

**From:** [becky goodell](mailto:becky.goodell)  
**To:** [Amy Rusko](mailto:amy.rusko)  
**Subject:** Public Comment Island Crossing zoning  
**Date:** Monday, September 15, 2025 11:34:15 AM

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September 15, 2025

Amy Rusko, CED Director ([arusko@arlingtonwa.gov](mailto:arusko@arlingtonwa.gov))  
City of Arlington Community and Economic Development  
18204 59th Ave NE  
Arlington, WA 98223

Re: Island Crossing Subarea Plan

Dear Amy Rusko and planning commission members,

I write as a land owner within the Island Crossing Subarea to express my concerns with the current proposed land use zoning restrictions. The proposed plan is laudable for its core mission of flood mitigation and creating a functional and visually pleasing gateway to the City of Arlington. With respect to utilizing its natural gifting and maximizing tax revenue for the city I contend that the plan falls woefully short.

Island Crossing is ideally positioned as a transportation hub. Our family property, along with our Kazen family neighbors, experiences strong demand to that end. We have entertained numerous offers from transportation entities wanting to purchase our Freeway Services zoned property for the purpose of building a truck stop. 'Another truck stop?', you say. Yes! When the infrastructure is in place for a truck stop it doesn't have to be duplicated elsewhere. I contend that to ignore the extreme need for more truck stops and the higher than typical tax revenue available from them is a misuse of a valuable city resource.

As the Pilot station so adequately demonstrates, truck stops provide significant tax revenue AND can be aesthetically pleasing. Needed traffic flow upgrades for that station can accommodate two stations, the cost of which is more easily justified by doubled revenue. Rather than excluding the possibility of more trucks why not optimize traffic flow and revenue. You are in a position to establish development criteria that meets your core goals of flood mitigation, aesthetically pleasing gateway, and drawing traffic off the freeway in the direction of Arlington proper where you have made lovely development improvements of which the Centennial trail is a key element. I highly support an east-west non-motorized path inviting community recreation and tourism to downtown Arlington. Such a path can and should be made a part of any development plan.

The idea of a single ball field as a flood mitigation strategy is pure folly. Who will pay to clean up the property after the first flood that leaves logs, sticks, and debris piled against the fences. The city? Not hardly. Truck stops on the other hand have the financial resources to clean up and reopen in 24 hours with all the mobile customers safely moved out of the way. What revenue will a single ball field bring in? Insignificant!! Ball field complexes on the other hand fill restaurants and hotels. I heartily support Ag tourism and a ball field complex but please think clearly on this and work with the county to move it up the highway at least a mile closer to town where it will be safer from floods and draw traffic closer to your lovely town.

Please reconsider your prohibition of truck stops. Don't judge truck stops by the current west side example. Pilot is more reflective of what we envision. The developer we favor builds aesthetically pleasing facilities with restaurants, EV charging, convenience store, and lodging. Before making any final decisions please do due diligence. Engage in conversation with reputable developers such as Loves Travel Stops. Learn what development demands and restraints you can reasonably establish to meet your core goals in an economically viable and sustainable manner. It is my contention that your current plan falls short of those goals.

Sincerely yours,

Rebecca Skelton Goodell

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