

**From:** [becky goodell](#)  
**To:** [Amy Rusko](#)  
**Subject:** Island Crossing planning comment  
**Date:** Monday, July 7, 2025 4:47:26 PM  
**Attachments:** [Island Crossing comment 070725.pdf](#)

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This message came from outside the City of Arlington

Dear Amy,

Please accept our comment for Island Crossing Planning in letter attached.

Sincere thanks for your service and your earnest consideration,

Yours Truly,

Rebecca S Goodell

Skelton  
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360-708-0362

**Date:** July 3<sup>rd</sup>, 2025

City of Arlington  
Community & Economic Development Department  
238 N Olympic Ave  
Arlington, WA 98223

**RE: Concerns Regarding Island Crossing Subarea Plan**

Dear Mayor, Members of the City Council, and Planning & Development,

We are writing to express our concerns regarding the proposed Island Crossing Subarea Plan currently under consideration. As landowners and stakeholders in this uniquely situated area, we appreciate the opportunity to provide input into the planning process and would like to offer the following perspective based on the history, function, and surrounding context of Island Crossing.

Island Crossing is currently zoned as highway commercial and is strategically located adjacent to I-5, surrounded by productive farmlands with no nearby residential neighborhoods or pedestrian infrastructure. The area has long served the traveling public with uses such as truck stops, gas stations, hotels, quick-service restaurants, coffee stands, and other transportation-related services that are consistent with the current zoning and the needs of the region.

While we recognize the City's interest in long-term planning and growth, we strongly believe that attempting to reshape Island Crossing into a walkable, mixed-use community is inconsistent with the location's natural role and historical development pattern. The vision of walkability requires nearby housing, employment centers, schools, and transit—all of which are notably absent in this area and are unlikely to emerge in the foreseeable future given the agricultural surroundings and geographic separation from the urban core.

Additionally, we are deeply concerned about the significant infrastructure improvements proposed in the draft plan. As written, these costly upgrades would be expected to be funded largely by future landowners and developers. At the same time, the plan proposes reducing the types of permitted uses—such as truck stops—that are currently the most viable and economically productive uses for the area. This approach creates a fundamental inequity: requiring investment while reducing property value and economic potential. When a property owner loses the right to develop their property into the highest and best use, it is a taking and the property owner should be compensated for it. This

compensation could be in the form of cash payments or reduced development fees and/or credits.

Restricting freeway-serving uses like truck stops in Island Crossing would not only diminish the area's functionality and value, but could also divert essential services to other communities, weakening Arlington's regional role in transportation and commerce.

We respectfully urge the City to reconsider efforts to redesign Island Crossing into a walkable area and instead embrace its established role as a vital highway commercial hub. Doing so will ensure consistency with surrounding land uses, provide economic return for landowners and the City, and maintain the necessary services for travelers and commercial freight moving along the I-5 corridor. Development requirements could easily include establishment of an east-west walking/cycling corridor bordering agrarian and nature views encouraging connection to the vital downtown much as the Centennial Trail brings tourism and fosters community.

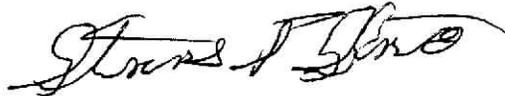
We welcome the opportunity to continue this dialogue and work collaboratively on a plan that respects both the history and future economic vitality of Island Crossing.

Sincerely,

Rebecca S Goodell



Stuart Skelton



Craig Skelton

