from 2010 – 2022, and a CAGR of 1.5%. The top employing industries in Snohomish County are also services and manufacturing, much like Arlington. Snohomish County also shares the top growing industry sectors with Arlington – the construction and WTU sectors grew the fastest from 2010 -2022 with CAGRs of 5.4% and 3.1% respectively.

Two major industry sectors, government and finance, insurance, and real estate (FIRE), declined slightly in Arlington from 2010 to 2022. The government sector also saw a slight decrease in Snohomish County from 2010 to 2022, but the FIRE sector showed some growth over the time frame.

Exhibit 6-3 Employment Change by Industry, Arlington & Snohomish County, 2010 & 2022

Major Sector	Arlington				Snohomish County			
	2010	2022	Total Change	CAGR (2010-2022)	2010	2022	Total Change	CAGR (2010-2022)
Services	2,237	2,958	32%	2.4%	159,097	207,437	30%	2.2%
Manufacturing	1,728	2,364	37%	2.6%	69,848	72,495	4%	0.3%
Construction & Resources	524	1,815	246%	10.9%	27,759	52,181	88%	5.4%
Wholesale, Transportation, and Utilities	764	1,578	107%	6.2%	21,606	31,259	45%	3.1%
Retail	1,051	1,385	32%	2.3%	58,367	68,410	17%	1.3%
Government	972	834	-14%	-1.3%	43,678	41,189	-6%	-0.5%
Education	590	805	36%	2.6%	33,259	36,874	11%	0.9%
Finance, Insurance, and Real Estate	331	289	-13%	-1.1%	21,366	23,890	12%	0.9%
Total	8,198	12,028	47%	3.2%	470,088	565,025	20%	1.5%

Source: PSRC, 2023; CAI, 2024

6.1.3 Subarea Clusters

Industry clustering can indicate a local economy's competitive advantages and specialization. Understanding both local and contextual industry clustering is important to identify local strengths and opportunities. Location quotient (LQ) is a measure which can help understand industry clustering by comparing the frequency of an industry in a specific study area to that of the nation. Hence, LQ values higher than 1 show a greater concentration of that industry in the study area than in the nation.

According to Exhibit 6-4, the construction and manufacturing industries are the two industries within Snohomish County with the highest industry concentration, with LQs of 1.8

and 1.6 respectively. In Washington state, however, an LQ of 3.1 indicates that the agriculture industry is much more concentrated in the state than it is in the nation, suggesting a high level of specialization. While the LQ for agriculture in Snohomish County is comparatively lower, an additional sector that does not bear out in publicly available data are temporary and informal agricultural land uses. Agriculture related activities are an important economic driver for Snohomish County, worth an estimated \$1.2 million in market value per farm as of 2022.⁴ It is also a legacy industry in the region and one that contributes to the “county’s quality of life and economic health.”⁵ City of Arlington staff report anecdotally that property owners often allow local farms and producers to sell their goods through temporary stalls or out of privately owned vehicles. Temporary or informal uses like these will not appear in national aggregated data; however, investment in permanent land uses to support local farms and producers can help support a legacy industry as well as contribute to the gateway concept.

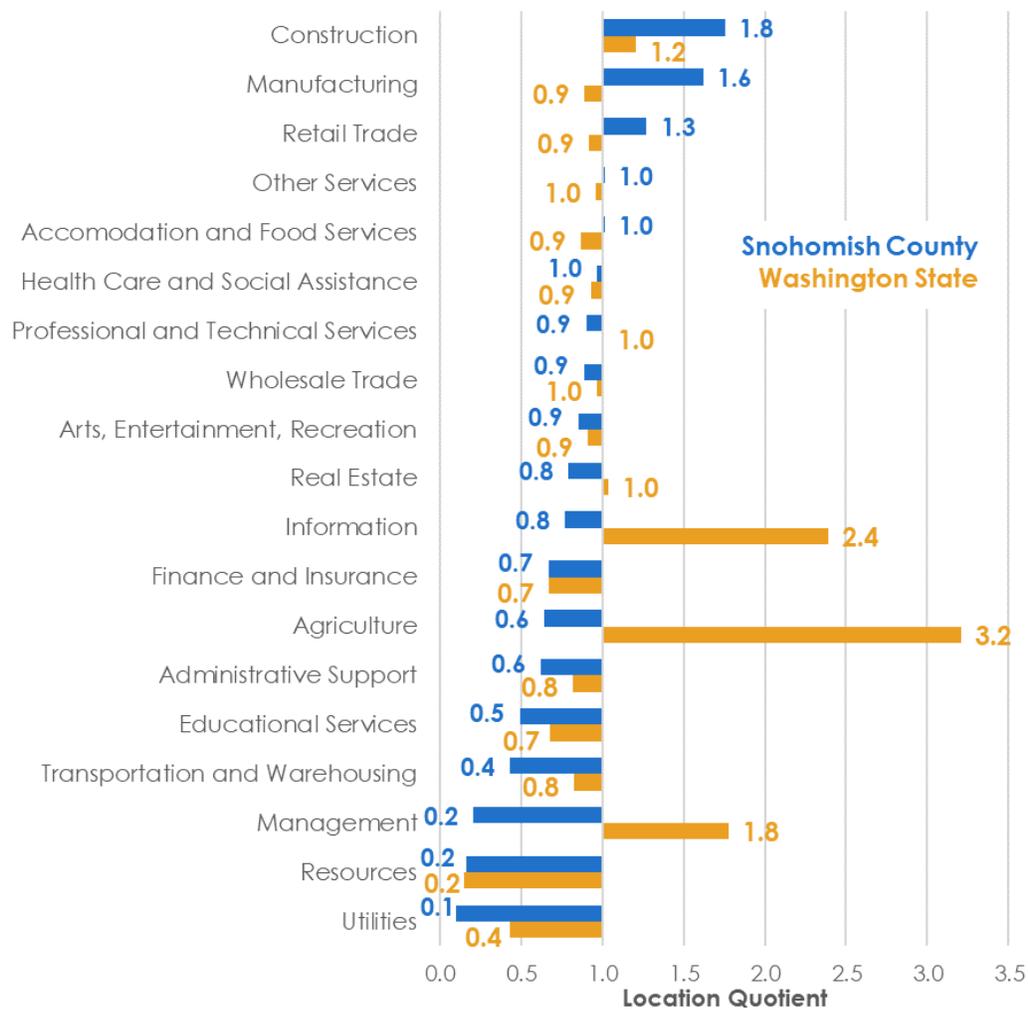
Other industries which Washington State specializes in include the information and management industries. While these industries might not be as important or prevalent in the county, the state's high LQ indicates existing resources and expertise which could serve as a foundation for future growth, if desirable.

Finally, Snohomish County also specializes in retail trade, with a LQ of 1.3. Within the Island Crossing subarea in Arlington, service stations are identified as an important cluster within the retail industry. There are five service stations along SR 530, including national chains like Pilot Travel Center and Chevron, as well as tribal businesses like River Rock Tobacco and Fuel.

⁴ USDA 2022 Census of Agriculture.

⁵ Snohomish County government, Washington.

Exhibit 6-4 Industry Location Quotient, Snohomish County and Washington, 2022

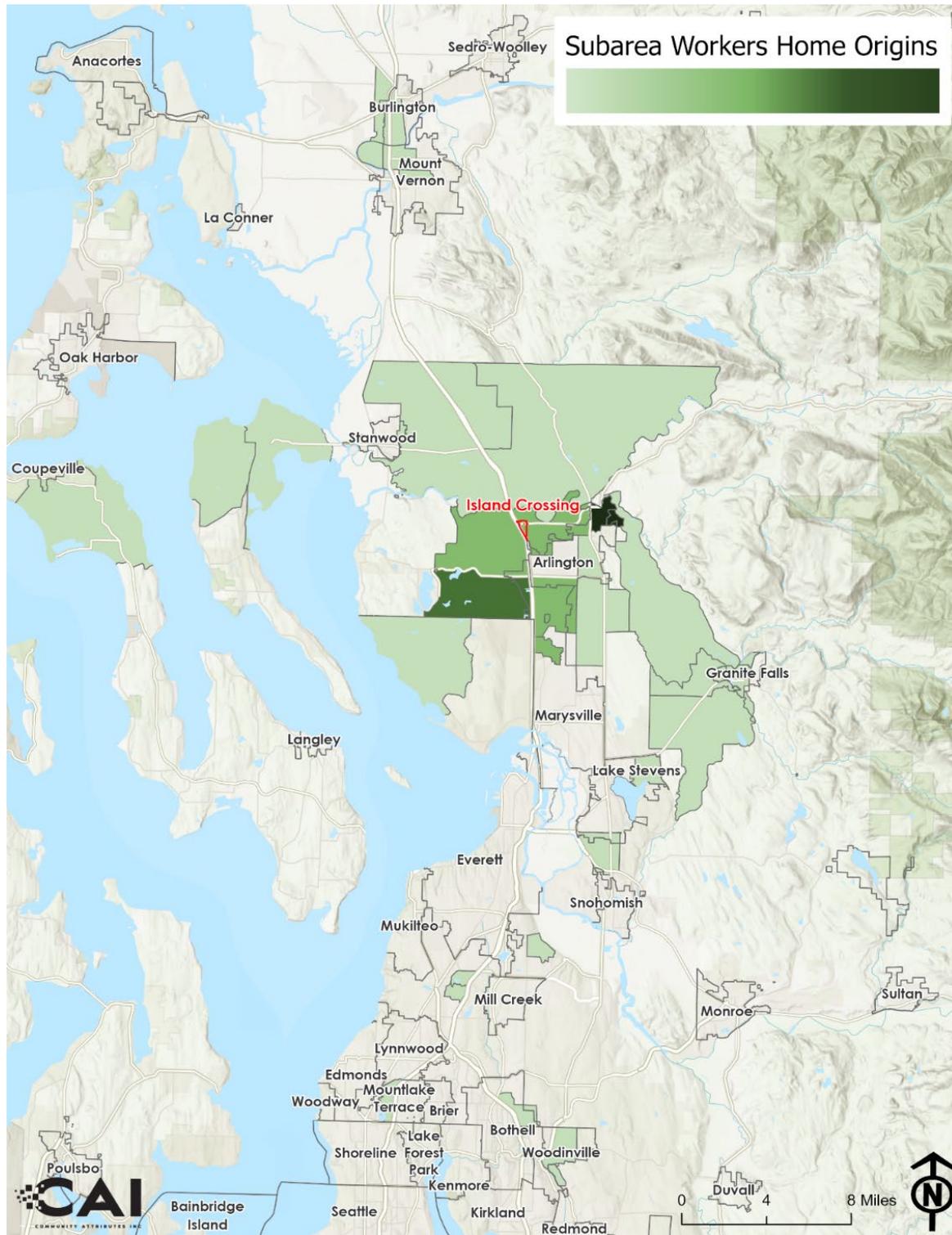


Source: Bureau of Labor Statistics, 2022; PSRC, 2023; CAI, 2024

6.1.4 Worker Inflow

Exhibit 6-5 shows the home origins of subarea workers, or where those who hold jobs in the subarea live. Darker shades indicate the areas with the highest concentration of where workers live. The northeast end of the City of Arlington has the greatest concentration of workers, while areas with moderate to high concentrations of workers lie within and westward of the Arlington and Marysville city limits. Far-reaching home origins in cities like Woodinville or Burlington indicate that the small businesses within the subarea have an important role to play within the broader regional economy, particularly given its location at the confluence of major transportation routes.

Exhibit 6-5 Commute Patterns, Island Crossing Subarea, 2024



Source: LEHD, 2021; CAI, 2024

6.1.5 Comparative Annual Sales

In total, the Island Crossing subarea saw almost \$117M in total annual sales in 2023. Almost all sales in the Island Crossing subarea can be attributed to just four major sectors, indicating market concentration. The wholesale trade, transportation, and utilities (WTU) sector is detailed in Exhibit 6-6. These sales can be attributed to just 2 business establishments. In contrast, the services sector has the most establishments, with 8, but it only accounts for 4% of 2023 sales. Other sectors which heavily impact total annual sales in the Island Crossing subarea are retail, which is responsible for 27% of 2023 sales, and construction, making up 7% of 2023 sales.

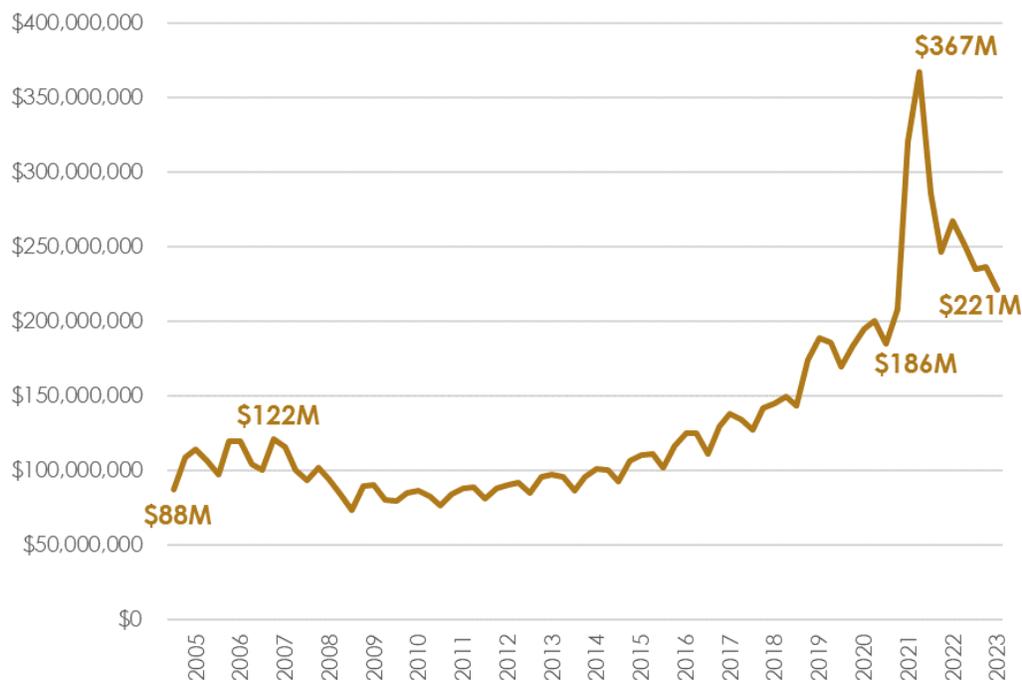
Exhibit 6-6 Establishments and Annual Sales by Major Sector, Island Crossing Subarea, 2023

Sales By Major Sector	Establishments	Share of Establishments	2023 Sales	Share of Sales
Wholesale Trade, Transportation, and Utilities (WTU)	2	11%	\$ 72,722,562	62%
Retail	5	26%	\$ 31,414,830	27%
Construction and Resources	3	16%	\$ 8,267,721	7%
Services	8	42%	\$ 4,342,521	4%
Finance, Insurance, and Real Estate Services (FIRE)	1	5%	\$ 191,357	0%
Total	19		\$ 116,938,991	

Source: ESRI Business Analyst, 2023; CAI, 2024

In Arlington, taxable retail sales spiked following the pandemic (Exhibit 6-7). This increased spending may be due to pandemic related spending, stimulus checks, or other highly localized economic trends in that time. Since then, taxable retail sales have dropped back down to a more typical, but still high value reaching \$221M by Q4 of 2023. The consistent trend towards increasing taxable retail sales may suggest long-term economic growth and business opportunities.

Exhibit 6-7 Quarterly Taxable Retail Sales, Arlington, 2006-2022



Source: WA Department of Revenue, 2023; CAI, 2024

In 2022, Arlington’s total annual taxable retail sales was over 1.05 B. compared to the Island Crossing subarea, the wholesale, transportation, and utilities industries play a much smaller role in Arlington, making up only about 6.5% of taxable retail sales. Instead, the largest proportion (42%) of Arlington’s taxable retail sales are attributable to the retail trade sector (Exhibit 6-8). Another large proportion (31%) can be attributed to the construction sector, and about 7% came from arts, entertainment, & hospitality industries.

A high concentration of taxable retail sales in these three industries—retail trade, construction, and arts, entertainment, and hospitality—suggests that Arlington overall has a specialized economy, which may lead to efficiencies and a strong reputation in those sectors. However, concentration may also introduce risks in which the local economy may be less resilient to economic shifts, regulatory changes, or external events.

Exhibit 6-8 Total Taxable Retail Sales by NAICS, Arlington, 2022

Industry	Taxable Retail Sales 2022	Share
Retail	\$ 440,220,182	42%
Construction and Resources	\$ 329,460,830	31%
Services	\$ 172,260,510	16%
Wholesale Trade, Transportation, and Utilities	\$ 69,120,648	7%
Manufacturing	\$ 20,006,128	2%
Finance, Insurance, and Real Estate Services	\$ 18,277,573	2%
Education	\$ 1,456,107	0%
Government	\$ 60,800	0%
Total	\$ 1,050,862,778	

Source: WA Department of Revenue, 2022; CAI, 2024

6.2 Real Estate Analysis

Island Crossing falls within the Arlington Urban Growth Area Boundary. Snohomish County, in its 2021 Buildable Lands Report, found that four of the parcels on the site are redevelopable.⁶ The County did not find the subarea suitable for additional housing. However, many of the individual parcels within the subarea can support upwards of 100 additional jobs. Zoned capacity does not appear to be a constraint on future growth opportunities within the subarea.

The City has placed a moratorium on development in the Island Crossing Subarea in anticipation of subarea plan adoption and subsequent zoning and development standard updates. However, proposals for truck stop, strip mall, and hotel developments have been submitted for properties along SR 530, indicating ongoing development interest in Island Crossing. This section further looks at existing land use, structure, and market data for retail, office, and other land uses.

6.2.1 Island Crossing Subarea

The Island Crossing subarea includes seven retail structures, eight land parcels and one hospitality development, totaling more than 42,000 square feet (Exhibit 6-9).

⁶ Snohomish County 2023 Buildable Lands Report, November 2021.

Asking rents for all retail structures in the subarea ranged from between \$17.53 per square foot per year to \$27.70 per square foot. According to CoStar, all retail structures have been fully occupied since Q2 2019.

The seven retail buildings within the subarea are between 1,481 and 8,458 square feet in size, are all classified as Class C structures by CoStar, and were built predominantly between 1961 and 1970. The Dwayne Lane's Arlington Chevrolet Service Department at 20410 Smokey Point Boulevard was built in 2015 and increased the retail inventory by 8,458 square feet. Given that other dealerships are located just south of the subarea along I-5, there is an indication that the area is suitable for automotive businesses. The existing concentration of dealerships might encourage similar businesses to set up nearby, as agglomeration can attract more customers with a variety of choices. However, there are factors that could limit the number of dealerships in close proximity. Franchise agreements and local regulations often restrict how close car dealerships can be to each other, which could prevent brands like Honda, Subaru, or Chrysler from opening new locations nearby. Despite these constraints, the successful establishment of the Chevrolet dealership suggests that there could be interest from other brands looking to benefit from the area's automotive market.

Of the seven retail structures in the subarea, three are classified as Service Stations by CoStar, three are designated as Restaurants, and one (Dwayne Lane's) is a Freestanding structure. Arlington Motor Inn, the lone hospitality structure, contains nearly 12,500 square feet of commercial space and was built in 1986.

Exhibit 6-9 Total Properties by Type & Square Footage, Island Crossing Subarea, 2024

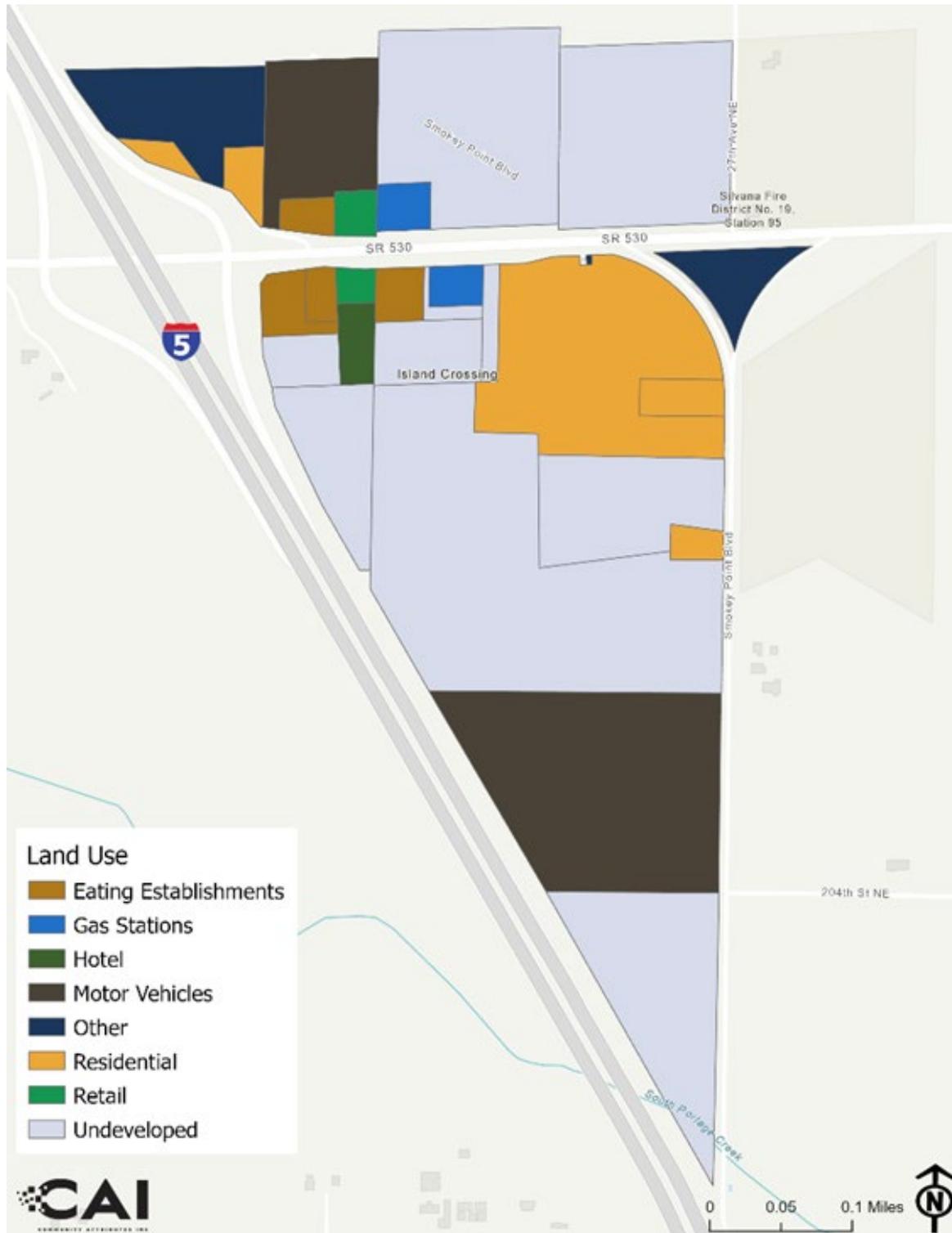
Property Type	# Properties	Total SF	Asking Rents
Retail	7	30,203	\$17.53 - \$27.70
Land	8	N/A	N/A
Hospitality	1	12,471	N/A

Source: CoStar, 2023; CAI, 2024

There are no properties or businesses in the Island Crossing subarea that are captured in CoStar real estate data for industrial or multifamily data. Comparisons to these land uses are included in the following section to identify trends that may impact future land use changes within the subarea.

Current land uses and valuations of the parcels in the Island Crossing subarea are explored in Exhibit 6-10, which shows that a significant amount of acreage in the subarea is currently undeveloped land which offers potential for future development. Island Crossing's undeveloped land is clustered, creating contiguous groupings. Three clusters of undeveloped land are located north of SR530, in the center of the subarea, and on the southern tip of the area.

Exhibit 6-10 Island Crossing Subarea Parcel Map by Land Use Type



Source(s): Snohomish County Assessor, 2024; CAI, 2024.

While the Island Crossing subarea's high-value land, like retail, eating establishments, and hotels, may offer substantial tax revenue, their high acquisition costs pose challenges for redevelopment. On the other hand, areas with lower land values, such as undeveloped land and residential, might present more feasible opportunities for redevelopment.

The median land value for undeveloped land in the Island Crossing subarea is relatively low at \$1.97 per acre as of 2024 (Exhibit 6-11). However, in Snohomish County, the median land value for undeveloped land is even lower at just \$0.07 per acre, possibly due to a larger supply of available space. It is noteworthy that in the Island Crossing subarea, the median land value for undeveloped land is slightly higher than for residential land, which is valued at \$1.66 per acre. This could be influenced by the presence of the motorhome park as well as data inconsistencies due to the small sample size.

Retail (with \$49.42), eating establishments (with \$32.11), and hotels (with \$69.11) in the Island Crossing subarea have the highest median land and taxable values, indicating higher property worth and tax revenue potential from these types of land use. Conversely, undeveloped land, motor vehicles, and residential land have the lowest median land values, suggesting they might be more attractive for redevelopment due to lower land acquisition costs.

Similarly, in Snohomish County, hotels have the highest taxable value per acre. However, the lowest taxable value per acre is found in undeveloped land (\$0.03) and agriculture (\$0.24). Although there is no land classified as agricultural land by the County Assessor in the Island Crossing subarea, some undeveloped land is farmed, and the data for Snohomish County indicates that agricultural land generally has a low land value per acre (\$0.33), which is consistent with its lower tax revenue potential.

Exhibit 6-11 Taxable Value and Land Value by Parcel, Island Crossing Subarea and Snohomish County, 2024

Land Use Type	Island Crossing Subarea				Snohomish County			
	Parcels	Acres	Taxable Value by Acre	Median Land Value by Acre	Parcels	Acres	Taxable Value by Acre	Median Land Value by Acre
Agriculture	0	-	\$ -	\$ -	1096	955,904,033	\$ 0.24	\$ 0.33
Undeveloped Land	10	2,788,703	\$ 1.97	\$ 1.97	5967	24,784,125,584	\$ 0.03	\$ 0.07
Retail	3	63,800	\$ 49.42	\$ 16.76	45	3,711,671	\$ 14.40	\$ 4.07
Eating Establishments	4	129,883	\$ 32.11	\$ 17.70	96	4,356,097	\$ 21.06	\$ 9.88
Hotels	1	40,155	\$ 69.11	\$ 18.22	3	50,506	\$ 746.12	\$ 144.99
Gas Station	4	621,912	\$ 16.38	\$ 8.51	38	1,307,824	\$ 34.76	\$ 14.88
Motor Vehicles	2	860,382	\$ 9.21	\$ 3.04	73	2,795,177	\$ 22.35	\$ 14.02
Residential	5	645,866	\$ 0.65	\$ 1.66	42275	5,044,557,592	\$ 4.41	\$ 2.05
Other	3	282,584	\$ 2.77	\$ 5.01	15407	22,268,399,285	\$ -	\$ -

Source(s): Snohomish County Assessor, 2024; CAI, 2024.

6.2.2 City and County Comparison

Broader city and county market trends provide context and influence local conditions within the Island Crossing subarea. The Island Crossing subarea is affected by the land uses and market trends in the city of Arlington and the wider Snohomish County.

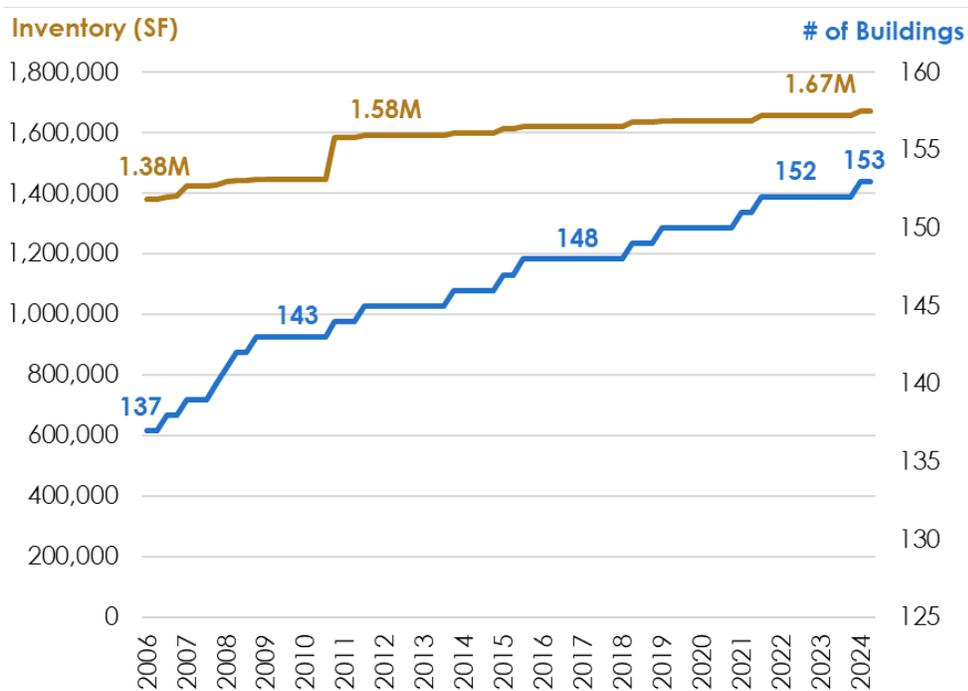
These market trends have been explored and analyzed in detail below by market type.

Retail Sector

The retail sector plays an important role in both the city of Arlington and in the Island Crossing subarea. Contextual information for both the city and county introduces some of the challenges and complexities faced in the retail market in recent years, driven by shifts in consumer behavior, the rise of e-commerce, and other evolving trends.

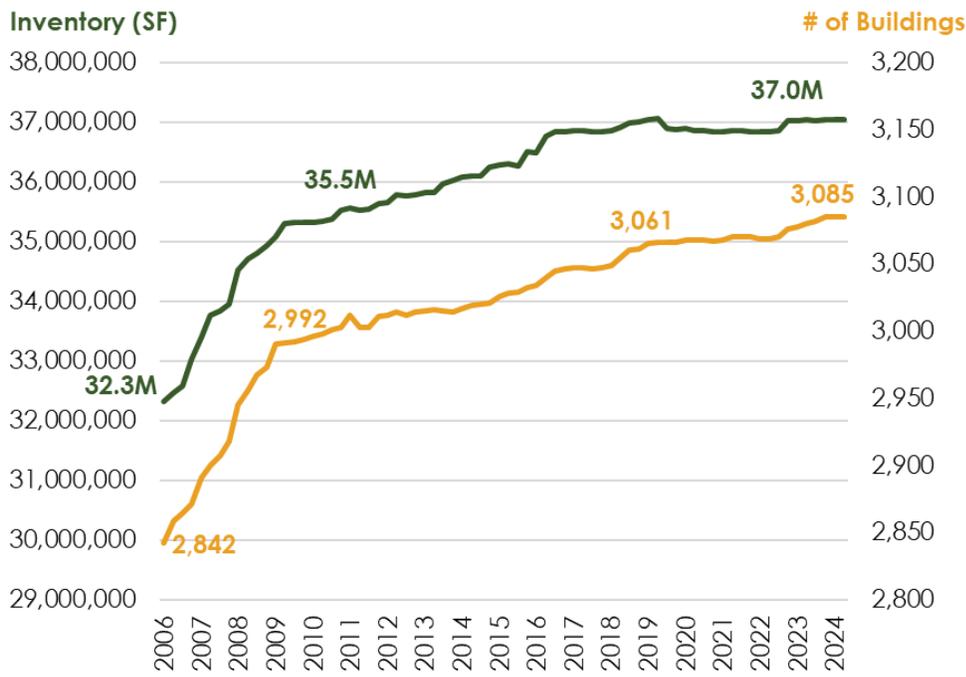
From 2006-2024, retail inventory in Arlington has grown slowly but steadily, at a compound annual growth rate (CAGR) of 1.6% (Exhibit 6-12). This is a slightly faster rate than retail has grown in Snohomish County, which had a CAGR of 1.1% for the same time period (Exhibit 6-13). While retail buildings continue to be delivered, since 2010 in particular, the rate of growth for Arlington’s retail inventory dropped as the city saw development of only smaller retail buildings.

Exhibit 6-12 Total Retail Inventory and Establishments, Arlington, 2006-2024



Source: CoStar, 2023; CAI, 2024

Exhibit 6-13 Total Retail Inventory and Establishments, Snohomish County, 2006-2024



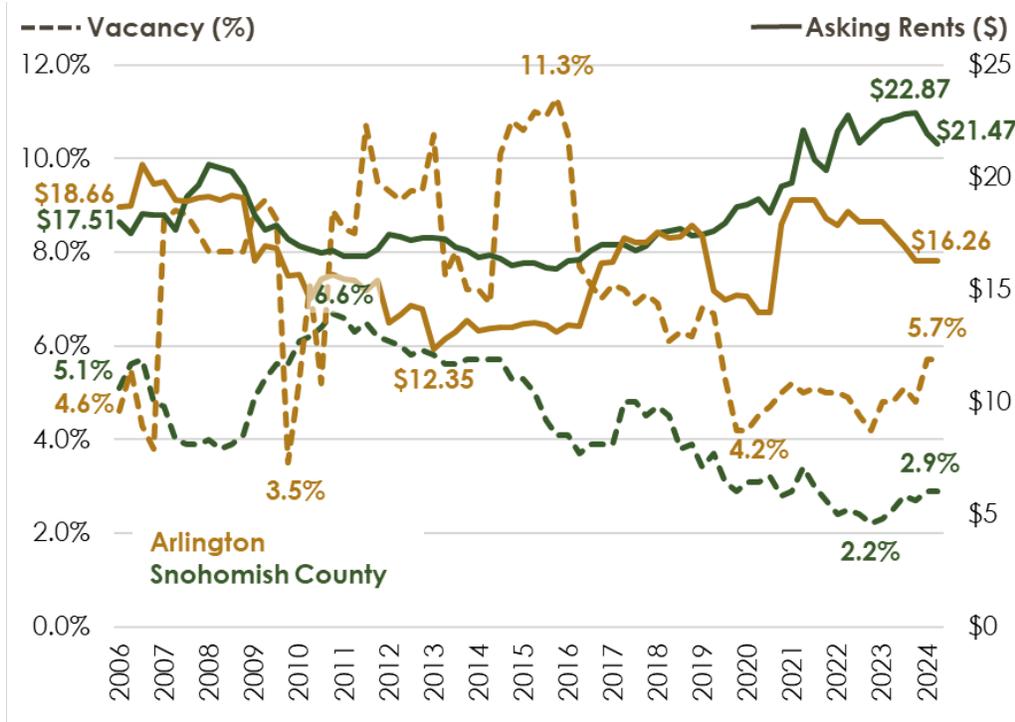
Source: CoStar, 2023; CAI, 2024

Retail vacancies and triple net asking rents in Arlington have been volatile, long before the arrival of the pandemic (Exhibit 6-13). Since the pandemic, the retail vacancy rate has been lower, hovering around 5%. However, at the same time, retail asking rents decreased, reaching \$16.26 per square foot by 2024, more than \$2 lower than retail asking rents in 2006.

A low vacancy rate generally indicates a stable market with most spaces occupied. However, if asking rents are decreasing, it could suggest that while the existing retail spaces are occupied, there's a slowdown in demand for new or upcoming spaces. This may happen due to broader economic trends, shifts in consumer behavior, or increased competition. Retail spaces, in particular, might be facing pressures from online retail or e-commerce, leading to downward pressure on rents even though the overall vacancy rates are low. Broader economic conditions can also play a role. If there's uncertainty in the economy, tenants might be more cautious about expanding or renewing at higher rates, leading to more conservative pricing even in a low-vacancy environment.

While retail inventory has grown more slowly in Snohomish County as a whole, retail vacancy and triple net asking rents suggest that the retail sector in Snohomish County is more stable than that of Arlington. By 2024, Snohomish County's retail vacancy is a very low 2.9%, and asking rents have reached a peak, landing at \$21.47 per square foot.

Exhibit 6-14 Retail Direct Vacancy and Asking Rents, Arlington and Snohomish County, 2006-2024

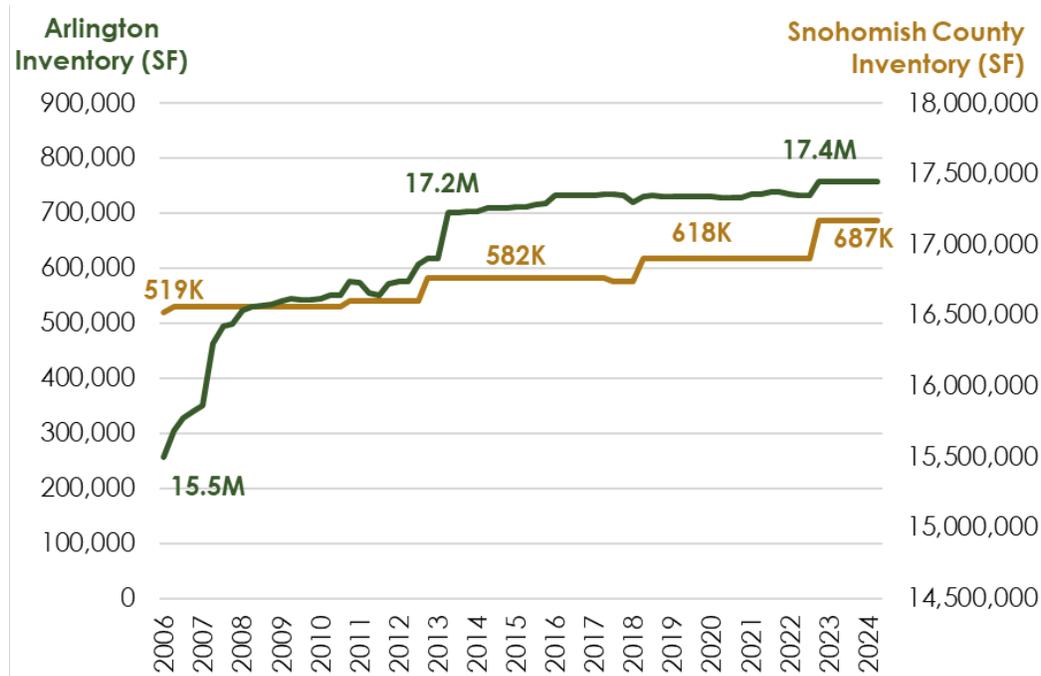


Source: CoStar, 2023; CAI, 2024

Office Sector

In Arlington, office inventory has been climbing steadily since 2006 with over 687,000 square footage of office space spread between 54 office buildings by 2024 (Exhibit 6-15). The last major delivery of office space in Arlington occurred in late 2022, suggesting that Arlington’s office market continues to experience some demand following the pandemic. Further growth in the office sector may be appropriate in Downtown Arlington or in the Smokey Point area. Demand for new office space in Snohomish County is growing as well, though the rate of growth since 2014 is lower than it was prior and the total number of buildings has declined slightly since 2011.

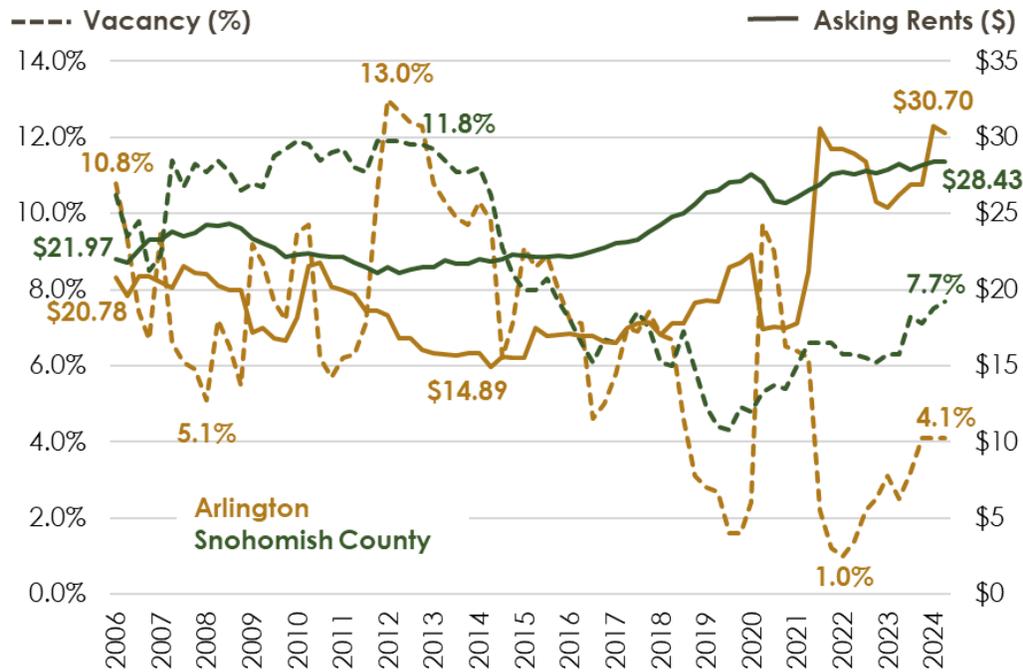
Exhibit 6-15 Total Office Inventory, Arlington and Snohomish County, 2006-2024



Source: CoStar, 2023; CAI, 2024

Following the pandemic, low vacancy rates for office space coupled with rising asking rents suggest that Arlington’s office market is growing, and it may continue to experience some demand moving forward. While office vacancy rates have varied greatly in Arlington from 2006-2024, recent values reflect the lowest rates since at least 2006 (Exhibit 6-16). Asking rents have also increased, reaching the peak value of \$30.70 per square foot in Q1 of 2024. While Snohomish County’s office market has seen net positive growth, vacancies are higher and asking rents are lower, suggesting that demand for office space may be slower in Snohomish County.

Exhibit 6-16 Office Direct Vacancy and Gross Direct Asking Rents, Arlington and Snohomish County, 2006-2024



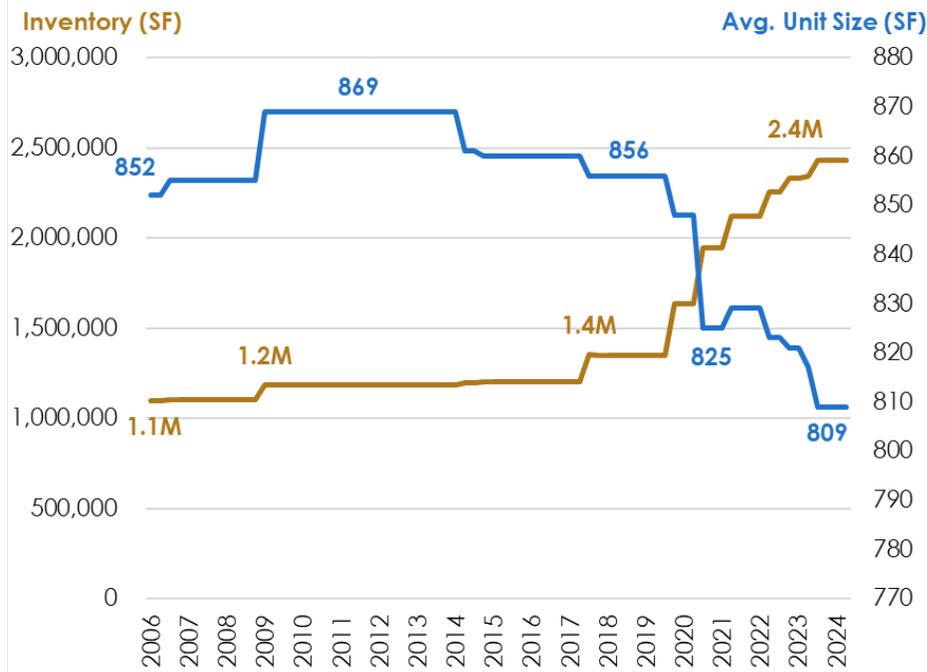
Source: CoStar, 2023; CAI, 2024

Multifamily Sector

While growth in the multifamily sector may not be desirable for the Island Crossing subarea, contextual city or county-wide trends in multifamily real estate offer insights into broader market dynamics, population growth, and economic patterns that can affect other types of development, including agritourism and retail.

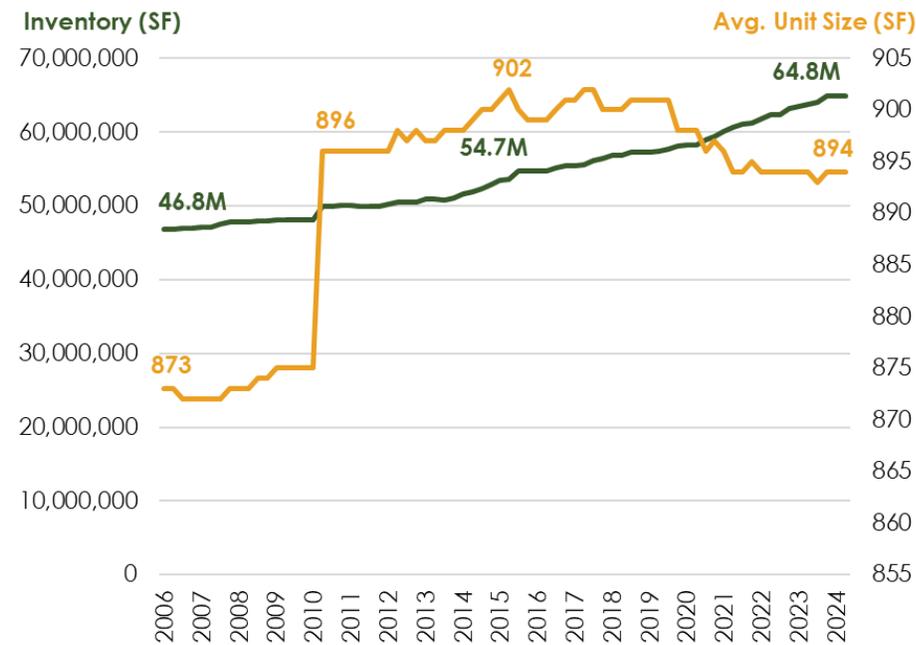
Since 2019, the number of multifamily units in Arlington have increased at a high rate, adding about 1M square feet of new multifamily deliveries (Exhibit 6-17). However, multifamily unit sizes have decreased over time in Arlington, reaching about 809 square feet per unit in 2024. Snohomish County shows steady and consistent growth in the multifamily market sector, though the growth rate is not as pronounced as that of Arlington. Meanwhile, the average size of units has actually increased over the period and units in Snohomish County remain, on average, notably larger than those found in Arlington.

Exhibit 6-17 Total Multifamily Inventory and Average Unit Size, Arlington, 2006-2024



Source: CoStar, 2023; CAI, 2024

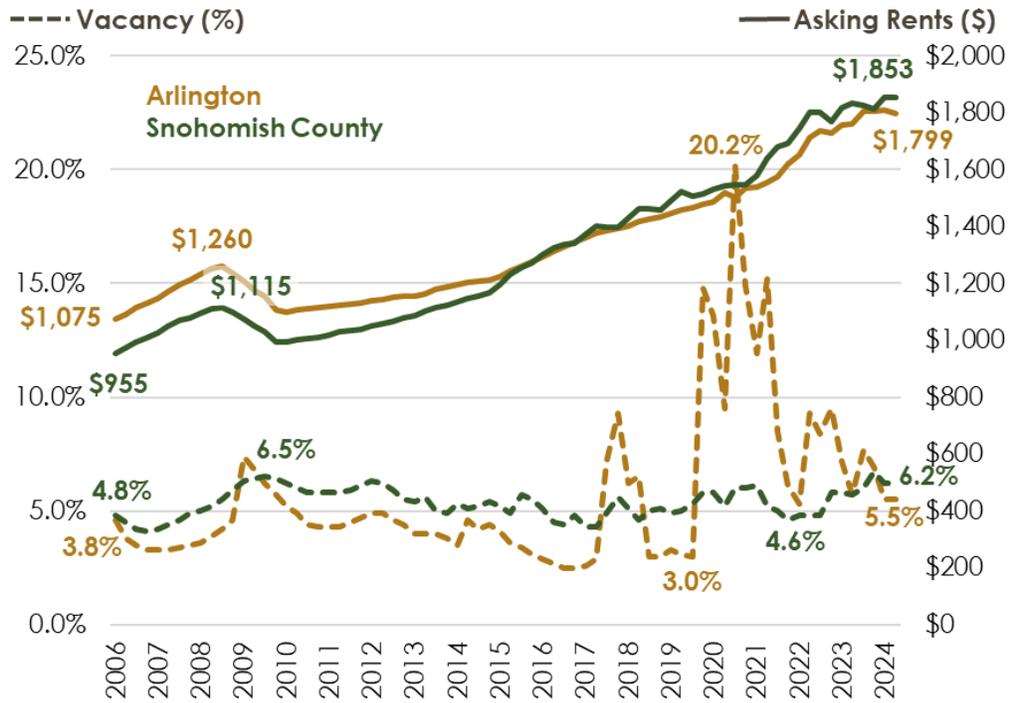
Exhibit 6-18 Total Multifamily Inventory and Average Unit Size, Snohomish County, 2006-2024



Source: CoStar, 2023; CAI, 2024

Asking rents for multifamily units have increased steadily in Arlington since 2010, despite the pandemic (Exhibit 6-19). After 2020, the multifamily vacancy rate spiked as high as 20.2%, an increase typical as a large quantity of new units have come online since 2020. In that time, asking rents were largely unaffected, continuing a steady positive climb. By 2024, the multifamily vacancy rate in Arlington had reached 5.5%, which falls within a healthy range for multifamily vacancies and suggests that there is a good balance between multifamily housing supply and demand in Arlington.

Exhibit 6-19 Multifamily Vacancy and Asking Rents, Arlington, 2006-2024



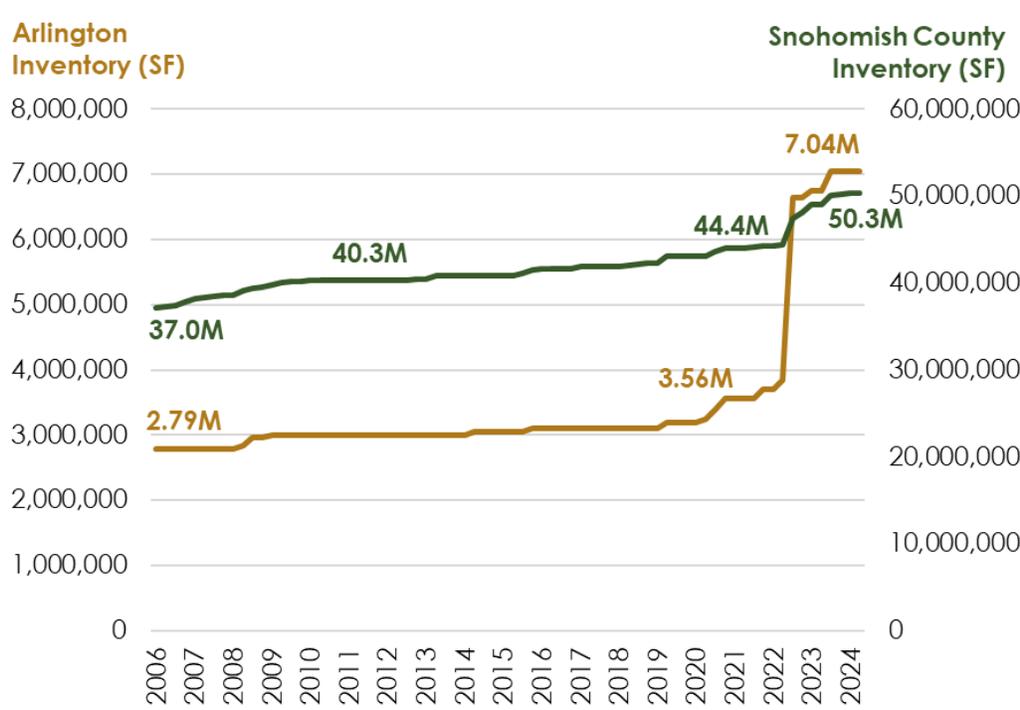
Source: CoStar, 2023; CAI, 2024

Industrial Sector

City or county-wide trends in the industrial sector can reflect broader economic activity, logistics, and manufacturing patterns that may influence activity, demand, or uses within the Island Crossing subarea. Spillover effects from industrial growth may present opportunities or challenges for the subarea moving forward.

Arlington’s industrial market has grown intensely in the past few years (Exhibit 6-20). In 2022 and 2023, the industrial inventory in Arlington jumped 3.4M square feet with the delivery of six new industrial buildings, reaching 7.0M square feet of total inventory.

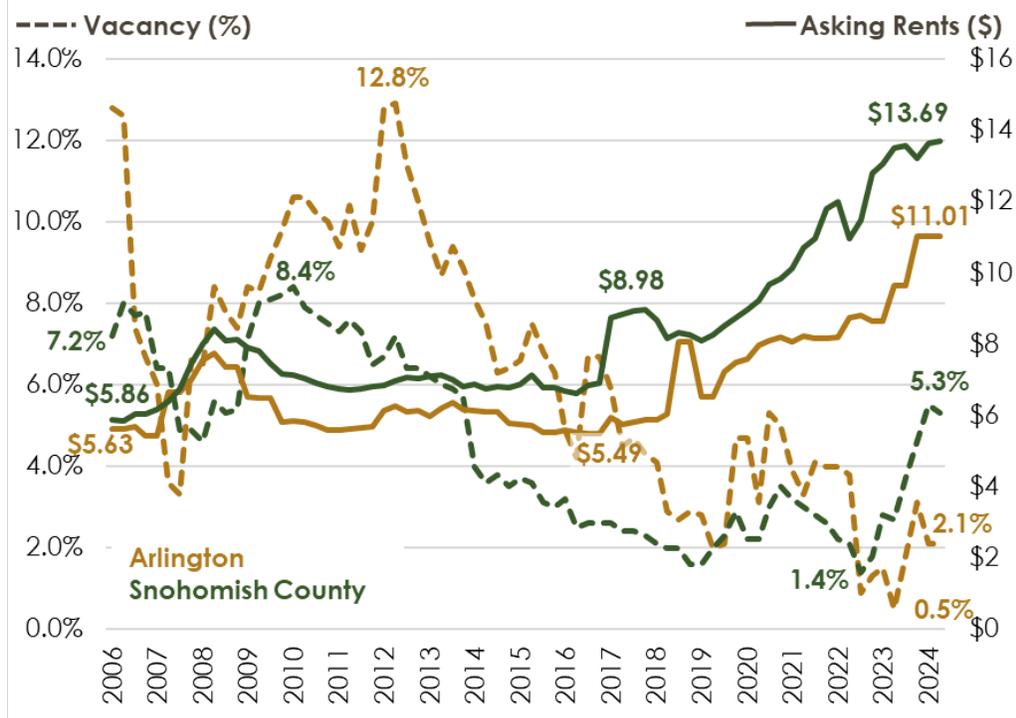
Exhibit 6-20 Total Industrial Inventory, Arlington and Snohomish County, 2006-2024



Source: CoStar, 2023; CAI, 2024

Rapidly rising asking rents for industrial space coupled with dropping vacancy rates also show that Arlington’s industrial space is in demand (Exhibit 6-21). The trend for industrial delivery following the pandemic is also prevalent in Snohomish County. The industrial sector in Snohomish County as a whole has slightly higher asking rents and a more volatile vacancy than Arlington.

Exhibit 6-21 Industrial Direct Vacancy and Overall Asking Rents, Arlington, 2006-2024



Source: CoStar, 2023; CAI, 2024
 Note: Asking Rents is displayed as triple net rent values.

6.3 Goals and Policies

The Arlington Comprehensive Plan includes policies promoting strategic growth in the retail, office, industrial, and multifamily residential sectors. Relevant goals and policies from the existing Comprehensive Plan are included below. As the Comprehensive Plan is currently being updated with expected adoption in 2025, these goals and policies are subject to change. Snohomish County’s 2023 Annual report and Economic Development Initiative also includes strategies to support expansion of agricultural uses.

Economic Development Element

EMPLOYMENT

The Comprehensive Plan supports adequate jobs in a variety of sectors and identifying opportunity sectors that could expand to provide additional jobs.

TOURISM

City goals promote tourism within Arlington and position Arlington as an outdoor recreation area.

6.4 Key Findings and Implications for Plan

6.4.1 Island Crossing Subarea Market

Gateway redevelopment opportunity. The Island Crossing subarea encompasses 87 acres and is home to 18 businesses. The landscape is characterized by a mix of open land, low-density retail structures, and numerous surface parking lots. According to Snohomish County, there are several parcels within the subarea that are vacant or redevelopable. The impact of targeted public investments in partnership with local businesses and landowners may catalyze development and increase economic activity in the subarea. Furthermore, the location of the subarea on major transportation routes and as the northwest gateway to the City of Arlington presents opportunities for strategic investment in select industries to support the gateway concept.

Concentration of retail and gas stations. High economic concentration of the same industries in both the Island Crossing subarea and in Arlington can suggest both opportunities and weaknesses—a specialized economy may lead to efficiencies and a strong reputation; however, concentration may also introduce risks in which the local economy may be less resilient to economic shifts, regulatory changes, or external events.

Retail trade is the dominant industry by the number of jobs and businesses, accounting for about 40% of all jobs, with 78 positions spread across six businesses. In addition, retail makes up significant portions of annual sales for Arlington as a whole.

Wholesale, transportation, and utilities (WTU) industries play an important role in the Island Crossing subarea's annual sales, but only make up a small portion of Arlington's annual taxable retail sales. This suggests that Island Crossing has a local economic specialization in WTU industries, largely due to the concentration of gas stations and service centers. Gas stations represent roughly one-third of all businesses in Island Crossing, a significantly higher proportion compared to both the City of Arlington and Snohomish County.

Other impactful industries in Arlington by total annual taxable retail sales were construction and arts, entertainment, and hospitality.

Opportunity to support legacy industries. Agriculture is a key legacy industry in the region and in Snohomish County. The Island Crossing subarea itself is an extension of the City of Arlington into agricultural land in unincorporated Snohomish County and presents an opportunity to capture revenue and support local businesses in this sector. While the community's vision for Island Crossing includes a variety of land uses, it includes

development in the agricultural and agritourism industries. Research to assess the viability of and opportunities to support agricultural and/or agritourism uses should be pursued. Outreach to local businesses and policymakers can help identify the appropriate approach to incentivizing development or permanent uses that are additive to existing businesses and industry and could also support the gateway concept.

6.4.2 Real Estate and Market Trends

Arlington industrial and multifamily growth. The Island Crossing subarea is affected by the land uses and market trends of the surrounding areas, including the city of Arlington and the wider Snohomish County. In particular, Arlington and Snohomish County's industrial and multifamily residential markets have seen significant growth since the pandemic which could present spillover effects for the subarea even if they are not likely to be growth sectors within Island Crossing. Spillover effects could include market support for retail, food, or other uses for an increase in residents living in multifamily developments or workers in industrial centers like the Arlington Municipal Airport or Cascade Industrial Center. In addition, business development can be supportive of industrial subsectors in these areas or improve supply chain management.

Growing office sector demand. Another trend which may affect the future of the Island Crossing subarea is growing demand in the office sector in Arlington, which may create some spillover demand in the subarea, coupled with lingering volatility in the retail sector since the onset of the COVID-19 pandemic. While much of the current employment in the Island Crossing subarea is composed of retail businesses, if current trends continue, development in retail is likely to be geared towards smaller businesses and locations.

Market trends have been summarized in more detail below by market type.

Retail Sector

- The overall retail market trend in Arlington is one of slow growth. The city has seen development of only smaller retail buildings since 2010.
- Volatile retail vacancy rates and decreasing asking rents in Arlington suggest that there may be a slowdown in demand for new or upcoming spaces or that the retail sector in Arlington is facing challenges due to broader economic trends, such as e-commerce, shifts in consumer behavior, or increased competition.

Office Sector

- Office asking rents in both Arlington & Snohomish County increased from 2006-2024, despite experiencing a brief drop due to the pandemic. Asking rents in both geographies have since surpassed pre-pandemic values suggesting that the office market has recovered.
- Adjacent hubs of office activity likely have a competitive advantage over the Island Crossing subarea. Office may not be a suitable land use with the current zoning of

Highway Commercial.

Multifamily Sector

- The multifamily housing market is strong in Arlington, with new units coming online and demand for these units trending high. While housing may not be a suitable land use with Highway Commercial zoning, market strength indicates potential spillover impacts of new residents into the subarea.

Industrial Sector

- The industrial market in both Arlington and Snohomish County has grown notably since 2022, with both locations showing large deliveries of new industrial space and indicating further demand through low vacancies and rising asking rents.
- With the Arlington Municipal Airport and Cascade Industrial Center to the southeast and areas of significant public and private investment, industrial and manufacturing land uses may not be a suitable area of investment within Island Crossing.

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Appendix B: Public Engagement Summaries

DRAFT

Visioning Survey Summary

Respondents answered visioning questions presented during the May Open House. These included:

“What aspect of the Island Crossing do you love the most?”

“What are your main concerns about the Island Crossing?”

“What do you hope happens with the Island Crossing in the next 50 years?”

The survey was live between May and June and received 281 responses. Themes that arose include the following:

- **Agricultural/rural land.** Respondents highly value the rich, culturally significant farmland, open fields, views, nature, floodplains, and beautiful scenery. There is a strong desire to preserve the rural landscape of Island Crossing.
 - Residents enjoy the scenic route to Downtown and view of the Stillaguamish River and Cascade Mountains
- **Development.** There is desire to maintain the current level of development in Island Crossing’s to minimize impact on the area, especially farmlands.
 - Concerns that over-development (e.g., similar to Smokey Point) could lead to the loss of rural/agricultural community and introduce more noise, traffic, and light pollution in the area
 - Respondents recommend improving aesthetics and possibly retrofitting derelict buildings.
 - Residents appreciate the supportive farming stores (equipment, feeds) and farming stands, and encourage agrotourism to support local farmers.
 - Gas stations are conveniently located and low-cost
- **Floodplain.** Residents perceived that more development in the area could intensify flood risk and impact wildlife habitat. Using farmland for flood mitigation is viewed negatively as it reduces agricultural capacity.
- **Ease of access.** SR 530 is an important throughfare and provides access to I-5, Downtown, and Smokey Point.
- **Traffic/Congestion.** Traffic and congestion are major concerns for Island Crossing. Residents describe that congestion leads to safety concerns, with drivers compelled to make risky maneuvers due to traffic issues (e.g., lane blocking, driving on the center turn lane).
 - Residents currently appreciate that SR 530 is one of the less congested routes into Arlington.
 - During rush hours, cars wait along the highway to turn right on 530, and traffic back-ups from the freeway exit to the Pilot
 - Concerns about the strain on infrastructure due to development and more truck stops.

- Respondents call for better traffic management and infrastructure improvements to handle future needs.
- **Pedestrian access.** The lack of sidewalks and crosswalks makes the area auto-oriented and uncomfortable for pedestrians and cyclists. There is strong support for creating a more pedestrian-friendly environment through shared-use paths.
 - Interest in a regional bike route from Silvana towards Arlington

Survey Analysis

Mentions of a particular word or phrases were analyzed to understand the survey's theme, reflecting the general feedback received from the community.

Aspects of Island Crossing People Enjoy

Farmland/Farm. Words such as “farmland” (111 mentions), “farm” (96 mentions), and “fields” (61 mentions) were highly frequent, highlighting the value placed on the area’s agricultural land.

Scenic Views. Mentions of “open” (53 mentions), “land” (79 mentions), and “love” (60 mentions) suggest an appreciation for open space and the natural beauty of the landscape

Main Concerns

Traffic/Congestion.!The most common concern mentioned is related to "traffic" (301 mentions) and "congestion".

Development. “Development” (88 mentions) was frequently mentioned, revealing concerns about potential overdevelopment and its impacts, including increased flood risk, impact on wildlife habitat, strain on infrastructure, and noise and light pollution.

Hopes for the Future of Island Crossing

Preservation. Phrases like "preserving farmland areas" (89 mentions - mentioned in various form) were frequent, suggesting a hope to maintain the agricultural nature of Island Crossing.

Minimal Change. Terms like "not" (70 mentions) and "as" (93 mentions) were frequently used to compare current and future development, with preference to maintain the current state of the area.

Traffic Management. The frequent mention of the word "traffic" indicates a need for improved traffic management to address growing traffic concerns.

Major Takeaways

The following themes/notes arose during conversation and from participants' post-it notes placed on posters around the room (see photos at the end of this document).

- **Flooding**
 - Many stories about several properties along SR 530 flooding (even under 3' of water)
 - Deep concerns about downstream flooding in Silvana
 - Property owners south of SR 530 are exploring a compensatory storage on adjacent Snohomish farmland
 - Address flooding while protecting fish health
- **Diverging views on land use vision**
 - Leverage the freeway location with highway interchange type commercial (strip malls, truck stops, etc). Consider uses such as food/restaurants, grocery, recreation/ball fields
 - Viable development proposals on SR 530 properties for truck stop/strip mall/hotel developments. Truck stops is ideal due to large undeveloped parcels within Island Crossing which does not exist further north of I-5
 - No more truck stops; traffic impacts and character of truck stops make this use incompatible with Island Crossing
 - Protect agriculture
 - Agritourism and/or recreational tourism
 - Consolidated farm stands on SR 530
 - Challenge: Successful agritourism often includes event space, but people want to be more than ¼ mile from I-5 to feel immersed in ag/natural environment
- **Transportation**
 - Trucks are a major traffic impact on Smokey Point Blvd where trucks exit Pilot and at the I-5 interchange. Roundabout should help with the afternoon backup near Pilot.
 - Interest in consolidating driveways
 - Interest in a roundabout on the west side of the subarea
 - Diverging views on right-in/right-out only access. Some feel strongly that a center turn lane works best (on both SR 530 and Smokey Point).
 - Add bike facilities on SR 530 to support recreational tourism
 - Interest in a Local Improvement District (LID) to share costs of street improvements
- Desire to move quickly and not overcomplicate. Belief that viable solutions for flooding already exist. Lift the moratorium on development as soon as possible.

Top Priorities

Each attendee was given three pink post-it notes to indicate their top priorities. These priorities are summarized by topic area below.

- Natural environment/flooding
 - Ensure developments at SR 530 (e.g., hotel, truck stop) include compensatory floodwater storage, potentially on agricultural lands north of SR 530
 - Uncertain future of the river and flood severity. Address flood risks by evaluating river dredging, expanding river capacity, and storing floodwater for drought resilience.
 - Protect steelhead habitat and maintain access to existing Henken/Smith compensatory storage areas.
 - Will the new expanded culvert increase flooding on the south side of SR 530?
- Transportation and SR 530 Street Design
 - Non-motorized east/west access – Island Crossing, cross I-5, to N-S Centennial Trail
 - Desire for four lanes on SR 530 from Smoke shop triangle to freeway
 - Preference for alternative street design that omits center landscaped median
- Market and Real Estate
 - Make subarea attractive to investors

Paper Survey Responses

Four surveys were completed. Bold indicates multiple answers in that subject area.

- *What do you love about Island Crossing?*
 - **Agriculture**
 - View
 - Easy access
 - Gateway to downtown Arlington
- *What are your concerns for Island Crossing?*
 - **Flooding**
 - **Congestion/traffic control**
 - **Growth/too much development/shrinking farmland**
 - Truck stops/hotels/gas stations
 - Compensatory storage
 - 530 access to current Henken/Smith compensatory storage
- *What are your hopes for Island Crossing?*
 - Keep farmland
 - Control flooding
 - Turning lanes for tractors/farm equipment
 - Intelligent development
- *What did we miss?*
 - The meeting felt like it was more for owners and businesses in the subarea, not for people passing through. [City note: The open house was intended for all community members.]

Results Photos

Land Use

Regional Context

Island Crossing is four miles west of Arlington's Old Town Business District, or a 7-minute drive, 28-minute bike ride, or 90-minute walk. The subarea is accessible from I-5 by exit 208, and is connected to Old Town Arlington and the surrounding region by SR 530. Due to its proximity to the Stillaguamish River, Island Crossing regularly experiences river flooding, impacting transportation along SR 530 and the surrounding agricultural land.

Key Findings

- Island Crossing has the potential to serve as a gateway between urban and rural, benefiting from both agricultural and commercial uses.
- Most of the subarea is within the 100-year floodplain and experiences regular flooding; flood mitigation should be considered.
- Existing zoning in the subarea may not align with the community's long-term vision for the area.
- Several factors constrain development feasibility in the subarea, including floodplains, critical areas, zoning, and the Olympic Pipeline.

Subarea Land Use

Existing land uses include commercial (retail, gas stations, truck stops, and auto sales and repair) and agriculture. Island Crossing is zoned Highway Commercial with a Mixed Use Overlay.

Buildable

Employment and housing is expected to double by 2035, according to the 2021 Snohomish County Buildable Lands Report.

Photo courtesy of Deborah Nelson

Arlington Island Crossing Subarea Plan

Market and Real Estate

Market Area Economics

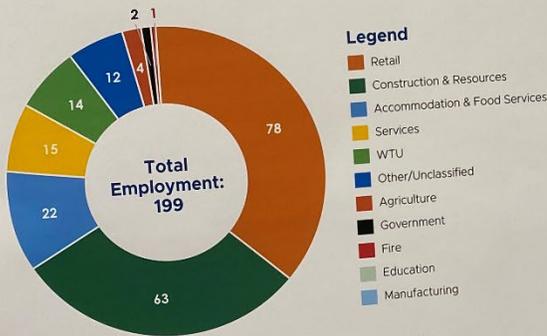
Island Crossing's landscape is characterized by a mix of open land, low-density retail structures, and numerous surface parking lots. While there are no housing, industrial, or office uses in Island Crossing, there are economic clusters nearby.

The subarea is located at one end of the Mountain Loop Scenic Byway, a gateway for travelers accessing regional recreation.

Neighboring economic centers and Island Crossing's importance in the region's tourism and outdoor recreation ecosystem are key to understanding local conditions and potential land use demands.

Business and Employment

- 18 businesses in the subarea employ about 200 workers.
- The subarea's largest industry sector is retail, followed by construction and resources.
- While much of Island Crossing's land is agricultural, there are few agricultural jobs located in the subarea.
- The retail sector in the subarea has a higher concentration of businesses and jobs than Arlington as a whole.
- There are no big box retailers or chains in the subarea, outside of service stations.



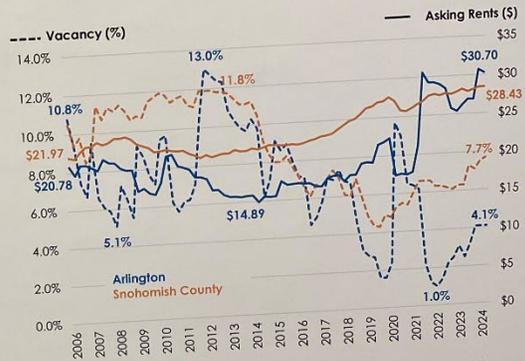
Island Crossing Employment Total by Major Industry, 2024



Island Crossing and Arlington Businesses by Major Industry Comparison, 2024

Real Estate Analysis

- Island Crossing falls within the Arlington Urban Growth Area.
- The Snohomish County 2021 Buildable Lands Report found that four parcels in the subarea are redevelopable, and assumed:
 - Parcels in the subarea can support up to 100 additional jobs.
 - No residential growth.
- Zoned capacity does not appear to be a constraint on future growth opportunities within the subarea.
- Retail inventory in Arlington has been climbing slowly since 2006, though retail demand has been decreasing recently.



Arlington and Snohomish County Office Direct Vacancy and Asking Rents Rates, 2006-2024

Key Findings

- Public investments in partnership with local businesses and landowners may catalyze community-desired development and increase economic activity.
 - Agriculture is a key legacy industry in the region. Research and outreach to local businesses and policymakers can help identify appropriate approaches to incentivize uses that support existing businesses, leverage nearby recreational tourism, and capture revenue.
 - Retail trade is the dominant industry in the subarea.
- Handwritten note: MAKE AACA SOMETHING INVESTOR WANT TO REDEVELOP*
- Island Crossing has a local specialization in wholesale, transportation, and utilities industries. 1/3 of all businesses in the subarea are gas stations.
 - Arlington and Snohomish County's industrial and multifamily residential markets have grown significantly, which could increase market support in Island Crossing for retail, food, and other supporting businesses.
 - Demand for office space in Arlington is growing, which could create spillover demand in Island Crossing.

Natural Environment

Overview

Island Crossing is set within the agricultural and natural land of the Stillaguamish River valley, on the traditional lands of the Stillaguamish, Tulalip, Upper Skagit, Cayuse, Umatilla, and Walla Walla Tribes.

Arlington and the surrounding region is known for its natural beauty, with plentiful access to water, fertile farmland, and mountain views.

Habitat Considerations

A variety of wildlife make their home in or near Island Crossing, including a range of fish, amphibians, and birds, in addition to native vegetation.

Many habitats, particularly those of salmon, have decreased in both size and quality over the past 150 years. Causes of habitat loss include:

- Channel sedimentation from natural landslides and erosion
- Diking and stream channelization
- Removal of beaver and their dams
- Removal of riparian vegetation and stream wood
- Pollution that degrades water quality

The Stillaguamish River near the subarea is within designated critical habitat for Chinook salmon, steelhead, and bull trout.

Findings

Most of the subarea lies within the 100-year floodplain, flooding is a major development consideration. River modifications alone will not lower flood elevations enough to prevent routine overtopping of SR 530.

- Raising the highway could be explored as an alternative to prevent routine inundation.

The culvert under SR 530 will need improvement and expansion.

If raising SR 530, compensatory storage for an equivalent area (and any fill north of SR 530) will be needed.

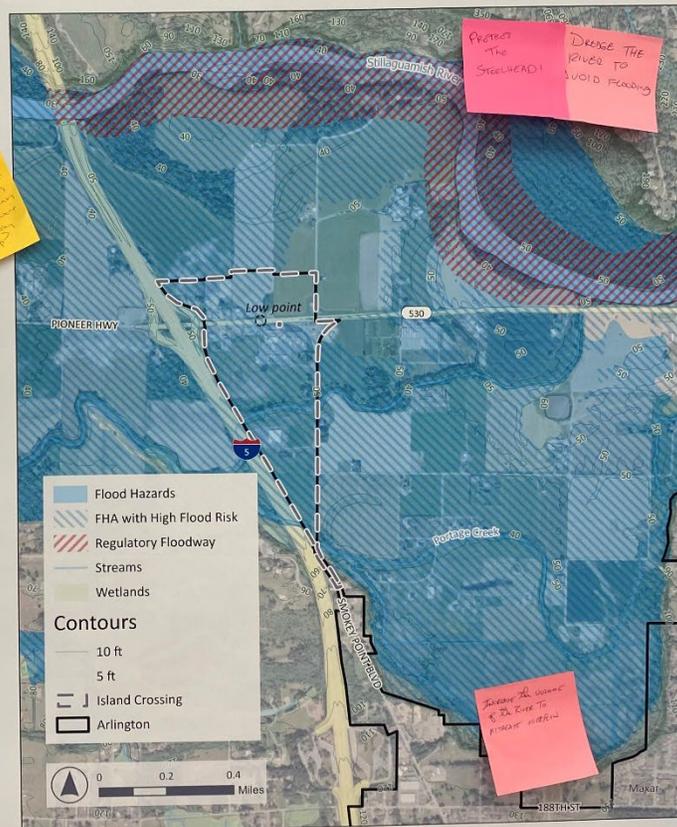
- The presence of federally-listed species in and around the Stillaguamish River may limit nearby development.

Flood Risk

Due to its proximity to the Stillaguamish River, the majority of Island Crossing is within the mapped 100-year floodplain and regularly experiences river flooding, impacting transportation on SR 530 and surrounding agricultural land. River flooding is expected to become increasingly frequent and severe due to climate change.

The main location of the overtopping is a swale near the middle of the subarea. A culvert at this location is hydraulically undersized and often impaired by debris.

Preliminary analysis suggests that modifications to the river alone will not sufficiently lower flood elevations to eliminate routine overtopping of SR 530. This means that the highway will have to be raised and the culvert expanded to prevent routine inundation, which may require additional mitigation.



Arlington Island Crossing Subarea Plan

Transportation

Roadway Network

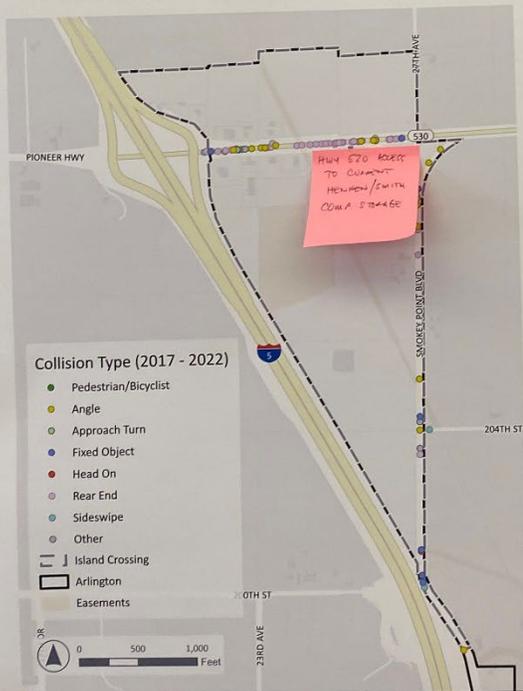
SR 530 is a principal arterial that connects freight and passenger traffic to I-5, Old Town, and the surrounding region. SR 530 lacks controlled driveways and has a level of service (LOS) of D due to high traffic volumes.

Smokey Point Boulevard is a minor arterial that intersects with SR 530. It carries lower traffic volumes and also has an LOS of D. The City is seeking funding to improve Smokey Point Boulevard with a roundabout at SR 530 and ped/bike facilities.

About 26,000 vehicles pass through the subarea daily, causing operational issues and safety concerns in combination with the uncontrolled driveways.

Traffic Safety

- There were 111 vehicle crashes in the subarea from 2017-2022.
- Most crashes were rear-ends and angle crashes along SR 530, a congested area with frequent driveways that lack access control.
- No pedestrians or cyclists were involved in reported crashes, and there were no fatal crashes.



Pedestrian and Bicycle Connections

- SR 530 lacks adequate pedestrian and bicycle infrastructure, including sidewalks and dedicated bike lanes.
- Only two pedestrian crossings are located in Island Crossing.
- Though Community Transit routes through Island Crossing, there are no transit stops in the subarea.



Key Findings

- Planned growth will increase traffic volumes, leading to increased congestion and SR 530 operating below LOS standard.
- Safety issues on SR 530 are related to lack of access control, numerous driveways, and congestion.
- Freight should be a key consideration in SR 530 design, as it is a T-2 facility and strategic freight corridor.
- Pedestrian and bicycle facility improvements are needed along SR 530 and Smokey Point Boulevard to meet the non-motorized LOS standard being developed through the TMP update.
- Safety improvements and placemaking strategies that improve comfort and aesthetic appeal for active modes should be prioritized.

Use this space to share your vis

We Need a plan
for flood storage
on Ag lands North
of SR 530 for
development of The
Parcels on the N.
side of 530

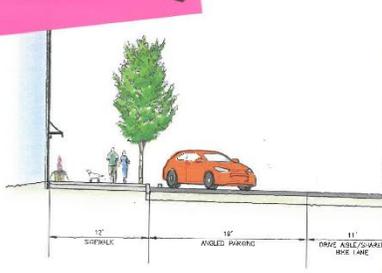
Hotel / Truck
stop / Restaurant
530 @ Isl X
i compensatory
water storage
North & west

We don't like this!
 Any other ideas?
 ↓

Weedon Engineering
 - Engineer for Pilot
 - " " Cafe (south on Survey Point)
 Properties are valuable - will pay into compensatory storage fund

Syvana's - flooding keeps getting worse & worse
 - retention ponds don't solve the problem
 - downstream

Landowners agree
 - 2 offers for truck stops, hotels, restaurants, truck repair
 Group would be nice
 - no rooftops



Compensatory storage @ Chevrolet - can it provide storage for more? Only accommodates lanes, cafe's & ma
 325,000 cu ft of storage - accommodates most - was surplus - on south end

Use Peblers land lower for north side of 530 - still farmed
 RID - LID - street improvement - or proportional share of development

Everyone wants to keep ag land viability

Dave Nelson
 Becky Goodell - Skelton Trunk
 25 trailers - training

lan for
 ut Blvd - 173rd to 200th

Can for fun,
 bike lane,
 Side walks

Transportation Technical Group 1

June 5, 2024 | 3-4 pm

Meeting Objectives:

- Meet staff, consulting team, and transportation technical group members
- Introduce Island Crossing Subarea Plan project
- Set bounds around SR530 design concepts and identify shared goals

Attendees:

City: Marc Hayes, Amy Rusko, Raelynn Jones,

Consultant Team: Rachel Miller, Queenie Gipaya, Stefanie Herzstein, Erin Routledge

Advisory Committee: Chris Simmons - Community Transit,
Kathryn Boris - Community Transit
Dawn Anderson - WSDOT
Evan Russel - Snohomish County

SR 530/1-5 Interchange

- A slip lane near the triangle/interchange could be explored
- Westbound movement to the interchange is problematic
- WSDOT usually owns about 300' of limited access on either side of offramps
- **Roundabouts are recommended at both sides of the interchange**

Frontage Road Concept

- Signalization may be needed at key intersections
- Accustomed to “Michigan lefts”, informing design approach
- The frontage road would allow two-way traffic on each side with no on-street parking.
- Each side of the frontage road would have a single access point, similar to the layout around the Taj property.

SR 530 Considerations

- SR 530 reclassified as Class 3 between I-5 and 22nd Ave:
 - Speed: Urban 30–40 mph, Rural 35–45 mph
 - Intersection spacing: ½ mile
 - Driveway spacing: 330 feet
 - Planned restrictive medians, 2-way left turns may be used where special conditions warrant mainline traffic volumes lower than 25,000 ADT
- New traffic signals would not be allowed; the existing signal at Smokey Point Blvd/SR 530 is already problematic.
- Ongoing maintenance of medians and landscaping is a concern

TRANSPORTATION TECHNICAL GROUP 1

- Key recommendation: **clearly define and limit access points** to manage traffic flow and safety.

Flooding & Mitigation

- The entire site is located within the 100-year floodplain and experiences flooding approximately every two years.
- **FEMA requires a Letter of Map Revision (LOMR) and a zero-rise analysis** to demonstrate that proposed development will not increase flood risk.
- Consider **elevating low sections of the road or travel lanes** to address flooding impacts.
- Existing culverts under SR 530 are undersized; **improving culvert capacity** may eliminate the need to raise the highway.
- Compensatory flood storage is a supported strategy, particularly if the land remains suitable for agricultural use
- There is agreement that the existing river side channel alone is scientifically insufficient to manage flood impacts.
- A cooperative, multi-landowner approach could address both compensatory flood storage and offset channel needs. Ensure design support proper drainage and flood mitigation and salmon restoration goals.

Traffic Conditions

- High AM/PM volumes, with most trips being pass-through.
- Passenger vehicle traffic is easier to manage than trucks.
- Big box stores would generate higher traffic.

Pipeline

- Pipes are buoyant regardless of contents (e.g., jet fuel, natural gas).
- Erosion from fast-moving floodwaters is a concern.

Transit

- Transit not viable in Island Crossing due to low residential density.
 - Skagit Transit (SKAT) and Community Transit Swift Gold Line are not planned to expand to Island Crossing.
- **Explore micro transit options** such as flyer stop and shuttle service to connect to Old Town and Smokey Point.

Advisory Group 1 Summary – Transportation

August 12, 2024 | 11:30am-1pm

Meeting Objectives:

- Project overview and important considerations
- Review the evaluation criteria and discuss transportation options

Attendees:

City: Marc Hayes, Amy Rusko, Raelynn Jones,

Consultant Team: Rachel Miller, Queenie Gipaya, Stefanie Herzstein, Erin Routledge

Advisory Committee: Brian Kooy, Santosh Kumar, Stuart Skelton, Christie Strotz Jacobs, Trevor Strotz, Toby Strotz, Debbie Strotz, Evan Russel, Casey Steven, Andrew Albert, Linda Neunzig, Dave Nelson, Kory Glove

Vision for Island Crossing

- Advocates for preserving the farmland, open space, and agricultural heritage, noting the importance of maintaining these for future generations.
 - Highlights the value of local agriculture, with all farmlands in production, and in high demand, quoting that farming is economically viable and there are opportunities for agritourism.
 - Recommend maintaining the open space and scenic drive into town to attract people, especially young families, to live or visit Arlington.
- Flooding is a key issue. Concerns about expanding development in floodplain areas could further impact adjacent farmlands. Flooding has become more frequent and costly for farmers.
 - Consider culvert improvements or other flooding mitigation approach
 - Toby S. shared flood images noting that, “water has never been this high to the house since the Pilot went in.” <https://imgur.com/a/pqJM0AU>
- Discourage eastward expansion on Snohomish County agricultural land, citing irreplaceable soils and threat to food production, and in respect of Stillaguamish Tribe land
- Concerns about inadequate infrastructure, particularly roads, underscore the need to improve traffic management to reduce congestion
- Stresses the importance of balancing infrastructure and development with a realistic approach to flood risk.
- Opposing views on additional truck stops. Some committee members note the lack of interest from other types of businesses in coming to Island Crossing, while others express the importance of prioritizing farmland conservation and existing fueling and service stations are sufficient.



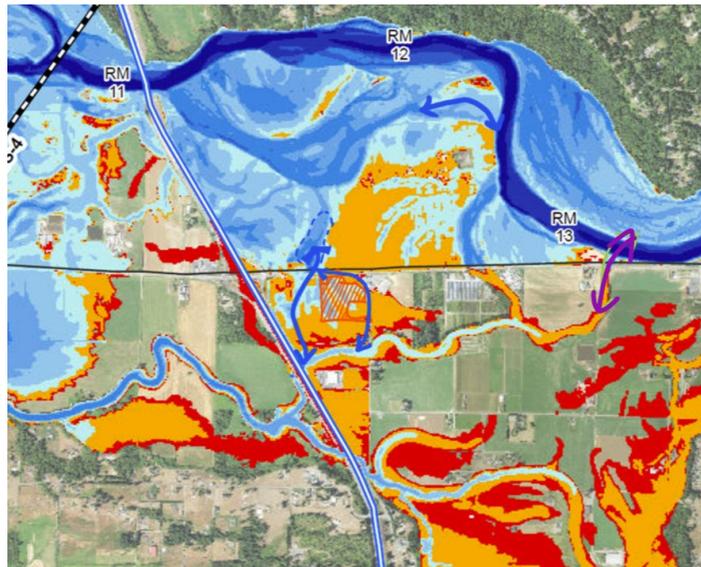
ADVISORY GROUP 1 – TRANSPORTATION

Evaluation Criteria

- General support of the evaluation criteria with added considerations for truck/pedestrian compatibility, park and ride opportunities, and environmental health, particularly salmon habitat, which is a significant concern for the Stillaguamish Tribe.

Transportation Options

- Slow traffic to improve safety and reduce collisions which can be achieved through the proposed median and roundabout design
- Include driveways for the undeveloped lots north of SR 530 to provide connectivity with future development.
- **Park and Ride.** One committee member expresses the need to extend transit service from Smokey Point with a transit center or park and ride option. There's opposition to making Island Crossing resemble a transit hub (i.e., Smoke Point) and suggests parking facilities are not viable investments to generate revenue
- **Roundabout Design.** Ensure roundabouts are designed with softer curve to accommodate freight traffic and farm equipment and include appropriate marking/signage to reduce confusion at roundabouts
 - Some view the existing roundabout at 59th are poorly constructed, being narrow and too small, causing backups to Island Crossing.
- **Shared Path.** Questioning the need for a large, shared path since there are not many pedestrians or cyclists in the area.
- **Elevate Roads.** Raising the road could divert water to farmlands, necessitating the expansion of channels/culverts to manage water exit, which may impact both farmland and residents.
- **Flood Management.** Need to address flooding concerns to plan traffic flow effectively.
 - Although opening the slough (purple arrow) by removing gravel within the channel has been cited as a successful flood mitigation measure in the past, it may not solve the flooding issue within Island Crossing.



Advisory Group 2 – Land Use

September 11, 2024 | 11:30am-1pm

Meeting Objectives:

- Recap Advisory Group 1
- Evaluate land use and flood options

Attendees

City: Marc Hayes, Amy Rusko, Raelynn Jones,

Consultant Team: Rachel Miller, Queenie Gipaya, Jeff Parsons, Cassie Byerly

Advisory Committee: Brian Kooy, Santosh Kumar, Christie Strotz Jacobs, Trevor Strotz, Toby Strotz, Debbie Strotz, Evan Russel, Andrew Albert, Linda Neunzig, Dave Nelson, Kory Glove

Flooding

- Discussion on the effectiveness and environmental impact of river channel dredging highlighted significant negative effects on salmon habitats, concluding that dredging is not a viable long-term solution.
- There is potential to incorporate culvert improvements on SR 530 into a broader set of WSDOT facility upgrades. As traffic increases and flooding issues worsen, WSDOT will likely need to address flooding along SR 530 to maintain road safety and capacity.
- One participant expressed interest in reopening the South Slough east channels where the Stillaguamish River bends near SR 530.
 - Snohomish County personnel noted that this area is still owned and maintained by the Army Corps of Engineers, meaning their approval would be required. It would be a larger undertaking than any current Arlington capital projects and could potentially affect property owners near the channel and the South Slough.

Compensatory Storage Poll and Discussion

- Interest in compensatory storage north of the subarea in unincorporated Snohomish County (flood mitigation option B) (7 pins) and in the southern tip of the subarea (4 pins), but discussion revealed that most participants don't want it on farmland. The mapping was anonymous, so it's unclear if any of the pins placed up north represented those particular property owners' views. (Though we can guess that 3 of the pins up there are the real estate agent's.)
- No pins were placed on our option C area.
- No pins were placed to the east, even though one participant really wanted to add the South Slough and its upstream connections to the options. Jeff and Evan cited reasons why this would be very complicated. (see Flooding notes above)

ADVISORY GROUP 2 – LAND USE

- Several participants seemed to lean toward letting each property owner figure out their mitigation on their own.

Land Use Poll and Discussion

- There appeared to be alignment around the following (participants were allowed to place up to 3 pins on a map for each use we asked about; we had 8 participants, so up to 24 pins total were possible for each use):
 - Strongest interest in agritourism, mostly in the north/northeastern area (17 pins)
 - Strong interest in hotel, evenly spread the length of SR 530 (13 pins) – no comments about height (showed image up to 9 stories)
 - Interest in recreational uses, mostly in the north/northeastern area (10 pins)
 - Interest in restaurants, especially along SR 530 (9 pins)
 - Interest in retail, grocery, and service (strip mall) along SR 530, especially near I-5 (8 pins)
 - Modest interest in allowing car dealerships north of SR 530 and in the southern tip (7 pins)
 - Minimal interest in truck stops, but all north of SR 530 (4 pins, 3 of which were from 1 participant)
 - City staff noted that Pilot got a special use permit for convenience store, gas station, and private parking. Truck stops are currently not a permitted use in IC as private parking is not allowed.

Other Discussion

- Discussions are ongoing with the Snohomish County Farmland Preservation group regarding strategies to preserve agricultural land. Previous efforts, such as the Transfer of Development Rights (TDR) pilot in Arlington, have not been successful.
- There is support for promoting agritourism and/or recreational developments near SR 530, as these initiatives are seen as having the least damaging impact on the land and surrounding areas, while offering economic benefits.

Transportation Technical Group 2

November 5, 2024 | 1 – 2:30 pm

Meeting Objectives:

- Refine SR530 concept design evaluation
- Confirm and refine preferred option
- Identify further information needs

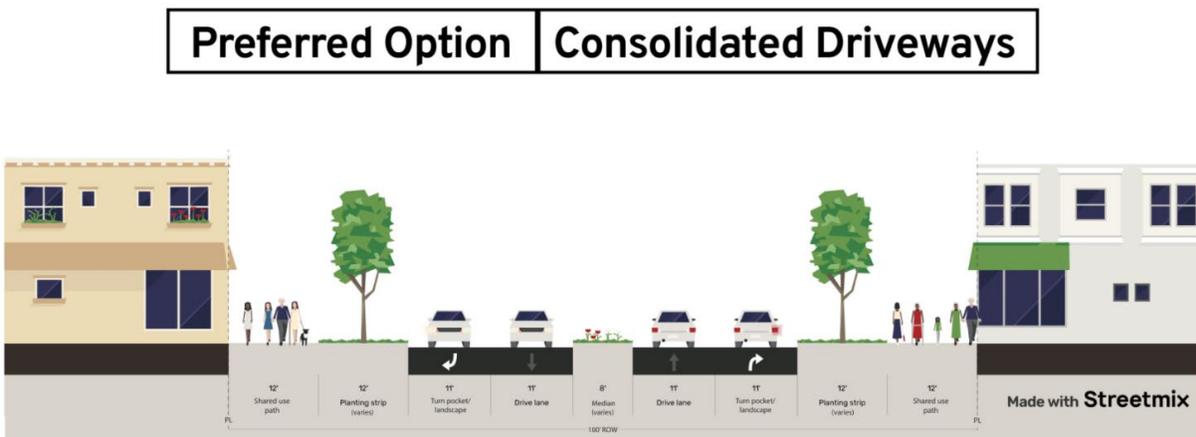
Attendees:

City: Marc Hayes, Amy Rusko, Raelynn Jones,

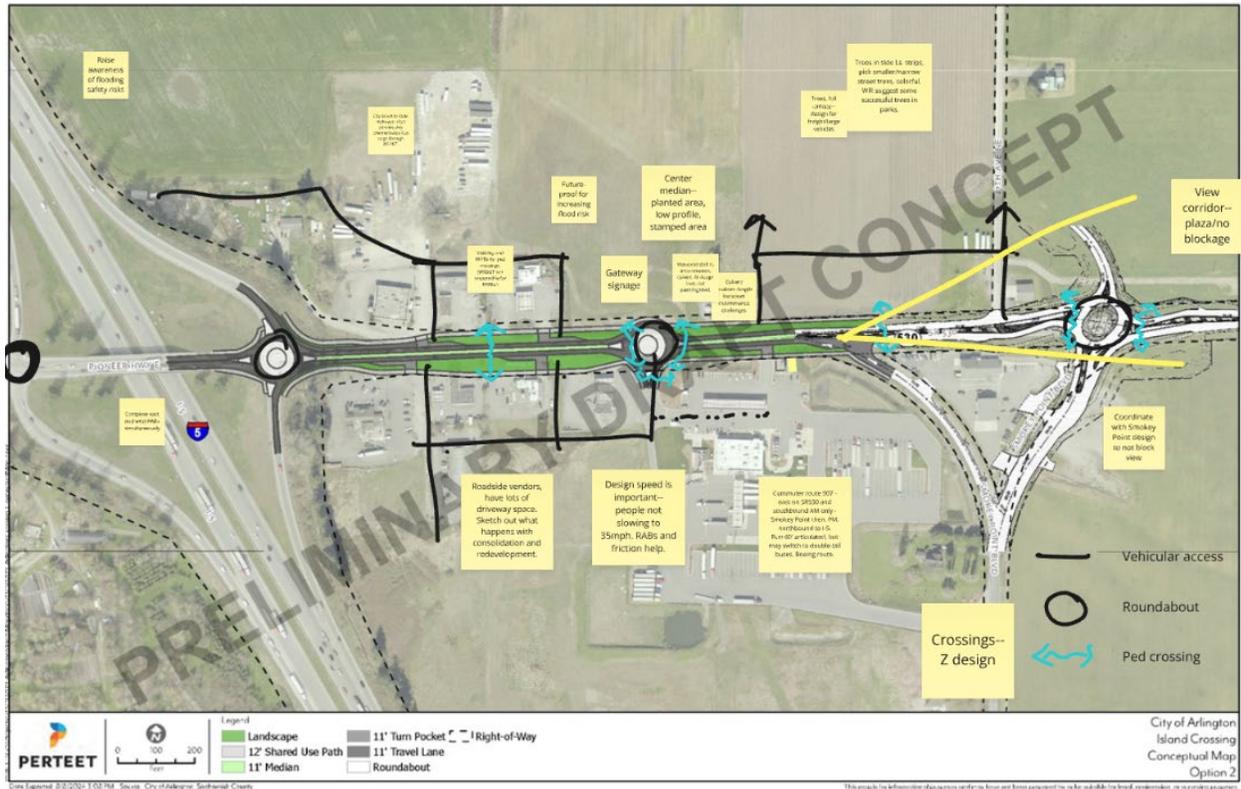
Consultant Team: Rachel Miller, Queenie Gipay, Stefanie Herzstein, Erin Routledge

Advisory Committee: Chris Simmons -
Community Transit,
Dawn Anderson - WSDOT
Evan Russel - Snohomish County

Preferred Option



- Raising SR 530 is preferred, as it allows for smoother grade transitions compared to frontage roads.
- Frontage roads are challenging to implement incrementally through redevelopment, making them less feasible over time.



Design Considerations

- Coordinate with the Smokey Point design to ensure views are preserved.
- Roadside vendors have a lot of driveway space. Explore how to co-locate use with driveway consolidation and redevelopment
- Include a well-marked **Z-crossing** for pedestrian safety.
- All designs fall under **WSDOT purview** and should align with their standards.
- Raise public awareness about flooding and safety risks, and incorporate **future-proofing measures** to address increasing flood risk.

Vegetation

- Include a **center-planted median** with low-profile plantings visibility and safety.
- Select **smaller, narrower street trees** to protect views

Roundabout

- Roundabout alignment may need to shift to **accommodate culvert location**, which could increase maintenance complexity.
- Construct the **east and west interchange roundabouts simultaneously** for greater efficiency
- Roundabouts will help calm traffic and support a target speed of 35 mph.
- Design roundabouts to **accommodate extra-long logging trucks, farm equipment, and other non-standard vehicles.**

Appendix C: Major Concepts Options Evaluation

DRAFT

Island Crossing Major Concepts Evaluation

The following concepts explore potential approaches to SR 530 design, land use, and flood mitigation. Each concept is developed and evaluated based on community priorities identified through public outreach and input from the Advisory Group and Technical Advisory Group.

Concept Options

The options below were explored as part of the evaluation process. Preferred options are marked with a star (★).

SR 530 Conceptual Design Options

- Option 1: Frontage Roads
- Option 2: Consolidated Driveways ★

Land Use Options

- Option 1: Current Zoning
- Option 2: Limit Allowed Uses
- Option 3: Limit Allowed Uses plus Incentives for Community Vision ★

Flood Mitigation Approach

- Option 1: Properties address individually
- Option 2: Regional storage on farmland near river
- Option 3: Regional storage within Subarea ★
- Other Options Considered
 - Option 4: Reconnect South Slough
 - Option 5: Pape compensatory storage

Evaluation Criteria

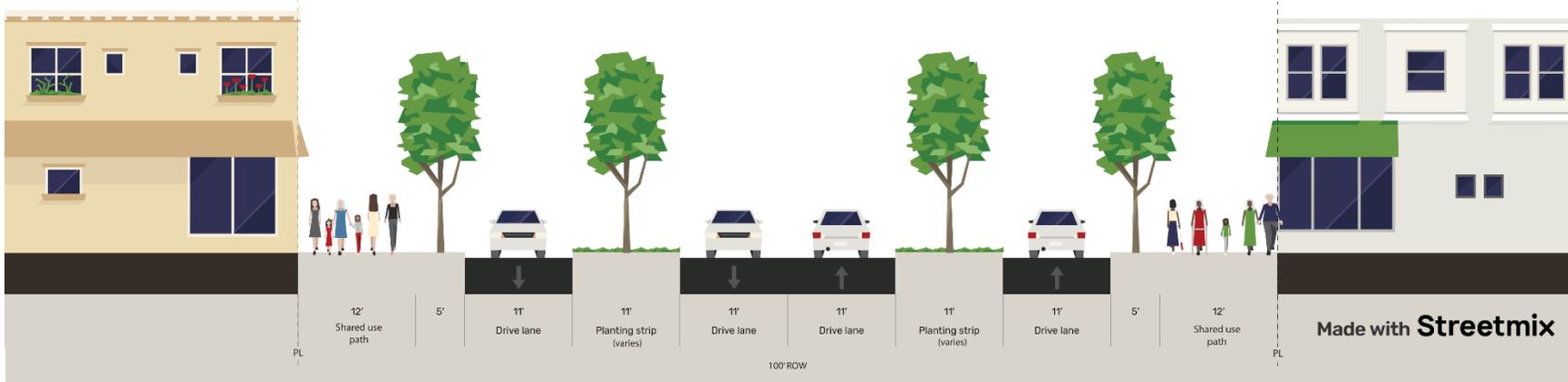
- Protect life and property from flooding hazards
- Support viability of surrounding agricultural lands
- Promote a safe, well-connected multimodal transportation system
- Celebrate the scenic landscape
- Leverage Island Crossing's setting and transportation access for economic prosperity
- Enhance the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

SR 530 Conceptual Design Options

Option 1. Frontage Roads

Two-lane highway with single lane roundabouts at the intersection of I-5 and SR 530 and near Pilot (avoids gas pipeline and low point and provides access to Pilot). Single lane frontage roads on both sides, except east of second roundabout on the south side. Consolidate driveways. Travel lanes (and frontage roads) could be elevated. Buffered shared use paths on both sides.

Option 1 | Frontage Roads

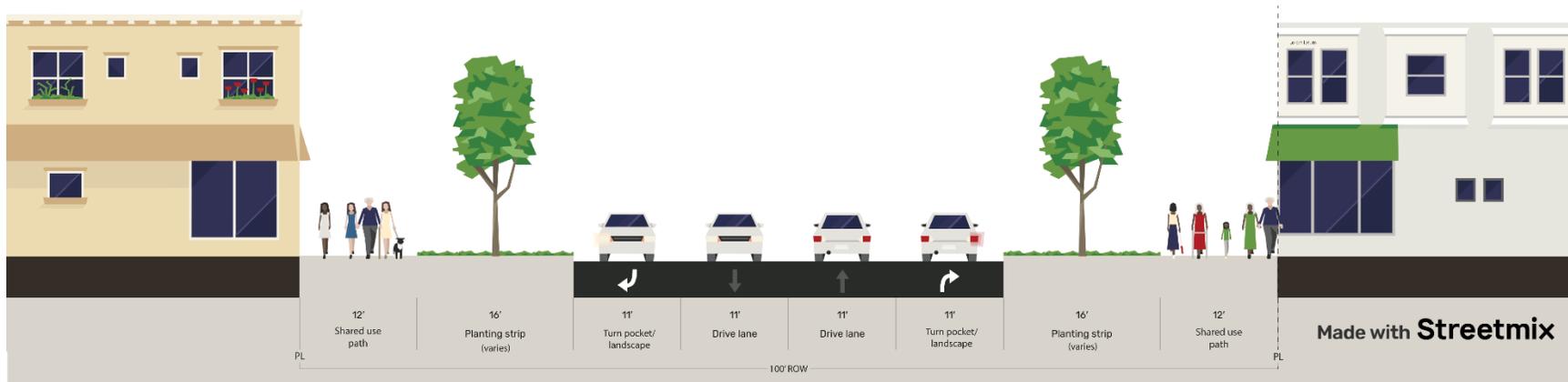




★ **Option 2. Consolidated Driveways (Preferred)**

Two-lane highway with right-turn pockets to access driveways; business entrances could be consolidated. This concept includes a series of roundabouts, a buffered shared use path on both sides, and a median with pedestrian refuges. The channel/culvert could be moved to connect to southern compensatory storage area. (Buildings would be allowed to develop to the front lot line, i.e., no front setback required.)

Option 2 Consolidated Driveways





Evaluation

Key considerations are in **bold**.

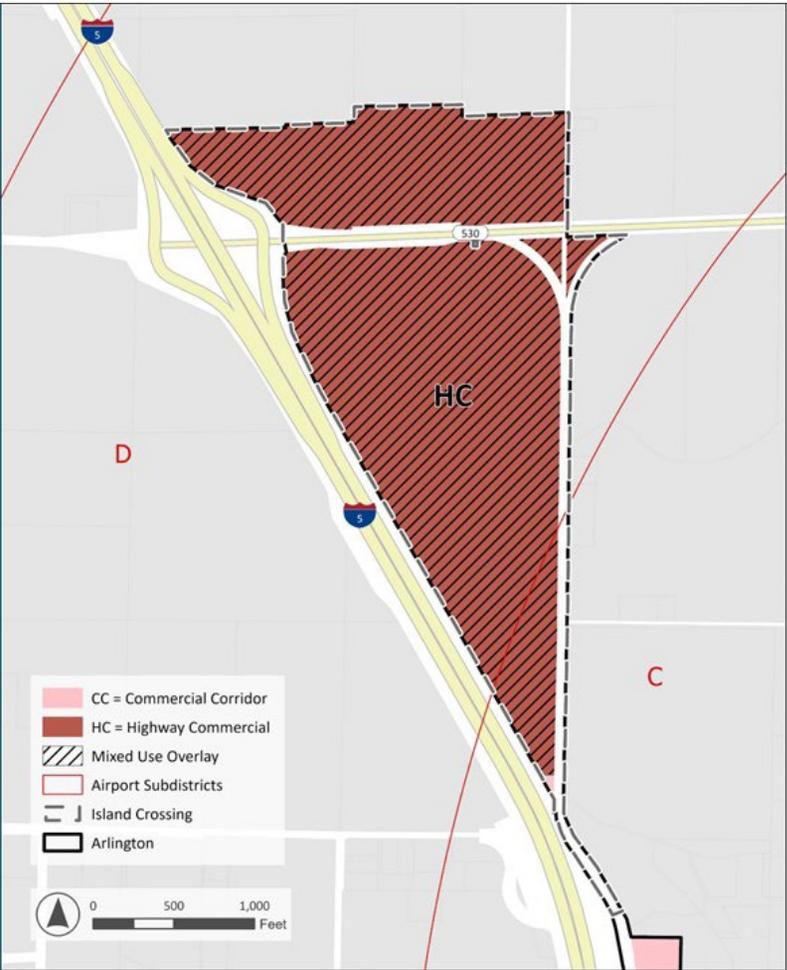
Evaluation Criteria	Option 1. Frontage Roads		Option 2. Consolidated Driveways	
	Pros	Cons/Considerations	Pros	Cons/Considerations
Protect life and property from flooding hazards	Roadway improvements would include culvert upsizing under SR 530. Raising of SR 530 travel lanes would remove them from floodplain.		Roadway improvement would include culvert upsizing under SR 530. Raising of SR 530 travel lanes would remove them from floodplain.	Allows for elevation transitions to properties if SR 530 is elevated
Support viability of surrounding agricultural lands	All improvements will occur within existing WSDOT right-of-way and will not require acquisition from adjacent parcels. Design will accommodate farm vehicles and freight.		All improvements will occur within existing WSDOT right-of-way and will not require acquisition from adjacent parcels. Design will accommodate farm vehicles and freight.	Could allow for roadside businesses east of the three-pronged roundabout or on private property
Promote a safe, well-connected, multimodal transportation system	Eliminates driveway conflicts along SR 530 and reduces conflicts related to turning to improve safety. Provides separate facilities for	Likely a need to provide some midblock crossing opportunities for pedestrians and bikes. Results in essentially right-in/right-out access for businesses. Would need to consider truck turning	Reduces conflicts related to driveways along SR 530. Improves I-5 interchange traffic operations.	Likely a need to provide some midblock crossing opportunities for pedestrians and bikes. If there is a center median down the corridor then access will essentially be right-in/right-out access for businesses.

Evaluation Criteria	Option 1. Frontage Roads		Option 2. Consolidated Driveways	
	Pros	Cons/Considerations	Pros	Cons/Considerations
	pedestrians and bikes. Improves I-5 interchange traffic operations. Improves operations for through traffic along the corridor.	movements for frontage road transitions.	Provides separate facilities for pedestrians and bikes. Makes it easier to cross as a pedestrian.	Require inter-site connectivity (alley connections) on back side of properties.
Celebrate the scenic landscape	Potential to add center median landscaping to complement natural scenery		Potential to add center median landscaping to complement natural scenery	
Leverage Island Crossing’s setting and transportation access for economic prosperity	Improves transportation access		Improves transportation access	
Enhance the natural environment’s health			Less impervious surface area than Option 1	
Comp Plan consistency				
Implementability		Hard to implement piecemeal over time with redevelopment given the grade changes. WSDOT would not want to manage.	Easier to transition grade between varying properties.	Consider development incentives for driveway consolidation

Land Use Options

Option 1. Current Zoning

Continue to allow all currently permitted uses, plus truck stops (no longer a permissible use because of private parking limitation). This option assumes the job growth shown in Snohomish County’s Buildable Lands Report.



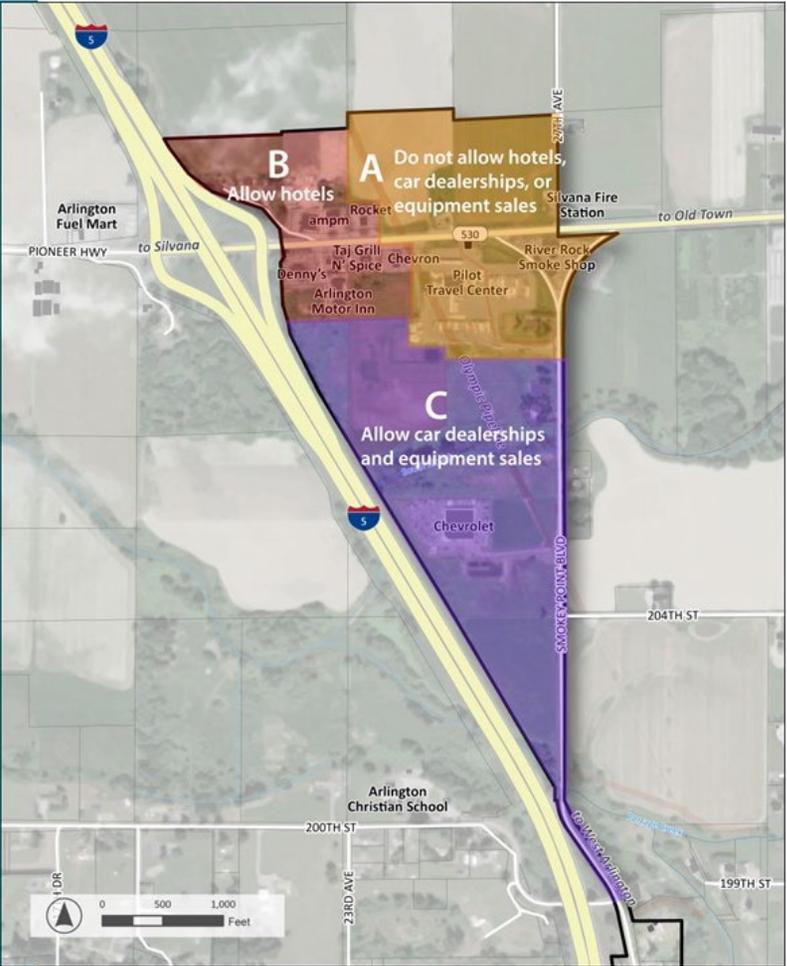
Existing Jobs:
(as of 2020)
249

Net New Jobs:
*(SnoCo BLR adjusted for 2020
baseline)*
72

Total Employment
Capacity:
(SnoCo BLR Analysis)
321

Option 2. Limit Allowed Uses

In response to community interests, limit allowed uses to retail, restaurant, grocery, agri- and recreational tourism, and recreation throughout, plus hotels close to I-5.



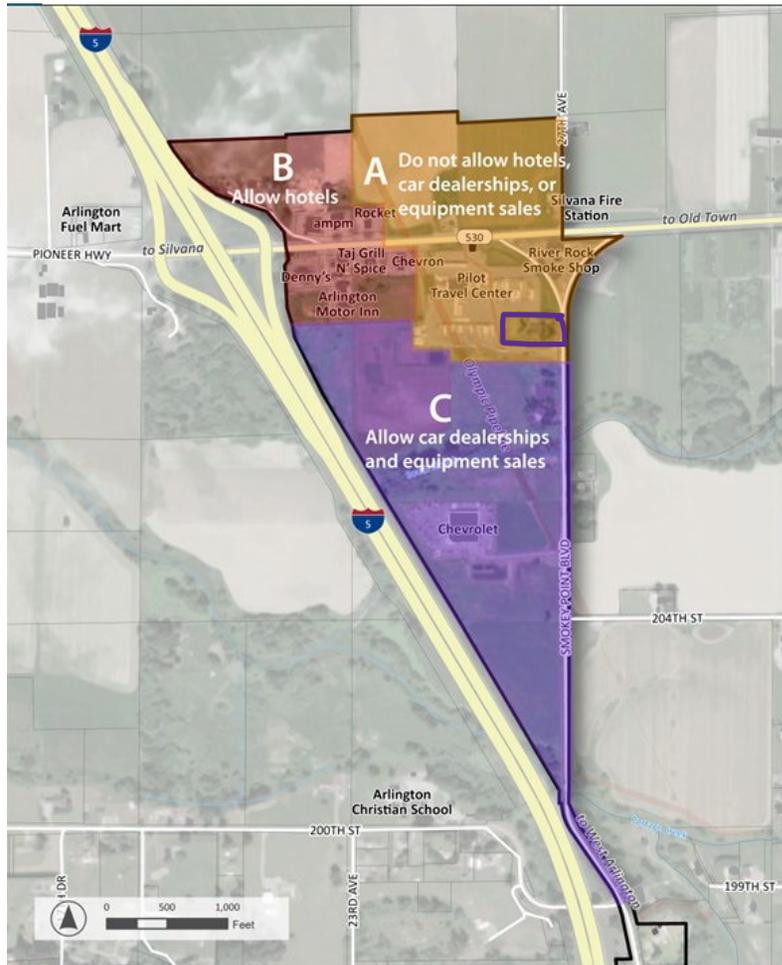
Existing Jobs:
249

Net New Jobs:
685

Total Employment
Capacity by 2044:
934

★ Option 3. Limit Allowed Uses plus Incentives for Community Vision (with updates, Preferred)

Limit allowed uses like in Option 2 and use public-private partnerships or other strategies to fill the financing gap for agritourism or recreational uses.



Height: Generally 50' height limit; Zone B hotels allowed height is 100'

Design Standards: Zone C will follow the Citywide Design Standards. Island Crossing Design Standards will only apply to Zone A and B. Topics to be explored:

- Farm theme
- Intersite connectivity

Existing Jobs:

249

Net New Jobs:

478

Total Employment Capacity:

727

Evaluation

Key considerations are in **bold**.

Evaluation Criteria	Option 1. Current Zoning		Option 2. Limit Allowed Uses		Option 3. Limit Allowed Uses plus Incentives for Community Vision	
	Pros	Cons/ Considerations	Pros	Cons/ Considerations	Pros	Cons/ Considerations
Protect life and property from flooding hazards		During flood events, commercial property at risk. If long-term truck parking is engaged by a flood, trucks may float away and endanger others.		During flood events, commercial property at risk	Pairing compensatory storage with public private partnerships for public benefits (as outlined in the subarea plan) creates the greatest potential for a proactive, regional flood mitigation strategy.	During flood events, smaller areas of commercial property at risk; recreational and/or agritourism fields at risk.
Support viability of surrounding agricultural lands	Potential for agriculture-supportive land uses, such as: <ul style="list-style-type: none"> • Agricultural-related retail (e.g., North 40) 	Any development would be required to treat stormwater before draining to agricultural land and mitigate flooding impacts.	Same as Option 1.	Same as Option 1.	Same as Option 1, plus PPP and other strategies increase the viability of agritourism , further supporting	Same as Option 1, but slightly less risk of flooding impacts due to lesser intensity development.

Evaluation Criteria	Option 1. Current Zoning		Option 2. Limit Allowed Uses		Option 3. Limit Allowed Uses plus Incentives for Community Vision	
	Pros	Cons/ Considerations	Pros	Cons/ Considerations	Pros	Cons/ Considerations
	<ul style="list-style-type: none"> • Farm-to-table or similar restaurants • Hotels to support agritourism • Roadside farm stand 				nearby agriculture.	
Promote a safe, well-connected, multimodal transportation system	Allows for a greater intensity of uses than exists today, which could increase walking/biking between uses if sites are designed to encourage this travel.	Allows for an increase in trucks accessing the area with truck stop uses, which increases vehicle and human conflicts with trucks. More auto-oriented uses like truck stop could encourage driving between sites even for short trips depending on the location of the truck stop uses and connectivity	Small reduction in overall vehicle traffic along the corridor. Reduction in trucks turning to/from driveways by eliminating the ability to provide truck stops (reduces conflicts with trucks). Provides a balance of supportive land uses that will likely encourage walking between sites rather than driving.	Some uses would continue to be more auto-oriented; site designs will need to consider connectivity to encourage walking/biking rather than driving between uses.	Same as Option 2	Same as Option 2

Evaluation Criteria	Option 1. Current Zoning		Option 2. Limit Allowed Uses		Option 3. Limit Allowed Uses plus Incentives for Community Vision	
	Pros	Cons/ Considerations	Pros	Cons/ Considerations	Pros	Cons/ Considerations
		between other uses.				
Celebrate the scenic landscape	Hotels could make use of the scenic views.	Though redevelopment under any alternative could block existing views, SR 530 corridor design and IC design standards could transform the area’s current highway feel into a more human-scaled, comfortable atmosphere that celebrates the Stillaguamish River scenic views and setting.	Hotels could make use of the scenic views. Barring truck stops throughout, limiting hotels to close to I-5, and limiting car dealerships to the southern area away from SR 530 may reduce view conflicts along SR 530 looking east.	Same as Option 1	Same as Option 2, plus potential for lower intensity agritourism or recreational development to maintain and celebrate the natural setting. Meets City goals for parkland in each subarea.	Same as Option 1
Leverage Island Crossing’s setting and transportation access for economic prosperity	Continues to allow uses, such as hotels, truck stops, and regional commercial,		Like Option 1, allows a mix of uses that benefit from excellent highway access, but the non-truck stop focus leans into the		Same as Option 2, Although this option encourages more tourism-related and	

Evaluation Criteria	Option 1. Current Zoning		Option 2. Limit Allowed Uses		Option 3. Limit Allowed Uses plus Incentives for Community Vision	
	Pros	Cons/ Considerations	Pros	Cons/ Considerations	Pros	Cons/ Considerations
	that can benefit from excellent highway access and proximity to the Cascade Industrial Area		agricultural and Stillaguamish Valley setting rather than the Cascade Industrial Area proximity.		recreational uses, supportive of local agricultural economy. Direct connection between farmers and commerce.	
Enhance the natural environment's health		More single purpose commercial/auto-oriented uses could encourage greater vehicular trips. Inundation of truck/vehicle parking areas contributes to pollution. As development increases, so does the expansion of impervious surfaces, which,	Slightly greater potential for reducing/shortening vehicle trips depending on proximity of destinations (e.g., grocery store near gas station) and site connectivity/design.		Agri- and recreational tourism uses would likely have smaller impervious surface areas and could include floodable areas.	Impacts of agri- and recreational development are dependent on site design and materials (e.g., synthetic rec field materials could be problematic in flood events).

Evaluation Criteria	Option 1. Current Zoning		Option 2. Limit Allowed Uses		Option 3. Limit Allowed Uses plus Incentives for Community Vision	
	Pros	Cons/ Considerations	Pros	Cons/ Considerations	Pros	Cons/ Considerations
		without mitigation, impacts stormwater runoff quality, quantity, and speed, vegetation and tree canopy, urban heat islands, and flooding.				
Comp Plan consistency	Meets the 20 - year (2044) employment target for the subarea.		Same as Option 1.			Slightly lower employment capacity than Options 1 and 2.
Implementability	Truck stops are a low-hanging fruit.			Slightly harder to implement with less developer interest in regional commercial than truck stops		Hard to implement; requires greater City funding and property owner coordination for joint development

Flood Mitigation Approach

Option 1. Properties address individually

No regional compensatory storage approach.

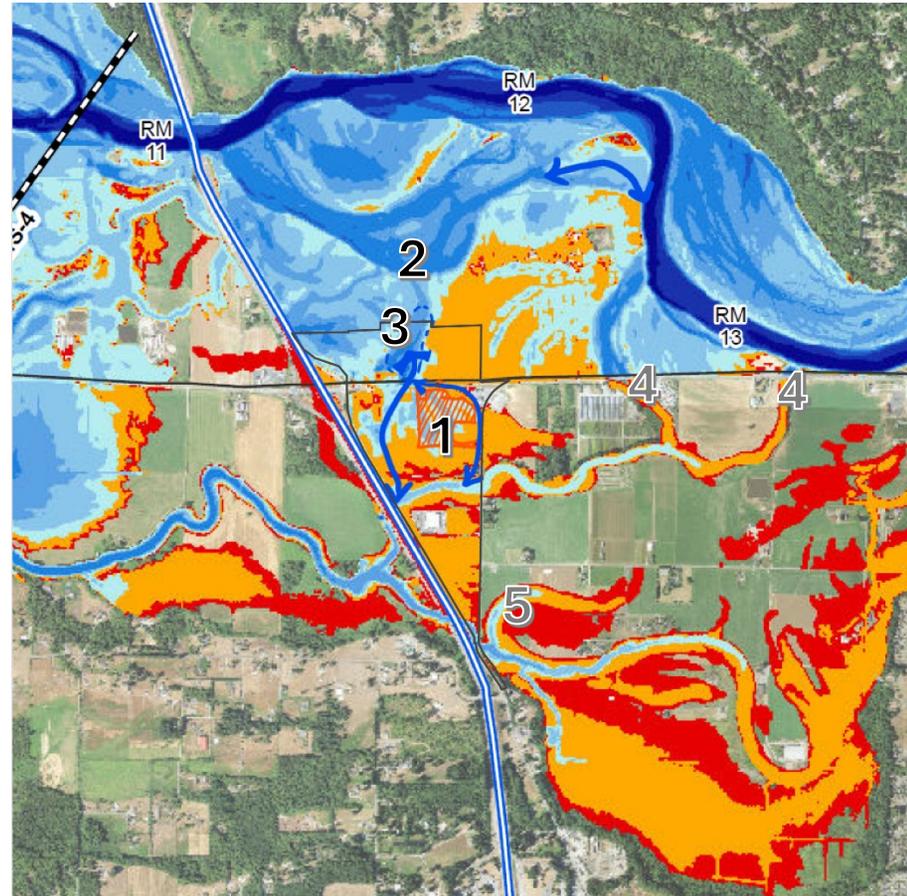
Option 2. Regional storage on farmland near river

Lower agricultural land to develop regional compensatory storage* in unincorporated Snohomish County north of the subarea.

★ Option 3. Regional storage within subarea (Preferred)

Utilize Skelton Trust parcel north of SR 530 and improve culvert to connect to existing Pilot compensatory storage. At a minimum, this regional storage facility* would likely protect properties in the northwestern portion of the subarea, and with greater effort, may be able to protect more of the subarea.

**Regional storage facilities could include parkland, either recreational fields or natural areas, and a small, elevated area for a playground or other year-round use. If on un-incorporated County agricultural land, the intent would be to remain agricultural, pending viability with increased flood risk.*



10-year flood map, Hydraulic & Hydrologic Modeling in the Stillaguamish Watershed, Watershed Science and Engineering, 2022.

MAKERS/Herrera-added diagram:

- Blue dashed line: ideal area for potential storage
- Blue arrows: ideal places to connect water flows
- Orange hatch: Pilot area elevated after modeling

Other options considered

- **Option 4.** Reconnect South Slough across SR 530 – This option is complicated because it would likely require the construction of two new large bridges and increase flooding on farmland all along the South Slough, especially west of I-5 where property owners would otherwise not be directly impacted by the project. The I-5 culvert may also need to be upsized.
- **Option 5.** Pape compensatory storage area east of subarea – would not address flooding in bulk of subarea

Evaluation

Key considerations are in **bold**.

Evaluation Criteria	Option 1. Properties address individually		Option 2. Regional storage on farmland near river		Option 3. Regional storage within subarea	
	Pros	Cons/ Considerations	Pros	Cons/ Considerations	Pros	Cons/ Considerations
Protect life and property from flooding hazards		Piecemeal actions tend to be less effective	Separates developed and undeveloped uses		Better integration of flood protection with overall plan	
Support viability of surrounding agricultural lands		Likely impacts viability of adjacent agricultural lands because of the inefficacy of piecemeal actions		Does not – likely impacts to farmland	More effective at controlling flood impacts	
Promote a safe, well-connected, multimodal transportation system		Likely piecemeal actions will interrupt traffic flow and circulation due to space	Separates developed and undeveloped uses, would allow for more streamlined development of		Better integration of flood control with overall plan and multimodal system	

Evaluation Criteria	Option 1. Properties address individually		Option 2. Regional storage on farmland near river		Option 3. Regional storage within subarea	
	Pros	Cons/ Considerations	Pros	Cons/ Considerations	Pros	Cons/ Considerations
		constraints, different timelines for different parcels	SR 530 cross section			
Celebrate the scenic landscape		Generally piecemeal actions are	Likely no effect if ag lands remain viable		If properly designed and located, yes. Floodable recreational fields or natural areas would aesthetically fit in the landscape.	
Leverage Island Crossing’s setting and transportation access for economic prosperity		Likely would impact the ability of small parcels to address flood issues	It would by separating developed and undeveloped areas		It would because it would integrate necessary flood protection into plan. Floodable recreational fields or natural areas would bolster the subarea as a gateway into the valley’s agricultural and recreational tourism.	

Evaluation Criteria	Option 1. Properties address individually		Option 2. Regional storage on farmland near river		Option 3. Regional storage within subarea	
	Pros	Cons/ Considerations	Pros	Cons/ Considerations	Pros	Cons/ Considerations
Enhance the natural environment's health		Does not – disconnects habitats		Does not because it would limit off-channel habitat connection	Could be, dependent on design	
Comp Plan consistency	Consistent			Impacts to adjacent ag lands is inconsistent, though within the City, limited effect	Consistent	
Implementability	Easiest			Unlikely. Needs willing property owners.	Financially viable option for property owners. Selling severely encumbered land for a regional floodwater facility is likely more lucrative than selling it for the limited development that would be allowed. Also, a small portion of the site could be used for a commercial use.	Challenging from a coordination perspective. Requires significant planning. Needs willing property owner.

Evaluation Criteria	Option 1. Properties address individually		Option 2. Regional storage on farmland near river		Option 3. Regional storage within subarea	
	Pros	Cons/ Considerations	Pros	Cons/ Considerations	Pros	Cons/ Considerations
					RCO funds are likely for this site with its fish habitat.	

Appendix D: Zoning and Development Standard Recommendations

DRAFT

Chapter 20.119
ISLAND CROSSING SUBAREA DEVELOPMENT STANDARDS

Sections:

Part I: Island Crossing General Standards

- 20.119.010 Purpose and Intent
- 20.119.020 General Requirements and Applicability
- 20.119.030 Zoning Designations
- 20.119.040 Permissible Uses
- 20.119.050 Island Crossing Density and Dimensional Standards
- 20.119.060 Street Design Standards
- 20.119.070 Parking Standards
- 20.119.080 Landscaping Standards
- 20.119.090 Flooding and Compensatory Storage

Part II: Island Crossing Design Standards

- 20.119.100 Interpretation
- 20.119.110 Island Crossing Theme: Farm & Agrarian Design

Site Planning

- 20.119.120 Relationship to Street Front
- 20.119.130 Building Orientation
- 20.119.140 Blank Walls

Vehicular Access and Parking

- 20.119.150 Internal Roadways
- 20.119.160 Vehicular Entrances and Driveways
- 20.119.170 Parking Layout and Design

Pedestrian Access, Amenities, and Open Space

- 20.119.180 Internal Pedestrian Network
- 20.119.190 Pedestrian-Oriented Spaces

Building Design

- 20.119.200 Architectural Style and Character
- 20.119.210 Building Corner
- 20.119.220 Building Material

Part I. Island Crossing General Standards

20.119.010 – Purpose and Intent.

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. It has the potential to be a celebrated, safe, and unique gateway to Arlington and the Stillaguamish Valley and play a vital role in the region's commercial, agritourism, and outdoor recreation economies. The intent of this chapter is to implement the vision for Island Crossing as provided in the adopted Island Crossing Subarea Plan and ensure that redevelopment contributes to the following goals:

- (a) Support the viability of surrounding agricultural lands by managing the floodplain, allowing for farmstands, and guiding development into an agriculture-oriented business hub.
- (b) Promote a safe, well-connected, multimodal transportation system.
- (c) Celebrate the scenic landscape by:
 - (1) Enhancing Island Crossing's identity as a gateway into Arlington and the Stillaguamish Valley.
 - (2) Preserving, enhancing, and/or creating community-valued views of the Stillaguamish Valley, Snohomish County's agricultural lands, and the Cascade Mountains.
- (d) Leverage Island Crossing's setting and transportation access for economic prosperity through allowances for desired commercial businesses and design standards for a vibrant, human-oriented environment.
- (e) Enhance the natural environment through floodplain management, green stormwater management (e.g., raingardens, bioretention), and green building and site design.

20.119.020 – General Requirements and Applicability.

- (a) This chapter establishes specific regulations for development within the Island Crossing Subarea consistent with the City's Comprehensive Plan and the Island Crossing Subarea Plan. Where a conflict exists between this chapter and other sections of the Arlington Municipal Code (AMC) Title 20 – Zoning, the provisions of this chapter take precedence. For all other topics not specifically addressed herein, the applicable standards of AMC Title 20 shall continue to apply.
- (b) Part I Island Crossing General Standards apply to the Island Crossing-1 (IC-1), Island Crossing-2 (IC-2), and Island Crossing-3 (IC-3) zones. (See Figure 1 Island Crossing Zoning Map for subdistricts boundaries)
- (c) Part II Island Crossing Design Standards apply to properties within IC-1 and IC-2 zones. Development within the IC-3 zone is subject to the citywide Development Design Standards.
- (d) Extension or Enlargement of Nonconforming Situations shall follow the regulations established under AMC Chapter 20.32.030, with the following exception:
 - (1) A gas or fueling station that existed prior to the adoption of these regulations may be fully redeveloped on the same lot (no changes to lot size) if the purpose of the improvements are to construct a new building structure outside of the floodplain.

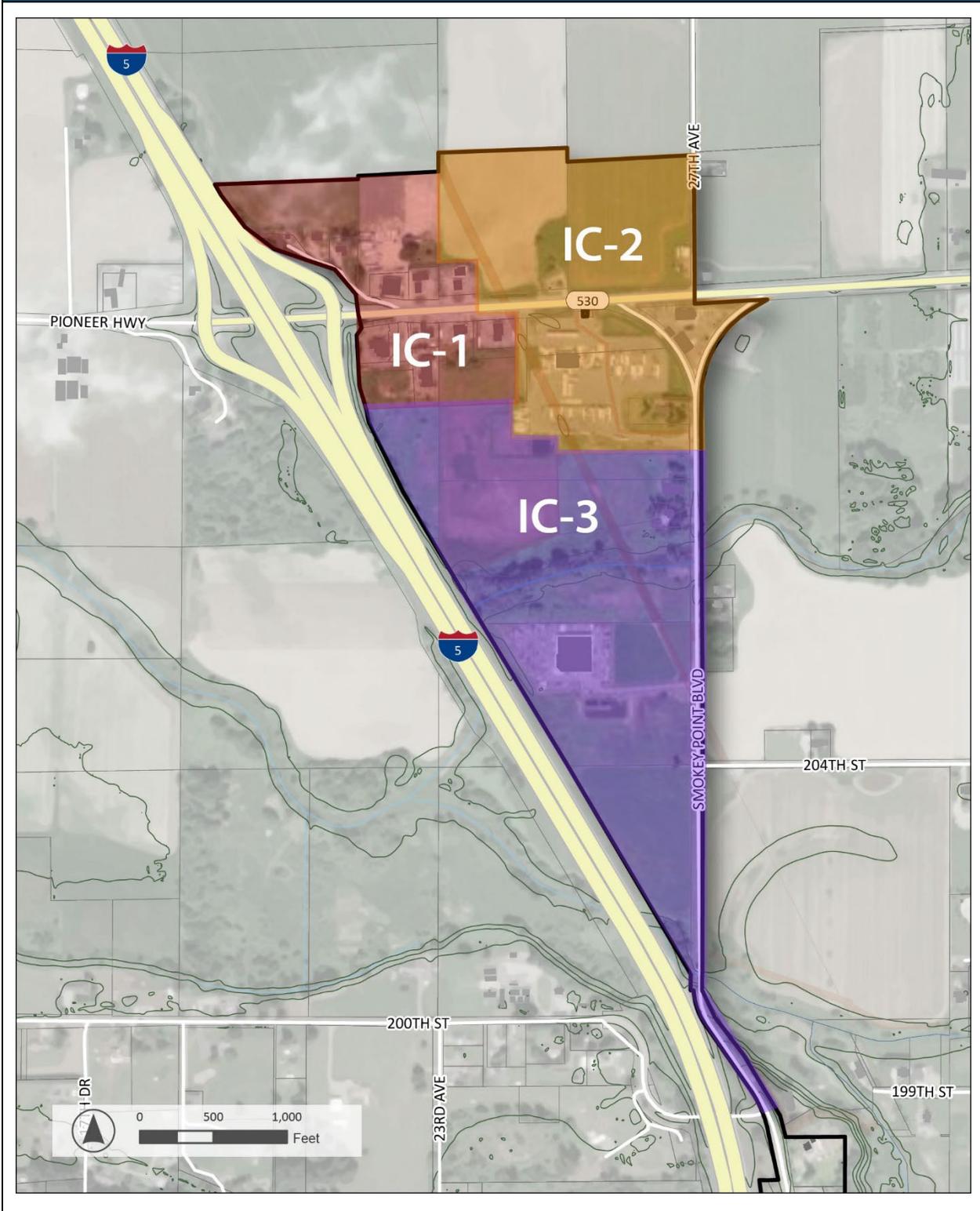
- (e) Repair, Maintenance and Reconstruction shall follow the regulations established under AMC Chapter 20.32.040, with the following exception:
 - (1) A gas or fueling station that existed prior to the adoption of these regulations may replace, repair, or reconstruct fuel pumps, islands, and canopies following the original construction design or an updated design with a building permit.

20.119.030 – Zoning Designations.

Island Crossing includes three subdistricts, IC-1, IC-2, and IC-3, each with unique regulations. These distinctions set a framework for nuanced development that can meet both community goals and regional needs.

- (a) The Island Crossing-1 (IC-1) zone is established to accommodate highway-oriented commercial activities near the I-5 and SR 530 interchange to cater to commuters, tourists, and commerce and improve the human environment and connectivity along existing and future streets.
- (b) The Island Crossing-2 (IC-2) zone is established to promote low-intensity commercial activities, including agri-commercial ventures such as farm-to-table restaurants and farm equipment stores. This zone also allows public and semi-public uses. IC-2 is intended to support a well-connected, people-friendly, vibrant community hub that enhances the local economy and recreational opportunities.
- (c) The Island Crossing-3 (IC-3) zone is established to accommodate general commercial to support the regional economy, such as car and heavy equipment sales/rentals and renewable energy facilities. It is intended to be a flexible zone following the citywide development design standards.
- (d) Zone boundaries are shown in Figure 1 Island Crossing Zoning Map.

Figure 1
Island Crossing Zoning Map



20.119.040 – Permissible Uses.

(a) The purpose of this section is to establish the uses generally permitted in each zone which are compatible with the purpose and other uses allowed within the zone. All project and/or developments are required to meet all provisions listed in AMC 20.40.020 - 100.

(b) Island Crossing Table of Permissible Uses.

P = Permitted with Business License	ZS = Zoning or Special Use Permit
ZV = Zoning Verification	ZC = Zoning or Conditional Use Permit
Z = Zoning Permit	ZSC = Zoning, Special Use or Conditional Use Permit
S = Special Use Permit	ACUP = Administrative Conditional Use Permit
C = Conditional Use Permit	Number = Footnote Condition

Use Descriptions	Zones ^{1,2}		
	IC-1	IC-2	IC-3
Cultural, Social, or Fraternal Uses			
Art Galley or Center	ZS	ZS	ZS
Museum	ZS	ZS	ZS
Social, Fraternal Clubs and Lodges, Union Halls, and Similar Uses	ZS	ZS	ZS
Environmental			
Critical Area Uses (AMC 20.93)	Z	Z	Z
Land Clearing and Logging ³	Z	Z	Z
Industry, Manufacturing, Processing, Repairing, Renovating, Assembly of Goods, Merchandise or Equipment			
Brewery, Distillery, Craft Beverage Production with Tasting Room or Restaurant (No Drive-Thru Services)	ZS	ZS	
Land Division			
Binding Site Plan Major	C	C	C
Binding Site Plan Minor	Z	Z	Z
Boundary Line Adjustments	Z	Z	Z
Marijuana Production, Processing, and Retail			
Marijuana Retail	Z	Z	Z
Motor Vehicle-Related Sales and Service Operations			

Use Descriptions	Zones ^{1,2}		
	IC-1	IC-2	IC-3
Car Wash	ZS		ZS
Electric Vehicle Infrastructure ⁴	Z	Z	Z
Painting and Body Work with No Storage of Vehicles			ZS
Repair and Maintenance, Not Including Substantial Body Work, and No Storage of Vehicles			ZS
Sales or Rental or Mobile Home Sales			ZS
Sales with Installation of Motor Vehicle Parts or Accessories (Tires, Mufflers, etc.)			ZS
Open Air Markets and Horticultural Sales			
Commercial Greenhouse with On-Premises Sales	Z	Z	Z
Horticultural Sales with Outdoor Display	ACUP	ACUP	ACUP
Temporary (Seasonal) Farmer's Market	ACUP	ACUP	ACUP
Personal Services			
Banks with Drive-Thru Windows	ZS	ZS	ZS
Dry Cleaner / Laundromat	ZS	ZS	ZS
Salon / Barber Shop / Beauty Shop / Tanning	ZS	ZS	ZS
Studio: Art, Music, Dance	ZS	ZS	ZS
Travel Agencies	ZS	ZS	ZS
Other Similar Uses	ZS	ZS	ZS
Professional Services			
Attorney / Legal Services	ZS	ZS	ZS
Clinics of Physicians or Dentist	ZS	ZS	ZS
Consultant	ZS	ZS	ZS
Insurance / Stockbroker	ZS	ZS	ZS
Other Similar Uses	ZS	ZS	ZS
Public and Semi-Public Facilities			
Bus Station, Train Station	ZS	ZS	ZS
Civil Defense Operation	ZS	ZS	ZS

Use Descriptions	Zones ^{1,2}		
	IC-1	IC-2	IC-3
Fire Stations	ZS	ZS	ZS
Military Reserve, National Guard Centers	ZS	ZS	ZS
Police Stations	ZS	ZS	ZS
Post Office	ZS	ZS	ZS
Public Parking Lot or Parking Garage	ZS	ZS	ZS
Rescue Squad, Ambulance Service	ZS	ZS	ZS
Special Events ⁵	P	P	P
Recreation, Amusement, Entertainment			
Outdoor Recreation: Athletic Fields, Tennis Courts, Miniature Golf Courses, Skateboard Parks, Parks, and Similar Uses	ZS	ZS	ZS
Indoor Recreation: Bowling Alleys, Skating Rinks, Indoor Tennis and Squash Courts, Billiards and Pool Halls, Indoor Athletic and Exercise Facilities, and Similar Uses	ZS	ZS	ZS
Movie Theaters Seating Capacity Less than 300	ZS	ZS	ZS
Religious			
Religious Assembly - Accessory	ZV	ZV	ZV
Religious Assembly – Principle	ZS	ZS	ZS
Residential Rooms for Rent Situations			
Hotels, motels, and similar businesses or institutions providing overnight accommodations	ZSC		
Restaurants, Bars, Night Clubs			
Carry-Out and Delivery Service; No Drive-Thru Service; Consumption Outside Fully Enclosed Building	ZS	ZS	ZS
Carry-Out and Delivery Service; Drive-Thru Service; Service or Consumption Outside Fully Enclosed Building	ZS	ZS	ZS
No Substantial Carry-Out or Delivery Service; No Drive-Thru Service; Service or Consumption Inside or Outside Fully Enclosed Building	ZS	ZS	ZS
Gambling Establishments	ZS	ZS	ZS

Use Descriptions	Zones ^{1,2}		
	IC-1	IC-2	IC-3
Retail Trade – No Outside Storage of Goods Allowed			
Convenience Stores	Z	Z	Z
General Mercantile	ZS	ZS	ZS
Home Occupation ⁶	P	P	P
Sales / Rentals Incidental to a Non-Retail Principal Use ⁷	ZS	ZS	ZS
Wholesale Sales	ZS	ZS	ZS
Retail Trade – Outside Storage of Goods and Display Allowed			
Mobile Sales and Delivery ⁸	ACUP	ACUP	ACUP
Services and Enterprises Related to Animals			
Pet Grooming/Pet Store	ZS	ZS	ZS
Veterinarian	ZS	ZS	ZS
Utility Facilities			
Alternative Energy Systems ⁴	ZS	ZS	ZS
Electrical Community or Regional Facility	C	C	C
Electrical Neighborhood Facility	Z	Z	Z
Public Utilities	Z	Z	Z
Franchise Utilities	Z	Z	Z
Wireless Communication Facilities ⁹			
Commercial Antennas 50 feet tall or less	Z	Z	Z
Commercial Macro Facilities	Z	Z	Z
Commercial Micro Facilities	Z	Z	Z
Commercial Mini Facilities	Z	Z	Z
Miscellaneous			
Combination Uses	ZSC	ZSC	ZSC

Footnotes of Island Crossing Table of Permissible Uses

¹ Subject to Section 20.38.080 – Performance Standards and Miscellaneous Restrictions

² Subject to Section 20.38.070 – Restrictions on Certain Use Classifications on Arlington Airport Property

³ Subject to Section 20.44 Part II – Land Clearing, Grading, Filling and Excavation and Chapter 20.80 Forest Land Conversion

⁴ Subject to Section 20.114 – Alternative Energy Systems and Technologies

⁵ Subject to Chapter 5.44 – Parades, Athletic Events and other Special Events

⁶ Only allowed within existing residential uses and subject to Section 20.44.082 – Home Occupations

⁷ Subject to Section 20.40.050 Accessory Uses

⁸ Subject to Section 20.44.080 – Administrative Conditional Use Permit for Mobile Sales and Delivery

⁹ Subject to Section 20.44.034 – Wireless Communications Facilities

20.119.050 – Island Crossing Density and Dimensional Standards.

- (a) The Island Crossing Density and Dimensional Standards table addresses the form and intensity of development specific to individual zones. See 20.119.170 (d) Figure 12 for lot diagram examples, illustrating setbacks requirements.
- (b) AMC Chapter 20.48 provides clarification and exceptions to the density and dimensional standards outlined in 20.119.050 (g).
- (c) Building Setback Requirements. Locate development in IC-1 and IC-2, adjacent, as feasible, to the sidewalk(s). Development in IC-3 may be located in the best location on the site for the type of use proposed.
- (d) Building Height Limitation. Hotels or other similar overnight lodging within IC-2 zone shall be 100 feet tall or less.
- (e) Island Crossing Density and Dimensional Standards Table.

Zone	Minimum Lot Size and Width	Building Setback Requirements – Minimum Distance, in feet, from:							Height Limitation (ft)	Maximum Lot Coverage (%)
		Non-Arterial Street Right-of-Way ¹ Line		Arterial Street Right-of-Way ¹ Line		Rear Lot Boundary Line	Side Lot Boundary Line or Alley	ECA Buffer		
		Building	Freestanding Sign	Building	Freestanding Sign	Building	Building and Freestanding Sign			
IC-1	0 ²	0-10 ³	5	0-25 ⁴	5	5	5	15	50 ⁶	100
IC-2	0 ²	0-10 ³	5	0-25 ⁴	5	5	5	15	50	100
IC-3	0 ²	0 ⁵	5	0 ⁵	5	5	5	15	50	100

Footnotes of Island Crossing Density and Dimensional Standards.

¹ As used in this table, “right-of-way” means the street’s ultimate right-of-way according to its classification, not existing, actual right-of-way.

² A “0” in this column means that there is no minimum parcel size or width required. One can subdivide into as small of lots as one wants, as long as a permissible use can fit on the lot while meeting the rest of the requirements of this code (e.g., parking, landscaping, screening, setbacks, drainage, etc.).

³ Buildings may be set further from right-of-way if providing a pedestrian-oriented space (see XXX) between the sidewalk and the building front.

⁴ Exception: Buildings may locate further from an arterial when orienting to a non-arterial.

⁵ A “0” in this column means that there are no minimum or maximum setbacks from the right-of-way line

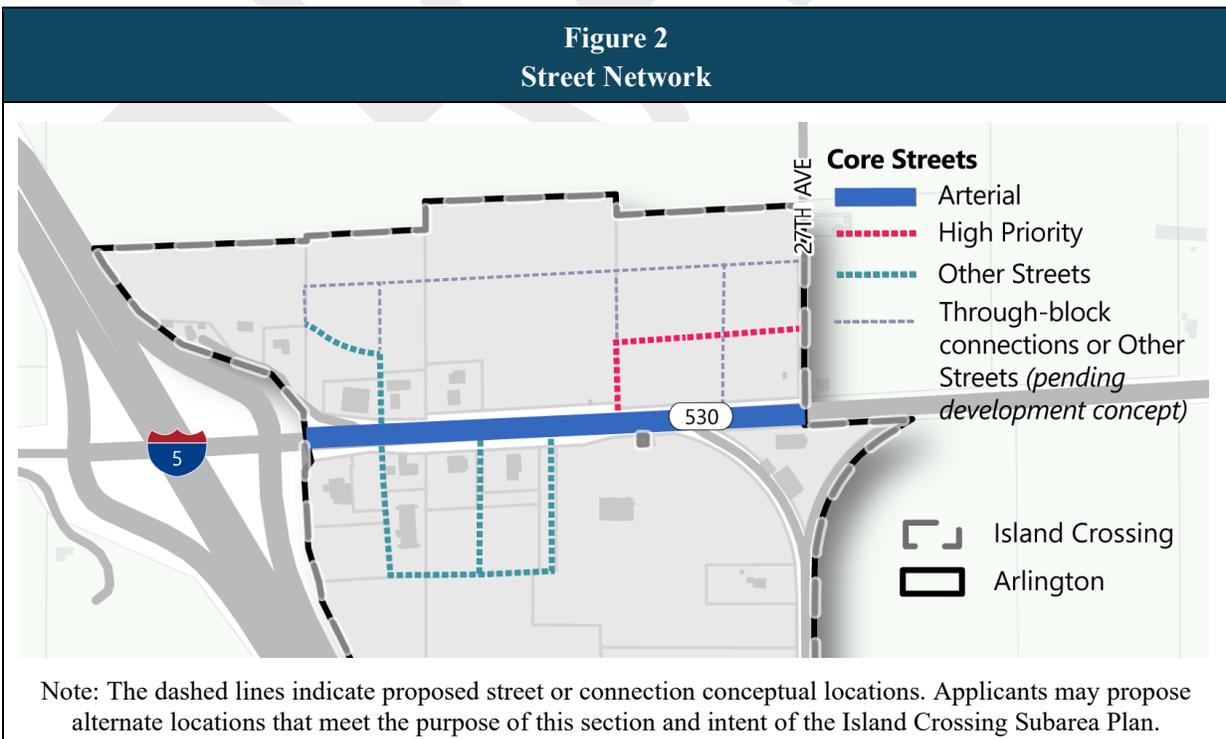
⁶ Maximum height limit for hotels or similar overnight lodging is 100 feet.

20.119.060 – Street Design Standards.

New street regulations are established to enhance Island Crossing inter-site connectivity and support the development envisioned within the subarea. Required new street and through-block connections are to be built by developers as development occurs.

- (a) New streets are required:
 - (1) To meet the Public Works Design and Construction Standards.
 - (2) To meet all sections of AMC 20.56, unless otherwise adjusted within these standards.
- (b) Authority to require dedication. If a right-of-way abutting the applicable site has inadequate width, the applicant will dedicate a portion of the subject property for the required right-of-way widening. In some instances, due to road alignment needs, more right-of way may be required from one side of a street than the other.
- (c) Provide inter-site connectivity per Figure 2 Street Network below. Specific alignments for new or extended street connections and through-block connections will be developed during the development review process for applicable sites

Note that Figure 2 Street is different than the Figure 8 block frontages designation map in AMC 20.119.120 Relationship to Street Front. The street type designations and standards regulate the design of the roadway, sidewalks, and planting strips within the right-of-way. Block-frontage designations and standards set forth in in AMC 20.119.120 regulate the development frontages, which includes the building and associated site development that occur within the property boundary.



(d) **Maximum block length.** New developments on large sites (over 2 acres) are to facilitate good pedestrian and vehicular circulation. Specifically, blocks are to be designed to provide publicly accessible pedestrian and/or vehicular connections at intervals no greater than indicated in AMC 20.119.060(e) by zone.

- (1) Vehicular connections shall be designed as shown in AMC 20.119.060 (f).
- (2) Pedestrian or shared connections shall be designed to comply with one of the three types of through-block connections shown in AMC 20.119.060 (g).

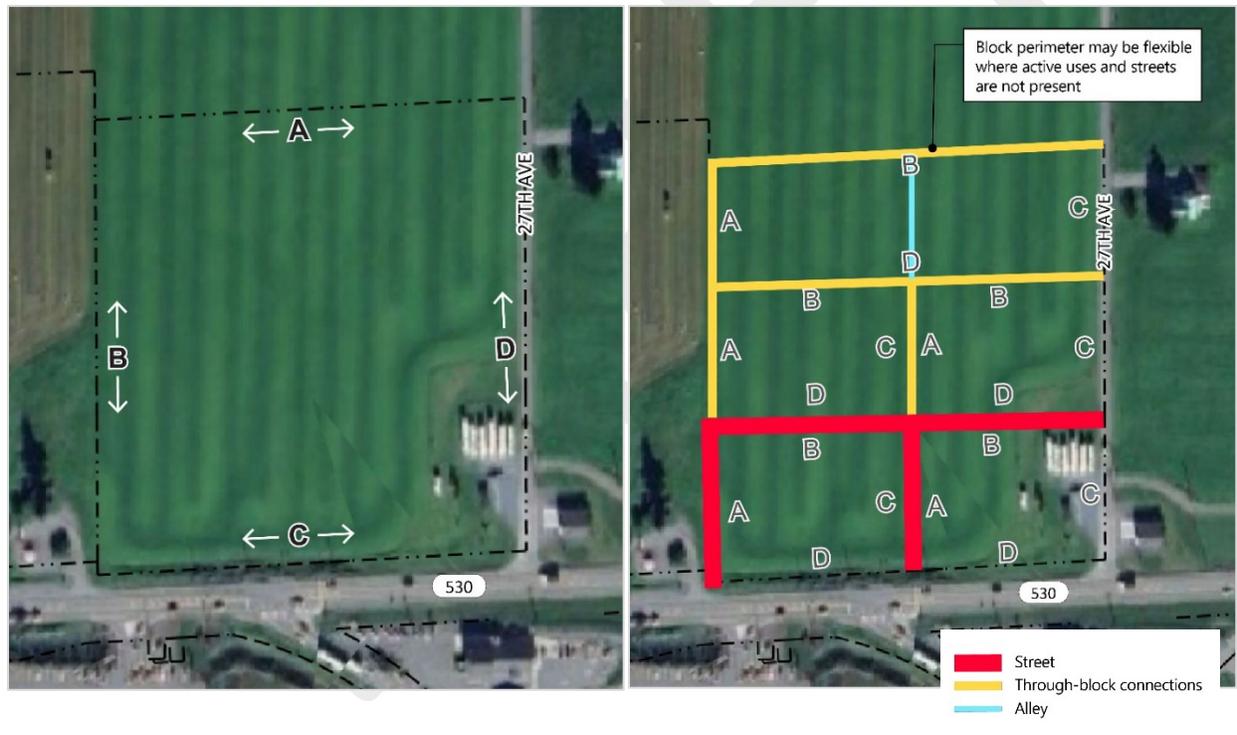
(e) Maximum Block Face and Perimeter Length Table.

Zone	Maximum block face length (feet)	Maximum block perimeter (feet)
IC-1	300	1,200
IC-2	400	1,800

Maximum block dimensions example

Each block face A, B, C, and D must meet the maximum block face length standard. The maximum block perimeter is determined by the cumulative block face lengths (A+B+C+D).

Before/After



Adjustments to the dimensional standards in AMC 20.119.060 (e) are allowed with Director approval for up to 25%, or adjust the type and design of vehicular and/or pedestrian connection provided the design meets the Subarea Plan’s goals and policies. For example, to compensate for larger block sizes, the quality of on-site pedestrian connections should exceed the minimum requirements.

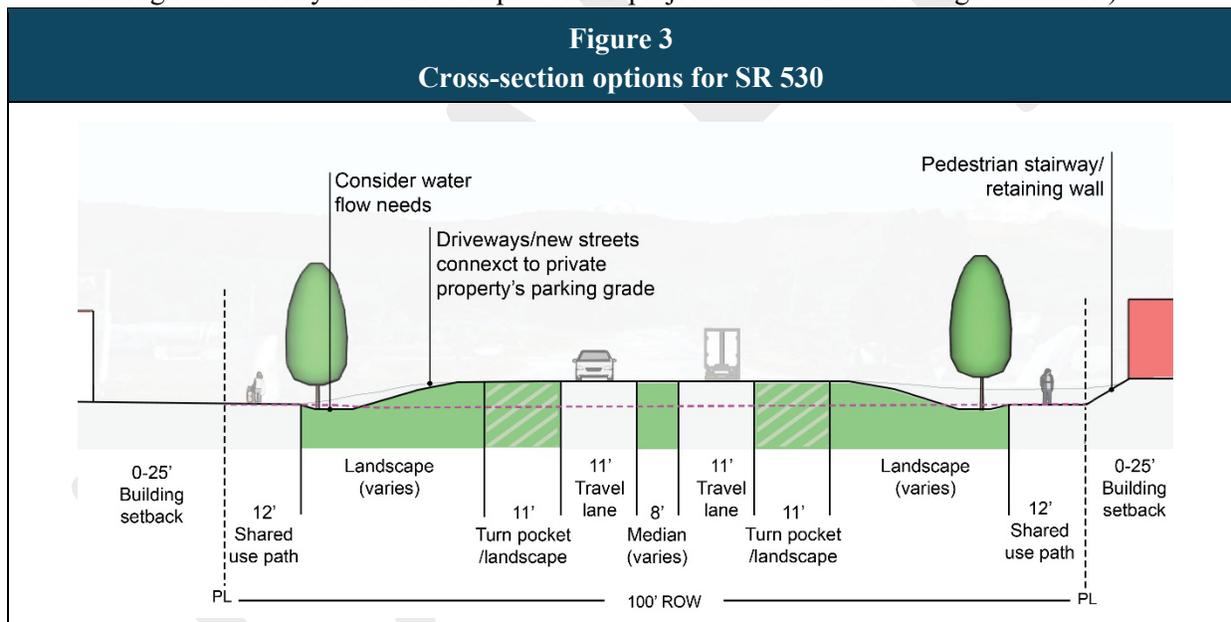
The Director may also approve a departure from the dimensional standards in AMC 20.119.060 (e) where topography, right-of-way, uses that require large site/building footprints, existing construction or physical conditions, or other geographic conditions prevent compliance or impose an unusual

hardship on the applicant, provided the proposed design maximizes pedestrian and vehicular connectivity on the site given the constraints.

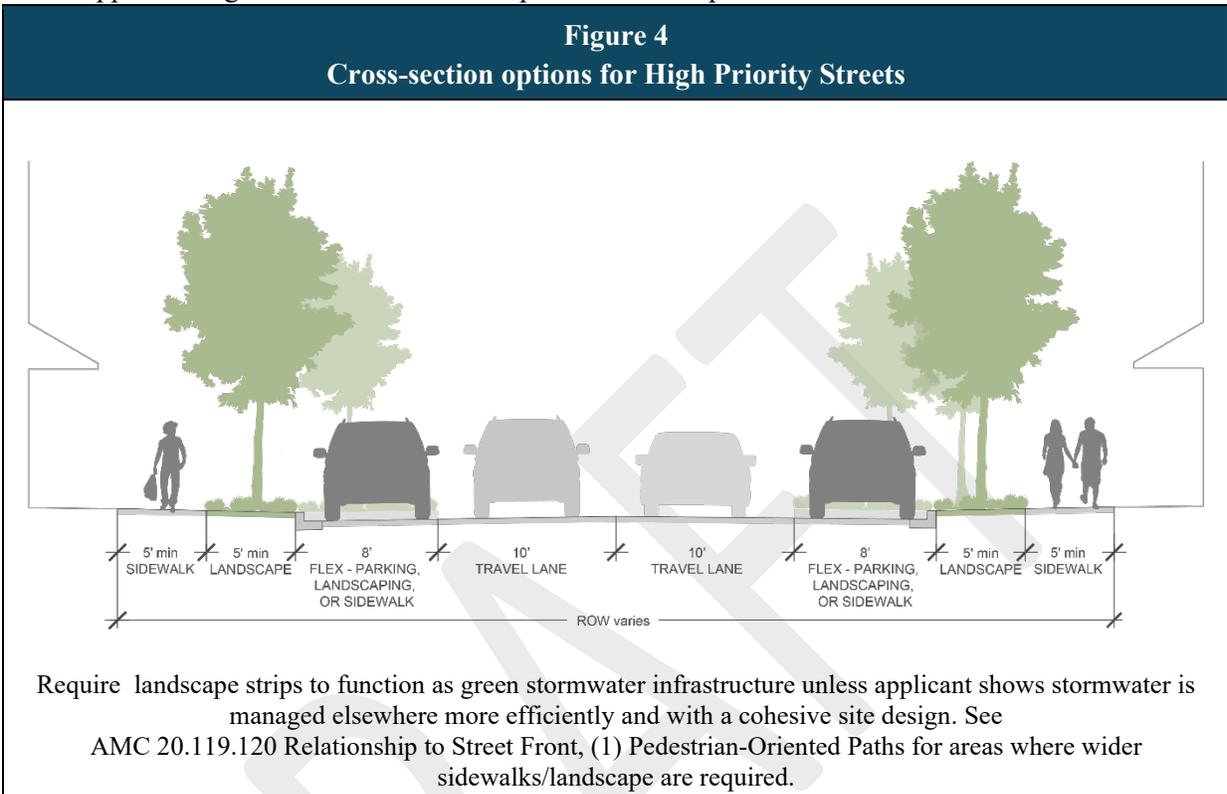
- (f) **Streetscape Classifications.** Figure 2 Street Network above illustrates the configuration of three classifications for planned streets in the Subarea. Subsections 1-3 below provide the regulation for each streetscape type.

Adjustments to the streetscape classifications regulation in subsections 1-3 below and the street cross sections are allowed with Director approval provided the design meets the Subarea Plan’s goals and policies

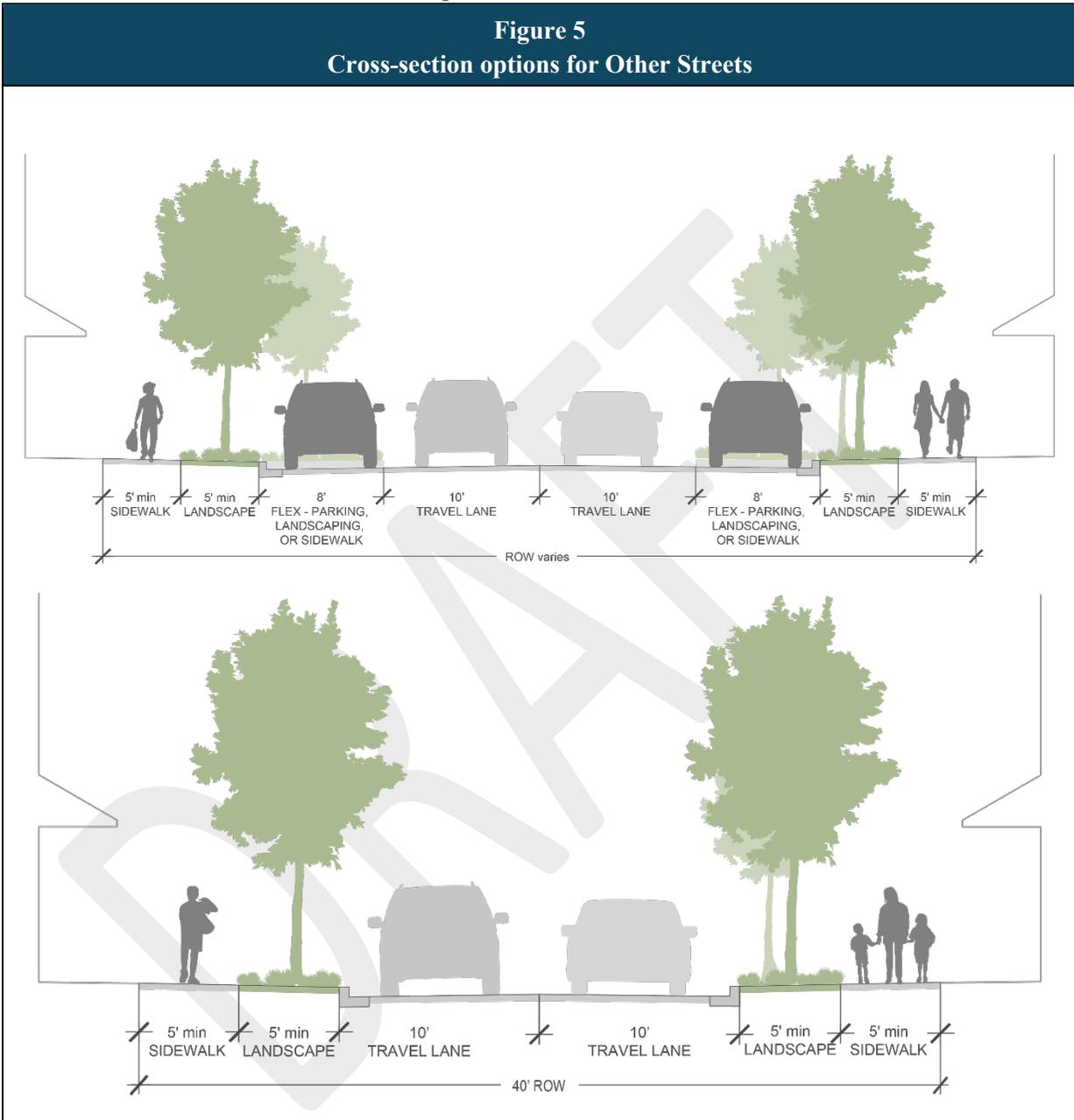
- (1) **Arterial Streets.** This includes SR 530, a high-traffic corridor that serves as a gateway to the subarea and into Arlington. As redevelopment occurs, it is expected to accommodate a growing number of pedestrians. Internal streets and driveways will be designed and constructed at grade with the elevated SR 530 to ensure vehicular and pedestrian accessibility. Figure 3 below illustrates the concept for SR 530 improvement. Design will be determined by Public Works in consultation with WSDOT to ensure compliance with applicable standards (e.g., flood and stormwater compliance). (Note, though Smokey Point Blvd is an arterial, its design is addressed through the Smokey Point Blvd improvement project outside of these design standards.)



(2) **High Priority Streets.** High Priority Streets are intended to function as the Subarea’s primary commercial center street and are subject to AMC 20.119.150 Internal Roadways. Back-in angled parking, landscape strips, or sidewalk is acceptable in place of parallel parking, subject to approval. Figure 4 below illustrates optional streetscape cross sections.



- (3) **Other Streets.** These streets are designed to be pedestrian-friendly corridors that support commercial and retail uses and are regulated under AMC 20.119.150 Internal Roadways. Figure 5 illustrates a standard cross-section option for Other Streets.



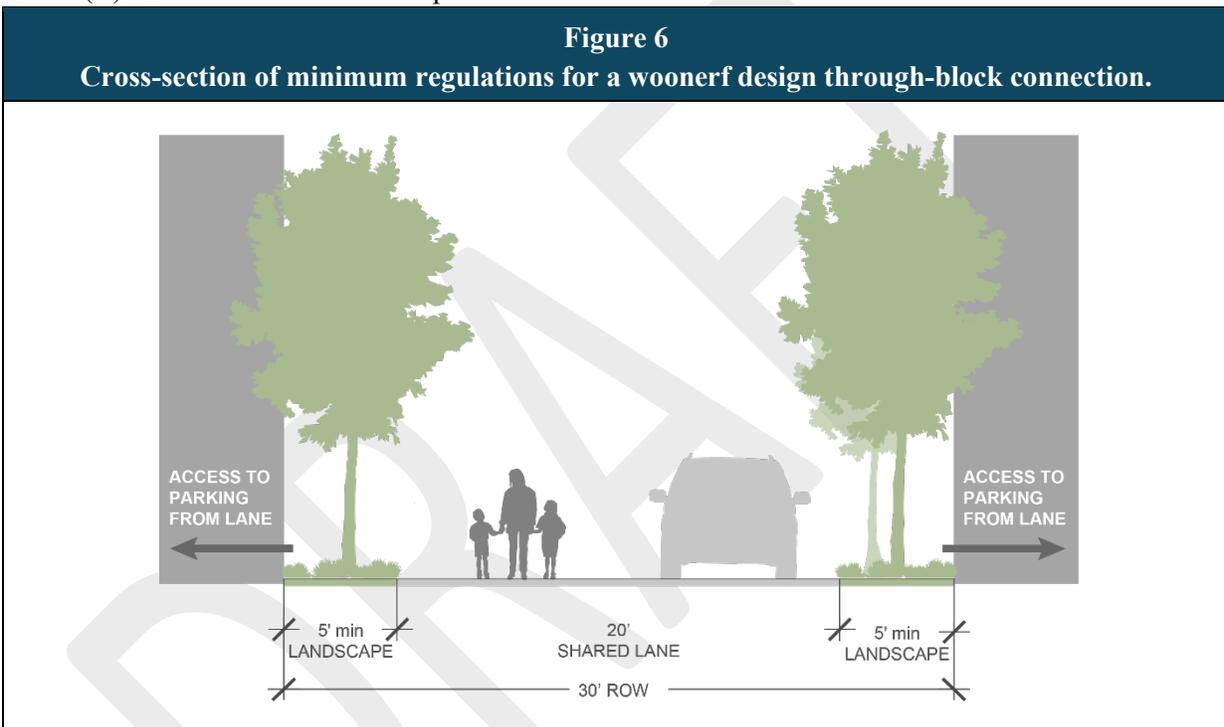
(g) **Through-block connection types.** Figure 2 Street Network above illustrates several “through-block connections” intended to improve pedestrian circulation, provide optional vehicular access to on-site parking, enhance site design, and break up building mass along long blocks. Specific alignments for the through-block connections will be developed during the development review process for applicable sites. These connections may take any of the forms described in the subsections below. A mix of connection types may be used for each location.

(1) **Woonerf.** Woonerf is a shared lane, creating a low-speed, pedestrian-focused environment.

(A) 30-foot minimum public access easement.

(B) 20-foot wide two-way travel lane featuring asphalt, concrete, unit paving, or other similar decorative and durable surface material.

(C) 10-foot minimum landscape areas



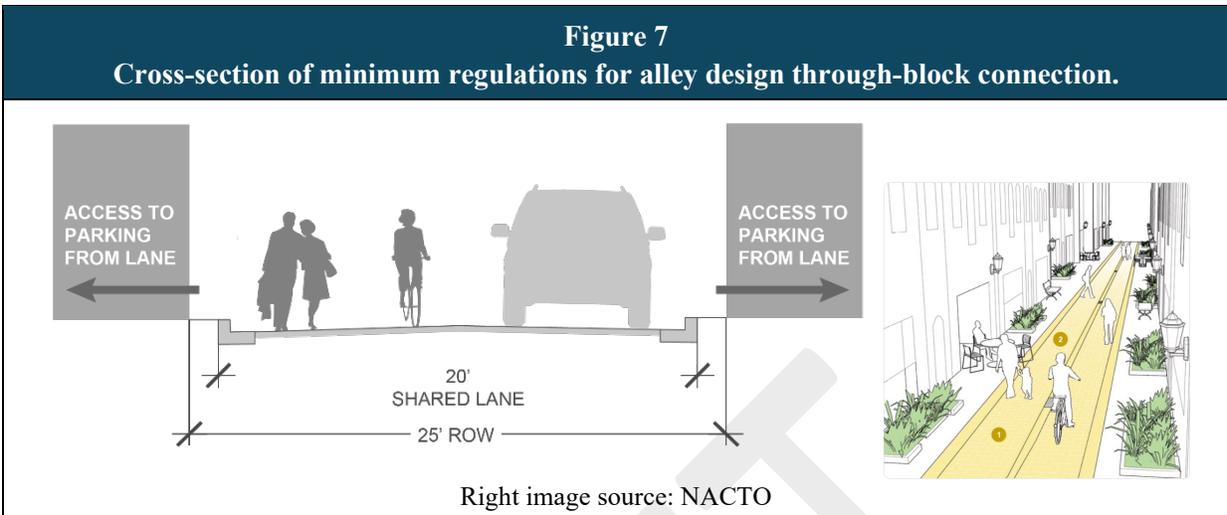
(2) **Alley.** The traditional alley design option is permitted on blocks featuring storefronts.

(A) 25-foot minimum public access easement.

(B) 20-foot wide two-way travel lane featuring asphalt, concrete, unit paving, or other similar decorative and durable surface material.

(C) A total of 5-foot buffer should be provided for separation and clearance.

(D) Alleys may be closed to traffic during non-delivery hours to allow for outdoor seating or other flexible uses. Use bollards or street furniture to define shared space and minimize conflicts between users.



(h) **Pathways.** Pedestrian-only access connecting entries and public streets or parks. These pathways typically include trail or wide sidewalks with landscaping and other pedestrian-friendly features such as lighting and seating. Pathways can overlap with AMC 20.119.120(b)(1) Pedestrian-Oriented Paths and AMC 20.119.190 Pedestrian-Oriented Open Spaces.

(A) Include planting strips to improve the pedestrian environment. These may consist of continuous landscaped areas or tree pits integrated into the pavement, designed to accommodate both vegetation and pedestrian flow.

20.119.070 – Parking Standards.

Applicants must comply with AMC 20.72 Parking, except minimum parking space shall contain a rectangular area at least 18 feet long and 8 feet wide (modification to 20.72.030 – Parking space dimensions). Also see AMC 20.119.170 Parking Layout and Design.

20.119.080 – Landscaping Standards.

Applicants must comply with AMC 20.76 Screening and Trees. Street trees along SR 530 are to be planted closer to the sidewalk to preserve views of the Cascade Mountain Range and provide shade for pedestrians.

20.119.090 – Flooding and Compensatory Storage.

Applicants must comply with AMC 20.64 Floodplain Development Regulations. Once a regional facility and fee structure are adopted, individual properties may apply to participate in the regional system and be relieved of on-site storage requirements, subject to City approval and fee payment.

Part II. Island Crossing Design Standards

20.119.100 – Interpretation

- (a) **Purpose statements** are overarching objectives. For example, one of the purpose statement for the sub-section on Building Orientations is “to create pedestrian-friendly frontages that support a safe and active streetscape.”
- (b) **Standards** use words such as “must”, “shall”, “is/are required”, or “is/are prohibited” and signify required actions. Provisions that use words such as “should” or “is/are recommended” to signify voluntary measures
- (c) **Departures** may be allowed for specific standards. They allow alternative designs provided the Director or City Planner determines the resulting design and overall development meets the “purpose” of the standards and other applicable criteria. Departure opportunities are signaled by the capitalized word DEPARTURE.

20.119.110 – Island Crossing Theme: Farm and Agrarian Design Set in Stillaguamish Valley.

The Stillaguamish and Tulalip Tribes have called the Stillaguamish Valley home for millennia. More recently, pioneers began farming in the area in the late 19th century, shaping a strong agricultural identity that remains central to the area today. Farms and agricultural operations remain the primary land use in the Stillaguamish Valley region surrounding Island Crossing.

The Island Crossing Design Standards supplement the City of Arlington’s citywide Development Design Standards. These guidelines establish a design framework that reflects the area’s agricultural heritage, leverages transportation improvements, creates more pedestrian-oriented spaces, and encourages people-friendly, human-scaled, and high-quality development.

- (a) Purpose
 - (1) To reinforce and honor the Island Crossing agricultural heritage.
 - (2) To enhance Island Crossing’s role as a welcoming gateway.
- (b) Developers are encouraged to draw inspiration from the Stillaguamish Valley’s agricultural history and rural context when designing buildings, public spaces, and streetscapes. The following elements help maintain Island Crossing’s distinct identity:
 - (1) **Farm and Agrarian Theme:** Designs must honor the region’s setting in the Stillaguamish Valley by incorporating elements inspired by farm structures and landscapes. See AMC 20.119.200 Architectural Style and Character for requirements.
 - (2) **Celebration and Preservation of Views:** Island Crossing offers expansive views of farmland and the Cascade Mountains, which are integral to the visual identity of the area. Development is encouraged to frame, preserve, and enhance these views.
 - (A) **Vantage points:** Orient buildings and public spaces to take advantage of views from key sightlines. Consider views from a driver/passenger viewpoint in the street and a pedestrian on a sidewalk or path. Locate and design features such as open space, plazas, and transparent facades that open up sightlines toward the mountains and valley. Key view may be:
 - (1) Views on SR 530 looking eastward close to I-5
 - (2) New views in larger developments looking northwards towards the agricultural fields
 - (3) Eastwards and northeastward views on the eastern half of the Subarea to agricultural lands and mountains

(B) **Trees and landscape species selection:** Select species for height and canopy shape to preserve, enhance, and frame key views.

- (c) **Trees and landscaping:** Use trees and vegetation to soften the visual appearance of paving and building edges and walls, enhance public spaces, frame key views, provide shade, and manage stormwater. (See AMC 20.119.170 Parking Layout and Design, 20.119.080 Landscaping Standards, and 20.119.060 Street Design Standards)

Site Planning

The following standards supplement the citywide Development Design 2.2 Screening Blank Walls and Retaining Walls, 5.2 Orienting the Building to the Street, 10.1 Articulation and Modulation, 10.2 Architectural Scale, 11.3 Entries, and 14.1 Site and Building Design.

20.119.120 – Relationship to Street Front.

(a) Purpose

- (1) To create an active and safe pedestrian environment by encouraging development to orient towards the street.
- (2) To ensure new development integrate pedestrian friendly frontages and public spaces that promote street-level activity and walkability

- (b) Figure 8 Block Frontage Type designates select frontage segments as Pedestrian-Oriented Paths (orange) and Signature Roads (blue) to guide site design and building orientation. These designations enhance the property’s visibility, attractiveness, and interaction with its adjoining streetscape and building, creating an active pedestrian environment in key designated areas.

Note the difference between the block frontage type map and proposed street network map. Figure 8 Block Frontage Type shows block frontage designations and regulations apply to development frontages, which includes the building and associated site development that occurs within the property line. Figure 2 Street Network sets standards for streetscape designations and regulations, regulating the design of sidewalks and planting strips within the public right-of-way.

- (1) **Pedestrian-Oriented Paths.** Select frontages are designated as Pedestrian-Oriented Paths to promote human-scale development with active ground-floor uses such as storefronts or cafes that contribute to a vibrant public realm. These frontages are intended to create the feel of an “outdoor room” that encourages gathering, supports agritourism, and enhances commercial activity.

On lots larger than 1 acre prior to any subdivision, new development must designate at least 400 lineal feet of block frontages as Pedestrian-Oriented Paths, with flexibility to designate along SR 530, an internal street, the proposed park, and/or a Pedestrian-Oriented Open Space (see 20.119.190 Pedestrian-Oriented Open Spaces). If the site is adjacent to the proposed park, at least 15 lineal feet of the Pedestrian-Oriented Paths must be located within 68 feet of the park boundary. Cluster Pedestrian-Oriented Path designations together for greater activation and walkability between businesses and public spaces.

On properties less than 1 acre, new development must integrate no less than 75% of the length of the applicable Pedestrian-Oriented Paths illustrated in Figure 8. The alignment of Pedestrian-Oriented Paths may be adjusted during the development review process provided the configuration meets the goals and policies of the Island Crossing Subarea Plan. For example, if a site includes approximately 100-lineal feet of a Pedestrian-oriented Path-designated block-frontage, the new development must integrate at least 75-lineal feet of Pedestrian-Oriented Paths block-frontage compliant development.

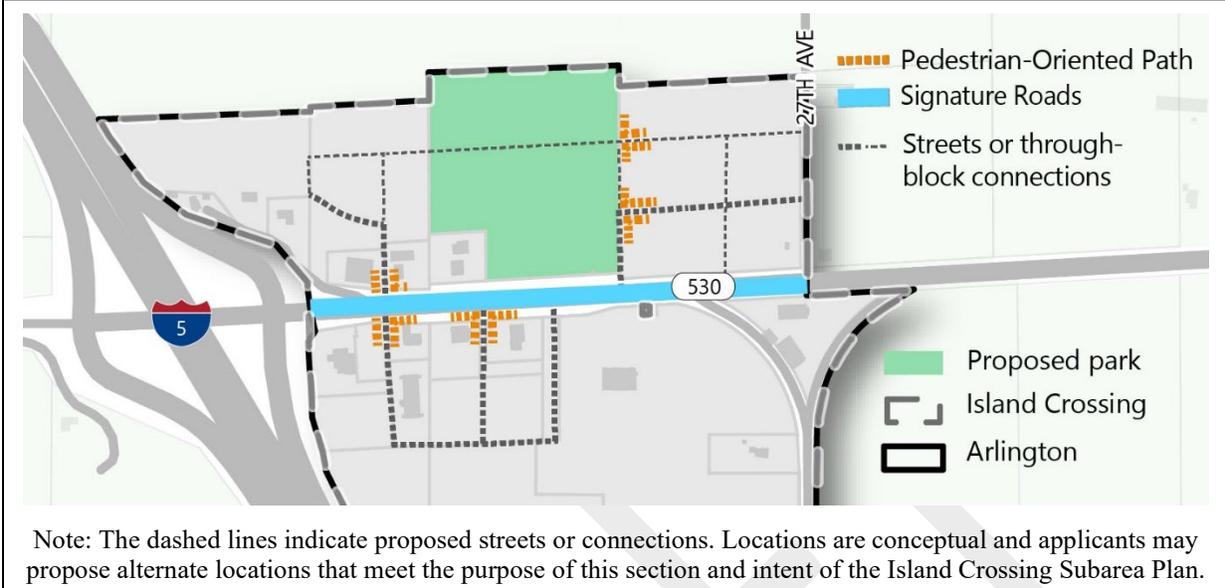
Figure 8 illustrates an example of Pedestrian-Oriented Paths designations at key streets to encourage active uses, create a synergy of activity particularly at and near the proposed park, and double-sided retail (i.e., businesses on both sides of a street, open space, or path) for greater concentration of people activity and sense of enclosure. The alignment of Pedestrian-Oriented Paths may be adjusted during the development review process provided the configuration meets the goals and policies of the Island Crossing Subarea Plan.

Developments may exceed the amount of Pedestrian-Oriented Paths block-frontages illustrated in Figure 8.

Properties fronting Pedestrian-Oriented Paths are subject to the following specific provisions:

- (A) Building Design
 - (B) 20.119.130 Building Orientation.
 - (C) 20.119.140 Blank Walls.
 - (D) 20.119.170 Parking Layout and Design.
 - (E) 20.119.190 Pedestrian-Oriented Open Spaces.
 - (F) Sidewalk must include a minimum 6 feet frontage zone (i.e., widened sidewalk for café seating or flexible use to accommodate social gathering and greater volumes of pedestrian traffic), 6 feet pedestrian clear zone (i.e., no signs, street furniture, or mobile device parking to allow for multiple people to pass each other, including people in wheelchairs), and 6 feet landscape/furniture zone.
- (2) **Signature Roads.** This designation encourages attractive development edges abutting SR 530, leveraging Island Crossing's setting and transportation access for economic prosperity and reinforcing a lively gateway to Arlington and the Stillaguamish Valley. Development along Signature Roads can help create welcoming focal points that draw foot traffic and activate the streetscape. Properties fronting Signature Roads must adhere to:
- (A) Building Design
 - (B) 20.119.140 Blank Walls.
 - (C) 20.119.160 Vehicular Entrances and Driveways.
 - (D) 20.119.170 Parking Layout and Design.
 - (E) 20.119.190 Pedestrian-Oriented Open Spaces.
 - (F) Farm stands. Applicants are encouraged to demonstrate how temporary farm stands could be safely accommodated along SR 530 and relate to permanent buildings on private property.

Figure 8
Block Frontage Type



20.119.130 – Building Orientation.

(a) Purpose

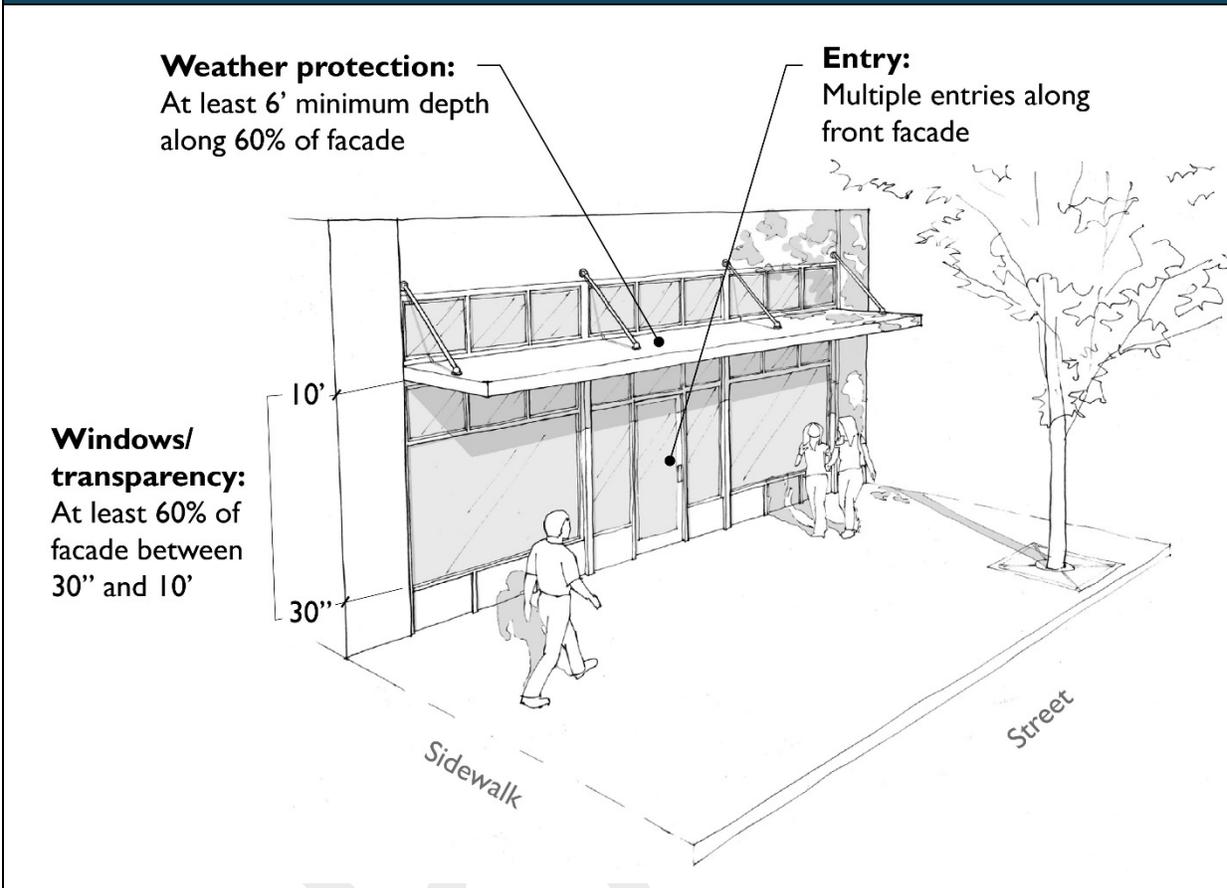
- (1) To create pedestrian-friendly frontages that support a safe and active streetscape.
- (2) To enhance Island Crossing’s visual identity and perceived scale of buildings through thoughtful design.

(b) All new buildings on “Pedestrian-Oriented Paths” must feature pedestrian-friendly façades (see Figure 9), including the following elements:

- (1) Weather protection at least 6 feet deep on average along at least 60% of the façade.
- (2) Building façades and primary entries shall be oriented toward the high priority street bordering the lot. For corner buildings, primary entrances for ground-level uses may face either street or street corner.
- (3) Transparent window area along at least 60% of the ground floor façade between 30 inches and 10 feet above the sidewalk level.

DEPARTURE: Instead of windows, agritourism and light industrial uses may provide garage doors, open air stalls, or other feature(s) that allow for safe visual and/or auditory experience of interior operations (provided the use meets noise requirements in AMC 20.44.210).

Figure 9
Pedestrian-oriented façade requirements.



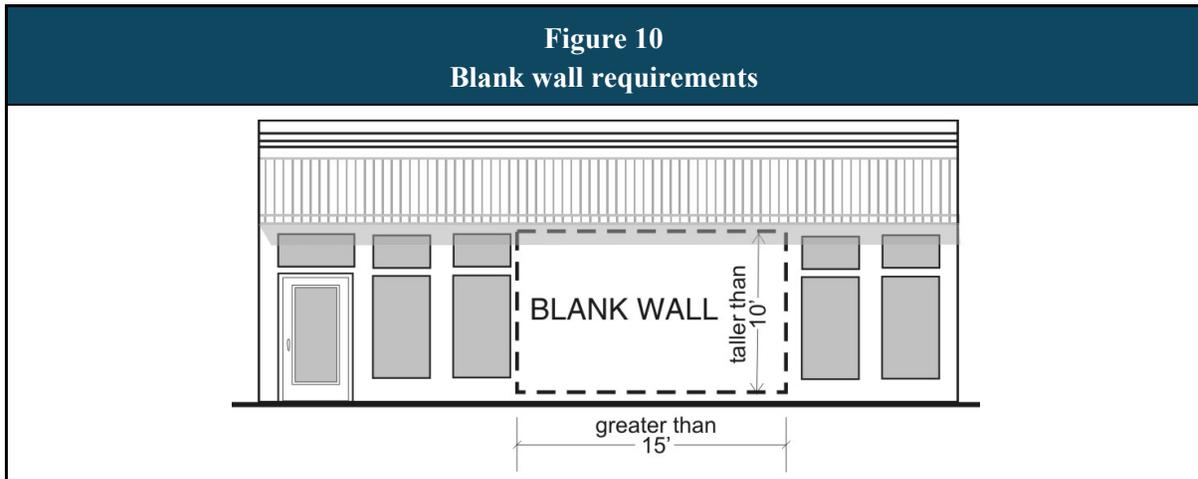
- (c) **Building Modulations.** All buildings located on “Pedestrian-Oriented Paths” or “Signature Roads” with facades longer than 100 feet measured horizontally along the street front must include at least three of the following features to break up the massing of the building and add visual interest at intervals of no more than 40 feet:
- (1) Providing building modulation of at least 12 inches in depth if tied to a change in roofline or a change in building material, siding style, and/or color.
 - (2) Repeating distinctive window patterns at intervals less than the articulation interval.
 - (3) Providing a covered entry or separate weather protection feature for each articulation interval.
 - (4) Change of roofline, including a change in the height of a cornice by at least two feet or integration of a pitched roof form that is at least 20 feet wide with a minimum slope of 5:12.
 - (5) Changing materials or siding style.
 - (6) Providing lighting fixtures, trellis, tree, or other landscape feature within each interval.
 - (7) Alternative methods that meet the purpose of the standards.

20.119.140 – Blank Walls.

(a) Purpose

- (1) To reduce the impacts of blank walls located adjacent to the street or public space.
- (2) To support a more inviting pedestrian environment and contributes to a vibrant public realm.

- (b) “Blank wall” means a ground floor wall or portion of a ground floor wall over 10 feet in height and a horizontal length greater than 15 feet and does not include a transparent window or door.



- (c) Untreated blank walls adjacent to a public street, new internal street (public or private), publicly accessible outdoor space, common outdoor space, or pedestrian pathway are prohibited. Methods to treat blank walls can include:

- (1) Display windows at least 16 inches of depth to allow for changeable displays. Tack-on display cases (see Figure 11 below) do not qualify as a blank wall treatment.
- (2) Landscape planting bed at least 5 feet deep or a raised planter bed at least 2 feet high and 3 feet deep in front of the wall with planting materials that are sufficient to obscure or screen at least 60% of the wall’s surface within 3 years.
- (3) Installing a vertical trellis in front of the wall with climbing vines or plant materials.
- (4) Installing a mural as approved by the Director. Commercial advertisements are not permitted on such murals.
- (5) Special building detailing that adds visual interest at a pedestrian scale. Such detailing must use a variety of surfaces; monotonous designs will not meet the purpose of the regulations.

For large visible blank walls, a variety of treatments shall be required to meet the purpose of the regulations.

Figure 11
Blank wall treatment examples.



Buildings A-C feature acceptable treatments including a combination of high quality materials and landscaping (A), landscaping and trellis (B), decorative lighting/sculptural element (C), and decorative artwork. The display cases in Building D don't meet the 16 inches depth requirement, nor do they meet the purpose of the regulations.

Vehicular Access and Parking

The following standards supplement the citywide Development Design Standards 2.4 Screening Parking Lots, 2.6 Parking Garage and Driveways, 3.2 Parking Lots, and 7.2 Siting Parking Areas.

20.119.150 – Internal Roadways.

(a) Purpose

- (1) To support a connected, convenient street and path network that enhances access, reduces traffic conflicts, and encourages walkable developments.
- (b) All newly created, widened, or improved streets must be constructed in accordance with the street standards set forth in AMC 20.119.060 Street Design Standards.
- (c) If on-street parking is provided and stormwater is treated elsewhere, then the planting strip may be in the form of tree pits within the pavement and accommodate adequate root barrier based on the City of Arlington Tree List.

- (d) Sidewalks must meet requirements in AMC 20.119.060 Street Design Standards and AMC 20.119.120 (b)(1) Pedestrian-Oriented Paths to accommodate expected pedestrian volumes.
- (e) Include traffic calming measures such as small traffic circles, raised crosswalks and curb extensions (sidewalk bulbs), chicanes, curves, or shared people/vehicular/bicycle streets (i.e., woonerfs) at least every 300 feet to reduce vehicle speed and increase safety.
- (f) Provide the opportunities for future connections to adjacent parcels by providing road stub-outs, easements, or other methods to ensure convenient vehicular network.
- (g) The Director may require modification of proposed vehicle access points and internal circulation to minimize traffic conflicts.

20.119.160 – Vehicular Entrances and Driveways.

- (a) Purpose
 - (1) To minimize negative impacts of vehicular access on the streetscape and pedestrian environment
- (b) Properties adjacent to Signature Roads are encouraged, where feasible, to locate driveways where they can be shared with adjacent properties in accordance with SR 530 improvements and/or internal streets.

20.119.170 – Parking Layout and Design.

- (a) Purpose
 - (1) To minimize negative impacts of parking lots on the streetscape and pedestrian environment.
 - (2) To promote shared parking between compatible uses.
- (b) Development must comply with parking and general design requirements set forth in AMC Chapter 20.72 Parking.
- (c) Where unavoidable, any parking lots located adjacent to a street is limited to 50% of the street front or 65 feet, whichever is narrower, except when necessary to allow the building to orient toward a Pedestrian-oriented Path or high priority street or path.
- (d) On Signature Roads (SR 530), surface parking areas shall be screened from street level views per Citywide Design Standards 2.4 Screening Parking Lots.
- (e) Provide landscaping within parking lots per Citywide Design Standards 3.2 Parking Lots.
- (f) Provide pedestrian pathways through parking lots connecting businesses on the same development site per AMC 20.119.180 Internal Pedestrian Network.
- (g) **Bicycle Parking.** The minimum number of short-term and long-term bicycle parking spaces required is outlined in subsection 20.119.170 (g)(6). When bicycle parking ratios are expressed as a number of spaces per square feet, they shall be calculated using net floor area. The resulting number of required off-street bicycle parking spaces must be rounded to the nearest whole number. If the calculation results in less than one space, at least one bicycle parking space is required.

DEPARTURE: The Director may reduce bicycle parking facilities required in 20.119.170 (g)(6) when it is demonstrated that bicycle activity will not occur at that location.

- (1) Short-term bicycle parking spaces consist of outdoor bike racks. Designs should allow either a bicycle frame or wheels to be locked to a structure attached to the pavement or building. Short term bicycle parking spaces may be located in the following areas:
 - (A) Indoors or outdoors on the development site.

- (B) On a public sidewalk or street outside the development, within 100 ft of the building entrance.
- (2) Short-term bicycle spaces on a public sidewalk or street serving multiple businesses or properties may be consolidated on a public sidewalk or street, where practical.
- (3) Long-term bicycle parking spaces include the following types:
 - (A) Racks in an indoor, lockable bike room
 - (B) Racks in a covered, lockable bike enclosure
 - (C) Bike lockers
- (4) Indoor long-term bicycle storage must be located on the ground-floor or on a floor with elevator access
- (5) All bicycle parking and storage shall be located in safe, visible areas that do not impede pedestrian or vehicle traffic flow, and shall be well lit for nighttime use.
- (6) Bicycle Parking Spaces Required

Use	Minimum Short-Term Bicycle Parking Spaces	Minimum Long-Term Bicycle Parking Spaces
Retail sales, restaurants general service, and personal service	0.25 per 1,000 square feet	0
Industrial/artisan	0.10 per 1,000 square feet	0
Overnight lodging	0.5 per 10 guest rooms	0.3 per 10 guest rooms

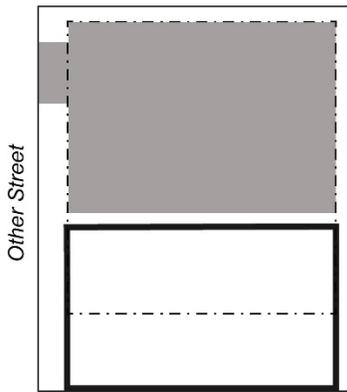
- (h) For development facing a Pedestrian-Oriented Path, parking must be located to the side or rear of buildings. Along other streets, parking location is more flexible, provided it complies with the requirements of this section. Figure 12 Lot Layout and Acceptable Parking Locations Examples illustrates required setbacks (see AMC 20.119.050 (e)) and acceptable parking locations.

Figure 12
 Lot Layout and Acceptable Parking Locations Examples

Applicable to all sites

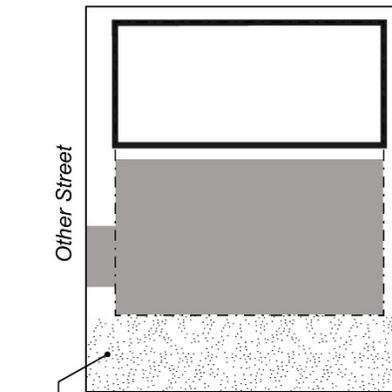
- Arterial street setback: 0 to 25 feet; buildings may be setback further if providing a pedestrian-oriented space.
- Non-arterial street setback: 0 to 10 feet.
- Rear and side setback (lot boundaries or alley): 5 feet.
- Preferred parking location is to rear or side of the building. Parking lots adjacent to arterial streets are limited to 50% of the street front or 65 feet, whichever is narrower, and must be screened.

CORNER LOTS



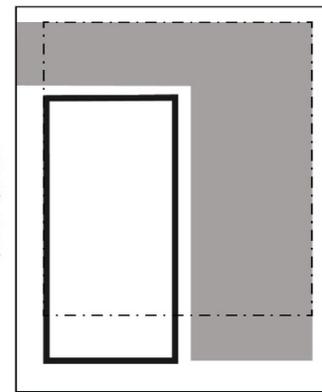
Arterial
GOOD

Rear parking is good with building oriented toward the arterial.



Landscape *Arterial*
GOOD

Front parking is acceptable when screened and the building is oriented toward the other street.

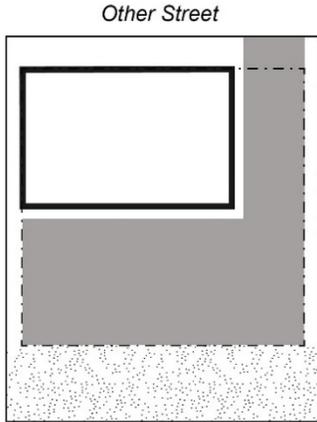


Arterial
PREFERRED

Side parking, occupying 50% or 65 feet of the front facade adjacent to arterial, is preferred with building oriented towards both the arterial and other street.

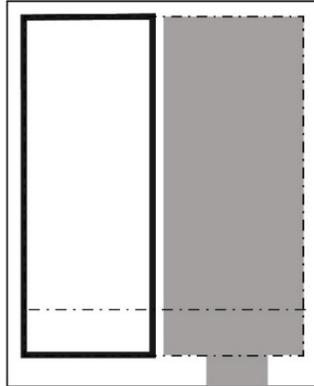
Figure 12
 Lot Layout and Acceptable Parking Locations Examples

OTHER LOCATIONS



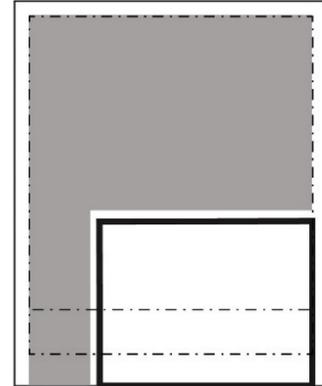
Arterial
GOOD

Front parking is acceptable when screened and the building is oriented toward the other street.



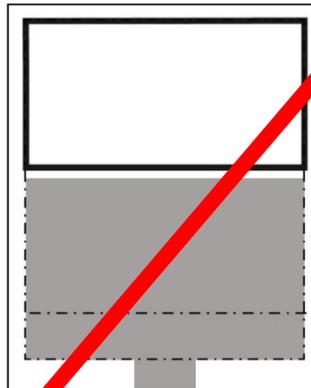
Arterial/Other Street
GOOD

Side parking, occupying 50% or 65 feet of the front facade adjacent to arterial, is good with building oriented toward the street.



Arterial/Other Street
PREFERRED

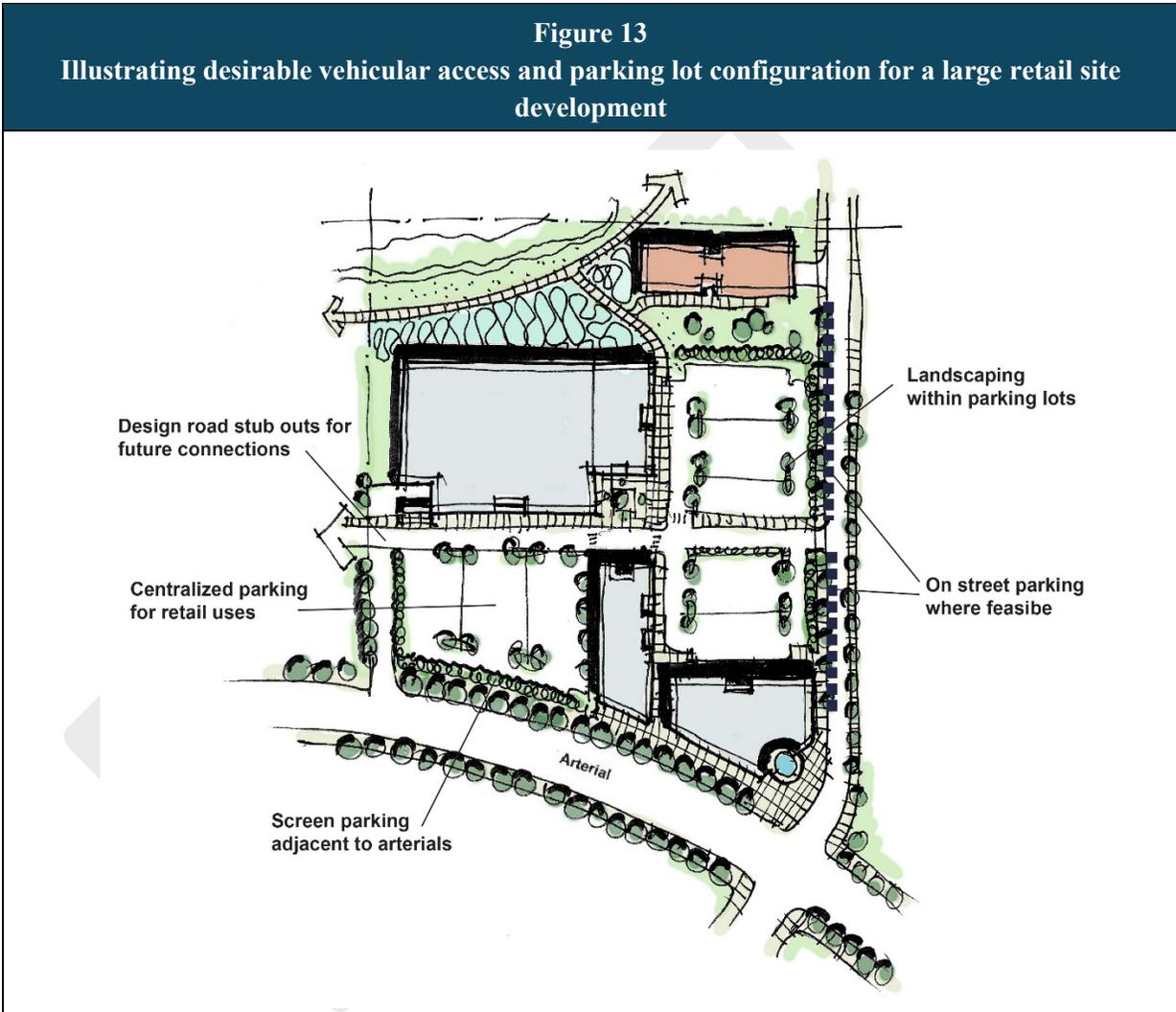
Parking on the rear is preferred with building oriented toward the street.



Arterial/Other Street
NOT GOOD

Front parking without screening and without building orientation to the street is not acceptable.

- (i) **Site located on intersections.** Avoid locating parking lots adjacent to intersections except when necessary to allow the building to orient toward a Pedestrian-Oriented Path or higher priority street or path. Install substantial landscaping (at least 400 square feet of area adjacent to the street corner) utilizing a combination of decorative ground cover, shrubs, and/or trees. Install a trellis or other similar architectural element that incorporates landscaping or public art. Designs that reference the agrarian, river, Stillaguamish Tribe, or other Stillaguamish Valley context or history are encouraged.
- (j) All sites, where applicable: Applicants of multiple building commercial developments shall demonstrate how they've organized parking in a manner that provides for shared parking between uses on the site.



Pedestrian Access, Amenities, and Open Space

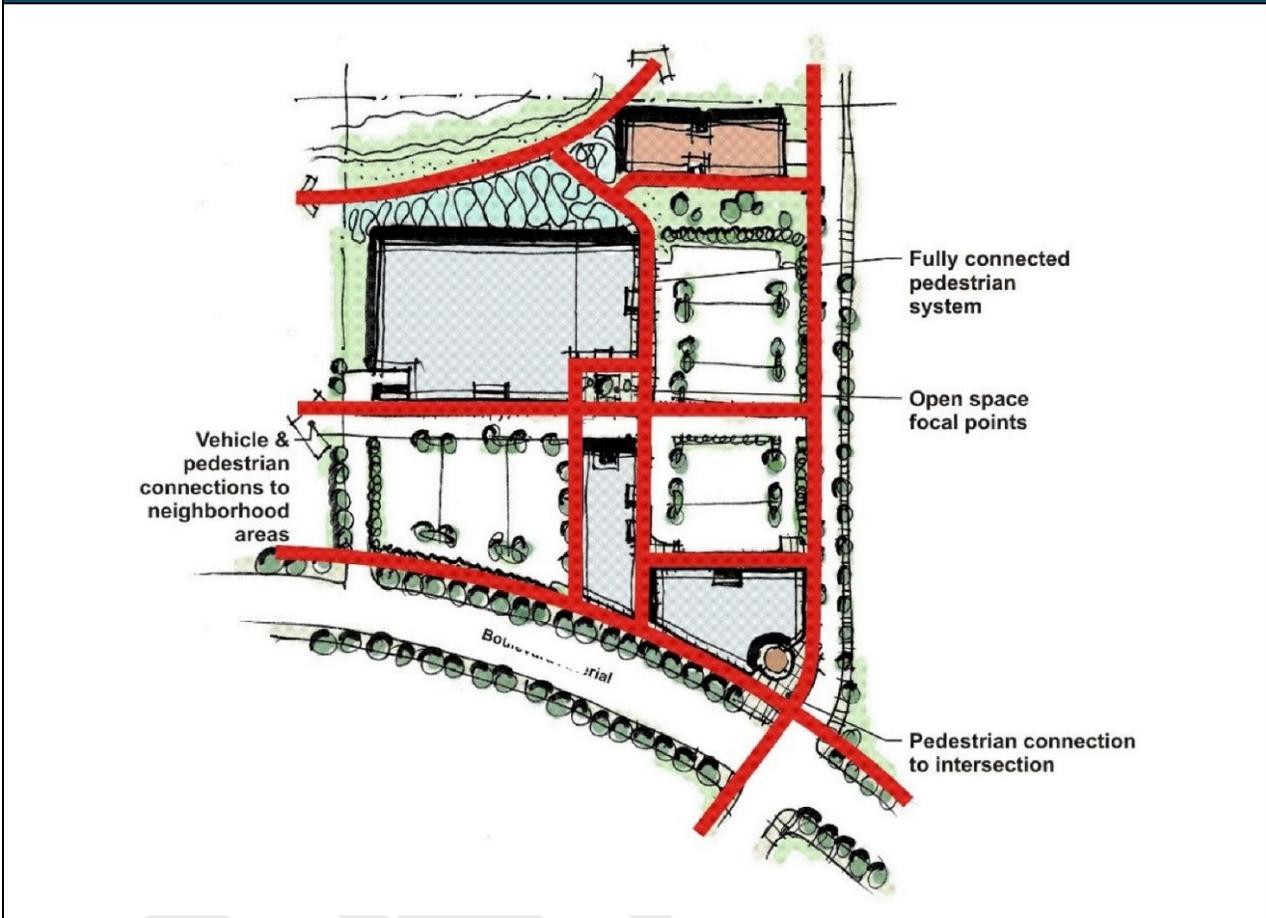
The following standards supplement the citywide Development Design 5.1 Creating Streetscape Continuity, 5.3 Compatibility within Emerging Centers, and 14.1 Site and Building Design.

20.119.180 – Internal Pedestrian Network.

- (a) Purpose
 - (1) To improve pedestrian environment by making it easier and comfortable to walk throughout Island Crossing.
 - (2) To promote connectivity between uses and properties where desirable.
 - (3) To enhance quality of new developments.
- (b) Developments should include an integrated pedestrian circulation system that connects buildings, open spaces, and parking areas with the adjacent street sidewalk network.
- (c) **Sites with multiple buildings.** Provide pedestrian paths or walkways that connect all commercial building entries on the same development site. Routes shall minimize walking distances to the extent practical.
- (d) New developments must provide direct pedestrian access to adjacent properties unless the Director determines it is undesirable or infeasible due to a safety (e.g., industrial operations) or physical (e.g., topography) constraint.
- (e) New developments shall provide for the opportunity for future pedestrian connections to adjacent properties through the use of pathway stub-outs, building configuration, and parking area layout. Remodels of existing facilities are encouraged to provide these opportunities, where feasible.
- (f) **Pedestrian pathways through parking lots.** Include a 5-foot paved walkway or sidewalk to provide safe pedestrian access through parking lots greater than 150 feet long (measured either parallel or perpendicular to the street front). Install pathways for every three parking aisles or at least every 200 feet (whichever is more restrictive). Use contrasting paving materials to visually and physically separate pedestrian routes from parking spaces and vehicle travel lanes.
 - (1) All sites, where applicable: Crosswalks are required when a walkway crosses a paved area accessible to vehicles.
 - (2) All sites, where applicable: Applicants shall continue the sidewalk pattern and material across driveways.

Figure 14

Example site plan with internal and external pedestrian connections.



20.119.190 – Pedestrian-Oriented Open Spaces.

(d) Purpose

- (1) To provide a variety of pedestrian-oriented areas to attract shoppers to commercial areas and enrich the pedestrian environment.
- (2) To create gathering space for the community
- (3) To create inviting space that encourage pedestrian activity.

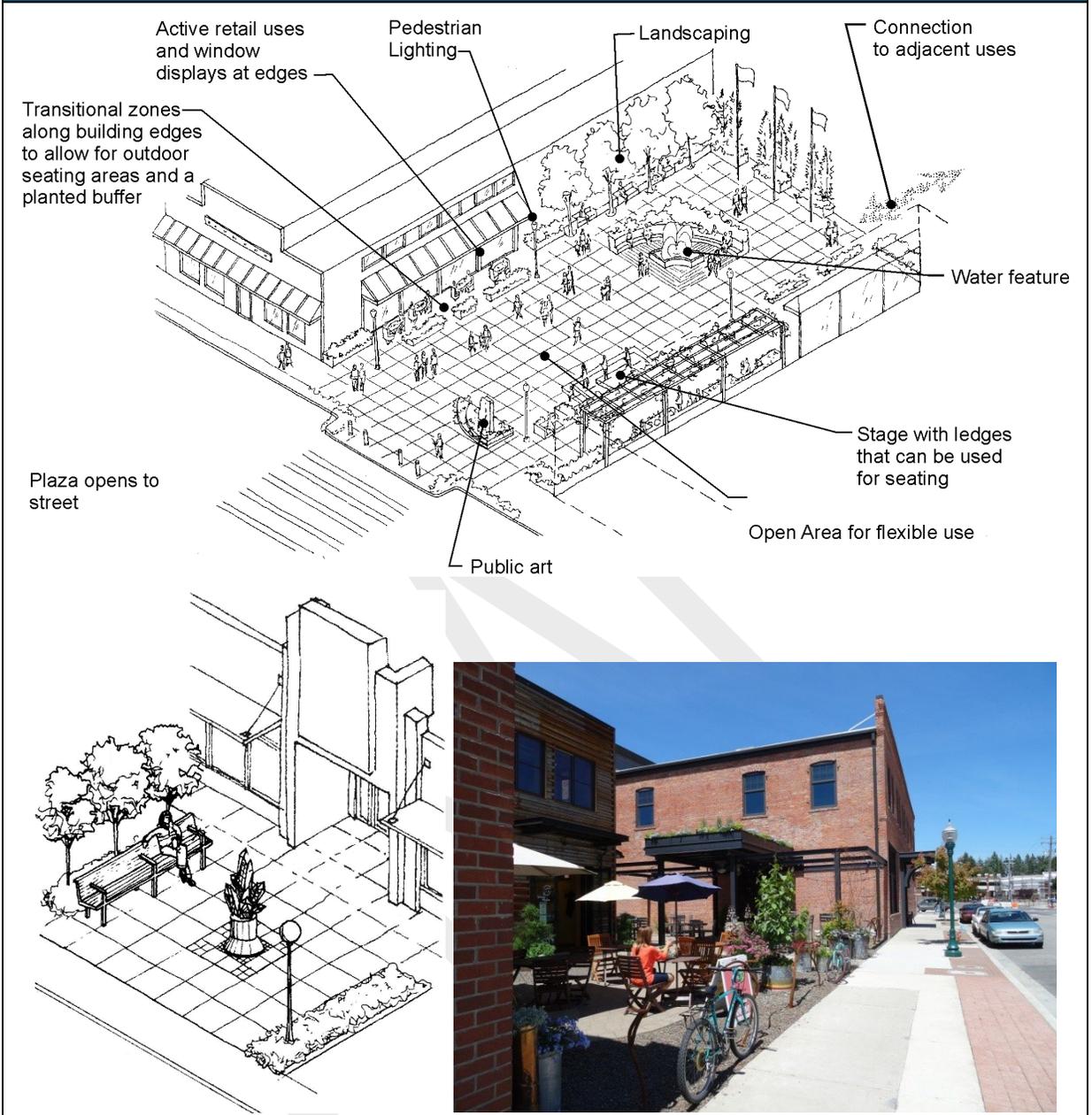
(e) New development on “Signature Roads” and “Pedestrian-oriented Paths” with a total site area greater than 1 acre must provide “pedestrian-oriented open space” equal to at least 1% of the ground floor building footprint plus 1% of the site area. The open space may be in the form of plaza, outdoor eating, display, play area or other open space feature that serves both as a visual amenity and a place for human activity. Portions of sidewalks that are wider than required under 20.20.119.060 Street Design Standards may be counted toward this requirement. In addition, if the development relates to and activates an adjacent public park, the area of activation counts toward this open space requirement.

(b) Definition and requirements of pedestrian-oriented open spaces.

- (1) To qualify as a pedestrian-oriented space, an area is required to include the following:

- (A) Pedestrian access (including ADA compliant access) to the abutting structures from the street, private drive, or a non-vehicular courtyard.
 - (B) Pedestrian-scaled lighting (no more than 14 feet in height) at a level averaging at least 2 foot candles throughout the space. Lighting may be on-site or building-mounted lighting.
 - (C) At least three feet of seating area (bench, ledge, etc.) or one individual seat per 60 square feet of plaza area or open space.
 - (D) Position such spaces in areas with significant pedestrian traffic to provide interest and security – such as adjacent to a building entry.
 - (E) Landscaping components that add seasonal interest to the space, such as planting beds and potted plants.
- (2) Three or more of the following elements are required in a pedestrian-oriented open space:
- (A) Pedestrian amenities such as a water feature, drinking fountain, and/or distinctive paving or artwork.
 - (B) Decorative elements such as windmills, weather vanes, water towers, or other similar details associated with historic regional agricultural structures.
 - (C) Provide pedestrian-oriented building facades on some or all buildings facing the space.
 - (D) Consideration of views, sun angle at noon, and wind patterns in the design of the space.
 - (E) Transitional zones along building edges to allow for outdoor eating areas and a planted buffer.
 - (F) Movable seating.
- (3) The following features are prohibited within pedestrian-oriented open space:
- (A) Asphalt or gravel pavement.
 - (B) Adjacent unscreened parking lots.
 - (C) Adjacent chain link fences.
 - (D) Adjacent blank walls.
 - (E) Adjacent dumpsters or service areas.
- (c) Building corners present valuable opportunities for pedestrian-oriented open spaces due to their high visibility and accessibility from multiple streets. These locations naturally draw foot traffic, making them ideal for active public areas such as plazas, seating nodes, or landscaped gathering spaces. Refer to AMC 20.119.210 Building Corners for specific architectural corner treatments.
- (d) Allow for small temporary structures, stands, and food trucks, especially on corners, for small businesses such as flower shops and produce stands to create a more active street.

Figure 15
Example of Pedestrian-Oriented Space



Building Design

The following standards supplement the citywide Development Design 5.1 Creating Streetscape Compatibility, 5.2 Orienting the Building to the Street, 11.1 Human Scale, 11.3 Entries, 12.1 Appropriate Materials, and 14.1 Site and Building Design.

20.119.200 – Architectural Style and Character.

(a) Purpose

- (1) To promote the integration of design forms, themes, and/or details associated with historic regional agricultural heritage.
- (2) To reinforce Island Crossing gateway character through visually distinctive design.

(b) Integrate regional farm and agrarian-inspired design themes and/or elements into the façades of all new buildings and major remodels facing “Signature Roads” and “Pedestrian-Oriented Paths”. At least three of the following elements must be incorporated in the design:

- (1) Barn-like roof form including gambrel or simple gable roof featuring overhanging eaves (minimum of 24 inches for non-residential buildings), decorative braces, and brackets.
- (2) Horizontal siding, board and batten, metal siding (excluding flat metal panels), brick, masonry, wood, or combination. This includes exposed wood structure components.
- (3) Symmetrical window fenestration pattern with vertical (min 2:1) or square window shape.
- (4) Other enhancements (each item integrated counts as one “element”): Decorative shutters, proportional dormers, exposed rafter tails, geometric patterns, windmills, cupola, weather vanes, water towers, or other similar details associated with historic regional agricultural structures.

DEPARTURE. The integration of only two elements will be considered provided the design composition meets the purpose of the standards and is approved by Director.

(c) Commercial developments with multiple buildings must employ a variety of colors, building materials, and architectural treatments to reduce monotony and reinforce the City’s sense of scale and independent rural character.

Figure 16

Examples of building form and materials that reference regional agricultural structures



Upper left (Hickory Circle)= Gabled roof, metal siding, shed awning, gooseneck lamps, neutral color scheme with contrasting trim, reflects historic agricultural style. Upper right (Woodinville Whiskey Co.) = Bright contrasting trim, varying materials, creative use of windows, awning. Bottom (Art in Motion, MN) = Cupolas, metal siding, varying roofline, strong reference to historic agricultural style.

20.119.210 – Building Corners.

Building corners, located at street intersections particularly along Signature Road, are highly visible and naturally attract foot traffic. Thoughtful design of building corners can create public focal points for gathering on non-arterials and temporary or seasonal commercial activities such as food stands and produce stands (primarily along SR 530) that enhance the Island Crossing farm and agrarian theme. Pairing these locations with AMC 20.119.190 Pedestrian-Oriented Open Spaces standards enhances their role as active, welcoming spaces that contribute to a vibrant public realm.

(a) Purpose

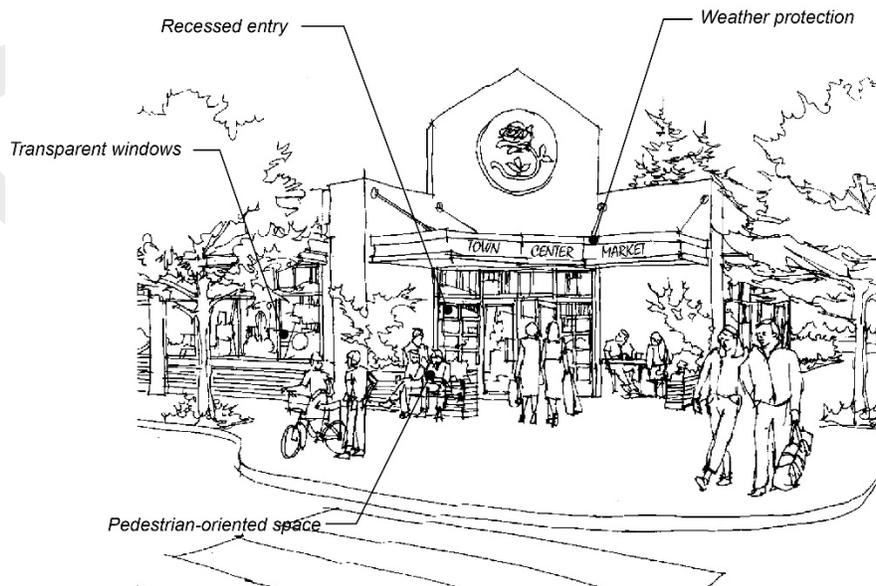
- (1) To enhance the pedestrian environment
- (2) To encourage creativity in the design of building facades to add visual interest.

(b) All new buildings located at intersections in “Signature Roads” and “Pedestrian-Oriented Paths” shall employ three or more of the following design elements or treatments to architecturally accentuate building corners facing the intersection:

- (1) A corner entrance to courtyard, building lobby, atrium, or pedestrian pathway.
- (2) A significant corner bay window or turret.

- (3) Roof deck or balconies on upper stories.
- (4) Building core setback "notch" or curved façade surfaces.
- (5) Sculpture or artwork, either bas-relief, figurative, or distinctive use of materials as part of the building.
- (6) Change of materials.
- (7) Corner windows.
- (8) Special lighting.
- (9) Significant feature such as a windmill and water towers.
- (10) Special treatment of the pedestrian weather protection canopy at the corner of the building.
- (11) Other similar treatment or element approved by the Director.

Figure 17
Example of building corner treatment



Top Left (St. Honore Bakery, Lake Oswego, OR)= Timber framed gable, upper deck balconies, and stone materials, reflect agricultural style. Top Right (University Book Store, Mill Creek, WA) = Bright contrasting trim, varying materials, and wooden awning showcase a modern interpretation of agricultural style. Bottom = Building corner with highlighted entries and pedestrian-oriented space

20.119.220 – Building Material.

(a) Purpose

- (1) To encourage high quality building materials that enhance the character and identity of Island Crossing
 - (2) To discourage materials and design treatments that create a false sense of historicism in new development.
- (b) Applicants should use high quality durable materials. This is most important for the base of buildings, particularly for commercial buildings where the façade is sited close to sidewalks. Stone, brick, or tile masonry, architectural concrete, or other similar highly durable materials are expected to be used for at least the bottom 2 feet of the first-floor façade (excluding window and door areas).
- (c) All buildings: Treatment of building materials that creates a false sense of historicism in new buildings is strongly discouraged. For example, buildings following the farm and agrarian architectural theme (see AMC 20.119.200 Architectural Style and Character) may be inspired by farm architecture, but should not design a barn replica used for a non-agricultural purpose.

DRAFT